

7/19/79

MOTION NO. 4404

1
2 A MOTION relating to public transportation;
3 adopting and transmitting the King County
4 recommended plan for 100,000 hours of bus
5 service to Metro for implementation in
6 February, 1980.

7 WHEREAS, the 1980 Transit Plan adopted by the citizens of
8 King County included recommendations for feeder service to the
9 express system and local and neighborhood service within
10 communities, and

11 WHEREAS, the 1980 Transit Plan adopted by the citizens
12 of King County described the transit system as one which would
13 greatly reduce the requirement for transfers in the Seattle
14 Central Business District, and

15 WHEREAS, the average fuel allocation fraction for Washington
16 State in July, 1979 has fallen to 78% of its July, 1978 level
17 thereby heightening the public's awareness of and increased need
18 for multi-centered transit service as a means to reduce energy
19 consumption, air pollution and traffic congestion in King
20 County's numerous activity centers, and

21 WHEREAS, the community meetings held in conjunction with
22 King County's community planning responsibilities and Metro
23 TRANSITION have highlighted the citizen's desire for a multi-
24 centered transit system which serves the numerous activity
25 centers throughout King County, and

26 WHEREAS, on June 7, 1979 the Metro Council adopted an
27 amendment to Resolution No. 3187 which makes \$2,000,000 available
28 for the purpose of providing additional bus service to King
29 County, outside Seattle, provided that these funds cannot be
30 expended unless the Metro Council adopts a specific plan
31 authorizing these additional hours of bus service, and

32 WHEREAS, on June 19, 1979 the King County Council and
33 Executive transmitted a letter to the Chairman of the Metro
Council stating their intent to forward a list of priorities
relating to such additional hours of bus service, and

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WHEREAS, after due consideration, King County has developed a recommended specific plan for such additional hours of bus service to be implemented in February, 1980, and

WHEREAS, King County is prepared to assist Metro in refining the attached plan to insure its implementation in February, 1980.

NOW THEREFORE, BE IT MOVED by the Council of King County:

The King County recommended plan attached hereto is hereby approved and transmitted to the Chairman of the Metro Council for consideration in the February, 1980 service change.

PASSED this 30th day of July, 1979.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Paul J. Chow
Chairman

ATTEST:

Renee M. Owens DEPUTY
Clerk of the Council

KING COUNTY PLAN FOR 100,000 BUS HOURS



KING COUNTY PLAN FOR 100,000 BUS HOURS

CONTENTS:

1. Criteria for 100,000 Bus Hour Allocation
2. Plan
3. Capital & Other Recommendations
4. Other Transit Service Comments

PREPARED BY:

King County Planning Division
Transportation Planning Section (344-7402)
King County Council Administration Staff
King County Program Development

Criteria for 100,000 Bus Hour Allocation

The following criteria were used to determine the priority ranking of transit improvements. Weighting was also used to establish a relative importance for each criterion.

Each transit project was rated for importance based on total points accumulated.

Service Criteria

- | | |
|-------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| Status of Current Service
(weight = 4) | - What transit service currently exists?
How adequate is the service? |
| Type of Improvement
(weight = 3) | - How can improvement be implemented
(route extension, new route, van
service, etc.)? |
| Time/Day
(weight = 2) | - During which time period and/or day
is the service recommended (peak,
midday, evening, daily, weekends)? |
| Route Efficiency
(weight = 3) | - Estimation of route feasibility from
a cost, length of new route, and
ridership potential standpoint. |

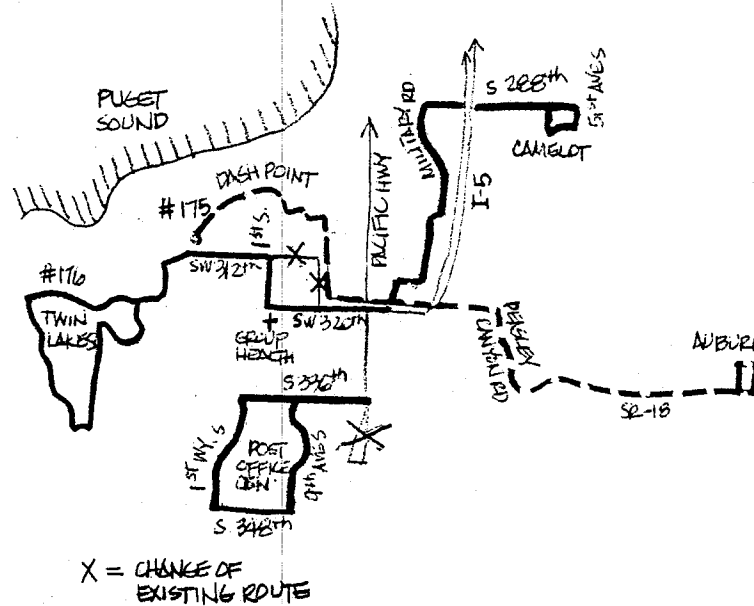
Area Criteria

- | | |
|--------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Population
(weight = 3) | - Population density of service areas
and areas of forecasted new growth. |
| Commercial/Employment
Centers
(weight = 2) | - Types and sizes of commercial and
employment activity centers served
by transit. |
| Public Facilities
(weight = 1) | - Service to public facilities including
major parks, colleges, social service
agencies, hospitals, etc. |
| Transit Dependents
(weight = 1) | - Service to residential areas with a
high number of transit dependents--
elderly, disabled, low-income. |
| Public Support
(weight = 2) | - Estimated measure of public support
for improvement and identification of
improvement in public plans. |

KING COUNTY PLAN FOR 100,000 BUS HOURS
(Projects listed in priority order)

Federal Way - local circulator

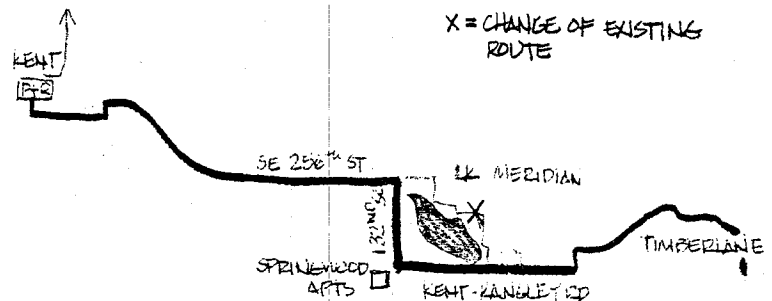
- #174 Extend route to West Campus area to serve new developments and Post Office complex.
- #175 Operate current route during peak hours. Add new peak hour trips Auburn-Federal Way-Seattle. Off-peak hours and weekends add new service connecting Dash Point (#175) to Auburn via Sea-Tac Mall/Park-and-Ride lot. Transfer to get to Seattle.
- #176 Operate current service with a re-route from 8th Ave.S. to 1st Ave.S. Also add new peak hour service from Camelot area to Seattle. Off-peak hours and weekends add new service connecting Twin Lakes to Camelot area via Mall and Park-and-Ride.



17,040 BUS HRS. \$429,960

Timberlane - Kent

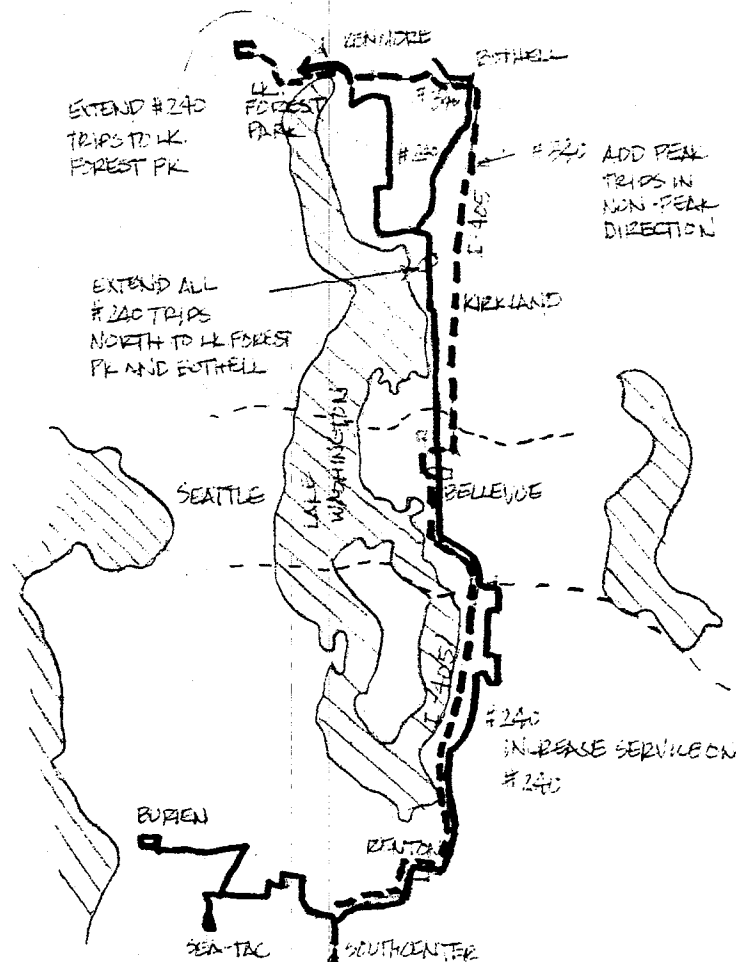
- #141 Provide more trips to the Lake Meridian area and Timberlane. Service is re-routed to 132nd Ave.S.E. to serve the Springwood Apts. Add peak trips to/from Seattle. Off-peak and weekend trips as shuttle to Kent with transfer at Park-and-Ride lot.



3700 BUS HRS. \$94,700

Lake Forest Park - Kenmore -
Bothell - Bellevue - Renton -
Southcenter - Burien

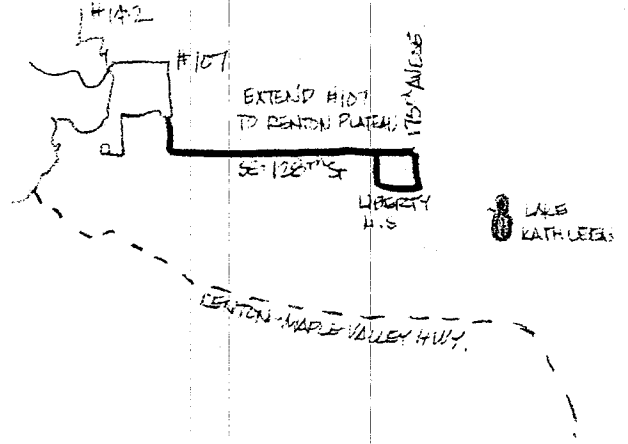
- #240 Increase service to serve as major transit spine on Eastside. Provide two-directional travel and more regular service during off-peak and weekends. Extend all trips north to Kenmore/Bothell. On Kenmore trips extend route to Lake Forest Park to connect with Shoreline.
- #340 Add non-directional peak trips during peak periods. Now #340 only operates southbound in A.M. and northbound in P.M. Expand to operate in both directions.



#240 - 35,000 BUS HRS. \$ 878,400
 #340 - 4600 BUS HRS. \$ 96,600

Maplewood - Renton Plateau

#107 Extend some peak hour trips and all off-peak/weekend trips to the Renton Plateau on S.E. 128th St.

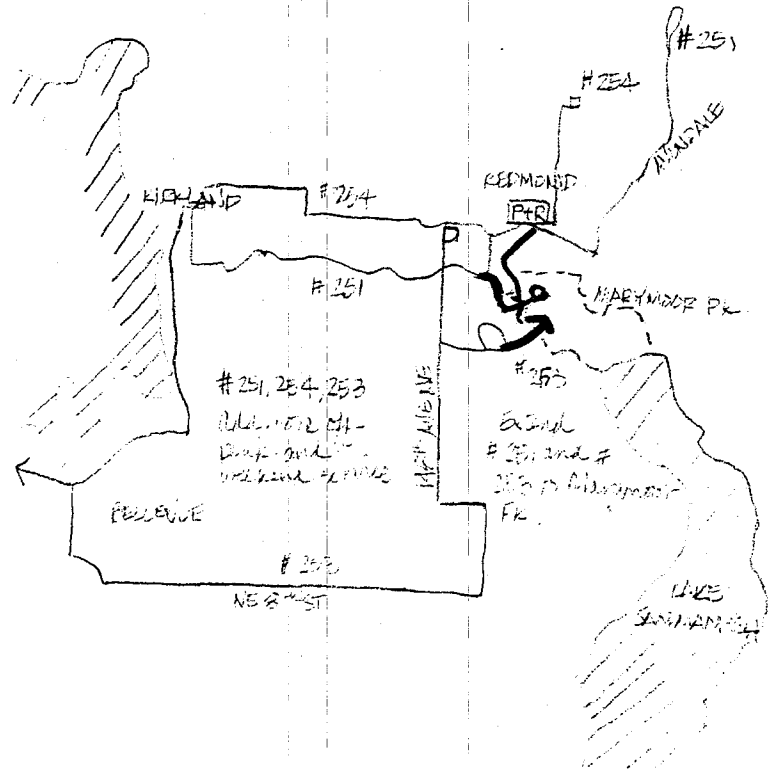


7500 BUS HRS. \$194,100

Redmond-Kirkland-Bellevue to Seattle

#251, 254, 253

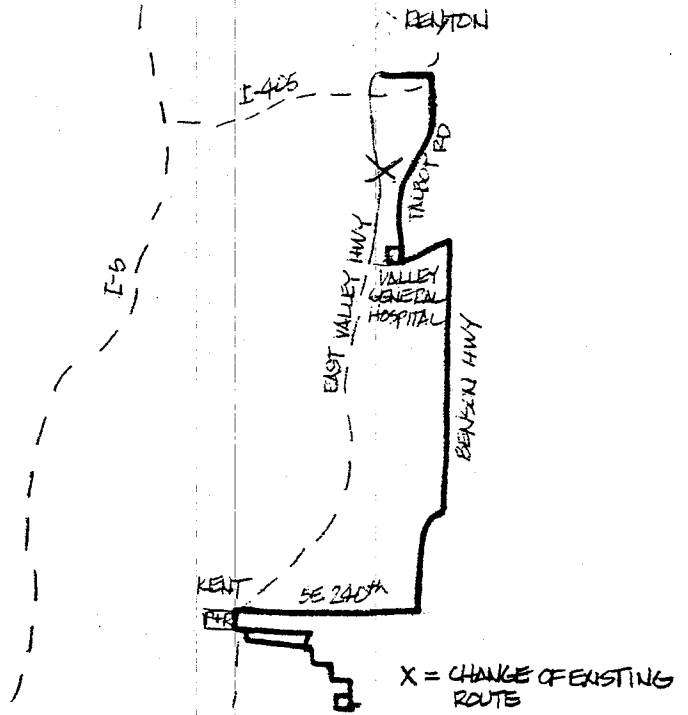
Provide additional service to improve off-peak and weekend transit. On #251, existing off-peak and weekend 2-hour service would be reduced to 60 minutes. #253 which currently has no weekend service would add new 2-hour service. On #254, 2-hour off-peak service would be reduced to 60 minutes and weekends would be reduced from 2 hours to 90 minutes.



10 000 BUS HRS. \$222,500

Kent - East Hill

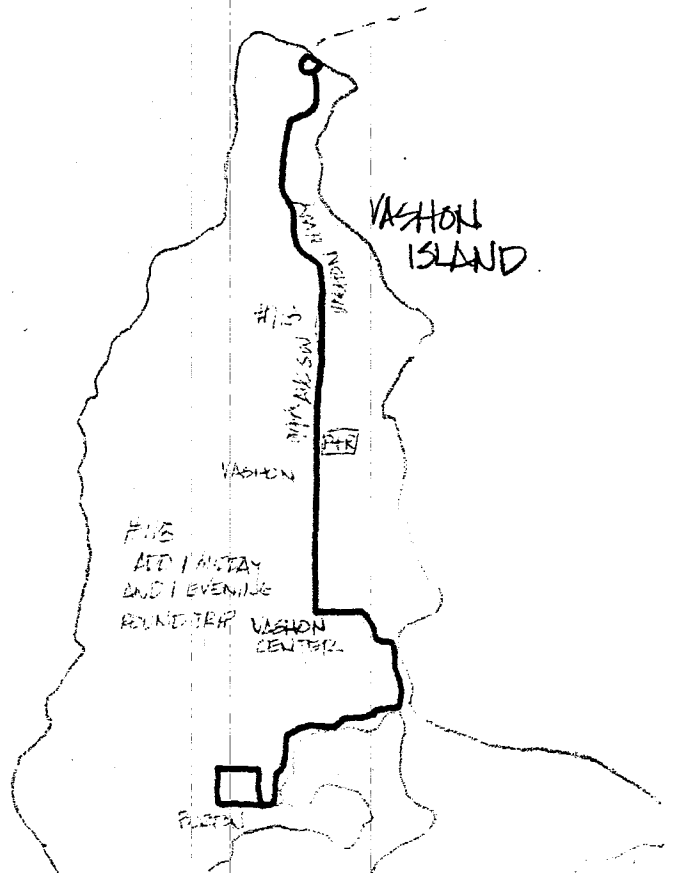
#156 Provide two-directional peak hour service. Add midday and weekend service on an hourly basis. Re-route current service on East Valley Hwy. to Talbot Rd.



12,700 BUS HRS. \$311,800

Vashon Island

#118 Add one midday and one evening round trip to the Vashon shuttle. New trips would end at ferry terminal.

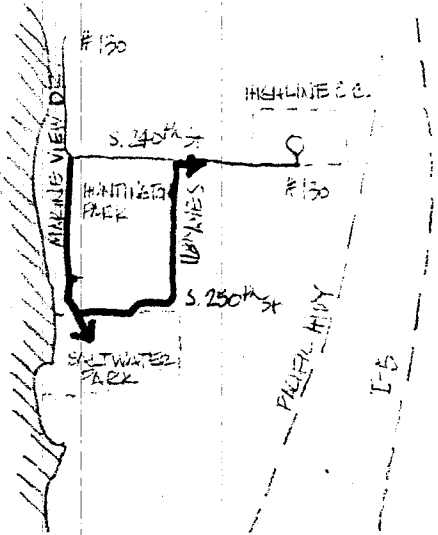


1400 BUS HRS \$221,000

Saltwater Park

#130 Extend #130 from S. 240th St. to serve Saltwater Park and the Huntington Park community. Service would be seasonal and operate on an every-2-hour basis during the off-peak periods and weekends.

EXTEND #130
TO SALTWATER PARK
ON EVERY OTHER
TRIP FOR 2-HR HEAD-
WAYS SERVICE WOULD
BE SEASONAL.
TARGET
SOUND



500 BUS HRS. \$13,050

Marymoor Park

#251 and #253

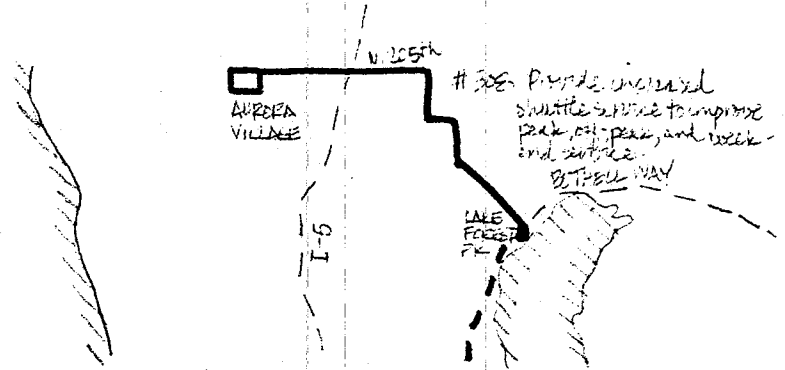
Reroute #251 to serve Marymoor Park during the off-peak and weekends. This would serve Kirkland and Redmond. Also extend some #253 trips to the park to serve Bellevue. A total of six round trips would be provided on each route.

Refer to Kirkland-Redmond map.

2600 BUS HRS. \$66,600

Aurora Village - Lake Forest Park

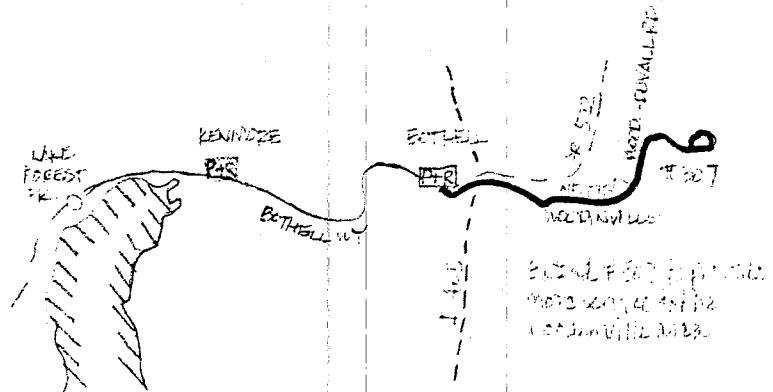
#308 Provide increased service between Aurora Village and Lake Forest Park. Coordinate with #240 extension and #340 to provide time-transfer to Eastside. During peak hours, add two additional trips to fill in gaps. Off-peak service would improve from 2 hours to 60 minutes and include two later trips extending night service to 8 P.M. Also, on weekends add three round trips to provide late afternoon and evening service.



1450 BUS HRS \$36,150

Kenmore - Woodinville

#307 Provide additional service to Woodinville by extending some trips on #307. Currently, #307 provides only two round trips to Woodinville on weekdays. The improvement adds four new peak direction trips and five round trips during the off-peak period (every 2 hours).



2000 BUS HRS. \$ 45,600

TOTAL

99,290 BUS HRS \$2,484,160

ADDITIONAL TRANSIT SERVICE IMPROVEMENTS
(in priority order)



TYPE OF SERVICE	ORIGIN	DESTINATION	COMMENTS
circulator	Issaquah local E. Sammamish and Squak Mountain	Park-and-Ride lot	Provide local circulation for access to transit. Daily
connector	Federal Way	UW	Add more express service daily. Examine possibilities for reducing run times.
circulator		BURDEN-WHITE CENTER	Add new east-west service in vicinity of S.W. 128th St. Midday.
circulator	Burien	Seahurst Park	Provide midday and weekend seasonal runs to Seahurst Park. Possibly by extending end of #240.
connector/ circulator	Redmond	Bellevue Square	Improve transfer connections between 251/254 and 253 for local service to Bellevue. Daily and weekends.
connector	Federal Way	Tacoma	Coordinate with Tacoma Transit (Pierce Co. PTBA?) to improve inter-county connections.
connector	Shoreline	Bellevue	Provide direct service and/or improved connections between these areas. Links to employment and colleges.
circulator	E. Lake Sammamish Parkway	Issaquah Redmond	Provide route extensions from the park-and-ride lots to serve E. Lk. Sammamish Pkwy. Start with peak hour service and expand if warranted.
connector	Shoreline	Redmond	Provide direct service and/or improved transfer connections between these areas.
circulator	Newport Hills Factoria	Bellevue	Provide additional midday, evening, and weekend service.
connector	West Seattle	Boeing Industrial	Provide additional service to meet shift starts/finishes.
connector	Shoreline	UW	Provide better transfer connect ion or direct service.

<u>TYPE OF SERVICE</u>	<u>ORIGIN</u>	<u>DESTINATION</u>	<u>COMMENTS</u>
circulator	Pacific/Algona	Auburn/Kent	Provide additional trips to Pacific/Algona. Add midday and weekend trips to provide 90 minute headway instead of the existing 3 hour headways.
connector	Federal Way	Southcenter	Provide better transfer connections between #174 and #240. Also consider I-5 express connections.
connector	Fall City Snoqualmie North Bend	Bellevue	Provide improved transfer connections or new connecting service. Daily.
circulator	Green River Community College	East Hill Renton	Provide additional north-south service to improve connections to Green River C.C. from Renton and Kent/East Hill. Better schedule coordination with #153 would also help. Weekdays.
circulator	St. Edwards Park	Bellevue, Kenmore	Provide transit access to Park.
circulator/para-transit	Shoreline westside	Shoreline eastside	Provide evening and weekend east-west service.
connector	Issaquah	Bellevue CBD	Provide improved transfer connections or new connecting service. Daily.
connector	Issaquah	Renton	Provide improved transfer connections or new connecting service. Daily.
connector	Kingsgate	Bellevue Square	Improve transfer connections or add new daily and weekend routing.
connector	Issaquah	Duwamish	Peak hour. Transfer connection or new peak hour service.
circulator	Carnation/ Fall City	Issaquah	Provide midday service. Carnation trips oriented toward Issaquah.

<u>TYPE OF SERVICE</u>	<u>ORIGIN</u>	<u>DESTINATION</u>	<u>COMMENTS</u>
connector	Duvall, Carnation	Bellevue	Improve transfer connection or provide direct service.
connector	Mercer Island	Renton, Kent, Auburn	Peak hour. Provide improved transfer connection or new peak hour service.
circulator	Richmond Beach		Extend paratransit service.

Capital and Other Recommendations

Beyond the scope of developing a plan for 100,000 new bus hours, the Planning Division also examined the need for other transit improvements in King County. The list of improvements includes recommendations for capital and special service projects.

Future Park-and-Ride Lots

As identified in METRO's 1980 Comprehensive Transit Plan, a number of park-and-ride lots will be coming "on-line" in 1980/81. These lots include North City, Renton, Star Lake, Kent-Des Moines, and Newport Hills.

The Planning Division recommends that all new park-and-ride lots include transit circulator service to supplement express trips. The circulator service, operating through local neighborhoods adjacent to the park-and-ride lots, will allow riders to walk to the bus rather than drive to lots.

New Park-and-Ride Lots

Recent growth rates and patterns in King County warrant an examination of new park-and-ride sites. Potential new sites which should be considered are:

Woodinville
Soos Creek Plateau (Kent-Kangley Road and SR-18)
West Seattle

Factoria Area

The Factoria area is uniquely located at the interchange of two freeways, I-405 and I-90. Traffic north-south and east-west on the Eastside travels through the Factoria interchange. These trips provide connections between Bellevue/Redmond, Issaquah, Renton, and Seattle.

In the Planning Division's review of service areas, travel links between Issaquah, Bellevue, Mercer Island, Renton, Duwamish and Southcenter were identified as desirable. Rather than implementing a new series of long line haul routes, our recommendation is to establish the Factoria area as a major time transfer point for service from the above areas. Routes from/to the Eastside focus through the Factoria time transfer point to facilitate transfers. This concept is similar to the system now operating in West Seattle.

Special Service Projects

Bellevue-Longacres Shuttle - During the horse-racing season, operate an Eastside shuttle to Longacres. Fares would be comparable to existing Seattle service to cover operating costs.

Fauntleroy-Boeing - Examine the potential for implementing a subscription bus route from Fauntleroy to the Boeing plants. This would serve both West Seattle and Vashon Island residents.

Marketing

An essential element in the success of transit service is to inform and promote new route service and changes. This should be an integral part of the 100,000 bus hour route improvements.

Shoreline Paratransit Service

The following are revisions to the Shoreline van service which should be considered for implementation:

- * Extension of the route to connect to Lake Forest Park.
- * Route change to interface with the proposed freeway flyer stop at I-5 and N. 145th St.

THE FOLLOWING TRANSIT SERVICE COMMENTS HAVE BEEN RECEIVED
AS OF JULY 26, 1979

CITY OF BELLEVUE:

1. Off-peak headways should be reduced from 60 minutes to 30 minutes.
2. Service to downtown Bellevue should be increased during off-peak hours.
3. Better evening service from Bellevue to Seattle is needed.
4. Event-oriented service (i.e., Seattle Center, Kingdome, etc.) could be scheduled from Park and Ride lots.
5. Implementation of service along Bel-Red Road, the N.E. 12th connector and Northrup Way should be a high priority.
6. Not all planned service along SR 520 should use the expressway. Additional service should be provided along the frontage roads running parallel to SR 520.
7. Service on major east-west arterials should be improved with the exception of N.E. 8th where adequate service currently exists.
8. Metro should move toward a grid network of routes that combine local and regional service.
9. Three major activity areas outside of CBD require a focus of service: BCC/Eastgate, Crossroads, Overlake Park and Factoria.
10. Some service should be provided to office concentrations along 112th and 116th.
11. A cooperative program between the Bellevue School District and Metro may provide better ridership on mid-day routes while encouraging better service to neighborhoods.
12. Bellevue commuters should not be dependent on buses coming from Seattle which are often late due to bridge tie-ups.
13. Provision of subscription transportation service (e.g., Dial-a-Ride) may be cost-effective during certain times of the day.
14. Park and Ride lots should be well-lighted, safe areas and connected with activity centers such as shopping centers to eliminate "dead time."

CITY OF ENUMCLAW:

1. Rearrange the way the bus goes through town--to serve more people. They will forward a map on this concern.
2. Very few parking spaces for shoppers downtown. Problem created by transit patrons who drive downtown and park their cars all day.
3. Need for expanded circulator service to connect various residential areas to downtown. Particularly acute need during midday and weekends.
4. Enumclaw strongly supports any increase in paratransit service. Currently Black Diamond is working with METRO in hopes of developing a route connecting Black Diamond and Enumclaw to the Sea-Tac Mall. However, the limit on paratransit service in the current contract may prohibit the implementation of such service.
5. Presently, there is a large pocket of low-income housing (Rainier View #1, #2) which is approximately two miles from any shopping area. Without public transportation, it is a real hardship for these residents to make shopping and medical trips. Enumclaw officials would like to see two runs a day from these developments to downtown Enumclaw.
6. Enumclaw strongly supports an extension of the King County Multi-Service Center van program. This is an option which we should explore further, particularly in terms of the 1980 budget.

CITY OF KENT:

A large proportion of the vehicles parking at the Kent Park-and-Ride are of Soos Creek Plateau origin causing congestion on downtown through-streets. A new Park-and-Ride lot on Kent's East Hill may alleviate this problem.

CITY OF KIRKLAND:

The Bus Route #255 is operating at standing room only at rush hours, and it is important that METRO be in a position for supplementing this as ridership increases.

The northerly portion of Kirkland, mainly unincorporated, (Juanita-Finn Hill) is rapidly growing and ridership should be increasing. METRO should supply you with explanation of Route Nos. 240, 307, 309, 931 and 340. I would assume we are ready for expansion of service for this area with one or two of the above mentioned routes.

CITY OF RENTON:

Improved service to Cemetery Road (N.E. 3rd and 4th) to Issaquah.
Improved service to Valley General Hospital via Talbot Road S.
Improved service to Southcenter.
Improved service from Renton Highlands to above points.
Improved service to Boeing industrial area.
Improved service to Orillia industrial area via Lind Ave.
Improved service to Longacres.

CITY OF TUKWILA

No specific recommendations at this time.

BOB LAWLER:

Route #155 Problems:

1. It doesn't meet well with other routes--especially at Southcenter to connect with #123, #150, #240.
2. The route runs about 60 minutes; only twenty minutes (perhaps 25) are spent in residential areas.

Proposes extending service to the Candlewood Ridge Development by removing service from 140th Ave. S.E. and extending #155 east along Fairwood Blvd. to Fairville Road, south to Fairville Blvd. and west back to Petrovitsky Road.