KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

September 10, 2002

Ordinance 14464

Proposed No. 2002-0074.2 **Sponsors** Pelz and McKenna

1 AN ORDINANCE relating to public transportation;
2 amending the Comprehensive Plan for Public
3 Transportation ratified by Ordinance 11032, Section 28, as
4 amended by Ordinance 12060; and adopting the Six-Year
5 Transit Development Plan for 2002-2007.
6
7
8 For purposes of effective public transportation planning, the
9 metropolitan King County council makes the following legislative
10 findings:
11 1. By Resolution 6641 passed on October 21, 1993, the council of
12 the former municipality of metropolitan Seattle ("Metro Council")
13 adopted a Comprehensive Plan for Public Transportation.
14 2. The Comprehensive Plan for Public Transportation was ratified
15 by the King County council by adoption of Ordinance 11032,
16 Section 28, and K.C.C. 28.48.010, which ratified all resolutions of

17 the Metro Council not expressly repealed or inconsistent with other
18 ordinances.
19 3. The Comprehensive Plan for Public Transportation was amended by the King
20 County council by adoption of Ordinance 12060, Section 1, which updated the
21 percentage allocations for the subareas.
22 4. Ordinance 12060 also adopted a Six-Year Transit Development Plan for 1996-
23 2001, which has since guided implementation of service changes and
24 improvements in a way consistent with the new public transportation service
25 structure envisioned in the Comprehensive Plan for Public Transportation.
26 5. Additional farebox revenue and operating funds are expected to be available to
27 finance continuing improvements to the public transportation system through the
28 year 2007.
29 6. Pursuant to RCW 35.58.2795, King County is required to prepare
30 a six -year transit development plan for each year and the ensuing
31 five years.
32 7. The Six-Year Transit Development Plan for 2002 to 2007
33 adopted by this ordinance is intended to provide further guidance
34 about the priorities for improvements to the public transportation
35 system.
36 8. The Six-Year Transit Development Plan adopted by this
37 ordinance is consistent with the Comprehensive Plan for Public
38 Transportation and the King County Comprehensive Plan.

9. The Six-Year Transit Development Plan adopted by this ordinance specifies objectives and strategies the impacts of which were described in the system plan final environmental impact statement ("FEIS") adopted by the Metro Council in September of 1993 in connection with its adoption of the Comprehensive Plan for Public Transportation. The FEIS was issued in March of 1993 and is entitled "The Regional Transit System Plan Final Environmental Impact Statement." As indicated in the January 30, 2002, addendum to the FEIS, the environmental impacts of the Six-Year Transit Development Plan adopted by this ordinance are the same or less, and not significantly different, than those that are identified in the FEIS.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Policy 3.4.1 of the Comprehensive Plan for Public Transportation, adopted by Resolution 6641 of the Metro Council, ratified by operation of Ordinance 11032, Section 28, and amended by Ordinance 12060, Section 1, is hereby amended to read as follows:

Distribution of any new service resources shall be consistent with the Six-Year Transit Development Plan, as it may be amended from time to time.

SECTION 2. The Six-Year Transit Development Plan for 2002 to 2007, Attachment A to this ordinance, is hereby adopted.

SECTION 3. The description and analysis of sample public transportation services, capital facilities and guidelines contained in the Six-Year Transit Development Plan for

62 2002 to 2007: Appendices, Attachment B to this ordinance, illustrate and support the
63 concepts, objectives and strategies of the Six -Year Transit Development Plan, but are not
64 parts of the adopted plan and nothing in Attachment B to this ordinance shall be construed
65 as creating any obligation or commitment by the county to provide service or construct a
66 facility.

67 SECTION 4. The "Public Involvement Report Summary," Attachment C to this
68 ordinance, documents public reaction to the Six-Year Transit Development Plan for 2002 to
69 2007, including a number of suggestions for specific service and capital facility
70 improvements. Specific additions, deletions or modifications to existing public
71 transportation services and facilities shall be made through the annual service change and
72 annual capital budget processes.

73 SECTION 5. The "Addendum to the Regional Transit System Plan Final
74 Environmental Impact Statement," Attachment D to this ordinance, explains how the Six-
75 Year Transit Development Plan for 2002 to 2007 is related to the alternatives analyzed in
76 the 1993 Regional system Plan FEIS previously adopted in connection with the
77 Comprehensive Public Transportation Plan. The addendum further documents that general
78 environmental impacts of the Six-Year Transit Development Plan for 2002 to 2007 have
79 been considered and found not substantially different from those that were considered in
80 said FEIS. Project-level environmental review will precede implementation of the capital
81 components of the Six-Year Transit Development Plan adopted by this ordinance.

82 SECTION 6. The Six-Year Transit Development Plan for 2002 to 2007 adopted by
83 this ordinance supersedes Section II(B), entitled, "Operating Subsidy Allocation," and

84 Section II(C), entitled, "Schedule Maintenance Hours," which is contained in the Transit

85 Program Financial Policies adopted by Motion 10738.

86

Ordinance 14464 was introduced on 2/11/2002 and passed by the Metropolitan King County Council on 9/9/2002, by the following vote:

Yes: 9 - Mr. von Reichbauer, Ms. Lambert, Mr. Pelz, Mr. McKenna, Mr. Pullen, Mr. Gossett, Ms. Hague, Mr. Irons and Ms. Patterson
No: 3 - Ms. Sullivan, Mr. Phillips and Mr. Constantine
Excused: 1 - Ms. Edmonds

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Cynthia Sullivan, Chair

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KING COUNTY COUNCIL

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this 19 day of September 2002.

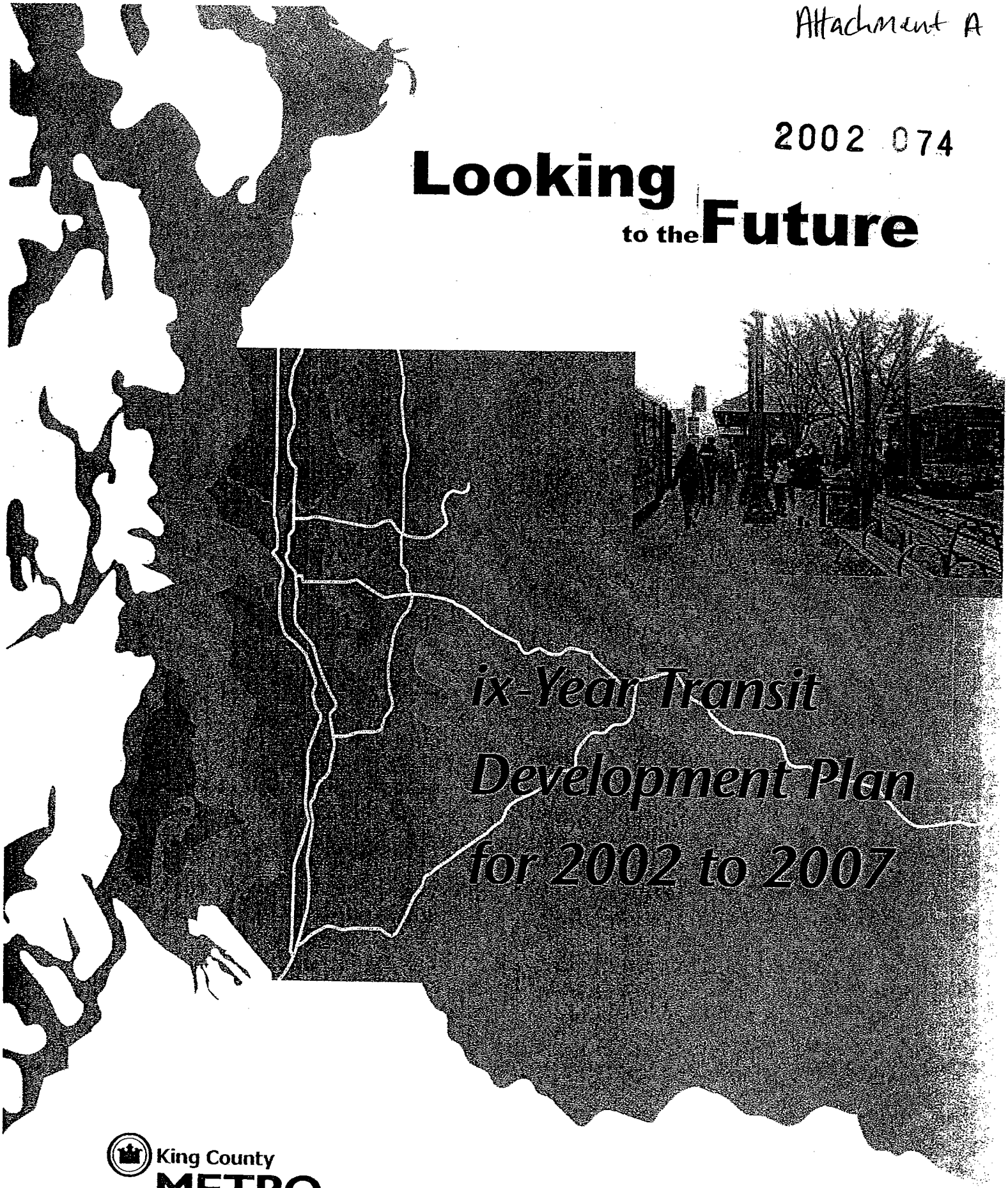
Ron Sims, County Executive

Attachments A. Six-Year Transit Development Plan for 2002 to 2007, B. Six-Year Transit Development Plan for 2002 to 2007: Appendices RTC Recommended September 2002, C. Public Involvement Report Summary Proposed Initiatives for the Six-Year Transit Development Plan King County Metro Transit Fall 2001, D. Addendum to the Regional Transit System Plan Final Environmental Impact Statement, Six-Year Transit Development Plan for 2002-2007

Attachment A

2002 074

Looking to the Future



ix-Year Transit Development Plan for 2002 to 2007

King County
METRO
Department of Transportation
Metro Transit Division

RTC Recommended
September 2002

Section One:
Executive Summary

The Six-Year Plan for Public Transportation 2002-2007 ("the six-year plan," or "the plan") will continue the successful efforts of the 1996 - 2001 plan to move people throughout urban King County with a network of restructured services, and supporting passenger facilities. The 1996 - 2001 plan triggered a countywide reorientation of transit services in the late 1990s to make transit more relevant to changing travel needs at all levels—regionally, locally, and among the numerous cities and neighborhoods of King County.

This plan constitutes King County Metro's six-year transit development and financial program in compliance with state law requirements (RCW 35.58.2795).

The plan sets forth objectives and strategies for transit, paratransit, rideshare services and supporting capital facilities in King County, and establishes the policy basis on which annual operating and capital program decisions are made.

The transit investments identified and prioritized in this plan are focused on congestion relief and improved mobility. Congestion relief investments target congested corridors and activity centers to increase ridership and improve the operating environment to increase bus speeds and reliability. Mobility investments emphasize improvements in frequencies and increased span of service in areas of King County with transit-supportive land use and higher ridership potential. Complementing the focus on congestion relief and mobility is a continued focus on service efficiency—improving capacity utilization, reducing duplication, improving unproductive service or re-allocating resources away from it, and creating transit-oriented development projects.

Service, capital and management elements in this plan include:

- More convenient and frequent services, particularly to and between activity centers outside of downtown Seattle
- Strengthened linkage between service and facility investments and the actions of others
- Increased parking capacity and service at a number of park-and-ride locations
- Improved coordination with regional transit services
- Continued emphasis on private and public partnerships
- Ongoing evaluation of services and plan progress

Figure 1-1 summarizes the process used to develop the Six-Year Plan.

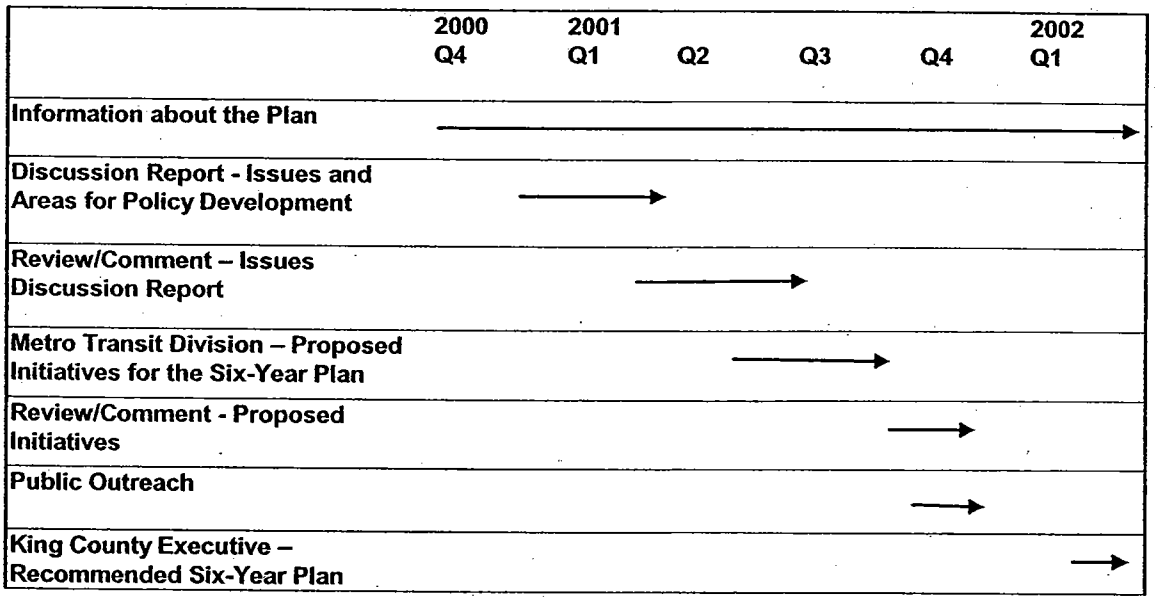


Figure 1-1 Six Year Plan Development Schedule

The detailed revenue and expenditure assumptions used as the basis for the Six-Year Plan are identified both in the Metro Transit Division's adopted 2002 operating/capital budget and financial plan. An updated forecast for 2002 to 2007 incorporates the current recession. This updated forecast would enable system growth of about 65,000 annual service hours. The plan addresses the next 400,000 hours of system growth and prioritizes services to be phased in, given

actual revenues from current sources in the next six years. Future updates of the plan will incorporate significant changes from the current financial forecast, affecting the phasing, quantity and types of both service and capital projects to best meet the goals of the plan within the resources that are available.

Planning for transit must start with the recognition that new transit investments are needed in the entire Metro system. All urban areas of King County need new investments in order to increase transit ridership. It is especially important that Metro invest in routes with long-term growth potential, recognizing that ridership may initially be at lower levels. Routes serving transit-dependent, low-income neighborhoods, Urban Centers and other densely populated neighborhoods also need increased investment. In many such locations, buses are overcrowded and riders need relief. In others, large numbers of riders could be quickly attracted, with significant impacts on congestion and air quality.

It is a high priority for future planning to increase the transit resources available to all of King County. Communities that are accommodating housing and employment growth consistent with the Growth Management Act must have the transit resources to meet the needs of their growing residential and employee populations. New service and capital investments should further the goal of building a productive, high-quality transit system that will merit increased public support in the future.

The objectives, strategies and priorities in the six-year plan are consistent with the King County Long-Range Policy Framework for Public Transportation, the King County Comprehensive Plan, the King County Countywide Planning Policies and the Metropolitan Transportation Plan "Destination 2030" adopted by the Puget Sound Regional Council. The plan also takes into account other regional planning efforts completed or underway in the region including Sound Transit's regional transit system plan, and state and local plans for major transportation facility investments.

Consistent with the State Growth Management Act requirement that transportation planning be coordinated with local comprehensive plans, this plan focuses the improvement of transit services and facilities in the designated Urban Growth Area (UGA) of King County. The plan also establishes a strong link between land use and transit actions in order to make development as well as

transit services and facilities more efficient. The continued support of development within the UGA with higher levels of transit service is a central component of the region's growth strategy and of this plan. Enhanced transit service is an incentive to jurisdictions that accommodate growth and create more transit-friendly developments.

Six-Year Plan Objectives:

The objectives of the plan describe the areas of emphasis of the long-range vision for the transit system during the 2002 to 2007 period. These objectives form the basis for specific plan strategies to carry out the plan.

1. Improve public transportation access to travel destinations by reconfiguring current service, adding new services and passenger facilities, and pursuing innovative solutions and partnerships.

2. Provide higher bus service levels to established urban and manufacturing/industrial activity centers in King County. Develop service improvements within urban areas along key freeway and Regional Arterial Network (RAN) corridors.

3. Enhance service to and within jurisdictions that aggressively implement local land use plans, growth management strategies and regulations to facilitate development that is supportive of transit service.

4. Provide and support transportation demand management actions in coordination with major employers, local jurisdictions, and other agencies.

5. Design and modify services and infrastructure to be more efficient and effective. Reinvest resources from unsuccessful services in a manner that is consistent with the overall system development concept.

6. Design and provide efficient service to major destinations and along corridors through an integrated network of service provided by King County Metro, Sound Transit, Community Transit, Pierce Transit, and the Washington State Ferry System.

7. Make improvements to the transit operating environment in locations and along corridors where actual or potential for high ridership exists and where local jurisdictions provide the necessary supporting plans, policies, permits and/or funding to do so.

8. Improve access for pedestrians (including persons with disabilities) and bicyclists as well as the waiting environment at transit facilities with the highest use.

Six-Year Plan Strategies for 2002 to 2007

Twenty-seven plan strategies provide the direction for service and system development from 2002 to 2007. These strategies fall into five categories:

- Management
- Service
- Capital
- Implementation
- Financial

Management Strategies

The plan's management strategies provide methods to assess the success of plan implementation and the development of service and system improvements through ongoing performance and outcome measurement.

Strategy M-1

Establish a series of targets for measuring success in meeting the objectives of the Six-Year Plan in each of four long-range policy areas, as shown in Table 3-1. Evaluate progress using these targets periodically and at the time of Six-Year Plan updates.

Strategy M-2

Regularly monitor customer satisfaction using measures that assess system changes and improvements through regular surveys of riders and non-riders.

Strategy M-3

Regularly monitor and report bus service performance and ridership systemwide and at the route level to identify services that may require modification, expansion or termination based on their performance. By April 1, 2003, develop and recommend to the RTC a new process for reviewing and reporting performance against a peer group, using the National Transit Database's standard measures of performance in effectiveness, efficiency, cost-effectiveness, and the four-part structure recommended by the 1999 Transit Management Audit. Develop progress targets for these measures.

Service Strategies

The plan's service strategies direct a continued emphasis on efficiency and improved service design; increased service levels on a core network of routes connecting major activity centers, particularly in East and South King County; the addition of services in the peak commuting period; new or improved services in each subarea consistent with local priorities that will serve the highest ridership demand; and improved connections to employment areas outside the traditional central hub of downtown Seattle. King County Metro will continue efforts to integrate bus, vanpool and rideshare services with other innovative and complementary services and programs to increase HOV use and establish commute partnerships with public and private partners. The paratransit program will continue efforts to provide and develop the most cost-effective transportation options for people who are transportation disadvantaged due to age, disability or

income. Finally, two strategies address the integration of services with the network of other regional transit providers and the mobility requirements of students.

Strategy S-1

Pursue efficiencies in existing services in major transit corridors including, but not limited to, those listed in Table 4-1. Reinvest savings from these efforts within the planning subarea in which they are generated.

Strategy S-2

Improve transit on-time performance through service design, shortening of route length, splitting of unreliable through-route pairs, and schedule maintenance of existing services. Schedule maintenance hours shall be reserved in amounts equal to one-third of new service investments up to 0.5% of total annual service hours with the remaining two-thirds of new service hours allocated according to Strategy IM-3. The schedule maintenance hour allocation shall be achieved in accordance with the timetable established in Strategy IM-3 without regard to subareas. Schedule maintenance hours that are not used for schedule maintenance in each year shall be used for new service. To the extent that schedule maintenance requirements exceed the service hours available under this policy, reduction of existing services within the same subarea will be used to fund schedule maintenance needs.

In the event that schedule maintenance hours are proposed at a level exceeding 0.5% of total annual service hours by the Department of Transportation, the Regional Transit Committee shall review this proposal and recommend any change in allocation policy to the Metropolitan King County Council.

Strategy S-3

Improve service levels on existing routes and create new routes serving established urban and manufacturing/industrial centers and urban areas where, because of population or employment clusters, ridership and transit use is projected to be the highest. Improve frequencies to support existing demand and attract more riders on a core network of key connections as listed in Table 4-2 and shown in Figure 4-1.

Strategy S-4

Identify areas of urban King County to become eligible for enhanced transit service when they meet the following criteria:

- By meeting or exceeding prorated established housing and population targets, or
- By encouraging higher density development and pedestrian activity through adopted regulations and policies that promote mixed-uses, establish minimum densities, reduce parking requirements, and carry out other efforts that support transit supportive development.

Preference will be given to areas that realize community or neighborhood development consistent with these criteria.

Strategy S-5

Coordinate with the appropriate jurisdictions and agencies to define the project elements and costs associated with the development of a Bus Rapid Transit (BRT) system identified in Figure 4-4. Utilizing West Subarea new and existing service hours, move towards full implementation of BRT service in the Aurora Avenue North Corridor and develop strategies for implementation of a future BRT system.

Strategy S-6

Provide more service capacity at newly built or expanded park-and-ride lots as warranted by ridership demand at those locations. When identified as a subarea priority, make a portion of the new service investment available for innovative vanpool programs to support park-and-ride lot based transit service.

Strategy S-7

Improve community mobility options through increase in service levels on existing routes or through the creation of new service in transit-supportive higher household and/or employment density areas. Within each subarea, develop service proposals to serve residential and employment areas with the highest ridership demand and to promote circulation within communities. In the communities where flexible service and other King County Metro mobility products and services connecting to the all-day service network can be provided more cost-effectively than fixed-route service, those services should be expanded in conjunction with modifications and improvements to the existing system.

Strategy S-8

Develop cost-effective alternatives to supplement federally mandated paratransit service and to provide transportation services to persons who are transportation-disadvantaged due to age, disability or income. Explore ways to help paratransit-eligible persons and other persons with disabilities and seniors on mobility products and services available to the general public, such as vanpools.

Strategy S-9

Using a combination of fixed route service, transportation demand management actions and additional transit and HOV products, develop transportation alternatives to reduce single-occupant vehicle (SOV) use in the targeted areas shown in Figure 4-5. Develop partnerships with local jurisdictions, employers and institutions, using pricing strategies and

packaging services and products so that these alternatives benefit the partners and their employees, residents or community.

Strategy S-10

Work with the appropriate agencies to achieve integrated, cost-effective and efficient operation of public transportation services in King County addressing the needs of current and potential riders. Participate in transportation system planning efforts including state and regional projects of countywide significance to identify potential transit service and capital elements and funding.

Strategy S-11

Ensure that the mobility requirements of student passengers are recognized on a par with those in school districts that choose to participate in Student Transit programs. Participating districts will reimburse King County for all student transit expenses.

Strategy S-12

Work with private and public agencies to develop strategies for using public transportation services to address congestion due to special events. Strategies may include street use, transit priority, and other strategies under the jurisdiction of King County Metro or local governments. By March 2003, report on these potential strategies to the Regional Transit Committee. The strategies shall address extending tunnel operating hours for expanded special event service where current requirements for 100 percent cost recovery are met.

Capital Strategies

The plan's capital strategies provide for the necessary maintenance, expansion and improvement of transit facilities and equipment to support the objectives of the plan. The strategies provide for capital infrastructure and operating environment

improvements integrated with the delivery of service, including the ongoing maintenance of transit assets and the expansion of maintenance base capacity. Investments in facilities and systems will take advantage of opportunities for efficiencies by using cost-effective advanced technology. Additionally, the plan directs capital resources to the expansion of park-and-ride capacity in highly congested corridors and adopts a systematic approach to improving transit speed and reliability while making route and passenger facility improvements on corridors with higher service levels and ridership.

Strategy C-1

Maintain, replace, and upgrade current facilities, equipment and systems based on customary and reasonable public transportation and engineering practices and the anticipated use of such facilities, equipment and systems.

Strategy C-2

Improve transit passenger facility access, shelter, lighting, bus stop locations and other amenities to enhance the waiting environment. In addition to general improvements throughout the system, focus a portion of resources on the target corridors identified in Figure 5-1, through cooperation and coordination with local jurisdictions.

Strategy C-3

Partner with state and local governments to improve transit operating efficiency and route facilities, and to create speed, safety, and reliability improvements on important transit corridors. In cooperation with local jurisdictions, focus on the target corridors identified in Figure 5-1.

Strategy C-4

Expand park and ride capacity in congested corridors with full or overcrowded park and ride facilities as identified in Figure 5-2. Support development of a series of small owned or leased park and ride lots along low density suburban routes in order to create artificially higher densities to enhance the ridership base. Use the Transit-oriented Development

(TOD) program to further expand park and ride opportunities through joint use of new parking capacity and financing partnerships. Where these lots have unused capacity, encourage their use by vanpools and park-and-pools.

Strategy C-5

Replace and expand the transit fleet so that the size, fleet mix, and individual fleet procurements are consistent with service projections and operating characteristics. Achieve more efficient operations using features including efficient propulsion systems, advanced maintenance technologies and integrated on-board systems on transit coaches. Encourage expansion of the vanpool program.

Strategy C-6

Expand transit operating base capacity in the areas identified and as described in an adopted King County Metro Transit Operating Facilities Strategic Plan to support transit fleet growth projected to occur through the year 2020.

Implementation Strategies

The implementation strategies of the plan provide a phasing timeline and establish priorities for the use of new service resources to implement service improvements, given a forecast of future system growth that is currently very low. Due to the volatility of the primary current revenue source – the sales tax – the plan establishes a range of service improvements that would be accomplished should increased revenues be available.

Strategy IM-1

Investment Priorities: For the period 2002 to 2007, available operating resources shall be invested in:

A) Higher priority– Provide up to 65,000 annual service hours of new service resources or re-invest existing resources for the following purposes (not listed in priority order):

   i) Bus rapid transit service in candidate corridors when identified as a subarea priority;

   ii) Selected new or expanded park-and-ride locations in King County identified in Strategy IM-2;

   iii) Services with overcrowding or showing the highest potential for growth in ridership. These include but may not be limited to those core network services identified as priority investment connections in Table 4-2;

   iv) Re-investment and restructuring of services to integrate with Sound Transit Regional Express and Sounder programs

B) Lower priority – Provide new or re-invest existing bus service resources in the following amounts and for the following purposes:

   i) Use up to 100,000 annual service hours, including those investments resulting from implementation of Strategy IM-1, Section A) i), to improve additional peak period services, respond to ridership growth in key corridors or to selected destinations with high peak period ridership potential

   ii) Use up to 200,000 annual service hours, including those investments resulting from implementation of Strategy IM-1 Section A) ii), to improve span of service and frequency towards 2007 target levels on the core network services identified as priority investment connections in Table 4-2;

   iii) Use up to 100,000 annual service hours, in addition to those investments resulting from implementation of Strategy IM-1.A to improve services

identified as subarea priorities in the subarea-based community planning process.

Strategy IM-2

Optimize the timing and implementation of service and capital investments to maximize the efficient use of transit resources in meeting public transportation goals. Phase service to match completion dates of planned park-and-ride expansions, start-up of new Sound Transit services and to complete service investments consistent with priorities identified in Strategy IM-1 as new, sustainable service resources allow.

Strategy IM-3

The implementation of transit service hours as stated in strategy IM-1 and IM-2 above shall use the following framework for transit service allocation.

With the implementation of each 200,000 annual hours of service investments described in Strategy IM-1, each King County Metro planning subarea would receive a share of actual service hours implemented as follows: East 40%, South 40% and Seattle/North King County 20%.

Any systemwide reduction in service investment shall be distributed among the subareas in proportion to each subarea's share of the total service investment.

Strategy IM-4

Conduct a community planning process in which transit riders, local jurisdictions, unincorporated area councils, employers, and educational institutions participate in the design and implementation of significant changes to existing service. Use service and capital strategies consistent with the service priorities described in Strategy IM-1. Involve the community, local jurisdictions and subarea groups in the development of

recommendations for updates of the Six-Year Plan at least every two years or more frequently if changing conditions or priorities dictate. Utilize overall roles and responsibilities as shown in Table 6-1.

Plan updates shall address significant operating changes and capital improvements anticipated in the next six years as well as any revision to adopted strategies necessitated by significantly changed circumstances affecting the transit program.

Financial Strategies

A central goal of King County Metro's financial planning activities is stability of the transit system and financial integrity of the Public Transportation Fund. This goal is accomplished through prudent planning that uses reasonable economic assumptions along with specific programmatic plans to project future revenues, expenditures and resulting fund balances.

The financial strategies of the plan include pursuit of available state and federal grant sources and continues the long-standing policy of pursuing financial partnerships and economic development with local jurisdictions and other public and private entities. Additionally, a goal to achieve 25% operations revenue to operating expense ratio is maintained.

Strategy F-1

Pursue a combination of farebox and other operations revenue to maintain a target bus operating revenue-to-operating expense ratio of at least 25 percent.

Strategy F-2:

Pursue grants to fund projects that have been identified as necessary to support system service priorities or maintain the system as outlined in this plan.

Strategy F-3

Pursue opportunities for partnerships and economic development with communities, employers, other transit agencies, federal and state governments and vendors to expand resources to support transit services and supporting capital facilities. Explore the use of advertising to support shelter program expansion and enhancements.

To determine the viability of extending the current Ride Free Area (RFA) or entering into agreements for new RFA in additional King County Communities, the Department of Transportation will provide a report to the Regional Transit Committee by June 2003, which identifies the issues associated with the implementation of additional RFA. The analysis will consider three potential scenarios: an extension of the existing downtown Seattle RFZ, a RFA for another Seattle urban neighborhood, such as Ballard, Capitol Hill or the University District, and a RFA for one or more suburban cities. RFA analysis will include the following factors:

1. Operating cost impacts
2. Revenue impacts
3. Security and driver impacts
4. Revenue recovery from RFZ "partners" or net cost (operation savings plus revenue loss)
5. Customer impacts
6. Partner agency impacts
7. Comparison with alternatives (e.g. free circulators, token/ticket program
8. Or other factors as determined by the RTC.

The RFA analyses will be presented to the Regional Transit Committee by June 2003.

Strategy F-4

Ensure the maximum benefit is derived from available transit revenues by:

- Focusing capital expenditures on projects that directly support service investments;
- Refining capital improvement program expenditure assumptions to improve annual accomplishment rates;
- Revising lifespan assumptions to reflect actual experience when planning for the replacement of the transit fleet and other equipment and facilities;
- Increasing the amount of service in the operating program by reducing annual underexpenditure levels, and
- Replenishing the Transit Fare Stabilization and Operating Enhancement Reserve to enable the operating program to respond to unforeseen revenue or expenditure circumstances.

Section Two:
Planning Context

Introduction

The Six-Year Plan for Public Transportation 2002-2007 (six-year plan) will continue the successful efforts of the previously adopted plan to create a multi-destinational network of services and facilities. The adopted plan triggered a county-wide reorientation of transit services in the late 1990s; this reorientation was made in an effort to make transit more relevant to changing travel needs at all levels—regionally, locally, and among the numerous cities and neighborhoods of King County.

Results of this effort are promising: Ridership in 2000 was at record levels for King County Metro; service efficiency has improved in all areas of the county; historic declines in transit use per capita have reversed direction; the number of households with residents using transit has increased; and significant progress towards very aggressive commute trip reduction goals is evident in numerous employment sites around the county. Successful, innovative efforts to reduce single occupant vehicle commuting through partnerships with major institutions and employers have received national recognition.

The six-year plan sets forth objectives and strategies for transit, paratransit, rideshare services, transportation demand management and supporting facilities in King County. It establishes the policy basis on which annual operating and capital program decisions can be made. The plan serves as an implementation guide, intended for update as changing conditions or priorities dictate.

Relationship to Other Plans

The objectives and strategies in the six-year plan are consistent with the King County Long-Range Policy Framework for Public Transportation (LPRF), the King County Comprehensive Plan, the King County Countywide Planning Policies and the Metropolitan Transportation Plan "Destination 2030" adopted by

the Puget Sound Regional Council. The plan proposes that transit services and facilities be focussed in the urban areas of King County. The plan also establishes a strong link between land use and transit actions in order to make development, as well as transit services and facilities, more efficient. The continued development and continued support of King County's Designated Urban Growth Area with higher levels of transit service are central components of the region's growth strategy.

The plan is consistent with state and federal law, and recognizes other planning efforts completed or under way in the region. These include local jurisdiction comprehensive plans, Sound Transit's regional transit system plan, and state and local plans for major transportation facility investments.

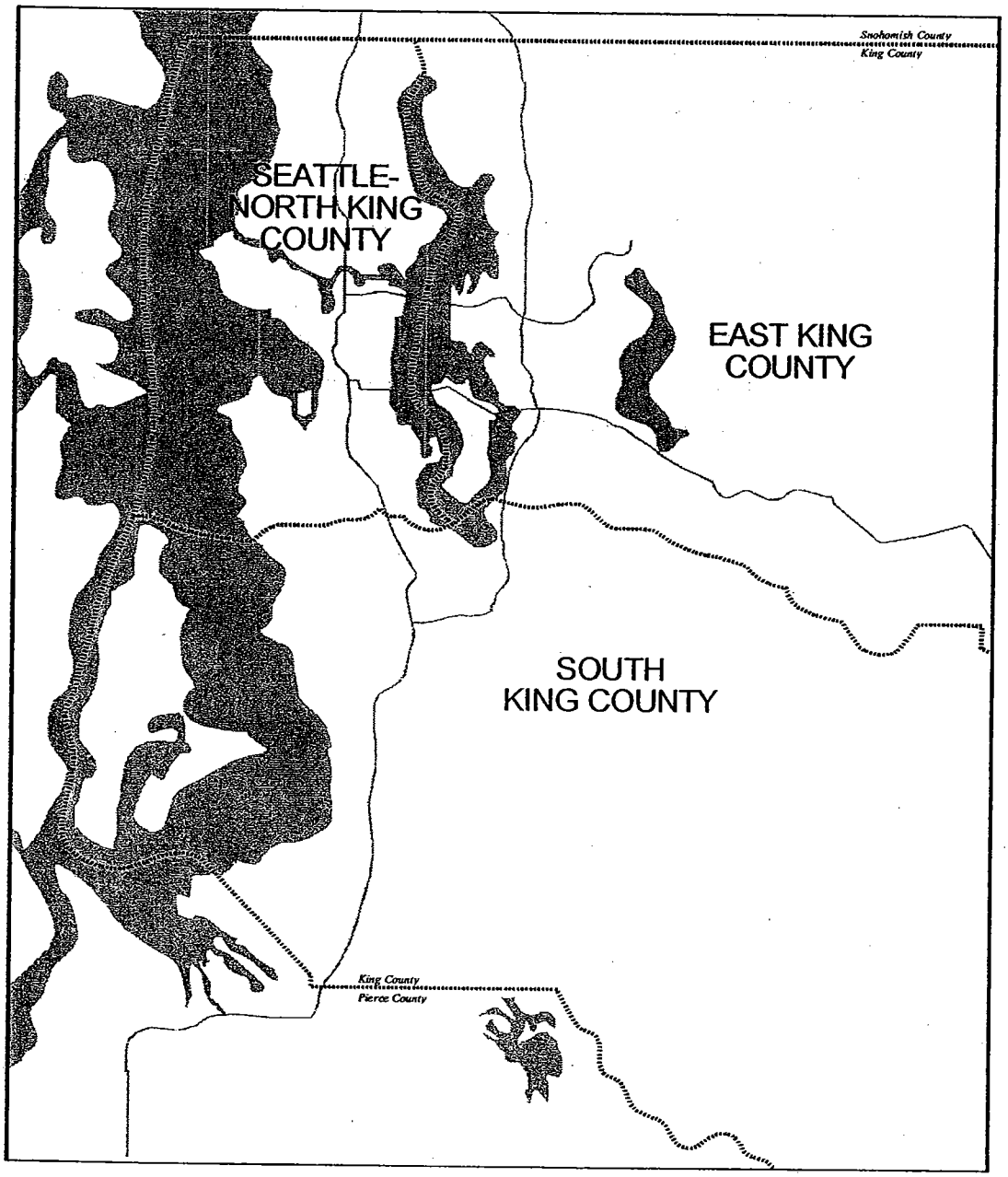


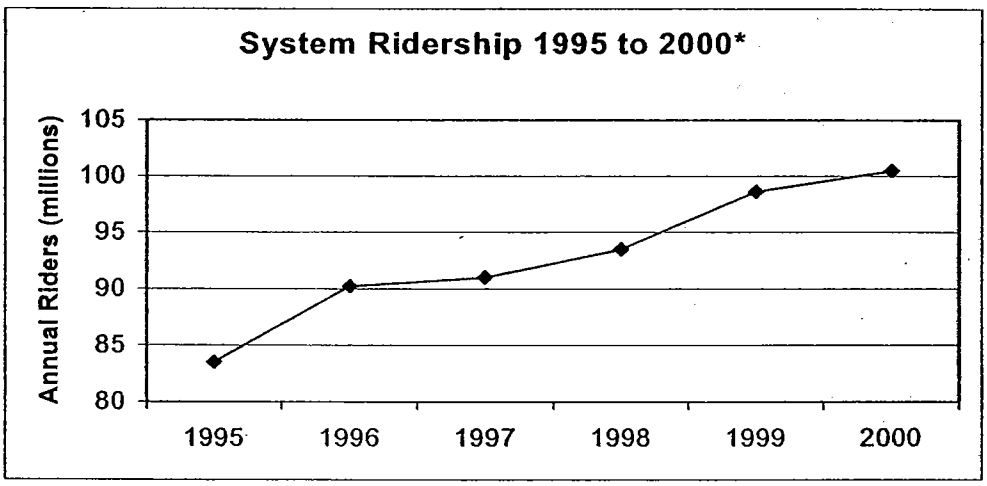
Figure 2-1. Approximate King County Public Transportation Planning Subareas

Recent System Trends

The transit system is meeting or exceeding the 1996-2001 plan progress targets. Customer satisfaction levels remain high, and the public remains confident in King County's ability to operate a quality transit system.

King County Metro Transit ridership is at an all-time high. There were over 100 million riders in 2000, representing almost a twenty-five percent increase in ridership since 1995.

Service efficiency has increased in all areas of the county. System level boardings of 30.4 per bus service hour in 2000 exceed the target for 2001 set in 1995 of 26.5 boardings per bus service hour.



*Annual passenger unlinked trips on bus, dial-a-ride, paratransit, vanpool and special services

Transit mobility, as measured by the number of households using transit and boardings per capita, has increased in all areas of the county. The total number of households with residents using transit in the past month (October 2000 survey) increased countywide from 1995 to 2000. Overall usage of the system, measured by boardings per capita, was 58.4 in 2000, already exceeding the plan target for 2001 of 51.0.

Research

The 2000 census and regional travel data show continued change in countywide travel patterns. When all modes are considered, the data show a decrease in the percentage of King County travel to Seattle in general and to downtown Seattle in particular, with a concurrent rapid increase in suburb-to-suburb and intra-community trips. Even with this trend, downtown Seattle continues to be the strongest market for transit because of its size and the relatively high cost of parking. Consequently, it is important that transit continue to expand service to respond to more dispersed travel destinations, while still focusing on the markets where it can be most competitive, such as downtown Seattle, the University District and downtown Bellevue.

Surveys of King County residents provide an indication of their service priorities for the 2002-2007 six-year plan. Figure 2-2 and 2-3 highlight results by subarea of an early 2001 survey of King County transit riders and non-riders[1]. The relatively strong interest in all kinds of service suggests that, to be successful, the plan should strike a balance among competing needs.

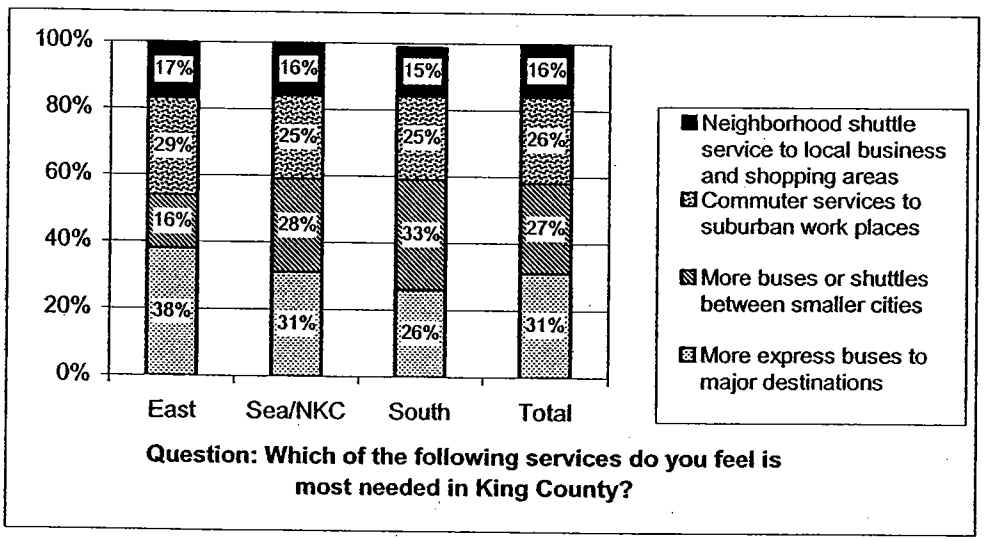


Figure 2-2 Most Needed Transit Services

[1] Six-Year Plan "New Priorities" Study - King County Metro Transit Management Information and Transit Technology (MITT), January 2001

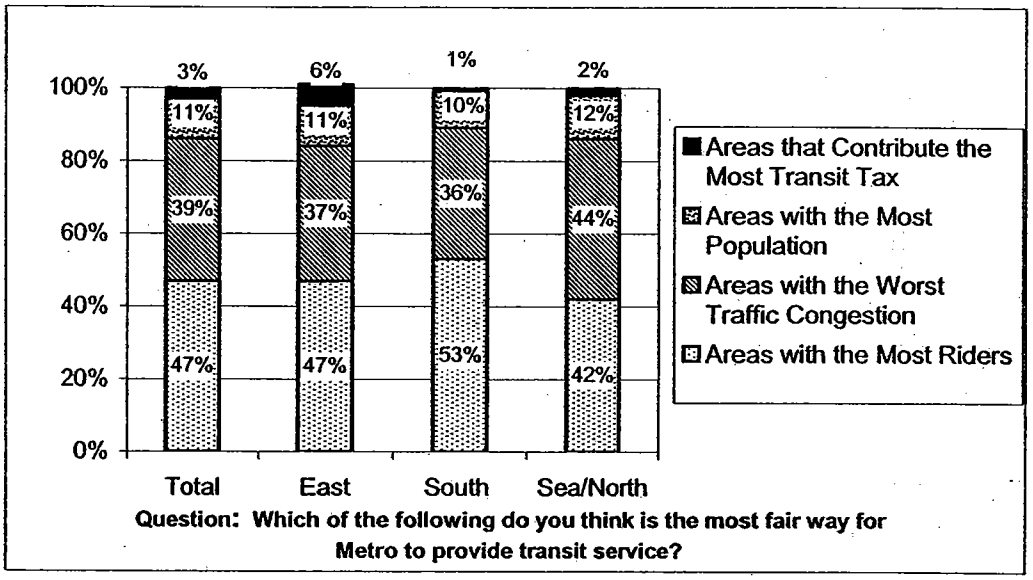


Figure 2-3 Most Fair Way to Provide Transit Service

Increasing ridership will mean both attracting riders for whom using the bus is a choice rather than a necessity, as well as increasing the number of transit trips taken by occasional riders. The aforementioned 2001 survey of King County transit riders and non-riders asking for information on their priorities for new service yielded the following results:

- Respondents in King County would like more transit services—more express buses to major destinations, more buses between smaller cities and more commuter services to suburban worksites.
- A majority of respondents think it is more important to add bus service in as many areas as possible, than it is to add more bus service in a few key areas.
- About half of the respondents want more service between park-and-ride lots and their destinations; the other half would like to see more bus service from within walking distance of their homes to their destinations. Respondents from East and South King County were more inclined to want additional park-and-ride lots.
- Almost 60 percent of respondents would like more bus service added to current routes; while approximately 40 percent prefer to see new bus service to areas where there is currently little or no service.

- The vast majority of respondents think the fairest way to provide transit service is to add it to areas with either the worst traffic congestion or with the most riders.
- Fewer than 15 percent of respondents think the fairest way to provide transit service is to add it to areas with the most population or to areas contributing the most transit taxes.

Research[2] into what attracts transit ridership suggests that:

- Directness of travel and frequency of service are the most important service attributes.
- Respondents are willing to drive to a park-and-ride lot and ride a bus from the lot when the service is provided on a frequent basis
- Riders prefer buses that use dedicated roadways, signal priority, and HOV lanes because they typically provide faster and more reliable service
- Riders would like to be certain that buses will consistently arrive at their destinations on schedule
- Riders expect a high level of comfort and cleanliness at transit centers, shelters, as well as in vehicles
- Riders expect fares to be competitive—significantly lower than the perceived cost of operating and parking a car

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[2] King County Metro Rider/Non-Rider Survey 2000, Metro Information and Transit Technology

Regional Freeway and Arterial Network Congestion

On the King County network of limited access corridors, park-and-ride demand is exceeding available capacity in several locations. A recently completed Washington State Department of Transportation (WSDOT) study[4] concluded that the "unconstrained" demand for park-and-ride spaces would be met by the addition of as many as 12,000 new park-and-ride spaces by the year 2020. During the 2002 to 2007 period, King County Metro and Sound Transit plan a combined increase of about 6,000 parking spaces at park-and-ride facilities, responding to the demand suggested by this study for the period from 2000 to 2010 (see Figure 2-4).

As traffic continues to grow, the operating conditions for transit deteriorates without the introduction of priority treatments. This plan addresses the avoidance of service deterioration through the application of bus speed and reliability strategies that are highly dependent upon the commitment and participation of local jurisdictions and other state and local partners to achieve, preservation of funding for schedule maintenance separate from the allocation of hours for new services, and service design.

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[4] "King County Park & Ride Demand Estimation Study." Prepared for King County and Washington State Department of Transportation by Parsons Brinckerhoff, January 2001.

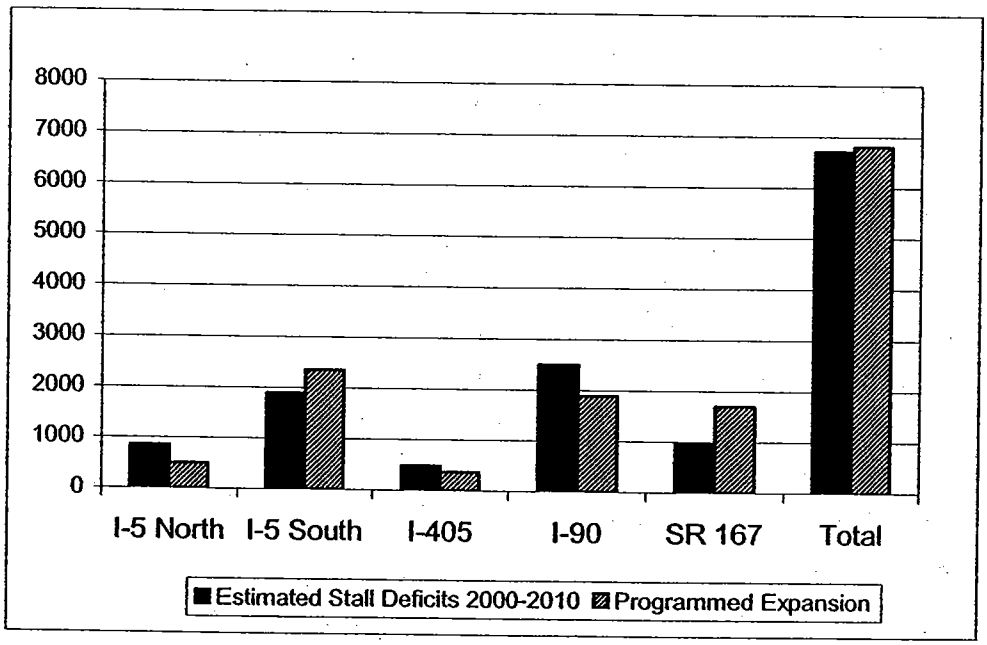

Figure 2-4 Park and Ride Demand and 2000 to 2010 Programmed Expansion
(King County and Sound Transit Projects Combined)

Transit Financing

Since the elimination of Motor Vehicle Excise Tax (MVET) revenues with the passage of I-695, King County Metro is now more reliant on sales tax revenue. Because of this, short-term periodic upturns or downturns in the County's economy will have a greater impact on the public transportation fund than in the past.

The forecast of financial resources for the next six years limits the opportunity for the system to expand. The level of expansion is not known and is dependent on the strength of the economy. The plan addresses this uncertainty by describing a target package of improvements requiring resources beyond those currently forecast and identifying priorities among different types of service as well as factors to be used in selecting specific investments to be made on an annual basis.

Subarea Planning

The LRPF divides Metro's service area into three geographic subareas for the purpose of planning and allocating new platform hours. These subareas represent areas where travel and development patterns provide a common basis for planning public transportation. (See Figure 2-1.)

The LRPF states that local jurisdictions are to be actively involved in a collaborative process for planning public transportation. Metro has worked closely with local jurisdictions to ensure that service proposals respond to local comprehensive plans where feasible. Throughout the development of this plan, Metro has worked with groups of elected officials from each subarea, in addition to other stakeholders and the general public. The subarea groups, composed of local elected officials from affected jurisdictions, provided input and guidance on subarea needs, goals, and preferences for service. The groups are (1) the SeaShore Transportation Forum, (2) the Eastside Transportation Program (ETP), and (3) the South County Area Transportation Board (SCATBd).

Section Three:
Plan Objectives and Managing the System

Introduction

This section reviews the policy basis and long-range vision guiding this Six-Year Plan, as set forth in the Long Range Policy Framework (LRPF), also known as the Comprehensive Plan for Public Transportation in King County. This section also includes strategies to be used to measure plan outcomes and evaluate service performance.

Six-Year Plan Objectives 2002 to 2007

The transit system is expected to serve a wide variety of travel markets and a diverse set of users. Commute, shopping, recreation, student, and social service trips are among the markets served. Services are designed within limited resources to balance and accommodate as many of these needs as possible, necessitating choices when needs compete. This plan directs the transit system to serve new and expanded markets, maintain quality service for established markets, and over time, improve ridership and cost-effectiveness.

This plan pursues system development strategies that are consistent with the following objectives for the six-year period from 2002-2007. The strategies set forth in this plan are derived from these objectives and are designed to result in measurable progress towards achieving these objectives and the long-range vision.

The following describes the objectives of the plan for 2002 to 2007, which emphasize four policy areas from the Long-Range Policy Framework (LRPF).

Cost and Efficiency

From the Long-Range Policy Framework:
"Provide the most efficient and effective services and facilities possible within available resources."

Six-Year Plan Objective:

1. **Design and modify services to be more efficient and effective. Reinvest resources from unsuccessful services in a manner which is consistent with the overall service concept.**

Growth Management

From the Long-Range Policy Framework:
"Support local and regional growth management plans and policies. Within each subarea, focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the urbanized growth area of King County".

"Work with local jurisdictions to meet the goals and requirements related to transit services and facilities that are contained in the Growth Management Act, the Countywide Planning Policies and the Multi-County Planning Policies."

Six-Year Plan Objectives:

2. **Provide higher bus service levels to established urban and manufacturing/industrial activity centers in King County. Develop service improvements within urban areas along key freeway and Regional Arterial Network (RAN) corridors.**
3. **Enhance service to and within jurisdictions that aggressively implement local land use plans, growth management strategies and regulations to facilitate development that is supportive of transit service and ridership.**

Market Share

From the Long-Range Policy Framework:

"Increase the portion of trips by people using transit and ridesharing within King County."

Six-Year Plan Objectives:

4. **Provide and support transportation demand management actions in conjunction with major employers, local jurisdictions, and other agencies.**
5. **Improve public transportation access to travel destinations by reconfiguring current service, adding new services and passenger facilities, and pursuing innovative solutions and partnerships.**

Mobility

From the Long-Range Policy Framework:

"Improve transit access to jobs and other activities."

"Increase travel opportunities on public transportation by developing a range of integrated and complementary services and facilities, and making the system easier to use and understand."

Six-Year Plan Objectives:

6. **Make improvements to the transit operating environment in locations and along corridors where actual or potential for high ridership exists and where local jurisdictions provide the necessary supporting plans, policies, permits and/or funding to do so.**
7. **Improve access for pedestrians (including persons with disabilities) and bicyclists as well as the waiting environment at transit facilities with the highest use.**
8. **Design and provide efficient service to major destinations and along corridors through an integrated network of service provided by King County Metro, Sound Transit, Community Transit, Pierce Transit, and the Washington State Ferry System.**

Keys to meeting the plan's objectives include the ability to be innovative, to improve the existing system, to balance changes geographically and among markets, and to concentrate investments and programs for significant impacts. Achieving cost-effective gains in ridership depends on improving service and service efficiencies to major markets, such as downtown Seattle the University District and downtown Bellevue, while designing and implementing productive services that benefit other markets. Increases in ridership are dependent on improved service reliability, frequency, span of service, travel times, connections, rider information, security, and travel options.

System Development Concept

The system development concept presented in this plan represents a continued shift away from the service structure of 1995, which offered many one-seat rides to a few key regional destinations, to a multi-destination network. The concept maintains the quality of existing investments, builds directly on the transit network changes of the last six years, and takes advantage of new technology applications to improve customer satisfaction.

The plan incorporates four initiatives to address congestion and mobility in King County. Three of these initiatives focus on countywide system development—increasing peak market share, expanding core network services, and integrating with Sound Transit. The fourth initiative—addressing local subarea priorities—respects the need for flexibility in established subareas to pursue additional priorities. In recognition of decades of growth and development and existing levels of service, a greater proportion of future transit service investments will be made in areas of King County outside of Seattle than that made in the past six years.

The transit system currently provides extensive service coverage to people who live within King County, particularly within the designated Urban Growth Area (UGA). Within this area, nearly 96% of all households fall within one-quarter

mile of a bus stop or within one and one-half mile of a permanent park-and-ride lot[1] (See Figure 3-1, "King County Metro Bus System – Distance from Transit").

Additionally, Metro extends other transit and high-occupancy vehicle (HOV) services and products, including vanpool, rideshare services, and employer partnership programs, to all King County residents in order to provide them with options to driving alone. Also, paratransit service that meets federal requirements is provided to qualified persons with disabilities in a service area comparable to Metro's non-commuter fixed route service.

Supporting Growth Management

King County, in accordance with the Washington State Growth Management Act and in coordination with local jurisdictions, has implemented growth management policies to strengthen the link between transit service levels and land use. Development that creates higher concentrations of people and jobs provides economies of scale in the delivery of service. Implementation of related policies, such as limiting parking supply and establishing parking fees, increases the demand for transit alternatives. Within King County, areas where growth and growth management policies have combined to create strong, transit-supportive conditions include downtown Seattle and environs, the University District, and downtown Bellevue. These areas are the strongest transit ridership destinations in the county.

In recent years, policies that directed growth into the Urban Growth Area (UGA) have begun to show results – from 1990-1994, 89% of new housing growth occurred within urban areas; with adoption of new comprehensive plans and regulations in 1994-1995, new housing growth in urban areas has increased to over 93%[2] of growth occurring. Rapid growth in many cities and urban, unincorporated King County is increasing pressure on the transportation system to provide additional bus and other transit services within the UGA.

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[1] King County Metro GIS Application – Transit service and park-and-ride coverage as of Fall 2001.

[2] King County 2001 Benchmark Report

The service design and supporting program emphases in the plan are a result of the experience gained during successful implementation of the 1996 - 2001 Six-Year Plan. The concept of a "transit-supportive area" developed by the Transportation Research Board[3], is introduced in the plan to more closely link land use and transit investment where higher population, employment density and potential ridership support a higher level of transit service operating all day. In those areas where land use is not transit-supportive, attempts will be made to work with jurisdictions to improve land uses, and to design and provide service most appropriate to the transit market.

Transit-oriented, more densely developed areas can sustain higher levels of transit service. This is especially true of those areas which are on track to successfully reach their housing and employment targets established by the Countywide Planning Policies, and those areas with limited parking supply, parking charges, and/or good pedestrian environments. By using the concept of a "transit-supportive area", King County Metro can better work with local jurisdictions to identify how best to provide transit-supportive environments and land use to foster the development of convenient and well-used public transportation.

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[3] Transit Capacity and Quality of Service Manual. Transit Cooperative Research Program, Web Document 6, 1998.

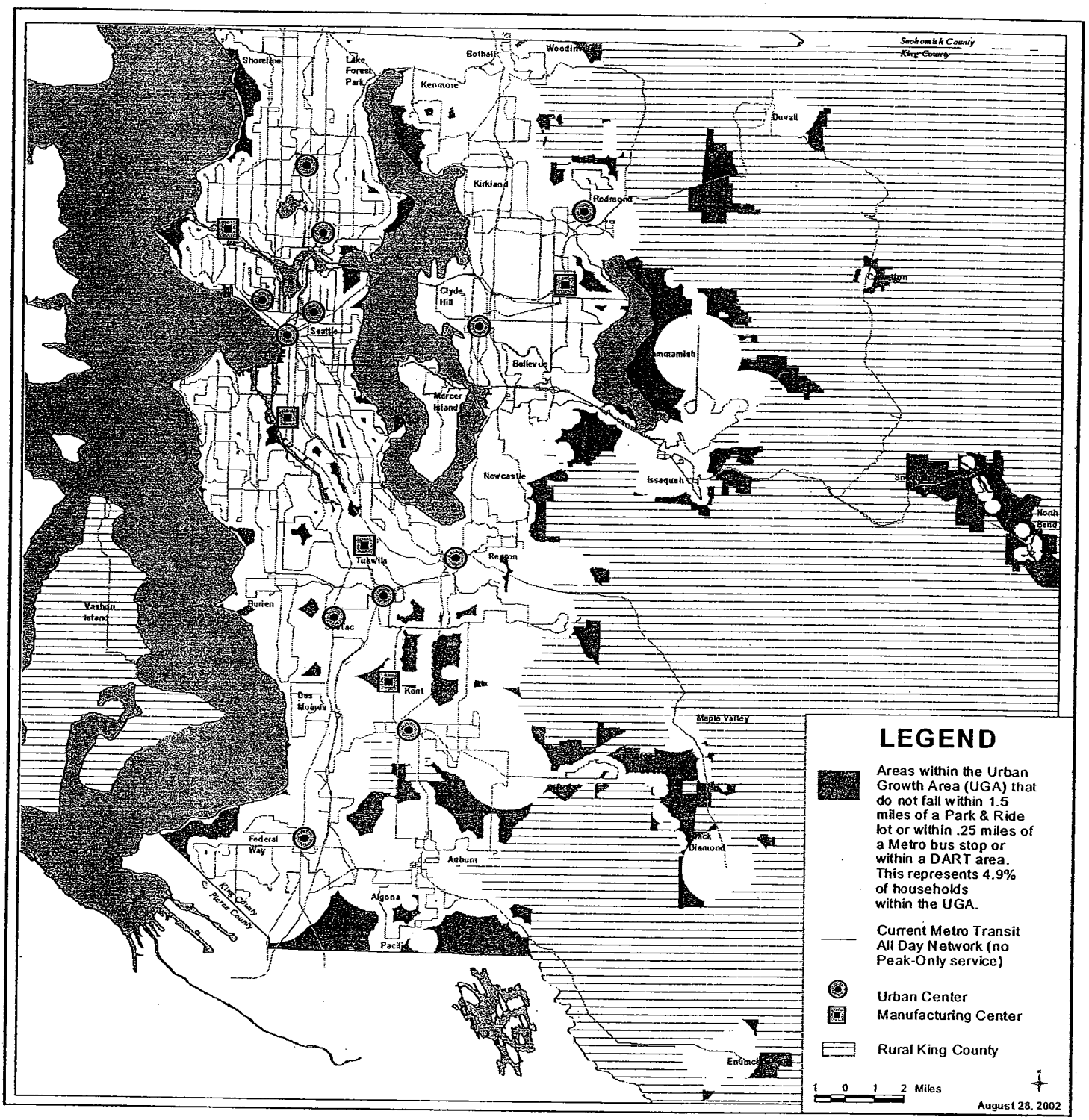

Figure 3-1 King County Metro Bus System - Distance from Transit

Management Strategies

The plan's management strategies provide methods to assess the success of plan implementation and the development of service and system improvements through ongoing performance and outcome measurement.

Measuring Plan Progress

Assessing the progress of the plan as a whole is different from measuring the performance of individual services. Table 3-1, as part of Strategy M-1, identifies the specific measures and targets for evaluating progress toward achieving the objectives of the plan. The targets assume the implementation of approximately 400,000 new service hours, consistent with the sample network.

Strategy M-1

Establish a series of targets for measuring success in meeting the objectives of the Six-Year Plan in each of four long-range policy areas, as shown in Table 3-1. Evaluate progress using these targets periodically and at the time of Six-Year Plan updates.

Cost and Efficiency

Three areas of measurement of plan progress in addressing cost and efficiency include transit ridership, cost and service effectiveness.

Ridership. Transit ridership is defined as the number of annual boardings on the bus system at the countywide level. The changes and improvements proposed in the plan are expected to increase ridership over time, as both existing and new customers benefit from more and improved travel choices.

Bus Cost. The cost of service per platform hour (relative to inflation) provides an overall measure of system cost efficiency. Various factors influence the labor, capital and administrative cost of service delivery. This indicator measures the average cost of the service supplied to the public per unit of service.

Bus Service Effectiveness. Two measures of service effectiveness are boardings per platform hour of service and total bus passenger miles traveled. The measure of boardings per platform hour indicates transit's effectiveness in the number of travel occurrences served per unit of service. A measure of total passenger miles indicates transit's effectiveness in limiting the private vehicle miles that might otherwise be driven on limited roadway space.

Changes and improvements proposed in the plan are designed to improve service effectiveness over time. The plan directs that a larger percentage of new services be implemented in the east and south subareas. These service investments are predominantly targeted at existing services with higher riders per platform hour within those two subareas. With relatively less new service investment going to higher ridership services in the Seattle/North King County subarea, systemwide productivity is projected to decline slightly. Conversely, services in the east and south subareas generate more passenger miles per passenger boarding. Therefore, total passenger miles is expected to grow at a rate similar to today's systemwide rate of about 5 miles per passenger boarding.

Growth Management

The plan includes a measure of and a countywide target for service orientation, which assesses the nature and amount of service investment, or supply. Over time, implementation of the plan is expected to result in a higher proportion of total system resources being invested in core service connections to and between centers.

A key part of growth management is the coordination of plans to achieve common objectives. King County Metro will work with cities that receive transit services and capital facilities to ensure plans are consistent. This will provide improved certainty for planning transit services and facilities with local land use and transportation decisions.

Service Orientation. Shifts in service orientation show how the overall system structure is changing. Service orientation shifts are measured by changes in the amount (total annual platform hours) of service investment during this plan period made for core connections, peak-only services and local/other services.

For the purposes of system description, services within the transit network are categorized by the general nature of the service offered and the function they serve. In reality, all services serve multiple functions and these general descriptions may not apply for a particular rider or riders of the service.

- **Core services** provide frequent, two-way, all-day service to and through urban centers and other activity centers. Core routes run on arterials and freeways and, in many cases, core routes are operated at higher service levels during peak periods.

- **Peak-only, also called "peak overlay" services** provide improved speed and capacity during peak commute times. Most often, they operate in a single peak direction. They provide improved travel time by skipping stops or using freeway HOV lanes. They often serve park-and-ride lots and improve the efficiency of the highway system.

- **Local services** connect neighborhoods to core and regional services and provide circulation within neighborhoods. These include fixed-route buses, demand-responsive services, and subsidized taxis or neighborhood shuttles. Local services focus on activity centers and transit hubs.

- **Regional services** cross subarea or county lines and provide access to and between urban and manufacturing centers within King, Snohomish, and Pierce Counties. These direct and higher-speed services generally operate on rail lines, freeway high occupancy vehicle (HOV) lanes and major arterials, and include commuter rail, regular and custom bus, vanpools, and carpools. Most all-day regional services are included in the core network and therefore are not separately measured.

Targets for this indicator address whether system changes measured over time reflect the initiatives providing the basis for this plan, the priorities for service implementation and the amount of resources available to provide new services. Additionally, the relative share of each type of service reflect the system connectivity in all subareas, improving connections between key activity centers (core services), local communities and neighborhoods (core and local/other services) and the relative orientation to peak period increases in service (peak-only services).

Market Share

Evaluation of Market Share includes tracking work trip high occupancy vehicle (HOV) mode share. Work trip HOV mode share is the percent of workers commuting by ridesharing or transit modes. Mode share will be tracked at employment sites affected by state Commute Trip Reduction requirements and some additional employment sites. This measure will be tracked both countywide and by subarea.

Work Trip HOV Mode Split. The state Commute Trip Reduction Act is intended to increase the portion of commuters who use public transportation. Efforts are targeted at commuters to make their trips to and from work at designated sites within employment target areas where CTR requirements apply. King County Metro will focus resources to capture a higher percentage of total trips taken and reduce reliance on the single-occupant automobile. Progress toward the CTR law targets in the percent of HOV work trips is expected over time.

Mobility

The plan's progress towards meeting Mobility objectives is assessed using Market Penetration and Overall Transit Share measures. These measures will be tracked at both countywide and subarea levels.

Market Penetration. The changes and improvements proposed in the plan are intended to increase market penetration by increasing service levels (frequency and span of service) in transit markets with strong ridership or indicators of strong demand. If the changes are effective, the number of households with people who have used transit in the last month will increase over time.

Overall Use. The usefulness of public transportation to people throughout King County is increasingly important. An upward trend in transit boardings per capita is expected over time and is indicative of how well public transportation is capturing all kinds of travel demand.

Table 3-1. Six-Year Plan Progress Target					
Policy Area	**Measure & Method**	**Evaluation Level**	**2001 Baseline**	**Target** (w/ 400,000 annual hours of new service added)	**Target** (w/ no new service)
Cost & Efficiency[2]	**Transit Ridership** *Annual Boardings*	County	96 million	105.5 million	
	Cost *Cost per platform hour of service*	County	$88.41	≤ $88.41 + inflation	
	Service Effectiveness *Boardings per platform hour*	County	29	28	
		East Subarea	13	14	
		Seattle–N. King Co. Subarea	33	33	
		South Subarea	21	23	
	Service Effectiveness *Annual Passenger Miles*	County	470 million	520 million	
	Paratransit Sevices				
Growth Management	**Service Orientation** *Annual platform hours by service type*	County	Core Services: 1,663,000 Peak-only Services: 556,000 Local/Other Services: 1,051,000	Core Services: 1,949,000 Peak-only Services: 547,000 Local/Other Services: 1,177,000	
Market Share[3]	**Work Trip HOV Market Share** *% High Occupancy Vehicle (HOV) mode split to designated employment sites*	East Subarea	22%	38%	
		Seattle–N. King Co. Subarea	52%	58%	
		South Subarea	18%	36%	
Mobility	**Market Penetration** *Percent of households that use transit*	County	33%	35%	
		East Subarea	21%	23%	
		Seattle–N. King Co. Subarea	50%	52%	
		South Subarea	24%	26%	
	Overall Use *Boardings per capita*[4]	County	57	58	
		East Subarea	16	18	
		Seattle–N. King Co. Subarea	112	115	
		South Subarea	23	29	
	Vanpool Program				

1 Targets assume the implementation of 400,000 annual hours of new services, about a 12% increase over 2001 system levels. Some baseline data are estimates for 2001. When final 2001 data are available, final baselines will be established.

2 Includes DART subcontracted transit service, special events, and the Waterfront Streetcar. Excludes Sound Transit, Accessible Services, VanPool, and the Water Taxi. Annual Passenger Mile calculations exclude special events. Subarea breakdowns exclude the Seattle Ride Free Area.

3 Indicators represent average HOV mode split for CTR employment sites and other designated sites within each subarea, which were surveyed in 1999. Targets represent weighted average CTR law targets for current CTR sites in each subarea. The targets are expected to change with changes to CTR law.

4 Baseline Per capita figures use 2000 U.S. Census data and Puget Sound Regional Council "Forecast Analysis Zones (FAZ)" for subarea breakdowns. Target per capita calculations use interpolated projection of population for 2007, using Jan. 2002 Washington State Office of Financial Management "intermediate" population estimates for 2005 and 2010. Countywide ratio based on target ridership of105,500,000 total systemwide.

Customer Satisfaction

Strategy M-2

Regularly monitor customer satisfaction using measures that assess system changes and improvements through regular surveys of riders and non-riders.

Customer satisfaction provides a measure of service quality and acceptance of system changes and improvements. It is particularly important in retaining riders who have other transportation options (almost 75% of current riders) and in attracting new riders to the system.

Rider/Non-Rider Survey

Metro's Annual Rider/Non-Rider Survey will be used to assess satisfaction levels with system changes and improvements overall and at the subarea level in areas including:

- Directness of travel
- Wait time between transfers
- Safety, comfort, and convenience
- On time performance
- Service frequency (headway) - the time between buses

Additionally, customer satisfaction should be considered in the context of service evaluation, as an element of each area that is evaluated. This approach will utilize the information gained from regular customer surveys to link the evaluation of service with a corresponding evaluation of the customer's viewpoint under Strategy M-3.

Service Performance Evaluation

Strategy M-3

Regularly monitor and report bus service performance and ridership systemwide and at the route level to identify services that may require modification, expansion or termination based on their performance. By April 1, 2003, develop and recommend to the RTC a new process for reviewing and reporting performance against a peer group, using the National Transit Database's standard measures of performance in effectiveness, efficiency, cost-effectiveness and the four-part structure recommended by the 1999 Transit Management Audit. Develop progress targets for these measures.

King County Metro monitors service performance on an ongoing basis, incorporating detailed route characteristics and data as well as system level indicators such as the customer satisfaction research described in Strategy M-2. An effective service evaluation process looks at both existing and new services and should include the following:

- selection of reliable long-term data sources
- consistent monitoring, evaluation, and reporting procedures
- high performance threshold(s) above which services should be improved to serve more riders
- minimum performance threshold(s) below which service will be modified or eliminated
- use of both traditional service performance indicators and customer research data

Implementation of the 1996 to 2001 six-year plan included the development of guidelines for the annual evaluation of all bus routes in the King County Metro system. These guidelines, developed with the assistance of local jurisdictions and other stakeholders, use two primary indicators of route performance. These are 1) riders per revenue hour and 2) the ratio of operations revenue to operations cost. The Fall 2000 Route Performance Report is included in Appendix C.

In order to better assess the degree to which transit services contribute to the reduction of total vehicle miles traveled on King County's local and state roadways, two additional indicators will be added to the annual route performance assessment process. Incorporation of an indicator to measure passenger miles per revenue seat mile and one to measure passenger miles per revenue

hour will be made. "Route effectiveness" shall be defined as the sum of the number of standard deviations above or below the median of each subarea of each of the four measures.

Section Four:
Improving the System – Service

Service Strategies

The multi-destinational service concept relies on a network of core routes providing frequent, two-way, all-day connections between major King County destinations. A web of local services supports the core network. Local services connect residential areas to core routes, transit hubs, or activity centers. Peak-only routes provide additional speed and capacity during peak commute times on high ridership corridors.

Because of high ridership and park-and-ride utilization, there is a need for expanded peak period services. The plan emphasizes all-day mobility, with resources devoted to frequency and span of service improvements on all-day services. The plan supports a variety of new and modified products to meet travel needs that have not been well served by fixed-route transit.

Sound Transit bus routes provide limited-stop high-speed service between centers. Commuter rail provides peak-period service on freight and passenger rail tracks between Tacoma and Seattle via the Green River Valley. Both ST regional express bus service and Sound Transit commuter rail service will continue to be improved during this plan period. Strategy S-10 addresses integration of King County Metro services with Sound Transit services.

The service concept continues a reliance on transfers to provide efficient transit connections to varied markets. Improved service frequency reduces wait times, which is especially important for transferring riders. Improved on-time performance or service reliability can also reduce wait times. Improved transit facilities can make transfers more acceptable. Continuing to improve accessibility for riders with disabilities can also help reduce demand for paratransit services. They include shelter, seating, lighting, and customer information. Access to service can be improved by improvements to walkways, bicycle storage, and park-and-ride capacity.

The discussion in this section makes use of examples from a sample system network of bus routes, which illustrates one way to pursue strategies outlined in the Plan. (See Appendix A and B for a detailed description and maps of the sample network.)

The sample network assumes approximately 400,000 annual service hours of new service, more than is expected to be available during the period. The implementation strategies described in Section Six provide direction for the prioritization of the service and capital strategies. If additional resources become available, additional elements of the sample network will be proposed for implementation.

Specific service proposals will be developed through the subarea-based community planning process discussed in Section Six and may differ from the examples described in Appendix A. Also included in this section are descriptions of alternative commute products and specialized transportation programs.

Following is a discussion of each of the proposed service-related strategies designed to achieve the service concept.

Service Consolidation

Strategy S-1:

> **Pursue efficiencies in existing services in major transit corridors including, but not limited to, those listed in Table 4-1. Reinvest savings from these efforts within the planning subarea in which they are generated.**

The benefits of service consolidation include improved service frequency; better use of different types of fleet and the ability to improve service elsewhere in the subarea with saved hours.

During the 2002 - 2007 period, service consolidation will remain a key strategy. Table 4-1 summarizes key corridors for consolidation. Others may be identified during plan implementation. The sample network outlined in Appendix A describes the range of consolidation effects under consideration.

Table 4-1. Major Consolidation Corridors		
Corridor	**Corridor**	**Corridor**
Northgate to Seattle CBD via I-5	Twin Lakes - Seattle CBD via SE. 320th St/I-5	Lake City - U. District via Lake City Way/25th Ave NE.
SR-522	NE 45th St	Broadway Avenue E
Rainier Ave. S	SR-520	Roosevelt Way NE
Ambaum Blvd. SW	Delridge Ave. SW	West Seattle Bridge
California Ave. SW		

Recent experience implementing the service consolidation strategy points to principles that help improve the design of future consolidations. The main segments of routes must be as direct and frequent as practical. Service frequency helps mitigate the inconvenience of transfers to provide additional connections to other markets. Sufficient capacity must be provided on the main segment of routes so those riders can avoid having to stand for extended periods. Finally, in recent implementation efforts the scheduling of routes was shifted away from a "work start-quit time" system to a headway-based system, which means more evenly spaced trips throughout the day. The earlier system had emphasized the arrival and departure times at major centers at presumed shift change times.

Service Design

Strategy S-2

Improve transit on-time performance through service design, shortening of route length, splitting of unreliable through-route pairs, and schedule maintenance of existing services. Schedule maintenance hours shall be reserved in amounts equal to one-third of new service investments up to 0.5% of total annual service hours with the remaining two-thirds of new service hours allocated according to Strategy IM-3. The schedule maintenance hour allocation shall be achieved in accordance with the timetable established in Strategy IM-3 without regard to subareas. Schedule maintenance hours that are not used for schedule maintenance in each year shall be used for new service. To the extent that schedule maintenance requirements exceed the service hours available under this policy, reduction of existing services within the same subarea will be used to fund schedule maintenance needs.

In the event that schedule maintenance hours are proposed at a level exceeding 0.5% of total annual service hours by the Department of Transportation, the Regional Transit Committee shall review this proposal and recommend any change in allocation policy to the Metropolitan King County Council.

Transit operates in increasingly congested traffic throughout King County, and especially in the urban centers and on arterial roads leading to the interchanges of limited access freeways. This strategy addresses the role of route design and planning in improving service reliability. The capital elements of transit speed and reliability are addressed in Strategy C-3. Poor on-time performance discourages transit ridership by increasing the risk that trips will take longer to complete, that connecting transfers will not be made, or that a scheduled bus will not arrive at all. Riders respond to this risk by catching earlier trips, increasing overall trip time and discouraging the use of transit. The additional minutes of trip travel time related to poor reliability are equivalent to slower bus trips or the inconvenience of a transfer. Traffic congestion not only slows transit, but also does so in an irregular manner, so that trip times vary in unexpected ways. This makes scheduling transit trips difficult both for the agency and the rider.

Route design impacts service reliability in several ways. Route length affects reliability by exposing each trip to more traffic incidents, lift deployments, and other sources of intermittent delay. During recent implementations, several long routes were split for improved reliability. Although a few transfers were imposed upon through riders, the trips of most riders were improved by making them more reliable. Downtown Seattle is the primary transit destination but also a major source of traffic-related delay. Several downtown-oriented all-day routes have been through routed, or paired, so that inbound trips of one route become outbound trips of another route. Through routing has several advantages. It reduces operating costs, uses limited surface street capacity and fleet more intensively, and distributes loads from both routes throughout the central business district. Most trolley routes and many diesel routes operate this way. This practice works well as long as traffic congestion does not delay service.

The disadvantage of through routing is that outbound trips depend upon the inbound trips of partner routes to be on time. Many through-route pairs cross drawbridges, pass through points of congestion, attract an irregular number of lift deployments, or have long running times.

When traffic congestion delays a specific service on an ongoing basis, schedule maintenance resources may be added to the route. Time is added to individual bus trips in a route's schedule to ensure that each bus begins its next trip at the scheduled time. At any given time, traffic

congestion affects many routes in the system, and these resources are added where and when they are needed most. These adjustments provide increased reliability for riders on currently scheduled service.

Core Service Connections

Strategy S-3

Improve service levels on existing routes and create new routes serving established urban and manufacturing/industrial centers and urban areas where, because of population or employment clusters, ridership and transit use is projected to be the highest. Improve frequencies to support existing demand and attract more riders on a core network of key connections as listed in Table 4-2 and shown in Figure 4-1.

The State Growth Management Act (GMA) requires the fastest growing counties and the cities within them to designate an Urban Growth Area (UGA) and then to prepare comprehensive plans that direct growth to the UGA. Growth is to be discouraged outside of the UGA in the rural and natural resource areas. In 1994, King County designated the UGA in coordination with the cities and established Urban and Manufacturing/Industrial Centers through adoption of the Countywide Planning Policies. Urban Centers are areas of concentrated employment and housing. Manufacturing/Industrial Centers are areas characterized by a significant amount of manufacturing, industrial, and technology employment. There are twelve Urban Centers and five Manufacturing/Industrial Centers in King County.

A major theme of this Six-Year Plan is the significant improvement of service frequency, with the aim of attracting more riders. Other ways of attracting riders include increasing the span of service, providing faster service, relocating or extending routes to higher concentrations of jobs and population, or improving service reliability or on-time performance. When service is frequent, it is more likely to be available when customers need it and reduces wait time between buses for riders who transfer. Both make using transit easier.

National research on travel behavior suggests that, in decision-making regarding whether to use the bus, time spent waiting for the bus is twice as important as time spent getting to or riding the bus.[1] In a 1995 Metro evaluation of customer requirements for bus service, nearly nine out of ten (89%) of survey respondents identified frequency as the most important of eleven identified service design elements.

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[1] Patrick Mayworm, Armando Lago, and J. Matthew McEnroe. *Patronage Impacts of Changes in Transit Fares and Services*. Urban Mass Transportation Administration, Washington D.C., 1980.

This strategy targets core routes serving designated urban/manufacturing centers, and population or employment clusters for service improvements. Most core services operate along key freeway and Regional Arterial Network corridors. Several core routes lack the necessary frequency or span of service to be very attractive at off-peak times. Improved transit service levels can provide an incentive to local jurisdictions to provide improvements to their transit operating environments, such as the provision of bus queue jumps or transit signal priority at intersections, which improve the speed and reliability of service. It may also spur jurisdiction improvements in the pedestrian environment that help transit users get to and from their bus stop. Urban centers have long spans of transit demand, which are often not matched by current service. The sample network suggests improvements to the span, frequency, and reliability of transit service to several urban centers.

The improvement of service levels to and through the designated centers may act as an added incentive to cities and private developers to increase land use density in areas where growth management policies indicate such development should be focused. These services also support increased growth by enhancing the person carrying capacity of the Regional Arterial Network of key arterial corridors (RAN). In turn, coordinated efforts between local cities and King County Metro to improve transit's operating environment become more attractive and cost effective.

Figure 4-1 illustrates the core network, highlighting those core service connections identified as priority investments in this plan. Figure 4-2 illustrates direct connections between designated urban and manufacturing centers in King County currently operated as part of the core network. Figure 4-3 illustrates an analysis of the core service connections in King County that this plan prioritizes for service investment. This analysis shows that investment in the priority corridors will be of potential benefit to greater than one fourth of all King County households and serves almost one-half of all commercial development in King County.

Table 4-2 Core Service Connections in King County

Description			2001 Frequency		2007 Target Frequency		
Between these places		Via Primary Corridor and Destination	2001 Target peak/mid/eve	2001 Actual peak/mid/eve	Weekday Peak	Midday, Saturday	Evening
	Shading Indicates Core Service Priority Investment Corridor						
Admiral	White Center	California Ave. SW	15/15/30	30/30/30	15	15	30
Auburn	Kent	Auburn Way	30/30/30	30/30/30	30	30	30
Auburn/GRCC	Federal Way	15th St. SW, Lea Hill Rd.	30/30/30	30/30/60	30	30	60
Aurora Village	Seattle CBD	Aurora Ave. N	15/15/30	10/20/30	10	15	15
Ballard	Northgate	24th Ave. NW, Holman Rd. NW	15/15/30	30/30/60	15	30	30
Ballard	Seattle CBD	15th Ave. W	15/15/30	10/10/30	10	10	15
Ballard	U District	NW Market St. & NE 45th St.	10/10/15	10/15/15-30	10	10	15
Beacon Hill	Seattle CBD	Beacon Ave. S	10/10/30	5-10/10/20-30	5-10	10	15
Bellevue	Bear Creek	Overlake	new	30/--/--	30	30	60
Bellevue	Eastgate/BCC	Lake Hills Connector, 148th Ave. SE	15/30/30	30/30/60	15	30	15
Bellevue	Factoria	112th Avenue, South Bellevue P&R	new	30/30/60	15	15	30
Bellevue	Redmond	Crossroads, Overlake	15/15/30	15/15/30	15	15	30
Bellevue	Renton	Coal Cr. Pkwy. SE, Factoria, Newcastle	30/30/30	30/30/30	15	30	30
Bellevue	U District	SR 520	15/15/30	15/30/60	15	15	30
Burien	Seattle CBD	Ambaum Blvd. SW, Delridge Way SW	15/15/30	15/30/30	15	15	30
Capitol Hill	Seattle CBD	15th Ave. E, Pine St.	10/15/30	10/15/30	10	10	30
Capitol Hill	Seattle CBD	Broadway E, Pine St.	10/10/30	10/10/30	10	10	15
Capitol Hill	Seattle CBD	Madison St.	10/15/30	10/15/30	10	10	30
Capitol Hill	Seattle Ctr.	Denny Way	15/15/30	15/30/30	15	15	30
Central Area	Seattle CBD	Jefferson, James	7-8/7-8/7-8	7-8/7-10/15	7-8	7-8	7-8
Federal Way	Seattle CBD	I-5	30/30/30	30/30/-	30	30	30
Federal Way	SeaTac	SR 99	15/15/30	20/30/30	15	15	20
Fremont	Seattle CBD	Dexter Ave. N.	new	10-15/15/30	10	10	15
Greenwood	Seattle CBD	Greenwood Ave. N	15/15/30	15/15/30	15	15	15
Issaquah	Bellevue	I-90, Lake Hills Connector, BCC	15/30/60	30/30/60	15	30	30
Issaquah	Redmond	228 Ave. SE/NE, Sammamish			30	30	60
Kent	Burien	KDM Rd., S 240th St., 1st Ave. S	30/30/30	30/30-60/60	30	30	60
Kent	Renton	Smith St., Benson Rd., Sam Rd.	30/30/30	30/30/30-60	15	30	30
Kent	SeaTac	Orillia Rd. S., 212th St.	new	N/A.	30	30	60
Kent	Seattle CBD	W Val Hwy, Southcenter Blvd., Interurban, I-5	15/15/30	15/30/30	15	15	30
Kirkland	Bellevue	Lk Wash Blvd NE, Bellevue Way NE	15/15/30	15/30/60	15	15	30
Kirkland	Eastgate/Factoria	156th Ave, Overlake, Crossroads Mall, BCC, Eastgate	30/30/--	30/30/60	15	15	30
Kirkland	Seattle CBD	108th NE and SR 520	7–10/15/30	10-15/30/30	7	15	30
Kirkland	Totem Lake	124th Ave NE, Kirkland P & R	new	30/30/60	15	30	30
Loyal Hts	U District	NW 85th St., 15th Ave. NE	10/15/15	10/15/30	10	15	15
Madrona	Seattle CBD	Union St.	15/15/30	15/15/30	10	10	15
Northgate	Seattle CBD	I-5	10/15/30	4-8/15/60	4-8	15	30
Northgate	Seattle CBD	Wallingford Ave. N., Aurora Ave. N	15/15/30	20/20/30	15	15	30
Northgate	U District	Roosevelt WY. NE, 5th Ave. NE	15/15/30	10-15/15/30	10 - 15	15	30
Queen Anne	Seattle CBD	5th Ave. N, Taylor Ave. N	new	10-15/20/30	7 - 10	15	15
Queen Anne	Seattle CBD	Queen Anne Av. N	15/15/15	5-10/15/15	5 - 10	15	15
Rainier Beach	Seattle CBD	Rainier Ave. S	10/10/30	10/10/30	10	10	15
Redmond	Eastgate/Factoria	148th Ave., Crossroads Mall, BCC, Eastgate	new	30/30/60	15	15	30

Table 4-2 Core Service Connections in King County

Description			2001 Frequency		2007 Target Frequency		
Renton	Burien	SW Grady Way, S 154th St.	15/15/30	15-30/30/60	15	15	30
Renton	Seattle CBD	MLK WY., I-5	10/30/30	7-15/30/--	5 - 10	15	30
Sea-Tac Airport	Seattle CBD	I-5	30/30/30	30/30/30	15	15	30
Between these places		Via Primary Corridor and Destination	2001 Target peak/mid/eve	2001 Actual peak/mid/eve	Weekday Peak	Midday, Saturday	Evening
	Shading Indicates Core Service Priority Investment Corridor						
U District	Seattle CBD	Pine St., 23rd Ave. E	10-15/15/30	10-15/15/30	10 - 15	15	15
U District	Seattle CBD	I-5	7–8/7–8/--	5-8/7-10/--	5 - 8	7-8	15
U District	Seattle CBD	Eastlake Ave. E, Fairview Ave. N	10/15/15	12/15/15	10	10	15
U District	Columbia City	23rd Ave. E, MLK Jr. Way S	10/15/15	10/15/30	10	15	15
U District	Woodinville	SR-522, Bothell	new	30/60/--	10 - 20	30 - 60	60
West Seattle	Seattle CBD	Fauntleroy Ave. SW, W. Seattle Bridge	15/15/15	15/15/30	15	15	15
White Center	Southcenter	Military Rd., S 144th St.	30/30/30	30/30/30	15	30	30
Core Service Connections in King County Served by Sound Transit							
Redmond	Kirkland	NE 85th St.	15/15/30	30/30/60	ST	ST	ST
Bellevue	Seattle CBD	I-90, Bellevue WY. NE	7–10/15/30	5-8/15/30	ST	ST	ST
Issaquah	Seattle CBD	I-90	new	30/30/60	ST	ST	ST
Bothell	Bellevue	I-405	15/30/60	15/30/60	ST	ST	ST
Lynnwood	Bellevue	I-405	new	15/30/60	ST	ST	ST
Bellevue	Sea-Tac	Renton, I-405	30/30/30	30/30/30	ST	ST	ST
Bellevue	Federal Way	Renton, Kent, Auburn	new	30/30/60	ST	ST	ST
Redmond	Seattle CBD	SR-520	new	15/30/30	ST	ST	ST
Woodinville	Seattle CBD	SR-522, I-5	30/30/30	30/30/30	ST	ST	ST
Federal Way	Sea-Tac	I-5	30/30/--	30/30/60	ST	ST	ST

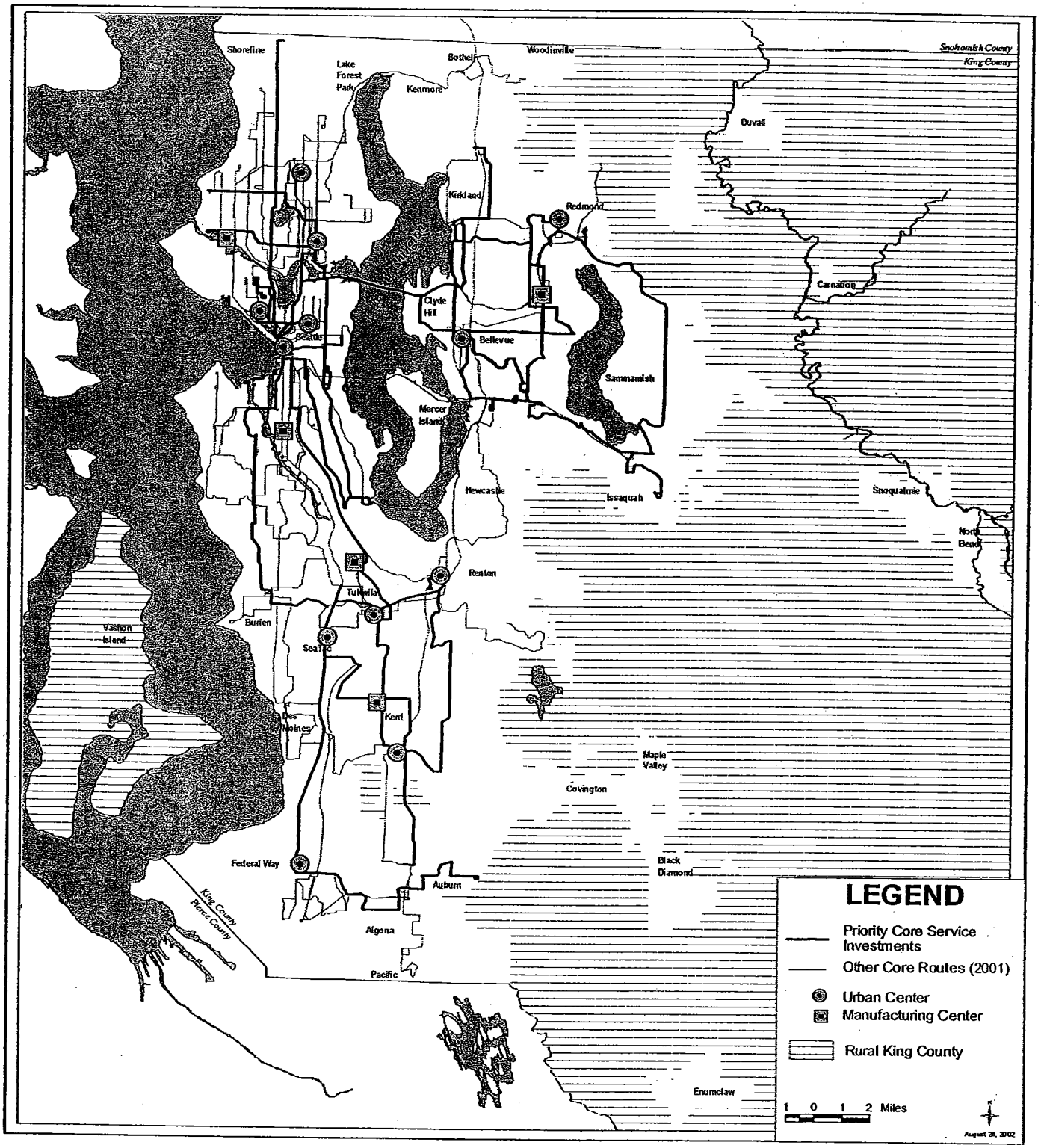


Figure 4-1: Core Service Priority Investment Corridors

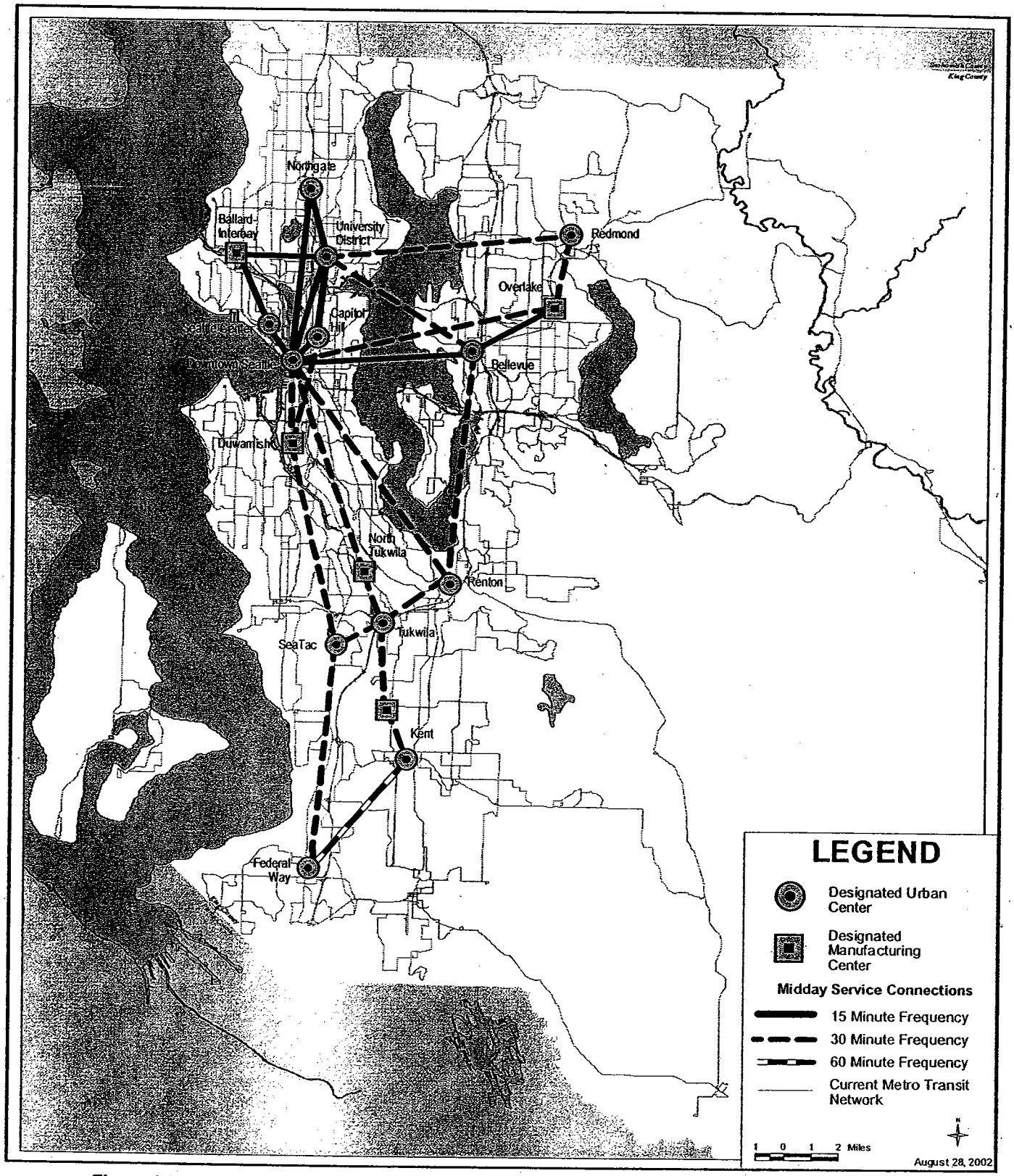


Figure 4-2: Direct Connections Between Designated Urban and Manufacturing Centers in King County

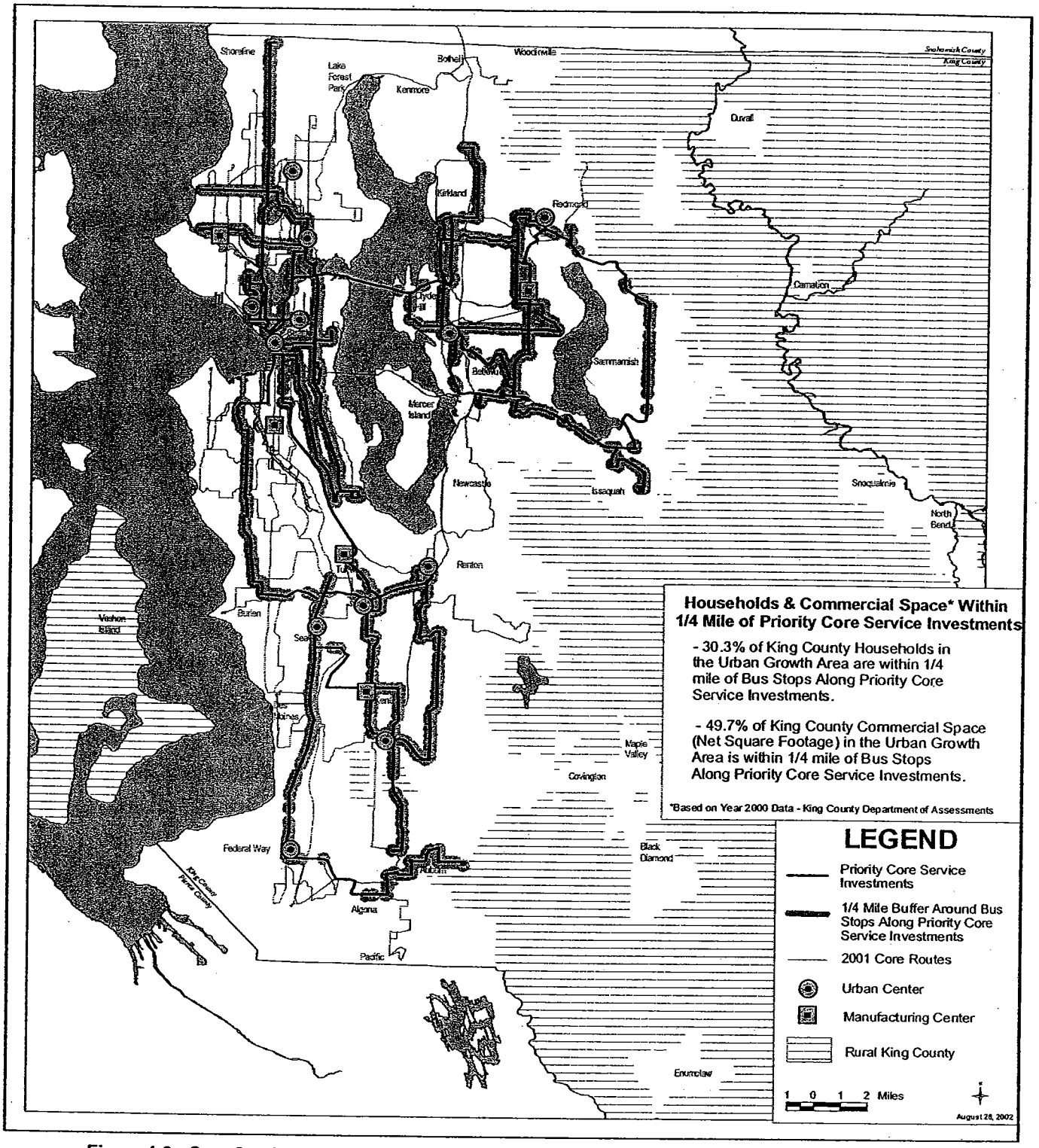


Figure 4-3: Core Service Priority Investment Corridors: Housing and Commercial Space Analysis

Transit Improvements and Land Use

Strategy S-4

Identify areas of urban King County to become eligible for enhanced transit service when they meet the following criteria:

- **By meeting or exceeding prorated established housing and population targets, or**
- **By encouraging higher density development and pedestrian activity through adopted regulations and policies that promote mixed-uses, establish minimum densities, reduce parking requirements, and carry out other efforts that support transit supportive development.**

Preference will be given to areas that realize community or neighborhood development consistent with these criteria.

A major cornerstone of the Growth Management Act (GMA) is that transportation planning be consistent with local comprehensive plans, which include neighborhood plans for some cities. More densely developed areas require higher levels of transit service. Further, areas of contiguous urban development emerge as significant transit markets. This is especially true of those areas that are on schedule to reach or exceed their housing and employment targets as established by the Countywide Planning Policies. In accordance with Destination 2030, additional transportation infrastructure and service is to be targeted to those areas that are accepting an increased share of the region's growth. In support of Destination 2030 and the GMA, transit service improvements will be targeted for improvement where routes serve centers and concentrations of population or employment in the Urban Growth Area (UGA). Additionally, transit service will be offered as an incentive to those jurisdictions that promote areas of higher density development, discourage parking, and improve the pedestrian environment of their communities.

Areas meeting the criteria cited in Strategy S-4 will be considered for enhanced transit service along with areas meeting other criteria, such as strong ridership demand. Those areas that are able to satisfy many criteria simultaneously, such as strong ridership demand, meeting or exceeding targets, and promoting higher density development will be given preference for additional service.

Bus Rapid Transit

Strategy S-5

Coordinate with the appropriate jurisdictions and agencies to define the project elements and costs associated with the development of a Bus Rapid Transit (BRT) system identified in Figure 4-4. Utilizing West Subarea new and existing service hours, move towards full implementation of BRT service in the Aurora Avenue North Corridor and develop strategies for implementation of a future BRT system.

King County Metro intends to continue Bus Rapid Transit (BRT) development efforts on targeted arterial corridors not served by Sound Transit services. BRT is a term used to describe a focus of a variety of transit services and facility investments that are intended to achieve higher capacity and faster operation than traditional bus routes. Such corridors could also be targeted for land use enhancements to encourage ridership potential.

In September 2001, King County Metro identified three candidate corridors for the implementation of a starter BRT line. King County Metro solicited proposals from the jurisdictions and agencies responsible for the arterial environment along these three corridors (WSDOT, Federal Way, Kent, Des Moines, Seatac, Tukwila, Seattle, Shoreline, Bellevue and Redmond) and input from the subarea transportation boards (Eastside Transportation Partnership, SeaShore Forum and South County Area Transportation Board).

The three King County Metro candidate corridors are:

- Aurora Avenue North, connecting Shoreline, north Seattle and downtown Seattle
- Pacific Highway South and South 154th Street, connecting Federal Way, Midway, SeaTac and Southcenter
- Northeast 8th Street, 156th Avenue Northeast and SR-520, connecting Bellevue, Overlake and downtown Redmond

In addition to the three candidate corridors identified by Metro, the City of Seattle has identified other candidate corridors for Seattle:

- Aurora-Greenwood-Downtown (via Aurora Avenue North),
- Ballard-Fremont-U-District,
- Downtown & West Seattle,
- U-District-Columbia City, and
- Lake City-Northgate-Ballard-Downtown.

In the West Subarea, BRT service implementation will begin with the Aurora Avenue North corridor because of its high ridership, high level of service, existing and planned roadway improvements, and the willingness of the Cities of Seattle and Shoreline to make additional investments. Continuing development of additional corridors makes sense for two reasons. First, the current revenue forecast indicates that the ability to implement BRT could be compromised or would come at the expense of nearly all other potential service improvements during this period. Second, input received from the affected jurisdictions as well as from the subarea boards consistently stated that BRT is a very promising service concept, but that more time should be spent in development and scoping of the concept, and that it should not directly compete with other system priorities financed from current revenue sources in this timeframe.

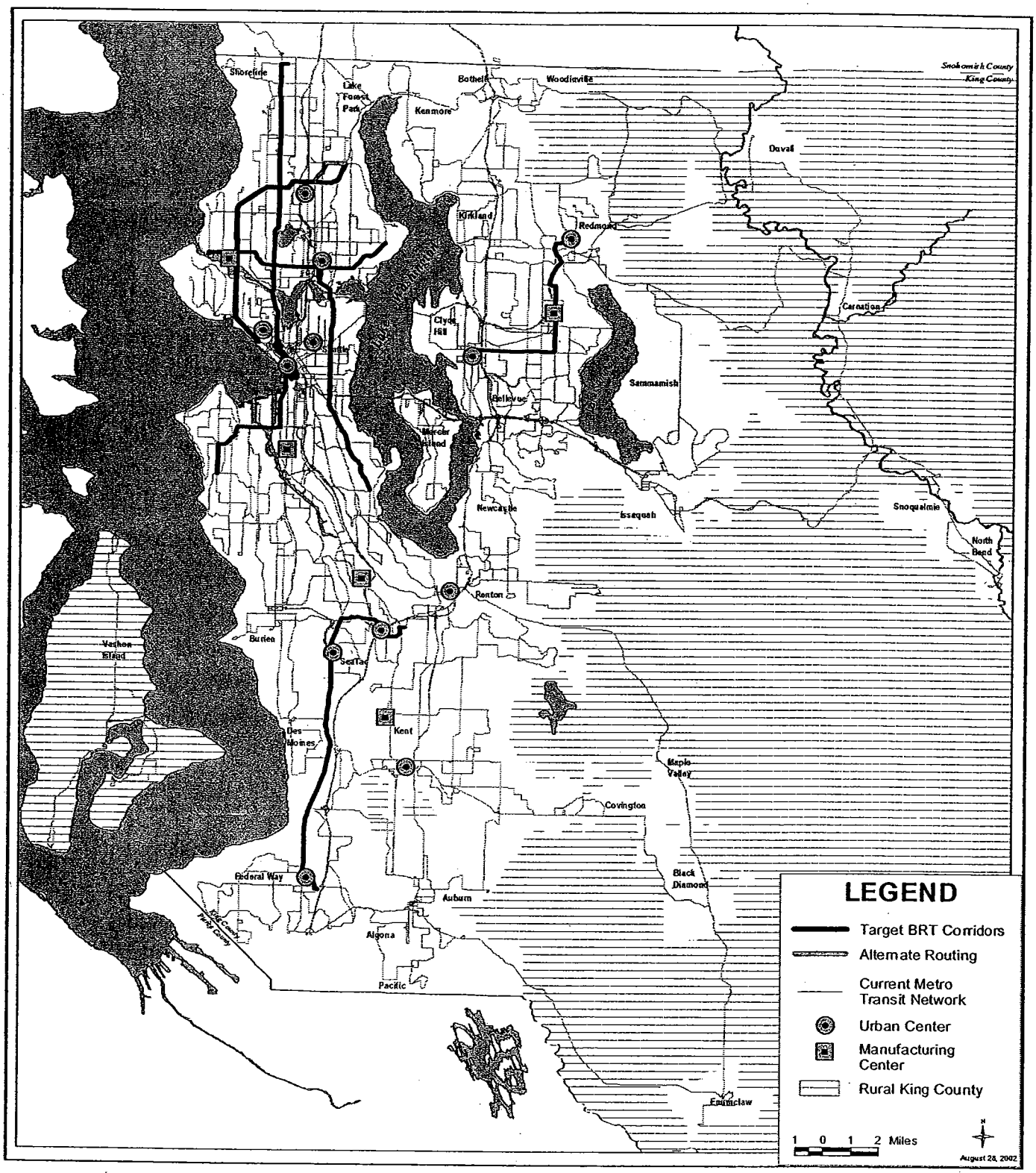


Figure 4-4: Targeted Bus Rapid Transit Arterial Corridors

Park-and-Ride Services

Strategy S-6

Provide more service capacity at newly built or expanded park-and-ride lots as warranted by ridership demand at those locations. When identified as a subarea priority, make a portion of the new service investment available for innovative vanpool programs to support park-and-ride lot based transit service.

King County Metro operates service to over 100 permanent and leased park-and-ride lots containing over 17,000 parking spaces. These lots provide locations for people who do not live near a bus route or who might otherwise commute by auto to access the bus system and to meet their carpool and vanpool partners.

Peak period demand for service and/or parking in a number of regional corridors exceeds capacity, as evidenced by many overcrowded trips and by park-and-ride lots at or over capacity. The park-and-ride facilities with the most frequent service are filled beyond capacity. King County Metro will expand park-and-ride capacity by adding service and parking spaces at the most popular sites. Expanded commuter parking capacity and related service will move more people through corridors with limited available roadway capacity.

Between 2002 - 2007, park-and-ride capacity in King County is expected to increase by about 6,000 spaces, about 3,000 being financed directly by King County Metro. Sound Transit will finance the balance of these spaces. Services targeted for improvement to existing park-and-rides that are programmed for added capacity and new park-and-ride locations during this period are shown in Table 4-3.

Table 4-3: Peak Service Increase Targeted to Increases in Park-and-Ride Capacity	
Area or Park & Ride Served	**Description**
Northgate P&R	Add peak period service on route 41.
Skyway P&R	Add AM and PM peak period service on either Route 101 or Route 143.
Redondo Heights	Extend route 190 to serve Pacific Hwy P&R, increase service.
Twin Lakes P&R	Consolidate express routes and increase service on route 179.
Eastgate P&R	Add AM and PM peak period service on route 212.
Issaquah Highlands P&R	New express route to Seattle CBD
Eastgate P&R to U. District	Improve peak period frequency on route 271 (both directions)
Issaquah Highlands P&R to Bellevue	New express route to Bellevue
North Bend P&R	Add AM and PM peak period service on appropriate routes as necessary.

Community Mobility

Strategy S-7

Improve community mobility options through increase in service levels on existing routes or through the creation of new services in transit-supportive higher household and/or employment density areas. Within each subarea, develop service proposals to serve residential and employment areas with the highest ridership demand and to promote circulation within communities. In the communities where flexible service and other King County Metro mobility products and services connecting to the all-day service network can be provided more cost-effectively than fixed-route service, those services should be expanded in conjunction with modifications and improvements to the existing system.

The effectiveness of fixed-route transit in attracting local trips is dependent on several factors, including the population and employment density, the street and sidewalk grid, and the number of common destinations that people want to access. Typically, fixed-route transit serves trips better in urban areas where people and destinations are more concentrated. In lower density areas where people and destinations are more dispersed, fixed route service has been difficult and expensive to provide. Alternative public transportation options, such as flexible

local bus service, vanpooling services or carpooling services may provide a more cost-effective way to serve lower density areas.

The sample network includes examples of new or improved service connections. A number of these are in areas serving suburban population clusters or designated urban centers, such as connections between Auburn, Kent and SeaTac. Other examples include the extension of peak or all-day routes or the addition of new trips to areas such as Sammamish, Maple Valley and Covington.

Other local mobility examples are not included in the sample network but have been described by some jurisdictions as potential subarea service priorities. These include consideration of the West Seattle Water Taxi and other water taxi services as permanent or seasonal services that connect areas where this service concept is feasible and can be provided cost effectively. These also include local shuttles or circulators in communities such as Kent and Tukwila.

Specialized Transportation Services

Strategy S-8

Develop cost-effective alternatives to supplement federally mandated paratransit service and to provide transportation services to persons who are transportation-disadvantaged due to age, disability or income. Explore ways to include paratransit-eligible persons and other persons with disabilities and seniors on mobility products available to the general public, such as vanpools.

King County Metro has provided supplemental transportation services to persons with disabilities and seniors since the late 1970's. The federal Americans with Disabilities Act (ADA) of 1990 mandates that public transit agencies make transportation services for the general public accessible to persons with disabilities as well provide "complementary paratransit" service for those whose disability prevents use of the service for the general public. Significant paratransit improvements were phased in over several years.

In 1996, a process was begun to identify program and policy changes that could re-direct some growth to more appropriate and cost-effective forms of transportation, including regular bus service, as well as innovative new programs. The result was King County Ordinance 13441, approved by the King County Council in March 1999. The ordinance defined two programs: The ADA Paratransit Program and the King County Community Transportation Program (KCCTP).

The council also approved Motion 10728 in July 1999, establishing within the transit program financial policies a policy to phase in increases to paratransit fares over 6 years until parity with fixed route bus fares is reached.

ADA Paratransit Program. The ADA Paratransit Program contains those minimum elements required of a complementary paratransit program by federal regulations. The program serves persons who are unable due to a disability to use accessible non-commuter fixed route transit service some or all of the time. Service is provided by Access Transportation, which uses private contractors to operate the call center, and vehicles purchased and owned by King County.

Complementary paratransit service must be comparable to non-commuter, fixed route service for the general public in several ways, including service area, response time and fares.

Eligibility criteria include:

1. Inability to board, ride or deboard an accessible bus
2. Need for an accessible bus or zone but one is not available, and
3. An interaction between the disability and the environment, which prevents travel to/from, a bus zone.

Persons can be found "fully" eligible or "conditionally" eligible, meaning they qualify for a ride only when certain conditions exist. ADA-eligibility extends to neighboring counties.

The ADA Paratransit Program changes being phased in as a result of Ordinance 13441 include:

- Applying a more stringent eligibility evaluation process
- Screening ride requests for conditions of eligibility, resulting in referral of a portion of the demand to other transportation alternatives

King County Community Transportation Program. The King County Community Transportation Program (KCCTP) contains service that supplements the complementary paratransit service provided by the ADA Paratransit Program as well as additional services for persons who are transportation disadvantaged due to age, disability or income, whether or not they are registered for the ADA Paratransit Program. The King County Community Transportation Program includes:

- The ADA Paratransit Program enhancements such as subscription service for recurring trips, limited door-to-door and hand-to-hand service, and an expanded weekday service area;
- The Paratransit OPTIONS program which provides subsidized taxi scrip and limited "feeder-to-fixed route" paratransit service;

- The Community Participation Program which provides operating, capital (including vehicles) and technical support to public and private agencies serving people with special transportation needs;
- Funding for services such as bus travel training, volunteer transportation and transportation information and referral.

Additional projects include exploring the use of the vanpool system for persons taking *ACCESS* to work and working with the City of Seattle, the Port of Seattle and King County to provide accessible vehicles to local taxi operators. Metro will continue to work with state departments and local agencies to develop better coordination of specialized transportation services funded or operated by a variety of sources.

When the ADA Paratransit Program changes and KCCTP programs are fully operational, more transportation options will be available in the community and, where appropriate, trips will be shifted to a lower cost service that meets the rider's needs. This should reduce the demand for more costly paratransit services.

Several technological improvements have been implemented recently or will be implemented in the next few years that are anticipated to result in improved productivity, on-time performance and customer service. These improvements, in conjunction with improvements to fixed route customer information technology, such as the on-line Trip Planner, will allow *ACCESS* Transportation to begin to offer trip-specific travel options to paratransit riders and will also provide more timely, reliable connections to bus service.

Commute Partnerships

Strategy S-9

Using a combination of fixed route bus service, transportation demand management actions, and additional transit and HOV products, develop transportation alternatives to reduce single-occupant vehicle (SOV) use in the targeted areas shown in Figure 4-5. Develop partnerships with local jurisdictions, employers and institutions, using pricing strategies and packaging services and products so that these alternatives benefit the partners and their employees, residents or community.

Attracting work trips at employment sites outside of central business districts presents numerous challenges for public transportation. These employment sites are often located in low-density, campus style developments offering free parking, and are difficult to serve with fixed-route transit. Improving the frequency and span of two-way all-day core routes (see S-3) is key to offering more travel flexibility.

The sample network in Appendix A depicts several improvements to these work trips to suburban destinations.

This sample network includes a substantial increase in suburb-to-suburb and some crosstown connections. Such services allow travel between two areas without a transfer in the central business district, which, in Metro's system, has traditionally been either downtown Seattle, and to a lesser extent, the University District and downtown Bellevue. These connections are provided on both new and improved all-day services that are part of the core network of routes.

Some peak-only, one-way routes have shifted over time to two-way service, especially in the suburban areas. Previously, many routes operated one-way service—to downtown Seattle in the morning, and from downtown Seattle in the evening. Because some of these services now operate in two directions, workers are able to reach suburban employment sites from Seattle. Additionally, a number of ST Express Bus services now provide two-way all-day service, linking many Eastside locations with Seattle, with several South King County communities, as well as with Snohomish and Pierce counties.

While these improvements to the fixed-route transit system substantially enhance access to suburban employment sites, in many areas, the effectiveness of the service is limited by the low-density nature of the employment sites served. New ideas are being generated for products that address the specialized employment-related travel needs of non-CBD work sites. These products respond to different aspects of the commute need, from long-distance trips to midday circulation.

Ridesharing Services. Ridesharing services support transit investments and offer travel options for areas that are difficult to serve efficiently with transit. Ridesharing services complement the fixed route system by filling in gaps in coverage and they help develop markets that are currently beyond the reach or not served well by the fixed route system. King County's ridesharing services can

also be effective for most employers; not just those with trip reduction requirements. Ridesharing services also support regional inter-modal passenger facilities by connecting commuters of various modes to their ultimate destination.

Public and Private Partnerships. Employers, educational institutions, and other organizations choose to participate in King County Metro Commute Partnership subsidy programs for a number of reasons. One primary motivation is to reduce parking. If more employees begin to participate in commuting by HOV modes, then more parking is available to customers. Employers may then reduce the expense of providing parking to employees, which is a significant cost to business. A second motivation is to comply with state Commute Trip Reduction Law program requirements. Though the law does not require that employers provide subsidies for transit or other HOV modes, many employers find the ease of participating in King County's subsidy programs to be the most effective means of reducing drive-alone trips. Finally, employers have found that employees value a benefits package that includes subsidies for alternative commuting.

Table 4-4 illustrates how strategies that broaden employee access to the transit system increase ridership. Two specific employment areas illustrate this point: SeaTac and Eastgate. Neither of these areas have traditionally had high transit ridership in the commuter market. However, by increasing the availability of employer sponsored FlexPass benefits, new riders began to use what service was there. In SeaTac, transit's market share among commuters who had access to a FlexPass reached seven percent of morning commute trips in 2001. By contrast, commuters who did not have access to a FlexPass only rode transit during the morning peak three percent of the time. In Seattle, Eastgate, and downtown Bellevue the results were similar.

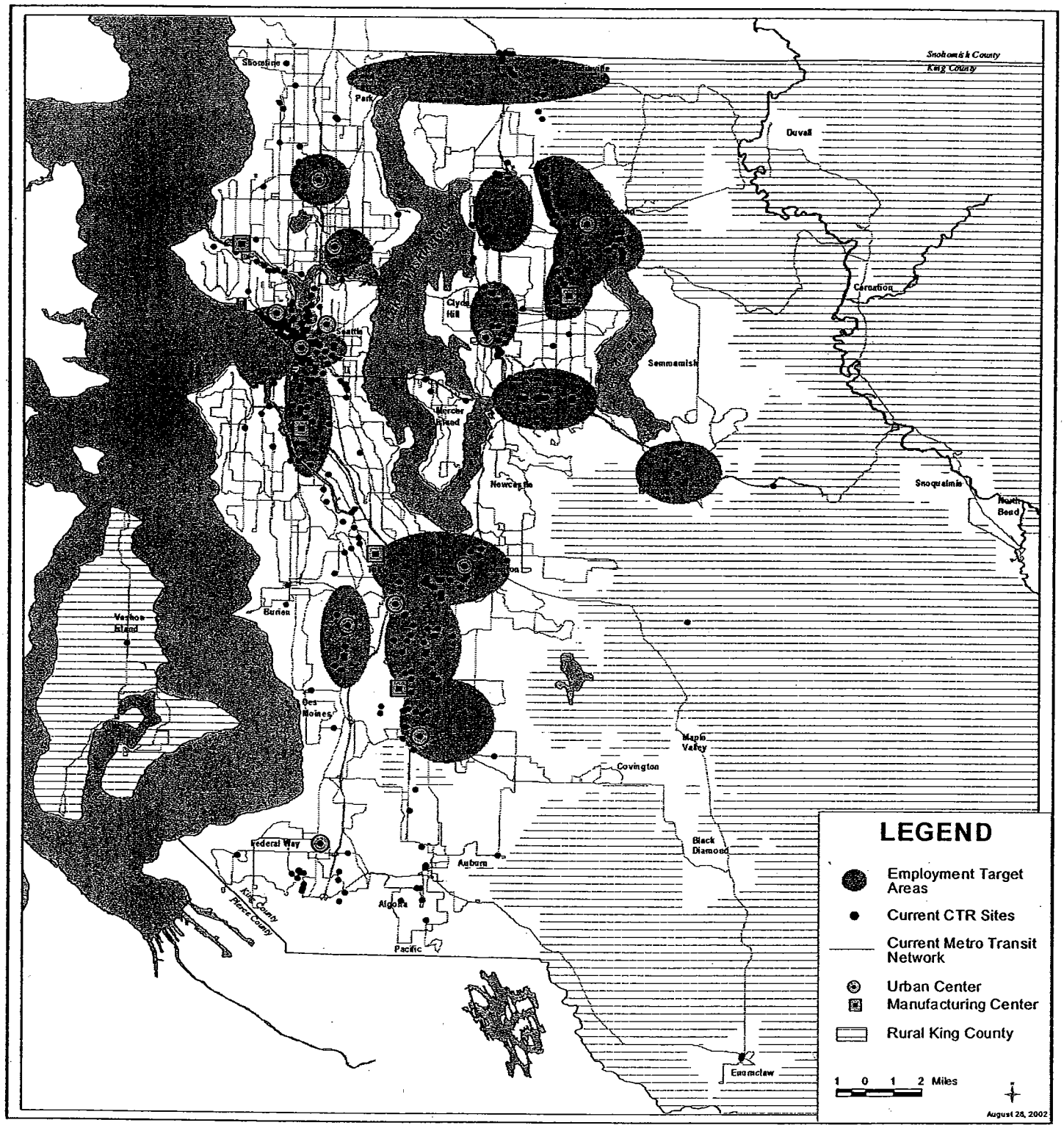


Figure 4-5: Employment Target Areas and CTR Sites[1]

[1] Employees throughout King County will be eligible to buy commute products and participate in partnership opportunities.

Table 4-4 Ridership Gains in Various Employment Areas

Area	% Transit Ridership without FlexPass	% Transit Ridership with access to FlexPass
SeaTac	3%	7%
Eastgate	3%	6%
Downtown Bellevue	11%	39%
Downtown Seattle	55%	60%

Source: 2001 Washington State Commute Trip Reduction Survey

Filling the gaps. In environments where regular transit service is limited or does not meet the mobility needs of commuters or other travelers, commute partnerships led to aggressive marketing of vanpools and carpools in suburban employment centers with great success in the 1996 – 2001 period. For example, from 1999 to 2001, King County Metro formed over 50 new vanpools to serve employment centers in Bothell and Redmond. This success depended in part on support from the local jurisdictions and employers, who partnered to provide HOV commuting benefits to their employees.

Expand Market for Current Products. Recent efforts focused on increasing ridership and participation by larger employers in funding employees' non-SOV commuting. However, much of the employer market remains untapped. The following will be pursued in order to reach new markets:

- Expand market outreach beyond major employers to smaller employers, developers and property managers
- Continue to simplify the provision of mobility products and services and financial partnering packages

Additional New Products and Strategies. King County Metro will continue to look for opportunities to expand Commute Partnership efforts through the development of new products and demand management strategies. Some potential areas of development include the following:

- Addressing construction impacts of major public facilities with aggressive transportation demand management strategies
- Broadening application of the financial partnership approach with local jurisdictions, similar to the successful Redmond Trip Reduction Incentive Program (R-TRIP)
- Stationing Vanshare or Flexcar vehicles at park-and ride lots, rail stations and ferry terminals to link riders with destinations
- Using multiple vanpool vehicles along a travel corridor, operating at different times, allowing flexibility in participants' work hours
- Address regional vanpool fare equalization and or standardization issues and recommend approaches for action and implementation. Explore further subsidies for people with disabilities who switch from paratransit use to vanpools.
- Creating value-added benefits for ridesharing, such as frequent-flyer miles or other affinity programs
- Instant ridematch service in a travel corridor, where participants could use technology to arrange rides
- Shared-ride taxi service between transit centers and work or residential locations
- Application of FlexPass pricing to residential markets via condominium or home owners' associations, in partnership with local jurisdictions
- Neighborhood transportation networks which would facilitate ridesharing information among residents
- Technologies that increase customer access to services and reduce administrative customer requirements and operational support costs will be researched, evaluated and where appropriate, tested.
- Demonstration projects and partnerships will be leveraged to obtain service, customer and system requirements.

Appendix A identifies current and developing mobility products and services and outlines activities for the period 2002 - 2007.

Regional System Coordination

Strategy S-10

Work with the appropriate agencies to achieve integrated, cost-effective and efficient operation of public transportation services in King County addressing the needs of current and potential riders. Participate in transportation system planning efforts including state and regional projects of countywide significance to identify potential transit service and capital elements and funding.

To achieve integrated public transportation services, ongoing coordination and planning with other agencies is necessary. This strategy encompasses activities that King County Metro will engage in to identify appropriate transit services and products in the context of local and regional travel.

Major Planning Activities. The Puget Sound region is currently facing many potential transportation systems changes. Major projects such as Sound Transit's Link Light Rail, the Trans-Lake Washington and the I-405 corridor studies, the Elevated Transportation Company's Monorail project and others are progressing and may have significant impacts on the King County Metro transit system. While the specifics of those impacts are not known, King County Metro will continue its participation in these and other local planning activities as an active planner of and stakeholder in the countywide and regional transit system.

Sound Transit (ST) Integration. Several ST bus routes were implemented between 1998 and 2001, resulting in restructuring of King County services. For example, in September 1997, ST Route 550 replaced Metro Route 226, a core route between Bellevue and downtown Seattle. In September 2000 services between Seattle and Overlake and along I-405 were integrated with new ST Express services. ST Route 522 is planned for implementation in September 2002 in the SR-522 corridor. Integrated planning for the implementation of changes to King County Metro routes in coordination with ST Route 522 in is currently underway.

Sound Transit also plans to implement a longer span of peak-period two-way commuter rail service in the Green River Valley. Full commuter rail implementation is expected to allow the restructure of many peak-only routes in the Green River Valley. Hours used to carry commuters to downtown Seattle will

be available for other existing or new South King County transit services. King County Council Motion No. 10584 will serve as the applicable guideline for the use of re-deployable resources resulting from integration of services.

Other Coordination Efforts. In jurisdictions adjoining or straddling other counties (e.g., Federal Way, Auburn, Shoreline, Lake Forest Park, Kenmore, and Bothell), there is the challenge and opportunity to coordinate local services with other operators locally and in adjacent counties. Transfer facilities are provided in Auburn, Federal Way, Bothell, and Shoreline. Service coverage can most cost-effectively be provided with a service pattern integrated between King County Metro, Sound Transit, Pierce Transit, Community Transit and other operators.

In order to encourage regional travel by rail and ferry, it is important that intermodal transfers be comfortable, convenient, and safe. Bringing transit close to the facility reduces rider walk time. Increasing service frequency and improving schedule coordination reduces rider wait time. Operating service reliably is also crucial. For example, in 1997 and 1998, two routes were restructured to terminate at the Washington State Ferry's Colman Dock in downtown Seattle and were shortened to improve their reliability.

Additionally, efforts are increasing at the state and local level to coordinate public transportation services for people who are transportation-disadvantaged due to age, income or disability.

Student Mobility

Strategy S-11

> **Ensure that the mobility requirements of student passengers are recognized on a par with those in school districts that choose to participate in Student Transit programs. Participating districts will reimburse King County for all student transit expenses.**

As the County develops new partnerships with local school districts and cities that bring additional riders and revenues to Metro transit, it is important to make certain that sufficient resources are available for these riders. In addition to normal student fares for existing routes, school districts will be fully responsible

for all additional costs, including capital costs, of adding custom routes or facilities to serve students' travel demand.

Strategy S-12

Work with private and public agencies to develop strategies for using public transportation services to address congestion due to special events. Strategies may include street use, transit priority, and other strategies under the jurisdiction of King County Metro or local governments. By March 2003, report on these potential strategies to the Regional Transit Committee. The strategies shall address extending tunnel operating hours for expanded special event service where current requirements for 100 percent cost recovery are met.

Section Five:
Building the System - Capital

Overview

The transit capital program is integrated with the operating program, providing funds to maintain or expand the system. The level of capital investment is based on projected service levels and the age and maintenance requirements of existing equipment and infrastructure. The strategies outlined in this section provide for the maintenance, expansion and modernization of the transit system and are consistent with the six-year plan objectives outlined in Section Three. The capital improvement program for 2002-2007 provides for many of the service improvements proposed under the service strategies of the Six-Year Plan and illustrated in the sample network in Appendix A.

As adopted in November, 2001 the 2002-2007 Capital Improvement Program (CIP) totals $900.1 million. More than 50% of this total is devoted to the replacement and/or maintenance of existing equipment and infrastructure. The primary component of this is for vehicle replacements. As the system grows there is a need to provide additional vehicles and operational facilities. During this time, roughly 25% of the CIP is earmarked for these purposes, largely due to identified base expansion at Central-Atlantic and South King County. Passenger facilities and speed and reliability projects that have been identified as part of this plan account for an additional 12% of the CIP. Partnership projects including transit oriented development and regional fare coordination total 8% of the program. The remaining 2% of the program is associated with projects that improve efficiency, increase security and/or enhance the functionality of the system. Table 5-1 shows a categorical breakdown of the adopted 2002-2007 CIP.

As mentioned earlier, the majority of the improvements identified in this plan are specifically included in the adopted 2002-CIP. Other improvements discussed in this plan were not discretely identified in the adopted CIP. Within the adopted CIP, funds were included for generic activities such as speed and reliability and passenger facilities. The number of items that can be funded is dependent on the cost and the prioritization of the individual improvements.

The Transit Capital Program relies heavily on grant assistance. The adopted program assumes that more than 40% of the program expense is grant funded. State grant projections have diminished substantially as a result of I-695. On the other hand, Federal grant projections have been increasing, although this may change as competition increases and/or the amount of federal funding declines. The volatility of federal grants increases the uncertainty that funding is available for the adopted program.

Table 5-1 Six-Year Plan Target Capital Investments

Program Category	2002 - 2007 Financial Plan for Adopted 2002 Budget (millions $)
Asset Maintenance	67.2
Electric Trolley Bus Infrastructure	12.9
Bus Fleet Procurement	354.0
Operating Facilities	190.7
Paratransit program	20.2
Passenger Facilities	78.1
Transit Speed, Safety, and Reliability	28.8
Transit systems	57.3
Vanpool Program	29.2
Miscellaneous	52.3
Other	9.4
TOTAL 2001-2007 Target Capital Investment	**900.1**

Since the time the budget was adopted, the financial conditions in the region have worsened. The current financial forecast projects a loss of revenue that will result in the ability to add only 65,000 annual bus hours from 2002-2007. As a consequence, the capital program is reduced by $75 million. This decrease is the result of reducing fleet expansion and delaying operating facility capacity in South King County.

Capital Strategies

Maintenance, Replacement and Upgrade of Transit Facilities, Equipment and Systems

Strategy C-1

Maintain, replace, and upgrade current facilities, equipment and systems based on customary and reasonable public transportation and engineering practices and the anticipated use of such facilities, equipment and systems.

Maintaining and upgrading existing capital facilities and infrastructure minimizes total program costs and maintains efficient, safe and reliable operations. Maintenance and upgrades of transit infrastructure are consistent with six-year plan objectives to design and modify services and infrastructure to be more efficient and effective. To this end, specific program elements include:

- Maintenance, replacement and upgrades of aging and outdated transit systems including integration of on-board systems on transit coaches and their supporting communications and maintenance systems and other equipment

- Maintenance of the electric trolley bus system including replacement of electrical substations

- Continued investment in the transit assets maintenance program (TAMP), which provides for routine, scheduled replacement of equipment and facility infrastructure such as roofs and HVAC systems

In addition to the items listed above, the 2002–2007 period will see a continued emphasis on coordinating existing and planned service investments with the maintenance, replacement and upgrade of passenger facilities, speed and reliability projects, and other capital projects as well as an effort to match such investments with the level of cooperation from local jurisdictions.

Improvements to Passenger Facilities and Transit Speed and Reliability

Strategy C-2

Improve transit passenger facility access, shelter, lighting, bus stop locations, and other amenities to enhance the waiting environment. In addition to general improvements throughout the system, focus a portion of resources on the target corridors identified in Figure 5-1, through cooperation and coordination with local jurisdictions.

Strategy C-3

Partner with state and local governments to improve transit operating efficiency and route facilities, and to create speed, safety, and reliability improvements on important transit corridors. In cooperation with local jurisdictions, focus on the target corridors identified in Figure 5-1.

The plan identifies targeted corridors where efforts to improve passenger facility and transit speed and reliability will be concentrated. Individual or spot improvements will continue in both program elements as well. Portions of core routes serving several corridors are slated for both passenger facility improvements and transit signal priority or other speed and reliability improvements. Most core services operate along key freeway and Regional Arterial Network (RAN) corridors. Improvements to the service operating environment, including passenger facilities and speed and reliability improvements, enable services on these corridors to support increased growth by enhancing the person carrying capacity of these key arterial corridors.

Significant support from local jurisdictions will be necessary for successful implementation of these and other projects that rely on modifications to existing city-owned infrastructure such as sidewalks, streets, and curbs. The targeted corridors are served by high-ridership core routes with frequent service, and reflect a continued emphasis on coordinating passenger facilities, speed and reliability, and service investments to provide an improved transit operating environment. The synergistic nature of coordinated improvements will produce

greater overall improvements in comfort, speed, reliability, and convenience along core routes and throughout the system.

Transit Route Facilities. Between 1995 and 2001, the transit route facilities program focused on improving passenger and transit coach facilities at transfer points and at transit "hubs"–locations where multiple routes converge and provide transfer opportunities. Forty-four hubs and 138 transfer points–virtually all of those that were identified in the 1995-2001 Six-Year Plan–have been completed.

The 2002–2007 program includes regular bus stop improvements at locations throughout the system, a systematic approach to improving bus stops and facilities along core route corridors, and ongoing improvements to support service changes. In addition to improving bus stop comfort and safety, the program establishes bus staging and layover facilities critical to service reliability and expansion. Design considerations that must be incorporated into transit route facilities include pedestrian and bicycle access, efficient bus ingress and egress, and consistency with neighborhood planning efforts.

Bus Stop Improvements. Improvements to bus stops are designed to help provide transit customers with a comfortable, safe trip as well as to address the needs of transit vehicle operations. Locations are determined by community needs, operational requirements, ridership patterns, available budget, and service patterns.

Bus stop improvements include a mix of the following and other components that improve the physical location where passengers wait and may affect stop location or related coach needs.

- **Pedestrian and bicycle access.** Pedestrian access to bus stops will continue to be upgraded to meet or exceed ADA standards, particularly as local jurisdictions make sidewalk improvements. Access will be improved by constructing curb ramps, providing paved waiting areas, and improving sidewalk and pathway connections. Pedestrian safety issues and provision of bike racks will be addressed in coordination with local jurisdictions' programs.

▪ **Shelters and benches.** New passenger shelters and benches will be provided at some bus stops as warranted by ridership. Translucent roofs will be installed on existing shelters when they are upgraded and on new shelters to increase customer and operator security.

▪ **Lighting.** New, improved or re-directed lighting will be installed at selected locations where agreements are reached for maintenance by the local jurisdiction and utilities.

▪ **Signage and customer information.** Transit service routing and levels of usage at bus stops are used to determine where customer information or signage will be upgraded. Regularly maintained and updated information about which routes serve the bus stop, bus departure times, maps and connections to other routes is a critical aspect of operations and customer service.

▪ **Curb lane transit improvements.** This category generally requires a higher level of investment and also greater cooperation with local jurisdictions. Parking restrictions, extended bus stops, curb changes or bus bulbs, turning improvements and street reconfigurations are designed to improve operations at bus stops. Providing in-lane stops, for example, can help eliminate delays buses encounter when leaving and entering moving traffic.

▪ **Bus stop spacing.** Stop spacing–the distance between bus stops - has a direct impact on transit operations and rider comfort. Bus stops can be re-spaced, relocated or consolidated to provide smoother, faster, and more comfortable operation and can concentrate ridership to provide for bus stop improvements in a more cost-effective manner. They are pursued when the benefit to a large majority of riders can be demonstrated.

▪ **Minor park-and-ride lot modifications.** Adjustments to signage, bus layovers, and other minor improvements are often required to accommodate changes in service and park-and-ride utilization.

▪ **Other improvements.** A variety of other additions may be made at bus stops and shelters, particularly in funding partnership with local jurisdictions and others. Detailed bus schedule information, art, community information,

litter receptacles, special benches or other resting and seating structures, railings, and the use of buildings or awnings for weather protection can be included.

Layovers. At or near bus zones at the end of each route, layover space (parking space for buses waiting to begin a trip, located near the end of a route) is critical to efficient system operation and is increasingly difficult to establish. Urban development, changes in service, and local jurisdiction decisions to prioritize non-transit traffic can trigger the need to site new or improved existing layover locations. The participation of local jurisdictions in providing layover space enables more efficient operation of service and is often necessary to enable increases in service levels.

Corridor-based Route Facility Improvements. The Six-Year Plan Section Four "Improving the System–Service" identifies core network connections on corridors with demonstrated and growing ridership. The existing transit, pedestrian, and passenger facility infrastructure along core network corridors varies significantly. The potential corridor facility improvement projects highlighted in Figure 5-1 will help match the level of infrastructure with existing and targeted levels of transit service. Corridor facility improvements will be coordinated with corresponding speed and reliability projects in order to maximize combined benefits.

Corridor facility improvement projects affect the condition and location of bus stops along an arterial. Along each corridor, the initial focus will be on bus stop location. Many corridors are candidates for bus stop consolidations that improve transit speed and reliability. Bus stop locations that are moved, those that have the highest number of users along the corridor, and those where route operating efficiencies could result will be evaluated for the kinds of bus stop improvements described above.

The following factors will be considered in evaluating and advancing corridors for systematic facility improvements.

- Frequent current or planned service
- Active transit signal priority or other speed and reliability project

- Amount of ridership and projected growth
- Local jurisdiction support
- Local funding partnerships
- Potential to reduce delays and improve passenger comfort through bus stop spacing
- Degree to which passenger access, safety, comfort and information needs are being met

Transit Speed, Safety, and Reliability Improvements. Traffic congestion on arterials and freeways will continue to pose a major challenge to the efficiency and effectiveness of public transportation services over the next six years. The main focus of the Transit Speed, Safety, and Reliability Program is the implementation of relatively low-cost improvements along arterial corridors with high bus volumes and high ridership.

High traffic volumes slow buses down and lengthen travel times. Variations in daily traffic flows decrease the reliability of bus schedules and cause missed connections. The ability to serve multiple destinations with convenient connections between routes relies on timed transfers and schedule coordination. This reliance increases the importance of on-time performance, particularly where very frequent service is not provided. Where frequent service is provided, improvements that enhance the speed and reliability of bus operations help maintain even intervals between buses thereby reducing overcrowding and schedule adherence problems.

Two general types of speed and reliability improvements included in this program are:

- Corridor-based projects improving high transit volume streets used by bus routes primarily providing core connections and operating frequently. Corridor-based speed and reliability projects support and reinforce the development of a regional system of transit signal priority. These projects are designed to be coordinated with the improvement of passenger facilities along the same corridors, with the intent to provide more pronounced benefits to riders and increases in service efficiency.

- Spot improvement projects addressing problems with bus operations at specific locations, such as flow and circulation within or near activity centers and transit hubs. Spot improvements can include queue jumps, transit or HOV lanes, bus bulbs, curb radius modifications, and other forms of rechannelization of the street right-of-way. A series of spot improvements can also improve bus operations along significant route segments.

There are speed and reliability projects currently underway in eleven key transit corridors. All of these projects have a transit signal priority element. Some also include other transit-related improvements such as business access and transit lanes (also known as BAT lanes) and queue jumps. Additional transit corridors and spot improvement locations have been targeted for potential new speed and reliability projects. These would be broken down into segments, then screened and prioritized using the criteria in Table 5-2.

Active and potential speed and reliability corridors and locations serve high-ridership core routes. The potential new projects specifically complement planned corridor-based passenger facilities improvements. Existing and potential projects are shown in Figure 5-1 and are overlaid on planned corridor-based passenger facilities improvements.

Table 5-2. Criteria to Screen and Prioritize Potential Transit Speed, Safety, and Reliability Investments

Criteria	Measures
Bus volumes	Total number of weekday bus trips in the corridor
Passenger volumes	Total number of weekday transit passenger trips in the corridor
Congestion/delay	Transit speeds, schedule variability, and on-time performance
Cost	Availability of low-cost, effective solutions
Schedule	Implementation practical within 2-5 years
Operations and Maintenance support	Local jurisdiction willing to execute standard operations and maintenance agreement for TSP infrastructure investment
Feasibility	Support from local jurisdiction; willingness to prioritize arterial capacity to support improved transit operations
Planning	Supports Metro's Six-Year Plan

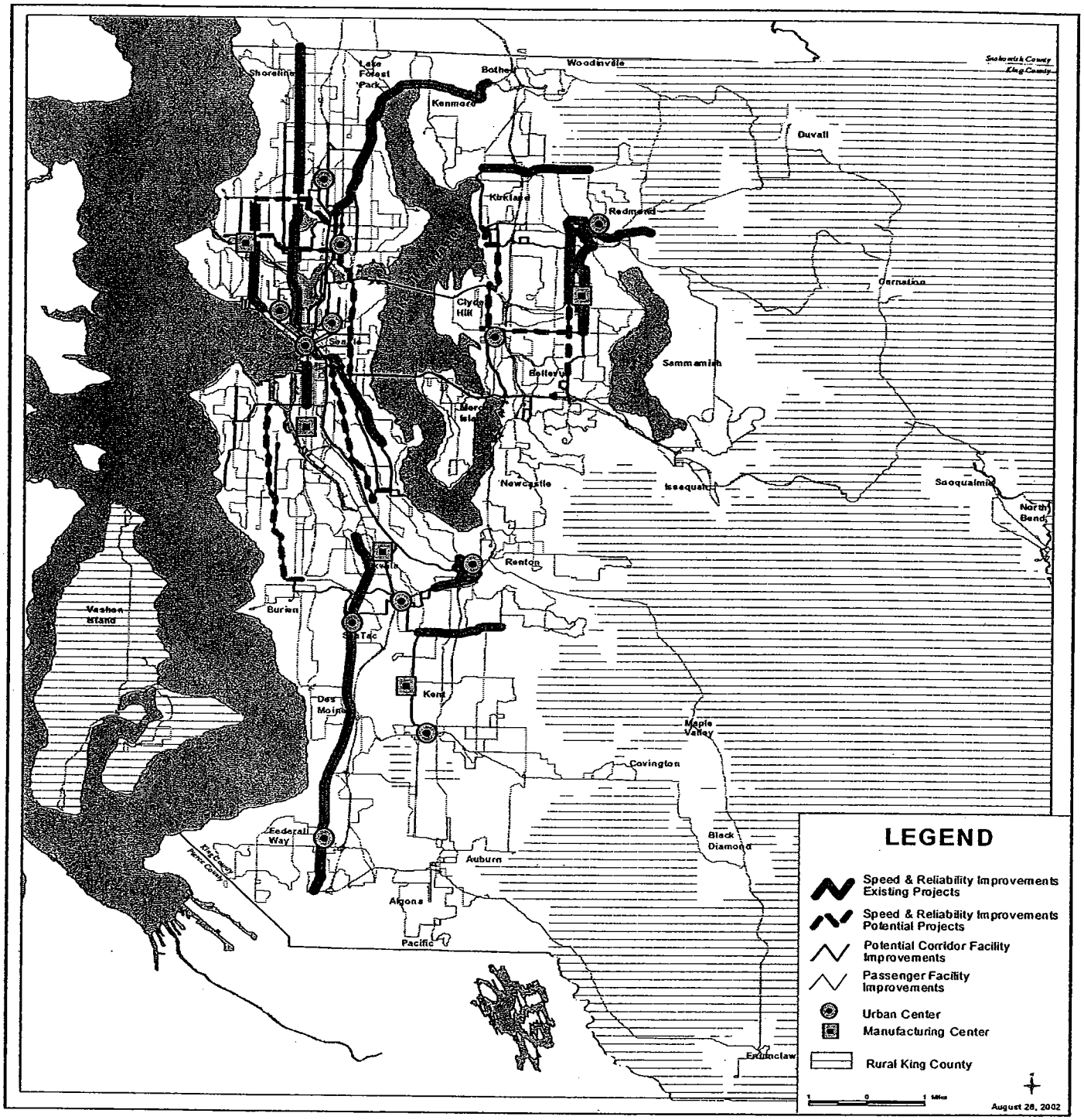


Figure 5-1: Route and Passenger Facility Improvements - Target Corridors

Location-Specific Facility Improvements. A number of service improvements identified in this plan may require corresponding improvements to hubs or layover terminals to resolve operating or safety issues and provide increased capacity. These potential projects vary in scale and complexity. On-street improvements are typically lower cost and can be accommodated within the Transit Route Facilities program. Off-street layover improvements are often more capital intensive and may be linked to larger projects or are funded separately. Projects currently under consideration or in progress include:

- Factoria–Secure on-street facilities to provide terminals for two new frequent-service core routes.
- Kirkland–Secure on-street facilities in downtown Kirkland to provide terminal capacity for two new frequent-service core routes.
- Northgate–Replace layover on N.E. 100th Street with expanded capacity at Northgate Transit Center.
- Redmond/Bear Creek–Construct on-street facilities in downtown Redmond or Bear Creek to provide terminal capacity for additional Redmond-Bellevue core service.
- SeaTac/Des Moines–Site and construct a new off-street hub with terminal capacity for restructured express service between SeaTac and Downtown Seattle as well as other routes serving Highway 99 and the Des Moines area.
- Seattle/Convention Place Station–Replace current layover capacity at Denny Regrade and Convention Place Station, depending on space needed to accommodate the Sound Transit Link Light Rail line.
- Seattle/International District Station - Replace layover capacity in Pioneer Square and the International District depending on space needed to accommodate the Sound Transit Link Light Rail line.
- White Center–Locate additional on-street curb space to provide increased capacity to accommodate increased service on routes terminating in White Center.

Park-and-Ride Expansion

Strategy C-4

Expand park-and-ride capacity in congested corridors with full or overcrowded park-and-ride facilities as identified in Figure 5-2. Support development of a series of small owned or leased park and ride lots along low density suburban routes in order to create artificially higher densities to enhance the ridership base. Use the Transit-oriented Development (TOD) program to further expand park-and-ride opportunities through joint use of new parking capacity and financing partnerships. Where these lots have unused capacity, encourage their use by vanpools and park-and-pools.

Included in this program is the continued design and implementation by King County Metro of approximately 3,000 new parking spaces at park-and-ride lots and continued coordination with local jurisdictions and other agencies to identify park-and-ride needs beyond 2007. Additional 3,000 spaces are to be built by other governments, including Sound Transit and suburban cities. Additional park-and-ride expansion may be accomplished during the 2002 to 2007 period through various Transit Oriented Development projects as partnership opportunities and funds are identified to do so.

Park-and-ride facilities often function as transit centers, incorporating bus layover areas, route terminals, bicycle and pedestrian amenities and other transit operating infrastructure. Expansion projects will include infrastructure to support increased levels of use by pedestrians and bicyclists. King County Metro will also work with local jurisdictions to improve the access to park-and-ride facilities along the pathways to and from the facility. New park-and-ride lots should be readily and safely accessible to pedestrians and bicyclists as well as by motor vehicles. Increased accessibility to non-motorized modes can stimulate greater use of park-and-ride lots without the addition of more parking spaces.

New park-and-ride spaces are planned to be added at the following locations:

King County projects

- Eastgate–Construct a parking garage to expand the capacity of the existing Eastgate park-and-ride lot by approximately 1,000 new spaces. Completion is scheduled for 2003.
- Issaquah Highlands–Construct a new park-and-ride lot with approximately 500 spaces included in the first phase. Completion is scheduled for 2004.
- I-90 East–Identify a location east of Issaquah Highlands in the I-90 corridor and develop a project scope and cost to construct a new park-and-ride lot with approximately 150 spaces
- Northgate–Add approximately 500 spaces to Northgate Transit Center, currently served by three separate park-and-ride lots. Completion of the interim expansion is scheduled for 2002.
- Redondo Heights (Pacific Highway S. & S. 272nd St.)–Construct a new park-and-ride lot with approximately 700 spaces. Completion is scheduled for 2003.
- Skyway–Begin planning and land acquisition for development of a new park-and-ride lot.

Projects Jointly or Solely Funded by Sound Transit and Others

Park-and-ride capacity improvements often lend themselves to partnerships and joint financing with other agencies and local jurisdictions. King County Metro is participating in the following projects.

- Auburn Commuter Rail park-and-ride–Construct approximately 530 surface and structured parking spaces at the Auburn train station to serve both rail and bus passengers. Completion is scheduled for 2002.
- Mercer Island–Construct approximately 235 new parking spaces. Completion is scheduled for 2003.
- Kent Commuter Rail park-and-ride: Construct approximately 1000 surface and structured parking spaces at the Kent train station to serve both rail and bus passengers. Completion is scheduled for 2002.

- Overlake Transit Center at N.E. 40th–Add 220 new spaces. Completion is scheduled for 2002.
- Tukwila Commuter Rail park-and-ride–Construct approximately 300 spaces at the Tukwila train station to serve both rail and bus passengers. Completion is scheduled for 2005.

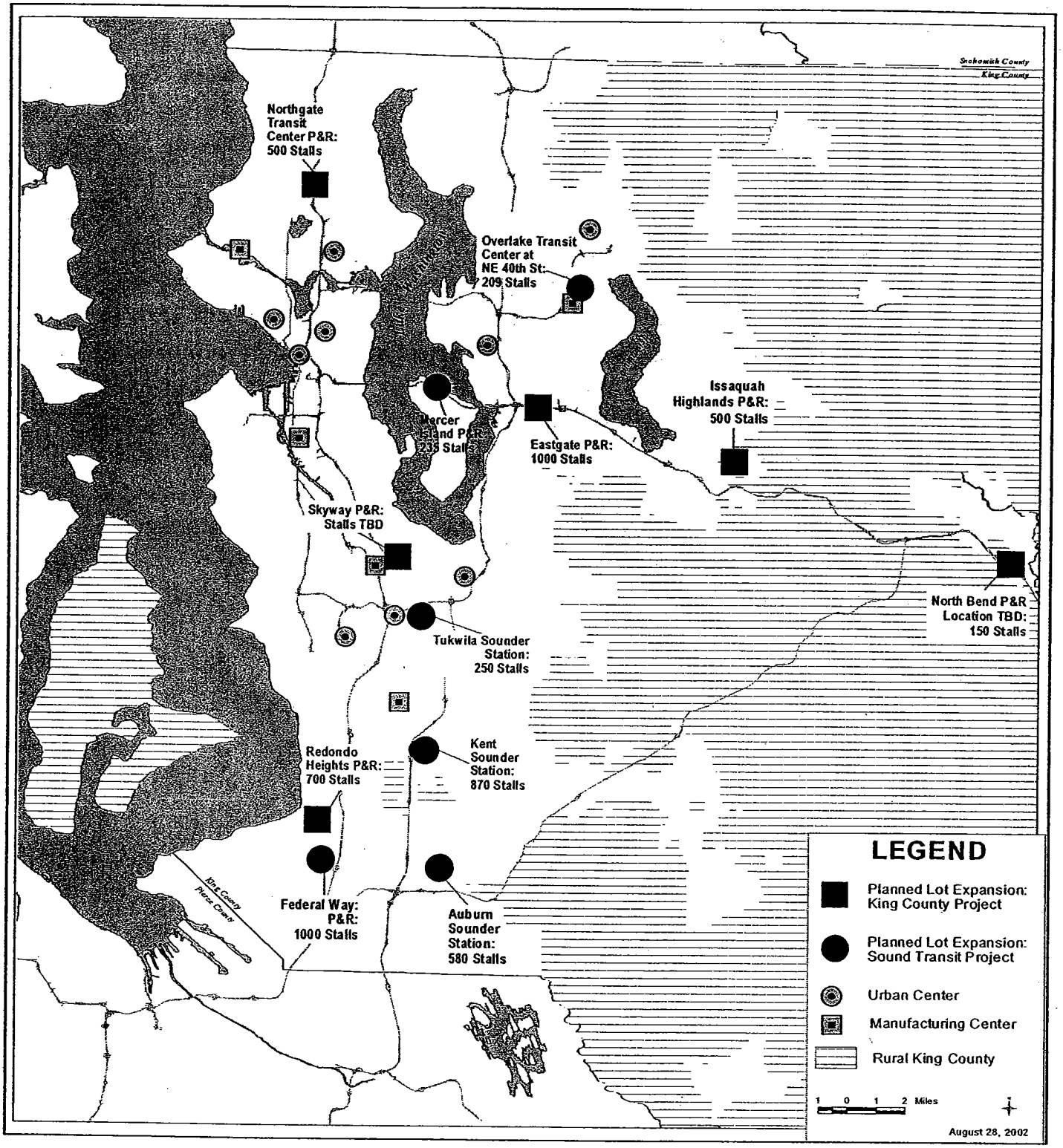


Figure 5-2: Park-and-Ride Lot Expansion

The sample route network described in Appendix A is designed to serve new park-and-ride facilities and expansion projects and to attract new customers to existing park-and-ride facilities with unused pace. Many park-and-ride lots serve as hubs where connections can be made between regional, intercommunity, and local transit services.

Transit-Oriented Development. Transit-Oriented Development projects bring increased residential and commercial density and activity together to improve urban areas that already support high levels of transit service. TOD staff has been working on bus-related joint-development projects since 1998. The mix of uses in King County's TOD projects includes transit centers, park-and-ride lots, off-street bus-layover spaces, residences, institutions, and commercial enterprises. Recently completed projects included these elements at Northgate, Renton Transit Center and at the Village at Overlake Station. Figure 5-3 identifies projects in various stages of planning or study, as well as the Kent Sound Transit parking garage, which is scheduled to open in July 2002.

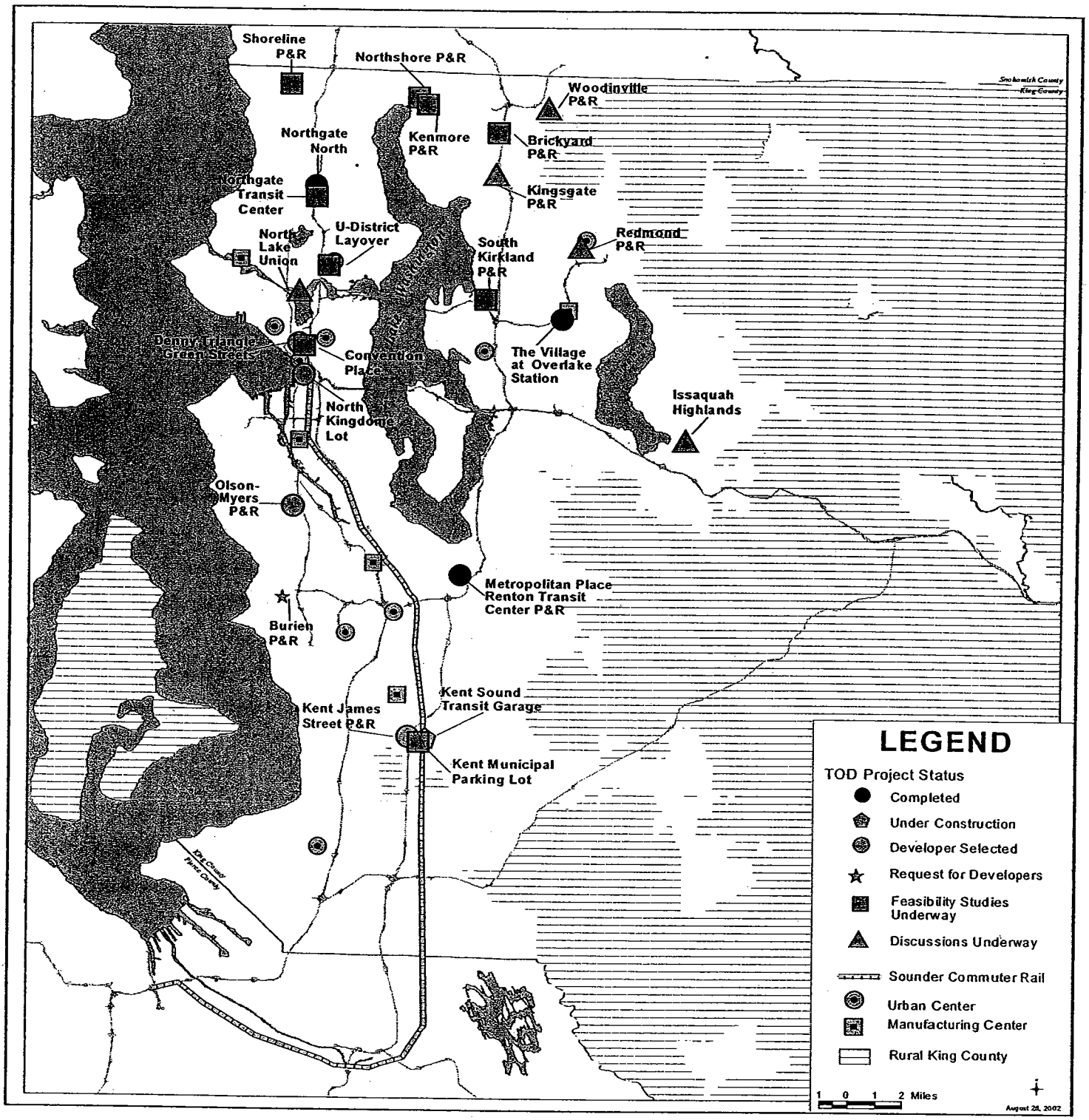


Figure 5-3: Current King County TOD Sites

Replacement and Expansion of the Transit Fleet

Strategy C-5

Replace and expand the transit fleet so that the size, fleet mix, and individual fleet procurements are consistent with service projections and operating characteristics. Achieve more efficient operations using features including efficient propulsion systems, advanced maintenance technologies and integrated on-board systems on transit coaches. Encourage the expansion of the vanpool program.

Fleet Procurement and Operating Facilities. The type and quantity of vehicles purchased and maintained by Metro is based on current and projected levels of service. Service expansion drives the need for fleet expansion, and fleet expansion in turn defines the extent of the need for expanded base capacity.

Projected Transit Fleet Requirements. The sample network described in Appendix A would require approximately a seventeen- percent increase in the total size of the transit fleet over the current fleet requirement, from 1,242 vehicles in 2001 to 1,455 vehicles. These totals reflect the requirements for revenue service, schedule maintenance, and spares and exclude vehicles used by Sound Transit.

The number of units included in each procurement will be calculated using the sample network and the most current service projections available. A comparison of the 2001 fleet requirement with the projected sample network fleet requirement for 2007 shows the following changes.

- **Increased use of deadheading coaches.** The sample network highlights several connections that could receive increased service frequency. These improvements include better utilization of deadheading (out of service) coaches traveling back to operating bases after completing their peak direction trips.
- **Replacement of the dual-powered tunnel bus fleet.** This fleet, used exclusively on routes using the downtown Seattle transit tunnel, will reach

the end of its projected useful life in 2003. Due to the unique nature of tunnel operation and due to the possibility of joint operation with light rail, the choice of propulsion technology for the new tunnel-capable vehicles requires extensive study. A promising alternative is a low-floor coach with new hybrid diesel-electric drive technology.

- **Introduction of low-floor buses.** Low-floor buses are now commonly used worldwide because of their operational, safety, and accessibility advantages over conventional high-floor coaches. While high-floor coaches might remain the best choice for some portions of the system, low-floor coaches will represent a significant portion of the 2002-2007 investment in revenue vehicles. As with other fleet types, vehicle assignments will be based on vehicle characteristics, which for low-floor buses include lower seating capacity and faster boarding than comparably sized high-floor vehicles.

- **Replacement of the articulated electric trolley bus fleet.** This fleet, used exclusively on high-ridership routes 7, 9, 43, and 44, will reach the end of its projected useful life in 2005. Investigate replacement with new low-floor, articulated electric trolley buses, utilizing the slightly used drive trains of the retired dual-powered buses if feasible and cost effective.

- **Introduction of ultra low-sulfur diesel fuel.** King County Metro is currently evaluating the use of diesel fuel with a reduced sulfur content. When used in conjunction with new catalytic converters, this fuel reduces emissions of some pollutants by approximately ninety percent with no expected reduction in fuel efficiency.

Projected Vanpool and ADA Paratransit Fleet Requirements. Both rider demand and the productivity of paratransit service affect fleet requirements for paratransit service. It is projected that the fleet necessary to support the ADA Paratransit Program will decrease somewhat from the present level of 279 vehicles. The decrease is anticipated due to decreased demand as well as increased productivity following technological improvements as described in Strategy S-6. The cost of replacement vehicles and other supporting capital needs is estimated at $17.8 million through 2007.

The current capital program for the vanpool fleet is projected to grow at a rate of 40 vans per year and does not include any assumptions for expanded growth due to initiatives identified in this plan or regional actions. During the plan period approximately 240 expansion vans will be purchased to serve over 1,500 new vanpool riders.

Replacement van purchases during the plan period represent a significant investment in the program. Replacement vans are purchased when vans have reached the end of their defined useful economic life and must be retired from active service with vanpool groups. 818 vans (the current active fleet size in 2001) are scheduled for replacement. In 2000, the replacement cycle for program vehicles was increased from five to six years. Eight, twelve and fifteen-passenger vans are scheduled for replacement.

King County adopted policy requires that Vanpool Program passenger fares and the resale of vans recover: 100 percent of capital costs, 100 percent of direct operating expense and 25 percent of administrative costs. Some adjustment of this target subsidy level can be considered if such a change enables simplification of fares on a regional basis or is used in conjunction with efforts to expand vanpool use.

Operating Base Expansion

Strategy C-6

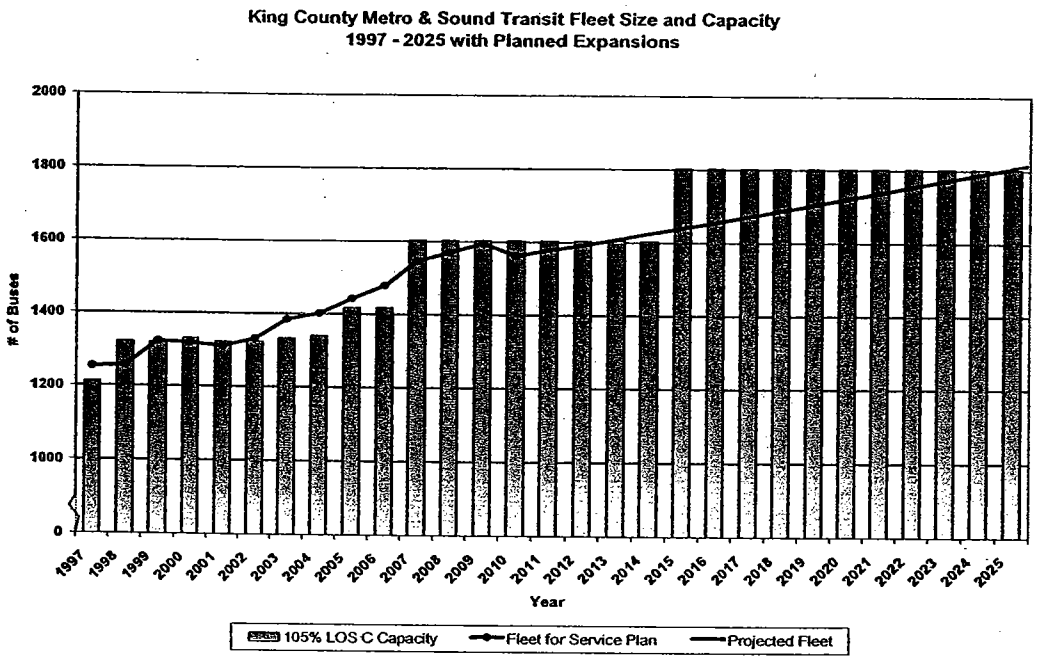
> **Expand transit operating base capacity in the areas identified and described in an adopted King County Metro Transit Operating Facilities Strategic Plan to support transit fleet growth projected to occur through the year 2020.**

Metro Transit currently houses approximately 1,250 buses in seven facilities– North, East, Bellevue, Central, Atlantic, Ryerson and South operating bases. Expansion of operating bases is required to support planned increases in bus service. Implementation of new service is currently affected and will soon be constrained by limited base capacity.

The *Transit Operating Facilities Strategic Plan* is being updated currently and identifies the need for additional base capacity, as well as where and when it is needed. Because a base may require as many as ten years to site, plan, design and build, this plan has a 25-year horizon that extends through the year 2025. The plan indicates the need for additional base capacity for approximately 500 buses through the year 2025.

Current planning work indicates the need for additional base capacity for approximately 240 buses by 2007, additional 100 buses by 2015 and another 160 buses by 2025. Capacity needed through the year 2025 is projected to accommodate approximately 500 additional buses. See Figure 5-4 below.

Figure 5-4 Projected Operating Base Capacity Needs



The *Transit Operating Facilities Strategic Plan* included in Appendix C indicates a need for bus base capacity in three areas–east, central and south. East capacity needs were met by re-opening Bellevue Base in 1998. Current and projected capacity constraints in the central and south are expected to be addressed by the following projects:

Central:

Add bus storage capacity at Ryerson Base while accommodating State Route 519 by 2005.

Expand the capacities of Atlantic Base and Central Base by 2007.

South:

Determine the most cost-effective location for an eighth base after evaluating South Base Annex and south King County options.

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Section Six:
Implementing and Paying for the System

Implementation Strategies

Successful implementation of the proposed service and capital program strategies depends on the availability of new, sustainable transit resources and on an effective service change process. Seven strategies (IM-1 through IM-4, and F-1 through F-3) are proposed to address these requirements.

Implementation Priorities

Strategy IM-1

Investment Priorities: For the period 2002 to 2007, available operating resources shall be invested in:

A) Higher priority– Provide up to 65,000 annual service hours of new service resources or re-invest existing resources for the following purposes (not listed in priority order):

- **i) Bus rapid transit service in candidate corridors when identified as a subarea priority;**
- **ii) Selected new or expanded park-and-ride locations in King County identified in Strategy IM-2;**
- **iii) Services with overcrowding or showing the highest potential for growth in ridership. These include but may not be limited to those core network services identified as priority investment connections in Table 4-2;**
- **iv) Re-investment and restructuring of services to integrate with Sound Transit Regional Express and Sounder programs**

B) Lower priority – Provide new or re-invest existing bus service resources in the following amounts and for the following purposes:

- **i) Use up to 100,000 annual service hours, including those investments resulting from implementation of Strategy IM-1,**

Section A) i), to improve additional peak period services, respond to ridership growth in key corridors or to selected destinations with high peak period ridership potential

ii) Use up to 200,000 annual service hours, including those investments resulting from implementation of Strategy IM-1 Section A) ii), to improve span of service and frequency towards 2007 target levels on the core network services identified as priority investment connections in Table 4-2;

iii) Use up to 100,000 annual service hours, in addition to those investments resulting from implementation of Strategy IM-1.A to improve services identified as subarea priorities in the subarea-based community planning process.

During plan implementation, those service investments and integration efforts identified in Strategy IM-1A) will be made first. As described in the context of Strategy S-10, restructuring of King County Metro bus services related to Sound Transit services is not expected to use any new King County Metro transit resources. Reinvestment of existing resources will be used to integrate Sound Transit investments and King County Metro Services.

Additional service investments during this period to refine route operations resulting from major service investments including Fall 2001 or from the above system improvements may also be made under this plan, at such times as they are deemed necessary and affordable. These resources would be in addition to schedule maintenance resources to be used for schedule and route management purposes on the remainder of the system's services.

The sample network described in Appendix A assumes the availability of 400,000 new hours added to the current service network, consistent with the type and nature of changes described in this strategy.

Service Implementation Phasing

Strategy IM-2

Optimize the timing and implementation of service and capital investments to maximize the efficient use of transit resources in meeting public transportation goals. Phase service to match completion dates of planned park-and-ride expansions, start-up of new Sound Transit services and to

complete service investments consistent with priorities identified in Strategy IM-1 as new, sustainable service resources allow.

New service investments associated with the expansion of park-and-ride capacity identified below will take precedent over other new service investments during this period. New service resources projected in future year financial plans will be reserved for this purpose in order to ensure that they are available when facility capacity increases are completed. Some phasing of new park-and-ride service investment is possible. Lower service levels may be implemented at the time a facility initially opens or is expanded, until such time that ridership demand requires additional bus trips.

Similarly, King County Metro service integration with Sound Transit Express Bus and Sounder Commuter Rail will occur when Sound Transit service improvements or modifications are implemented.

Description of Phasing Consistent with Current Completion or Startup Schedules:

2002

Park-and-Ride Service Expansion. Approximately 5,000 annual service hours will be used to expand service capacity associated with new park-and-ride parking capacity at Northgate. An interim lot with approximately 500 new parking spaces will be opened in 2002.

Integration with Sound Transit Express Bus Service. In conjunction with the expected spring 2002 Sound Transit board decision regarding the implementation of regional express bus services on SR-522, the King County Council will consider and adopt a proposal for reconfiguration of Metro services along that corridor. The outcome of a coordinated King County Metro and Sound Transit public review and council/board approval process will enable Metro and Sound Transit to integrate service, as called for in this plan. The coordinated response will include an increase in service capacity to address additional transfer activity and expanded parking at the Northgate park-and-ride lot.

Revision of King County Metro Service at Sounder Commuter Rail Facilities. In 2002, commuter rail stations in Auburn and Kent will be completed. The routing of peak and all-day services in these locations will be revised to serve these facilities.

Revision of Metro Services in Downtown Bellevue. In 2002, the new and expanded Bellevue Transit Center will be completed. Completion of this facility will enable implementation of transit service changes in downtown Bellevue called for as a part of September 2001 service changes.

2003 - 2004

Park-and-Ride Service Expansion. Approximately 36,000 hours will be used to expand service capacity and provide new service connections to park-and-ride lots with new parking capacity. These service investments will address expanded parking capacity at key park-and-ride locations in east and south King County, namely at the Issaquah Highlands, Eastgate and Redondo Heights locations. At Issaquah Highlands, new service to downtown Bellevue and downtown Seattle will be implemented. At Eastgate, service to downtown Seattle will be expanded, and new service to downtown Bellevue will be provided. At the Redondo Heights lot, service to downtown Seattle will be provided.

2005 to 2007

Integration with Sounder Commuter Rail Services. In 2005, service investments will address integration with Sound Transit's commuter rail services in south King County. It is anticipated that Sound Transit's Sounder Commuter Rail will reach full service levels in south King County in 2005. Metro's services that are duplicative of Sounder will be reoriented to feed passengers to Sounder stations. Approximately 10,000 to 15,000 service hours are likely to be made available for concurrent redeployment to other South subarea service priorities.

2002 to 2007

Additional Higher Priority Investments. During this period, service changes will also be conducted in each of the three planning subareas to restructure or

otherwise modify existing services and fine tune prior service changes. In some cases, these will be prompted by conditions such as significant increases in ridership, coach overloads or long-term service re-routes caused by construction or other conditions not directly anticipated in this plan.

For routes that comprise core network connections identified for priority investment in this plan, BRT service implementation, responses to overload conditions and attempts to capture high ridership demand, will be among the highest priorities for new service investment.

Lower Priority Investments. Additional system improvements are planned as resources allow and after completion of the highest service priorities.

For other non-core routes, King County Metro will continuously review and evaluate service structure, ridership demand, land use conditions and operating characteristics to develop proposals consistent with the service and capital strategies of this plan, local subarea priorities and to respond to changing conditions and resource availability.

Metro will pursue an array of partnership initiatives that will help leverage limited public resources with additional financing from both public and private partners. Strategy S-9 summarizes initiatives that Metro continues to pursue with local jurisdictions, institutions, and employers to help finance alternative public transportation products and provide financial incentives for users of those products. Metro is also working closely with local jurisdictions and the State of Washington to maximize funding from federal grants, primarily for capital projects. However, grant funds are often restricted as to when they can be used and typically support only one-time capital costs and/or short-term service demonstrations. Therefore, operating grants cannot be considered sustainable resources for service.

Service Resource Allocation

Strategy IM-3

The implementation of transit service hours as stated in strategy IM-1 and IM-2 above shall use the following framework for transit service allocation.

With the implementation of each 200,000 annual hours of service investments described in Strategy IM-1, each King County Metro planning subarea would receive a share of actual service hours implemented as follows: East 40%, South 40% and Seattle/North King County 20%.

Any systemwide reduction in service investment shall be distributed among the subareas in proportion to each subarea's share of the total service investment.

The size of transit system improvement packages called for in this plan will vary from year to year, based upon the adoption of the Public Transportation Fund budget and associated financial plan analysis for the period. From year to year, the location of improvements will be based upon those priorities described in Strategy IM-1 above, the amount of sustainable service resources available for investment each year, and the logical packaging of service improvements.

For the purposes of reviewing the system-level effects of the allocation policy, net change in service hours from a baseline established for fall 2001 services will be measured and reported. Actual net change in service hours will be calculated in 2005 for the period 2002 through 2004 and again in 2007 for the period 2002 through 2006. Projected net change in service hours between 2002 and 2007 will be measured prior to the end of 2007 and based on adopted service changes through fall 2007.

During plan implementation, measurement of the share of service hours allocated to each subarea will be based on investment decisions as determined through the subarea-based community planning process and as adopted by the King County Council. The subarea-based community planning process may result in service

recommendations for investments in services assigned to a different subarea. In particular, priorities for cross-subarea improvements identified in one subarea may not coincide with the priorities of another subarea. In those instances, the recommendation of service changes by the King County Executive and the adoption of service changes by the King County Council will be guided by the overall objectives of the plan. In order to maintain rational system-level development, one subarea's unique priorities will not dictate system-level decisions.

Measurement of the resulting share of hours will be based on the baseline bus route allocations that assign one-way routes that originate in a subarea or two-way routes that operate wholly within a subarea to that subarea. Further, all-day, two-way routes that operate between two subareas will be attributed in hours at 50% to each subarea. See Appendix A for a list of current routes and their assignment by subarea.

Subarea and Community Based Planning

Strategy IM-4

Conduct a community planning process in which transit riders, local jurisdictions, unincorporated area councils, employers, and educational institutions participate in the design and implementation of significant changes to existing service. Use service and capital strategies consistent with the service priorities described in Strategy IM-1. Involve the community, local jurisdictions and subarea groups in the development of recommendations for updates of the Six-Year Plan at least every two years or more frequently if changing conditions or priorities dictate. Utilize overall roles and responsibilities as shown in Table 6-1.

Plan updates shall address significant operating changes and capital improvements anticipated in the next six years as well as any revision to adopted strategies necessitated by significantly changed circumstances affecting the transit program.

Subarea-based Community Planning. The subarea-based community planning process implementing the Six-Year Plan will involve the following:

- Defining subarea priorities within the parameters of the Six-Year Plan
- Working with individual communities to define the specific improvements to be implemented, consistent with Implementation Strategies IM-1 and 2

Table 6-1 Six-Year Plan Roles and Responsibilities

Task	Recommendations to County Executive			Metropolitan King County Council		
	Subarea Steering Committees (ETP, SCATBd, SeaShore)	Local Jurisdictions	Community Involvement	Regional Transit Committee	Transportation Committee	King County Council
Select subarea priorities	Review and refine alternative service priorities for the subarea. Recommend subarea service priorities to the County Executive.	Help subarea steering committees define priorities by participating in the steering committees and at the staff level.	Use information from Six-Year Plan outreach efforts and from existing research in discussions with local jurisdictions and subarea steering committees.	Receive progress reports on subarea discussions.		System approval of system priorities and expenditure levels in annual budget.
Develop service changes	Review service change proposals developed by Metro, local jurisdictions and communities for consistency with defined priorities.	Work with Metro staff and community members to develop specific service change proposals.	Representatives from a broad range of community interests work with Metro staff and local jurisdictions to develop specific service change proposals.		Review and recommend service change ordinance to Council.	Final Council action on service change ordinance.
Update Six-Year Plan	Recommend Six-Year Plan modifications to the County Executive.	Help subarea steering committees develop recommended Six-Year Plan modifications.	Representatives from a broad range of community interests help develop recommended Six-Year Plan modifications.	Review and recommend Six-Year Plan update ordinance to Council.		Final Council action on update of Six-Year Plan

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Defining Subarea Priorities. King County Metro will work with the subarea transportation groups (ETP, SCATBd and SeaShore) and other stakeholders to identify service priorities not specifically identified in this plan for each subarea. This effort will seek to establish a broad-based understanding of the priority service investments identified in Implementation Strategy IM-1 and phasing identified in Strategy IM-2 prior to the beginning of a more detailed community process identifying specific changes to be implemented. During this stage partnerships and other means of gaining additional resources will be also pursued.

Making Changes. Formal King County Council approval of detailed service proposals concludes the annual service change process, which provides opportunities for the public to help design and implement changes. Current service will be changed, and new services will be developed through this process. Although the exact schedule of events may vary during each service change process, depending on the complexity of the changes being discussed, and the decision timeline associated with them, processes should be designed to include:

- Riders, nonriders, citizen advisory committees, elected officials, community leaders, city and county staff, school districts, social service agencies, and Metro staff and operators will be involved.
- Make use of information on public and community needs and preferences, research on other transit systems, and data on the performance of the current system.

Working partnerships will be created between King County Metro and communities affected by service changes. This approach assumes the following:

- Public involvement occurs early in the planning process
- The public is advised about opportunities for involvement throughout the planning process
- An extensive public information effort uses a variety of media and communication media to keep discussion open
- Clarity is needed as to who contributes to decisions and who is responsible for the final decision
- Flexibility is necessary

The goal of this approach to community involvement is to ensure that Metro Transit is responsive and accountable to the community during implementation of the Six-Year Plan. Depending on the complexity of a given service change proposal, the community involvement process may take up to eighteen months, including Council adoption of the final service recommendations.

Additional Factors. Beyond consistency with plan objectives and strategies, during any given service change process a number of factors will influence the selection of a specific set of service changes. These considerations include federal requirements, cost, capital requirements, relationship to other proposals, and subarea priorities.

Federal Requirements. King County Metro is required to comply with two federal requirements - Title VI of the Civil Rights Act and the Americans with Disabilities Act (ADA) - that are integrated in all service proposal assessments.

The objectives of Title VI are to ensure that the level, quality and distribution of transit services, as well as participation in transit planning, are provided to ensure equal access and mobility without regard to race, color or national origin. In anticipation of significant transit system modifications, King County Metro Transit will identify resulting service levels and quality of service for minority and non-minority communities, and make such information available to policy makers.

The Americans with Disability Act (ADA) requires that complementary paratransit service be comparable to non-commuter, fixed route service for the general public in several ways, including service area, days and hours, response time and fares. The minimum complementary paratransit service area, as defined by federal regulations, is based on Metro's non-commuter fixed route service. When non-commuter fixed route service changes occur, the paratransit service area is adjusted to reflect these changes as needed.

Cost. Some service changes may have to wait for implementation because of funding constraints. To the extent that additional revenues become available, the magnitude and timing of service improvement implementation will vary.

Capital Requirements—Integrating Service with Capital. The establishment of service priorities will influence the timing for implementation of critical supporting capital program elements (fleet procurement, transit hubs, speed and reliability improvements, etc.).

Relationship to Other Proposals. Different service proposals may complement each other by mutually enhancing their effect on overall mobility or system efficiency. Circumstances such as these could require that certain changes be linked.

As individual services are agreed upon, periodic reviews with the subarea groups will be made to update them on progress towards their implementation. In addition, the groups will be used as a "clearinghouse" to address issues regarding the direction of service changes and any issues resulting from the community work and affecting the overall network for the subarea in question.

Figure 6-1 illustrates the service change process.

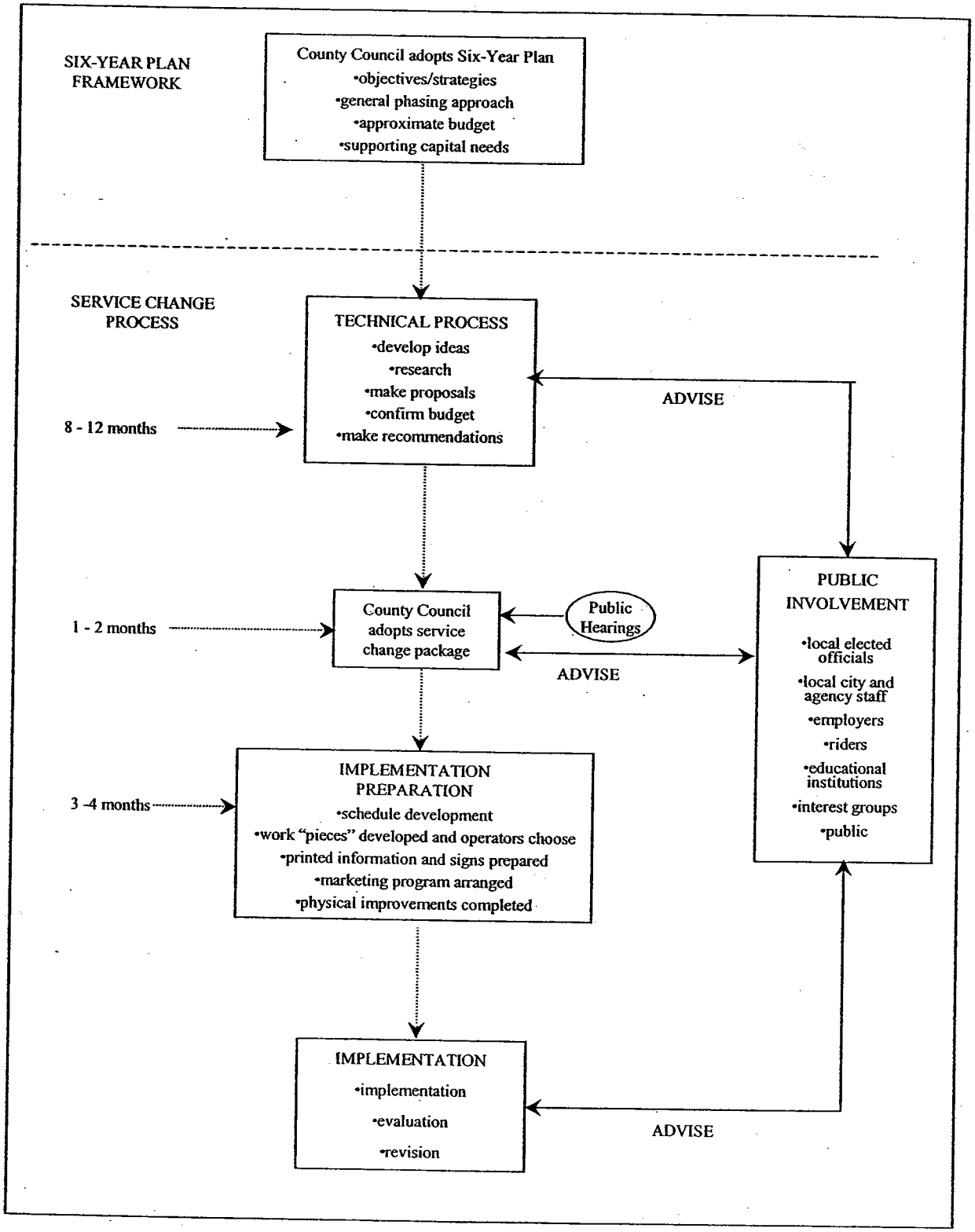


Figure 6-1 Service Change Process

Financial Strategies

Paying for the System

Relationship of the Six-Year Plan to the Financial Plan. The ability to implement the priorities discussed in this plan is dependent upon the availability of resources. An overview of the financial planning process is useful in understanding how and why resources change.

The Northwest is currently in the midst of what is hoped to be a short 'recession'. Economic activity is projected to continue to decline in 2002 but then begin to gather upward momentum. For the period of this six-year plan, population, employment and the local economy are currently projected to grow and the resulting sales tax revenue will grow faster than inflation for the period as a whole. While the rate of growth is forecast to be faster than inflation, the rate of growth that is currently projected is significantly below earlier estimates made during the 2001 and initial 2002 planning processes. The impact to sales tax revenue is that the original 2002 projection of $321 million will not be achieved until 2004.

A central goal of the Transit Division's financial planning activities is stability of the transit system and the financial integrity of the Public Transportation Fund. This goal is accomplished through prudent planning that uses reasonable economic assumptions along with specific programmatic plans to project future revenues, expenditures and resulting fund balances. Planning is done on an ongoing basis, and not just as part of the county's annual budget process.

Comprehensive financial planning, combined with ongoing forecasting, allows the system to respond effectively to change in the economic environment, without detrimental impacts to existing services. Anticipation of changes in financial conditions and forecasting beyond the current year enable the transit system to project sustainable levels of transit service and to accelerate or delay new service implementations based on these changing conditions.

Financing for this six-year period is fundamentally different than that provided previously. The largest single change is the loss of Motor Vehicle Excise Tax (MVET) revenues, which previously provided as much as 30 percent of the funding for transit operations. While a significant share of the lost MVET was replaced with additional sales tax proceeds, the resulting increased reliance on sales taxes with its somewhat volatile nature increases the need for prudent financial planning. When the sales tax rate was increased in Fall 2000, it was not increased to the maximum amount allowed by the state legislature. Local policy makers could choose to ask the voters for an additional .1% sales tax without the need for legislative action at the state level.

The detailed revenue and expenditure assumptions used as the basis for the Six-Year Plan are identified in the Metro Transit Division's 2002 operating/capital budgets and supporting six-year financial plans for 2002 to 2007. The financial plan associated with the 2002 adopted Public Transportation Fund budget, as well as the most recent forecast incorporating the current recession, are included in Appendix F.

Based on the most recent financial forecast, Metro will only be able to sustain an additional 65,000 annual hours of new service by 2007, although the sample network that accompanies this plan identifies changes that total about 400,000 annual hours. Planning for more than is available allows Metro to respond to additional revenue—through growth in the economy or other unanticipated sources—without significant modifications to the plan. It also presents a larger menu of service options from which to choose, while providing reasonable financial boundaries to avoid building false expectations for improvements. Of course, the possibility exists that the economy will further falter, or the recession will continue, and that fewer resources will be available during this six-year period.

Future updates of the plan will incorporate changes from the current forecast, changing the phasing, quantity and types of both service and capital projects to best meet the goals of the plan within the resources that are available.

Operating Revenue and Grants

Strategy F-1

Pursue a combination of farebox and other operations revenue to maintain a target bus operating revenue-to-operating expense ratio of at least 25 percent.

Strategy F-2

Pursue grants to fund projects that have been identified as necessary to support system service priorities or maintain the system as outlined in this plan.

Fare revenue is a significant source of financing for public transportation. Policy choices influencing how existing service is reoriented or how new services are added, as well as local economic conditions impact ridership and the resulting fare revenue. In addition, the fare structure influences demand for service, impacting both ridership and revenue. The current financial plan assumption is that current fare levels will remain until 2007.

Grants from federal sources remain strong. However, current federal grant legislation, TEA21, expires in 2002. Future federal awards will be based on federal appropriations, the proportionate share of Federal Region X compared to other regions and the proportionate size of King County relative to other transit providers in the region.

The availability of state grants has been influenced by Initiative 695, and a number of state-funded programs have been dissolved. At the time this plan is being written, the Washington State Legislature has not yet adopted a comprehensive transportation funding strategy at either the State or local level. Until the legislature takes action to identify projects and potential funding packages, the future effects on King County Metro are unknown.

Financial Partnerships

Additional funding may become available as a result of new state or regional initiatives or through partnerships with other parties. The Long-Range Policy Framework (LRPF) directs Metro to maximize the effectiveness of local public transportation funds by pursuing joint financing of service and capital projects. Such partnerships can take the form of cash contributions or in-kind contributions, such as joint development of facilities.

Strategy F-3

Pursue opportunities for partnerships and economic development with communities, employers, other transit agencies, federal and state governments and vendors to expand resources to support transit services and supporting capital facilities. Explore the use of advertising to support shelter program expansion and enhancements.

To determine the viability of extending the current Ride Free Area (RFA) or entering into agreements for new RFA in additional King County communities, the Department of Transportation will provide a report to the Regional Transit Committee by June 2003, which identifies the issues associated with the implementation of additional RFA. The analysis will consider three potential scenarios: an extension of the existing downtown Seattle RFA, a RFA for another Seattle urban neighborhood, such as Ballard, Capitol Hill or the University District, and a RFA for one or more suburban cities. RFA analysis will include the following factors:

1. **Operating cost impacts**
2. **Revenue impacts**
3. **Security and driver impacts**
4. **Revenue recovery from RFA "partners" or net cost (operations savings plus revenue loss)**
5. **Customer impacts**

6. **Partner agency impacts**

7. **Comparison with alternatives (e.g. free circulators, token/ticket program)**

8. **Or other factors as determined by the RTC.**

The RFA analyses will be presented to the Regional Transit Committee by June 2003.

Transit-Oriented Development (TOD). The Transit Division holds a significant real estate portfolio, which changes to accommodate new facilities and to expand or relocate existing operations. The TOD program seeks to increase development of housing, jobs and other transit trip generating activities in close proximity to major transit facilities such as transit passenger transfer hubs and park-and-ride lots. The TOD program is intended to increase transit ridership and to meet larger growth management goals by facilitating development inside urban centers and within the urban growth boundary. These partnerships maximize the public investment in the transit system by increasing system capacity through expansion of facilities or the generation of revenue that can be used to increase service. The goals of the program are met by forming partnerships with developers and jurisdictions. Projects are evaluated on a case-by-case basis. Projects are evaluated to determine how they fit with not only transit goals and business objectives, but those of King County in general.

The Transit-Oriented Development Section of the King County Department of Transportation has been working on bus-related TOD joint-development projects since 1998. A number of King County TOD projects are currently underway. The county is investigating the feasibility of TOD at sites in Burien, Kenmore, Kent, Shoreline and other locations.

The mix of sites/facilities being considered in King County's TOD projects includes transit centers, park-and-ride lots, off-street bus-layover facilities, and residential, institutional, retail, office, hotel and entertainment uses. Project concepts range from 308 apartments above a park-and-ride lot in Redmond's

Overlake area, to four skyscrapers above an underground bus-layover facility in downtown Seattle near the Washington State Convention & Trade Center.

The projects selected for TOD will be influenced by the funds available within the program to fund King County's portion of the project. If revenues decrease from projected levels, it is possible that fewer projects will be selected during the course of this plan. Figure 5-3 shows current targeted TOD sites and Appendix D provides an overview of current projects status.

Commute Partnerships. As described under Service Strategy S-9, King County Metro also works with employers including local jurisdictions in the Puget Sound region, providing products and services to help motivate employees to commute to work by alternative methods, rather than driving alone.

Metro looks for opportunities to create partnerships with employers, many affected by the Commute Trip Reduction (CTR) law, as well as with businesses that are complying voluntarily. Within such transportation partnerships, Metro works with employers, cities, neighboring transit agencies, business organizations and community groups to offer a full array of transportation services and assistance to employers. These partnerships also extend to private and public landowners that enter into agreements to provide leased land for park-and-ride use through Metro's leased lot program.

Metro contributes technical expertise along with product and service options, and under certain circumstances, also contributes partial funding or grant resources for projects designed to promote alternative commuting methods.

King County Metro will continue to encourage contributions from local jurisdictions for assistance in funding existing services for the purpose of attracting more riders through increased service, or for the purpose of operating as a fare-free service. The pursuit of partnerships that result in new bus routes with only partial funding of their operation by public or private partners may be explored, but should be considered temporary improvements to the transit network that exist only so long as the partnership contribution exists.

Strategy F-4

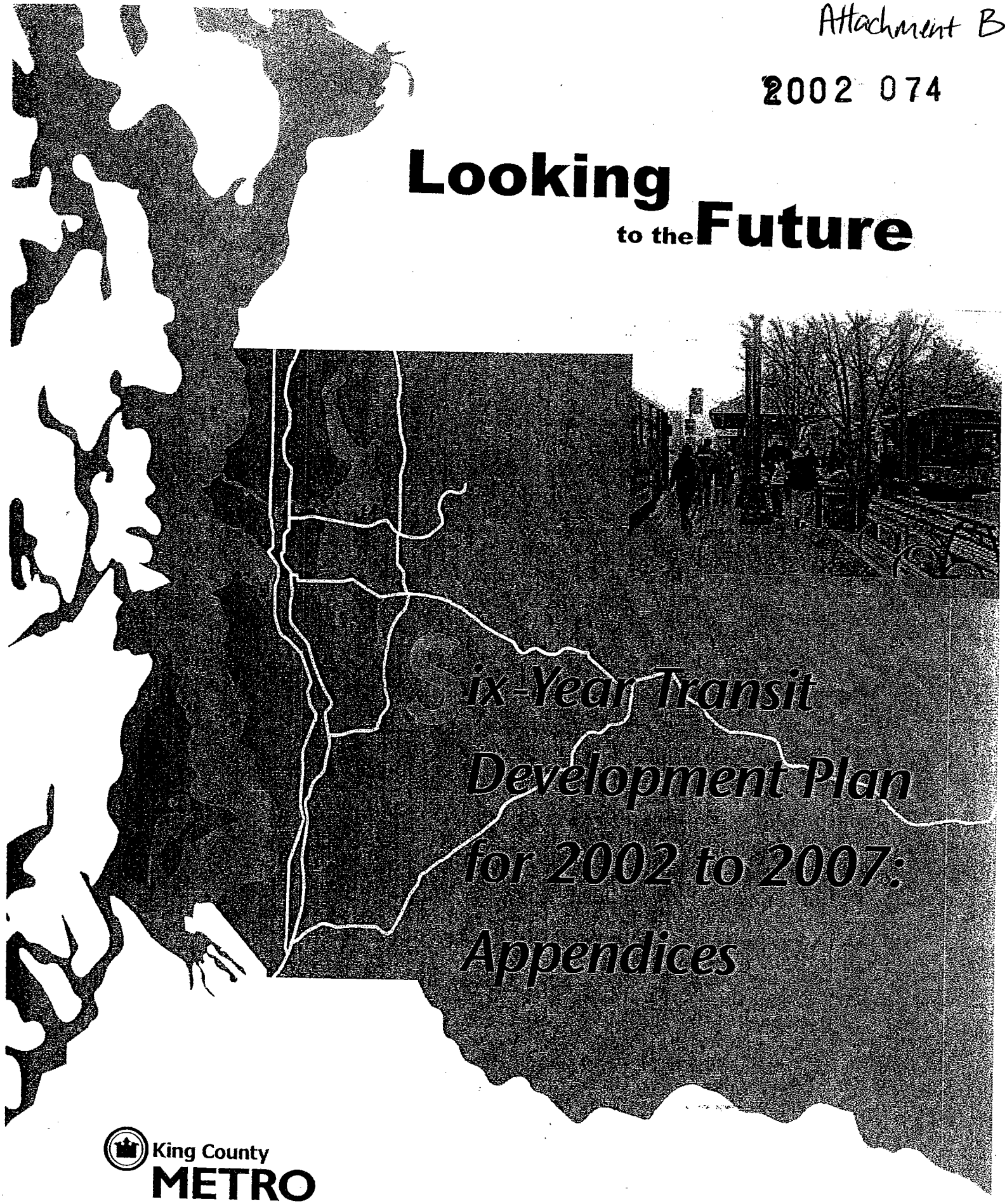
Ensure the maximum benefit is derived from available transit revenues by:

- **focusing capital expenditures on projects that directly support service investments;**
- **refining capital improvement program expenditure assumptions to improve annual accomplishment rates;**
- **revising lifespan assumptions to reflect actual experience when planning for the replacement of the transit fleet and other equipment and facilities;**
- **increasing the amount of service in the operating program by reducing annual underexpenditure levels, and**
- **replenishing the Transit Fare Stabilization and Operating Enhancement Reserve to enable the operating program to respond to unforeseen revenue or expenditure circumstances.**

Attachment B

2002 074

Looking to the Future



Six-Year Transit Development Plan for 2002 to 2007: Appendices

King County
METRO
Department of Transportation
Metro Transit Division

RTC Recommended
September 2002

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All maps in this document are subject to the following disclaimer:

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APPENDIX A

Sample Network

Sample Network Overview

The sample network serves as an example of potential modifications to the King County Metro Bus System consistent with the strategies of the Six-Year Transit Development Plan for 2002 - 2007. The network assumes approximately 400,000 annual service hours of new service, more than is expected during the period.

The table below indicates the improvements included in the sample network. Changed routes, frequencies, and spans are shaded. The sample network represents continued development of the multi-destinational service concept introduced in the 1996 - 2001 plan. This service concept relies on a network of core routes providing frequent, two-way, all-day connections between major King County destinations. A web of local services supports the core network. Local services connect residential areas to core routes, transit hubs, or activity centers. An additional network of peak-only routes provides faster service and extra capacity during peak commute times on high-ridership corridors.

Sound Transit bus routes that provide limited-stop high-speed service between centers and are operated by Metro are also included in the sample network table describing areas served, span of service and frequency. Commuter rail provides some peak-period service on Burlington Northern Santa Fe tracks between Tacoma and Seattle via the Green River Valley. Both ST regional express bus service and Sound Transit commuter rail service are programmed for improvements during this planning period.

A summary of adjusted route assignments by subarea can be found after the route-specific service improvement table. Additional mobility products and services, which complement the bus services offered, are another element of the sample network for this period. A summary table describing projected development activities during the 2002 to 2007 period associated with each mobility product or service is included. Maps of the sample network follow in Appendix B, illustrating the coverage of all-day and peak-only services throughout the service area.

EAST	SUBAREA										
		Bold face type indicates combined frequency with other routes/variants. (Span will show for this variant only)									
		Shaded cells indicate improvements in span and/or frequency									
			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
200	Issaquah - North Issaquah		600-1815			30	30				
201	South Mercer Island - Mercer Island		Peak			(2, 1)					
202	South Mercer Island - Mercer Island - Seattle CBD		Peak			(5, 7)					
203	Shorewood - Mercer Island		600-1845	900-1800	1100-1700	30	60			60	60
204	South Mercer Island - Mercer Island		830-1500	845-1845	1015-1745		30			30	30
205	South Mercer Island - U. District		Peak			(3, 4)					
209	North Bend - Snoqualmie - Fall City - Issaquah		815-1530; 1930	830-1730; 1930			60	(1, 1)		60	
210	Issaquah - Eastgate - Seattle CBD		Peak			(5, 5)					
211	North Bend - Snoqualmie - Seattle CBD	New route between North Bend and Seattle via Snoqualmie Ridge and I-90	Peak			(3, 3)					
212	Eastgate P&R - Seattle CBD	Increase the number of trips substantially to serve expanded Eastgate P&R	Peak			**(44, 44)**					
213	Shorewood - Mercer Island		915-1415	930-1830	1030-1730		60			60	60
214	North Bend - Snoqualmie - Fall City - Issaquah - Seattle CBD		Peak			(5, 5)					
214 TB	Issaquah P&R - Seattle CBD		Peak			**(14, 13)**					
216	Sammamish - Seattle CBD		Peak			(4, 4)					
217	Seattle CBD - Eastgate - Issaquah		Peak			(3, 3)					
218	Issaquah Highlands - Seattle CBD	New route between Issaquah Highlands P&R and Seattle CBD	Peak			(11, 12)					
219	Newcastle - Factoria		Peak			60					
220	Redmond - Rose Hill - Northup Way - S. Kirkland P&R - Bellevue	Improve to 30-minute frequency at all times	630-1745			30	30				
222	Overlake - Bellevue CC - Eastgate - Beaux Arts - Bellevue		545-2230	815-2230	800-2230	30	30	60		30	60
224	Cougar Mountain - Eastgate P&R	New route serving Cougar Mountain	Peak			60					

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			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
225	Overlake - Phantom Lake - Eastgate P&R - Seattle CBD		Peak			(3, 3)					
229	Overlake - Crossroads - Eastgate P&R - Seattle CBD		Peak			(4, 4)					
230	Totem Lake - Kirkland - S. Kirkland P&R - Bellevue - Factoria	Operate between Totem Lake and Factoria. Extend span. Improve to 30-min freq. eve. and Saturday.	500-000	600-000	700-2300	30	30	30	60	30	60
230 TB	Kirkland - S. Kirkland P&R - Bellevue - Factoria	Operate between Kirkland and Factoria. Improve to 15-min (combined) frequency weekday midday.	600-1800			15	**15**				
231	Redmond - Overlake - Rosemont Beach - Crossroads - Bellevue	Replaces eastern portion of route 230. Improve to 30-min frequency weekday eve. and Saturday.	500-2200	600-2200	700-2200	30	30	30		30	60
232	Duvall - Redmond - Bellevue - Redmond		Peak			(5, 5)					
232 TB	English Hills - Redmond - Bellevue - Redmond		Peak			(3, 3)					
233	Avondale - Bear Creek P&R - Overlake - Bel-Red Road - Bellevue		615-1945	800-1800		30	30			60	
234	Kenmore - Finn Hill - Juanita - Kirkland - S. Kirkland P&R - Bellevue	Extend span until 11 PM on weekdays and 9 PM on Saturdays. Add Sunday service.	500-2300	600-2100	600-2100	30	30	60	60	60	60
236	Woodinville - Kingsgate - Totem Lake - Kirkland	Extend span until 10:30 PM Monday - Saturday.	530-2230	900-2230	900-1800	30	30	30		60	60
237	Woodinville - I-405 - Bellevue		Peak			(3, 3)					
238	Bothell - Kingsgate - Totem Lake - Lake Washington Tech College - Kirkland	Extend span until 10:30 PM Monday - Saturday.	530-2230	900-2230	900-1800	30	30	30		60	60
240	Clyde Hill - Bellevue - Factoria - Newcastle - Renton Highlands - Renton		530-2300	700-2300	800-2300	30	30	60	60	30	60
242	North City - Northgate - I-5/NE 65th - Overlake		Peak			(7, 7)					
243	Jackson Park - Ravenna - Bellevue		Peak			(3, 3)					
244	Bothell - Rose Hill - Overlake	New route between Bothell and Overlake.	Peak			(5, 5)					
245	Kirkland - Rose Hill - Overlake - Crossroads - Bellevue CC - Eastgate P&R - Factoria	Expand span to 12 AM Mon-Sat and 11 PM on Sunday. Increase to 15-min freq. weekday daytimes.	500-000	600-000	700-2300	15	15	30	60	30	60

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			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
247	Overlake - Eastgate P&R - Renton - Kent Boeing	Add 3 AM and 4 PM trips.	Peak			(6, 7)					
248	Kent - Renton - Factoria - Eastgate P&R - Overlake	New route from Kent to Overlake	Peak			(6, 7)					
249	Redmond - Sammamish Viewpoint - Overlake - Northup Way - Bellevue	Improve to 30-minute frequency weekday midday.	630-1900	715-1915		30	30			60	
250	Redmond - Sammamish Viewpoint - Overlake - Seattle CBD		Peak			(6, 7)					
251	North Creek - Woodinville - Cottage Lake - Avondale - Redmond - Rose Hill - Kirkland	Extend span until 9 PM.	600-2100			30-60	60	60			
251 TB	Woodinville - Cottage Lake - Avondale - Redmond - Rose Hill - Kirkland	Add Sunday service.		900-1800	900-1800					60	60
252	Kingsgate - Kingsgate P&R - Seattle CBD		Peak			(7, 8)					
252 TB	Kingsgate P&R - Seattle CBD	Add 4 AM and 3 PM trips.	Peak			(11,12)					
253	Redmond - Overlake - Crossroads - Bellevue	Increase to 30-min frequency weekday evenings and Saturday daytime.	530-030	630-030	630-030	30	30	30	60	30	60
254	Education Hill - Redmond - Rose Hill - Kirkland		500-2030; 2330	800-2245	800-2145	30	60	60-90	(0, 1)	60	120
255	Brickyard P&R - Kingsgate - Totem Lake - Juanita - Kirkland - S. Kirkland P&R - Seattle CBD		500-000	530-2315	530-2315	30	30	30	60	30	30
255 ALT	Kirkland - S. Kirkland P&R - Seattle CBD	Add 5 AM trips from Kirkland to Seattle and 5 PM trips from Seattle to Kirkland.	Peak			(5, 5)					
255 TB	Kirkland - S. Kirkland P&R - Seattle CBD	Improve to 15-min peak frequency between Kirkland and Seattle.	Peak			15					
256		Delete route to fund two-way 15-min peak service on route 255 TB.									
257	Kingsgate - Brickyard P&R - Kingsgate P&R - Seattle CBD		Peak			(6, 6)					
260	Finn Hill - Juanita - Seattle CBD		Peak			(3, 3)					
265	Redmond - Rose Hill - Houghton P&R - Seattle CBD		Peak			(8, 8)					
266	Bear Creek - Redmond - Overlake - Seattle CBD		Peak			(8, 7)					
268	Bear Creek - Seattle CBD	Add four AM and four PM trips.	Peak			(8, 9)					

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Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
269	Redmond - Sammamish Plateau - Issaquah	Improve to 30-min peak frequency. Add hourly midday service	500-1900			30	60				
271	Issaquah - Eastgate - Bellevue CC - Bellevue - Medina - U. District	Improve to 30-minute frequency weekday evenings	530-2215	630-2215	745-2215	30	30	30		30	60
271 TB	Eastgate - Bellevue CC - Bellevue - Medina - U. District	Extend trips to Eastgate P&R	Peak			**15**					
272	Eastgate - Crossroads - U. District		545-915; 1030-1730			(6, 4)	(1, 5)				
277	Juanita - Kingsgate P&R - Houghton P&R - U. District		Peak			(6, 5)	(0, 1)				
280	Seattle CBD - Bellevue - Renton - Seattle CBD		OWL	OWL	OWL						
291	Bear Creek - Redmond - Totem Lake	Extend to Bear Creek P&R. Interline with route 341 to Aurora Village	Peak			30					
306	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(5, 6)					
310	Bothell - I-405 - Seattle CBD	New route between Bothell and Seattle via I-405	Peak			(4, 5)					
311	Duvall - Woodinville - I-405 - Seattle CBD		Peak			(7, 8)					
312	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(13, 16)					
312 TEX	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(6, 4)					
341	Aurora Village - Ballinger Terrace - Lake Forest Park - Finn Hill - Totem Lake	Operate to Totem Lake instead of Bothell. Reduce Sunday span to 9 AM to 6 PM	600-2100	700-2100	900-1800	30	60	60		60	60
342	Shoreline P&R - Ballinger Terrace - Kenmore - Bothell - Bellevue - Renton		Peak			(6, 6)					
370	Aurora Village - Shoreline - U. District		Peak			(4, 5)					
372	Woodinville - North Creek - Bothell - Kenmore - Lake Forest Park - Lake City - U. District		530-2100			30	30	60			
372 TB	Kenmore - Lake Forest Park - Lake City - U. District		Peak			(3, 4)					
ST-522	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Downtown Seattle		500-100	600-100	600-100	30	30	30	60	30	30
ST-530	Everett Mall - Ash Way P&R - Canyon Park P&R - Bothell - Kingsgate Flyer Stop - Bellevue		830-1845				60				

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Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
ST-532	Everett Mall - Ash Way P&R - Canyon Park P&R - Kingsgate Flyer Stop - Bellevue		Peak			30					
ST-535	Lynnwood - Alderwood Mall - Canyon Park P&R - Bothell - Kingsgate Flyer Stop - Bellevue		515-2215	815-2215	815-22015	30	60	60		60	60
ST-540	Bear Creek P&R - Redmond - Kirkland - S. Kirkland P&R - U. District		545-2130	615-1830	615-1830	30	30	60		60	60
ST-545	Bear Creek P&R - Redmond - Overlake TC - Seattle CBD	Add Weekend service	530-2245	700-2200	700-2200	15	30	30		30	30
ST-550	Bellevue TC - S. Bellevue P&R - Mercer Island P&R - Seattle CBD		500-2345	615-2345	615-2345	5-15	15	30	30	30	30
ST-554	Issaquah P&R - Eastgate P&R - Mercer Island P&R - Seattle CBD		545-2230	630-2230	800-2230	30	30	30		30	60
ST-555	Issaquah P&R - Eastgate P&R - Bellevue - Montlake - Northgate		Peak			30					
ST-560	Bellevue TC - S. Bellevue P&R - Newport Hills P&R - Renton - Sea-Tac Airport	Improve to 30-minute weekend service	530-2215	615-2130	615-2130	30	30	60		30	30
ST-565	Federal Way - Auburn - Kent - Renton - Bellevue TC	Add evening and weekend service	500-2200	700-2200	700-2200	30	60	60		60	60
921	Factoria - Somerset - Eastgate - Woodridge - Bellevue	Improve to 30-minute frequency at all times	515-1830			30	30				
922	Carnation - Redmond		Peak			(1, 1)					
925	Newcastle - Factoria		630-1830			DART	DART				
926	Crossroads - Phantom Lake - Bellevue CC - Eastgate P&R		600-1900			30	60				
927	Sammamish - Issaquah		615-1730	915-1715		60	60			60	
929	North Bend - Snoqualmie - Fall City - Carnation - Duvall - Redmond		810-1645			(1,0)	(1,2)	(1,1)			
935	Totem Lake - Finn Hill - Kenmore		515-1915			30	60				
942	Eastgate P&R - S. Bellevue P&R - Mercer Island P&R - First Hill		Peak			(5, 5)					

SOUTH SUBAREA

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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
101	Fairwood - Renton - Seattle CBD		Peak			(6, 7)					
101 TB	Renton - Seattle CBD	Add two trips in each peak period.	515-2145	645-2200	815-2200	**5-10**	30	30		30	30
105	Renton Highlands - Renton	Improve Sunday daytime frequency to 30-minutes.	500-2330	600-2330	600-2330	30	30	30	60	30	30
106	Renton - Skyway - Rainier Beach - Seattle CBD		500-045	545-045	645-045	15-30	30	30	60	30	30
107	Rainier Beach - West Hill - Renton		445-015	530-015	630-015	30	30	60	60	60	60
110	Southwest Renton - North Renton		Peak			30					
111	Maplewood - Renton Highlands - Seattle CBD	Add one PM Peak period trip.	Peak			(8, 8)					
113	Shorewood - White Center - Seattle CBD		Peak			(6, 5)					
114	Renton Highlands - Newcastle - Seattle		Peak			(5, 4)					
116	Fauntleroy - Seattle CBD	Reduce PM Peak period trips to 2. Alternative trips exist on routes 54 EX and 570.	Peak			(10, 2)					
118 EX	Tahlequah - Burton - Vashon - Fauntleroy Seattle CBD		Peak			(2, 2)					
118	Tahlequah - Burton - Vashon		415-2000	900-1715		(5, 5)	(2, 1)	(1, 1)		(5, 5)	
118 TB	Burton - Vashon		415-2100	730-1845		**(11, 9)**	**(3, 2)**	**(2, 2)**		**(8, 9)**	
119 EX	Docton - Vashon - Fauntleroy - Seattle CBD		Peak			(1, 1)					
119	Docton - Vashon		515-1915			(7, 7)	(2, 2)	(1, 1)			
120	Burien - Ambaum - White Center - Delridge - Seattle CBD	New route serving Ambaum Way and Delridge Way between Burien and Seattle CBD.	500-030	600-030	600-030	15	15	30	30	30	30
120 TB	White Center - Delridge - Seattle CBD	Additional trips between White Center and Seattle CBD.	Peak			7.5					
124		Route deleted and partially replaced by routes 126 and 163.									

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SOUTH	SUBAREA										
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Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
126	Rainier Beach - Allentown - McMicken Hts. - Southcenter	New route between Rainier Beach and Southcenter via Allentown and McMicken Hts.	500-2000	800-1900	1000-1900	30	60			60	60
128	Admiral District - West Seattle Jct. - SSCC - White Center - Riverton Hts. - Southcenter	Extend to Admiral District at all times. Improve weekend frequency to 30-minutes.	500-2200	700-2200	700-2000	30	30	30		30	30
128 TB	Admiral District - West Seattle Jct. - White Center	Provide 30-minute Sunday evening service between Admiral District and White Center.			2000-2200						
128 SH	Admiral District - West Seattle Jct.	Replace route 55 SH between Admiral District and West Seattle Jct.	2200-100	2200-100	2200-100				30		
130	Highline CC - Des Moines - Burien - Park Lake - South Park - Seattle CBD		1515-030	615-030	600-030			60	60	60	60
130 TB	Burien - Park Lake - South Park - Seattle CBD		545-1730			30	60				
130 EX	Highline CC - Des Moines - Burien - Seattle CBD		500-1845			30	60				
132	Highline CC - Des Moines - Burien - Riverton Hts. - South Park - Seattle CBD		500-600; 1500-115	645-115	630-115			60	60	60	60
132 TB	Burien - Riverton Heights - South Park - Seattle CBD	Improve weekday midday and early evening (combined with 132) frequency to 30-minutes.	500-2030			30	30	30			
132 EX	Highline CC - Des Moines - Burien - Seattle CBD		615-1745			30	60				
133	Burien - Ambaum Way - White Center - U. District		Peak			(3, 4)					
135	Shorewood - White Center - SSCC - Seattle CBD	Route to Shorewood to replace route 20. Improve Sunday daytime frequency to 30-minutes.	500-600; 830-1530; 1900-2200	800-2200	900-1900		30	30		30	30
135 TB	White Center - SSCC - Seattle CBD	Extend daily span one hour later.	600-830 1530-1900 2200-2330	600-800 2200-2300	700-900 1900-2300	15			60		
136		Route deleted and replaced by routes 23 (Highland Park) and 120 (Ambaum Way)									
137		Route deleted and replaced by routes 23 (Highland Park) and 130 (Park Lake)									
137 EX	Gregory Heights - Burien - Seattle CBD		Peak			(5, 4)					
139	Gregory Heights - Burien	Begin weekday service at 5:45 AM.	545-2245	645-2245	700-2245	30	30	30		30	30

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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
140	Burien - SeaTac - Southcenter - Renton	Improve weekday daytime frequency to 15-minutes. Improve frequency to 30-min at all other times. Expand daily span to 4:30 AM to 12:30 AM.	430-030	430-030	430-030	15	15	30	30	30	30
143	Black Diamond - Maple Valley - Renton - Seattle CBD	Add one PM Peak period trip	Peak			(3, 4)					
148	Fairwood - Royal Hills - Renton		545-2100	800-1930	800-1845	30	30	60		60	60
149	Black Diamond - Maple Valley - Renton		500-1845			30-60	120				
150	Kent - Southcenter - Seattle CBD	Truncate to operate between Kent and Seattle only. Improve weekday midday frequency to 15-min.	500-100	600-100	600-100	15	15	30	60	30	30
151	SE Auburn - Auburn - Kent	Extend north to Kent and through route with 161 to Burien. Extend daily span to 4 AM to 1 AM.	400-100	400-100	400-100	30	30	30	30	30	30
152		Route deleted when Sounder at full service.									
153	Kent - Renton		600-1815			30	60				
154		Route replaced by extended route 163.									
155	Fairwood - Valley Medical Center - Southcenter	Improve weekday peak frequency to 15-minutes. Add early evening weekday and Sunday service.	500-2000	800-1900	1000-1900	30	60			60	60
158	Covington - Kent East Hill - Kent	Convert to Sounder feeder service. Extend to Covington to replace route 159.	Peak			(6, 6)					
159		Route deleted when Sounder at full service.									
160		Route deleted when Sounder at full service.									
161	Kent - SeaTac - Burien	New route from Kent to Burien via SeaTac airport. Through route with 151 to Auburn.	430-000	430-000	430-000	30	30	30	30	30	30
162		Route deleted when Sounder at full service.									
163	North Meridian Park - Valley Medical Center - Longacres - Boeing Industrial	Combine routes 154, 160 and 163 into single route with 6 trips connecting with Sounder at Longacres.	Peak			(6, 6)					
164	Green River CC - Kent East Hill - Kent		600-2130			60	60	60			

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Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
166	Kent - Highline CC - Des Moines		445-2230	615-2115	745-2015	30	30	30-60		30	60
167		Delete route and replace with Sounder.									
168	Four Corners - Covington - Kent East Hill - Kent	Extend to Four Corners (Maple Valley-Black Diamond Hwy and Kent-Kangley Road)	445-2315	530-2315	645-2015	60	60	60	60	60	60
169	Kent - Kent East Hill - Valley Medical Center - Renton	Improve weekday peak frequency to 15-minutes. Improve Sunday daytime frequency to 30-minutes.	500-2330	600-2330	600-2330	15	30	30	60	30	30
170	McMicken Hts. - Riverton Heights - Seattle CBD		Peak			(5, 3)					
173		Route deleted due to low ridership.									
174	South SeaTac - Riverton Heights - Boeing Industrial - Seattle CBD	Split route in SeaTac.	500-100	600-100	600-100	15	30	30	30	30	30
174 OWL	Federal Way - Midway - SeaTac - Riverton Heights - Boeing Industrial - Seattle CBD		OWL	OWL	OWL						
175	West Federal Way - Dash Point - Star Lake - Seattle CBD		Peak			(4, 5)					
176		Route deleted and replaced with additional trips on routes 177 and 179.									
177	Federal Way P&R - Seattle CBD	Add trips to replace routes 176 and 178.	Peak			(20, 20)					
178		Route deleted and replaced with additional trips on routes 177 and 179.									
179	Twin Lakes - Federal Way - Seattle CBD	Add trips to replace routes 176 and 178.	Peak			(12, 14)					
181	Green River CC - Auburn - Federal Way	Streamline routing. Extend daily span to 11 PM. Improve Saturday daytime frequency to 30-minutes.	500-2300	600-2300	600-2300	30	30	60	60	30	60
182	Northshore - S. 356th St - South Federal Way - Federal Way	New route serving South Federal Way.	600-2200	800-2200	900-2000	30	60	60		60	60
183	Twin Lakes - Dash Point - Star Lake - Kent	Operate to Twin Lakes and West Federal Way. Add Mon-Sat evening and Sunday daytime service.	530-2200	800-2100	800-1900	30	60	60		60	60
184	Federal Way - Weyerhaeuser	New route serving Southeast Federal Way.	600-1830			30	30				
185	North Auburn - Auburn		830-1530	845-1545			70			70	

SOUTH SUBAREA

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Shaded cells indicate improvements in span and/or frequency

Route	Routing	Description of Changes	Span of Service: Week	Span of Service: Sat	Span of Service: Sun	Frequencies in minutes or number of trips (a.m., p.m.), Weekday: Peak	Mid	Eve	Night	Sat Day	Sun Day
186	Southeast Auburn - Auburn		615-1845	815-1630		30	70			70	
187	Twin Lakes - Federal Way	Begin weekday service at 5 AM. Improve weekday peak frequency to 30-minutes.	500-000	800-2200	900-2000	30	60	60	60	60	60
188	Twin Lakes - Federal Way	Improve Mon-Sat daytime frequency to 30-minutes. Extend Sunday span to 6 AM to 11 PM.	500-2300	600-2300	600-2300	30	30	60	60	30	60
189	Federal Way - Camelot - Star Lake - Highline CC - Des Moines	New route connecting Federal Way, Camelot, Star Lake, Highline CC and Des Moines.	600-1900	700-1900		60	60			60	
190	Pacific Hwy P&R - Star Lake - Seattle CBD	Extend trips to begin at new Pacific Highway P&R. Add 11 AM and 12 PM trips.	Peak			**(17, 18)**					
191	Star Lake - Midway - Riverton Heights - Seattle CBD		Peak			(6, 6)					
192	Star Lake - Military Road - Kent-Des Moines P&R - Seattle CBD		Peak			(5, 5)					
192 TB	Kent-Des Moines P&R - Seattle CBD	Add trips to replace deleted routes 158, 159 and 162.	Peak			**(11, 11)**					
193	Federal Way - Seattle CBD	New route between Federal Way City Center and Seattle CBD via I-5.	600-1800			30	30				
194	Sea-Tac Airport - Seattle CBD	Shorten route to SeaTac to Seattle only. Improve weekday daytime frequency to 15-minutes. Extend daily span to 12 AM.	500-000	600-000	600-000	15	15	30	30	15	30
196	South Federal Way P&R - Seattle CBD		Peak			(10, 10)					
197	South Federal Way P&R - Federal Way City Center - U. District		Peak			(7, 6)	(0, 2)				
199	Federal Way - Midway - SeaTac	New route to replace truncated route 174. Improve weekday daytime frequency to 15-minutes.	430-100	430-100	430-100	15	15	20	30	20	30
240	Clyde Hill - Bellevue - Factoria - Newcastle - Renton Highlands - Renton		530-2300	700-2300	800-2300	30	30	60	60	30	60
247	Overlake - Eastgate P&R - Renton - Kent Boeing	Add 3 AM and 4 PM trips.	Peak			**(6, 7)**					
248	Kent - Renton - Factoria - Eastgate P&R - Overlake	New route from Kent to Overlake.	Peak			**(6, 7)**					
280	Seattle CBD - Bellevue - Renton - Seattle CBD		OWL	OWL	OWL						
342	Shoreline P&R - Ballinger Terrace - Kenmore - Bothell - Bellevue - Renton		Peak			(6, 6)					

SOUTH	SUBAREA										
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		Shaded cells indicate improvements in span and/or frequency									
			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
ST-560	Bellevue TC - S. Bellevue P&R - Newport Hills P&R - Renton - Sea-Tac Airport	Improve to 30-minute weekend service.	530-2215	615-2130	615-2130	30	30	60		30	30
ST-565	Federal Way - Auburn - Kent - Renton - Bellevue TC	Add evening and weekend service.	500-2200	700-2200	700-2200	30	60	60		60	60
ST-570	Seattle CBD - West Seattle - Fauntleroy - White Center - Burien - Sea-Tac Airport	Add evening and weekend service.	400-2200	700-2200	700-2200	30	30	60		60	60
574	Lakewood - Tacoma Dome - Federal Way - Star Lake Flyer - KDM Flyer - Sea-Tac Airport	Add evening service and improve to 30-minute frequency on weekends.	300-2200	300-2200	300-2200	30	30	60		30	30
901	Mirror Lake - Federal Way		500-2115	900-2030	1000-1745	30	30	60		30	30
903	Twin Lakes - Federal Way		500-2145	900-2030	1000-1800	30	30	60		30	30
908	Renton Highlands - Renton		715-1845	745-1815		60	60			60	
909	Kennydale - Renton Highlands - Renton		545-1915	615-1845		60	60			60	
912	Enumclaw - Maple Valley - Covington		915-1500				100				
914	Kent Shopper Shuttle		900-1645	900-1645			60			60	
915	Enumclaw - Auburn	Add 30-minute peak service to replace route 152.	500-1900			30	90				
916	Kent Shopper Shuttle		930-1615	930-1615			60			60	
917	White River Jct. - Auburn		500-1845	830-1745		60	60			60	
941	Star Lake P&R - Kent-Des Moines P&R - Tukwila P&R - First Hill		Peak			(7, 5)					

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SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
1	Kinnear - West Seattle Center - Seattle CBD		530-1900	630-1900	1130-1800	15	20			30	30
1 SH	Kinnear - West Seattle Center		1930-000	1930-000	600-1100; 1830-000			30	30		
2 N	West Queen Anne - West Seattle Center - Seattle CBD		500-100	600-100	600-100	30	30	30	30	30	30
2 S	Madrona Park - First Hill - Seattle CBD		500-030	615-030	600-030	15	15	30	30	15	30
2 EX	West Queen Anne - Seattle CBD		Peak			(13, 15)					
3 N	North Queen Anne - East Seattle Center - Seattle CBD	Improve weekday midday frequency to 30-minutes; improve reliability	645-1845	745-1845		15-20	30			30	
3 S	Madrona - Central District - Seattle CBD		545-015	615-015	600-015	15-20	30	30	30	30	30
3 S TB	Central District - Seattle CBD	Improve weekday midday frequency to 15-minutes; improve reliability	830-1530			**7.5-10**	**7.5**	**15**	**15**	**15**	**15**
4 N	East Queen Anne - East Queen Anne - Seattle CBD	Improve weekday midday frequency to 30-minutes; improve reliability	630-1900	730-1900		15-20	30			30	
4 N NT	North/East Queen Anne - East Seattle Center - Seattle CBD		530-630; 1900-100	600-715; 1900-100	600-100			30	30		30
4 S	Judkins Park - Central District - Seattle CBD		500-000	600-000	615-000	15-20	30	30	30	30	30
5	Shoreline CC - Greenwood - Phinney Ridge - Seattle CBD	Improve Monday-Saturday daytime and evening to 15-minutes	445-100	545-100	545-100	15	15	15	30	15	15
5 ALT		Delete service to Northgate and convert trips to serve Shoreline Community College.									
5 EX	Greenwood - Phinney Ridge - Seattle CBD		Peak			(6, 6)					
7 S	Prentice Street - Rainier Beach - Columbia City - Seattle CBD		445-330	545-330	545-330	20	20	30	30	20	30
7 S TB	Rainier Beach - Columbia City - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes. (Combined with 7 S)	500-2200	700-2200	1130-1800	**10**	**10**	**15**	**30**	**10**	**15**
7 EX	Prentice Street - Rainier Beach - Columbia City - Seattle CBD		Peak			(9, 10)					
7 N		Change route number to 9									
7 N TB		Change route number to 9 TB									

SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service Week	Span of Service Sat	Span of Service Sun	Frequencies in minutes or number of trips (a.m., p.m.), Weekday Peak	Mid	Eve	Night	Sat Day	Sun Day
8	Central District - Capitol Hill - Seattle Center		545-1830			30	30				
8 TB	Capitol Hill - Seattle Center	Improve weekday midday frequency to 15-minutes.	600-2330	830-2330	830-2130	**15**	**15**	30	30	30	30
9	University District - Broadway - Seattle CBD	Existing route 9 deleted and route number assigned to former route 7 N.	500-100	600-100	615-100	20	20	30	30	20	30
9 TB	Broadway - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes. (Combined with 9)	630-2200	730-2200	1130-1800	**10**	**10**	**15**	**30**	**10**	**15**
10	Capitol Hill - Seattle CBD	Improve weekday midday frequency to 10-minutes	500-100	600-100	615-100	10	10	30	30	15	30
11	Madison Park - capitol Hill - Seattle CBD		500-115	600-115	600-115	10-15	30	30	60	30	30
12	Interlaken Park - First Hill - Seattle CBD	Improve weekday midday frequency to 20-minutes	600-2300	600-2300	615-2300	10-20	20	30	30	30	30
12 TB	First Hill - Seattle CBD	Improve weekday midday frequency to 10-minutes. (Combined with 12)	900-1730	715-1745		**10**	**10**	**30**	**30**	**15**	**30**
13	Seattle Pacific University - Queen Anne - West Seattle Center - Seattle CBD		600-2315	615-2315	615-2315	15-20	30	30	30	30	30
14 N	Summit - Seattle CBD		515-015	615-015	630-015	15	30	30	30	30	30
14 S	Mount Baker - S. Jackson St. - Seattle CBD		530-100	600-100	600-100	15	30	30	30	30	30
15	Blue Ridge - Crown Hill - Ballard - West Seattle Center - Seattle CBD		545-130	630-130	630-130	20	20	30	30	20	30
15 EX	Blue Ridge - Crown Hill - Ballard - Seattle CBD		Peak			(8, 8)					
16	Northgate - East Green Lake - Wallingford - East Seattle Center - Seattle CBD		445-115	545-115	545-115	20	20	30	30	20	30
16 EX	NSCC - East Green Lake - Seattle CBD		Peak			(8, 6)					
17	Sunset Hill - Ballard - SPU - Westlake - Seattle CBD		515-015	630-015	630-015	10-30	30	30	30	30	30
17 EX	Sunset Hill - Ballard - Seattle CBD		Peak			(5, 5)					
18	North Beach - Loyal Heights - Ballard - West Seattle Center - Seattle CBD		530-100	630-100	700-100	20	20	30	30	20	30
18 EX	North Beach - Loyal Heights - Ballard - Seattle CBD		Peak			(7, 6)					
19	West Magnolia - Seattle CBD		Peak			(4, 6)					

SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
			Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
20		Route deleted and replaced by routes 120 (Delridge Way) and 135 (Shorewood)									
21	Arbor Heights - Roxhill - High Point - Seattle CBD		445-115	600-115	545-115	30	30	30	30	30	30
21 EX	Arbor Heights - Roxhill - High Point - Seattle CBD		Peak			(9, 9)					
22	White Center - Gatewood - West Seattle Jct. - Seattle CBD		500-1900	615-1900	630-1900	30	30			30	60
23	White Center - Highland Park - Seattle CBD	New route replacing routes 136 and 137 between White Center and Seattle CBD	530-100	600-100	600-100	30	30	30	60	30	30
24	West Magnolia - Central Magnolia - Seattle CBD		530-100	600-100	600-100	15-30	30	30	30	30	30
25	U District - Montlake - Seattle CBD	Truncate at each end to operate between U Way/Campus Parkway and 3rd/Pine Street	600-1800			30	45				
26	East Green Lake - Latona - Fremont - Dexter Ave - Seattle CBD	Operate on 3rd Avenue in Downtown Seattle	515-115	600-115	645-115	15-30	30	30	30	30	30
26 EX	East Green Lake - Latona - Seattle CBD		Peak			(6, 5)					
27	Colman Park - Leschi - Seattle CBD	Through route with route 28	600-100	600-100	700-100	15-20	30	60	60	30	60
28	Broadview - Whittier Heights - Ballard - Fremont - Dexter Ave - Seattle CBD	Through route with route 27. Operate on 3rd Avenue in Downtown Seattle	515-1845	600-1800			30			30	
28 TB	Whittier Heights - Ballard - Fremont - Dexter Ave - Seattle CBD	Through route with route 27. Operate on 3rd Avenue in Downtown Seattle	Peak			30					
28 SH	Broadview - Whittier Heights - Ballard - Fremont		1900-130	1900-130	630-130			30	30		30
28 EX	Broadview - Whittier Heights - Ballard - Seattle CBD		Peak			(9, 8)					
30	Laurelhurst - U District	Replaces route 25 service to Laurelhurst. Through route with route 67 to Northgate	600-1830			30	30				
31	Magnolia - SPU - Fremont - Wallingford - U. District		600-1845	615-1845		30	30			30	
32	Rainier Beach - South Beacon Hill - Seattle CBD		Peak			(6, 4)					
33	Discovery Park - East Magnolia - Seattle CBD	Through route with route 39. Improve Monday-Saturday daytime frequency to 30 minutes	530-2215	600-2200	545-2200	15-30	30	60		30	45
35	Seattle CBD - Harbor Island		Peak			(2, 2)					

SEATTLE /NORTH KING COUNTY SUBAREA

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			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	**Routing**	**Description of Changes**	**Week**	**Sat**	**Sun**	**Peak**	**Mid**	**Eve**	**Night**	**Day**	**Day**
36	Rainier Beach - South Beacon Hill - Beacon Hill - Seattle CBD		445-115	530-115	545-115	30	20	30	30	30	30
36 TB	Beacon Hill - Seattle CBD	Improve Monday-Saturday evening frequency to 15-minutes. (Combined with 36)	500-2100	530-2100	900-1830	**10**	**10**	**15**	**30**	**15**	**15**
37	West Seattle Jct. - Alki - Seattle CBD		Peak	1200-1600		(9, 11)				(2, 2)	
38	SODO - Beacon Hill - Rainier Valley	Extend service from Beacon Hill to SODO via S. Holgate St.	630-2130	730-2130	730-2130	30	30	30		30	30
39	Rainier Beach - Seward Park - Columbia City - Seattle CBD	Terminate at Rainier Beach (See route 126). Through route with route 33	600-1830	600-1800		30	30			30	
39 SH	Rainier Beach - Seward Park - Columbia City - VA Hospital	Terminate at Rainier Beach (See route 126)	1900-2200		1100-1800			60			60
41	Lake City - Northgate - Seattle CBD		600-000	600-000	600-000	15	15	30	30	15	30
41 TB	Northgate - Seattle CBD		Peak			(28, 24)					
42	Rainier View - Rainier Beach - MLK Jr Way - Seattle CBD	Operate on 3rd Avenue in Downtown Seattle.	500-2345	545-2345	545-2345	30	30	30	30	30	30
42 EX	Rainier View - Rainier Beach - MLK Jr Way - Seattle CBD		Peak			(5, 5)					
43	U. District - Montlake - Capitol Hill - Seattle CBD		530-100	600-100	545-115	15	15	30	30	15	15
44	Ballard - Wallingford - U. District	Improve weekday daytime frequency to 10 minutes	500-130	530-130	530-130	10	10	15	30	15	15
45		Delete route and reinvest hours into route 74 (Seattle Center - U. District)									
46		Delete route and reinvest hours into route 44 (Ballard - U. District)									
48 N	Loyal Heights - Greenwood - East Green Lake - U. District	Improve weekday evening frequency to 15-minutes	600-2330	630-2330	630-2330	10	15	15	30	15	30
48 N EX	Loyal Heights - Greenwood - U. District		Peak			(3, 3)					
48 S	Rainier Beach - MLK JR. Way - Central District - U. District		600-1900	630-1900		30	30			30	
48 S ALT	Columbia City - Central District - U. District		700-1830	700-1900		30	30			30	
48 S TB	Rainier Valley - Central District - U. District	Improve weekday evening frequency to 15-minutes	**545-2330**	**645-2330**	**700-2330**	**15**	**15**	15	30	**15**	30

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SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service: Week	Span of Service: Sat	Span of Service: Sun	Frequencies in minutes or number of trips (a.m., p.m.), Weekday: Peak	Mid	Eve	Night	Sat Day	Sun Day
51	West Seattle Jct. - Genesee Hill - Admiral District		545-1900	545-1830	630-1830	30	30			30	30
53	West Seattle Jct. - Alki - West Seattle Jct.		815-1615				60				
54	White Center - Fauntleroy - West Seattle Jct. - Seattle CBD		515-100	545-100	530-100	30	30	30	30	30	30
54 TB	West Seattle Jct. - Seattle CBD	Create route 54 TB trips to replace route 55 weekend trips being deleted.	2000-2100	600-2100	800-1900			**15**		**15**	**15**
54 EX	Fauntleroy - Seattle CBD	Add three PM Peak trips to replace deleted route 116 trips.	Peak			(7, 10)					
55	Admiral District - West Seattle Jct. - Seattle CBD	Delete weekend service and replace with extended route 128.	530-1945			10-20	30	30			
55 SH		Delete and replace with route 128 SH.									
56	Alki - Admiral District - Seattle CBD		545-030	615-030	615-030	30	30	30	60	30	60
56 EX	Alki - Admiral District - Seattle CBD		Peak			(7, 8)					
57	West Seattle Jct. - Genesee Hill - Admiral District - Seattle CBD		Peak			(6, 7)					
60	White Center - Georgetown - Beacon Hill - First Hill - Broadway	Extend weekend service to White Center. Expand weekend span to 9 PM.	600-2115	600-2115	600-2115	30	30	30-60		30	30
60 TB	VA Hospital - Beacon Hill - First Hill - Broadway	Overlay additional peak period trips to create 15-minute frequency.	Peak			**15**					
64	Lake City - Wedgwood - Seattle CBD		Peak			(6, 6)					
65	Lake City - Wedgwood - U. District	Improve daily evening and night (to 11 PM) frequency to 30-minutes.	530-100	630-100	630-100	15	30	30	30-60	30	30
66 EX	Northgate - Roosevelt - Seattle CBD	Convert to peak only route. Operate via I-5 between NE 65th St and Seattle CBD.	Peak			(6, 7)					
67	Northgate - Roosevelt - U. District	Convert to full-time route. Improve weekday daytime frequency to 15-minutes.	530-100	630-100	630-100	15	15	30	30-60	30	30
68	Northgate - Ravenna - U. District		600-1800	915-1745		30	30			30	
70	U. District - Eastlake - Seattle CBD	Add Monday-Saturday evening and Sunday service.	600-2100	700-2100	930-1800	10-12	15	15		15	15
71	Wedgwood - View Ridge - Cowen Park - U. District - Eastlake - Seattle CBD	Reduce span in accordance with improved span on express portion.	500-630; 2100-130	600-700; 2100-130	600-930; 1800-130				30		

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SEATTLE /NORTH KING COUNTY SUBAREA

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			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	**Routing**	**Description of Changes**	**Week**	**Sat**	**Sun**	**Peak**	**Mid**	**Eve**	**Night**	**Day**	**Day**
71 EX	Wedgwood - View Ridge - Cowen Park - U. District - I-5 - Seattle CBD	Add Monday-Saturday evening and Sunday service.	630-2100	700-2100	1000-1800	30	30	30		30	30
72		Delete and convert trips to route 73. (Route 372 provides alternative service)									
72 EX		Delete and convert trips to route 73 EX. (Route 372 provides alternative service)									
73	Jackson Park - Maple Leaf - Cowen Park - U. District - Eastlake - Seattle CBD	Improve frequency to 30-minutes at all times when operating.	500-600; 2100-100	600-700; 2100-100	600-930; 1800-100				30		
73 EX	Jackson Park - Maple Leaf - Cowen Park - U. District - I-5 - Seattle CBD	Improve frequency to 30-minutes at all times when operating. See route 78 for peak service between Jackson Park and U. District.	900-1500; 1900-2100	700-2100	1000-1800		30	30		30	30
73 TEX	U. District - I-5 - Seattle CBD	Improve Monday-Friday daytime service to 7.5 minutes.	700-2030	700-1900		**5-7.5**	**7.5**	**10**		**10**	**15**
74	Sand Point - Ravenna - U. District - Fremont - Westlake - Seattle Center	Extend to Seattle Center daily until 11:30 PM.	500-2330	600-2330	600-2330	30	30	30	30	30	30
74 TB	Sand Point - Ravenna - U District		2330-030	2330-030	2330-030				30		
74 EX	Lake City - Sand Point - Ravenna - U. District - Seattle	Begin and end trips in Lake City	Peak			(5, 6)					
75	Ballard - Loyal Heights - Northgate - Lake City - Sand Point - U. District		615-000	830-000	830-000	30	30	60	60	30	60
75 TB	Lake City - Sand Point - U. District	Add trips to provide longer span of 15-minute service during peak periods.	Peak			**15**					
76	Wedgwood - View Ridge - Roosevelt - Seattle CBD		Peak			(10, 9)					
77	Jackson Park - Maple Leaf - Seattle CBD		Peak			(9, 7)					
78	Jackson Park - Maple Leaf - Cowen Park - U. District	Convert to two-way operation and improve to 30-minute frequency.	Peak			**30**					
79	Lake City - Ravenna - Roosevelt - Seattle CBD		Peak			(5, 5)					
81	Seattle CBD - Ballard - Crown Hill - Seattle CBD		OWL	OWL	OWL						
82	Seattle CBD - Queen Anne - Green Lake - Greenwood - Seattle CBD		OWL	OWL	OWL						
83	Seattle CBD - U. District - Ravenna - Seattle CBD		OWL	OWL	OWL						

SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service: Week	Span of Service: Sat	Span of Service: Sun	Frequencies in minutes or number of trips (a.m., p.m.), Weekday: Peak	Mid	Eve	Night	Sat Day	Sun Day
84	Seattle CBD - Central District - Madison Park - Seattle CBD		OWL	OWL	OWL						
85	Seattle CBD - White Center - West Seattle - Seattle CBD		OWL	OWL	OWL						
97 EX	World Trade Center - Seattle CBD		700-900; 1600-1900			10					
99	International District - Pier 70		700-1800	1015-1815	1015-1815	30	20			20	20
101	Fairwood - Renton - Seattle CBD		Peak			(6, 7)					
101 TB	Renton - Seattle CBD	Add two trips in each peak period.	515-2145	645-2200	815-2200	**5-10**	30	30		30	30
106	Renton - Skyway - Rainier Beach - Seattle CBD		500-045	545-045	645-045	15-30	30	30	60	30	30
107	Rainier Beach - West Hill - Renton		445-015	530-015	630-015	30	30	60	60	60	60
113	Shorewood - White Center - Seattle CBD		Peak			(6, 5)					
114	Renton Highlands - Newcastle - Seattle		Peak			(5, 4)					
116	Fauntleroy - Seattle CBD	Reduce PM Peak period trips to 2. Alternative trips exist on routes 54 EX and 570.	Peak			(10, 2)					
120	Burien - Ambaum - White Center - Delridge - Seattle CBD	New route serving Ambaum Way and Delridge Way between Burien and Seattle CBD.	500-030	600-030	600-030	15	15	30	30	30	30
120 TB	White Center - Delridge - Seattle CBD	Additional trips between White Center and Seattle CBD.	Peak			**7.5**					
124		Route deleted and partially replaced by routes 126 and 163.									
126	Rainier Beach - Allentown - McMicken Hts. - Southcenter	New route between Rainier Beach and Southcenter via Allentown and McMicken Hts.	500-2000	800-1900	1000-1900	30	60			60	60
128	Admiral District - West Seattle Jct. - SSCC - White Center - Riverton Hts. - Southcenter	Extend to Admiral District at all times. Improve weekend frequency to 30-minutes.	500-2200	700-2200	700-2000	30	30	30		30	30
128 TB	Admiral District - West Seattle Jct. - White Center	Provide 30-minute Sunday evening service between Admiral District and White Center			2000-2200						
128 SH	Admiral District - West Seattle Jct.	Replace route 55 SH between Admiral District and West Seattle Jct.	2200-100	2200-100	2200-100				30		

SEATTLE /NORTH KING COUNTY SUBAREA

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Route	Routing	Description of Changes	Span of Service: Week	Span of Service: Sat	Span of Service: Sun	Frequencies in minutes or number of trips (a.m., p.m.), Weekday: Peak	Mid	Eve	Night	Sat Day	Sun Day
130	Highline CC - Des Moines - Burien - Park Lake - South Park - Seattle CBD		1515-030	615-030	600-030			60	60	60	60
130 TB	Burien - Park Lake - South Park - Seattle CBD		545-1730			30	60				
132	Highline CC - Des Moines - Burien - Riverton Hts. - South Park - Seattle CBD		500-600; 1500-115	645-115	630-115			60	60	60	60
132 TB	Burien - Riverton Heights - South Park - Seattle CBD	Improve weekday midday and early evening (combined with 132) frequency to 30 minutes.	500-2030			30	30	30			
133	Burien - Ambaum Way - White Center - U. District		Peak			(3, 4)					
135	Shorewood - White Center - SSCC - Seattle CBD	Route to Shorewood to replace route 20. Improve Sunday daytime frequency to 30 minutes.	500-600; 830-1530; 1900-2200	800-2200	900-1900		30	30		30	30
135 TB	White Center - SSCC - Seattle CBD	Extend daily span one hour later.	600-830; 1530-1900; 2200-2330	600-800; 2200-2300	700-900; 1900-2300	15			60		
136		Route deleted and replaced by routes 23 (Highland Park) and 120 (Ambaum Way)									
137		Route deleted and replaced by routes 23 (Highland Park) and 130 (Park Lake)									
154		Route replaced by extended route 163.									
163	North Meridian Park - Valley Medical Center - Longacres - Boeing Industrial	Combine routes 154, 160 and 163 into single route with 6 trips connecting with Sounder at Longacres.	Peak			(6, 6)					
173		Route deleted due to low ridership.									
174	South SeaTac - Riverton Heights - Boeing Industrial - Seattle CBD	Split route in SeaTac.	500-100	600-100	600-100	15	30	30	30	30	30
174 OWL	Federal Way - Midway - SeaTac - Riverton Heights - Boeing Industrial - Seattle CBD		OWL	OWL	OWL						
242	North City – Northgate – I-5/NE65th - Overlake		Peak			(7,7)					
243	Jackson Park – Ravenna - Bellevue		Peak			(3,3)					
271	Issaquah - Eastgate - Bellevue CC - Bellevue - Medina - U. District	Improve to 30 minute frequency weekday evenings.	530-2215	630-2215	745-2215	30	30	30		30	60
271 TB	Eastgate - Bellevue CC - Bellevue - Medina - U. District	Extend trips to Eastgate P&R.	Peak			**15**					

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SEATTLE /NORTH KING COUNTY SUBAREA

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Shaded cells indicate improvements in span and/or frequency

Route	Routing	Description of Changes	Span of Service: Week	Span of Service: Sat	Span of Service: Sun	Frequencies in minutes or number of trips (a.m., p.m.), Weekday: Peak	Mid	Eve	Night	Sat Day	Sun Day
272	Eastgate - Crossroads - U. District		545-915; 1030-1730			(6, 4)	(1, 5)				
277	Juanita - Kingsgate P&R - Houghton P&R - U. District		Peak			(6, 5)	(0, 1)				
301	Aurora Village - Shoreline P&R - Seattle CBD	Move terminal to Aurora Village TC.	Peak			(14, 14)					
301 EX		Delete Richmond Beach loop.									
302	Aurora Village - Shoreline CC - Four Freedoms - NSCC - Seattle CBD	Expand span to 10:30 PM everyday. Improve to 30-minute frequency at all times.	500-2230	630-2230	630-2230	30	30	30		30	30
304	Richmond Beach - NE 145th St - Seattle CBD		Peak			(5, 5)					
306	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(5, 6)					
307		Replace with routes 41 and ST-522.									
308		Delete route and replace with revised Route 315.									
312	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(13, 16)					
312 TEX	Kenmore - Lake Forest Park - Lake City - Seattle CBD		Peak			(6, 4)					
314	Lake Forest Park - Shoreline - Shoreline CC		Peak			40					
315	Lake Forest Park - Ballinger Terrace - North City - Northgate	Route to Lake Forest Park. Expand span to 10:30 PM everyday. Improve to 30-min freq. at all times.	500-2230	630-2230	630-2230	30	30	30		30	30
317	Aurora Village - Meridian Ave N - Haller Lake - Northgate	Improve to 30-minute frequency Mon-Sat evenings and Sunday.	500-2330	630-2330	630-2330	30	30	30	60	30	30
341	Aurora Village - Ballinger Terrace - Lake Forest Park - Finn Hill - Totem Lake	Operate to Totem Lake instead of Bothell. Reduce Sunday span to 9 AM to 6 PM.	600-2100	700-2100	900-1800	30	60	60		60	60
342	Shoreline P&R - Ballinger Terrace - Kenmore - Bothell - Bellevue - Renton		Peak			(6, 6)					
355	Shoreline CC - Greenwood - Seattle CBD		Peak			(10, 10)					
358	Aurora Village - Aurora Ave North - Seattle CBD	Improve to 15-min frequency Mon-Sat until 9 PM and Sunday daytimes.	500-100	600-100	600-100	5-15	15	15-30	30	15	15

SEATTLE /NORTH KING COUNTY SUBAREA											
		Bold face type indicates combined frequency with other routes/variants. (Span will show for this variant only)									
		Shaded cells indicate improvements in span and/or frequency.									
			Span of Service			Frequencies in minutes or number of trips (a.m., p.m.), Weekday				Sat	Sun
Route	Routing	Description of Changes	Week	Sat	Sun	Peak	Mid	Eve	Night	Day	Day
370	Aurora Village – Shoreline – U. District		Peak			(4, 5)					
372	Woodinville - North Creek - Bothell - Kenmore - Lake Forest Park - Lake City - U. District		530-2100			30	30	60			
372 TB	Kenmore - Lake Forest Park - Lake City - U. District		Peak			(3, 4)					
570	Seattle CBD - West Seattle - Fauntleroy - White Center - Burien - Sea-Tac Airport	Add evening and weekend service.	400-2200	700-2200	700-2200	30	30	60		60	60
522	Woodinville - Bothell - Kenmore - Lake Forest Park - Lake City - Downtown Seattle		500-100	600-100	600-100	30	30	30	60	30	30
555	Issaquah P&R - Eastgate P&R - Bellevue - Montlake - Northgate		Peak			30					
570	Seattle CBD - West Seattle - Fauntleroy - White Center - Burien - Sea-Tac Airport	Add evening and weekend service.	400-2200	700-2200	700-2200	30	30	60		60	60
943	Shoreline P&R - I-5/65th P&R - First Hill		Peak			(5, 5)					

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Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
EAST	EAST	200			Issaquah	Issaquah
EAST	EAST	201			Mercer Island	Mercer Island
EAST	EAST	202			Seattle CBD	Mercer Island
EAST	EAST	203			Mercer Island	Mercer Island
EAST	EAST	204			Mercer Island	Mercer Island
EAST	EAST	205		EX	U. District	Mercer Island
EAST	EAST	206			Bellevue	Newport Hills
EAST	EAST	207			Newcastle	Newport Hills
EAST	EAST	208			Newcastle	Newport Hills
EAST	EAST	209			Issaquah	North Bend
EAST	EAST	210			Seattle CBD	Issaquah
EAST	EAST	212			Seattle CBD	Eastgate
EAST	EAST	213			Mercer Island	Mercer Island
EAST	EAST	214			Seattle CBD	North Bend
EAST	EAST	214		AT	Seattle CBD	Issaquah
EAST	EAST	216			Seattle CBD	Sammamish
EAST	EAST	219			Factoria	Newcastle
EAST	EAST	220			Bellevue	Redmond P&R
EAST	EAST	222			Bellevue	Overlake
EAST	EAST	225			Seattle CBD	Overlake
EAST	EAST	229			Seattle CBD	Overlake
EAST	EAST	230	E		Bellevue	Redmond P&R
EAST	EAST	230	W		Bellevue	Kingsgate P&R
EAST	EAST	230	W	TB	Bellevue	Kirkland
EAST	EAST	232			Bellevue	Duvall
EAST	EAST	232		TB	Bellevue	Redmond
EAST	EAST	233			Overlake	Bellevue
EAST	EAST	234			Bellevue	Northshore P&R
EAST	EAST	236			Kirkland	Woodinville
EAST	EAST	237			Bellevue	Woodinville
EAST	EAST	238			Kirkland	Bothell
EAST	EAST	245			Factoria	Kirkland
EAST	EAST	247			Kent	Overlake P&R
EAST	EAST	249			Bellevue	Redmond P&R
EAST	EAST	250			Seattle CBD	Redmond P&R
EAST	EAST	251			Kirkland	North Creek
EAST	EAST	251		TB	Kirkland	Woodinville
EAST	EAST	252			Seattle CBD	Kingsgate P&R
EAST	EAST	253			Bellevue	Bear Creek P&R
EAST	EAST	253		TB	Bellevue	Redmond
EAST	EAST	254		SH	Kirkland	Redmond
EAST	EAST	255		TB	Seattle CBD	Kirkland
EAST	EAST	257			Seattle CBD	Kingsgate P&R
EAST	EAST	260			Seattle CBD	Juanita
EAST	EAST	261			Seattle CBD	Overlake P&R
EAST	EAST	265			Seattle CBD	Redmond P&R
EAST	EAST	266			Seattle CBD	Bear Creek P&R

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
EAST	EAST	268			Seattle CBD	E Lake Sammamish
EAST	EAST	269			Issaquah	E Lake Sammamish
EAST	EAST	271		TB	U. District	Bellevue TC
EAST	EAST	272			U. District	Eastgate P&R
EAST	EAST	277			U. District	Juanita
EAST	EAST	291		DART	Redmond	Redmond
EAST	EAST	306		EX	Seattle CBD	Kenmore
EAST	EAST	311			Seattle CBD	Woodinville P&R
EAST	EAST	312		EX	Seattle CBD	Woodinville
EAST	EAST	312		TEX	Seattle CBD	Kenmore
EAST	EAST	885			Bellevue	Bellevue
EAST	EAST	886			Bellevue	Clyde Hill
EAST	EAST	888			Bellevue	Eastgate
EAST	EAST	889			Bellevue	Bellevue
EAST	EAST	890			Bellevue	Eastgate
EAST	EAST	921			Bellevue	Eastgate P&R
EAST	EAST	922			Redmond	Carnation
EAST	EAST	925		DART	Factoria	Newcastle
EAST	EAST	926		DART	Eastgate	Crossroads
EAST	EAST	927		DART	Issaquah	E Lake Sammamish
EAST	EAST	929			Redmond	North Bend
EAST	EAST	942		EX	First Hill	Eastgate P&R
EAST	EAST	956		CUST	Private School	Mercer Island
EAST	EAST	967		CUST	Private School	South Bellevue P&R
EAST	EAST	986		CUST	Private School	Kirkland
EAST	EAST	989		CUST	Private School	Eastgate
EAST	EAST	998		CUST	Private School	Mercer Island P&R
EAST	EAST-SOUTH	240			Renton	Bellevue
EAST	EAST-WEST	255			Seattle CBD	Kingsgate
EAST	EAST-WEST	271			U. District	Issaquah P&R
EAST	EAST-WEST	341			Aurora Village	Bothell
EAST	EAST-WEST	341		SH	Aurora Village	Bothell
EAST	EAST-WEST	935		DART	Kenmore	Juanita
EAST	SOUTHWEST	280			Seattle CBD	Bellevue TC
EAST	WEST	256			Seattle CBD	Overlake P&R
EAST	WEST	342			Renton	Bothell
SOUTH	SOUTH	105			Renton	Renton Highlands
SOUTH	SOUTH	110			Renton	Renton
SOUTH	SOUTH	111			Seattle CBD	Renton
SOUTH	SOUTH	114			Seattle CBD	Renton
SOUTH	SOUTH	116		EX	Seattle CBD	Fauntleroy
SOUTH	SOUTH	118			Vashon	Vashon
SOUTH	SOUTH	118		EX	Seattle CBD	Vashon
SOUTH	SOUTH	118		TB	Vashon	Vashon
SOUTH	SOUTH	119		EX	Seattle CBD	Vashon
SOUTH	SOUTH	119		SH	Vashon	Vashon
SOUTH	SOUTH	124			Duwamish	Southcenter
SOUTH	SOUTH	133			U. District	Burien TC

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
SOUTH	SOUTH	135		TB	Seattle CBD	White Center
SOUTH	SOUTH	136		EX	Seattle CBD	Burien TC
SOUTH	SOUTH	139			Burien	Gregory Heights
SOUTH	SOUTH	140			Renton	Burien
SOUTH	SOUTH	143		EX	Seattle CBD	Black Diamond
SOUTH	SOUTH	148			Renton	Renton Highlands
SOUTH	SOUTH	149			Renton	Black Diamond
SOUTH	SOUTH	151			Auburn	Auburn
SOUTH	SOUTH	152			Seattle CBD	Enumclaw
SOUTH	SOUTH	152		TB	Seattle CBD	Auburn
SOUTH	SOUTH	153			Renton	Kent
SOUTH	SOUTH	154			Duwamish	Auburn
SOUTH	SOUTH	155			Southcenter	Fairwood
SOUTH	SOUTH	158			Seattle CBD	Lk Meridian/E Kent P&R
SOUTH	SOUTH	159			Seattle CBD	Kent P&R,TC
SOUTH	SOUTH	160			Seattle CBD	Kent
SOUTH	SOUTH	162			Seattle CBD	Kent
SOUTH	SOUTH	163			Seattle CBD	Kent
SOUTH	SOUTH	164			Auburn	Kent
SOUTH	SOUTH	166			Des Moines	Kent P&R,TC
SOUTH	SOUTH	167			U. District	Auburn P&R
SOUTH	SOUTH	168			Kent	Timberlane
SOUTH	SOUTH	169			Renton	Kent P&R,TC
SOUTH	SOUTH	170			Seattle CBD	McMicken Heights
SOUTH	SOUTH	173			Duwamish	Federal Way P&R,TC
SOUTH	SOUTH	175			Seattle CBD	Federal Way P&R,TC
SOUTH	SOUTH	176			Seattle CBD	Federal Way
SOUTH	SOUTH	177			Seattle CBD	Federal Way
SOUTH	SOUTH	178			Seattle CBD	Federal Way
SOUTH	SOUTH	179			Seattle CBD	Federal Way
SOUTH	SOUTH	181			Federal Way	Green River CC
SOUTH	SOUTH	183			Federal Way	Kent
SOUTH	SOUTH	185			Auburn	Auburn
SOUTH	SOUTH	186			Auburn	Auburn
SOUTH	SOUTH	187			Federal Way	Federal Way
SOUTH	SOUTH	188			Federal Way	Federal Way
SOUTH	SOUTH	190			Seattle CBD	Star Lake P&R
SOUTH	SOUTH	191			Seattle CBD	Star Lake P&R
SOUTH	SOUTH	192			Seattle CBD	Federal Way
SOUTH	SOUTH	196			Seattle CBD	Federal Way S P&R
SOUTH	SOUTH	197			U. District	Federal Way S P&R
SOUTH	SOUTH	901		DART	Federal Way	Dash Point
SOUTH	SOUTH	903		DART	Federal Way	South Campus
SOUTH	SOUTH	908		DART	Renton	Renton Highlands
SOUTH	SOUTH	909		DART	Renton	Renton
SOUTH	SOUTH	912			Enumclaw	Covington
SOUTH	SOUTH	914		DART	Kent	Kent
SOUTH	SOUTH	915			Auburn	Enumclaw

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
SOUTH	SOUTH	916		DART	Kent	Kent
SOUTH	SOUTH	917		DART	Auburn	Algona
SOUTH	SOUTH	941		EX	First Hill	Star Lake P&R
SOUTH	SOUTH	949		CUST	Boeing Everett	Federal Way S P&R
SOUTH	SOUTH	952		CUST	Boeing Everett	Auburn P&R
SOUTH	SOUTHWEST	101			Seattle CBD	Fairwood
SOUTH	SOUTHWEST	101		TB	Seattle CBD	Renton CBD
SOUTH	SOUTHWEST	106			Seattle CBD	Renton
SOUTH	SOUTHWEST	107			Rainier Beach	Renton
SOUTH	SOUTHWEST	130			Seattle CBD	Highline CC
SOUTH	SOUTHWEST	130		EX	Seattle CBD	Highline CC
SOUTH	SOUTHWEST	130		TB	Seattle CBD	Burien
SOUTH	SOUTHWEST	132			Seattle CBD	Highline CC
SOUTH	SOUTHWEST	132		EX	Seattle CBD	Highline CC
SOUTH	SOUTHWEST	132		TB	Seattle CBD	Burien
SOUTH	SOUTHWEST	135			Seattle CBD	Burien TC
SOUTH	SOUTHWEST	136			Seattle CBD	Burien
SOUTH	SOUTHWEST	150			Seattle CBD	Auburn
SOUTH	SOUTHWEST	150		TB	Seattle CBD	Kent
SOUTH	SOUTHWEST	174			Seattle CBD	Federal Way P&R,TC
SOUTH	SOUTHWEST	174		NT	Seattle CBD	Federal Way S P&R
SOUTH	SOUTHWEST	194			Seattle CBD	Federal Way S P&R
SOUTH	WEST	113			Seattle CBD	Shorewood
WEST	SOUTH	137		EX	Seattle CBD	Burien
WEST	SOUTHWEST	20			Seattle CBD	Shorewood
WEST	SOUTHWEST	20		TB	Seattle CBD	White Center
WEST	SOUTHWEST	128			Southcenter	Admiral District
WEST	SOUTHWEST	128		TB	Southcenter	West Seattle
WEST	SOUTHWEST	137			Seattle CBD	Burien
WEST	SOUTHWEST	137		TB	Seattle CBD	Burien
WEST	WEST	1			Seattle CBD	Kinnear
WEST	WEST	1		SH	Queen Anne	Kinnear
WEST	WEST	2	N		Seattle CBD	West Queen Anne
WEST	WEST	2	N	EX	Seattle CBD	West Queen Anne
WEST	WEST	2	S		Seattle CBD	Madrona
WEST	WEST	3	N		Seattle CBD	North Queen Anne
WEST	WEST	3	S		Seattle CBD	Madrona
WEST	WEST	3	S	TB	Seattle CBD	First Hill
WEST	WEST	4	N		Seattle CBD	East Queen Anne
WEST	WEST	4	N	NT	Seattle CBD	East Queen Anne
WEST	WEST	4	S		Seattle CBD	Judkins Park
WEST	WEST	5			Seattle CBD	Shoreline CC
WEST	WEST	5		ALT	Seattle CBD	Northgate TC
WEST	WEST	5		EX	Seattle CBD	Greenwood
WEST	WEST	7	N		Seattle CBD	U. District
WEST	WEST	7	N	SH	Capitol Hill	U. District
WEST	WEST	7	N	TB	Seattle CBD	Broadway
WEST	WEST	7	S		Seattle CBD	Rainier Beach

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
WEST	WEST	7	S	EX	Seattle CBD	Rainier Beach
WEST	WEST	7	S	NT	Seattle CBD	Rainier Beach
WEST	WEST	7	S	SH	International Dist.	Rainier Beach
WEST	WEST	7	S	SHTB	International Dist.	Rainier Beach
WEST	WEST	7	S	TB	Seattle CBD	Rainier Beach
WEST	WEST	8			Queen Anne	Mount Baker
WEST	WEST	8		TB	Queen Anne	Capitol Hill
WEST	WEST	9			U. District	Rainier Beach
WEST	WEST	10			Seattle CBD	Capitol Hill
WEST	WEST	10		SH	Capitol Hill	Capitol Hill
WEST	WEST	11			Seattle CBD	Madison Park
WEST	WEST	12			Seattle CBD	Interlaken Park
WEST	WEST	12		TB	Seattle CBD	First Hill
WEST	WEST	13			Seattle CBD	Seattle Pacific U.
WEST	WEST	14	N		Seattle CBD	Summit
WEST	WEST	14	S		Seattle CBD	Mount Baker
WEST	WEST	14	S	TB	Seattle CBD	IDS
WEST	WEST	15			Seattle CBD	Blue Ridge
WEST	WEST	15		EX	Seattle CBD	Blue Ridge
WEST	WEST	15		TB	Seattle CBD	Ballard
WEST	WEST	16			Seattle CBD	Northgate TC
WEST	WEST	16		EX	Seattle CBD	Northgate TC
WEST	WEST	17			Seattle CBD	Loyal Heights
WEST	WEST	17		EX	Seattle CBD	Loyal Heights
WEST	WEST	18			Seattle CBD	North Beach
WEST	WEST	18		EX	Seattle CBD	North Beach
WEST	WEST	18		TB	Seattle CBD	Crown Hill
WEST	WEST	19			Seattle CBD	West Magnolia
WEST	WEST	21			Seattle CBD	Arbor Heights
WEST	WEST	21		EX	Seattle CBD	Arbor Heights
WEST	WEST	22			Seattle CBD	White Center
WEST	WEST	24			Seattle CBD	Central Magnolia
WEST	WEST	25			Seattle CBD	Laurelhurst
WEST	WEST	26			Seattle CBD	East Green Lake
WEST	WEST	26		EX	Seattle CBD	East Green Lake
WEST	WEST	27			Seattle CBD	Colman Park
WEST	WEST	28			Seattle CBD	Broadview
WEST	WEST	28		EX	Seattle CBD	Broadview
WEST	WEST	28		SH	Fremont	Broadview
WEST	WEST	28		TB	Seattle CBD	Whittier Heights
WEST	WEST	31			U. District	Magnolia
WEST	WEST	32		EX	Seattle CBD	Rainier Beach
WEST	WEST	33			Seattle CBD	Discovery Park
WEST	WEST	33		TB	Seattle CBD	Discovery Park
WEST	WEST	35			Duwamish	Seattle CBD
WEST	WEST	36			Seattle CBD	Rainier Beach
WEST	WEST	36		SH	Beacon Hill	Rainier Beach
WEST	WEST	36		TB	Seattle CBD	Beacon Hill

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
WEST	WEST	37			Seattle CBD	Admiral District
WEST	WEST	37		EX	Seattle CBD	Admiral District
WEST	WEST	38			Mount Baker	Beacon Hill
WEST	WEST	39			Seattle CBD	Southcenter
WEST	WEST	39		EX	Seattle CBD	Rainier Beach
WEST	WEST	39		SH	Beacon Hill	Southcenter
WEST	WEST	39		TB	Seattle CBD	Rainier Beach
WEST	WEST	41			Seattle CBD	Northgate
WEST	WEST	42			Seattle CBD	Rainier View
WEST	WEST	42		EX	Seattle CBD	Rainier View
WEST	WEST	42		NT	Seattle CBD	Rainier View
WEST	WEST	42		TB	Seattle CBD	Rainier Beach
WEST	WEST	43			Seattle CBD	U. District
WEST	WEST	43		SH	U. District	Capitol Hill
WEST	WEST	44			U. District	Ballard
WEST	WEST	45		EX	U. District	Queen Anne
WEST	WEST	46			U. District	Shilshole
WEST	WEST	48	N		U. District	Loyal Heights
WEST	WEST	48	N	EX	U. District	Loyal Heights
WEST	WEST	48	N	TB	U. District	Ravenna
WEST	WEST	48	S		U. District	Rainier Beach
WEST	WEST	48	S	ALT	U. District	Columbia City
WEST	WEST	48	S	TB	U. District	Mount Baker
WEST	WEST	51			West Seattle	West Seattle
WEST	WEST	53			West Seattle	Admiral District
WEST	WEST	54			Seattle CBD	Fauntleroy
WEST	WEST	54		EX	Seattle CBD	Fauntleroy
WEST	WEST	55			Seattle CBD	Admiral District
WEST	WEST	55		SH	West Seattle	Admiral District
WEST	WEST	56			Seattle CBD	Alki
WEST	WEST	56		EX	Seattle CBD	Alki
WEST	WEST	57			Seattle CBD	W. Seattle Junction
WEST	WEST	60			Capitol Hill	White Center
WEST	WEST	60		TB	Capitol Hill	Georgetown
WEST	WEST	64		EX	Seattle CBD	Lake City
WEST	WEST	65			U. District	Lake City
WEST	WEST	66		EX	Seattle CBD	Northgate
WEST	WEST	67			U. District	North Seattle
WEST	WEST	68			U. District	Northgate TC
WEST	WEST	70			Seattle CBD	U. District
WEST	WEST	71			Seattle CBD	Wedgwood
WEST	WEST	71		EX	Seattle CBD	Wedgwood
WEST	WEST	72			Seattle CBD	Lake City
WEST	WEST	72		EX	Seattle CBD	Lake City
WEST	WEST	73			Seattle CBD	Jackson Park
WEST	WEST	73		EX	Seattle CBD	Jackson Park
WEST	WEST	73		TEX	Seattle CBD	Roosevelt
WEST	WEST	74			Seattle Center	Sand Point

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
WEST	WEST	74		EX	Seattle CBD	Sand Point
WEST	WEST	74		SH	U. District	Sand Point
WEST	WEST	74		SHTB	U. District	Sand Point
WEST	WEST	74		TB	Seattle Center	Sand Point
WEST	WEST	75			U. District	Northgate
WEST	WEST	75		TB	U. District	Lake City
WEST	WEST	76			Seattle CBD	Wedgwood
WEST	WEST	77			Seattle CBD	Jackson Park
WEST	WEST	78			U. District	Jackson Park
WEST	WEST	79		EX	Seattle CBD	Lake City
WEST	WEST	81			Seattle CBD	Ballard
WEST	WEST	82			Seattle CBD	East Green Lake
WEST	WEST	83			Seattle CBD	U. District
WEST	WEST	84			Seattle CBD	Madison Park
WEST	WEST	85			Seattle CBD	West Seattle
WEST	WEST	97		EX	Belltown	Seattle CBD
WEST	WEST	99			Seattle CBD	International Dist.
WEST	WEST	217			Eastgate	Seattle CBD
WEST	WEST	242			Overlake	North Seattle
WEST	WEST	243			Bellevue	Jackson Park
WEST	WEST	301			Seattle CBD	Shoreline
WEST	WEST	301		EX	Seattle CBD	Shoreline
WEST	WEST	302			Northgate	Shoreline
WEST	WEST	304			Seattle CBD	Shoreline
WEST	WEST	308		EX	Seattle CBD	Aurora Village TC
WEST	WEST	314			Shoreline	Lake Forest Park
WEST	WEST	315			Northgate	Richmond Beach
WEST	WEST	317			Seattle CBD	Edmonds
WEST	WEST	317		SH	Northgate	Edmonds
WEST	WEST	317		SHTB	Northgate	Aurora Village TC
WEST	WEST	355		EX	Seattle CBD	Shoreline CC
WEST	WEST	358		EX	Seattle CBD	Aurora Village
WEST	WEST	370			U. District	Aurora Village TC
WEST	WEST	372		EX	U. District	Woodinville P&R
WEST	WEST	372		TEX	U. District	Northshore P&R
WEST	WEST	377		ALT	Seattle CBD	Lynnwood
WEST	WEST	377		SHAL	Northgate	Lynnwood
WEST	WEST	600		EX	Tukwila	Seattle CBD
WEST	WEST	650			Public School	North Seattle
WEST	WEST	661			Seattle CBD	North Seattle
WEST	WEST	773			West Seattle	West Seattle
WEST	WEST	943		EX	First Hill	Shoreline P&R
WEST	WEST	951		CUST	Boeing Everett	North Seattle
WEST	WEST	955		CUST	Private School	Mount Baker
WEST	WEST	976		CUST	Private School	Magnolia
WEST	WEST	983		CUST	Private School	Seward Park
WEST	WEST	984		CUST	Private School	Wedgwood
WEST	WEST	987		CUST	Private School	Rainier Beach

Route Assignments by Subarea - Fall 2001 Routes						
Former Assignments	Current Assignment	Route	Part	Type	Primary Attract	Neighborhood
WEST	WEST	988		CUST	Private School	Mount Baker
WEST	WEST	994		CUST	Private School	Queen Anne
WEST	WEST	995		CUST	Private School	Laurelhurst
WEST	WEST	997		CUST	Private School	Madison Park

Table A-1. King County Metro's Mobility Products and Services Six Year Plan Activities		
Services	Description	Six Year Plan Activities
Area FlexPass	Simplified form of FlexPass. Uses average pricing to offer FlexPass at a flat rate to all employers in an area. Home Free Guarantee, vanpool fare payment, and carpool subsidies also included in flat-rate package.	• Promote new implementation areas, established in 2002. Seek countywide application by 2004. • Expand sales agent relationships in partnership with local jurisdictions, economic development organizations, and property managers.
Business Use of Vans	Use commuter vans for business-related trips during the day. Reduce the need for taking a single-occupant vehicle to work for business meetings, training classes, etc.	▪ Develop new business use models to address employer and employee midday travel needs. ▪ Test alternative partnership and funding arrangements.
Commuter Bonus	Vouchers redeemable at Puget Sound area transit agencies toward transit, ferry or vanpool fares. Employers purchase from Metro as an easy-to-administer single incentive tool covering multiple transit systems.	• Increase employer participation in program. • Expand successful subsidy matching partnerships with local jurisdictions.
Commuter Bonus Plus	Vouchers purchased by employers to reward employees' bicycling, walking and telecommuting. Redeemable at selected service stations, AAA, a recreational co-op and YMCA.	• Increase employer participation in program. • Expand successful subsidy matching partnerships with local jurisdictions.
Custom Bus	Customized commuter express transit service. 80 to 100 per cent cost recovery requirement. Able to travel outside of King County.	▪ Re-design current service from King County to Everett. ▪ Test corridor service focus concept with connections from corridor to work sites via fixed route transit, VanShare and carpools. ▪ Continue to implement school transportation services.
Flexcar ***A car-sharing program offered with Mobility, Inc.***	Membership-based access to a fleet of cars by reservation. Replaces need for a car or second car for those who drive only occasionally. Members pay per mile and per hour but avoid costs and inconveniences of car ownership. Primary market is households, also open to businesses for employee use.	• Continue expansion of program to suburban cities and employment centers. • Explore ways to package Flexcar with other King County mobility products or services.
FlexPass ***(also U-PASS, GO PASS)***	A comprehensive, specially priced package of commute benefits for all employees or students at a site. A single pass gives users unlimited transit access, plus other benefits selected by employer such as emergency rides home; financial rewards for vanpool, carpool, bike, walk. May include joint funding of additional transit service.	• Increase participation in program by major employers and institutions with special transportation needs. • Transition smaller employers who currently participate in FlexPass to Area FlexPass.

Table A-1. King County Metro's Mobility Products and Services Six Year Plan Activities		
Home Free Guarantee	Free taxi rides for alternative mode users for midday emergencies or unplanned overtime. Employers purchase at a low annual cost like an insurance program for all employees. Also known as "emergency ride home" or "guaranteed ride home."	• Increase employer participation in program. • Explore new applications of product such as entire office buildings or office parks.
JobSeeker Transportation Program	Partnerships with social service agencies provide transportation to jobs; job- training and associated child care for welfare-to-work clients.	• Provide training for social service agency case managers. • Establish financial incentive partnerships with social service agencies. • Establish Vanshare and other van-based programs in partnership with employers.
PugetPass ***(Employer Consignment, Pre-Pay)***	Retail transit passes honored on King County Metro, Sound Transit, Community Transit, Everett Transit, and Pierce Transit.	• Increase employer participation in subsidy programs. • Explore ways to integrate PugetPass subsidy programs into the Commute Partnership funding model.
Regional Ridematch System	Self-serve Internet ridematching Regional partners: Community Transit, Pierce Transit. Intercity Transit, Island Transit, Whatcom Transit and Kitsap Transit.	▪ Enhance functionality and usability of RideshareOnline.com. ▪ Deploy new application features that give partners access to data for rider recruitment, incentive offers and reporting. ▪ Introduce event and community matching services through RideshareOnline.com to promote matching and ridesharing on an ad-hoc and semi-routine basis.
Rideshare Plus	Customized promotion and employee matching service for forming carpools and vanpools. Includes analysis of employee origins and ridesharing potential. Uses partnership with employers and jurisdictions for the delivery of ridesharing service information to employees.	▪ Expand network of Rideshare Plus Services throughout the region. ▪ Provide construction mitigation with aggressive employer outreach and rideshare service implementation. ▪ Test the delivery of ridesharing services to residential areas and neighborhoods. ▪ Test the use of Rideshare Plus for the purpose of promoting all King County Metro ridesharing services, e.g. in addition to carpool and vanpool formation, use the service for Custom Bus and VanShare rider recruitment as well. ▪ Design and test carpool management services.

Table A-1. King County Metro's Mobility Products and Services Six Year Plan Activities		
Vanpool	▪ Groups of 5 to 15 commuters sharing the ride to work on a regular basis. ▪ Rider fares cover capital, operating and a portion of administrative costs. ▪ Employers often subsidize a portion of their employee's vanpool fare.	▪ Address regional vanpool fare equalization and or standardization issues and recommend approaches for action and implementation. ▪ Develop programs and incentives that attract vanpool drivers. ▪ Develop retention and reward programs for vanpool customers, such as affinity services. ▪ Increase number of vanpool groups by 750 over the six-year period.
VanShare	Provide vans to groups at rail stations, ferry terminals and park and ride lots in order for them to make other connections and or commute to the work site.	▪ Expand VanShare program as new Sound Transit rail stations come on line, in partnership with the Ferry system and Kitsap Transit and the City of Seattle. ▪ Attract more riders to rail, fixed route and custom bus services. ▪ Use VanShare to mitigate construction impacts at park and ride lots and to bring commuters to the park and ride lot in fewer vehicles. ▪ Complete integration of FlexCar offerings with VanShare program
Community Partnership Program – Vans for agencies serving paratransit-eligible persons	▪ AddVANtage Program: provide free leased accessible vans and maintenance to non-profit agencies. ▪ AddVANtage Plus Program: same as above, plus van driver training (up to 4 per year) and operating dollars for fuel and insurance (up to $7,000 over 12 months). ▪ Proviso Vans: Provides administrative support for King County Council program which gives up to 2 free retired VanPool vehicles per council district each year if they available; Councilmember decides which non-profit agencies receive vehicles. ▪ Accessible Workday VanPools: provide qualifying agencies or individuals free VanPool vans	▪ Add new agencies and additional operating funds and award additional vehicles. ▪ Provide service more tailored to individual needs while reducing demand for paratransit service. ▪ Establish VanPool demonstration project.
Community Partnership Program – Volunteer Services	▪ Operating dollars provided for administrative staff, fuel or insurance (up to $8,000 over a 12 month period)	▪ Add additional agencies ▪ Provide service more tailored to individual needs while reducing demand for paratransit service.
Community Partnership Program – Accessibility to Services for the General Public	▪ Accessible Taxi Demonstration Project: provide accessible vehicles to taxi agencies chosen by City of Seattle/King County/Port of Seattle partnership. ▪ Ridematching services for ADA Paratransit Program registrants: provide subsidized VanPool service to individuals with an Access Pass; assist with organizing new vanpools.	▪ Establish demonstration projects; continue projects if successful

APPENDIX B

Sample Network Maps

APPENDIX C

Service Evaluation

King County
Metro Transit Division
201 South Jackson Street
MS KSC-TR-0422
Seattle, WA 98104-3856

Memorandum

January 15, 2002

TO: Interested parties

FM: Victor Obeso, Transit Planner
Service Implementation

RE: 2000 Route Performance Report

Attached is a copy of the final report of 2000 route performance. This assessment of service performance is based upon the 1997 Route Performance Guidelines developed as part of the implementation of the current Six-Year Transit Development Plan.

The performance guidelines establish that riders per revenue hour and fare revenue to operating expense ratio (FR/OE) are the criteria by which poorly performing service will be assessed; and that only riders per revenue hour will be used to determine strong performing services.

Key Information About this Report:

- Time periods have been adjusted for 2000 to reflect a longer commute period and the increasingly broad span of peak-period service levels that now exist. The "peak" category now includes an added hour from 5 a.m. to 6 a.m. and from 6 p.m. to 7 p.m.
- Route variants representing less than one daily hour of service during a given time period have been integrated into other variants of the same route during the same time period in this report.
- This report and the performance thresholds included herein are based on Fall 2000 annualized ridership, cost and revenue information.
- "Route" as used in this report classifies routes by subarea, time of day, part of route and type of route. Delineating by "part" (north, south, etc.) and "type" (shuttle, turnback, etc.) results in several variants of some routes within the same time period. Due to operational characteristics of the different route variants, there sometimes are considerable differences in the performance of different route variants during the same time period.
- The size of the service investment in the individual route variants listed varies widely, ranging from 366 to more than 22,000 annual service hours.

Should you have any questions about this report, please call me at 263-3109.

King County
Metro Transit Division
201 South Jackson Street
MS KSC-TR-0422
Seattle, WA 98104-3856

Memorandum

January 15, 2002

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- The size of the service investment in the individual route variants listed varies widely, ranging from 366 to more than 22,000 annual service hours.

Should you have any questions about this report, please call me at 263-3109.

Route Performance Summary

Subarea	Time period	Rides/Rev. Hr.	FR/OE	Rides
EAST				
	Peak	30.8	19.8%	5,420,567
	Midday	25.2	11.3%	2,566,589
	Night	19.5	7.5%	584,351
SOUTH				
	Peak	41.3	24.9%	9,372,383
	Midday	40.4	19.6%	6,501,511
	Night	27.7	11.9%	1,944,341
WEST				
	Peak	59.5	34.2%	30,050,355
	Midday	53.8	25.8%	28,184,583
	Night	35.1	14.8%	7,336,723
SYSTEM				
	Total	45.9	24.0%	91,961,403

Evaluation Thresholds

Subarea	Time	Performance Thresholds	Rides/Rev. Hr.	FR/OE
EAST				
	Peak	Strong	44.4	
		Minimum	17.1	10.0%
	Midday	Strong	34.8	
		Minimum	15.2	6.3%
	Night	Strong	31.2	
		Minimum	8.2	2.7%
SOUTH				
	Peak	Strong	53.9	
		Minimum	28.4	15.8%
	Midday	Strong	54.1	
		Minimum	27.2	12.0%
	Night	Strong	35.9	
		Minimum	20.3	7.7%
WEST				
	Peak	Strong	78.4	
		Minimum	40.3	20.7%
	Midday	Strong	72.7	
		Minimum	35.7	15.9%
	Night	Strong	47.9	
		Minimum	23.4	9.3%

*Based on annualized Fall 2000 passenger boardings on regular service routes.
Excludes paratransit, special service, and the downtown Seattle Ride-Free Area.

EAST SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
PEAK						
				Strong Performance Threshold	***44.35***	
	212		EX	Eastgate P&R	76.79	40.44%
	306		EX	Kenmore	62.49	48.93%
	214		TEX	Issaquah	60.15	32.27%
	312		EX	Woodinville	56.22	29.81%
	253			Bear Creek P&R	54.97	44.54%
	230	E		Redmond P&R	45.37	29.11%
	255			Kingsgate	42.22	36.31%
	258			Kirkland	41.47	26.47%
	271			Issaquah P&R	37.52	17.57%
	252			Kingsgate P&R	36.40	21.30%
	215			Issaquah	35.08	11.29%
	229		EX	Overlake	34.58	30.41%
	268			E Lake Sammamish	34.20	20.68%
	203			Mercer Island	32.97	16.19%
	257			Kingsgate P&R	32.92	20.63%
	214		EX	North Bend	31.57	19.78%
	230	W		Kingsgate P&R	31.20	21.30%
	266			Bear Creek P&R	29.87	18.62%
	215		TB	Issaquah	29.70	15.75%
	225		EX	Overlake	29.32	27.69%
	272			Eastgate P&R	28.72	10.19%
	261			Overlake P&R	27.83	18.53%
	237			Woodinville	27.78	9.78%
	256			Overlake P&R	27.47	20.22%
	311			Woodinville P&R	27.45	16.06%
	240			Bellevue	26.92	16.72%
	342			Bothell	26.89	10.83%
	271		TB	Bellevue TC	26.71	11.13%
	942		EX	Eastgate P&R	26.18	16.04%
	251		EX	Woodinville	25.93	18.08%
	210			Issaquah	25.86	17.75%
	259			Kirkland	25.14	13.85%
	232			Redmond P&R	24.32	10.28%
	251		TB	Redmond	23.50	17.41%
	205		EX	Mercer Island	23.45	9.77%
	255		TB	Kirkland	23.13	14.37%
	202			Mercer Island	23.09	15.21%
	277			Juanita	23.02	6.99%
	249			Redmond P&R	22.93	10.64%
	262			Kingsgate P&R	22.53	14.77%
	204			Mercer Island	22.26	12.29%
	234			Northshore P&R	22.14	15.83%
	222			Overlake	21.35	15.99%
	231			Totem Lake	20.40	11.76%
	251			Woodinville	20.24	17.59%
	233			Bellevue	19.51	8.30%
	250			Redmond P&R	18.75	12.27%
	931			Woodinville P&R	18.70	14.17%
	260			Northshore P&R	16.12	10.62%
	921			Eastgate P&R	15.74	11.35%
	254		SH	Redmond	15.27	10.97%

EAST SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	341			Bothell	13.79	6.28%
	920			Kingsgate P&R	13.05	10.12%
	209			North Bend	12.20	6.72%
	269			E Lake Sammamish	8.01	5.17%
	201			Mercer Island	6.85	6.64%
	929			North Bend	0.40	0.27%
				Minimum Performance Threshold	***17.05***	***9.96%***
				east peak totals	30.70	19.57%
MIDDAY						
				Strong Performance Threshold	***34.82***	
	312		EX	Woodinville	65.01	46.95%
	231			Totem Lake	51.14	27.49%
	253			Bear Creek P&R	47.30	21.91%
	266			Bear Creek P&R	45.55	13.61%
	230	E		Redmond P&R	43.51	18.32%
	215		TB	Issaquah	30.98	11.13%
	277			Juanita	30.97	8.11%
	230	W		Kingsgate P&R	30.07	13.63%
	255			Kingsgate	28.66	14.43%
	255		TB	Kirkland	27.53	11.56%
	271			Issaquah P&R	27.06	10.44%
	240			Bellevue	25.56	11.34%
	272			Eastgate P&R	23.57	7.25%
	251		TB	Redmond	23.56	10.48%
	215			Issaquah	23.28	8.16%
	222			Overlake	18.50	8.87%
	203			Mercer Island	18.38	12.60%
	250			Redmond P&R	18.30	12.18%
	931			Woodinville P&R	17.99	9.96%
	234			Northshore P&R	17.82	9.78%
	249			Redmond P&R	17.54	7.88%
	213			Mercer Island	17.26	21.48%
	251			Woodinville	16.75	8.41%
	341		SH	Bothell	16.59	7.08%
	921			Eastgate P&R	15.84	8.23%
	341			Bothell	15.71	5.64%
	205		EX	Mercer Island	13.13	6.20%
	920			Kingsgate P&R	12.37	6.09%
	204			Mercer Island	11.96	6.99%
	254		SH	Redmond	11.15	4.38%
	209			North Bend	10.94	4.75%
	929			North Bend	2.61	1.24%
				Minimum Performance Threshold	***15.19***	***6.32%***
				east midday totals	25.00	11.20%
NIGHT						
				Strong Performance Threshold	***31.16***	
	253			Bear Creek P&R	45.16	19.72%
	230	E		Redmond P&R	42.11	17.32%
	253		TB	Redmond	40.80	16.59%
	271			Issaquah P&R	23.95	8.32%

EAST SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	230	W		Kingsgate P&R	21.77	8.22%
	215			Issaquah	21.46	6.68%
	240			Bellevue	17.33	6.99%
	229		EX	Overlake	17.00	12.06%
	280			Bellevue TC	16.22	6.61%
	222			Overlake	13.59	6.00%
	255			Kingsgate	13.07	6.01%
	251		TB	Redmond	13.03	5.58%
	255		TB	Kirkland	12.49	5.06%
	341		SH	Bothell	11.09	3.93%
	251			Woodinville	10.78	4.48%
	209			North Bend	10.30	3.28%
	254		SH	Redmond	9.02	2.95%
	341			Bothell	8.79	2.88%
	271		TB	Bellevue TC	8.75	2.31%
	269			E Lake Sammamish	5.56	2.05%
				Minimum Performance Threshold	***8.19***	***2.72%***
				east night totals		
CUSTOM BUS ROUTES (cost supported by private business)						
Peak	965		CUST	Overlake	15.45	16.44%
DIAL-A-RIDE ROUTES (custom, flexible routing)						
Peak	291		DART	Redmond	8.35	3.09%
Peak	922		DART	Carnation	6.08	11.06%
Night	923		DART	Crossroads	18.41	12.55%
Midday	923		DART	Crossroads	19.46	13.32%
Peak	923		DART	Crossroads	24.27	25.87%
Midday	925		DART	Newcastle	1.54	1.83%
Midday	927		DART	E Lake Sammamish	4.81	4.01%
Peak	927		DART	E Lake Sammamish	6.23	8.92%
Night	935		DART	Juanita	4.59	3.13%
Midday	935		DART	Juanita	5.14	2.72%
Peak	935		DART	Juanita	5.75	6.43%
PARTNERSHIP SUPPORTED ROUTES (cost shared with another entity)						
Midday	200			Issaquah	17.52	8.74%
Peak	200			Issaquah	15.99	9.79%
Peak	291		DART	Redmond	8.35	3.09%
SCHOOL ROUTES (cost usually shared with public or private schools)						
Peak	206			Newport Hills	45.79	24.96%
Peak	207			Newport Hills	52.25	28.76%
Peak	208			Newport Hills	36.56	16.20%
Midday	219			Newcastle	37.74	13.21%
Peak	219			Newcastle	6.30	3.67%
Peak	239			Totem Lake	20.90	10.09%
Peak	660			Bellevue	48.46	10.35%
Peak	885			Bellevue	11.20	4.26%
Peak	886			Clyde Hill	34.29	10.42%
Peak	888			Eastgate	45.93	19.31%
Peak	889			Bellevue	48.61	22.78%
Peak	890			Eastgate	38.40	15.14%
Peak	956		CUST	Mercer Island	34.59	27.52%
Peak	967		CUST	South Bellevue P&R	30.26	19.05%

EAST SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
Peak	979		CUST	East Samm Plateau	22.80	16.57%
Peak	986		CUST	Kirkland	54.71	43.25%
Peak	989		CUST	Eastgate	27.74	22.01%
Peak	998		CUST	Mercer Island P&R	10.59	9.92%

	Meets or exceeds strong performance objective
	Does not meet minimum performance objectives
N	north route segment
S	south route segment
E	east route segment
W	west route segment
EX	express routing
SH	shuttle routing
TB	turnback routing
ALT	alternate routing
SHAL	alternate shuttle routing
CUST	custom bus route
Night	7:00 p.m. to 5:00 a.m. all days
Midday	9:00 a.m. to 3:00 p.m. weekdays, 5:00 a.m. to 7:00 p.m. weekends
Peak	5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays

SOUTH SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
PEAK						
				Strong Performance Threshold	***53.89***	
	136			Burien	64.29	41.92%
	106			Renton	61.11	34.05%
	101			Fairwood	59.78	40.94%
	101		TB	Renton CBD	57.85	36.80%
	174			Federal Way P&R,TC	56.97	41.48%
	190			Star Lake P&R	56.97	29.10%
	188			Federal Way	56.06	24.68%
	177			Federal Way	55.95	27.33%
	150			Auburn	54.91	36.41%
	132		EX	Highline CC	54.42	32.54%
	941		EX	Star Lake P&R	53.80	31.15%
	135		TB	White Center	52.44	29.63%
	130		EX	Highline CC	50.33	26.21%
	135			Burien TC	50.25	29.95%
	195			Federal Way	49.00	23.07%
	113			Shorewood	48.25	25.59%
	196			Federal Way S P&R	47.85	24.51%
	150		TB	Kent	47.26	28.76%
	158			Lk Meridian/E Kent P&R	45.19	30.49%
	107			Renton	43.80	32.23%

SOUTH SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	164			Kent	43.70	29.77%
	162			Kent	43.64	22.20%
	168			Timberlane	43.54	25.93%
	130		TB	Burien	42.38	31.45%
	176			Federal Way	42.24	25.73%
	178			Federal Way	42.19	23.80%
	136		EX	Burien TC	41.85	29.25%
	116		EX	Fauntleroy	41.39	23.58%
	174		TB	SeaTac	41.00	28.21%
	132		TB	Burien	40.78	29.20%
	111		EX	Renton	40.42	25.25%
	169			Kent P&R,TC	39.85	23.86%
	151			Auburn	39.75	15.64%
	187			Federal Way	38.32	18.52%
	159			Kent P&R,TC	38.23	24.10%
	194			Federal Way S P&R	37.80	19.28%
	118		TB	Vashon	36.48	20.69%
	191			Star Lake P&R	36.46	20.02%
	152		TB	Auburn	36.35	20.91%
	119		EX	Vashon	35.47	28.27%
	130			Highline CC	34.82	29.25%
	143		EX	Black Diamond	34.61	30.08%
	197			Federal Way S P&R	33.85	9.05%
	160			Kent	33.40	19.20%
	132			Highline CC	33.21	24.96%
	192			Federal Way	33.09	20.12%
	114		EX	Renton	32.90	21.45%
	148			Renton Highlands	32.87	36.12%
	181			Green River CC	30.77	19.95%
	167			Auburn P&R	30.57	9.21%
	105			Renton Highlands	30.22	17.28%
	133			Burien TC	30.00	9.04%
	119		SH	Vashon	29.69	16.77%
	140			Burien	29.54	17.74%
	163			Kent	29.42	17.35%
	166			Kent P&R,TC	28.83	18.96%
	170			McMicken Heights	28.47	19.46%
	139			Gregory Heights	27.06	12.67%
	183			Kent	26.85	17.21%
	173			Federal Way P&R,TC	26.70	10.43%
	152			Enumclaw	26.33	19.18%
	175			Federal Way P&R,TC	24.77	17.33%
	118		EX	Vashon	24.59	16.66%
	153			Kent	23.87	19.10%
	155			Fairwood	22.89	15.77%
	154			Auburn	22.84	9.41%
	186			Auburn	22.50	12.39%
	915			Enumclaw	18.00	9.94%
	118			Vashon	15.92	8.95%
	124			Southcenter	11.06	6.02%
	912			Covington	6.49	2.49%

SOUTH SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	149			Black Diamond	6.10	2.91%
				Minimum Performance Threshold	***28.37***	***15.82%***
				South peak totals	41.13	24.69%
MIDDAY						
				Strong Performance Threshold	***54.08***	
	174		NT	Federal Way S P&R	57.10	29.27%
	174			Federal Way P&R,TC	55.16	30.75%
	177			Federal Way	52.17	18.51%
	136			Burien	51.06	27.04%
	101		TB	Renton CBD	50.96	27.35%
	106			Renton	50.65	23.54%
	188			Federal Way	47.78	27.59%
	150			Auburn	47.78	21.85%
	164			Kent	47.41	20.50%
	135			Burien TC	45.20	20.73%
	169			Kent P&R,TC	42.22	20.75%
	132		TB	Burien	40.95	22.04%
	194			Federal Way S P&R	40.90	18.69%
	150		TB	Kent	40.55	18.32%
	140			Burien	40.02	16.19%
	130		TB	Burien	39.87	20.94%
	151			Auburn	39.75	14.88%
	107			Renton	36.95	18.74%
	168			Timberlane	36.54	15.03%
	174		TB	SeaTac	35.23	17.81%
	132		EX	Highline CC	34.11	15.53%
	197			Federal Way S P&R	32.95	11.79%
	116		EX	Fauntleroy	32.50	14.13%
	130			Highline CC	32.17	16.97%
	186			Auburn	32.04	21.82%
	105			Renton Highlands	31.83	13.12%
	132			Highline CC	31.32	15.66%
	130		EX	Highline CC	31.23	13.62%
	148			Renton Highlands	30.58	32.89%
	139			Gregory Heights	29.48	14.67%
	187			Federal Way	28.42	16.57%
	166			Kent P&R,TC	26.48	11.91%
	185			Auburn	25.27	17.37%
	181			Green River CC	24.65	11.59%
	155			Fairwood	21.98	11.92%
	167			Auburn P&R	21.86	8.40%
	915			Enumclaw	20.86	9.26%
	183			Kent	18.88	8.46%
	118			Vashon	14.56	5.86%
	118		TB	Vashon	14.43	3.73%
	118		EX	Vashon	9.20	4.14%
	149			Black Diamond	7.97	3.37%
	119		SH	Vashon	7.71	2.54%
	912			Covington	3.94	1.65%

SOUTH SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
				Minimum Performance Threshold	***27.24***	***12.03%***
				south midday totals	40.66	19.91%
NIGHT						
				Strong Performance Threshold	***35.91***	
	174			Federal Way P&R,TC	40.34	18.89%
	174		NT	Federal Way S P&R	38.32	19.14%
	106			Renton	32.15	12.74%
	188			Federal Way	31.66	17.83%
	135			Burien TC	30.59	11.82%
	136			Burien	29.88	13.15%
	169			Kent P&R,TC	29.40	11.84%
	140			Burien	27.89	9.96%
	101		TB	Renton CBD	26.93	13.68%
	151			Auburn	26.37	8.21%
	187			Federal Way	25.61	14.53%
	150			Auburn	25.18	10.59%
	168			Timberlane	22.89	8.32%
	194			Federal Way S P&R	22.47	8.33%
	164			Kent	21.93	8.95%
	130			Highline CC	21.71	9.34%
	166			Kent P&R,TC	20.72	8.34%
	132			Highline CC	20.65	9.56%
	107			Renton	19.37	8.83%
	181			Green River CC	18.90	7.06%
	132		TB	Burien	18.47	6.34%
	148			Renton Highlands	15.97	14.58%
	119		SH	Vashon	15.00	5.11%
	118			Vashon	14.86	5.91%
	139			Gregory Heights	13.10	6.01%
	118		TB	Vashon	11.48	4.11%
	149			Black Diamond	5.92	1.74%
	152			Enumclaw	1.76	0.49%
				Minimum Performance Threshold	***20.32***	***7.74%***
				south night totals	28.12	12.07%
CUSTOM BUS ROUTES (cost supported by private business)						
Peak	949		CUST	Federal Way S P&R	18.43	19.81%
Peak	952		CUST	Auburn P&R	13.79	13.36%
Peak	970		CUST	Auburn	17.33	15.60%
DIAL-A-RIDE ROUTES (custom, flexible routing)						
Night	901		DART	Dash Point	21.03	13.63%
Midday	901		DART	Dash Point	21.03	18.45%
Peak	901		DART	Dash Point	23.95	27.60%
Night	903		DART	South Campus	21.37	16.35%
Midday	903		DART	South Campus	21.09	20.29%
Peak	903		DART	South Campus	24.06	34.84%
Midday	908		DART	Renton Highlands	16.45	4.61%
Peak	908		DART	Renton Highlands	19.22	8.61%

SOUTH SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
Night	909		DART	Renton	12.01	5.92%
Midday	914		DART	Kent	15.05	0.00%
Peak	914		DART	Kent	18.95	0.00%
Midday	916		DART	Kent	15.18	13.27%
Peak	916		DART	Kent	18.88	23.59%
Midday	917		DART	Algona	14.76	11.28%
Peak	917		DART	Algona	16.08	18.56%
PARTNERSHIP SUPPORTED ROUTES (cost shared with another entity)						
Midday	110			Renton	20.69	8.35%
Peak	110			Renton	16.74	10.62%
Midday	914		DART	Kent	15.05	0.00%
Peak	914		DART	Kent	18.95	0.00%
Midday	916		DART	Kent	15.18	13.27%
Peak	916		DART	Kent	18.88	23.59%
	Meets or exceeds strong performance objective					
	Does not meet minimum performance objectives					
N	north route segment					
S	south route segment					
E	east route segment					
W	west route segment					
EX	express routing					
SH	shuttle routing					
TB	turnback routing					
ALT	alternate routing					
SHAL	alternate shuttle routing					
CUST	custom bus route					
Night	7:00 p.m. to 5:00 a.m. all days					
Midday	9:00 a.m. to 3:00 p.m. weekdays, 5:00 a.m. to 7:00 p.m. weekends					
Peak	5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays					

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000

	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
PEAK						
				Strong Performance Threshold	***78.35***	
	5		EX	Greenwood	96.10	39.69%
	7	N	TB	Broadway	94.85	66.33%
	15			Blue Ridge	91.36	61.40%
	41			Northgate	90.07	38.75%
	15		TB	Ballard	89.29	57.16%
	28		TB	Whittier Heights	88.65	50.80%
	3	N		North Queen Anne	87.75	60.88%
	72		EX	Lake City	87.71	49.23%
	4	N		East Queen Anne	85.41	56.96%
	1			Kinnear	84.16	56.42%
	15		EX	Blue Ridge	83.50	37.48%
	18		NT	North Beach	83.07	37.45%

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	2	N		West Queen Anne	82.94	55.33%
	67			North Seattle	81.69	40.67%
	18			North Beach	80.20	53.12%
	4	S		Judkins Park	78.86	49.39%
	11			Madison Park	78.80	48.50%
	13			Seattle Pacific U.	78.76	53.33%
	48	S		Rainier Beach	78.65	44.32%
	73		EX	Jackson Park	78.64	42.89%
	18		EX	North Beach	78.64	36.99%
	54		EX	Fauntleroy	78.62	33.12%
	56		EX	Alki	78.08	29.85%
	3	S		Madrona	76.43	47.14%
	26		EX	East Green Lake	76.22	45.63%
	71		EX	Wedgwood	76.18	42.34%
	48	N		Loyal Heights	74.77	37.32%
	2	S		Madrona	74.67	52.22%
	7	N		U. District	74.24	53.12%
	73		TEX	Roosevelt	74.24	32.46%
	18		TB	Crown Hill	74.06	44.56%
	2	N	EX	West Queen Anne	72.66	31.69%
	10			Capitol Hill	71.77	41.77%
	3	S	TB	First Hill	71.57	47.23%
	17		EX	Loyal Heights	70.49	40.63%
	24			Central Magnolia	70.26	44.70%
	12		TB	First Hill	70.04	46.43%
	26			East Green Lake	69.37	46.17%
	7	S	TB	Rainier Beach	69.28	48.80%
	31			Magnolia	68.97	33.04%
	301		EX	Shoreline	68.55	50.50%
	20		TB	White Center	67.33	35.00%
	48	S	ALT	Columbia City	66.77	40.07%
	44			Ballard	66.22	34.67%
	48	N	TB	Ravenna	65.33	12.78%
	36		TB	Beacon Hill	64.10	40.21%
	8		TB	Capitol Hill	62.68	24.01%
	358		EX	Aurora Village	62.68	40.96%
	8			Mount Baker	62.52	35.02%
	36			Rainier Beach	62.43	37.65%
	12			Interlaken Park	62.40	40.99%
	42		TB	Rainier Beach	62.29	32.78%
	65			Lake City	60.91	23.56%
	43			U. District	60.83	35.26%
	33			Discovery Park	60.67	33.66%
	20			Shorewood	60.61	31.95%
	21		EX	Arbor Heights	60.36	29.89%
	55			Admiral District	59.74	33.06%
	48	N	EX	Loyal Heights	59.47	21.11%
	28		EX	Broadview	59.47	33.32%
	27			Colman Park	58.98	37.73%
	14	S		Mount Baker	58.76	39.38%

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	4	N	NT	East Queen Anne	58.65	35.48%
	7	S		Rainier Beach	58.53	38.26%
	5			Shoreline CC	58.46	33.85%
	28			Broadview	58.34	37.21%
	14	N		Summit	57.70	38.19%
	60			White Center	57.37	37.38%
	75			Northgate	56.38	33.36%
	78			Jackson Park	56.29	17.24%
	17			Loyal Heights	56.10	38.25%
	9			Rainier Beach	55.55	36.37%
	42		EX	Rainier View	54.88	30.94%
	54			Fauntleroy	54.61	29.39%
	64		EX	Lake City	53.80	31.21%
	42		NT	Rainier View	53.70	38.24%
	5		ALT	Northgate TC	53.65	34.54%
	42			Rainier View	53.10	39.44%
	21			Arbor Heights	52.62	31.83%
	38			Beacon Hill	52.35	22.79%
	76			Wedgwood	52.09	26.00%
	137		EX	Burien	51.55	33.48%
	7	S	EX	Rainier Beach	51.28	26.42%
	36		EX	Rainier Beach	50.86	29.78%
	68			Northgate TC	50.67	26.34%
	70			U. District	50.59	31.67%
	77			Jackson Park	50.27	25.12%
	372		TEX	Northshore P&R	50.15	13.54%
	19			West Magnolia	49.94	25.17%
	66		EX	Northgate	49.79	28.59%
	943		EX	Shoreline P&R	49.21	35.57%
	73			Jackson Park	49.07	21.92%
	16			Northgate TC	48.84	31.56%
	137		TB	Burien	48.63	36.32%
	137			Burien	47.93	38.62%
	39		TB	Rainier Beach	47.40	29.09%
	39		EX	Rainier Beach	47.31	19.09%
	16		EX	Northgate TC	45.91	22.91%
	74		SHTB	Sand Point	45.81	18.88%
	45		EX	Queen Anne	44.70	14.42%
	377		ALT	Lynnwood	44.15	28.93%
	75		TB	Lake City	43.65	20.79%
	43		SH	Capitol Hill	43.46	15.54%
	56			Alki	42.68	24.31%
	372		EX	Woodinville P&R	42.60	11.99%
	377		SHAL	Lynnwood	41.94	27.80%
	74		EX	Sand Point	41.52	17.37%
	355		EX	Shoreline CC	40.91	19.25%
	307			Woodinville P&R	40.86	29.48%
	22			White Center	40.04	26.82%
	57			W. Seattle Junction	40.04	23.57%
	302			Shoreline	40.00	20.68%

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	99			International Dist.	39.79	7.79%
	128			Admiral District	39.59	22.92%
	46			Ballard	39.15	11.09%
	317			Edmonds	38.55	22.58%
	243			Jackson Park	37.75	19.88%
	242			North Seattle	37.20	18.12%
	304			Shoreline	36.75	23.32%
	370			Aurora Village TC	36.40	12.04%
	71			Wedgwood	34.79	15.19%
	39			Southcenter	34.10	21.71%
	74		SH	Sand Point	33.86	20.00%
	79		EX	Lake City	33.49	17.04%
	37		EX	Admiral District	33.01	19.52%
	25			Laurelhurst	31.91	22.34%
	308		EX	Aurora Village TC	31.21	20.29%
	35			Seattle CBD	30.65	13.96%
	72			Lake City	30.55	14.51%
	317		SH	Edmonds	27.35	15.96%
	36		SH	Rainier Beach	24.34	7.11%
	37			Admiral District	22.28	12.56%
	7	S	SH	Rainier Beach	21.07	9.59%
	51			West Seattle	19.20	11.64%
	315			Richmond Beach	18.39	14.76%
	301			Shoreline	15.77	10.93%
	7	S	SHTB	Rainier Beach	15.74	8.11%
	314			Lake Forest Park	13.53	10.91%
	14	S	TB	IDS	8.75	5.87%
				Minimum Performance Threshold	***40.35***	***20.73%***
				west peak totals	**59.35**	**33.94%**
MIDDAY						
				Strong Performance Threshold	***72.68***	
	7	N	TB	Broadway	95.33	51.54%
	48	N	TB	Ravenna	92.72	24.36%
	2	N		West Queen Anne	90.36	43.89%
	1			Kinnear	85.22	38.90%
	4	N		East Queen Anne	84.61	42.59%
	67			North Seattle	83.84	46.38%
	3	N		North Queen Anne	83.68	43.07%
	3	S	TB	First Hill	82.11	48.67%
	11			Madison Park	81.53	41.03%
	13			Seattle Pacific U.	78.32	36.29%
	48	S		Rainier Beach	74.63	38.41%
	7	N		U. District	74.51	41.37%
	73		EX	Jackson Park	72.80	34.69%
	72		EX	Lake City	70.22	33.67%
	36		TB	Beacon Hill	69.71	35.06%
	10			Capitol Hill	69.33	30.61%
	3	S		Madrona	68.74	35.40%
	15			Blue Ridge	68.66	35.99%

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	7	S	TB	Rainier Beach	68.01	36.98%
	4	S		Judkins Park	66.76	35.43%
	14	S		Mount Baker	65.65	35.13%
	73		TEX	Roosevelt	64.32	25.86%
	7	S		Rainier Beach	64.09	33.88%
	48	S	ALT	Columbia City	62.75	32.89%
	71		EX	Wedgwood	62.64	32.79%
	48	N		Loyal Heights	62.64	30.42%
	2	S		Madrona	62.11	32.75%
	358		EX	Aurora Village	61.07	31.18%
	18		TB	Crown Hill	61.00	29.17%
	15		TB	Ballard	60.68	28.34%
	44			Ballard	60.02	25.21%
	36			Rainier Beach	58.88	29.50%
	18			North Beach	58.00	31.00%
	60			White Center	57.47	28.69%
	26			East Green Lake	57.06	29.52%
	12			Interlaken Park	55.58	24.59%
	14	N		Summit	54.95	24.38%
	12		TB	First Hill	54.72	29.69%
	9			Rainier Beach	54.26	28.26%
	20			Shorewood	54.19	24.45%
	54			Fauntleroy	54.08	23.52%
	48	S	TB	Mount Baker	53.81	26.62%
	5			Shoreline CC	52.78	26.76%
	42			Rainier View	51.17	28.99%
	43			U. District	50.94	23.39%
	73			Jackson Park	50.80	24.13%
	8			Mount Baker	50.71	19.30%
	72			Lake City	50.54	24.38%
	55			Admiral District	48.47	20.65%
	45		EX	Queen Anne	48.46	6.91%
	41			Northgate	48.40	19.56%
	355		EX	Shoreline CC	48.24	14.39%
	8		TB	Capitol Hill	48.17	19.96%
	71			Wedgwood	47.89	22.55%
	301		EX	Shoreline	47.76	17.51%
	28			Broadview	47.04	25.87%
	31			Magnolia	46.44	19.86%
	65			Lake City	46.40	15.98%
	307			Woodinville P&R	45.93	22.72%
	24			Central Magnolia	45.86	20.71%
	68			Northgate TC	45.84	23.05%
	99			International Dist.	45.32	8.32%
	38			Beacon Hill	44.85	16.27%
	5		ALT	Northgate TC	44.80	24.44%
	75			Northgate	44.77	22.43%
	137		TB	Burien	44.17	24.39%
	21			Arbor Heights	43.94	20.18%
	27			Colman Park	43.60	20.18%

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	372		TEX	Northshore P&R	42.64	13.65%
	16			Northgate TC	41.85	21.35%
	370			Aurora Village TC	41.60	9.96%
	56			Alki	41.56	19.84%
	60		TB	Georgetown	40.59	20.10%
	242			North Seattle	40.34	12.00%
	128		TB	West Seattle	40.33	18.84%
	377		SHAL	Lynnwood	39.65	15.29%
	66		EX	Northgate	38.87	17.34%
	128			Admiral District	37.08	20.69%
	302			Shoreline	36.68	14.51%
	43		SH	Capitol Hill	36.41	11.22%
	70			U. District	36.19	16.33%
	4	N	NT	East Queen Anne	35.94	16.76%
	372		EX	Woodinville P&R	35.90	11.79%
	17			Loyal Heights	35.89	19.45%
	39		TB	Rainier Beach	34.27	15.16%
	78			Jackson Park	34.12	9.24%
	22			White Center	33.71	16.22%
	317		SH	Edmonds	31.51	13.80%
	39			Southcenter	29.52	14.31%
	74		SH	Sand Point	28.56	12.82%
	317		SHTB	Aurora Village TC	27.90	9.48%
	39		SH	Southcenter	27.57	9.28%
	33			Discovery Park	27.23	13.80%
	1		SH	Kinnear	26.18	11.73%
	28		SH	Broadview	25.85	10.20%
	51			West Seattle	21.98	9.65%
	25			Laurelhurst	20.26	9.34%
	7	S	SH	Rainier Beach	20.22	9.08%
	7	S	SHTB	Rainier Beach	17.05	7.49%
	315			Richmond Beach	16.24	9.52%
	37			Admiral District	10.62	5.07%
				Minimum Performance Threshold	***35.65***	***15.86%***
				west midday totals	**54.17**	**26.14%**
NIGHT						
				Strong Performance Threshold	***47.91***	
	48	S		Rainier Beach	70.19	33.15%
	7	N		U. District	60.07	30.04%
	13			Seattle Pacific U.	52.97	23.07%
	8			Mount Baker	52.79	17.08%
	10			Capitol Hill	52.68	18.17%
	2	N		West Queen Anne	52.29	25.32%
	44			Ballard	50.31	20.29%
	14	N		Summit	50.14	17.97%
	11			Madison Park	49.15	20.00%
	15			Blue Ridge	48.85	19.10%
	8		TB	Capitol Hill	48.73	17.62%
	7	N	TB	Broadway	48.54	17.77%

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	42			Rainier View	47.27	19.53%
	67			North Seattle	46.55	21.93%
	48	N		Loyal Heights	46.47	22.22%
	18		NT	North Beach	46.16	22.56%
	48	S	ALT	Columbia City	44.26	17.14%
	72			Lake City	43.72	18.71%
	48	S	TB	Mount Baker	43.10	18.13%
	4	N		East Queen Anne	42.99	19.76%
	73			Jackson Park	42.79	18.16%
	358		EX	Aurora Village	42.79	19.25%
	7	S		Rainier Beach	42.48	20.48%
	14	S		Mount Baker	41.51	17.77%
	43			U. District	41.16	17.77%
	26			East Green Lake	38.86	17.71%
	18		TB	Crown Hill	38.51	16.79%
	4	S		Judkins Park	38.16	15.45%
	42		NT	Rainier View	37.70	21.90%
	15		SH	Blue Ridge	37.10	11.65%
	54			Fauntleroy	35.90	14.24%
	18			North Beach	35.79	19.94%
	2	S		Madrona	35.75	16.14%
	71			Wedgwood	35.64	15.45%
	36			Rainier Beach	35.13	16.61%
	55			Admiral District	34.15	12.87%
	5			Shoreline CC	33.97	14.71%
	3	S		Madrona	33.74	14.35%
	20			Shorewood	31.94	11.97%
	128		TB	West Seattle	31.83	12.95%
	1		SH	Kinnear	31.36	12.00%
	377		SHAL	Lynnwood	31.10	9.87%
	9			Rainier Beach	30.68	13.67%
	55		SH	Admiral District	30.25	11.34%
	137		TB	Burien	29.92	13.59%
	21			Arbor Heights	29.65	10.95%
	307			Woodinville P&R	28.40	11.42%
	65			Lake City	28.35	9.24%
	85			West Seattle	28.29	14.04%
	42		TB	Rainier Beach	28.02	12.15%
	56			Alki	27.86	8.44%
	43		SH	Capitol Hill	27.48	8.02%
	317		SHTB	Aurora Village TC	26.76	9.19%
	75			Northgate	26.37	11.52%
	60			White Center	26.11	10.50%
	66		EX	Northgate	25.36	11.08%
	36		SH	Rainier Beach	24.82	6.52%
	27			Colman Park	24.08	10.39%
	24			Central Magnolia	23.96	9.35%
	74		SHTB	Sand Point	23.10	8.19%
	17			Loyal Heights	23.02	11.00%
	16			Northgate TC	22.87	9.72%

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
	302			Shoreline	21.89	6.49%
	81			Ballard	21.69	11.71%
	12			Interlaken Park	21.50	8.69%
	7	S	SHTB	Rainier Beach	21.43	8.20%
	242			North Seattle	20.66	6.12%
	31			Magnolia	20.57	4.69%
	1			Kinnear	18.93	8.31%
	28		SH	Broadview	18.93	7.28%
	38			Beacon Hill	18.89	5.94%
	83			U. District	17.98	10.56%
	7	S	SH	Rainier Beach	17.70	6.42%
	128			Admiral District	17.19	8.71%
	5		ALT	Northgate TC	16.72	7.50%
	33		TB	Discovery Park	16.44	6.00%
	70			U. District	15.44	7.09%
	7	N	SH	U. District	12.65	4.27%
	33			Discovery Park	11.21	4.11%
	82			East Green Lake	10.32	6.12%
	84			Madison Park	9.05	4.49%
				Minimum Performance Threshold	***23.40***	***9.32%***
				west night totals	**35.66**	**15.11%**
CUSTOM BUS ROUTES (cost supported by private business)						
Peak	950		CUST	Admiral District	12.34	11.13%
Peak	951		CUST	North Seattle	19.05	24.44%
Peak	955		CUST	Mount Baker	24.16	21.44%
Peak	976		CUST	Magnolia	33.40	28.60%
Peak	983		CUST	Seward Park	32.92	27.08%
Peak	984		CUST	Wedgwood	27.03	21.02%
Peak	987		CUST	Rainier Beach	25.26	21.69%
Peak	988		CUST	Mount Baker	80.57	52.96%
Peak	994		CUST	Queen Anne	18.22	20.37%
Peak	995		CUST	Laurelhurst	28.83	27.23%
Peak	997		CUST	Madison Park	35.41	27.34%
GRANT SUPPORTED ROUTES (cost supported by limited duration grant)						
Night	97		EX	Seattle CBD	32.71	9.06%
Midday	97		EX	Seattle CBD	51.22	14.60%
Peak	97		EX	Seattle CBD	79.47	24.94%
PARTNERSHIP SUPPORTED ROUTES (cost shared another entity)						
Midday	318			Bitter Lake	18.62	11.57%
Peak	318			Bitter Lake	17.76	15.90%
SCHOOL ROUTES (cost usually shared with public or private schools)						
Peak	650			South Seattle	368.57	84.28%
Peak	955		CUST	Mount Baker	24.16	21.44%
Peak	976		CUST	Magnolia	33.40	28.60%
Peak	983		CUST	Seward Park	32.92	27.08%
Peak	984		CUST	Wedgwood	27.03	21.02%
Peak	987		CUST	Rainier Beach	25.26	21.69%
Peak	988		CUST	Mount Baker	80.57	52.96%
Peak	994		CUST	Queen Anne	18.22	20.37%

SEATTLE/NORTH KING COUNTY SUBAREA - FALL 2000						
	Route	Part	Type	Neighborhood	Rides per Revenue Hour	2000 Farebox Return (FR/OE)
Peak	995		CUST	Laurelhurst	28.83	27.23%
Peak	997		CUST	Madison Park	35.41	27.34%
	Meets or exceeds strong performance objective					
	Does not meet minimum performance objectives					
N	north route segment					
S	south route segment					
E	east route segment					
W	west route segment					
EX	express routing					
SH	shuttle routing					
TB	turnback routing					
ALT	alternate routing					
SHAL	alternate shuttle routing					
CUST	custom bus route					
Night	7:00 p.m. to 5:00 a.m. all days					
Midday	9:00 a.m. to 3:00 p.m. weekdays, 5:00 a.m. to 7:00 p.m. weekends					
Peak	5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays					

APPENDIX D

Capital

Transit Route Facilities

Metro Transit operations currently utilize more than 9,600 bus stops, all supported by Transit Route Facilities. Transit Route Facilities projects usually focus on improvements to individual bus stops and are initiated by TRF staff and through requests from customers, drivers, bus operations staff, local residents, community, neighborhood or business groups, property developers and local jurisdictions.

Accessible landing pads	Provide an approximate 10 x 10-foot clear level landing area for accessible lift operation. Priority for stops currently not accessible, where requested and at special needs locations. Requires sufficient public rights of way and may impact adjacent property owners planting strips. Benefits all customers.
Auxiliary, redirected lighting	Higher ridership stops where nearby jurisdiction street lighting can be adjusted or additional heads added to existing poles at minimal expense. Also desirable where street crossing lighting may not be optimal. Potential neighborhood impacts and requires jurisdiction support and maintenance.
Individual stop lighting	High ridership stops. Relatively expensive for power supply conduits and repairs. Cooperative work with jurisdiction required. Potential adjacent property impacts and requires jurisdiction support.
Shelters	May be installed at suburban stops where daily boardings are above 25 per day or in Seattle where boardings are greater than 50 per day. Building and ROW use permits required from jurisdiction, normally only on public property. Adjacent property impacts. Incurs maintenance expense.
Awnings	Requires negotiation with private property owners to replace existing or supplant proposed shelters. Higher initial investment but lower maintenance costs.
Shelter footings	Footings without shelters often installed as part of negotiated construction or developer mitigation where ridership growth is anticipated. Can be used as bench foundation until use increases.
Benches	May be provided at stops with daily boardings of 15 or more. Also used if right of way at higher use stops does not allow space for shelter. Priority at locations where extra concrete work is not needed and at special needs locations.
Art	A variety of artwork can be incorporated into passenger facilities. Extensive use of shelter murals and creative glass etching has markedly reduced vandalism and has helped provide a neighborhood/community connection with bus stop shelters. Bus stop enhancements can be realized through partnering with local community art programs.
Bus stop extensions	Used to lengthen existing bus stop to allow multiple bus queuing or establish extended merging distances. Can allow longer buses to pull fully even with the curb and reduce traffic blockage. Approximately 15% of current bus stops may not accommodate larger buses or allow adequate merging distance. Neighborhood impact of potential parking loss.

Accessible pad extension	In locations where the stop is long enough or a stop length extension is not possible (or not permitted) and the current loading area is too close to the end of the stop to allow sufficient pull-out space, a set back or extended landing pad may be required.
New bus stops	Responding to new or revised routing or requests from a variety of public or private sources. Impacts parking, street use and local residents.
Bus stop relocation or removals	May be needed to take advantage of new street infrastructure or property developments. Can be needed to improve or redirect street crossing activity, respond to new driveways or entrances, reflect changes in routing or traffic. May impact property owners and parking.
Schedule information	Schedule holders at inbound stops, transfer points and other high use, or potential use locations. Currently 4700 out of 9500 stops have maintained holders.
Sidewalk and curb cuts	May be provided where local jurisdiction has no immediate plans to improve pedestrian environment but where stop use warrants relative cost of improvement. May be part of accessible bus stop improvements.
Street Panels / layover pads	Often needed to shore up high use layover or bus stop locations where street damage is likely to occur. Often done in conjunction with local CIP's.
Turn radius improvements	Used to correct serious operation problems on turns or signalized intersections. Radius projects are long term and require close cooperation with local jurisdiction.
Bus bulbs (curb bulbs)	Used to allow in-lane stops, reduce delays and speed service. Requires jurisdiction commitment to transit. Calms general traffic and can return some curbside parking.
Traffic lane channelization changes	Used to correct moderate or serious operation problems on turns, signalized intersections or to support special transit lanes. Requires close cooperation with local jurisdiction.
Trash receptacles	Currently added only at selected shelter locations. Often incurs high maintenance costs, vandalism and illegal dumping. Alternative Adopt-a-Stop volunteer program (Power and Facilities) can provide smaller receptacles at individual bus stops. May coordinate with local jurisdiction for City maintained facilities.
Bicycle racks	Can be provided at individual stops via local jurisdiction. KC bicycle locker program usually provides lockers/racks only at Park and Rides.

Corridor-based Passenger Facilities Improvement Projects

Scope

Corridor Facilities Improvements (CFI) are designed to optimize and improve bus stop locations and facilities along high volume routes and corridors that include Transit Speed and Reliability projects, have 15-minute or better existing or planned midday service frequency, and/or are scheduled for jurisdiction-supported and -funded improvements. CFIs improve operating efficiency by optimizing stop placement and concentrating ridership. Possible improvements in bus scheduling and trip times will be investigated by Service Planning and Scheduling after the bus stops are installed in their final locations and experience in actual on street operation has been gained.

Inappropriate and inefficient bus stop location, spacing and configuration on many high volume corridors can delay both bus service and general traffic and create an uncomfortable ride. In addition many current stops do not warrant passenger facility improvement due to low use. The CFI program will include review of bus stop spacing to reach an optimal compromise between customer convenience and operational efficiency. In instances where stops have been relocated or consolidated, the "hard" improvements (involving pouring concrete) may be scheduled to take place after the new stop sequencing becomes well-established and remaining issues resolved.

CFI projects may differ from normal Passenger Facility projects in that CFI projects are specifically:

- Coordinated with current and potential Transit Speed and Reliability projects.
- Coordinated and in done in partnership with supportive local jurisdictions.
- Coordinated with Service Planning to focus on routes or corridors with current or planned high frequency service.
- Inclusive of all stops in both directions along a transit corridor or route.
- Designed to consider the location, facilities and spacing of all stops within the project corridor and related impacts on overall transit operation.

Bus Stop Location And Spacing

The current bus stop structure, formulated over 20 years ago, does not accommodate today's operating environment and customer demands in many urban locations.

Although there are no national standards, a common stop spacing recommendation is about four stops per mile. Metro's general Transportation and Service guidelines recommend four to six stops per mile, initially starting at four per mile for new routes. Currently there are a number of Metro routes where spacing exceeds 10 stops per mile. The objective remains to place stops where the large majority of riders will have an easy five-minute or less walk (about ¼ mile) to or from the bus stop.

New or relocated bus stops will generally be situated to take advantage of existing lighting and pedestrian crossings, and will be located on the far side of intersections for efficient operation. Stops will be sized and configured to allow for the efficient entry and exit of transit vehicles. Increased stop spacing on higher speed corridors allows transit buses to reach and maintain a higher travel speed between stops. The concentration of ridership at fewer stops will justify the installation of shelters and other amenities at a higher than current percentage of stops.

Selection process

Corridor project selection will be based on a collaborative process involving input from local jurisdictions to support and help implement improvements. Information provided by Service Planning, Transit Speed and Reliability, and preliminary TRF stop spacing analysis obtained using GIS mapping tools will be key to identifying opportunities for improvements along major transit arterials. Over 50 corridors and shorter segments were initially considered, primarily targeting corridors with current or planned high frequency (15 minutes or better) service. Other factors are agreements with local jurisdictions to arterial signal priority improvements.

The prioritization process will initially include evaluation of segments of routes selected by Service Planning for future service investments (Routes 36, 44, 48, 73, 240, 245, 358; future Routes 120 and 199). The preliminary list shown in Exhibit A includes five route segments; work is scheduled to start in 2002. The five initial projects will begin sequentially at 6-8 week intervals with completion up to the facilities installation stage during 2002. Actual installation of some passenger facilities may extend into 2003.

Evaluation of the remaining corridors or additions will be made during the later part of 2002 for implementation in 2003 depending on local support. Selections are contingent upon continuing support by local jurisdictions.

Design process

Many stakeholders including local traffic engineers, transit operations, businesses and communities, and Metro customers are affected by changes in bus stops along major arterial corridors. Assessing problems related to bus stops and arterial streets will involve a variety of these interests in the process of identifying key improvements. The following five steps will be used in the design process in each corridor.

Form teams and review problems

Form interdisciplinary, quasi-technical Corridor Facility Improvement (CFI) teams including technical staff. Systematically review facilities along each corridor, assess problems and develop solutions. Include a mobile workshop to examine problems in the field. Establish a new CFI team for each corridor.

Develop preliminary recommendations

Each CFI team will prepare a series of recommended improvements with the goal of defining a cohesive development strategy for each corridor. Recommended improvements can include:

- Relatively quick fixes (relocation/removal of bus stops, minor parking modifications) that can be completed within 6-12 months.
- Complex projects such as landing pads, bus shelters, lighting, and/or stop related improvements require a higher level of design, permits, and construction. These could take up to a year to complete.
- Major projects that include installation of transit signal priority, signal system upgrades, bus bulbs (curb bulbs) and minor channelization or paving changes which could take over a year or more to complete and could require separate funding.
- Proposals for future projects would include opportunities for larger scale projects such as Bus Rapid Transit where service frequencies might be increased (10 minutes or less) and development of new operation systems such as dedicated transit lanes or automated bus information systems. Additional funding appropriation would be

needed to implement higher frequency service investments and unique capital investments.

Determine and enlist community support

CFI teams will solicit community input and support. This can be through the dissemination of flyers and other information pieces about the project to local businesses, neighborhood groups, and transit customers including users of affected routes and bus stops. Community input will be used to evaluate the recommendations, make adjustments and finalize improvements.

Implement improvements

Final improvements will be staged depending on the type and duration of improvements (see "Develop preliminary recommendations," above).

Improvements such as shelter footings or additional lighting would be the responsibility of the Route Facilities and CFI staff. The actual installation of permanent passenger facilities may need to wait until a relocated stop has been successfully operated for a few months.

Major improvements having a longer development time frame (such as signal improvements) may need to be incorporated into other CIP processes of various jurisdictions for implementation. The project lead responsibility for this scale of project would be determined by the nature of improvements.

Evaluate results

CFI projects along selected corridors will be evaluated as part of the Six-Year Plan evaluation process. Major evaluation areas will relate to improvements in the quality of service, passenger comfort and security, operating speeds, community acceptance, and ridership. While it is anticipated that results will be positive it is likely that some adjustments of the improvements will be necessary to respond to ongoing changes in ridership and the operating environment (land use, roadways, facility replacement, etc).

Exhibit A

University District "The Ave." project

This City of Seattle project will totally re-build University Ave from NE 50th St. to Campus Parkway. This is an ongoing project that demonstrates the multi-faceted aspects of cooperative improvement of bus stop facilities and involves the following factors related to transit operation.

- Stop consolidation to improve transit operation
- Pedestrian street crossings to improve the pedestrian/transit rider environment
- Bus bulb design to allow in-lane stops of sufficient length to accommodate multiple buses
- Potential multiple shelter installation to accommodate future Link station activity
- Establishment of bus stops and facilities compatible with local business needs
- Incorporation of art work and way finding into bus stop design
- Integration of bus stops with street lighting and street trees
- Configuring bus stop amenities to allow unrestricted general pedestrian traffic

Exhibit B

Initial segments

These segments have been selected due to existing local jurisdiction support, agreements or partnerships, active Transit Speed and Reliability projects, and/or the presence of existing projects.

ROUTE 48 SEGMENTS

- 15th Ave. NE and NE Pacific St. between NE 65th St. and the Montlake Bridge
- 24th Ave. East and 23rd Ave. East from the Montlake Bridge to S. Jackson St.

ROUTE 245 SEGMENTS

- 148th Ave. NE between NE 51st St. and Redmond Way. The City of Redmond has proposed cooperative facilities improvements along this section. The City of Redmond has a current agreement with King County for a TSP signalization improvement plan. Stop spacing in parts of this corridor needs adjustment and some stops can have shelters installed.
- 156th Ave. NE between Lake Hills Blvd. and Northup Way. The City of Bellevue has a current CIP plan for 156 Ave. NE from NE 8th St. to NE 24th St. 156th Ave. NE at NE 40th St. is the site of the new Overlake Transit Center. Stop spacing needs adjustment and shelters can be installed.

ROUTE 358 SEGMENTS

- Aurora Ave. N. between N. 200th Street and N. 145th St. The City of Shoreline has proposed to re-channelize and improve this section of Aurora. The design of related transit improvements would be coordinated with this project, currently slated for 2003.

ROUTE 372 SEGMENTS

- Lake City Way and Bothell Way between NE 95th St. and Bothell. There is a funded transit signal priority project in progress. The segment including Lake Forest Park, Kenmore, and Bothell is in progress. The planned Fall 2002 service restructure will impact facilities and stop locations.

2002 IN PROGRESS

- 15th Ave. NW between Leary Way and Queen Anne. Continuation of recent consolidation and current improvement project along 15 AV NW.
- 15th Ave. NW between NW 85th St. and Leary Way. Complete 2001 consolidation project; install new shelters and finalize two stop locations.
- 148th Ave. NE between NE 24th St. and NE 51st St.; a continuation of the 148th Ave. NE Route 245 segment as part of cooperative project with City of Redmond.
- The "Ave." City of Seattle rebuilding of University Way between NE 50th St. and Campus Parkway. Includes stop consolidation, shelters, and bus bulbs.

Transit Operating Facilities Strategic Plan Update 2001

The Transit Operating Facilities Strategic Plan provides the link between service concepts embodied in the Six-Year Plan and the bus base capacity needed to implement the service plans. The purpose of the strategic plan is to determine how much more base capacity King County needs in the future, and where and when the capacity is needed. The strategic findings are the basis for recommending an operating facilities capital improvement plan and budget to develop additional base capacity. This report updates the Transit Operating Facilities Strategic Plan originally published in 1998.

Background

The detailed analyses supporting the recommendations are based on information originally developed in 1998 and updated in 2001. Specifically, revised fleet projections prepared in Fall 2001 are included in this report.

The period for the Strategic Plan Update is 2001 through 2025. The plan incorporates assumptions on how Sound Transit's ST Express, LINK light rail and Sounder commuter rail will affect King County Metro's bus service. The plan includes capacity for Metro to dispatch ST Express bus service in King County under contract to Sound Transit.

Bus base capacity is needed to maintain an expanded bus fleet. Metro needs more buses to provide more service hours. The Metro fleet is projected to increase from 1,309 buses in 2001 to 1,806 buses in 2025.

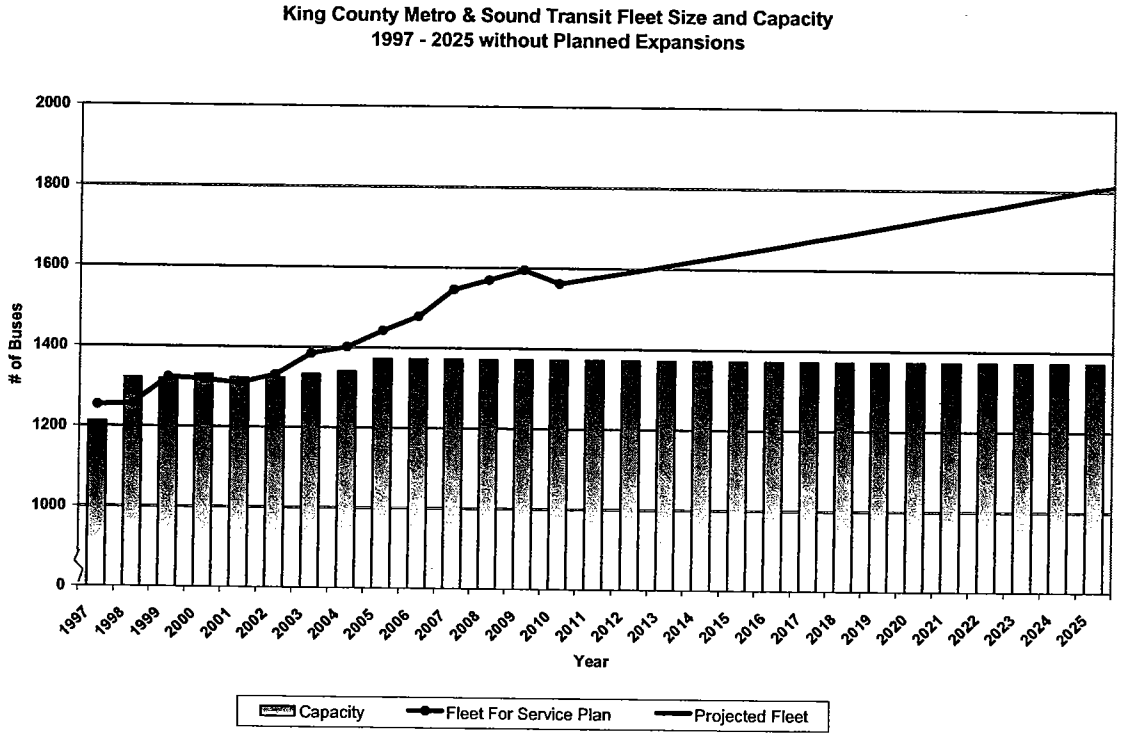
Plan Analyses

Several steps are required in the strategic planning process. The first step is to determine how much bus base capacity is required and where that capacity is needed.

Capacity needs. In 2001, Metro had the base capacity for about 1,300 buses. Metro will need base capacity for about 1,800 buses in 2025, or an additional 500 buses. Expanded capacity is needed for an additional 240 buses by 2007, an additional 100 buses by 2015, and another 160 buses by 2025.

The analyses show that new capacity is needed in the central area of King County by 2007 and in south King County by 2015. Preliminary studies indicate there may be a need for additional bus base capacity in the central area by 2025.

The findings for capacity needs are based on the principles and assumptions of the Six-Year Transit Development Plan for 2001-2007 and fleet projections prepared in Fall 2001. If any new transit service initiatives (that are not reflected in the Six-Year Plan) are adopted by King County, additional Metro bus base capacity may be needed before 2015.



Metro base capacity was about 1,200 buses in 1997. Year 2001 capacity for 1,300 buses was achieved by reopening Bellevue Base in 1998. Base capacity is also expected to increase to 1,350 buses with improvements in vehicle maintenance efficiencies as older bus fleets are replaced.

Year 2007 capacity needs can be met by expanding bus storage at Ryerson Base and by expanding the Atlantic and Central bases. All three bases are in the central area. Between 2002 and 2007, the space needed to maintain the growing bus fleet will exceed the available capacity of Metro bus bases. The plans to expand capacity at the central bases can be completed incrementally to help mitigate the capacity shortfall. However, Metro vehicle maintenance will likely be required to operate at levels above optimal capacity until the Atlantic/Central expansion project is completed.

Year 2015 capacity needs can be met by building a new base in south King County. The need for a second new base is forecast for 2025.

East. The capacity needs for the Eastside are met with the East Base and Bellevue Base facilities. The Bellevue Base reopened in 1998 and added capacity for more than 100 buses.

Central. There is an existing and future need for expanded base capacity in the central area. Research shows there is less base capacity in Seattle today than in the 1940s. Current bus base capacity is not sufficient to dispatch buses primarily serving Seattle. Metro proposes to expand capacity at the Ryerson, Atlantic, and Central bus bases to the transit system can accommodate more riders and provide more bus service.

South. Additional service hours are forecast for south King County, and there is not sufficient space at South Base to handle this new service. Physical constraints prevent more than a minor expansion of South Base. Possible locations for a new south King County facility include the South Base Annex in Tukwila (located across the streets from South Base) and in the southern part of King County (Kent, Auburn, Federal Way).

Recommendations

Here are the Transit Operating Facilities Strategic Plan Update recommendations:

1. Complete the planned expansion of bases in the central area:

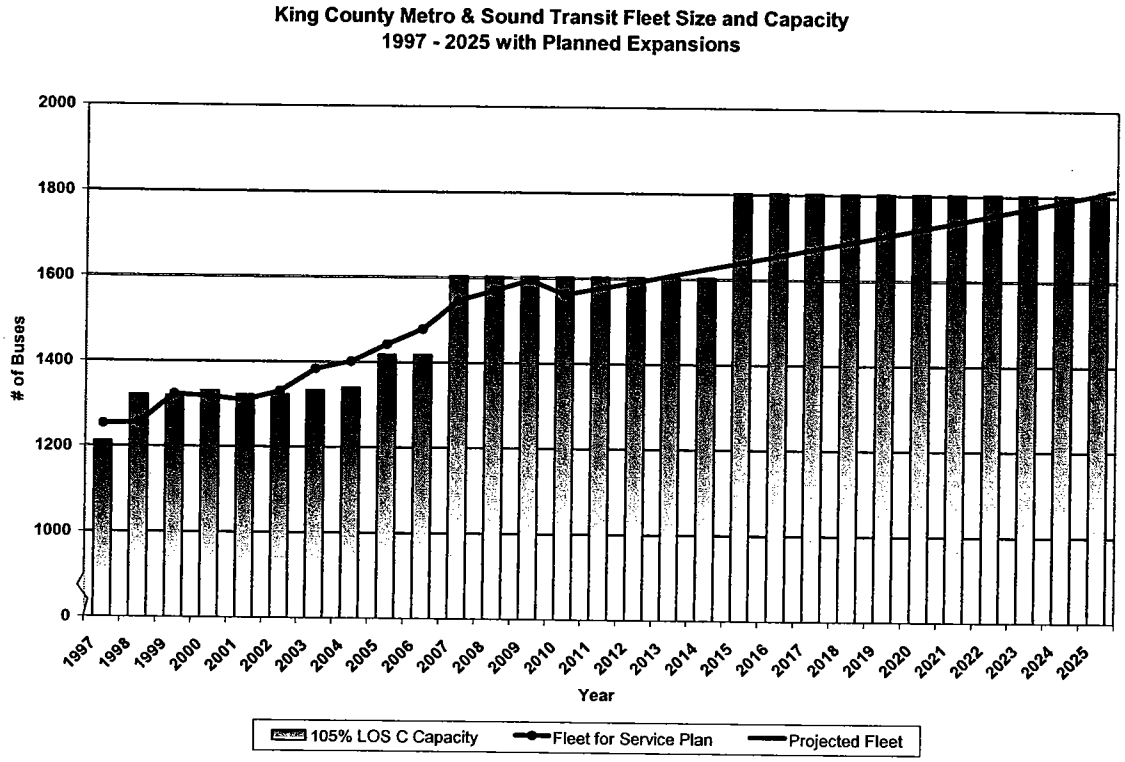
    - Add bus storage capacity at Ryerson Base while accommodating State Route 519 by 2005.

    - Expand the capacities of Atlantic Base and Central Base by 2007.

2. Add south King County base capacity by 2015.

   - Determine the most cost-effective location for an 8th base after evaluating South Base Annex and south King County options.

3. Plan for the next new base to be operational in 2025.



TOD Project Status November 2001

The King County Transit Oriented Development (TOD) Program began in 1998. This report includes information on TOD projects and some related efforts being managed by the county's Department of Construction and Facilities Management (DCFM) and by Sound Transit. Two projects are completed, two are under construction, developers have been selected for six, solicitations are open for one, feasibility studies are underway for eleven projects, and initial discussions are going on for six. In 1999, the county retained Economics Research Associates (ERA) to rank park-and-ride sites from a private development perspective. TOD and Metro staff have completed additional analyses.

Completed

- **Northgate North** (Target & Best Buy), Seattle – The Touchstone Corporation's four-story retail project opened in October 2000. The right-of-way for the new NE 112th Street, a City of Seattle condition of approval, was the southern portion of the county's park-and-ride on 5th Avenue NE. The county sold the right-of-way to the city in 1999. Touchstone is providing sixty replacement park-and-ride spaces in its parking structure until the park-and-ride is relocated.
- **Renton Transit Center park-and-ride** (Metropolitan Place), Renton – 90 apartments, 150 new park-and-ride stalls. Construction of garage is complete. Park-and-ride stalls opened for use in August 2001. First phase of apartments scheduled for occupancy in November 2001, remainder scheduled to open in February 2002. Expanded transit center opened in September 2001.

Under Construction

- **The Village at Overlake Station**, Redmond – 308 apartments, day-care, shared parking structure. First apartment complex expected to open for occupancy in December 2001, with project completion scheduled for June 2002. Garage should be available for park-and-ride users by February 2002.

- **Kent Sound Transit Garage** – King County has agreed to contribute towards the cost of adding a fifth floor (191 spaces) to Sound Transit's commuter rail garage in downtown Kent. These additional stalls for Metro park-and-ride customers will replace those being eliminated by the sale of the James Street lot. Garage to open in 2002, with a total of 871 parking stalls.

Developer Selected

- **Denny Triangle Green Streets**, Seattle – King County and the City of Seattle have approved a transfer of development credits (TDC) program. The county has agreed to provide $500,000 and has obtained another $500,000 of federal Congestion Mitigation and Air Quality (CMAQ) funds for urban amenities like green streets. Related efforts include the Convention Place TOD project and providing transportation demand management (TDM) measures for other mixed use TOD projects in the area.

- **Doces Building**, Seattle – County DCFM lead; Request for Proposal (RFP) has been issued and a purchase and sale agreement has been entered into. Buyer is currently negotiating a relocation proposal with the major tenant, McDonalds. Final agreement is expected in 2001.

- **Kent James Street** – KC/DOT has determined the lot is underutilized and no longer needed for park-and-ride use due to planned Commuter Rail garage being built. Majority of present demand is expected to be satisfied by rail service by 2003. Existing James Street lot is being subdivided into two parcels. The City of Kent is planning to purchase the larger 8-acre section, possibly for development of public sector offices. Smaller 2-acre lot will be kept by the county for continued Metro park-and-ride use (100 stalls). Existing facility was 80% Federal Transit Administration

(FTA)-funded, 20% state-funded. County plans to transfer federal and state financial interest before the sale is finalized.

- **North Kingdome Lot,** Seattle – A county-funded pedestrian bridge has been completed over the railroad tracks connecting the International District and Union Station development to the North lot of the former Kingdome and Pioneer Square. A five party agreement between King County, City of Seattle, Washington State Public Stadium Authority (PSA), First & Goal Inc. (FGI), and Washington State Department of Transportation (WSDOT) allows for a mixed-use development on the site provided that not less than 60% of the development (including accessory parking) is dedicated to housing. County and PSA each own half of the lot. KC/DOT is interested in the potential for off-street bus layover on this site. FGI has an option to develop the site and recently hired a consultant who is in the process of creating a master plan.
- **Olson-Myers,** Seattle (sale of majority of lot to Apprenticeship Training, retention of 100 stall park-and-ride lot) –Apprenticeship Training Trust was selected to develop the majority of the lot for a training facility for painting and other trades. Agreed price is $2 million. Site design is underway and the county and Apprenticeship Trust have signed purchase and sale agreement. Closing is set for December 31, 2001.
- **Tashiro-Kaplan Building**, Seattle – County DCFM lead; RFP issued and buyer selected. Council has authorized the disposition of the site to Tashiro-Kaplan Limited Partnership. Closing will be in the second quarter of 2002.

RFP &/or Surplus

- **Burien** – A Request for Information (RFI) was issued March 30, 2001, to compile a list of interested teams for development of the park-and-ride. Recent market study indicates there is a market for mixed-use TOD in downtown. King County and the City of Burien will encourage private development. The public investment will include a new downtown Transit Center, off street bus layover, and structured park-and-ride replacing the surface stalls. Surplus portion of lot to be sold for private housing/retail redevelopment. County owns site; 403 stalls; 4.3 acres. An RFP will likely be issued after the city has committed to participating in the development. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.

Feasibility Studies Underway

- **Brickyard,** unincorporated, near Bothell – Ownership part county and part state. State owns 3.89-acre parcel, including existing park-and-ride lot, appraised at $1.5 million in June 1999. County owns undeveloped 18.23 acre-parcel. Park-and-ride has 247 parking spaces and transit service operating through the lot. Developer expressed interest in 2001. Additional parking capacity is needed at the site as utilization has increased to an average of 101%. The level of community support needs to be determined. Wetland analysis is being conducted. Site is zoned Office, allowing residential as part of a mixed-use development.
- **Convention Place**, Seattle – Ownership part county and part state; Sound Transit acquiring state portion for transfer to county; four acres; preliminary designs for TOD project updated in 2001 include five to six skyscrapers, urban plaza, underground parking and bus layover, and bus ramps to Terry Avenue and I-5. Project is included in the Bus Tunnel Transfer Agreement between King County, Sound Transit, and the City of Seattle of June 2000; update being prepared for adoption in spring 2002. A stakeholder workshop was held May 23, 2001. New site designs and market, cost and revenue analyses will be completed for the county by the end of 2001. On September 27, 2001, Sound Transit selected Convention Place as the northern terminus of the first phase of light rail. Four alternatives for the route north to the University of Washington and Northgate will be under study for the next two years. Two alternatives may include bus and rail passenger facilities at Convention Place and two

others may not. The Seattle City Council may amend Space Needle view corridor protection policy in November 2001.

- **Federal Way** – Sound Transit is planning to locate a 1,200 stall Regional Express garage, transit center, and freeway access ramp on site just north of existing King County 320th Street park-and-ride. City has asked Sound Transit to plan for TOD as part of garage facility. Sound Transit plans to purchase several parcels including a parcel for possible TOD development.

- **Kent Municipal Parking Lot** – County has conducted market and architectural analyses to develop for TOD the 3-acre municipally owned parking lot one block north of Borden site, ¼ mile from rail station. Fully built out, TOD development on the municipal block could include 90,000 SF of mixed use retail, office, and commercial, plus 100 housing units, with 400-stall garage that includes Metro park-and-ride. City and county have agreed to work together to pursue TOD at this site. City is working on a financing package for the garage. Sharing of some stalls with county for park-and-ride users would defray some of the garage costs. Development would be phased. A private developer is interested in phase one.

- **Kenmore** (on SR 522) – County owned, appraised at $1.85 million in May 1999, 5 acres, 432 parking stalls, good service, service runs through lot, may need to expand parking. Constraints include wetland, traffic and church access. Possible expansion of lot into adjoining property to replace displaced Northshore demand (see Northshore lot below). Currently zoned residential, 24 units/acre but comprehensive plan designation is Public Institution. Lot is walking distance to supermarket, library, and drug store.

- **Northgate Transit Center** – King County, the City of Seattle and Sound Transit intend to integrate TOD with the proposed light rail station, bus transit center, park-and-ride consolidation and expansion, and off-street bus layover projects. These efforts may be integrated with or undertaken separately from proposed development of the mall's south lot, a new city branch library, and a new city community recreation center.

- **Northshore lot in Kenmore** – County owned, appraised at $1.75 million in February 2001, 4.7 acres. Good TOD potential, clean level site with Lake Washington views. County is currently conducting feasibility study of co-locating housing and retail facility. Site is not suitable for continued park-and-ride use; potential for moving present demand closer to SR522 (see Kenmore lot above). Current zoning of

residential, 24 units/acre, is consistent with Kenmore's newly adopted comprehensive plan. Site is walking distance to Kenmore's main commercial area. Current utilization is about 33% of the 400 stalls. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.

- **Shoreline** – State owned, appraised at $5.045 million in June 1999, 5.78 acres, 400 parking stalls, good service, will need to expand parking. County will work with City of Shoreline and other interested parties including Shoreline and Edmonds community colleges and the YMCA. Recent ERA market analysis determined several interesting TOD opportunities at the site. Internal workshop was conducted on May 9, 2001 to determine preliminary alternatives. Proposal containing two preliminary concepts was submitted to WSDOT on June 22, 2001 for state review.
- **South Kirkland,** Bellevue/Kirkland – County owned, 6.95 acres, 603 parking stalls, service runs through the lot, may be a potential hub, may need parking expansion. Site straddles border between Kirkland and Bellevue; Kirkland portion is zoned Professional Office, Bellevue portion is Residential, 15 units/acre. City of Kirkland interested in TOD in 2001; Sound Transit road improvement proposed near park-and-ride. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.
- **Tukwila** – Sound Transit Commuter Rail station planned at Boeing/Longacres property. The potential for TOD on larger property is being investigated by the City of Tukwila and Sound Transit. Fiscal 2000 U.S. Senate appropriations bill includes $1.5 million to the City of Tukwila for TOD.
- **U-District Layover**, Seattle –This project has been dormant due to the loss of state Transportation Improvement Board (TIB) grant funds due to the passage of I-695. Preliminary market analysis and design work was completed for off-street bus layover, two office towers, condo and apartment structures including childcare, retail and structured parking. Adopted neighborhood plan supports mixed-use. Site owned by private parties and retail association.

Discussions Underway

- **Issaquah Highlands** – A new 500 to 1000 stall park-and-ride will be included as part of Port Blakely development, with location to be determined. A half-day workshop was conducted with Port Blakely, City of Issaquah and King County on June 22, 2001

to determine alternatives for possible TOD. County Roads is pursuing design of North Spar Road in an extended one-way couplet configuration. Project scheduled for completion in 2003.

- **Kingsgate,** Kirkland, Totem Lake – State owned, appraised at $2 million in July 1999, 8.24 acres, 502 parking stalls. Funding for acquisition was 90% Federal Highway Administration (FHWA), 10% WSDOT. City of Kirkland interested in TOD 2001; Sound Transit improvements for Totem Lake area under consideration.
- **Kirkland CBD** – Sound Transit project to move existing Transit Center off-street or to enhance it on-street, two off-street sites identified both consisting of several privately owned parcels: Kirkland Avenue and Third Street, and Park Lane and Third Street. City interested in off-street TOD, level of community support needs to be determined and funding secured.
- **North Lake Union**, Seattle – Two parcels close to Gasworks Park and on Burke-Gilman Trail, currently Metro operations facilities, both zoned Industrial Commercial but near new office and luxury condominium developments and older single family homes. Densmore parcel is on slope, Northlake parcel is on waterfront. Both parcels have city and lake views. Site cleanup has been completed but relocation of Metro uses would be required.
- **Redmond CBD** – County owned, appraised at $6 million in March 1999, 5.58 acres, 344 parking stalls. Ideal location for TOD. KC/DOT may want to relocate the existing on-street transit center onto the site. Existing facility was 80% FTA-funded, 20% state-funded. County plans to transfer federal and state financial interest.
- **Woodinville** – State owned, appraised at $3.4 million in June 1999, 6.5 acres, 470 parking stalls, includes layover, service runs through lot. Good for residential and/or commercial TOD; services within walking distance. Existing facility was 90% FHWA funded, 10% state-funded. City and developer interested in TOD 2001; Sound Transit speed and reliability project by park-and-ride proposed. City is examining height restriction and view issues.

APPENDIX E

Consistency with other Plans

APPENDIX F

2002 Financial Plan

Form 5
Public Transportation Enterprise Fund
2002 Adopted Budget
Financial Plan

Prepared by Jill Krecklow

	2000 Actual	2001 Adopted	2001 Estimate	2002 Adopted	2003 Projected	2004 Projected	2005 Projected	2006 Projected	2007 Projected
Beginning Fund Balance	239,914	230,931	260,986	310,000	288,373	262,133	120,463	123,183	153,717
Revenues									
Fares	63,980	68,701	70,506	76,996	78,325	79,765	80,930	82,190	89,647
Other Operations Revenue	10,867	12,505	13,315	14,215	15,098	15,169	15,141	15,881	19,080
Sales Tax	239,234	279,854	282,627	321,904	335,102	352,527	371,916	391,255	409,644
Motor Vehicle Excise Tax	46,731	0	0	0	0	0	0	0	0
State Interim Funding	35,973	0	0	0	0	0	0	0	0
FTA Section 9 (Operating)	0	0	0	0	0	0	0	0	0
Interest Income	17,483	9,902	14,202	16,988	15,998	13,650	7,238	7,696	9,359
Capital Grants	60,638	48,074	53,284	73,346	103,653	53,686	50,324	23,666	47,409
Payments from ST; Roads, Fleet, Airport	11,992	16,787	15,101	19,410	22,756	24,973	26,949	29,417	30,562
Sound Transit Payments-Capital	19	0	0	806	806	0	0	0	0
Miscellaneous	(12,157)	7,649	61,849	20,622	11,339	15,300	15,546	13,364	13,445
Total Revenues	474,760	443,471	510,882	544,286	583,076	555,069	568,043	563,470	619,146
Expenditures									
Expense									
Transit Division	(329,165)	(362,017)	(362,017)	(374,661)	(401,346)	(422,137)	(438,178)	(460,242)	(484,177)
Transportation Admin Division	(2,660)	(3,828)	(3,828)	(3,887)	(3,796)	(3,903)	(4,012)	(4,124)	(4,240)
Transportation Planning Division	(4,248)	0	0	0	0	0	0	0	0
Capital	(70,457)	(89,849)	(71,136)	(162,540)	(186,066)	(256,341)	(123,428)	(71,509)	(97,731)
Cross Border Lease (Gillig Coaches)	(13,547)	(13,155)	(12,916)	(12,702)	(14,048)	(17,731)	(11,298)	0	0
Debt Service	(12,242)	(12,097)	(12,097)	(12,252)	(12,693)	(13,765)	(15,549)	(17,209)	(15,639)
Total Expenditures	(432,319)	(480,947)	(461,994)	(566,042)	(617,950)	(713,877)	(592,465)	(553,084)	(601,786)
Estimated Underexpenditures		0							
Other Fund Transactions									
Long Term Debt (Bonds)	0	0	0	0	8,500	17,000	27,000	20,000	0
Short Term Debt (6 Years)	0	0	0	0	0	0	0	0	0
CBL Sale of Gilligs	0	0	0	0	0	0	0	0	0
Misc. Balance Adjustments	(21,369)	4,522	125	129	134	138	143	148	153
Total Other Fund Transactions	(21,369)	4,522	125	129	8,634	17,138	27,143	20,148	153
Ending Fund Balance	260,986	197,977	310,000	288,373	262,133	120,463	123,183	153,717	171,230
Reserves & Designations									
30 Day Operating Reserve	98,461	35,079	56,954	40,006	33,155	34,825	36,048	37,883	40,005
Fare Stabilization & Operating	2,000	-	-	-	-	-	-	-	-
Enhancement Reserve									
Revenue Fleet Replacement Fund	34,517	44,182	95,576	117,414	134,307	73,458	80,930	106,725	129,588
Cross Border Lease (Gillig Coaches) *	61,245	46,763	51,350	41,364	27,545	10,969	(0)	(0)	(0)
Total Reserves & Designations	196,223	126,025	203,880	198,784	195,008	119,252	116,978	144,608	169,593
Ending Undesignated Fund Balance	64,763	71,952	106,119	89,588	67,126	1,211	6,205	9,109	1,637
Target Fund Balance [4]	**196,223**	**126,025**	**203,880**	**198,784**	**195,008**	**119,252**	**116,978**	**144,608**	**169,593**

Financial Plan Notes:

[1] 2000 Actuals are from the 2000 CAFR.
[2] 2001 Estimated is based on current projections
[3] 2003-2007 projections are based on future assumptions concerning service levels and the supporting CIP.
[4] Target Fund Balance is based on formulae established in the financial policies

Form 5
Public Transportation Enterprise Fund
2002 Forecast - Sales Tax Model 3 as of 12/14/01
Financial Plan

Prepared by Jill Krecklow

	2000 Actual	2001 Adopted	2001 Estimate	2002 Proposed	2003 Projected	2004 Projected	2005 Projected	2006 Projected	2007 Projected
Beginning Fund Balance	239,914	230,931	260,986	307,923	264,062	236,118	118,984	89,747	107,757
Revenues									
Fares	63,980	68,701	69,774	75,990	76,650	77,627	78,470	79,173	85,823
Other Operations Revenue	10,867	12,505	13,315	14,215	15,098	15,169	15,141	15,881	19,080
Sales Tax	239,234	279,854	280,184	301,591	307,231	323,791	342,636	362,508	382,338
Motor Vehicle Excise Tax	46,731	0	0	0	0	0	0	0	0
State Interim Funding	35,973	0	0	0	0	0	0	0	0
FTA Section 9 (Operating)	0	0	0	0	0	0	0	0	0
Interest Income	17,483	9,902	15,303	16,088	14,290	11,241	6,380	5,492	6,648
Capital Grants	60,638	48,074	53,284	73,346	103,573	54,347	49,442	18,500	37,288
Payments from ST; Roads, Fleet, Airport	11,992	16,787	15,101	19,402	22,748	24,964	26,940	29,408	30,553
Sound Transit Payments-Capital	19	0	0	806	806	0	0	0	0
Miscellaneous	(12,157)	7,649	61,844	20,615	11,328	15,286	15,530	13,345	13,420
Total Revenues	474,760	443,471	508,806	522,054	551,723	522,425	534,539	524,307	575,150
Expenditures									
Expense									
Transit Division	(329,165)	(362,017)	(362,017)	(374,661)	(394,343)	(414,486)	(429,071)	(448,626)	(468,691)
Transportation Admin Division	(2,660)	(3,828)	(3,828)	(3,889)	(3,798)	(3,904)	(4,013)	(4,126)	(4,241)
Transportation Planning Division	(4,248)	0	0	0	0	0	0	0	0
Capital	(70,457)	(89,849)	(71,136)	(162,540)	(177,647)	(209,954)	(119,091)	(47,311)	(69,553)
Cross Border Lease (Gillig Coaches)	(13,547)	(13,155)	(12,916)	(12,702)	(14,048)	(17,731)	(11,298)	0	0
Debt Service	(12,242)	(12,097)	(12,097)	(12,252)	(13,465)	(15,122)	(16,445)	(17,383)	(15,601)
Total Expenditures	(432,319)	(480,947)	(461,994)	(566,044)	(603,301)	(661,197)	(579,919)	(517,445)	(558,087)
Estimated Underexpenditures									
Other Fund Transactions									
Long Term Debt (Bonds)	0	0	0	0	23,500	21,500	16,000	11,000	0
Short Term Debt (6 Years)	0	0	0	0	0	0	0	0	0
CBL Sale of Gilligs	0	0	0	0	0	0	0	0	0
Misc. Balance Adjustments	(21,369)	4,522	125	129	134	138	143	148	153
Total Other Fund Transactions	(21,369)	4,522	125	129	23,634	21,638	16,143	11,148	153
Ending Fund Balance	260,986	197,977	307,923	264,062	236,118	118,984	89,747	107,757	124,972
Reserves & Designations									
30 Day Operating Reserve	98,461	35,079	53,687	30,947	32,845	34,354	35,533	37,116	38,834
Fare Stabilization & Operating Enhancement Reserve	2,000	-	-	-	-	-	-	-	-
Revenue Fleet Replacement Fund	34,517	44,182	53,041	66,311	76,851	55,640	53,265	69,772	85,411
Cross Border Lease (Gillig Coaches) *	61,245	46,763	51,350	41,364	27,545	10,969	(0)	(0)	(0)
Total Reserves & Designations	196,223	126,025	158,078	138,621	137,241	100,962	88,798	106,888	124,244
Ending Undesignated Fund Balance	64,763	71,952	149,845	125,441	98,877	18,022	949	868	728
Target Fund Balance [4]	**196,223**	**126,025**	**158,078**	**138,621**	**137,241**	**100,962**	**88,798**	**106,888**	**124,244**

Financial Plan Notes:

[1] 2000 Actuals are from the 2000 CAFR.
[2] 2001 Estimated is based on current projections
[3] 2003-2007 projections are based on future assumptions concerning service levels and the supporting CIP.
[4] Target Fund Balance is based on formulae established in the financial policies

Attachment C

2002 074

Public Involvement Report Summary

Proposed Initiatives for the Six-Year Transit Development Plan

King County Metro Transit Fall 2001

Produced by
King County Department of Transportation
Community Relations and Communications
January 2002

King County
METRO
Department of Transportation
Metro Transit Division

Mobility for the Region

Produced by
King County Department of Transportation
Community Relations
201 S. Jackson St., KSC-TR-0824
Seattle, WA 98104-3856
(206) 684-1162

To get this information in accessible formats for people with disabilities, please call (206) 684-1162 (voice) or (206) 684-1682 (TTY)

Printed on recycled paper, January 2002

Public Involvement Report Summary

Proposed Initiatives for the Six-Year Transit Development Plan

King County Metro Transit Fall 2001

In October 2001, King County Metro Transit solicited opinion on the proposed initiatives for the Six-Year Transit Development Plan. The King County Department of Transportation's Community Relations and Communications section distributed over 22,000 brochures and hosted nine public meetings. The majority of those responding, 63%, supported the general direction of the proposed initiatives for the plan.

Outreach Activities

In October 2001, Metro Transit distributed approximately 22,000 brochures with postage-paid questionnaires describing the proposed initiatives for the Six-Year Transit Development Plan, 2002-2007. The brochure was

- Sent to the transit mailing list (approximately 20,000)
- Distributed at libraries, city halls, neighborhood service centers and major employment sites
- Posted on the web site, with an online questionnaire

Metro Transit also hosted meetings for the public, in either open house or information table format, at nine locations:

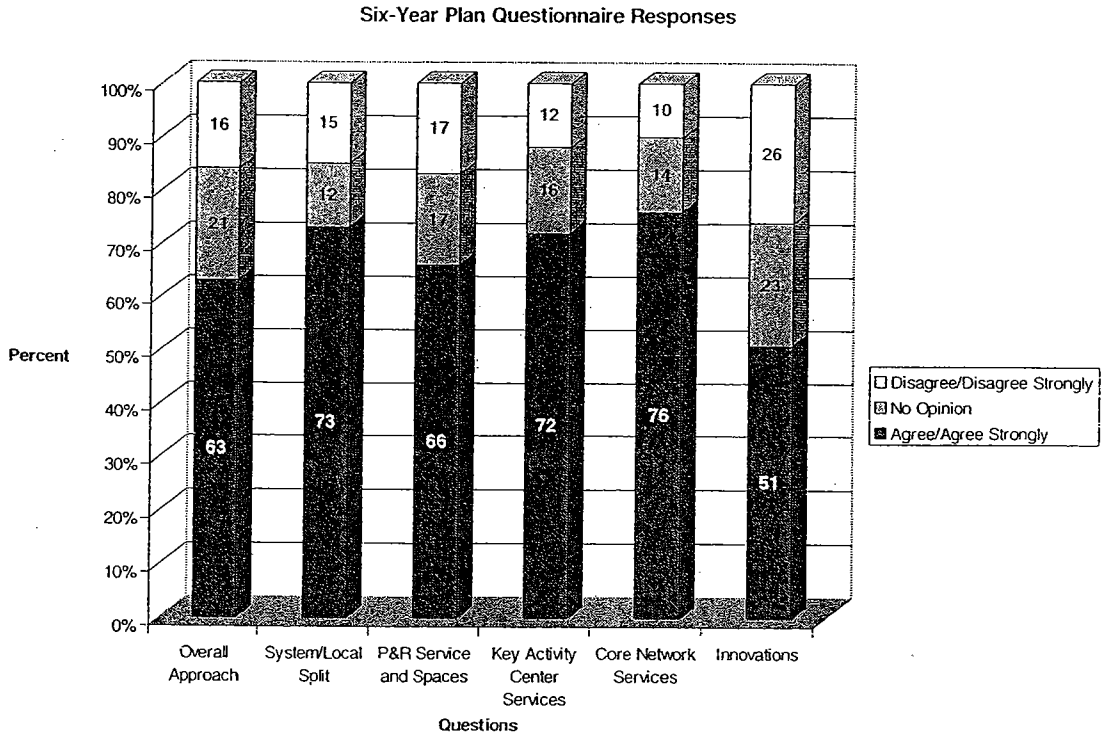
- Bellevue, Crossroads Shopping Center
- Des Moines, Highline Community College
- Federal Way, Federal Way City Hall
- Issaquah, Issaquah Police Headquarters
- Kent, Kent Senior Activity Center
- Kirkland, Kirkland Senior Center
- Seattle, downtown, Exchange Building
- Seattle, Northgate Mall
- Seattle, Seattle Central Community College

Posters were placed on all Metro bus coaches advertising the meeting dates as well as contact numbers for obtaining questionnaires. Press releases were distributed to daily and community newspapers.

Throughout 2001, Metro Transit planners met on an ongoing basis with local jurisdictions, subarea transportation boards, Metro Transit's Accessible Services Advisory Committee and Transit Advisory Committee and a variety of neighborhood and community organizations. Attached is a summary list of the meetings at which Metro Transit planners presented information and solicited feedback on the Six-Year Plan; and copies of letters received from these stakeholders.

Outreach Results

Over 2,200 questionnaires were returned (94% by mail, 6% online), a 10% response rate. Written comments were included on over 1,100 of the questionnaires in addition to approximately 50 telephone calls, letters and e-mails. Letters were also received from jurisdictions, organizations and Metro Transit's advisory committees. About 75 people attended the public meetings.



Overall approach Of those responding to the questionnaire, **63%** responded that overall the Six-Year Plan was heading in the right direction, 16% responded that it was headed in the wrong direction and 21% stated that they had no opinion.

System/Local split When asked, whether the proposed initiatives – directing about 75% of to countywide system development and 25% to local priorities – reflected a good balance, **73%** agreed or strongly agreed.

Specific directions When asked the best way for Metro to improve mobility and help manage growth, from the following choices:

- Increase the number of spaces and frequency of bus service at park-and-ride lots - **67%** agreed or strongly agreed
- Add more commuter service to key activity centers outside other than downtown Seattle, **72%** agreed or strongly agreed
- Expand service on the existing core network of all-day, two-way service to major destinations - **76%** agreed or strongly agreed

Innovations When asked whether moving ahead with innovative, more-frequent services like bus rapid transit is important, even if it means fewer improvements in the core network, **51%** agreed or strongly agreed.

Preferences In choosing from among the following services, which services would be most useful for them, respondents selected, in the following order:

- Addressing local transit priorities, **33%**;
- Improving the core network or transit routes, including bus rapid transit, **31%**;
- Increasing rush-hour service and expanding park-and-ride lots, **25%**; and
- Connecting with Sound Transit Express buses and commuter trains, **11%**.

Comments Respondents who supported the direction of the six-year plan (63%) mentioned most frequently:

- The direction shows good planning, e.g. provides congestion relief and addresses growth;
- Improved transit services, e.g. peak market share, increased frequency; and
- Specific suggestions for service or route improvements.

Respondents who did not support the direction of the six-year plan (16%) mentioned most frequently:

- Lack of effect on transportation problems;
- Concerns about light rail, some wanting it built immediately, others against light rail; and
- The need for transit service improvements in their area of the county (all areas mentioned)

Of those respondents who had no opinion on the direction of the plan (21%), comments included the concerns listed above as well as frustrations with inadequate information.

Summary List of Meetings

Proposed Initiatives for the Six-Year Transit Development Plan

King County Metro Transit Fall 2001

King County Metro Six-Year Transit Plan for 2002 to 2007 – RTC, Subarea and Local Jurisdiction Planning Outreach

Organization Name	Number of meetings
King County Metro Advisory Committees	
Accessible Services Advisory Committee	5
Transit Advisory Committee	10
	15
Subarea Transportation Boards	
Eastside Transportation Partnership (ETP)	8
ETP Service Allocation Subcommittee	1
ETP Technical Advisory Committee (TAC)	6
South County Area Transportation Board (SCATBd)	7
SCATBd TAC	5
SeaShore Forum	7
SeaShore TAC	8
All Subarea Board TACs	1
Growth Management Planning Council	1
	44
City Councils, City Council Committees	
Issaquah City Council COW	1
Renton City Council COW	1
Renton City Council Transportation Committee	1
Shoreline City Council	1
Kenmore City Council	1
Kirkland City Council	2
Seattle City Council Transportation Committee	2
SeaTac Council	1
Normandy Park City Council	1
Woodinville City Council	1
	12

Organization Name	Number of meetings
King County Council Regional Transit Committee	
Regional Transit Committee (RTC)	8
RTC staff committee	3
RTC workshops	3
	14
Local Jurisdiction Bus Rapid Transit Briefings	
All jurisdictions on candidate corridors	1
Redmond/Bellevue/WSDOT	2
Seattle/Shoreline/WSDOT	2
Kent/DesMoines/FedWay/Tukwila/Seatac/WSDOT	2
	7
Neighborhoods & District Councils	
Seattle Central District Council	1
Seattle Fremont/Lk Union Council	1
Seattle North Dist. Council	1
Seattle QA & Magnolia Community Council	1
City Center Transportation Forum	1
Puget Ridge Community Council	1
Wallingford Community Council	1
	7
Total Meetings	99

Note: numerous additional meetings were held with individual jurisdiction staff on all six-year plan related issues.

Letters from Stakeholders

Proposed Initiatives for the Six-Year Transit Development Plan

King County Metro Transit Fall 2001

King County
Department of Transportation
Community Relations
KSC-TR-0824
201 South Jackson Street
Seattle, WA 98104-3856

December 12, 2001

Mr. Rick Walsh, General Manager
King County Department of Transportation
Metro Transit Division
201 South Jackson Street
Seattle, WA 98104

Dear Mr. Walsh:

The Transit Advisory Committee (TAC) has reviewed the proposed initiatives for Metro's Six-Year Plan. Members participated in public meetings and reviewed summaries of public comments. Following discussions at our regular meetings on October 9th, November 13th and December 11th, we provide the following statements:

TAC Support
The Transit Advisory Committee supports the initiatives for Metro's Six-Year Plan. The initiatives refine directions taken under the original Six-Year Plan, while promoting essential new projects such as Bus Rapid Transit (BRT). The initiatives further Metro's commitment to providing bus service to all parts of King County, and we believe that thoughtful attention has been paid to the impacts of the Six-Year Plan on long-range citizen needs.

The Transit Advisory Committee provides the following comments and advice on the initiatives for the Six-Year Plan:

Capital Investments
The Transit Advisory Committee believes that capital investment is an integral part of transit service expansion in several key areas, including Bus Rapid Transit (BRT), core routes and the East and South sub-areas.

The Transit Advisory Committee is also interested in capital investments that increase accessibility for disabled and senior citizens. Metro encourages ACCESS van riders to transition to regular bus service. Metro should support this transition with additional capital investments in bus shelters (e.g., to enlarge existing bus shelters to accommodate wheelchairs), increased signage, and so forth.

Finally, the Transit Advisory Committee reminds Metro that increased amenities lead to increased ridership. Capital investments in amenities provide non-riders with incentives to try the bus or to accept increased transfers between routes.

The proposed Six-Year Plan does not address park-and-ride or Transit Oriented Development needs beyond 2004. The Transit Advisory Committee strongly supports the proposed initiatives but would like to see additional proposals for capital investments.

Funding Allocations
Metro proposes to allocate 50% of the Six-Year Plan funding to core routes, 25% to peak period ridership, and 25% to local routes. On a conceptual level, the TAC supports this allocation, believing that a ***minimum*** of 50% should be allocated to core routes.

Priorities for East, Seattle/North King County and South Sub-areas
Members of the Transit Advisory Committee represent all parts of the County. Again, the TAC agrees in concept with the funding allocations written into the proposed Six-Year Plan, with the following modifications:

- **East** – the Six-Year Plan should include more funding for park and ride lots, providing more access to increased transit services. The Plan should also emphasize van pool, car pool and car-sharing programs that provide flexible and less expensive alternatives to park and ride construction. Additional revenues to increase Eastside park-and-ride capacity could be found through: 1) encouraging WSDOT financial participation in projects; 2) instituting a nominal fee at park-and-ride lots; and 3) shifting funds from operations to capital investments.
- **South** – TAC supports the Six-Year Plan initiatives for park-and-ride expansion in Federal Way and believes an even greater investment may be justified in South King County.
- **Seattle/North King County** – The Six-Year Plan should emphasize speed and reliability in the downtown core and denser neighborhoods.

Core Network Improvements
Members of the TAC agree in concept with the funding allocations of the Six-Year Plan, with the following modifications:

- **East** – The plan needs to address the issue of access to core routes. On the Eastside, this means the plan needs to address park and ride lots and other access alternatives such as carpooling, vanpooling, Flex-car programs and ride-matching programs. The TAC also encourages Metro to aggressively pursue partnerships with churches and shopping centers for additional park-and-ride capacity.

Bus Rapid Transit
The TAC ***strongly*** supports Metro's plans to implement a Bus Rapid Transit pilot program during the implementation of the Six-Year Plan. Members view BRT as a significant opportunity to revolutionize mass transit in the Puget Sound area. To enhance the speed and reliability of this BRT pilot, the members recommend initial implementation of proof of payment and low floor coaches on this route. The TAC supports locating the BRT pilot in the Seattle/North King County sub-area where members believe it will have the greatest chance of

success. Wherever BRT is implemented, the costs of implementation should be shared with the other two subareas. The cost of this pilot should not be borne by one subarea, since BRT will eventually benefit all.

Additional Sub-area Concerns
Members of the Transit Advisory Committee provide the following suggestions for the Six-Year Plan:

- Put more emphasis on speed and reliability needs in heavily urban areas.
- Through the local service allocation, put more emphasis on cooperation between Metro and school districts and cities.
- Add more all-day express routes (for example, North King County to downtown Seattle).
- Consider an express bus to Federal Way that doesn't stop at SeaTac airport.

Reduced Tax Revenues
With a downturn in the economy, the Transit Advisory Committee proposes that Metro confront the possibility of tax revenue reductions and potential responses to reductions in the Six-Year Plan.

Sub-area Allocations
The proposed Six-Year Plan allocates funding for new service between sub-areas by Eastside, 40%; South King County, 40%; and Seattle/North King County, 20%. The proposed allocations represent a drastic change from past practices. The Transit Advisory Committee strongly urges Metro to commit to a review of the impacts of these changes at mid-point of the Six-Year Plan implementation and to advise the Council appropriately.

Sincerely,

Ruth Korkowski

Ruth Korkowski, Chair
King County Department of Transportation
Transit Advisory Committee

cc Paul Toliver, Director, Department of Transportation, (DOT)
Harold Taniguchi, Deputy Director, DOT
Eric Gleason, Supervisor, DOT
Victor Obeso, Transit Planner, DOT

King County
Department of Transportation
Community Relations
KSC-TR-0824
201 South Jackson Street
Seattle, WA 98104-3856

January 24, 2002

Rick Walsh, General Manager
King Department of Transportation
Metro Transit Division
King Street Center
201 South Jackson Street, MS: KSC-TR-0415
Seattle, WA 98104-3856

Dear Mr. Walsh:

The Accessible Services Advisory Committee (ASAC) has reviewed Metro's proposed initiatives for the Six-Year Plan and provides the following comments.

Paratransit Issues - the Six-Year Plan is the guiding document for transit services in King County, and is therefore an extremely important document for all transit users. The ASAC strongly supports inclusion of paratransit issues into the Six-Year Plan. The plan as proposed contains only two statements regarding paratransit issues (pages 37 and 43). Without context, the reader would not know, by reading the document, that paratransit services have actually been reduced since 1999. To correct this imbalance, ASAC recommends the following actions:

- Integrate paratransit issues throughout the document;
- Address the fact that paratransit services are not available outside of Metro's "footprint;"
- Set aside a "fair share amount" from each subarea's funding allocation to support paratransit services;
- Provide detailed information about Metro's plans to encourage paratransit users to transition to regular transit services;
- Spell out the necessary capital improvements to assist paratransit users in making the transition to regular transit services (more shelters, signage, etc.);

- Address all alternative transit choices, such as van pools and car pools, in this plan; provide a truly integrated approach;
- Consider the idea of preparing a Metro Paratransit Six-Year Plan.

Funding Allocations - Metro proposes to allocate 50% of the Six-Year Plan funding to core routes, 25% to park-and-ride routes, and 25% to local routes. ASAC supports this allocation, but believes that a "fair share amount" should be set aside to support expanded paratransit services or capital improvements for people with disabilities.

Priorities for Subareas - members of the Accessible Services Advisory Committee represent all parts of the County. Again, ASAC agrees with the funding allocations written into the proposed Six-Year Plan, with the following modifications.

- East – ASAC believes that the East and South represent good places to invest in park and ride improvements that help the people with disabilities.
- South – More emphasis should be placed on late-night service. Many people living in South King County work swing or graveyard shifts. They are low-income and use the bus extensively.
- Seattle/North King County – More emphasis should be placed on east-west connections.

Bus Rapid Transit - the Accessible Services Advisory Committee supports Bus Rapid Transit.

Additional Concerns - the Accessible Services Advisory Committee strongly urges Metro to work in cooperation with social service agencies to provide bus stops and transit alternatives to people with disabilities, low-income and senior citizens.

We look forward to reviewing the draft Six-Year Transit Development Plan.

Leo Finnegan

Leo Finnegan, Chairman
Accessible Services Advisory Committee

Pat Cleary for Mark Adreon

Mark Adreon, Vice Chairman
Accessible Services Advisory Committee

:pc

cc: The Honorable Ron Sims, King County Executive
Metropolitan King County Councilmembers
Regional Transit Committee Members
Victor Obeso, Sr. Transit Planner, Metro Transit Division, King County Department of Transportation (DOT)
Bill Bryant, Transit Planner, Metro Transit Division, DOT

EASTSIDE TRANSPORTATION PARTNERSHIP

MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone (206) 263-4710 Fax (206) 685-4711

October 19, 2001

Paul Toliver
Director
Department of Transportation
King Street Center
201 South Jackson Street
Seattle, WA. 98104

Dear Mr. Toliver,

The Eastside Transportation Partnership (ETP) would like to take this opportunity to express appreciation for the Department of Transportation's consideration of Eastside growth trends in its proposed initiatives for the new Six-Year Transit Development Plan Update. We are gratified that the draft proposals take into account many of the suggestions we have made over the past year. We are particularly supportive of the initiatives that would direct additional new transit service to urban centers and activity centers within the Eastside locations with urban service levels that support our growing communities. Such transit improvements go hand in hand with the transit-friendly environments already provided by many Eastside cities. In addition, we believe that the proposed method of assigning and tracking routes equally between subareas for those routes that travel to and from more than one subarea on an all-day basis, would be a significant improvement over current practice.

We recognize that it is early in this process, and that further review of the initiatives may result in additional comments for your use in preparing a recommendation for the Executive. However, ETP felt it was important to commend you for listening to our suggestions and proposing changes in transit service that we believe will provide substantial benefits to the entire system and to our Eastside constituents who have in recent years demonstrated their support for improved transit.

Please feel free to contact us if you have any questions or would like to discuss this further.

Sincerely,

Connie Marshall

Connie Marshall
Deputy Mayor, Bellevue
Chair
ETP

Joan McBride
Councilmember, Kirkland
Vice-Chair
ETP

Cc: Eastside Transportation Partnership
Eastside Transportation Partnership Technical Advisory Committee

KENT
WASHINGTON

OFFICE OF THE MAYOR
Jim White, Mayor

220 Fourth Ave. S.
Kent, WA 98032-5895

Phone: 253-856-5700
Fax: 253-856-6700

October 22, 2001

Rick Walsh, General Manager
King County Metro Transit
M.S. KSC-TR-0415, 201 South Jackson St.
Seattle, WA 98104-3856

Re: King County Metro Six-Year Transit Development Plan

Dear Mr. Walsh:

Thank you for traveling to Kent to share your proposals for transit development over the next six years with South King County residents. We applaud your success in ridership gains and your national recognition for innovative partnerships with jurisdictions and employers.

We note your updated six Year Transit Development Plan proposes to dedicate 25% of all new resources toward increasing service to the peak period ridership and another 50% of new resources to improving the core network of existing transit service. While 75% of new resources will improve service to existing markets, only 25% of new resources will respond to the needs of local communities.

This leaves little opportunity for exploring the vast untapped reserve of potential new customers. This plan does little to address the equity or availability of basic service for the majority of King County residents. Metro is funded through the tax dollars of all King County residents and is not returning service commensurate with that tax burden. Many areas of Kent and much of suburban King County have very little accessible transit service.

Sound Transit now serves Kent with two Sounder trains each morning. Unfortunately, there is still no transit service dedicated to feeding the train station from residential neighborhoods in Kent, nor is there any transit service dedicated to those arriving commuters who need to get from the train station out to their workplaces. We believe that these connections are vital to realizing the full potential of the Sounder and Express Bus markets.

Our local streets and arterials are straining under the demands placed on them by increasing residential populations, increasing employment markets, and increasing freight traffic. We believe we could maximize the use of those roads by providing a transit alternative to the Single Occupant Vehicle (SOV) for many of those trips.

Metro must alter its service allocation criteria to meet the needs of all King County residents. With a residential population over 83,000 and an employment base over 53,000 Kent needs a much stronger transit presence. Please reconsider your priorities with the following in mind:

- ✓ Change Allocation Criteria to respond to needs of suburban cities
- ✓ Survey non-riding suburban residents to determine service needs
- ✓ Provide better connections between residential neighborhoods and transit centers
- ✓ Provide better connections between transit hubs and employment centers
- ✓ Provide lifeline service to transit dependent residents
- ✓ Connect affordable housing units with employment opportunities
- ✓ Cooperate with suburban cities to determine community based service priorities

Instead of increasing service to already well-served existing commuters we would like to see you start providing some long-overdue emphasis on Kent and other King County communities.

Sincerely,

Jim White

Jim White
Mayor

cc: Ron Sims, County Executive
Kent City Council
Paul Toliver, Director, Dept of Transportation

Washington State Senate

October 9, 2001

Victor Obeso
Metro Transit
KSC-TR-0422
201 S Jackson Street
Seattle, WA 98104-3856

RE: Park to Park Circulator Transit

Dear Mr. Obeso,

It has become increasingly apparent to all of us in recent years that there is a need to improve the crosstown commute north of the Ship Canal—from Ballard to Laurelhurst. We have recently become aware of an effort underway by neighborhood groups to address this need by implementing a *Park to Park Circulator Transit* service–a new bus service that will be a convenient way to get from one neighborhood to another. The group is seeking funding for the concept as a demonstration project as part of METRO's updated six-year transit plan. We urge your serious consideration of this idea.

The *Park to Park* idea is compatible with the neighborhood plans and there has been considerable support expressed by the community. In the near future, there will be significant new development in these neighborhoods, making the need even greater. We understand that regional planners have proposed more ambitious plans to improve the crosstown commute, but would ask that this plan, proposed by neighborhood groups be given full consideration. Further information about the *Park to Park* concept can be found at their website, www.nwlink.com/~p2p or by calling the coordinator, David Ward, at (206) 523-6800.

Thank you for your consideration.

Sincerely,

Pat Thibaudeau Jeanne Kohl-Welles Ken Jacobsen

Senator Pat Thibaudeau
43rd Legislative District

Senator Jeanne Kohl-Welles
36th Legislative District

Senator Ken Jacobsen
46th Legislative District

-231-

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October 29, 2001

King County
Department of Transportation
Community Relations
ATTN: Pat Cleary, Sr. Community Relations Planner
KSC-TR-0824
201 South Jackson Street
Seattle WA 98104-9778

Subject: Proposed Six-Year Plan Comments

Dear Ms. Cleary:

The Town of Hunts Point would like to voice its comments on Metro's proposed Six-Year Plan for the years 2002 to 2007. Overall, the Town agrees with most of the general goals of the Six-Year Plan, and we support Metro's stated purpose of continuing to improve King County's Metro Transit services. We do have one specific point where we'd like our voice heard.

In general, the Town supports Metro's future initiation of Bus Rapid Transit lines within King County. However, in reviewing the three proposed lines in your mailed Six-Year Plan brochure, the Town notices that *none* of the proposals deal with east-west traffic. Due to the Town's proximity to SR-520 (the Town is bisected by it), we are especially aware of east-west traffic and the impacts it has on our local community, through increased freeway noise, decreased air quality, non-arterial cut-through traffic, and other harmful local impacts. The Town strenuously urges Metro to consider implementation of BRT testing along one of the two east-west crossings concurrently with other BRT implementations. While we understand that the studies currently ongoing on possible I-90 and SR-520 improvements have yet to return a definitive answer on future freeway capital improvements, we believe that BRT could be effectively implemented in a shorter-term arrangement to help alleviate traffic in critical east-west commuter bottlenecks. With the sub-ten-minute trip intervals and easier transfers to other forms of transit, we believe this technology can have a real impact on traffic along SR-520, and subsequently improve the quality of life for both our residents and the residents of the King County Metro area as a whole.

The Town further urges King County Metro to be more specific in your outlines of proposed services in your community mailings. Many of the stated goals sound great in a general sense, but we urge you to give members of our communities

some concrete information relating to what services will be expanded and where. For example we believe more details should be given relating to statements such as, "More frequent Metro service on high-demand routes will attract even more riders..." (Mailed Six-Year Plan Community Response Brochure, "Section 2: Improving the core network"). Which corridors will see major increases? How many riders will those increases generate with respect to increased investment? Such information need not be overly technical but a brief summary of the actual, concrete projects involved in the proposed Six-Year Plan, and their congestion, ridership, and financial impacts, would be useful.

Once again, the Town supports most of Metro's overall goals in their proposed Six-Year Plan, as outlined in your mailed brochure. We would, however, urge Metro to take our suggestion into account by implementing BRT on one of the east-west corridors as soon as possible. If you have any questions regarding this letter, I can be reached at Hunts Point Town Hall from 8:00 AM to Noon, Monday through Thursday; the number here is 425-455-1834.

Very truly yours,

J. P. Carriveau
Operations Manager

cc: Mayor Fred McConkey

City of Seattle
Paul Schell, Mayor

Seattle Transportation
Daryl R. Grigsby, Director

November 1, 2001

Rick Walsh, General Manager
King County Department of Transportation,
Transit Division (Metro)
King Street Center
201 South Jackson Street
Seattle, WA 98104-3856

Dear Mr. Walsh:

Re: Aurora Avenue BRT Corridor

We support Metro's proposal to initiate Bus Rapid Transit (BRT) service in Seattle, as part of the King County Six-Year Transit Development Plan for 2002 to 2007. The City of Seattle agrees that BRT can be a very cost-effective way to improve transit speed, reliability, capacity, and convenience. We are interested in developing plans for BRT that would make comprehensive improvements to support transit usage, and livable communities along a number of key corridors within Seattle.

Seattle has been actively pursuing transit improvements that are integral to the implementation of BRT. Through the Seattle Transit Initiative, the City has been working actively with Metro on numerous activities within Seattle:

- Implementing Transit Signal Priority along several high ridership routes within Seattle, and are looking at additional corridors for implementation.
- Identifying locations for possible implementation of transit lanes, e.g., testing transit lanes along First Avenue South earlier this year.
- Planning for integrated transit and roadway improvements along:
  - 15th Aurora Avenue North was one of five of the corridors that were determined to be potentially feasible for implementation of ICT services.
  - Avenue Northwest
  - Lake City Way Northeast (SR 522)
  - Aurora Avenue North, as part of the Washington State Department of Transportation's (WSDOT) SR 99 North Multi-Modal Corridor Study.

Seattle Municipal Building, 600 Fourth Avenue, Room 410, Seattle, WA 98104-1879
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- Developing an intermediate transit capacity (ICT) network as part of the Seattle Transit Study. This study investigated the feasibility of ICT, including BRT, within Seattle. Aurora Avenue North was one of five of the corridors that were determined to be potentially feasible for implementation of ICT services.

We look forward to working with Metro to further develop a proposal for a BRT demonstration that will be mutually beneficial to transit riders, and other users of our transportation network. As part of developing this proposal, we will need to answer the following questions:

- **Which route or corridor is the highest priority for BRT improvements? What would be our performance standards for making BRT investments?**
  During the Seattle Transit Study, the Ballard-University District corridor was determined to be a very high priority corridor by both Seattle and Metro. During our work together to identify transit speed and reliability improvements, other corridors have also been identified as high priorities for improvements in transit service and street operations. The City needs to better understand how Metro selected the Aurora Avenue North corridor over other potential corridors.

- **How does implementation of BRT along a corridor within the West subarea affect the amount of service available within Seattle to address other priority transit needs?**
  Under Metro's current proposal for new service allocation, the West subarea would be allocated a much-reduced proportion of new transit services during the new plan period, 20 percent, as opposed to 36 percent in the previous plan. It is our understanding a Seattle BRT investment would cost 30,000 new service hours. This would leave only 43,000 new service hours, under the new allocation methodology, to serve the transit needs of a subarea that has five urban centers and two manufacturing and industrial centers .

  At a recent City Council Transportation Committee briefing on the BRT initiative attended by Metro staff City Council members were concerned about supporting the BRT initiative, if it meant other important transit needs could not be addressed. Councilmembers felt it was important to implement BRT service within Seattle, and to provide additional service resources at a level needed to address high priority transit needs. This would be consistent with what Seattle elected officials and voters were expecting when they overwhelmingly supported King County Proposition 1.

- **What level of improvement in street operations will be needed to make BRT successful?**
  Our agencies will need to work closely together to determine specific operational improvements (to provide the level of benefit needed) to make BRT work along a specific corridor.

- **What resources may be needed to help mitigate impacts of certain operational improvements upon urban neighborhoods? How can we include features to create a transit-supportive environment along selected corridors?**
  Some of the operational improvements investigated by the City and Metro have proved controversial in the past due to potential impacts. One way to insure successful implementation of these improvements is to develop mitigation plans that will deal with neighborhood and business concerns. Additionally, in order to maximize the effectiveness and attractiveness of our transit investment in selected corridors, the City feels it is important to provide a comprehensive package of operational, access, safety and customer service improvements along BRT corridors. We would like to partner with Metro to identify a package of such improvements, and to develop a plan for their funding.

- **How does the BRT initiative coordinate with WSDOT's SR 99 North Multi-Modal Corridor Study and its work with Seattle neighborhoods and businesses to develop an improvement strategy for Aurora Avenue North?**
  The City is working with WSDOT and Metro on the SR 99 North Multi-Modal Corridor Study. An integral part of this effort is working with affected neighborhoods and businesses to develop an improvement strategy for Aurora Avenue North. The Stakeholder Committee formed to provide input to the study should be consulted on any operational improvements we recommend for this corridor. This would be in keeping with the Committee's understanding of their role in developing a plan for Aurora Avenue North.

We understand that Matt Shelden, Metro's BRT project manager, will meet with local jurisdiction staff on November 2, 2001, to provide more information on Metro's BRT initiative. Our staff is looking forward to attending this meeting.

Sincerely,

Daryl Grigsby, Director
SeaTran

Denna Cline, Director
Strategic Planning Office

cc: Chuck Clarke, Mayor's Office
Gerry Willhelm, SeaTran
Susan Sanchez, Strategic Planning Office
Dorinda Costa, Strategic Planning Office
Mike Estey, SeaTran
Jeff Bender, SeaTran

City of Bellevue

Office of the Mayor • Phone (425) 452-7810 • Fax (425) 452-7919
Post Office Box 90012 • Bellevue, Washington • 98009 9012

November 8, 2001

NOV 1 2 2001

The Honorable Ron Sims
King County Executive
400 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Re: City of Bellevue's Early Response to Six-Year Transit Plan "Proposed Initiatives"

Dear Executive Sims:

On behalf of the Bellevue City Council, I am writing to express the City's general support of the draft policies developed by your Transportation Department that frame and direct the forthcoming contents of the Six-Year Transit Development Plan (2002-2007). We appreciate that your commitment to urban centers made earlier this year is reflected in the Proposed Initiatives. We also recognize that it is still relatively early in this process, and that further review of the Initiatives and forthcoming Draft Plan will require that we provide additional technical comments.

We are pleased that the Proposed Initiatives take into account many of the suggestions we have made to you over the past year. We are particularly appreciative of the efforts aimed at directing additional new transit hours to Eastside urban and activity centers in support of our growing communities. Such transit investments are critical to Bellevue since we have embraced Growth Management and are developing transit-friendly, attractive centers with the promise that transit investments will keep pace with our growth. We are also encouraged that the Proposed Initiatives move towards providing a more equitable allocation of service and more accurate accounting procedures.

At this time, we strongly encourage continuation of the "smart growth" approach to providing transit that is outlined in the Proposed Initiatives. In doing so, we hope that the County's transit financial policies will ultimately reflect the spirit, intent and allocation methodology outlined in the Proposed Initiatives document. We look forward to continued collaboration with the County in developing the more detailed Draft Plan.

Sincerely,

Chuck Mosher

Chuck Mosher
Mayor

cc: Bellevue City Councilmembers
Honorable Rob McKenna
Honorable Jane Hague
Honorable David Irons
Rick Walsh, King County Metro Transit
Paul Tolliver, King County Transportation Dept.
Steve Sarkozy, Bellevue City Manager

City of Sammamish Washington
486 - 228th Avenue NE, Sammamish, Washington 98074 • Phone 425-898-0660 • Fax 425-898-0669

November 20, 2001

Rick Walsh, General Manager
King County Metro Transit
201 S. Jackson/M.S. KSC-TR-0415
Seattle, WA 98104-3856

Subject: City of Sammamish Comments on the Metro Six-Year Service Plan Initiatives

Dear Mr. Walsh:

The City of Sammamish is pleased to have this opportunity to comment on Metro's six-year service plan.

The plan has many positive and well-considered general policies and specific proposals. Our City Council and Community are particularly pleased to see "Sammamish Community Service" identified on the list of potential priorities for new service or improvements to existing service.

The new peak-hour express bus service being initiated to Sammamish in February of next year is an exciting addition to our City. We believe this service, as well as overall transit access east of Lake Sammamish, can be significantly enhanced by also providing more frequent and extended all-day service to Sammamish.

This all-day community service could be added as an enhancement of the current Route 269 by operating on half-hour headways between Issaquah and Redmond via Sammamish on 228th Avenue and by extending the hours of Route 927 to run later into the evening.

These service enhancements would provide a means for riders of the new Sammamish peak hour express buses to get back to Sammamish in mid-day if they need to or if they

miss their evening express bus. These enhancements also will provide all day connections to the significant Metro and Sound Transit services in Issaquah and Redmond.

The types of policies that would support these service enhancements to Sammamish tend toward those that emphasize miles of travel (as opposed to just boardings) and coverage within the urban growth area (rather than just designated urban centers).

The proposal for a demonstration Bus Rapid Transit (BRT) operation appears to be flawed in that the operating hours would be subtracted from available operating hours of the entire sub-area in which the BRT is operated. Since this would mean that the Sammamish area would be less likely to get the added bus service we believe is just the minimum level needed, we can not support a BRT in the East Sub-area as currently proposed.

It is clear to us that the large Urban Growth Area east of Lake Sammamish (which is home to some 50,000 current residents and perhaps as many as 75,000 future residents, and more than double that number including adjacent analysis zones) should be assured of at least a core level of transit service before dedicated to a demonstration enhancement project to an area which already has substantial transit service available to it. We urge Metro Transit to find a way to implement a BRT demonstration operation in the East Sub-area without reducing core transit service levels to the City of Sammamish.

Thank you for this opportunity to comment on the transit service plan. If you would like to discuss these or other transit issues further, Lee Haro, Transportation Manager, would be happy to do so. His number is 425-836-7909.

Sincerely,

BY: Pete Butkus, ACM

Ben Yazici
City Manager

Cc: Victor Obeso
King County Metro, Service Implementation
201 S. Jackson St., M.S. KSC-TR-0422
Seattle, WA 98104-3856
Lee Haro, Transportation Manager
City Council

November 21, 2001

Mr. Rick Walsh, General Manager
King County Metro Transit
201 S. Jackson Street
Seattle, Washington 98104-3856

Subject: Six Year Transit Development Plan Proposed Initiatives

Dear Mr. Walsh:

Thank you for soliciting our comment on Metro's Proposed Transit Initiatives. We have reviewed the document and offer the following comments.

1. We feel that certain connections are missing from the table of Core Connections shown on Page 34 of the Plan. We ask that the following connections be added with target frequencies (in minutes) as indicated for the peak/daytime/evening periods.

Between these Places		Via Primary Corridor and Destinations	Reason for adding to list of connections	Proposed frequency
Totem Lake	Seattle CBD	NE 124th, Kingsgate P&R, downtown Kirkland	Existing all day connection between activity centers.	15/15/30
Downtown Kirkland	Bothell/UWB/North Creek Business Park	Totem Lake	Business Park destination identified in Kirkland Transit Plan.	15/30/30
	U-District	108th NE/SR 520 (PROVIDED BY SOUND TRANSIT)	Existing all day connection between activity centers	15/15/30

2. We understand that one of the principles of the peak initiative is to increase service to Bellevue and given that purpose, we generally support the enhancements proposed for Kirkland. However, with current peak service levels between Kirkland/Totem Lake and downtown Bellevue exceeding target levels (through a combination of routes) we wish you to consider peak improvements to other destinations. Candidate peak connections can be found in the table at the end of this letter where a comparison of existing and target peak frequencies is made. Candidates should include added trips from Kirkland Transit Center (rather than from South Kirkland Park and Ride) to downtown Seattle. We are interested in receiving an explanation of your findings on this point.
3. Under the core service initiative, 3 connections in Kirkland are proposed for increased service. Again, given the aim of the initiative, we are generally satisfied with the proposals you have provided. It does seem a relatively simple change to serve the North Creek Business Park rather than terminating at the UWB Campus, we'd like your thoughts on why this is not appropriate for a core connection improvement.
4. Implementation of Bus Rapid Transit on the Eastside will effect the number of hours available for deployment through the core initiatives in Kirkland and other Eastside cities. Of course it is critical that Bellevue and Redmond Councils be primary players in the discussions about BRT between those cities but, because of effects on other cities, the discussion must be broadened prior to identifying a final candidate corridor for BRT. Metro staff has opened discussions at ETP and we hope that you continue to work with staff from ETP cities to provide details on the trade-offs of BRT on the Eastside prior to identifying a candidate corridor.
5. The Plan calls for about 25% of the projected new hours (system wide) to be set aside for service as determined by each sub-area. It is important that criteria for both the establishment and the elimination of such service take place within the sub-area prior to these hours becoming available. Such criteria would include factors like potential ridership, proximity to transit friendly land use, etc. While we recognize that much of this discussion is the responsibility of cities, in our case, within ETP, we hope that Metro will take an active role in facilitating and lending transit planning knowledge to these discussions. Of the suggestions in the Plan, we are particularly supportive of improved service to the Lake Washington Technical College, as noted on page 31.

123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425-828-1100 • TTY 425.828.2245 • www.ci.kirkland.wa.us

6. Several other topics are covered in the plan and our thoughts on each follow:

Cost accounting of routes that travel between sub-areas

We welcome the new cost accounting system. We think it more fairly recognizes the value of cross-sub-area routes than the current system. Unfortunately, the kind of service changes we would like to make on the Eastside are relatively low on the west sub-area's priority list. This means that in a practical sense, little has changed regarding the funding of new hours; if we want them, they must be funded from the East sub-area. We hope that revised plan language will be included that will allow Metro and the affected jurisdictions to work toward an more fully equitable system. Furthermore, while the change to new hour allocation is helpful we, and other cities on the Eastside, still feel that the issue of base hour allocation must be addressed. We recognize that this will take time and that the issue is a contentious one. It is, however one that must be addressed.

Allocation of service between Subareas.

We also welcome the new "40/40/20" service allocation. The plan should call for the codification of this formula in place of the existing formula, which is currently Metro's official policy.

Passenger Facilities

Improved passenger facilities are of high importance to Council. The corridors identified in Kirkland are currently scheduled for up grades through Sound Transit's Route 540 improvements. We hope that the revised Plan will propose corridors in Kirkland for which funding is not already available, in particular those where service increases are proposed, such as 124th Avenue NE and Lake Washington Blvd. We also strongly support addition of passenger faclity improvements on NE 85th Street.

Transit Speed Safety and Reliability

Our thoughts here are similar to those for passenger facilities. The corridors identified in the plan are already funded for improvements either by Sound Transit or by King County and other routes would be better choices.

Transit Oriented Development

We look forward to continuing to work on TOD with King County. TOD is a potential component of the Totem Lake Plan and discussions between our Planning Department and King County are already underway regarding TOD at the South Kirkland Park and Ride.

Transit Fleet

Quieter, cleaner, more efficient transit vehicles are of vital interest to Kirkland especially as we site new facilities in downtown Kirkland. We look forward in particular to replacement of the well-worn and noisy Breda dual-powered coaches for which hybrid technology may be a substitute. It is important that better coaches be deployed throughout the system.

Once again, we wish to thank you for your efforts in preparing the latest set of initiatives. We hope that our comments are of use and we look forward to release of the Executive's Draft Plan. The September, 2001 service changes represented a significant improvement to Kirkland's transit service and we anticipate further improvements over the next six years.

Sincerely,
KIRKLAND CITY COUNCIL

By Larry Springer, Mayor
C:\data\council\01_11_20_Metro 6yr Plan \01_11_20 Metro 6yr plan response letter.doc/dg

TABLE 3. CORE CONNECTIONS IDENTIFIED BY METRO or PROPOSED BY KIRKLAND STAFF. Indicates Current, Target and Proposed frequencies by Connection.

Column 1	2	3	4	5	6	7	8
Between these Places		Via Primary Corridor and Destinations	Service Frequency in minutes (Peak/Daytime/Evening)		Service Improvement		
			2001 Actual	Future Target	Needed to meet target?	Offered in proposed plan under peak initiative?	Offered in proposed plan under core initiative?
Downtown Kirkland	Bellevue	108th NE/116th NE	30/30/60	30/30/30	Evening	No. Target met.	No.
		Lake Washington Blvd/Bellevue Way	15/30/60	15/15/30	Daytime/Evening	No. Target met.	Yes, daytime to 15 min frequency
	Seattle CBD	108th NE/SR-520	10-15/30/30	7/15/30	Peak/Daytime	Not mentioned explicitly, 5 more one-way trips proposed for each peak hour, S. Kirk P&R to Seattle	No
	Eastgate/Factoria	156th (Microsoft) Overlake, Crossroads	30/30/60	15/15/30	Peak/Daytime	No.	Yes, daytime to 15 min frequency
	Totem Lake	124th NE, Kingsgate P&R	See note below*	15/15/30	Peak/Daytime*	No. See note below*	Yes, daytime to 15 min frequency on Route 230. See note below
	Bothell/BUW/ North Creek Business Park	Totem Lake	To Bothell/UW Campus only 30/30/30	15/30/30	Peak, need Routing change.	No.	No. Frequency met, need routing change
	Redmond including town center employment area	NE 85th (PROVIDED BY SOUND TRANSIT)	30/30/60	15/30/60	Peak and added stop.	Sound Transit service; not part of plan. Good candidate for unanticipated revenue; 15 minute peak service levels called for in Sound Move.	
	U-District	108th NE/SR 520 (PROVIDED BY SOUND TRANSIT)	30/30/60	15/15/30	Peak		
Totem Lake	Seattle CBD	NE 124th, Kingsgate P&R	30/30/60 also 10 min peak express from Kgate P&R via 252+ 257.	15/15/30	Daytime/evening	Not mentioned explicitly, 4 additional one-way trips proposed for each peak hour from Kingsgate P&R.	No.

* Routes 230, 236, 238, 255 combine to exceed target frequencies between Kingsgate P&R/Totem Lake and Downtown Kirkland. Individual routes do not meet target frequencies, each is 30/30/30. Sound Transit also provides express service between Kingsgate P&R and downtown Bellevue on routes 530/531/535. Frequency is 15/30/60.

-245-

City of Seattle
Paul Schell, Mayor

December 5, 2001

Paul Toliver, Director
King County Department of Transportation
King Street Center
201 South Jackson Street
Seattle, WA 98104

Dear Mr. Toliver:

We have reviewed Metro's *Six-Year Transit Development Plan for 2002 to 2007: Proposed Initiatives*. While we support the focus of the proposed initiatives – providing congestion relief and improving mobility – there are some elements that concern us. It is our hope that Metro will continue using the strategies that made the current *Six-Year Plan* a success and consider our comments in developing new strategies.

Service Investment Distribution

One of our major concerns is that the proposed initiatives will result in the Seattle/North King County (West) subarea receiving only 20 percent of available new service resources, or about 73,000 annual service hours (equal to about three core Seattle bus routes, e.g. Route 8). This appears to be inconsistent with the goals and policies of King County's Long-Range Policy Framework for Public Transportation, the King County Countywide Planning Policies, and the Metropolitan Transportation Plan "Destination 2030." These plans are based on transit increasing its share of travel demand and serving the majority of those who are transit dependent; this is difficult to achieve when service investment is unjustifiably constrained for the most productive and most transit-dependent part of the system.

According to the *Proposed Initiatives*, 60 percent of the Seattle core service network has not achieved its targeted service level. We are concerned that Seattle will have difficulty accommodating the population and job growth forecasted for its five urban centers and two manufacturing/industrial centers without a complete core service network. If Metro's "countywide system development" approach to service investment cannot result in a more strategic allocation of service hours that supports growth management, we recommend using the existing operating subsidy allocation policy that is based on subarea population. It is consistent with the above mentioned growth management plans and is what voters approved when they passed King County Proposition 1 last fall.

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Core Service Network and Bus Rapid Transit

We strongly support Metro's proposal to improve the core service network. A system of all-day, high frequency routes that connect urban centers, manufacturing/industrial centers, and other high activity centers is critical to King County achieving its growth management goals and objectives. Core service improvements generate heavy use, high farebox recovery, and are more efficient than peak and local service improvements. They are multi-purpose investments that can also increase peak market share and address local service priorities.

We also support Metro's proposal to initiate bus rapid transit (BRT) service in Seattle. This can be a very cost-effective way to increase transit speed, reliability, capacity and convenience on many of Seattle's core service connections. There needs to be further discussion, however, of Metro's premise that the West subarea must spend about 46,000 of its 73,000 new annual service hours on BRT. This would leave only 27,000 service hours (equal to about one core Seattle bus route) to complete the city's core service network and meet other transit priorities.

The city would like more information on why Aurora Avenue North is the best corridor for initiating BRT in Seattle and the specific changes that will need to be made to the arterial operating environment.

Park-and-Ride Lot Expansion

There are a number of reasons why the current Six-Year Plan includes a modest park-and-ride lot expansion program: increasing costs of right-of-way acquisition and construction, long project lead times, necessary trade-offs with other transit capital improvements, and service and environmental impacts. Metro's proposal to increase peak market share changes the current park-and-ride strategy by significantly expanding park-and-ride lot capacity by about 6,000 new parking spaces.

We are concerned that impacts of the proposed park-and-ride expansion program have not been fully considered. For example, the Eastgate and Issaquah Highland park-and-ride lot projects are considerably more expensive than initially proposed. It is our understanding that the estimated cost per new parking space is over $30,000. Can the proposed expansion program be funded without significantly reducing expenditure levels for other elements of the transit capital program? If the park-and-ride lot expansion program is debt-financed, how will this impact transit service resources? We need more information regarding to what extent the park-and-ride lot expansion program will increase peak market share and reduce congestion.

Consider Neighborhood Plan Recommendations

In 1999, Seattle completed a five-year neighborhood planning period that resulted in 38 neighborhood plans. These neighborhood plans are a part of the City's response to the requirements of the State Growth Management Act. Fulfilling the plan recommendations is important to our ability to accommodate increased density in Seattle. Many of the neighborhood plans included requests to improve the hours and frequency of transit service. Several plans recommended providing connecting routes between neighborhoods that did not go through downtown, including the development of local circulator or shuttle bus routes. The plans also emphasize better connections between travel modes, such as current and potential water taxi and light rail service. *Please add the attached summary of neighborhood planning transit recommendations to your list of potential subarea priorities for new or improved service.*

Thank you for the opportunity to comment on the *Proposed Initiatives*. We look forward to receiving a copy of your final Six-Year Plan recommendations.

Sincerely,

Paul Schell, Mayor
City of Seattle

Richard McIver
Seattle City Council

Jim Compton
Seattle City Council

Heidi Wills
Seattle City Council

Enclosure

cc: Seattle City Council

List of Neighborhood Plan Recommendations for Bus Service Improvements (not including those relating directly to light rail). July 30, 2001

Sector: East **Neighborhood** Capitol Hill **Matrix #:** DD9

Activity: Bus Routes: Increase service on existing bus routes and add new bus routes. Improve direct connections to other neighborhoods (especially Queen Anne, Fremont, Wallingford and Ballard) without transferring through downtown or the University District. Plan for efficient connections with Sound Transit light rail. Consider:

-Increasing the frequency of Route #8 and #9 buses,

-Adding express buses on Routes #7 and #43.

-Adding passing wires on Routes #7, #9 and #43.

-Increasing the frequency of Routes #43 and #44 service to Wallingford and Ballard.

-Improving express bus service to the Eastside.

-Establishing a local circulator bus.

-Expanding bus routes along E Aloha Street, connecting to the north Capitol Hill Sound Transit station.

-Expanding bus routes along E John Street, connecting to the south Capitol Hill Sound Transit station.

-Establishing a new route on 12th Avenue that connects Capitol Hill with the Pike-Pine and Central neighborhoods.

Sector: East **Neighborhood** Central Area **Matrix #:** OI-18

Activity: Explore water taxi together with increased bus service on Madison

Sector: East **Neighborhood** Pike/Pine **Matrix #:** PT 4.1

Activity: Increase frequency of bus service along Broadway on Route 9.

Sector: Northeast **Neighborhood** North District **Matrix #:** A11

Activity: Establish convenient local 'circulation' services between neighborhoods and the Lake City business district, the Civic Core and other neighborhoods and provide improved access to Metro transit services.

Sector: Northeast **Neighborhood** North District **Matrix #:** A12

Activity: Enhance transit services to and from other Seattle neighborhoods north of the Ship Canal and establish new east-west bus routes that do not require traveling through Northgate.

Sector: Northeast **Neighborhood** North District **Matrix #:** A13

Activity: Increase bus frequency between Seattle and the Lake City business district throughout daylight and evening hours and better coordinate evening service schedules to Lake City area bus stops.

Sector: Northeast **Neighborhood** North District **Matrix #:** B8

Activity: Develop a transit hub near to the Civic Core.

Sector: Northeast **Neighborhood** Roosevelt **Matrix #:** IA-T-3

Activity: Provide small circulator buses linking the retail core/light rail station to adjacent neighborhoods, using resources reallocated from express bus service to downtown when light rail comes on-line. (See local shuttle route circling Green Lake proposed in the Preliminary Recommendations of the Green Lake 2020 Neighborhood Plan.)

Sector: Northeast **Neighborhood** Roosevelt **Matrix #:** IA-T-4

Activity: Provide better east-west cross-town bus service to Ballard/Golden Gardens and Sand Point, using resources reallocated from express bus service to downtown when light rail comes on line.

Sector: Northeast **Neighborhood** University **Matrix #:** B18

Activity: Transit Service. Improve transit linkages to community destinations, including University Village, Ravenna Urban Village, the UW campus, the Ave, and Sound Transit stations, through shuttle bus service and/or the use of existing KC/Metro bus routes to provide frequent, convenient and economical service within the UCUC. Conduct a headway analysis for KC/Metro bus routes that provide parallel or substitutable service along the same corridor whenever there is a schedule change. Headways between route pairs should be as even as possible in order to achieve shuttle service to destinations within and

Sector: Northwest **Neighborhood** Broadview-Bitter Lake-Haller Lake **Matrix #:** B-45

Activity: Develop regular circulating shuttle service from the Hub Urban Village transit center to Sound Transit's proposed Northgate Light Rail Station and Metro's Northgate Transit Center.

Sector: Northwest **Neighborhood** Green Lake **Matrix #:** B2

Activity: Work with KC Metro to improve service on existing transit routes and increase bus service frequency to 10 minute headways. These include bus routes #16, #48, and #359.

Sector: Northwest **Neighborhood** Greenwood/Phinney **Matrix #:** T3

Activity: Provide bus service with 10-12 minute headways along the Greenwood corridor & 85th in peak periods; at 15 min. intervals until 9 PM and at 30 min. intervals after 9 PM (Routes 5, 355,48,75).

Sector: Southeast **Neighborhood** North Beacon Hill **Matrix #:** T21

Activity: Combine the existing Rt. 36 (at Beacon and McClellan) and Rt. 60 (at 16th and McClellan) stops into a new northbound combined Beacon and Lander stop, once the pedestrian signal is installed there as part of a transit transfer station on Beacon Ave.

Sector: Southeast **Neighborhood** North Rainier Valley **Matrix #:** T-1.1

Activity: Work with King County Metro to provide for additional east-west bus service. Expand and promote the existing Route 38 Shuttle bus route, and add new routes in the future to link residential areas to regional light rail system.

Sector: Southeast **Neighborhood** Rainier Beach **Matrix #:** T-3.2

Activity: Route 7 Improvements. Request the City work with Metro to make Route 7 safer and more efficient in its connection to Downtown Seattle.

Sector: Southeast **Neighborhood** Rainier Beach **Matrix #:** T-3.4

Activity: Future Electric Trolley Service. As the City moves forward with its Seattle Transit Initiative, ensure Rainier Avenue S is served by an electric trolley connecting Renton to Columbia City with cross valley connections from Seward Park to Beacon where there are light rail stations, such as at South Henderson Street. This would replace bus service on Rainier.

Sector: Southeast **Neighborhood** Rainier Beach **Matrix #:** T-3.5

Activity: Local Circulators. Future shuttles will circulate through residential areas with connections to the light rail station and the commercial core. These would replace or supplement existing bus service, as appropriate. Develop loops that would connect the MLK Jr. Way & Holly station to the Rainier Beach station via a South Henderson Street- Rainier-Othello-MLK loop.

Sector: Southwest **Neighborhood** Admiral **Matrix #:** 2.15

Activity: Work with Metro to improve bus service from the water taxi.

Sector: Southwest **Neighborhood** Admiral **Matrix #:** 2.19

Activity: Improve local Metro commuter options from Admiral to Alaska Junction, Morgan Junction and the water taxi Commuter ferry. Operate small vans to connect more neighbors to the new transit feeder.

Sector: Southwest **Neighborhood** Admiral **Matrix #:** 4.16

Activity: Support regional transportation strategic planning.

Sector: Southwest **Neighborhood** Delridge **Matrix #:** II-E-3

Activity: Regional Express ((Sound Transit) Bus Service - the Regional express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between SeaTac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle including transfers with Metro routes and access to the Fauntleroy Ferry Terminal and West Seattle commercial districts.

- The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.
document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive will hold a public meeting in West Seattle in June 1999.

Sector: Southwest **Neighborhood** Delridge **Matrix #:** II-E-4

Activity: West Seattle Public Access - improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.

- Expand service coverage in West Seattle - make transit services more easily accessible to more people and activities.

- Expand transit network connections - provide more and better linkages between West Seattle and other parts of the city and region.

- Develop new, alternative modes of public transportation to provide additional 'auto-less' access to West Seattle (e.g., waterborne transit and monorail).

Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.

Several transit 'hubs' where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane Street near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the Sound Transit's future Commuter Rail line.

- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay 'Seabus' terminal.

- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.

In addition to the hubs, direct bus-only ramps connecting the Spokane Street Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle-downtown transit service.

Sector: Southwest **Neighborhood** Delridge **Matrix #:** II-E-5

Activity: Elliott Bay "Seabus" - the existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide it's incremental development, a long range comprehensive master plan for facilities and services should be prepared for both sides of Elliott Bay.

Connections to the West Seattle Seabus Terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped/pathways should be addressed.

Sector: Southwest **Neighborhood** Morgan Junction **Matrix #:** LT 6

Activity: Regional Express (Sound Transit) Bus Service:

'Regional Express,' the express bus division of Sound Transit, (Sound Transit) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Ave SW.

- The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside after stopping in

Sector: Southwest **Neighborhood** Morgan Junction **Matrix #:** LT 7

Activity: Elliott Bay 'Seabus'

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped pathways should be addressed.

The West Seattle neighborhoods have submitted a draft of the West Seattle Transportation Action Agenda to the City for review.

The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying:

- street-related needs that have broad impact on West Seattle and

- practical, action-oriented strategies for addressing these broad transportation needs.

A: The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.

A: The City will work with King County/Metro during their planning processes to assure consideration of the recommendations expressed in this activity.

Sector: Southwest **Neighborhood** Morgan Junction **Matrix #:** LT 8

Activity: Improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion

- Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities

- Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region

- Develop new, alternative modes of public transportation to provide additional 'auto-less' access to West Seattle (e.g., waterborne transit, monorail)

Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes. Work with Metro to locate routes and site bus stops for maximum ridership and minimal impact to adjacent property owners.

Several transit 'hubs,' where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane St. near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the RTA's future Commuter Rail line.

- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay 'Seabus' terminal.

- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.

- Encourage electrification of local West Seattle bus routes.

In addition to the hubs, direct bus-only ramps connecting the Spokane St. Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle–downtown transit service.

Sector: Southwest **Neighborhood** South Park **Matrix #:** NT 15b

Activity: Promote the use of the Access/DART Bus Service through the South Park Resource Directory and on the proposed kiosks.

Sector: Southwest **Neighborhood** South Park **Matrix #:** NT 3b

Activity: Develop a consistent service schedule.

Sector: Southwest **Neighborhood** West Seattle Junction **Matrix #:** LT-3

Activity: Regional Express Bus Service:

'Regional Express,' the express bus division of Sound Transit (formerly RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal and West Seattle commercial districts.

The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.

Sector: Southwest **Neighborhood** West Seattle Junction **Matrix #:** LT-4
Activity: Elliott Bay 'Seabus'

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped pathways should be addressed.

Sector: Southwest **Neighborhood** Westwood/Highland Park **Matrix #:** LT-3
Activity: Regional Express Bus Service:

'Regional Express,' the express bus division of Sound Transit plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers to Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Avenue SW.

- The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside. See West Seattle Transportation Action Agenda (page 2-8).

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.

Sector: Southwest **Neighborhood** Westwood/Highland Park **Matrix #:** LT-4
Activity: Elliott Bay 'Seabus'

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/pedestrian pathways should be addressed.

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.

Sector: Southwest **Neighborhood** Westwood/Highland Park **Matrix #:** LT-5
Activity: Improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.

- Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities.

- Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region.

- Develop new, alternative modes of public transportation to provide additional 'auto-less' access to West Seattle (e.g., waterborne transit, monorail).

Metro should continue to increase the service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.

Several transit 'hubs,' where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane Street near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to Sound Transit's future Commuter Rail line.

- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay 'Seabus' terminal.

- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.

- Encourage electrification of local West Seattle bus routes.

In addition to the hubs, direct bus-only ramps connecting the Spokane Street Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle–downtown transit service.

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan Recommendations.

Sector: West **Neighborhood** Queen Anne **Matrix #:** QAT2

Activity: Counterbalance - Establish 7-minute Headways - Establish 7-minute headways between the Urban Center and Upper Queen Anne along Queen Anne Avenue N. up and down the Counterbalance Hill between Uptown Center (Uptown QA) and W. McGraw Street (Upper QA). With this frequency of service the Counterbalance will provide a real alternative to the automobile.

'Counterbalance' trolley will supplement existing Metro trolley bus service along Queen Anne Avenue between Uptown Center and W. McGraw Street to achieve 7 minute headway; will be dedicated circulator in other parts of the route through Urban Center and Upper QA and headways on these segments will vary.

Sector: West **Neighborhood** South Lake Union **Matrix #:** T 50

Activity: Explore regional bus service on Mercer ramps.

SeaShore Transportation Forum
MS: KSC-TR-0814
201 South Jackson Street
Seattle, WA 98104-3856
Phone: 263-4645 Fax: 684-2111

December 12, 2001

Paul Toliver
Director
Department of Transportation
King Street Center
201 South Jackson Street
Seattle, WA 98104

Dear Mr. Toliver:

The SeaShore Transportation Forum is pleased to have the opportunity to comment on the document *Six Year Transit Development Plan for 2002 to 2007: Proposed Initiatives.* As you are aware, SeaShore is comprised of jurisdictions and agencies in the West and East Subareas of North King County and South Snohomish County. This comment letter conveys recommendations that all the SeaShore jurisdictions agree upon. Individual cities may have more specific comments regarding transit service within their jurisdictions.

As King County begins new discussions regarding housing and employment targets, we should keep in mind the role that public infrastructure plays in supporting new growth. Therefore we feel it is important to link transit investments to those locations with existing and planned land use densities.

We are very intrigued with the Bus Rapid Transit (BRT) concept, and would like to see this concept integrated into the Washington State Department of Transportation (WSDOT) SR-99 Study currently underway in North Seattle. We would also like to see more evaluation of BRT vis-à-vis other service initiatives such as Core Improvements and Local Priorities.

The SeaShore Forum would also like to commend you for your discussion about integrating Sound Transit improvements into Metro's planning process. We support a restructure of transit service in the North End in conjunction with the implementation of Regional Express Route 522. The north segment of Sounder Commuter Rail is planned to be operational by 2004 or 2005. Metro Route 317 currently serves Downtown Edmonds, where a Sounder Station is planned to be located. Please add discussion regarding integration efforts at the Edmonds Sounder Station. This will also help to improve much needed cross-county service.

We look forward to continuing the collaborative process Metro has conducted thus far. Please feel free to contact us if you have any questions or would like to discuss this further.

Sincerely

Dick Taylor Tim Olsen

Dick Taylor
Mayor, Bothell
Co-Chair
SeaShore Transportation Forum

Tim Olsen
Mayor Pro-Tem, Bothell
Co-Chair
SeaShore Transportation Forum

Washington State
Department of Transportation

December 12, 2001

Jim Jacobson, Manager
Service Development Section
King County Metro Transit
201 South Jackson Street
M.S. KSC-TR-0426
Seattle, WA 98104-3856

RE: Bus Rapid Transit Proposal for East King County

Dear Mr. Jacobson:

This letter articulates the City of Bellevue, City of Redmond, and Washington State Department of Transportation's joint response to the King County Metro Bus Rapid Transit (BRT) Partnership Proposal. The contents of this letter are reviewed in greater detail in the attached evaluation report of the BRT proposal. Overall, we are interested in pursuing the proposal. Frequent and reliable transit service in the Eastside employment and population core is essential. The King County Metro BRT proposal for the Eastside would improve a key transit link and would capitalize on the intense investments already made in the corridor.

To answer your specific questions:

1. Do you feel that BRT as proposed in your corridor is worth developing at the cost of foregoing other service improvements that might otherwise be made?

The Eastside BRT service is estimated to require an investment of approximately 35,000 annual transit service hours, as currently proposed, representing approximately 24% of the 146,000 new hours that King County Metro is proposing to implement in the East King County subarea through 2007, per the *Six-Year Transit Development Plan for 2002 to 2007: Proposed Initiatives*. King County Metro clearly has limited funds to address every jurisdiction's needs and therefore service investment trade-offs are inevitable. However, it is unclear what modifications to the core network would be necessary to pay for BRT service. We believe the BRT proposal has merit, yet we cannot draw conclusions about trade-offs without better ridership and investment strategy information.

2. Is there a different corridor in your jurisdiction(s) that you feel would have better potential for success in a first BRT implementation effort? Why?

In 1994, the City of Bellevue and the City of Redmond conducted the *Bellevue/Redmond Transit Corridor Feasibility Study.* It assessed the feasibility of an enhanced local transit corridor with operating characteristics similar to Metro's BRT proposal between downtown Bellevue and downtown Redmond. Findings of this study include: (i) Travel projections indicate the Bellevue-Redmond corridor is the logical location for a significant transit investment on the Eastside; (ii) The development of the transit corridor should be staged to limit risk, minimize the initial investment, and build demand to eventually support a higher order transit facility; and, (iii) If transit related improvements are completed, buses could carry over 11,500 daily passengers by 2010 in the Bellevue/Redmond corridor. Because Metro's proposed BRT route serves downtown Bellevue, Crossroads, Overlake, Redmond Town Center, and downtown Redmond it effectively ties together high demand transit markets on the Eastside. .

3. Is your jurisdiction(s) willing to accept BRT implementation in the corridor proposed by King County?

The six-week timeframe for evaluating and consulting with the Bellevue and Redmond City Councils and WSDOT on the BRT proposal has introduced several challenges in arriving at a definitive endorsement of the BRT proposal - especially since the following key questions on the BRT plan remain only partially answered:

- Ridership projections are not available, which makes it difficult to assess if the proposed level of service is appropriate for the corridor.
- An assessment of the benefits and impacts associated with transit-supportive operating and capital investments along the corridor has not been completed.
- The exact tradeoffs between additional local service and the BRT implementation are unresolved.
- The relationship of the Metro BRT proposal to the transit elements of the I-405 and Translake programs has not been addressed.

Bellevue and Redmond and WSDOT are confident that these issues can be resolved by the 2005 implementation timeline for the proposed BRT service.

4. Which partner jurisdiction contributions to success described in Section 7 is your jurisdiction(s) willing to make?

Responses to questions 5, 6, 7, 8, and 9 all elaborate on the activities that the cities of Bellevue and Redmond are committed to pursuing in support of this program. Other activities not specifically referenced include participating in the marketing activities surrounding this project. The City of Bellevue could incorporate BRT promotional information: on its website; in articles in It's Your City newsletter distributed to every

household and business in Bellevue (estimated distribution of 60,000 newsletters); as reader board information on Bellevue Television; and, at City buildings, including the mini-City Hall at Crossroads. The City of Redmond could also implement strategies to promote BRT within the community. Examples include, posting material on Redmond's Website and including information in the *Focus on Redmond* quarterly magazine (distributed to an estimated 22,000 households and businesses within Redmond).

5. Please tell us what policies and regulations your jurisdiction(s) has adopted that would support BRT implementation and operation as proposed by King County (e.g. land use, parking, transit priority, etc.). Provide specific examples of actions your jurisdiction(s) have already taken to implement those policies and regulations.

Both the Bellevue and Redmond City Councils have identified transit solutions as an increasingly important part of a local and regional transportation system that supports land use goals and level-of-service standards as set forth in their respective Comprehensive Plans. Both jurisdictions are exploring Transit Signal Priority (TSP) technology at several locations along the proposed BRT corridor that would benefit the speed and reliability of BRT operations.

- City of Bellevue - The City has spent $512,000 to date updating central software, controllers and developing Transit Signal Priority (TSP) software. Additionally, King County Metro and the City are working together on a pilot TSP project at two locations, NE 8th Street/148th Avenue NE and NE 8th Street/156th Avenue NE. TSP at both locations should be operational in 2002. This project will test Bellevue's signal control technology application to TSP and evaluate the impacts on general traffic and transit speed and reliability. If successful, TSP in Bellevue could be readily expanded to additional intersections because most of the signal and central control systems have already been upgraded.

- City of Redmond has committed $2,800,000 in the Redmond Intelligent Transportation System (RITS) program, which aims to improve the overall city traffic mobility by reducing traffic delays and maximizing arterial person carrying capacity. The first deployment phase of this project will focus ITS technologies on the 148th Avenue NE and 156th Avenue NE corridors. This project will provide King County Metro with expertise to design and integrate the regionally accepted bus transit priority system into RITS. This project will also develop a TSP Operational Plan that includes testing in coordination with the City of Redmond and King County Metro Transit. The City has an agreement with King County Metro for procurement of transit priority equipment.

- In addition to the improvements made by the local jurisdictions, WSDOT has recently invested millions of dollars to construct HOV lanes and HOV bypass ramps on SR-520. These facilities are vital to improving Transit and HOV travel time in the Bellevue-Redmond corridor.

6. Are there actions or improvements beyond those listed in Section 5 that you feel should be taken or made to make BRT successful and achieve the objectives listed in Section 2.4? Which of them would your jurisdiction(s) be willing to implement, and which would you expect King County to implement?

Bellevue and Redmond are initiating efforts that will assess what transit capital and operational improvements could be undertaken to support Metro's BRT proposal and improve other key transit connections; the following is a summary of these initiatives:

- City of Bellevue will begin work on the Capital Element of the Bellevue Transit Plan in early 2002 that will examine the congestion problems in Bellevue that compromise transit's efficiency and effectiveness, and identify infrastructure investments that could be implemented to improve transit travel time, reliability, and productivity. The City of Bellevue is committing $75,000 to this effort. The focus will be on the tie between land uses and transit operations, with recommendations driven by transit demand and system bottlenecks. The study will assess current traffic conditions experienced along Bellevue's transit priority corridors and propose infrastructure investments that would improve transit travel times. A non-inclusive list of potential improvements include the following: queue jump lanes, intersection turning radii improvements, sidewalks, traffic control measures, signal priority treatments, and arterial high occupancy vehicle lanes. A particular emphasis will be paid to the City's primary activity centers (e.g., Overlake, Crossroads, Factoria, etc.) and downtown Bellevue. Recommendations from the $1 million Downtown Implementation Plan Update study, which is evaluating transportation/transit and urban design issues to develop a 20-year investment strategy, will feed into the Capital Element.

- City of Redmond is developing a Downtown Redmond Transportation Master Plan at a cost of $480,000. The City will use community input and technical analysis to develop a plan that integrates circulation, parking, transit, and open space into a single preferred concept for immediate implementation in downtown. This integrated plan help identify the role of transit in downtown Redmond and the location and types of transit supportive treatments to be implemented. The plan will be completed in late spring 2002 and will include conceptual engineering for many key corridors in downtown Redmond.

- The Cities of Bellevue and Redmond are jointly conducting the BROTS Implementation North/South Corridor Study. The intent of the study is to explore a range of alternatives to address north/south corridor travel between and including 148th Avenue NE and 156th Avenue NE within the Overlake area. The goals of the study include identifying projects for immediate implementation that will maintain or improve traffic operations and person carrying capacity for 148th Avenue NE, north of Bel-Red Road, as well as maintaining or improving transit access and reliability in the Overlake Neighborhood and along the 148th Corridor.

- Extensive Transportation Demand Management (TDM) programs are integral components of both the Translake and I-405 studies. These TDM programs, in addition to the state's support of local Commute Trip Reduction efforts, provide strong demand-side incentives for both existing transit service and future BRT service. Continued support of TDM programs by King County Metro will also be important to the success of BRT.

7. Would you be willing to allow advertisements at stations to help finance station development, operation and/or maintenance?

The cities of Bellevue and Redmond are not willing to allow advertisements at bus stops within their jurisdictions. However, the cities of Bellevue and Redmond are willing to collaborate on Federal and State grant applications to help finance station development.

8. Would your jurisdiction(s) be willing to support BRT implementation with its own resources in partnership with King County? What kind of resources (e.g. direct provision of capital facilities, funds, staff time, facilities maintenance services, etc.)? Amount(s)?

The two streets that constitute the primary links for the proposed BRT corridor, NE 8th Street and 156th Avenue NE, have been continually upgraded, expanded, and improved in the past fifteen years. Sidewalks exist on its entire length, and pedestrian amenities are in the process of being improved. Capacity and safety improvements on 156th Avenue NE are underway, and both Redmond and Bellevue are implementing TSP at intersections along the alignment. Collectively, Redmond and Bellevue have committed $68 million in improving the proposed BRT corridor and are scheduled to make further near-term enhancements totaling $7.5 million that would benefit BRT. From the description provided in King County Metro's BRT Partner Briefing Materials it is not clear if additional WSDOT resources would be required for successful BRT implementation. The BRT proposal does raise a number of issues relating to control and maintenance of signals, which will need to be negotiated between the effected jurisdictions.

9. Do you have other comments or information you would like us to know about?

Over the past year, the Bellevue and Redmond City Council's have been actively engaged in advocating for significantly expanded transit service for the Eastside. King County Metro's recently released *Six-Year Transit Development Plan for 2002 to 2007: Proposed Initiatives* takes into account many of the suggestions made by our jurisdictions. The aim of these initiatives generally, and the BRT specifically, is to direct additional new transit hours to urban centers and activity centers within the Eastside by providing urban service levels that support our growing communities. Overall, the level of investment in the Bellevue-Redmond corridor proposed for the BRT is consistent with

that what both jurisdictions are seeking in the way of service investments through 2007. Furthermore, both jurisdictions recognize that implementation of this service enhancement is founded on the premise that a multi-agency partnership is being formed to ensure the success of the BRT corridor effort.

Charles Mosher
Mayor, City of Bellevue

Rosemarie Ives
Mayor, City of Redmond

Charles Howard
Director, Planning and Policy Office
Washington State Department of Transportation

Enclosure: Evaluation Report of King County Metro BRT Partnership Proposal

City of Tukwila

6200 Southcenter Boulevard • Tukwila, Washington 98188 Steven M. Mullet, Mayor

January 3, 2002

Mr. Jim Jacobson, Manager
Service Development Section
King County Metro Transit
King Street Center
201 South Jackson Street
Mail Stop KSC-TR-0426
Seattle, WA 98104-3856

Re: King County Metro Six-Year Transit Development Plan

Dear Mr. Jacobson:

Your staff is to be commended for their effort in educating us regarding Metro's proposals for transit development over the next six years within South King County. It is heartening to see your gains in ridership and the hard-earned recognition you are receiving for Metro's partnering efforts.

We note your updated six-year plan proposes to dedicate 25% of all new resources toward increasing service to the peak period ridership and another 50% of the new resources to improving the core network of existing transit service. While 75% of new resources will improve service to existing markets, the remaining 25% will provide little for responding to the growing needs of local communities.

The City of Tukwila is very excited about your proposal to add a Bus Rapid Transit (BRT) route to South King County and we wholeheartedly endorse your effort. We are, however, concerned that the cost of the new service would come from a "restructuring" of existing service and the aforementioned expected new resources that would be used to support local communities. When one considers that the local communities are being asked to fund route improvements and to also pay for the new service, we are concerned that you may not receive all of the support necessary to make this a success for the community and Metro.

With these concerns in mind, we are pleased that Metro is open to the idea of funding the BRT for a period of years. This will provide an opportunity for BRT to become a permanent success story and allow sufficient time for the local communities to fully endorse the concept, not only in South King County, but throughout King County as well.

Sincerely,

Steven M. Mullet

Steven M. Mullet
Mayor

SMM/so

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City of Auburn
25 W MAIN ST * AUBURN, WA * 98001-4998 Telephone: 253.931.3000

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Mayor

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-267-

January 3, 2002

VICTOR OBESO
K C METRO SERVICE IMPLEMENTATION
201 S JACKSON ST MS KSC TR 0422
SEATTLE WA 98104-3856

RE: King County Metro Six-Year Plan for 2002-2007: Proposed Initiatives

Dear Mr. Obeso:

Thank you for the opportunity to provide comments on Metro's Six-Year Plan for 2002-2007. Auburn has benefited from the changes made with the implementation of the last Metro Six Year Plan. Our community is now served by Routes 185, 186 and 151, offering reliable scheduled circulator bus service to local neighborhoods. These routes are also well designed to provide reliable future connectivity to Auburn's new regional transit center.

Likewise, the core service Route 181 provides reliable cross-town, east-west service to Federal Way, downtown Auburn and Green River Community College. As an east-west route in a predominantly north-south system, this route is well patronized. Even with significant increases in service hours, productivity on the route has increased at a faster rate and is now holding steady at a healthy 26 to 27 riders per hour.

As it relates to the current plan, Auburn has several comments and recommendations:

Service Investment

Maintain your investment in the provision of local circulator bus services in our community. This service provides a reliable local connection to regional transit services, mitigates SOV impacts in our community and provides a public service safety net for intra community travel. Auburn has always hosted a population that is more transit dependent than the average for King County. With recent regional economic declines, it is very likely that transit dependency in our community will increase in the near term.

Implement service enhancements to the Route 181. The Six-Year Plan for 2002-2007 offers contradictory information about this important core route. On page 21 the report lists this alignment as a priority core service investment with 30-minute service all day. Likewise, on page 31 the document highlights increased evening service on this route as a potential priority identified from community feedback. Yet on page 34 the chart showing target service levels reveals a 2001 target frequency of half hour service all day while the new 2007 target frequency for the route is inexplicably listed as 40 minutes in the am/pm peak, 30 minutes midday and 60 minutes in the evening. Auburn supports revision of the document to reflect a commitment to 30-minute frequency all day, including evenings on this route.

Provide a balanced system. Focus on Local Community Services, Core Services *and* Innovation. It is clear that Metro intends to invest heavily in services to existing core markets with significantly less new resources allocated to local community service. While core service innovations such as Bus Rapid Transit (BRT) offer promise to increase market share, Metro's investment in BRT should not come at the expense of local services. With the advent of Sound Transit, designed to link the region with core services, it is our thought that one of

Metro's key roles should be to provide enhanced local service connecting communities to the regional system. This concept could be better expressed throughout the plan.

Where Sound Transit service is not available or where the market will support more service, we feel Metro should also provide enhanced services *in anticipation* of new ridership, not just in response to previous trends. Enhancing core connections between Auburn and Enumclaw, for example, would feed passengers to Sound Transit and other Metro routes terminating in Auburn. This could help mitigate rapidly growing SOV demand and congestion on SR 164, improve air quality and reduce the impact of the SOV on the intervening rural areas of South King County. The route (152/915) isn't identified for improvements and operates on 90-minute headways midday. Half hourly headways would make the route attractive, and hourly headways should be offered midday at a minimum.

The revised system should also include innovative connections such as community vans hubbed at park and rides and transit centers. These could provide seamless, transit connections from regional transit hubs to and from local employers and areas of the community where fixed route bus would not be feasible or cost effective. Such connections are hinted at on page 35, but no explanation is offered as to what might be provided, how they might work or which communities would benefit.

Capital Investment

The plan for a South County maintenance base is a welcome addition. The creation of the base will minimize deadhead time, making better use of driver time and making the routes serving the South County more productive and cost effective when judged on a platform hour basis.

Summary

In summary, the transportation challenges facing the region and the long lead times and very high costs necessary to address the problem with roads, make your service more valuable now than at any time in the region's history. We believe that the plan needs to be enhanced through a greater effort to do the difficult, but necessary, job of getting people *to* core services in outlying communities. The plan should more clearly identify the range of challenges local communities are trying to address, and discuss in greater detail the innovative transit solutions available to meet those challenges. It should recommend a broader range of solutions and identify the funding needed to get there. We would welcome a leadership role for Metro in this endeavor.

Sincerely,

Peter B. Lewis
Mayor

PBL/JMW/bd

cc: Ron Sims, County Executive
Auburn City Council
Paul Toliver, Director, Department of Transportation
File: 20.5.5

REF. H:\ENGINEER\E02\E02-6

UNIVERSITY OF WASHINGTON

Office of the Executive Vice President

January 10, 2002

Mr. Rick Walsh
General Manager
King County Metro Transit
M.S. KSC-TR -0415
201 South Jackson Street
Seattle, WA 98104-3856

Dear Rick,

The University of Washington has facilities throughout the Puget Sound Region, with primary locations are in Seattle's University District and First Hill, and in Bothell and Tacoma. These facilities are destinations for employees, students, patients and visitors from the entire Puget Sound region. The University values the transit service that Metro provides to its facilities. Through our partnership with King County and other transit agencies, and through our transportation demand management actions, the University has been successful in providing alternatives to driving alone. We hope to continue our cooperation with the County to provide better access for the people living in the Puget Sound region to the state's premier higher educational institution.

The U District is the largest of these destinations, with over 50,000 students, staff and faculty and several thousand visitors and patients each business day. The U District is the second largest transit market in the State. While some people traveling to the U District live in close proximity, others come from all corners of the Puget Sound region. Many students live on or adjacent to campus. However, half of students commute from their homes rather than moving to live on or near the University. Good transit access makes it possible for students, employees and visitors to travel from all areas of the Puget Sound region to the University.

Harborview Medical Center, located on First Hill, has some 3,000 employees and over 1,000 visitors each business day. First Hill is a major transit destination. Employees of HMC rely on transit service to get them to and from

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work. Transit also provides access for patients and visitors of the Harborview Medical Center.

The University of Washington Bothell, which opened its new campus in the autumn 2000, and the University of Washington Tacoma are emerging transit destinations. With the extension of the U-PASS and Flex pass programs respectively to those locations, we expect transit to become an increasingly important means of accessing those facilities for employees, students and the public.

I have taken this opportunity to identify some key transit issues for the University in hopes these comments will be useful as the *Six Year Transit Development Plan for 2002 to 2007: Proposed Initiatives, Fall 2001* is finalized. The comments are listed in the same order as found in the document.

"Transit Supportive Areas"

The University appreciates the County's recognition that Transit Supportive Areas are important to the success of transit service. We support resource allocation decisions that take into account the actions of local jurisdictions and agencies to make their areas more transit friendly. In addition to land use actions and speed and reliability improvements, local jurisdictions and agencies may take other steps to make transit more effective. Critical are decisions that affect the direct cost of parking to auto drivers. Much of the University's success in limiting vehicle trips is attributable to making parking relatively more expensive than transit. Local jurisdiction *and* County action to make parking more expensive relative to transit is probably the single most effective way to increase transit use. Decisions on the part of local jurisdictions and the County to designate right-of-way for free unrestricted parking makes car ownership more attractive relative to transit. We urge the County to consider transit supportive actions broadly as it makes resource allocation decisions so as to better identify conditions where transit will succeed.

"Improving Core and Initiating BRT"

The University supports County initiatives to improve "core transit service". We of course place particular value on core service to and from our facilities. Because the U District is the second largest transit market in King County, service improvements to and from the U District in key corridors should be given particular attention. Access to the Harborview Medical Center also

warrants a high degree of attention as it draws large numbers of patients, visitors and employees from all parts of the Puget Sound region.

The Plan identifies several core services that serve the U District as "core service initiatives priority corridors" while it omits others. As noted below, core service between the U District and Loyal Heights, Ballard, Woodinville and Northgate are important connections to other regional destinations and should continue to be identified as priorities in the Plan. For the same reasons, we believe that service between downtown Bellevue to the U District should be identified for core service improvements and be given a high priority.

The Montlake Flyer stop is by far the most heavily used of all the expressway stops -- nearly double the activity of the flyer stop with the next highest activity. We believe that the fact that people are willing to walk between five and 15 minutes to University destinations, or wait for a transfer, indicates that there remains a strong untapped market for transit from east King County directly to the U District. Improvements to the Bellevue-U District corridor, as well as consideration of other direct connections from the east side to the U District, should be considered in the Plan.

The University supports the concept of Bus Rapid Transit in that it improves the speed and reliability of transit services. However, investments in routes designated as BRT must not detract from improvements in other core corridors. Rather than concentrating BRT improvements on isolated corridors, the County should increase frequencies and make attendant capital improvements such as signal priority, stop consolidation, queue bypasses and dedicated arterial HOV lanes in a number of key core routes.

The County has identified the express service between the U District and Downtown as warranting priority for additional service. A comparatively small University population is thought to travel on this corridor on route to and from their homes. Given the already high level of service in the corridor, considering the limited resources available for core improvements in the Plan, additional service is of lower priority to the University than adding services in the other identified corridors.

Finally, the University supports the proposed improvement of core service between the Seattle Central Business District and the Central Area, via first hill. As noted below, improvements to this corridor will provide essential connections from the downtown service to the Harborview Medical Center.

"Connecting with Sound Transit"

The University supports proposals to improve service between U District and the Northshore area though SR 522 corridor service consolidation. In particular, providing improved weekday span of service between the U District and the UW Bothell campus will be of great benefit to the University. In addition to improving service from Woodinville, Bothell, Kenmore and Lake Forest Park, improvement in service to Lake City provides access to a key connection in the NE Seattle service network. However, we hope that our experience with consolidation in the Redmond-U District corridor will not be repeated; while service frequencies and span were increased, service consolidation resulted in longer travel times from Redmond to the U District. We support speed and reliability improvements in the SR 522 corridor contemporary with consolidation to prevent longer travel times. We hope the County and Sound Transit will take other actions to decrease the travel time in the Redmond-U District corridor.

Establishment of ST 555 illustrates a missed opportunity in route consolidation. Rather than bypassing the University, ST 555 should serve the U District and either connect with U District to Northgate Metro service or be consolidated in this corridor. It makes little sense to bypass the established U District destination and run nearly empty busses to Northgate. With attendant speed and reliability improvements in the Montlake Boulevard, Pacific Street, 15th Ave and 45th street corridor, described below, County and Sound Transit resources can be put to better use.

Most transit riders traveling between South County and the U District transfer downtown to tunnel service. Because tunnel service will be disrupted during light rail construction, we are concerned about increased travel time for those making this connection. The County and Sound Transit should take actions that will avoid increasing travel times from the South County, perhaps by increasing direct bus service between South County and South Puget Sound and the U District and by delaying route consolidations in the Sounder corridor until the tunnel reopens to bus service.

Finally, the University supports the improvement of connecting service between the Seattle Central business district and the Central Area, via First Hill. Improvements to this corridor will provide essential connections from the downtown service to the Harborview Medical Center.

"System Integration and Access"

The County's service concept change in 1995 from a "one seat" to a "multi-destinational" network requires that key corridors be frequent and reliable so that connecting service becomes less burdensome to travelers. The University population living in the area north of Greenwood to Shoreline is particularly dependent on transit that is reliable because of the limited direct service between the U District and that area. The route 48 corridor provides an important link for those traveling between the area north of Greenwood to Shoreline and the U District. In addition to one-seat service from Loyal Heights, Crown Hill, Greenwood, Greenlake and Roosevelt, route 48 provides a key connection opportunity for those traveling from the area traveling on north-south service. Similarly, because much area service is oriented to Northgate, the connections between Northgate and the U District are critical. The University supports County actions that improve the speed and reliability of service between the area north of Greenwood to Shoreline to the U District.

"Transit Speed and Reliability"

As indicated repeatedly above, the University believes that actions to increase transit speed and reliability are essential to making transit more attractive. Some of the overloads that riders to and from the U District experience result form irregular bus travel time resulting from traffic congestion. In the interest of smoothing loads and better utilizing existing service hours, we favor facility improvements to make transit more predictable and reliable. In addition to improvements in corridors between the U District and Bellevue, Bothell, Northgate and Loyal Heights, the University believes speed and reliability improvements between the U District and Ballard and Columbia City are needed. We support County actions in transit signal priorities, queue jumps, bus stop consolidation and exclusive bus lanes, restricting on street parking and, when appropriate, establishing arterial HOV lanes. In particular and on a more local level, transit queue jumps, signal timing and transit priority improvements for the corridor from SR 520 to I-5 through the Montlake Boulevard, Pacific Street, 15th Ave and 45th street corridor will provide travel time and reliability benefits to transit users from all parts of the County.

"Transit Fleet Procurement"

The University supports County actions to convert the diesel fleet to low-sulfur diesel fuel. In addition, we hope the County considers actions to decrease noise generated by its fleet. Finally, we would suggest that the County take steps

to increase its average coach size by procuring additional articulated coaches and by purchasing even larger coaches in high ridership corridors.

Thank you for the opportunity to comment on the Six year Transit Development Plan. We appreciate the access to the University that excellent transit service provides to the people living in the Puget Sound region.

Sincerely,

Weldon Ihrig
Executive Vice President

cc: Maggi Fimia, King County Council
Larry Gossett, King County Council
Agnes Govern, Sound Transit
Jane Hague, King County Council
David Irons, King County Council
Louise Miller, King County Council
Dwight Pelz, King County Council
Rob McKenna, King County Council
Greg Nickels, King County Council
Julia Patterson, King County Council
Larry Phillips, King County Council
Kent Pullen, King County Council
Susan Sanchez, City of Seattle
Cynthia Sullivan, King County Council
Pete von Reichbauer, King County Council
Gerry Wilhelm, City of Seattle

South County Area Transportation Board
MS: KSC-TR-0814
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Seattle, WA 98104-3856
Phone: (206) 263-4645 Fax: (206) 684-2111

January 25, 2002

Paul Toliver
Director
Department of Transportation
King Street Center
201 South Jackson Street
Seattle, WA 98104-3856

The Honorable Ron Sims
King County Executive
400 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Dear Executive Sims and Mr. Toliver:

This letter is to inform you of SCATBd's Proposed Initiatives for the Six-Year Transit Development Plan for 2002 to 2007. The South County Area Transportation Board (SCATBd) was provided with a presentation on the document titled "Six Year Transit Development Plan for 2002 to 2007: Proposed Initiatives" (the Plan) at its November 20th meeting and would like to provide its comments to the Department of Transportation and the Executive in this letter. While the Plan provided limited specifics, and we had only a brief period in which to ask questions, we will offer the following observations.

Summary

The plan needs extensive reworking to provide a fairer level of service to all of the suburbs.

- In general, the suburbs are not served fairly at this time, due to historically nonexistent service levels there and an ongoing unwillingness to direct new service primarily to the under-served areas.
- All of the suburbs need to be provided with a reasonable level of transit service because they pay for it.
- Service beyond those reasonable levels should be provided based on its cost-benefit ratio in the broader, societal-scale context, rather than solely within the Metro transit farebox-recovery context. This entails using measures of vehicle mile reduction, capacity utilization, and subsidized cost per passenger mile as much or more than number of boardings per hour, to increase the efficiency of total region-wide transportation spending for all modes.

• Schedule maintenance is an annually compounding service subsidy. It should be considered as a portion of new subsidy, to be distributed according to subarea equity rules as they exist or are amended in the future.

• Because Metro hasn't built a bus base centered in the South subarea, the use of the platform-hour basis for distribution of new service subsidy is unfair to South King County citizens. New subsidy should be measured based on revenue hours provided.

• Growth should be rewarded with service in all areas where it has occurred, not where it is projected or speculated to occur, and it should be rewarded to the extent the individuals constituting that growth will ride the bus.

• Growth of number of dwelling units, number of persons, and number of jobs are each different. Please note the first two are frequently markedly different from one another. The bottom line must be capacity utilization of available bus resources. • Provide buses where people will ride them. Please remember if no bus is provided, no one can ride it.

• Work extensively with all subarea groups. Please be careful not to imply acceptance or approval of the plan by groups, which haven't done so.

Specifics

1. Sufficiently detailed information to allow evaluation of the plan is lacking. For example, on page 34 is a listing of Core Service Connections with 2007 Target Service Levels. The discussion on page 33 states that the Target Service Levels are based on perceived ridership potential, and that those targets are not all achievable within projected available revenue. Which targets are proposed to be met, and which aren't? If the Plan's intent is to list the options, then the quantities of new hours required to achieve the individual connections should be listed so Plan reviewers can understand the tradeoffs. The final plan to be approved by the Council and Executive should specify which targets are to be met with projected revenue rather than providing a wish list for future interpretation and dispute.

In response to SCATBd member questions, Metro staff indicated at the November 20th presentation that 50 percent of the system-wide core connection improvement hours are dedicated to the South Subarea. This sort of specific data should be in the Plan. Likewise, please review the Plan for accuracy of implications of its statements. On page 18 the plan states that downtown Bellevue has accommodated a "large" share of Bellevue's growth in the last decade, but U.S. Census data provided by Regional Transit Committee staff indicates that half of the 25 percent population growth in Bellevue during that time was from annexations, which of course didn't occur in downtown. How large is "large"? Please use specifics.

2. The City of Seattle has far more than its share of Metro's service already, with 2.3 times the per capita service hours provided to the suburbs; it's time for a near-moratorium on new service there until the suburbs have significantly increased service levels. The framework of the plan appears to be based on a continuation of severe inequity of service among Metro subareas.

3. The Plan's basis for planning use of future resources is flawed. Resources should provide for balancing three goals:

(1) Transit-dependent persons who have no alternatives should be provided for;
(2) Substantial equity of resource access and use among other citizens and among subareas should be provided; and
(3) Resources should be used as efficiently and cost-effectively as possible to reduce total societal costs of transportation.

Instead, the Plan provides for growth of the system without reference to measures of current performance which determine the true cost-effectiveness of service, such as capacity utilization, and with little regard for equity among Metro subareas and their citizens. Rather, mention is made at the end of the Plan only, about which performance measures will be used in measuring the outcomes of the Plan's implementation.

As noted in the Plan, the Long Range Policy Framework Objectives (LRPO) support increased market share for transit. The Plan's interpretation of measuring market share is number of trips, without regard for the varying value of those trips based on length of trip or time willingly expended by a rider in taking the trip. This goal has tended to encourage the provision of shorter, lower-cost trips by Metro at the expense of longer trips which are generally of a higher societal benefit by virtue of reducing the need for expensive new single-occupant vehicle lane miles.

4. The Plan makes no mention of reallocating existing resources among subareas, and deals solely with new resources projected to become available due primarily to the effects of economic growth and inflation on the system's sales tax revenue.

We do not seek to disrupt Seattle's transportation system due to a reduction of service hours within the West Subarea. However, given the fact there are more riders on the average bus in the South Subarea than the West Subarea (15.2 vs. 12.0, respectively), it is clear there should be less frequent service on some routes at some times within the West Subarea, and a reallocation of those resources to other subareas is warranted.

For example, reduction of frequency of one route from 10-minute to 15-minute headway provides enough service hours to improve two hourly routes to 30-minute headway, given similar route time lengths. We would argue that unless the buses are full, 15-minute headway is adequate service levels for nearly any urban area.

Reallocation of service is particularly warranted since Seattle's current level of annual transit subsidy is about $185 per capita versus the suburban transit subsidy level of $91 per capita. All sales tax payers in King County on a substantially equal basis contribute these dollars per capita. The suburbs are entitled to a fairer distribution of subsidy. The fact that Seattle continues to receive 60% of system-wide schedule maintenance hours, which are not considered as subsidy by Metro, concerns us as well. The annual increase of 0.5% of all service hours which is allotted to schedule maintenance means that about 21% of the new service hours provided over the Plan's

six years will be schedule maintenance hours which accrue mostly to Seattle without inclusion in the subsidy equation.

5. Fewer citizens take the bus in the South and East Subareas than in the West Subarea substantially because there is much less service, only about 43% as much service per capita, to be exact. The proposed Plan takes timid and inadequate steps to correct this imbalance for all suburban communities except Bellevue.

The inequity of service between the subareas is an artifact of a past era when almost all bus service was in the City of Seattle. The current size of the inequity has no inherent justification based on efficient use of public transportation resources. The average bus rider's trip length in the West Subarea is 3.1 miles, so there are many trips, which are less than 2 miles. Many or most of these trips could be walked or bicycled. While Seattle's current density and reliance on transit is reason to maintain some of the current inequity in service over the shorter term, it should be reduced markedly.

6. Achieving maximum efficiency in using public dollars is of great importance in these times. A chief measure of effectiveness of public dollars spent on transportation should be rider hours per revenue hour, which is equivalent to seating capacity usage on the bus. Limiting the definition of service effectiveness solely to the number of riders boarding the bus per hour, or "service efficiency" as it is called by Metro, as is currently the case, overlooks the fact that we as a society value a longer trip more highly than a shorter trip. Time is the truly limited commodity of our citizenry. If significant numbers of persons are willing to spend their limited time sitting on the bus, we should provide a bus for them to ride.

7. The Plan (and all other significant plan documents to follow) needs to contain a glossary with precise definitions of terms, especially metric terms such as ridership, service level, capacity utilization, and service efficiency. This is especially important given that the plan is to be understood and evaluated by citizens and diverse policy makers without a formal working knowledge of transit planning metrics.

8. The goal of supporting areas "that are achieving sufficient population and employment densities to generate higher ridership and support more frequent service" (Plan, p. 1) should be secondary to supporting areas where riders are actually willing to spend their time on the bus. The provision of very frequent service to downtown Bellevue because the density has driven car parking prices up (one of the reasons Metro staff mentioned in their presentation to SCATBd) makes no sense if persons in the area continue to use the bus in very limited numbers.

9. The statement in paragraph one of the Plan that population and employment growth will shape public transportation decisions seems at odds with the facts of population, employment growth, and the proposed division of new service as well as the continued inequitable allocation of existing service. Provision of 40% of new service to the East Subarea, targeted quite heavily toward central Bellevue, might make sense if the South Subarea was equally served on a per

capita basis with 51 percent of new service, if both had an equivalent growth rate, or if both subareas' occupants used transit in similar frequency. Given the facts that Kent and Federal Way outstripped Bellevue significantly over the 1990-2000 in expected trip growth (see attached chart), Auburn matched it, and the average South Subarea bus has 40% more riders on board than the average East Subarea bus, the South is getting too little new service.

10. While the concept of splitting new service hours between peak, core, and local service in the ratios provided for by the Plan seems reasonable, some South Subarea cities may well feel that 25% is too low a percentage to spend on local service. Inherent in this observation is the fact that suburban service, which is labeled as local by virtue of its serving only one or two medium-sized cities (and in areas without very high densities), may travel similar or greater distances as service which is considered core service in the West Subarea. Core service in the suburbs is frequently defined or considered to be that which runs (for example) to downtown Seattle or around Lake Washington to Bellevue. As you know, the suburban cities in South King County have their own retail, office, and manufacturing employment centers, community colleges, schools, courts, libraries, municipal services buildings, etc., as well as multimodal transportation nodes such as park and rides and train stations. Service within the suburbs which provides transport for three-mile trips (the average length of West Subarea trips) is considered by many of us in South King County to be core service, not local service, by virtue of its importance in our lives. If our teenage children are to learn that transit is an option for a two- or three-mile trip, provision of adequate service for the short trips they make is essential. The alternative is a future where the suburbs continue to absorb nearly all of our society's transportation resources for less cost-effective transportation modes.

11. We understand from Metro staff 's presentation that 50 percent of the system-wide 180,000 new hours for core service are proposed for the South Subarea, and that 70,000 of those 90,000 hours would be required to provide Bus Rapid Transit (BRT) service on SR 99 in the South. Some South subarea cities are concerned about this because it leaves only 20,000 hours for improving core service elsewhere. Other South subarea cities are seriously looking into the proposal as a good way to greatly improve transit travel on SR 99. Perhaps a 15-minute headway, which would use less than 50,000 hours, would be adequate for BRT on SR 99. It is clear that our subarea's cities need to consider the BRT proposal more as a group.

12. We object to distributing local service, or any service, between subareas based on projected 2010 population, because the 2000 census will be far more accurate during the next six years. Additionally, Transit's map of Transit-Supportive Areas (TSAs) shows numerous developed South King County areas as being non-supportive even though they meet the TSA criteria. Please use census figures only for this six-year plan.

13. We think the Plan's statement (p.30) that "Throughout the development of this plan, Metro has worked extensively with groups of elected officials from each subarea," citing SCATBd as one of those groups, provides a false impression that SCATBd has been significantly involved in development of the Plan. It also implies that SCATBd's concerns have been

responded to. Please remove this statement and similar language from the Plan and related future documents. SCATBd has been provided with several presentations on the plan but has in no way been worked with extensively in its development, nor has the sense of SCATBd elected official comments been particularly incorporated into the Plan. A fairer share of system service hours would be evidence we had been listened to.

12. Schedule maintenance hours should be considered part of new subsidy rather than existing subsidy because they increase existing subsidy hours. Schedule maintenance hours are projected to exceed 21 percent of new service hours over the six years of the Plan, yet are not allocated by subarea equity formulas nor recorded as a contribution to a subarea's service. The West Subarea can be expected to receive about 62% of these hours (following the adjustment of existing two-subarea service to a 50-50 split). Consequently, Seattle's apparent reduction in share of new hours of bus service from the past plan's 36% to 20% (Plan, p. 49) is more accurately a reduction from 36% to 29%. The South's share will be about 36% and the East's share about 35%, rather than the 40% figures in the Plan.

15. It's time that the distribution of subsidy be based on revenue hours rather than platform hours as is currently the case. The South Subarea is significantly penalized because there is no bus base centrally located in the subarea. We realize one is planned for completion in 2012, but the time to provide some equity in this matter is now.

16. Errata noted in the Plan include a missing date for peak service implementation (p. 45) and the statement that low-sulfur diesel fuel conversion will result in no reduction in fuel economy (p. 43). It's our understanding that fuel consumption per mile may remain unchanged, but that the cost of the low sulfur fuel is 20 percent more than existing fuel, so fuel economy will be reduced significantly. We further understand that capital costs of the conversion will be paid for out of operations funding on a non-subarea subsidy basis. As a result the West Subarea will be receiving 60% of the benefit of this program (by reducing polluting bus hours within its boundaries) but paying only 36% of the cost. Given the conversion is only legally required on buses purchased new after 2006, we would sooner see the money spent on service hours in the interim years than on converting existing buses.

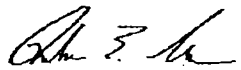
17. Accounting for cross-subarea routes with a 50-50 split of hours between subareas, as proposed by the Plan, could be an excellent step toward equity if any new routes are established. However, we are concerned that if a subarea has any authority or political power over disestablishment or consolidation of an existing cross-subarea route (which in practical terms almost surely must be the case), the proposed calculation of a new base subsidy total figure for subareas will effectively give the West Subarea additional subsidy at the expense of the South and East Subareas. The Plan should specify that in the event of future reduction of hours to any existing cross-subarea route, those hours are credited solely to the subarea, which was charged with those hours prior to calculation of the new base.

Conclusion

As you can see by the above detailed listing of concerns, we have significant reservations with the Plan, its direction, and its specifics to the extent they have been provided to us. South King County subarea residents have made significantly higher usage of the transit capacity provided to them by Metro than residents of other subareas of the county, with 27% more riders on the average bus than in the West Subarea and 40% more than in the East Subarea. We feel the Plan as currently drafted does not provide adequately or fairly for transit service in South King County.

We encourage Metro to work extensively with South King County member cities and us in the future to develop an equitable plan we can support.

Sincerely,



Rebecca Clark
Chair, SCATBd
Councilmember, City of Covington

RC:kh

cc: Jay Fossett, Senior Government Relations Advisor, King County Executives Office
George Fleming, Government Relations Liaison, King County Executive's Office
Victor Obeso, Senior Transit Planner, King County Department of Transportation

BELLEVUE CHAMBER of COMMERCE

BDA BELLEVUE DOWNTOWN ASSOCIATION

January 28, 2002

The Honorable Ron Sims
King County Executive
400 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Dear Executive Sims:

On Behalf of the Board of Directors for the Bellevue Downtown Association and the Bellevue Chamber of Commerce we are writing to express our support for the draft policies developed by your Transportation Department that outline the upcoming Six-Year Transit Development Plan (2002-2007). Over the last decade, downtown Bellevue has evolved into a true urban center, with a livable mix of workplace, residence and entertainment uses. Further, downtown Bellevue is viewed as a transportation hub for the greater Eastside. This reality provides the context for planning future transit service.

Not currently addressed in the Draft Plan is an issue that ranks very high among our members: ride-free bus service within downtown Bellevue. The Chamber and the BDA would like to request one modification to the Six-Year Transit Development Plan (2002-2007) to address this issue. Our organizations are quite interested in having the "potential new products and strategies addressing mobility issues" section of the Six-Year Transit Development Plan (2002-2007) include a commitment to explore the feasibility of implementing a ride-free area in downtown Bellevue by 2003 or sooner if possible. A ride-free operation has the potential to increase transit ridership significantly in downtown Bellevue. Further, utilizing regular bus service for intra-downtown trips would be significantly more cost-effective than operating a dedicated circulator/shuttle service. This would go a long way to entice individuals to try transit and hopefully make a long-term commitment to alternate travel modes for the work trip.

We are pleased to see that the Draft Plan begins to address some key obstacles, however we remain concerned about the issue of equity of service on the Eastside. Bullets 1, 6 and 7 begin to address these equity concerns, but further progress needs to be made. We are encouraged to see that the draft plan includes the following seven objectives:

1. **Sizable Increase in Transit Hours.** The share of the *new service hours* are allocated to each subarea as follows: 40% East; 40% South; and 20% West. It is essential for the Eastside transit

system to evolve to match the maturing Eastside urban form, especially in downtown Bellevue and other Eastside activity centers.

2. **More Park-and-Ride Capacity.** 6,000 new Park & Ride parking spaces, half paid for by Sound Transit. This is a critical initiative since park and ride lots are a key component of the Eastside transit network. We hear regularly how the Eastside's lots are overburdened. We're hopeful the updated plan will provide greater opportunity for expanded service. Frankly, park and ride capacity should be increased on both sides of the lake, in any locations where it makes sense, especially as traffic volumes shift from a primarily west-bound direction (into Seattle) to a balanced or slightly Eastside-dominant direction.

3. **Better Transit Frequencies.** 15-minute or better commuter bus service between downtown Bellevue, Totem Lake, Kirkland, Overlake, Crossroads, Issaquah Highlands, Factoria, and Eastgate. On the Eastside, and Bellevue in particular, there is a clear need to evolve the transit system from a commuter orientation focused on Seattle toward a system that makes transit a viable mobility option for all-day local service connections on the Eastside.

4. **Better Transit Coverage.** More frequent all-day service to help commuters in Bellevue, including the Lake Hills residential area, Northup Way, 112th Avenue Southeast, 116th Avenue Northeast and Bellevue-Redmond Road. Metro's Six-Year Plan appears to link the City's neighborhoods, activity centers, and Downtown with each other and with other Eastside centers in the region; we applaud these effort.

5. **A More Dependable Bus System.** Metro is proposing to implement one BRT starter line in 2005 to be selected from three candidate corridors. The aim of Eastside Bus Rapid Transit initiative is to direct additional transit hours to activity centers within the Eastside by providing urban service levels that support our growing communities. Overall, the level of investment in the Bellevue-Redmond corridor proposed for the BRT appears to be consistent with what we understand Bellevue and Redmond are seeking in the way of service investments through 2007.

6. **Cross Lake/Cross Subarea Cost Sharing.** It appears that new hours serving two-way (bi-directional trips across subareas) would be subject to a 50/50 cost split. We're encouraged that the Proposed Initiatives call for a more balanced allocation of service responsibilities to account for routes that link multiple subareas.

7. **Method for Tracking Allocation.** All existing and new services would be measured and tracked based on transit hours, not subsidy. This is a significant "house-keeping" matter Bellevue has been promoting to simplify the allocation method and better track where service goes. After learning more about this housekeeping measure, we are very encouraged that the Proposed Initiatives call for more accurate resource accounting procedures.

Thank you for the opportunity to share with you our concerns and suggestions. We look forward to continued dialogue on these matters.

Sincerely,

Joan Wallace
Chair, Board of Directors
Bellevue Chamber of Commerce

Suzanne Baugh
Chair, Board of Directors
Bellevue Downtown Association

City of Des Moines
DEPARTMENT OF PUBLIC WORKS
21650 11TH AVENUE SOUTH
DES MOINES, WASHINGTON 98198-6317
(206) 870-6522 FAX: (206) 870-6596

January 30, 2002

Mr. Jim Jacobson, Manager
Service Development Section
King County Metro Transit
King Street Center
201 South Jackson Street
Mail Stop KSC-TR-0426
Seattle WA 98104-3856

Mr. Victor Obeso, Sr. Transit Planner
Transportation
King County Metro Transit
King Street Center
201 South Jackson Street
Mail Stop KSC-TR-0422
Seattle WA 98104-3856

Gentlemen:

Re: Bus Rapid Transit (BRT)

We appreciate your efforts to include cities in the preparation of your new Six-Year Plan for Public Transportation. Your presentations at our South County Area Transportation Board and Technical Advisory Committee meetings, and other meetings, have been extremely helpful.

We are writing to express the City of Des Moines' interest in the Bus Rapid Transit (BRT) element of the Six-Year Plan. We believe the South SR 99 corridor route would be an excellent location for BRT implementation. The citizens of Des Moines would benefit greatly from the convenient and reliable service between our South County neighbors. Furthermore, Highline Community College is along the route and is supportive of the BRT concept and pleased with the benefits it will provide to their students and staff.

The City is already partnering with King County to provide improvements that will contribute significantly toward the success of BRT. Most of these improvements will be constructed during our Pacific Highway South Redevelopment Project. The project constructs a new 14-foot wide HOV (high occupancy vehicle) lane in each direction. It also provides new sidewalks, pedestrian and street illumination, improved pedestrian crossings, and revised channelization at intersections to improve traffic flow. Traffic flow will also be improved by the replacement of the existing two-way left turn lane with a landscaped median (thus restricting left turn movements to limited locations). Three additional traffic signals will be installed, and new signal equipment will be installed at the existing signal locations. All signals will be interconnected and outfitted with Metro's transit signal priority equipment. The project also installs new bus stop facilities.

The Waterland City
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The Pacific Highway South Redevelopment Project is currently nearing design completion. The City is now in the process of purchasing the necessary right of way to facilitate the new lanes and sidewalks. The City also recently completed a project adding sidewalks on South 216th Street adjacent to SR 99, and has plans to continue the sidewalks down to Marine View Drive. The City is currently designing a similar project to add a sidewalk to Kent-Des Moines Road between 16th Avenue South and 24th Avenue South, with hopes of connecting to SR 99 in the future.

The City has rezoned the area around SR 99 in Des Moines. The vision for this new "Pacific Ridge" zone includes tall buildings serving both pedestrians and motorists with "people-oriented" activities such as employment centers, indoor retail and much higher density multi-family developments. Additionally, business park development is expected just off of SR 99 at South 216th Street and 24th Avenue South (in the Port buy-out area) in the future. The City is also currently in the process of constructing a new sports park near this same intersection. Occasionally, this sports park may attract regional traffic. Bus Rapid Transit would help support all of these infrastructure changes.

These improvements to safety, traffic flow and pedestrian facilities, as well as the anticipated higher density due to development; the presence of Highline Community College, and the City's upcoming projects will help to ensure that the BRT goals of speed, reliability and ridership are met.

The City of Des Moines looks forward to partnering with King County and Metro in the future to make BRT a success. Any further questions or input can be referred to Maiya Andrews at (206) 870-6523.

Sincerely,

Timothy C. Heydon, P.E.
Public Works Director

cc: Mr. Robert Olander, City Manager
Ms. Maiya Andrews, Asst. City Engineer

Attachment D

2002 074

Addendum

to the

Regional Transit System Plan
Final Environmental Impact Statement

Six-Year Transit Development Plan
for 2002–2007

February 6, 2002

King County Department of Transportation
Transit Division
201 South Jackson Street
Seattle, Washington 98104-3856

Prepared in compliance with the State Environmental Policy Act (RCA 43.21C) and Chapter 20.44 of the King County Code.

Produced by Design and Construction
(206) 684-1166

This information is available on request in accessible formats for people with disabilities by calling (206) 684-2046 (voice) or (206) 689-3413 (TTY).

FACT SHEET

Addendum to: Final Environmental Impact Statement (FEIS), Regional Transit System Plan. The Regional Transit System Plan FEIS was issued by the Municipality of Metropolitan Seattle (Metro) in March 1993 following the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C, Revised Code of Washington (RCW) and Metro Resolutions 4480 and 4925 implementing SEPA in Metro procedures. The Regional Transit System Plan FEIS was adopted by Metro in September 1993 as appropriate environmental review for an amendment to Metro's *Comprehensive Plan for Public Transportation*, published as the *Long Range Policy Framework for Public Transportation* (October 1993), under the same RCW and Metro resolutions. This addendum is prepared and issued under King County Resolution 6714.

Name of Proposal: Six-Year Transit Development Plan for 2002–2007 (the Six-Year Plan).

Nature of Proposal: The Six-Year Plan sets forth objectives and strategies for transit, paratransit, rideshare services and supporting capital facilities in King County, and establishes the policy basis on which annual operating and capital program decisions are made through the year 2007. The transit investments identified and prioritized in the plan focus on congestion relief and improved mobility. To that end, the plan outlines twenty-six strategies in the following categories: management, service, capital, implementation and financial. Those strategies are in accordance with the following objectives:

- ***Increase Efficiency***- Provide the most efficient and effective services and facilities possible within available resources.
- ***Support Growth Management Plans*** - Support local and regional growth management plans and policies. Within each subarea, focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the urbanized growth area of King County.
- ***Increase Market Share*** - Increase the portion of trips by people using transit and ridesharing within King County.
- ***Increase Mobility*** - Improve transit access to jobs and other activities. Increase travel opportunities on public transportation by developing a range of integrated and complementary services and facilities, and making the system easier to use and understand.

The Six-Year Plan constitutes Metro's six-year transit development and financial program, in compliance with existing requirements of state law (RCW 35-58.2795 incorporated into Establishment Ordinance 11032). All elements of the plan are within the scope of the Final Environmental Impact Statement (FEIS), Regional Transit System Plan issued by the Municipality of Metropolitan Seattle (Metro) in March 1993.

Proponent/Lead Agency: King County Department of Transportation
Transit Division (Metro Transit)
201 South Jackson Street, M.S. KSC-TR-0431
Seattle, WA 98104-3856
(206) 684-1166

Nature and Date of Final Action: Adoption of the Six-Year Plan by the Metropolitan King County Council in Winter 2001-2002.

Licenses Required: No licenses are required before the King County Council adopts the Six-Year Plan. Licenses required to implement specific components of the Six-Year Plan will be identified in subsequent environmental review.

Previous Environmental Review: The Regional Transit System Plan FEIS identified and compared the environmental impacts associated with three alternatives for expanding transit facilities and service in King, Pierce, and Snohomish counties through the year 2020, as well as a No-Build Alternative that served as an environmental baseline. The Six-Year Plan represents a transit service philosophy consistent with that articulated for the three build alternatives considered in the System Plan FEIS, and particularly for the Transportation Systems Management (TSM) and Transitway/TSM Alternatives. The TSM and Transitway/TSM Alternatives identified a representative set of capital projects to support their transit service philosophy, as well as generically characterizing other capital projects that would likely be included in the program. The capital projects in the Six-Year Plan are consistent with the generic projects described in the TSM and Transitway/TSM Alternatives. For these reasons, the Six-Year Plan falls into the range of alternatives considered in the Regional Transit System Plan FEIS. Consequently, its impacts would be the same as or less than those described in the FEIS for those alternatives, and no supplemental EIS is required.

Type and Timing of Subsequent Environmental Review: This EIS Addendum is part of a "phased" environmental review process. Each of the capital components of the Six-Year Plan will be subject to project-level environmental review before it is implemented.

Proposed Implementation Date: Project-level environmental review of new capital projects to support the Six-Year Plan could begin following adoption of the Plan by the King County Council. Phasing of capital projects and service changes would take place over the six-year period, depending on funding and prioritization of projects.

Location of Background Data: King County Transit Division, Service Development Section
King County Department of Transportation (Metro Transit)
201 South Jackson Street, 4th floor
Seattle, Washington

Responsible Official: Rick Walsh, General Manager
King County Metro Transit Division
201 South Jackson Street, M.S. KSC-TR-0415
Seattle, WA 98104-3856

Contact Person: Gary Kriedt
King County Metro Transit Division
201 South Jackson Street, M.S. KSC-TR-0431
Seattle, WA 98104-3856
(206) 684-1166

Addendum Issue Date: February 6, 2002

Cost of Document: This Addendum is available at no cost.

Addendum to the Regional Transit System Plan Final EIS

Six-Year Transit Development Plan for 2002–2007

Relationship of Proposed Action to the Regional Transit System Plan

The Regional Transit System Plan FEIS considered three build alternatives for transit service and capital improvements in the year 2020. Each build alternative included a Transportation Systems Management (TSM) component to improve bus service in the three-county region covered by the FEIS. Two of the alternatives, the TSM and Transitway/TSM Alternatives, relied on increases in bus service and varying levels of capital investment to achieve transit goals in the region. The System Plan FEIS clearly stated that these capital projects were representative of a broader range of capital projects that could be proposed to meet the Plan's goals.

Transit service improvements considered in the System Plan FEIS included all-day and more frequent two-way service, with increased connections to regional transit routes and between regional and other centers, as well as improved transit centers and new park-and-ride spaces. Regional TSM capital improvements were to complete, expand, and enhance the freeway HOV network, improve transit speed and reliability, provide better access to freeway HOV lanes, and give HOVs priority on key arterial links to transit stations and park-and-ride lots. Community TSM capital improvements would increase the security, convenience, reliability, and speed of transit operations and would include passenger facilities and transit centers, intersection bypass lanes and priority signalization, lighting, landscaping, widened sidewalks, and arterial HOV/transit lane development. Bicycle access improvements were also proposed under all three build alternatives. Implementation of the alternatives would take place over the period between 1994 and 2020.

The Six-Year Plan proposes a service program and identifies supporting capital improvements for King County that are consistent with the TSM component of the three build alternatives in the System Plan FEIS, and particularly with the TSM Alternative. The Six-Year Plan and its impacts fall into the range of alternatives and impacts discussed in the System Plan FEIS and do not require additional environmental review on a programmatic level. Impacts of the service and capital elements of the Plan are expected to be the same as or less than those described in the System Plan FEIS. Capital projects identified to support the Six-Year Plan will still require project-level environmental review, with associated opportunities for agency and public input, before they can be implemented.

The objectives, strategies, and service and capital program proposed for the Six-Year Plan are described in *Six-Year Transit Development Plan for 2002–2007* and *Six-Year Transit Development Plan for 2001–2007: Appendices*, available from King County Transit Division.

SIX YEAR PLAN OBJECTIVES AND STRATEGIES

The Six-Year Plan has the following objectives through the year 2007 based on objectives outlined in the *Long-range Policy Framework* for King County:

Objectives

- ***Increase Efficiency***- Design and provide efficient service to major destinations and along shared corridors through an integrated network of routes providing local and regional service by King County Metro, Sound Transit, Community Transit, and Pierce Transit. Regularly evaluate new and existing service performance against established measures of success. Reinvest unsuccessful services consistent with the overall service concept.
- ***Support Growth Management Plans*** - Support growth management and increased transit use by providing higher service levels to established urban and manufacturing/industrial activity centers in King County. Provide and support transportation demand management actions in conjunction with major employers, local jurisdictions, and other agencies.
- ***Increase Market Share*** - Increase the portion of trips by people using transit and ridesharing within King County. Improve access to travel destinations by reconfiguring and adding new services and pursuing innovative solutions and partnerships.
- ***Increase Mobility*** - Improve service and access to a broad range of travel destinations using public transportation by reconfiguring current service, adding new services, and pursuing innovative solutions and partnerships. Make improvements to the transit operating environment in locations and along corridors where potential or actual high ridership exists and where local jurisdictions provide the necessary supporting plans, policies, permits and/or funding to do so.

Strategies

The following service and capital strategies are proposed to achieve plan objectives. Impacts of the strategies are expected to be the same as or less than those described in the System Plan FEIS.

Management Strategies

Strategy M-1

Establish a series of targets for measuring success in meeting the objectives of the Six-Year Plan in each of four long-range policy areas. Evaluate progress using these targets periodically and at the time of Six-Year Plan updates.

Strategy M-2

Regularly monitor customer satisfaction using measures that assess system changes and improvements through regular surveys of riders and non-riders.

Strategy C-4

Expand park-and-ride capacity in congested corridors with full or overcrowded park and ride facilities. Use the Transit-oriented Development (TOD) program to further expand park-and-ride opportunities through joint use of new parking capacity and financing partnerships.

Strategy C-5

Replace and expand the transit fleet so that the size, fleet mix, and individual fleet procurements are consistent with service projections and operating characteristics. Achieve more efficient operations using modern features including efficient propulsion systems, advanced maintenance technologies and integrated on-board systems on transit coaches.

Strategy C-6

Expand transit operating base capacity as described in the King County Metro Facilities Master Plan to support transit fleet growth projected to occur through the year 2020.

The following capital elements in the plan are expected to support the Six-Year Plan objectives. Specific capital elements are subject to project-level environmental review before implementation.

Park-and-Ride Expansion

The Plan includes the design and construction of approximately 6,000 new parking spaces at park-and-ride lots. Of the 6,000 planned new spaces, about 3,000 represent projects and partnerships with other jurisdictions lead by Sound Transit.

Passenger Facilities

The passenger facilities program will continue to focus efforts on providing critical facilities to support service change needs. Improvements may include new and relocated bus shelters, improved pedestrian and bicycle access to bus stops, consolidation of bus stops, improved lighting and upgraded information and signage.

Transit Speed, Safety and Reliability

The Transit Speed, Safety, and Reliability Program will focus on implementing relatively low-cost improvements along arterial corridors with high bus volumes and high ridership. Measures may include transit signal priority or adjustments in signal timing, queue bypasses, bus stop consolidation, bus bulbs, changes in lane configuration and exclusive bus lanes.

Transit-Oriented Development

Transit-Oriented Development (TOD) projects bring residential and commercial activity together with transit interests to share development costs and to maximize the effect of the public investment. Identification and realization of joint development potential is done on a project-by-project basis. The King County Department of Transportation has been working on bus-related TOD joint-development projects since 1998.

King County projects have been recently completed or are under way in the cities of Redmond, Renton and Seattle. Potential projects are located in a number of locations in King County. The county is investigating TOD feasibility in Burien, Kenmore, Kent and Shoreline. The mix of uses in King County's TOD projects includes transit centers, park-and-ride lots, off-street bus layover facilities, and residential, institutional, retail, office, hotel and entertainment uses. Project concepts range from 308 apartments above a park-and- ride lot in Redmond to four skyscrapers above an underground bus-layover facility in downtown Seattle.

Transit Fleet Procurement

The transit fleet will increase by approximately 200 vehicles from 2002 to 2007. The transit fleet through the year 2007 includes the following:

- Replacement of the dual-powered tunnel bus fleet (that fleet will reach the end of its projected useful life in 2002- 2003).
- Replacement of the articulated electric trolley bus fleet (that fleet will reach the end of its projected useful life in 2005).
- Consideration of low-floor buses (low-floor buses are becoming more widely used due to operational, safety, and accessibility advantages over conventional standard-floor coaches).
- Potential conversion to low-sulfur diesel fuel (conversion of most of the existing diesel fleet to low-sulfur diesel fuel should be completed in 2003).

Vanpool Fleet Expansion

The vanpool fleet is expected to expand by 40 vans per year, not including any assumptions for expanded growth due to new initiatives.

ADA Paratransit Fleet Requirements

Approximately 270 ADA paratransit vans will be needed by 2007 to support the ADA paratransit service program. This represents a reduction in the size of the paratransit van fleet from 279 vehicles today. This reduction is a result of 1999 policy modifications designed to encourage use of regular bus service by some mobility-impaired customers.

Maintenance Base Expansion

Expansion of maintenance bases (North, East, Bellevue, Central, Atlantic, Ryerson and South maintenance bases) and/or construction of a new base is required to support planned increases in

bus service. The Central/Atlantic Base Expansion project and the Ryerson Base Bus Parking Expansion project will address current and projected capacity constraints in the 2002 to 2007 timeframe.

Implementation Strategies

Strategy IM-1

Investment Priorities: For the period 2002 to 2007, available operating resources shall be invested in:

A) Higher priority– Provide up to 65,000 annual service hours of new service resources or re-invest existing resources for the following purposes:

   i) Selected new or expanded park-and-ride locations in King County identified in Strategy IM-2;

   ii) Services with overcrowding or showing the highest potential for growth in ridership. These include but may not be limited to those core network services identified as priority investment connections;

   iii) Re-investment and restructuring of services to integrate with Sound Transit Regional Express and Sounder programs

B) Lower priority – Provide new or re-invest existing bus service resources in the following amounts and for the following purposes:

   i) Use up to 100,000 annual service hours, including those investments resulting from implementation of Strategy IM-1, Section A) i), to improve additional peak period services, respond to ridership growth in key corridors or to selected destinations with high peak period ridership potential;

   ii) Use up to 200,000 annual service hours, including those investments resulting from implementation of Strategy IM-1 Section A) ii), to improve span of service and frequency towards 2007 target levels on the core network services identified as priority investment connections;

   iii) Use up to 100,000 annual service hours, in addition to those investments resulting from implementation of Strategy IM-1.A to improve services identified as subarea priorities in the subarea-based community planning process.

Strategy IM-2

Optimize the timing and implementation of service and capital investments to maximize the efficient use of transit resources in meeting public transportation goals. Phase service to match completion dates of planned park-and-ride expansions, start-up of new Sound Transit services and to complete service investments consistent with priorities identified in Strategy IM-1 as new, sustainable service resources allow.

Strategy IM-3

The implementation of transit service hours as stated in strategy IM-1 and IM-2 above shall use the following framework for transit service allocation.

With the completion of the first 200,000 annual hours of service investments described in Strategy IM-1, each King County Metro planning subarea would receive a share of actual service hours implemented as follows: East 40%, South 40% and Seattle/North King County 20%. Subsequent new service investments identified in Strategy IM-1 will be made to result in this 40%/40%/20% allocation when 400,000 annual hours of new resources are in place.

Strategy IM-4

Conduct community planning processes in which transit riders, local jurisdictions, unincorporated area councils, employers, and educational institutions participate in the design and implementation of significant changes to existing service. Use service and capital strategies consistent with the service priorities described in Strategy IM-1. Involve the community, local jurisdictions and subarea groups in the development of recommendations for periodic updates of the Six-Year Plan. Utilize overall roles and responsibilities as identified.

Financial Strategies

Strategy F-1

Pursue a combination of farebox and other operating revenue to maintain a bus operating revenue-to-operating expense ratio of at least 25 percent.

Strategy F-2

Pursue grants to fund projects that have been identified as necessary to support system service priorities or maintain the system as outlined in the plan.

Strategy F-3

Pursue opportunities for partnerships and economic development with communities, employers, other transit agencies, federal and state governments and vendors to expand resources to support transit services and supporting capital facilities.