

2/11/81

INTRODUCED BY: COUNCILMAN LAING  
Proposed No.: 81-93

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MOTION NO. \_\_\_\_\_

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A MOTION of the King County Council relating to the 1990 Comprehensive Plan for Public Transportation (MetroTRANSITION) Resolution and attachments.

WHEREAS, the Municipality of Metropolitan Seattle has recently completed a Technical Report and Draft Environmental Impact Statement on the 1990 Comprehensive Plan for Public Transportation (1990 Transit Plan); and

WHEREAS, the 1990 Transit Plan suggests direction for the future development of transit services within King County, and will serve as a guide for ridership, service and capital improvements through 1990; and

WHEREAS, the choice of passenger travel is limited because intermodal coordination between various types of transport services are inadequate, inconvenient or non-existent; and

WHEREAS, the general direction of the 1990 Transit Plan as proposed consists of an all-bus, multi-center service concept and includes an ultimate goal of approximately doubling service, ridership and equipment over the next ten year period; and

WHEREAS, over the next ten years, the 1990 Transit Plan will cost \$1.91 billion in capital expenditures and \$2.6 billion in operating expenses; and

WHEREAS, King County citizens through federal, state, local taxes, and fares will be paying for the operation and capital costs of the 1990 Transit Plan; and

WHEREAS, King County is responsible for land use and transportation planning in unincorporated areas and that these activities are directly related to the 1990 Transit Plan; and

WHEREAS, King County has reviewed the 1990 Transit Plan Technical Report and Draft Environmental Impact Statement; and

WHEREAS, King County has addressed the Metro Transit 1990 Plan Draft Resolution, including Exhibit A and supporting information to assure that issues of County concern have been included:

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

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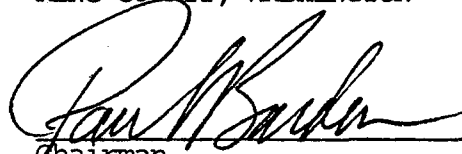
- 1 A. The following items of County interest be recorded as having been incor-  
2 porated into the Metro Transit Plan Resolution:
- 3 1. The 1990 Transit Plan will be implemented to achieve more efficient use  
4 of capital equipment and services. The capital program will be tied to  
5 adopted transit productivity standards. Transportation system manage-  
6 ment strategies such as flextime, "incentive" service, and more transit  
7 service during the shoulders of the peak hours will help to reduce the  
8 overall capital and operating cost requirements of the Plan; and
- 9 2. Metro will determine the cost-effectiveness of establishing improved  
10 off-peak and week-end service and ridership. This includes increasing  
11 off-peak especially in suburban areas, actively pursuing non-peak  
12 riders, and an expanded marketing service to encourage non-peak  
13 ridership; and
- 14 3. The Metro Council will adopt transit goals, policies and objectives and  
15 review them on a regular schedule for revision to meet changing condi-  
16 tions. Such goals, policies and objectives will be complementary to  
17 those established by the County and cities for land use and transporta-  
18 tion; and
- 19 4. A process of providing timely information regarding major policy and  
20 fiscal questions will be established to inform and involve the Metro  
21 Council and other appropriate governments in the development and imple-  
22 mentation of the 1990 Metro Transit Plan; and
- 23 5. The 1990 Metro Transit Plan will place more emphasis upon the coordina-  
24 tion with inter-county and intermodal facilities to permit greater and  
25 more convenient use of buses, ferries, trains, bicycles and/or  
26 non-motorized forms of transportation; and
- 27 B. The following King County concerns relating to the 1990 Metro Transit Plan  
28 should be addressed during the implementation of the Plan:
- 29 1. Metro should prepare a mid-range ridership transit operations  
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1 plan between the range of 83 million annual riders in the "Current  
 2 Program" and 138.5 million annual riders in the 1990 Transit Plan  
 3 as an alternate ridership target. Service, capital improvement  
 4 and funding levels should be programmed to incremental levels of  
 5 ridership. Priorities should also be addressed in the event full  
 6 funding cannot be attained; and

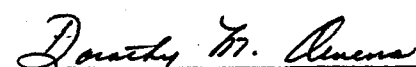
- 7 2. The 1990 Transit Plan service and routes should be described in  
 8 greater detail and such improvements should be directly related  
 9 to King County's community planning process for land use and  
 10 transportation; and
- 11 3. Priorities for a six year capital program shall be developed which  
 12 designate specific improvements for each stage of the plan and are  
 13 consistent with transportation program improvements for other  
 14 jurisdictions; and
- 15 4. Future analysis of the Seattle CBD transit service improvements  
 16 should include the funding impact of these expenditures upon  
 17 other transit corridors and system-wide transit investments and  
 18 needs; and
- 19 5. Additional study by Metro should evaluate the priority service  
 20 plans and alternative sources of funding for the development of  
 21 transit centers in the suburban areas.

22 PASSED this 17th day of February, 1981.

23 KING COUNTY COUNCIL  
 24 KING COUNTY, WASHINGTON

25   
 26 Chairman

27 ATTEST:

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 30 DEPUTY Clerk of the Council