



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**May 21, 2002**

**Ordinance 14366**

**Proposed No.** 2002-0183.2

**Sponsors** Pelz and McKenna

1                   AN ORDINANCE approving the September 2002 public  
2                   transportation service improvements for King County.

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5                   BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

6                   SECTION 1. The September 2002 public transportation service improvements  
7 for King County, substantially as described in Attachment A to this ordinance, are hereby  
8 approved.

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SECTION 2. These transportation service improvements will be implemented effective September 28, 2002.

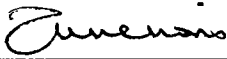
Ordinance 14366 was introduced on 4/22/2002 and passed as amended by the Metropolitan King County Council on 5/20/2002, by the following vote:

Yes: 11 - Ms. Sullivan, Mr. von Reichbauer, Ms. Lambert, Mr. Phillips, Mr. Pelz, Mr. McKenna, Mr. Constantine, Mr. Pullen, Mr. Gossett, Mr. Irons and Ms. Patterson  
No: 0  
Excused: 2 - Ms. Edmonds and Ms. Hague

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

  
Cynthia Sullivan, Chair

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 30 day of May, 2002.

  
Ron Sims, County Executive

Attachments

A. September 2002 Service Changes for Seattle, North King County and East King County, Council amended May 20, 2002

2002 MAY 30 AM 11:44  
CLERK  
KING COUNTY COUNCIL

RECEIVED

ROUTE: 38

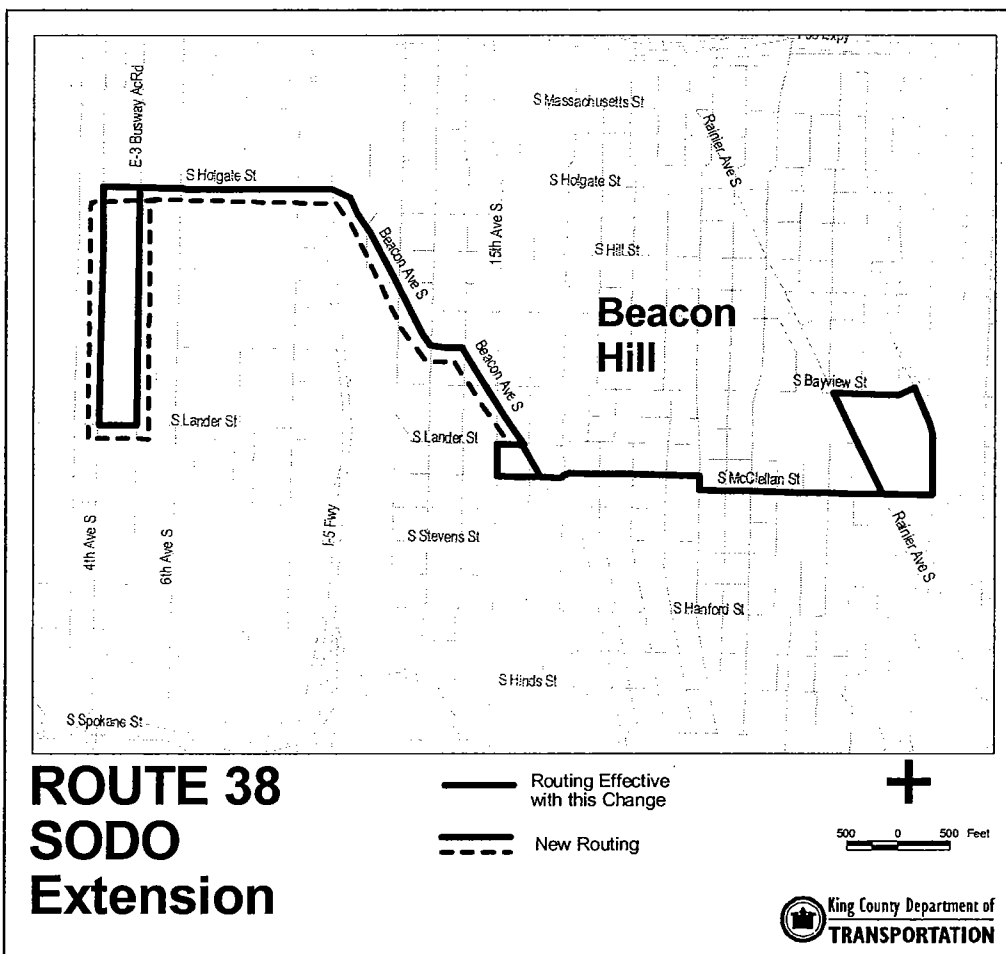
OBJECTIVES:

1. Provide new connection between Southeast Seattle, Beacon Hill and South Downtown Seattle

IMPACTED SERVICE AREA: Rainier Ave., Beacon Hill, South Downtown

SERVICE CHANGE:

1. Extend Route 38 from Beacon Hill to South Downtown via S. Holgate St, the E-3 busway, S. Lander St., and 4th Ave. S.
2. Operate Route 38 every 30 minutes instead of every 20 minutes.
3. Implement Route 38 changes at the beginning of the next regularly scheduled service change period after the Seattle City Council has taken the necessary action to approve the transit street classification changes for Route 38. If the City of Seattle approves the street classification changes after the service change implementation deadline has passed, the Route 38 changes will be made at the beginning of the next regularly scheduled service change period. If the transit street classification changes are not approved by the City of Seattle, the Route 38 changes will not be implemented.



ROUTES: 41

OBJECTIVES:

1. Provide replacement service for existing Route 307 customers traveling between N.E. 130th St. and Lake City Way and downtown Seattle via N.E. 125th St., 5th Ave. N.E, and the Northgate Transit Center.
2. Provide additional frequency on the Route 41 to keep transfer waiting times short in Lake City and at the Northgate Transit Center, and to serve commuters attracted by additional park-and-ride spaces provided at the Northgate Transit Center.

IMPACTED SERVICE AREA:

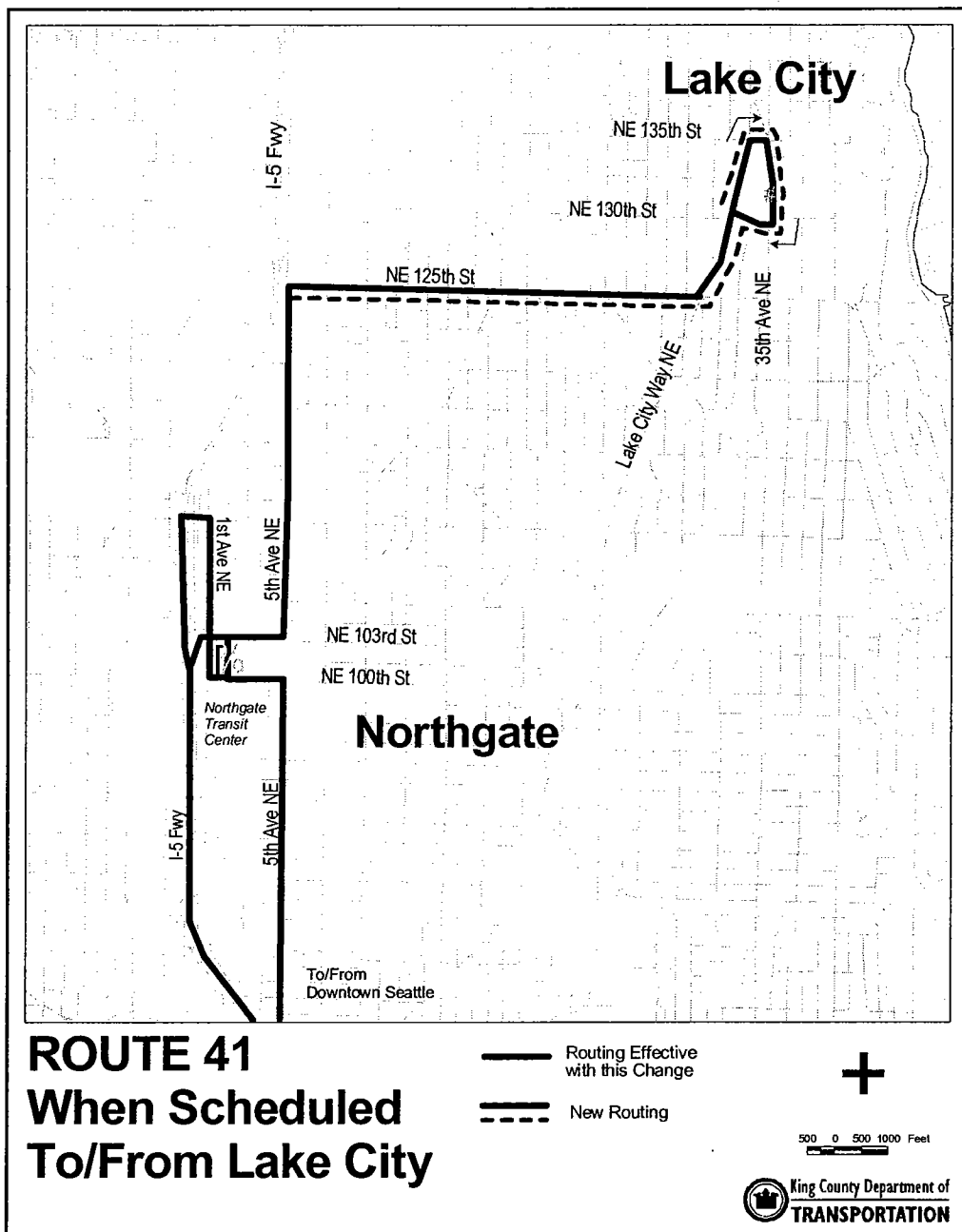
Lake City, Northgate, Downtown Seattle

SERVICE CHANGE:

1. Provide two-way service seven days a week between downtown Seattle and the Lake City neighborhood in Seattle via Northgate, 5th Ave. N.E. and N.E. 125th St.
2. Operate the following spans of service: on weekdays from Lake City to downtown Seattle approximately 5:00 a.m. to 11:45 p.m., and from downtown Seattle to Lake City approximately 5:30 a.m. to 1:00 a.m.; on Saturday and Sunday from Lake City to downtown Seattle approximately 6:15 a.m. to 11:45 p.m., and from downtown Seattle to Lake City approximately 7:00 a.m. to 1:00 a.m.
3. Operate the following frequencies of service on weekdays between Lake City and downtown Seattle: every 30 minutes before approximately 6:00 a.m.; every 15 minutes between approximately 6:00 a.m. and 6:15 p.m. southbound to downtown Seattle, and between approximately 6:00 a.m. and 7:30 p.m. northbound to Lake City; every 30 minutes between approximately 6:15 p.m. and 9:45 p.m. southbound to downtown Seattle, and between approximately 7:30 p.m. and 10:00 p.m. northbound to Lake City; every 60 minutes after approximately 9:45 p.m. southbound to downtown Seattle, and after approximately 10:00

p.m. northbound to Lake City. Operate additional weekday peak trips between Northgate (5th Ave. N.E. and N.E. 125th St.) and downtown Seattle in the peak direction, southbound between approximately 5:00 a.m. and 9:00 a.m. and northbound between approximately 3:00 p.m. and 7:00 p.m., to provide service every 4 to 15 minutes based on commuter demand.

4. Operate the following frequencies of service on Saturday between Lake City and downtown Seattle: every 30 minutes before approximately 8:30 a.m.; every 15 minutes between approximately 8:30 a.m. and 5:15 p.m. southbound to downtown Seattle, and between approximately 8:30 a.m. and 6:00 p.m. northbound to Lake City; every 30 minutes between approximately 5:15 p.m. and 9:45 p.m. southbound to downtown Seattle, and between approximately 6:00 p.m. and 10:00 p.m. northbound to Lake City; every 60 minutes after approximately 9:45 p.m. southbound to downtown Seattle, and after approximately 10:00 p.m. northbound to Lake City.
5. Operate the following frequencies of service on Sunday between Lake City and downtown Seattle: every 60 minutes before approximately 8:15 a.m. southbound to downtown Seattle, and before approximately 9:00 a.m. northbound to Lake City; every 30 minutes between approximately 8:15 a.m. and 8:45 p.m. southbound to downtown Seattle, and between approximately 9:00 a.m. and 10:00 p.m. northbound to Lake City; every 60 minutes after approximately 8:45 p.m. southbound to downtown Seattle, and after approximately 10 p.m. northbound to Lake City.



ROUTES: 307

OBJECTIVES:

1. Minimize duplication of service in the SR-522 corridor with Sound Transit's new ST Express Route 522.
2. Reinvest service hours in the SR-522 corridor to provide a set of King County Metro service improvements complementing and integrated with Sound Transit's new ST Express Route 522.
3. Improve southbound on-time performance on the core service connection between the Lake City neighborhood of Seattle and downtown Seattle via the Northgate Transit Center, upon which the North King County transit network depends.

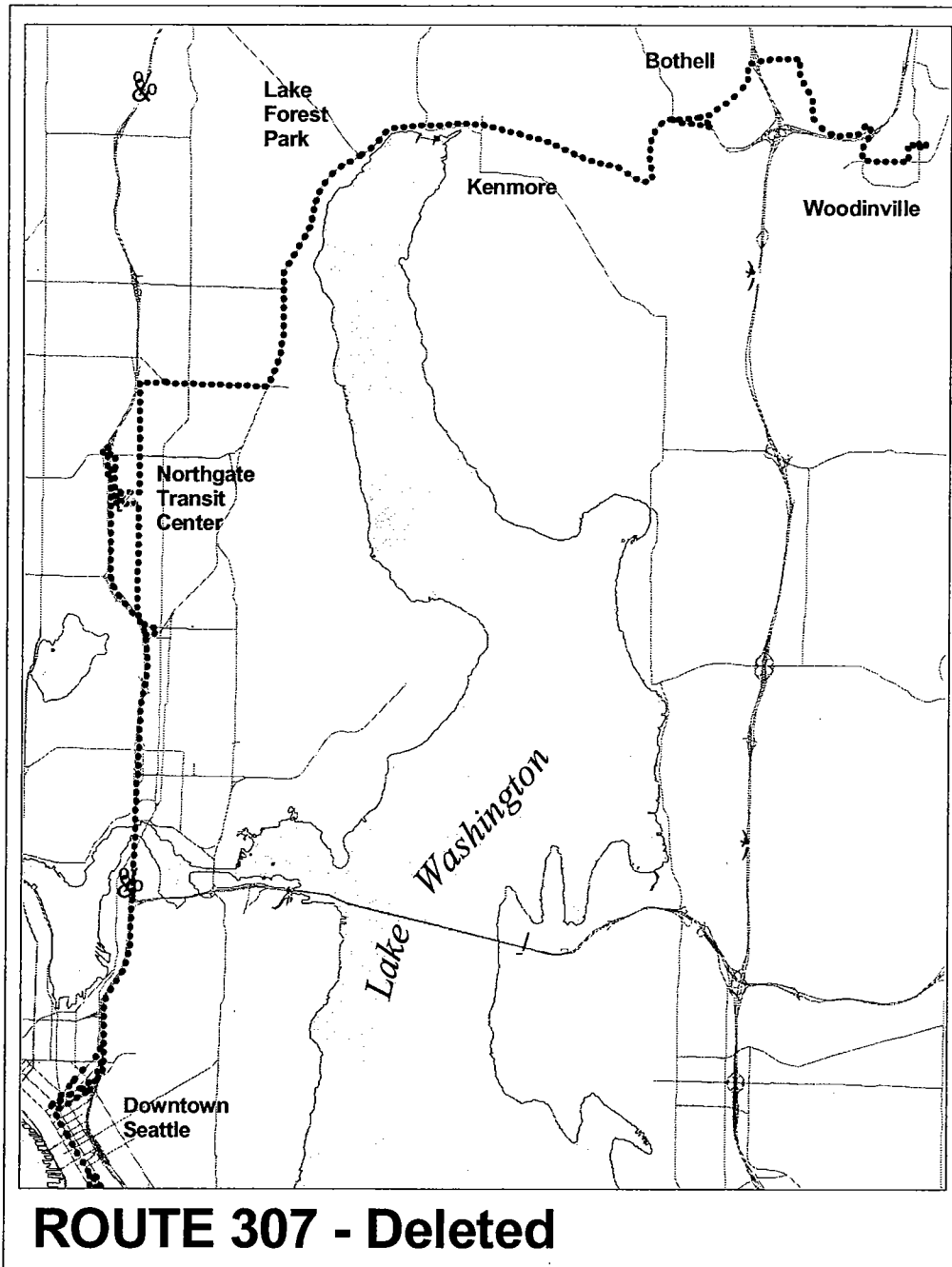
IMPACTED SERVICE AREA:

Woodinville, Bothell, Kenmore, Lake Forest Park, Shoreline, Lake City, Northgate, Downtown Seattle

SERVICE CHANGE:

1. Discontinue existing Route 307. Reinvest hours to provide improved service between Woodinville and the University District, and improved service replacing Route 307 between Lake City, Northgate, and downtown Seattle.





ROUTES: 312

OBJECTIVES:

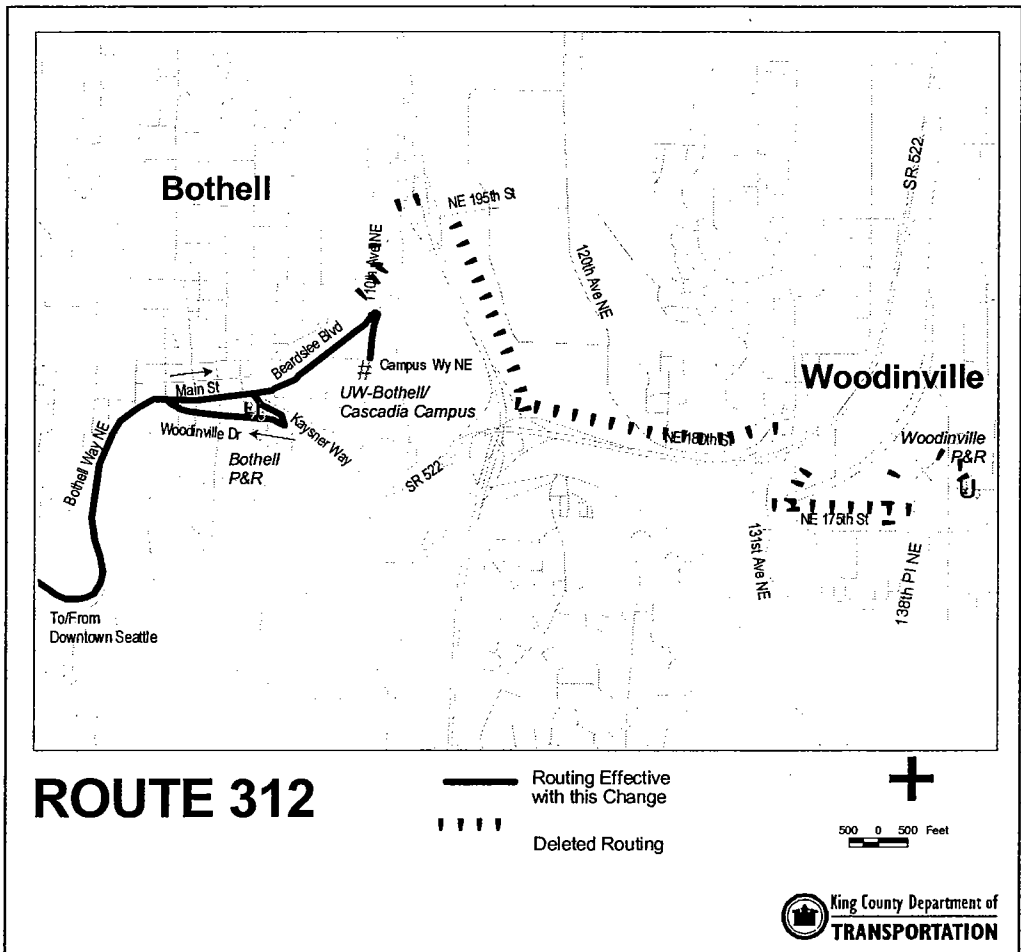
1. Use service hours more efficiently.
2. Minimize duplication of service between Bothell and Woodinville with Sound Transit's new ST Express Route 522.

IMPACTED SERVICE AREA:

Woodinville, Bothell

SERVICE CHANGE:

1. Discontinue existing Route 312 service between Woodinville Park-and-Ride and University of Washington- Bothell/Cascadia Community College campus.



ROUTES: 372

OBJECTIVES:

1. Provide all-day two-way service between Woodinville and the University District.

IMPACTED SERVICE AREA:

Woodinville, Bothell, Kenmore, Lake Forest Park, Shoreline, Lake City, Ravenna, University District

SERVICE CHANGE:

1. Provide all-day two-way service on weekdays between Woodinville, the University of Washington-Bothell/Cascadia Community College campus, Bothell, Kenmore, Lake Forest Park, Shoreline, Lake City and the University of Washington main campus.
2. Revise routing between Bothell and Woodinville to serve North Creek.
3. Operate the following span of service: on weekdays from Woodinville to the University District between approximately 5:30 a.m. and 8:00 p.m., and from the University District to Woodinville between approximately 5:45 a.m. and 9:30 p.m.
4. Operate the following frequencies of service on weekdays between Woodinville and the University District: every 30 minutes from start of service to approximately 6:00 p.m. southbound to the University District, and from start of service to approximately 7:30 p.m. northbound to Woodinville; every 60 minutes from approximately 6:00 p.m. to end of service southbound to the University District, and from approximately 7:30 p.m. to end of service northbound to Woodinville.
5. Operate additional peak trips on weekdays between the Northshore Park-and-Ride and the University District to meet commuter demand in the peak direction, southbound to the University District between approximately 7:00 a.m. and 8:30 a.m. and northbound to the Northshore Park-and-Ride between approximately 4:30 p.m. and 6:00 p.m.

