



**KING COUNTY**

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

**Signature Report**

**June 12, 2001**

**Ordinance 14121**

**Proposed No.** 2001-0272.2

**Sponsors** Fimia and Pelz

1 AN ORDINANCE for the September 2001 public  
2 transportation service improvements for King County.

3  
4

5 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

6 SECTION 1. The September 2001 public transportation service improvements  
7 for King County, substantially as described in Attachment A to this ordinance, are hereby  
8 approved.


9            SECTION 2. These transportation service improvements will be implemented  
10 beginning September 29, 2001, and completed by the regularly scheduled service change  
11 February 2, 2002.  
12

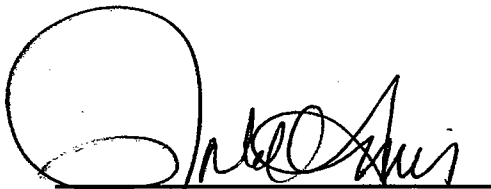
Ordinance 14121 was introduced on 5/7/01 and passed by the Metropolitan King County Council on 6/11/01, by the following vote:

Yes: 11 - Mr. von Reichbauer, Ms. Miller, Ms. Fimia, Mr. Phillips, Mr. Pelz,  
Mr. McKenna, Mr. Nickels, Mr. Pullen, Mr. Gossett, Ms. Hague and Mr.  
Thomas  
No: 1 - Ms. Sullivan  
Excused: 1 - Mr. Irons

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON  
  
\_\_\_\_\_  
Pete von Reichbauer, Chair

ATTEST:

  
\_\_\_\_\_  
Anne Noris, Clerk of the Council

APPROVED this 22 day of June, 2001.   
\_\_\_\_\_  
Ron Sims, County Executive

**Attachments**      A. Public Transportation Service Improvements for King County, Revised 5/30/01

**14121****PROPOSED ORDINANCE No. 2001-0272****APPROVED BY THE TRANSPORTATION COMMITTEE  
MAY 30, 2001****SEATTLE/NORTH KING COUNTY****ROUTE:** 25**OBJECTIVES:**

Eliminate low ridership trips. These trips were discontinued as of February 2000.

**IMPACTED SERVICE AREA:**

Laurelhurst, Children's Hospital, University District, Montlake and Downtown Seattle

**SERVICE CHANGE:**

Eliminate Route 25 operation on Saturdays and Sunday. Reduce weekday midday frequency from thirty minutes to sixty minutes. Eliminate evening service after about 6:00 p.m. on weekdays. (No change from existing service levels).

ROUTE: 34

OBJECTIVES:

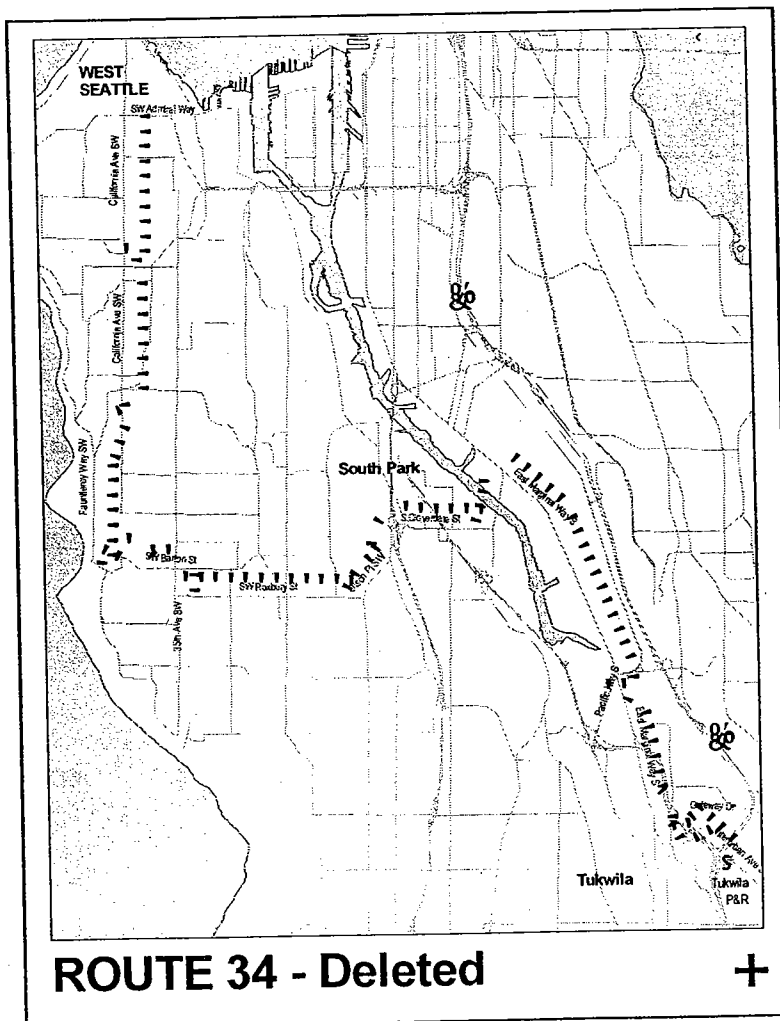
Eliminate low ridership route. All service on this route was discontinued in February 2000.

IMPACTED SERVICE AREA:

Admiral District, Fauntleroy, White Center, South Park, Boeing Industrial and Tukwila

SERVICE CHANGE:

Formally eliminate Route 34.



ROUTE: 37, 37E, 53

OBJECTIVES:

Restore some direct trips between West Seattle and downtown Seattle. Eliminate rest of low ridership trips that were discontinued as of February 2000.

Maintain local route coverage in west Seattle during times of most productive ridership.

IMPACTED SERVICE AREA:

Alki, Alaska Street Junction and downtown Seattle

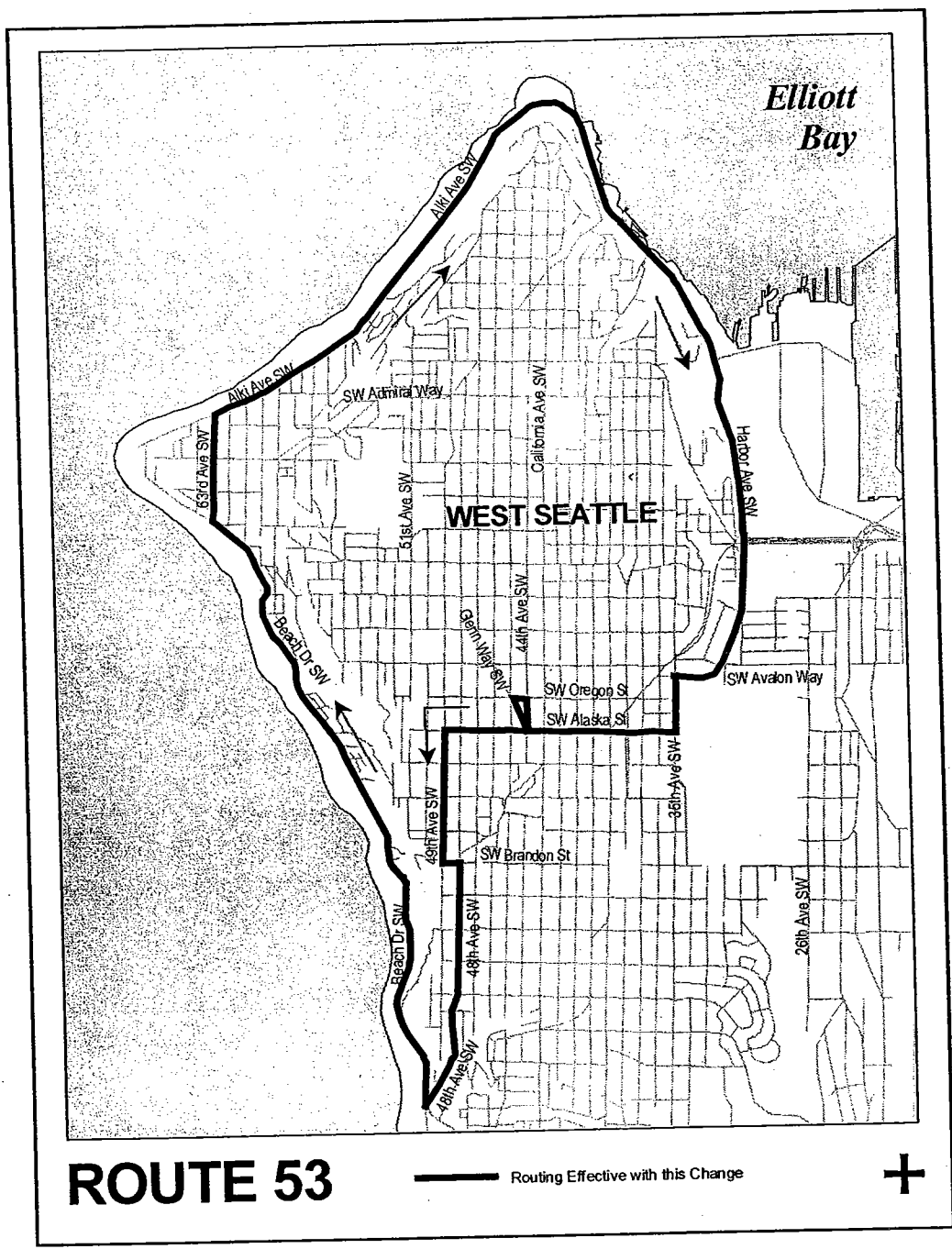
SERVICE CHANGE:

Provide two additional midday trips and one additional evening trip on the weekday Route 37 Express from West Seattle to downtown Seattle. Provide two direct round trips on the Route 37 Express on Saturday between approximately noon and 5:30 p.m.

Formally delete inbound Route 37 service from West Seattle to downtown Seattle leaving Southwest Alaska Street/37<sup>th</sup> Avenue Southwest after approximately 9:30 a.m. on weekdays, and all day Sunday. Formally delete outbound Route 37 service from downtown Seattle to West Seattle leaving Second Avenue/Broad Street before approximately 1:30 p.m. and after 7:15 p.m. on weekdays, and all day Sunday.

Renumber Route 37 midday service in West Seattle to Route 53, operating a clockwise loop from 44<sup>th</sup> Avenue Southwest/Southwest Alaska Street via the existing Route 37 routing and Southwest Avalon Way back to 44<sup>th</sup> Avenue Southwest/Southwest Alaska Street.

Operate Route 53 every 60 minutes on weekdays between about 8:00 a.m. and 6:45 p.m.



ROUTE: 39

OBJECTIVES:

Provide additional evening weekday and Sunday morning service.

IMPACTED SERVICE AREA:

Downtown Seattle, South Beacon Hill, Seward Park and Rainier Beach.

SERVICE CHANGE:

Add weekday service between 7 p.m. and 10 p.m., expand Sunday morning service by one hour, 11 a.m. – 12 noon, shorten three weekday and one Sunday reverse direction Southcenter trips.

ROUTE: 46

OBJECTIVES:

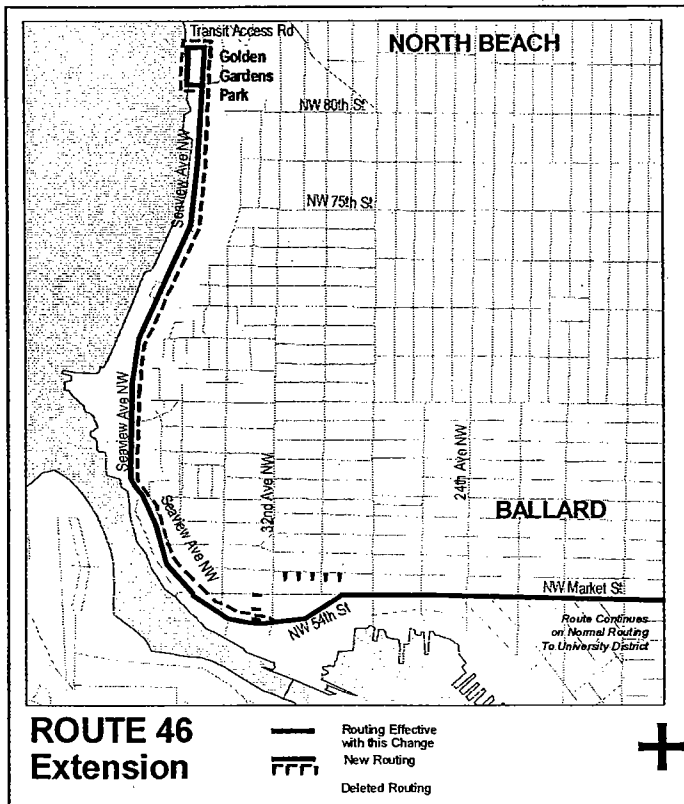
Provide service to Shilshole area.

IMPACTED SERVICE AREA:

Shilshole and Ballard

SERVICE CHANGE:

Extend all trips of Route 46 from the current terminal at 32nd Avenue Northwest and Northwest 54th Street along Seaview Avenue Northwest to a new terminal at Golden Gardens Park on Seaview Place Northwest. Adjust arrival and departure times as needed.





ROUTE: 50

OBJECTIVES:

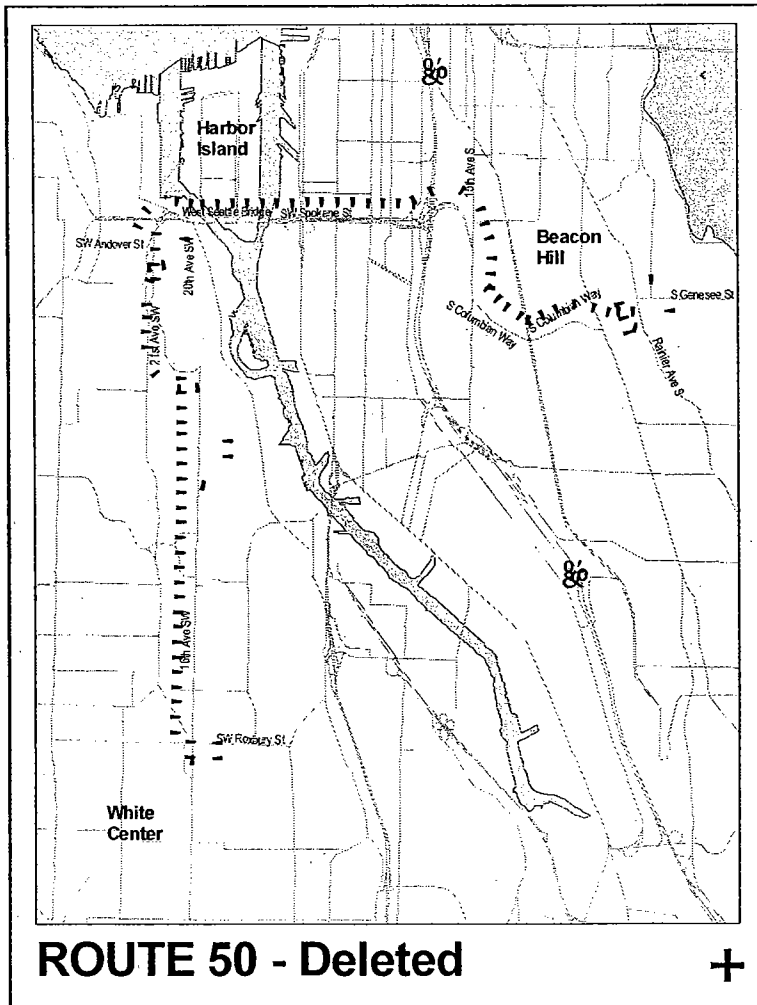
Eliminate low ridership route. All service on this route was discontinued in February 2000.

IMPACTED SERVICE AREA:

White Center, S. Seattle Community College, Pigeon Hill, Beacon Hill, Columbia City

SERVICE CHANGE:

Formally eliminate Route 50.



ROUTE: 51

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued in February 2000.

IMPACTED SERVICE AREA:

Admiral District, West Seattle Junction and Genesee Hill

SERVICE CHANGE:

Formally eliminate service after about 7:00 p.m. seven days a week. (No change from existing service levels).

ROUTE: 74

OBJECTIVES:

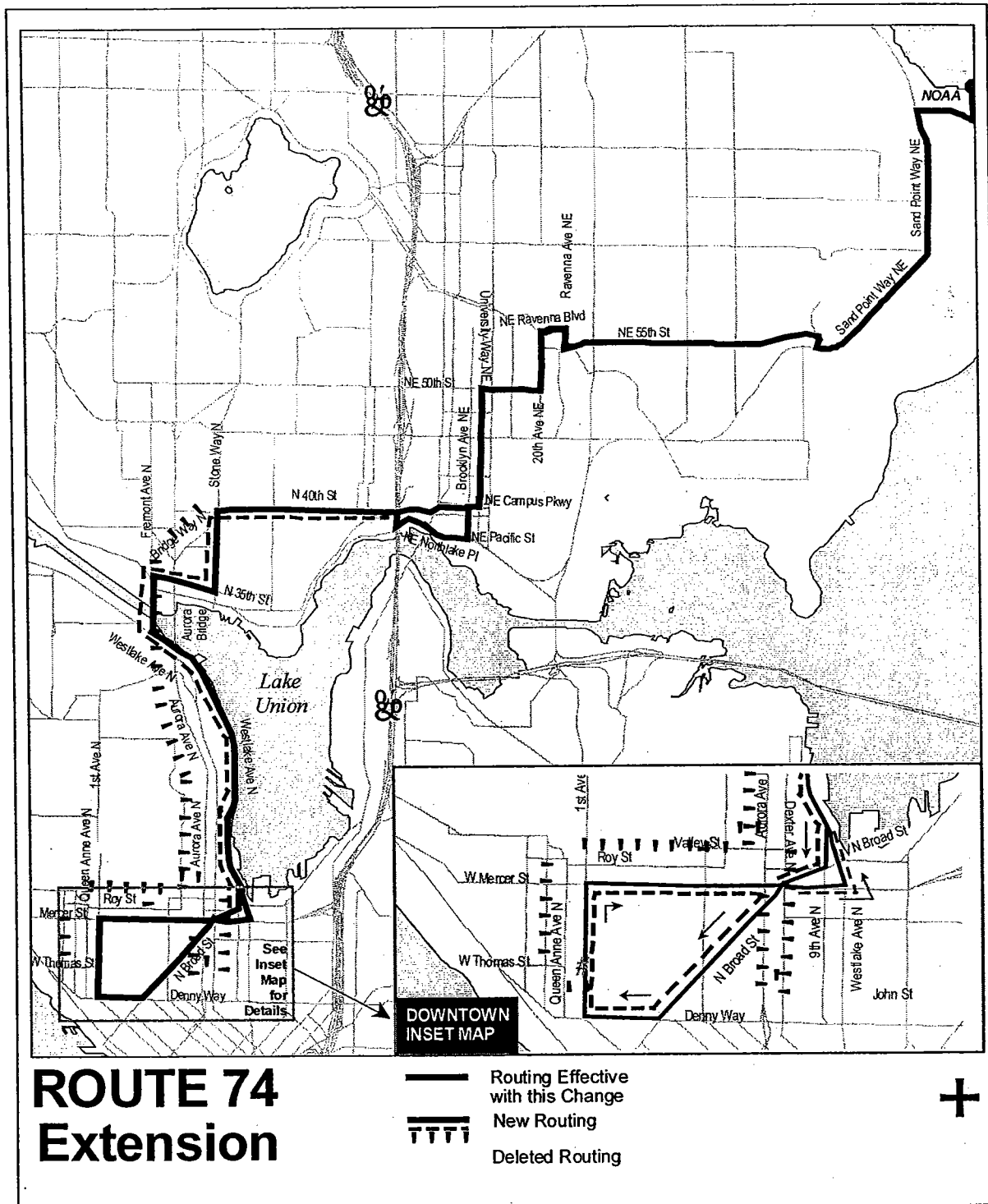
Provide a revised direct connection between the University District and lower Queen Anne/Seattle Center, two urban centers and the urban village of Fremont.

IMPACTED SERVICE AREA:

Sand Point, Ravenna-Bryant, University District, Wallingford, Fremont and lower Queen Anne.

SERVICE CHANGE:

Extend the Route 74 shuttle from the University District to lower Queen Anne and Seattle Center via Wallingford, downtown Fremont, and Westlake Avenue North. Operate service about every 30 minutes from about 6:00 a.m. to 6:00 p.m. on weekdays. Operate service extension about every 30 minutes from about 9:00 a.m. to 9:00 p.m. on Saturdays and from about 11:00 a.m. to 6:00 p.m. on Sundays.



ROUTE: 86

OBJECTIVES:

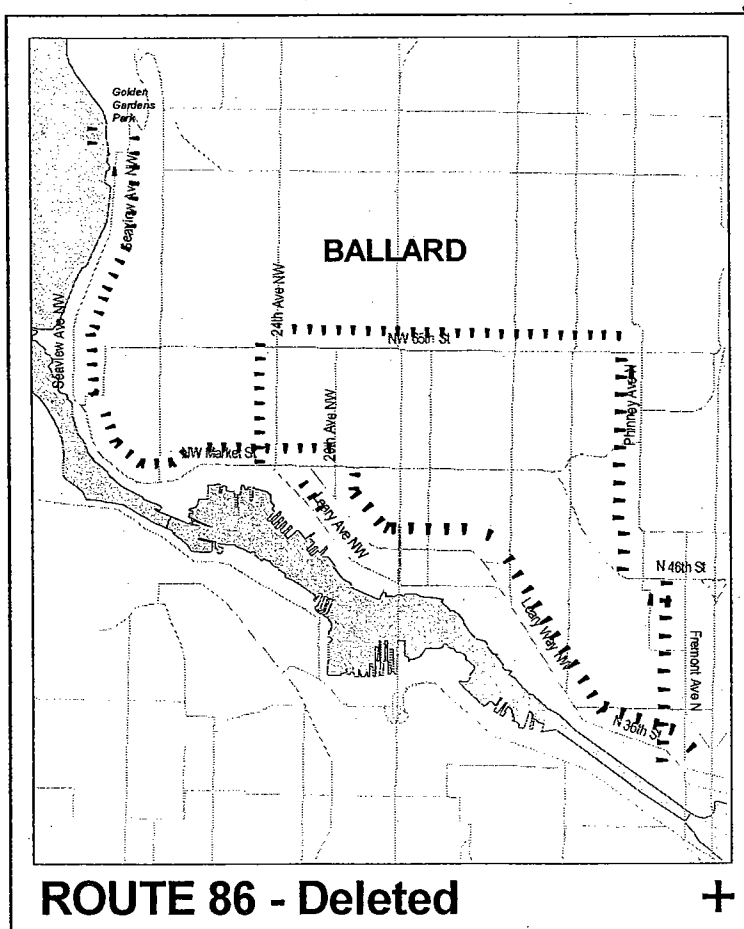
Eliminate low ridership route. All service on this route was discontinued in February 2000.

IMPACTED SERVICE AREA:

Golden Gardens, Ballard, Woodland Park and Fremont

SERVICE CHANGE:

Formally eliminate Route 86.



ROUTE: 98

OBJECTIVES:

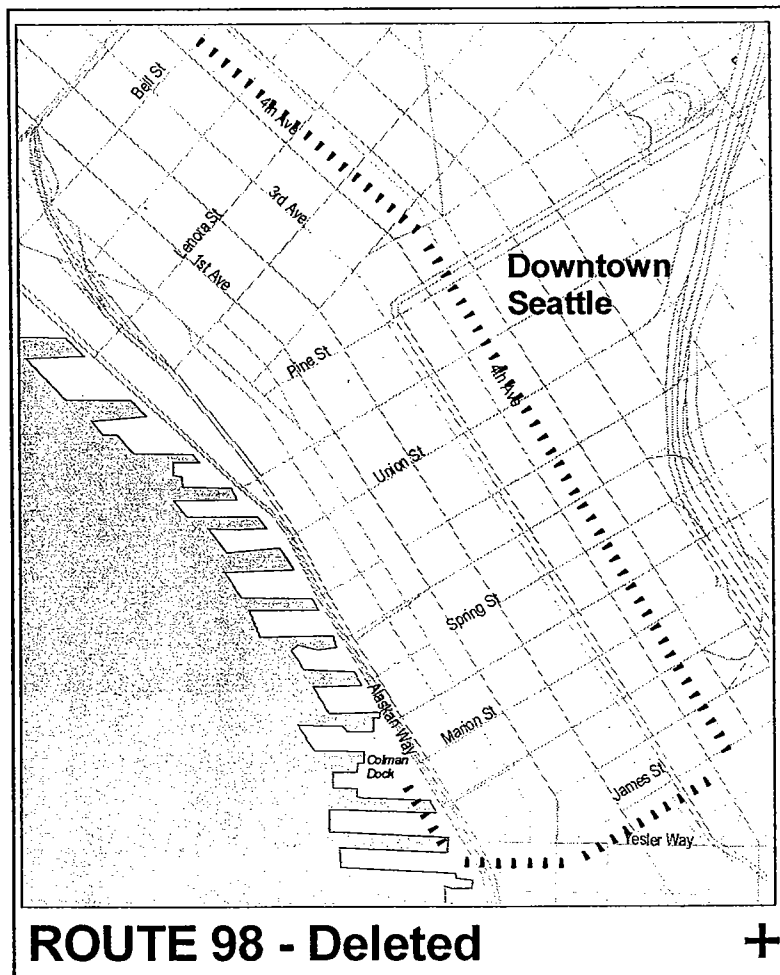
Eliminate low ridership route. All service on this route was discontinued in February 2000.

IMPACTED SERVICE AREA:

Ferry Terminal and downtown Seattle

SERVICE CHANGE:

Formally eliminate Route 98.



ROUTE: 109

OBJECTIVES:

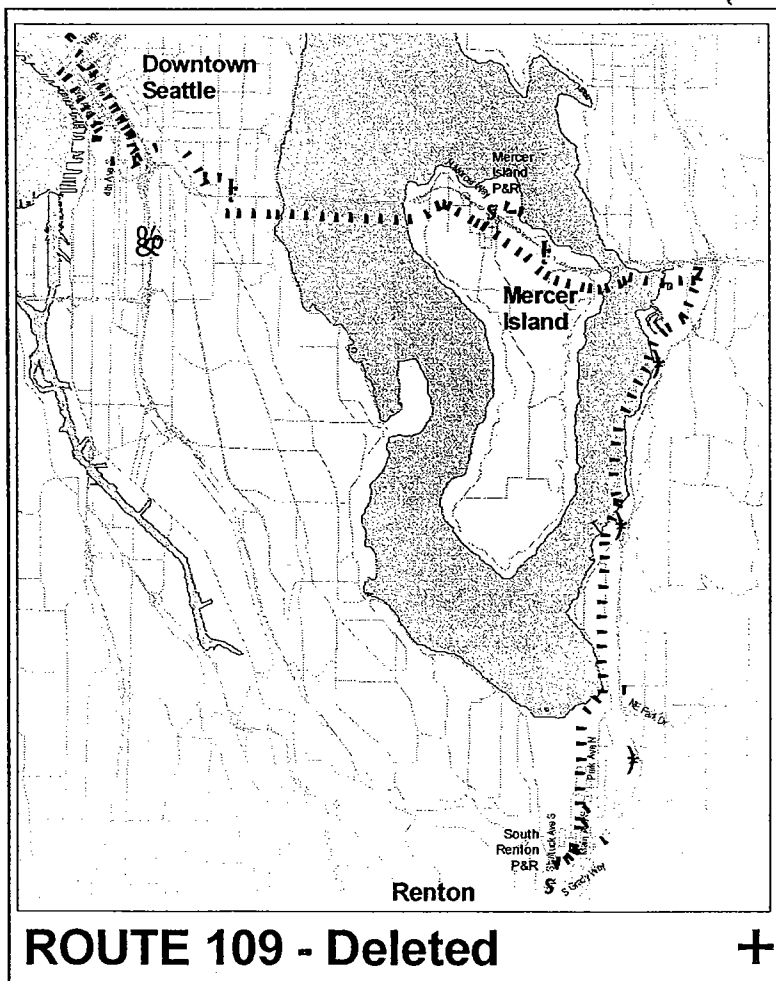
Eliminate low ridership route. All service on this route was discontinued in February 2000.

IMPACTED SERVICE AREAS:

South Renton park and ride, Renton Boeing, Mercer Island and downtown Seattle

SERVICE CHANGE:

Formally eliminate Route 109.



ROUTE: 129

OBJECTIVES:

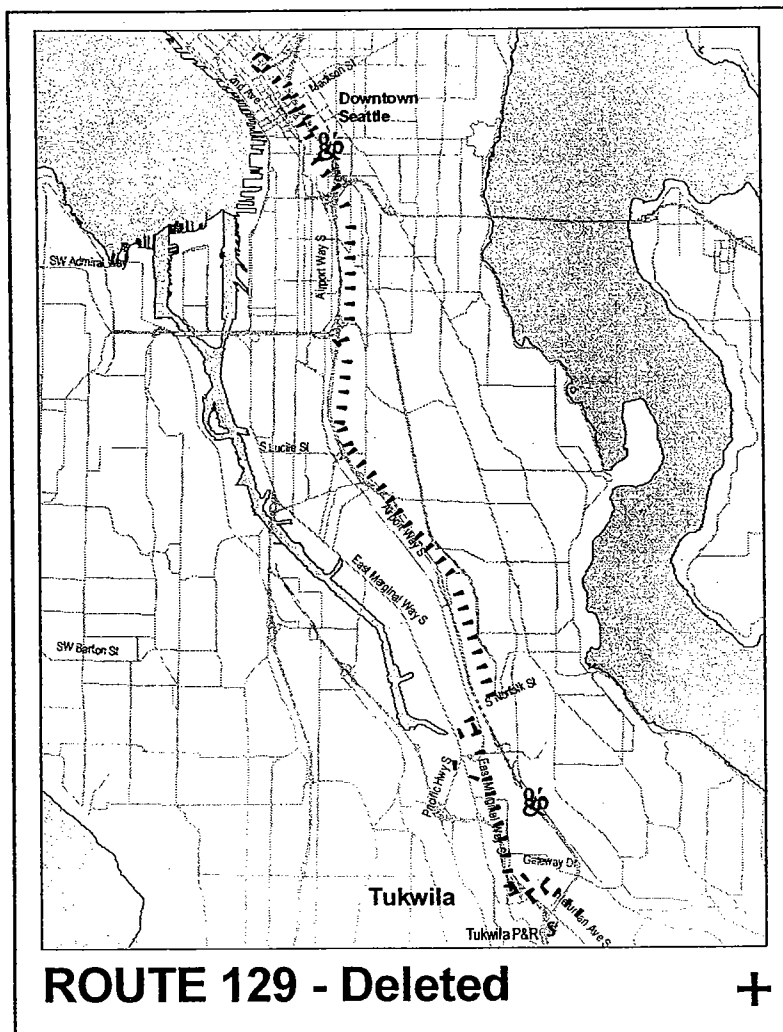
Eliminate low ridership route. All service on this route was discontinued in February 2000.

IMPACTED SERVICE AREAS:

Tukwila, King County Airport and downtown Seattle

SERVICE CHANGE:

Formally eliminate Route 129.





ROUTE: 302

OBJECTIVES:

Modify Route 302 to serve those destinations formerly served by Route 318

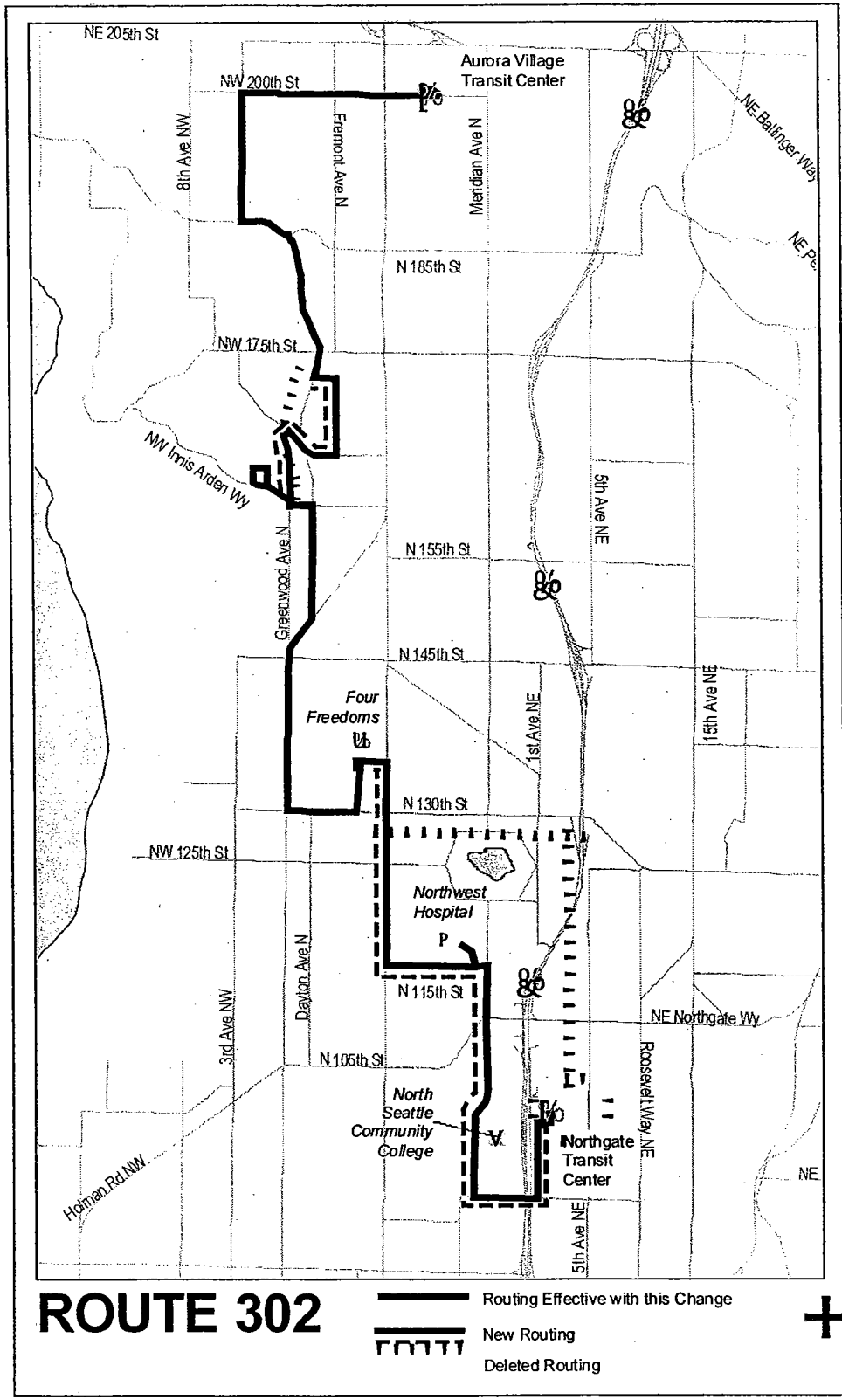
IMPACTED SERVICE AREA:

Northgate, North Seattle Community College, Northwest Hospital, Four Freedoms, Shoreline Community College and Aurora Village

SERVICE CHANGE:

Revise Route 302 to replace service provided by Route 318 between the Northgate Transit Center and Four Freedoms to operate via North Seattle Community College and Northwest Hospital. Discontinue Route 302 service along 5<sup>th</sup> Ave, NE, N. 130<sup>th</sup> St. between Aurora Ave. N. and 5<sup>th</sup> Ave. N.E. In addition, revise Route 302 to serve Shorewood High School on Fremont Ave. N. Discontinue Route 302 service along Dayton Ave. N. between N. 172<sup>nd</sup> St. and Carlyle Hill Rd. No change from existing service levels.

Formally discontinue weekday trips after 9:30 p.m. and weekend trips after 7:00 p.m. reduced in February 2000.



ROUTE: 314

OBJECTIVES:

Restore some evening weekday service, formally eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Lake Forest Park, North City and Shoreline Community College

SERVICE CHANGE:

Add one additional evening trip in each direction. Formally eliminate midday weekday service.

ROUTE: 315

OBJECTIVE:

Restore some weekday evening service and weekend service. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Northgate, Ridgecrest, Shoreline Center, and Richmond Beach.

SERVICE CHANGE:

Restore weekday evening trips with 60-minute service from approximately 5:30 p.m. to 10:00 p.m. and all-day Saturday and Sunday trips with 60-minute service from approximately 9:00 a.m. to 7:00 p.m.

ROUTE: 318

OBJECTIVES:

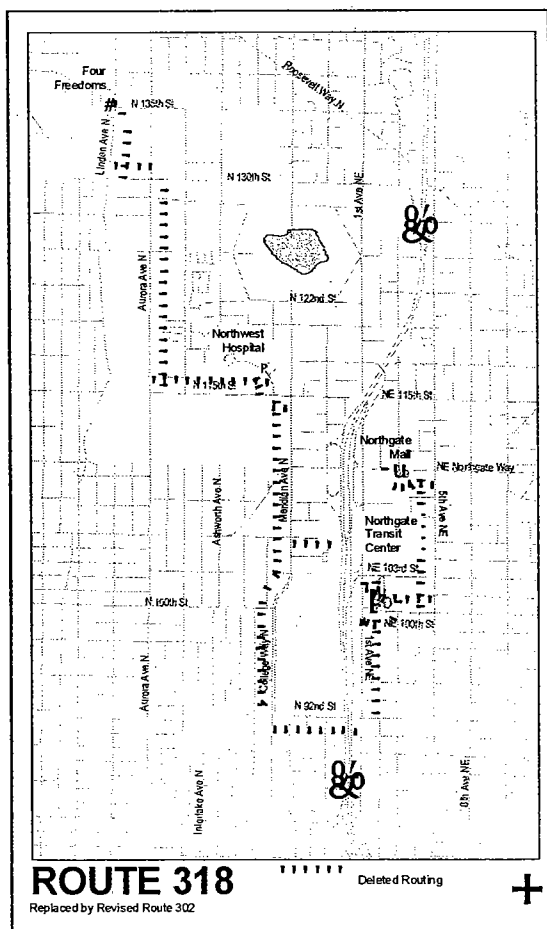
Respond to expiration of federal grant that paid for the operation of this route. Revise other regular service to fill gap left by the deletion of this route.

IMPACTED SERVICE AREAS:

Northgate, North Seattle Community College, Northwest Hospital, and Four Freedoms retirement home.

SERVICE CHANGE:

Eliminate Route 318. Provide replacement coverage to Northwest Hospital and North Seattle Community College with revised Route 302.



ROUTE: 358

OBJECTIVE:

Add peak direction, peak period service.

IMPACTED SERVICE AREA:

Downtown Seattle, Aurora Avenue and Shoreline

SERVICE CHANGE:

Add three peak direction, peak period morning trips and three peak direction, peak period afternoon trips.

ROUTE: 944

OBJECTIVE:

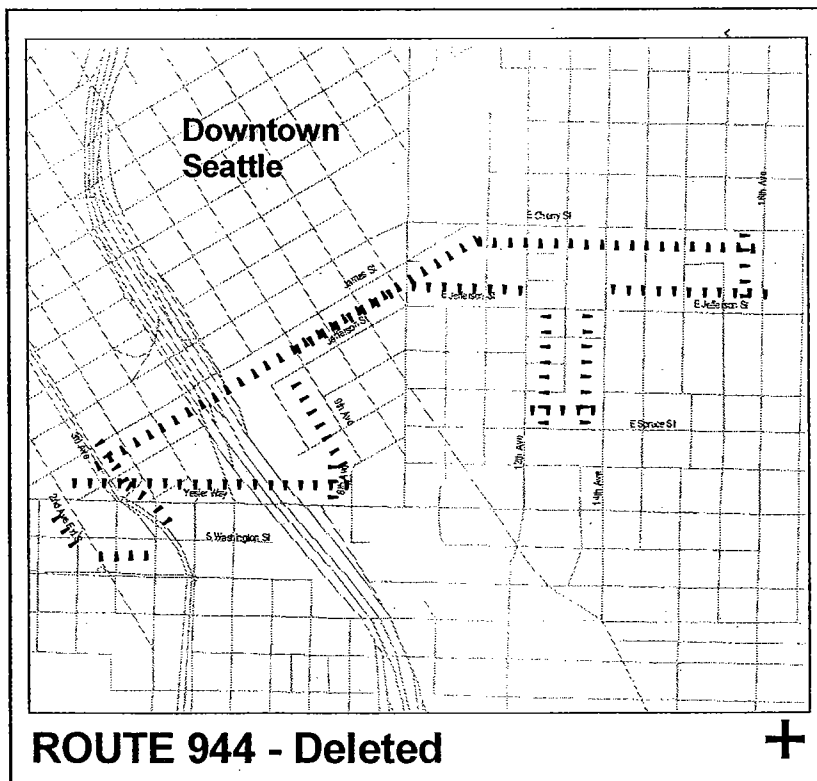
Eliminate low ridership route. All service on this route was discontinued in February 2000.

IMPACTED SERVICE AREA:

King County Courthouse, First Hill and Youth Services Center

SERVICE CHANGE:

Formally eliminate Route 944.



# SOUTH KING COUNTY

ROUTE: 101

OBJECTIVES:

Improve span of service between Renton and Seattle. (*Strategy S-2 Six Year Transit Development Plan 1996 – 2001, Improve frequencies to meet and create demand on a core network of key regional and inter-community routes.*)

IMPACTED SERVICE AREA:

Renton, West Hill, and downtown Seattle

SERVICE CHANGE:

Provide additional evening service Monday through Saturday until about 10 p.m. and earlier Saturday service, beginning at about 6:30 a.m.

Provide new hourly service on Sunday from about 8 a.m. until about 10 p.m.



ROUTE: 105

OBJECTIVES:

Revise route to provide new coverage to developing residential area, and increase service frequency and span (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity.*)

IMPACTED SERVICE AREA:

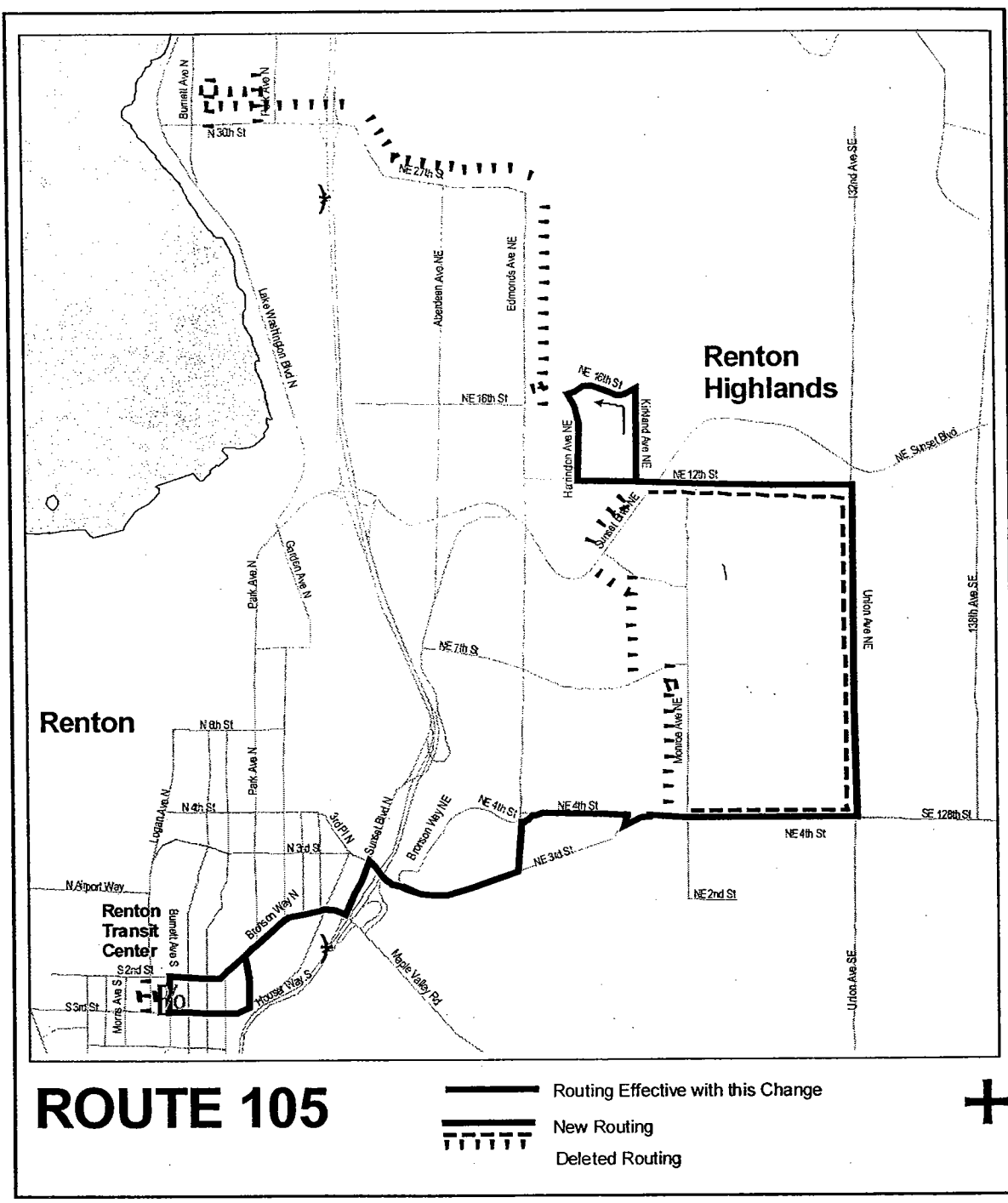
Renton Highlands and Kennydale

SERVICE CHANGE:

Revise to provide coverage to new residential developments farther east in the Renton Highlands along NE Fourth Street and Union Avenue NE.

Discontinue service between the Renton Highlands and Kennydale. (Replacement service provided by revised Route 909.)

Add evening service, every 30 minutes until about 9 p.m. and hourly until about 11:00 p.m. and more frequent service on Saturday, every 30 minutes until about 9 p.m.



ROUTE: 108

OBJECTIVE:

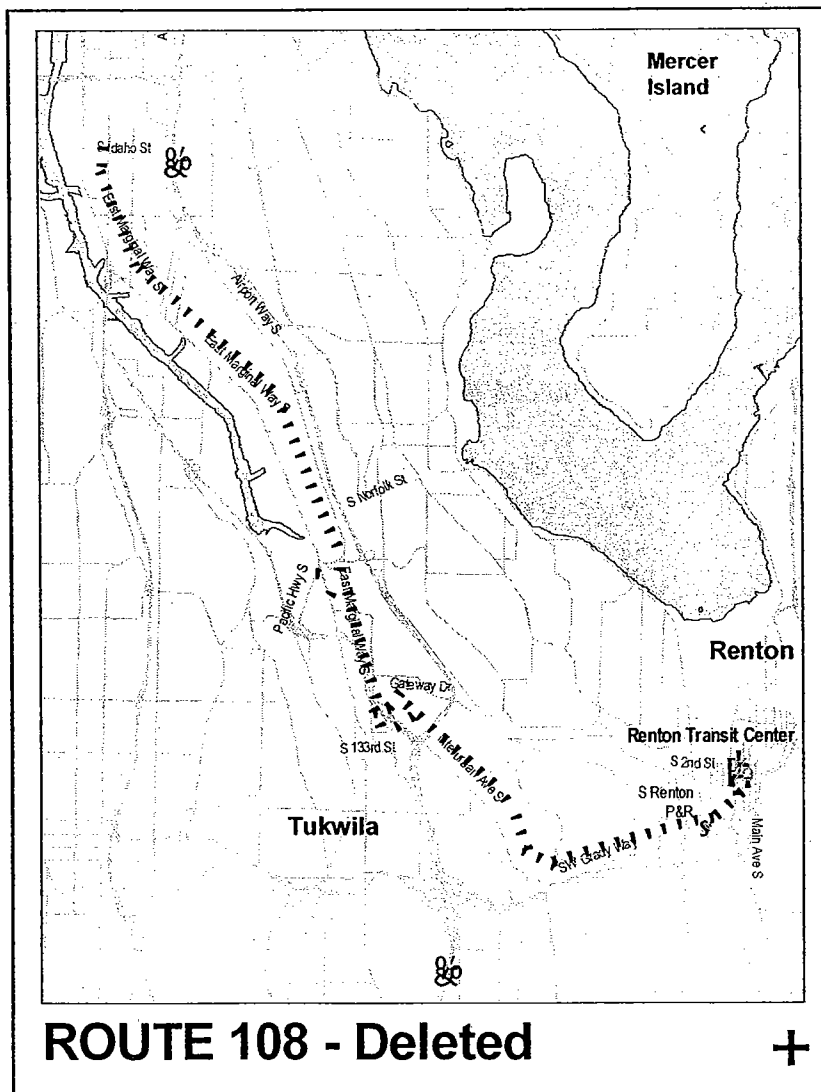
Eliminate low ridership route. Route discontinued as of February 2000.

IMPACTED SERVICE AREA:

Renton, Tukwila and Boeing Industrial

SERVICE CHANGE:

Formally eliminate route 108.



ROUTE: 110

OBJECTIVES:

Revise route to provide greater coverage to developing employment areas.

Eliminate low ridership trips; these trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

North Renton, Downtown Renton and Southwest Renton

SERVICE CHANGE:

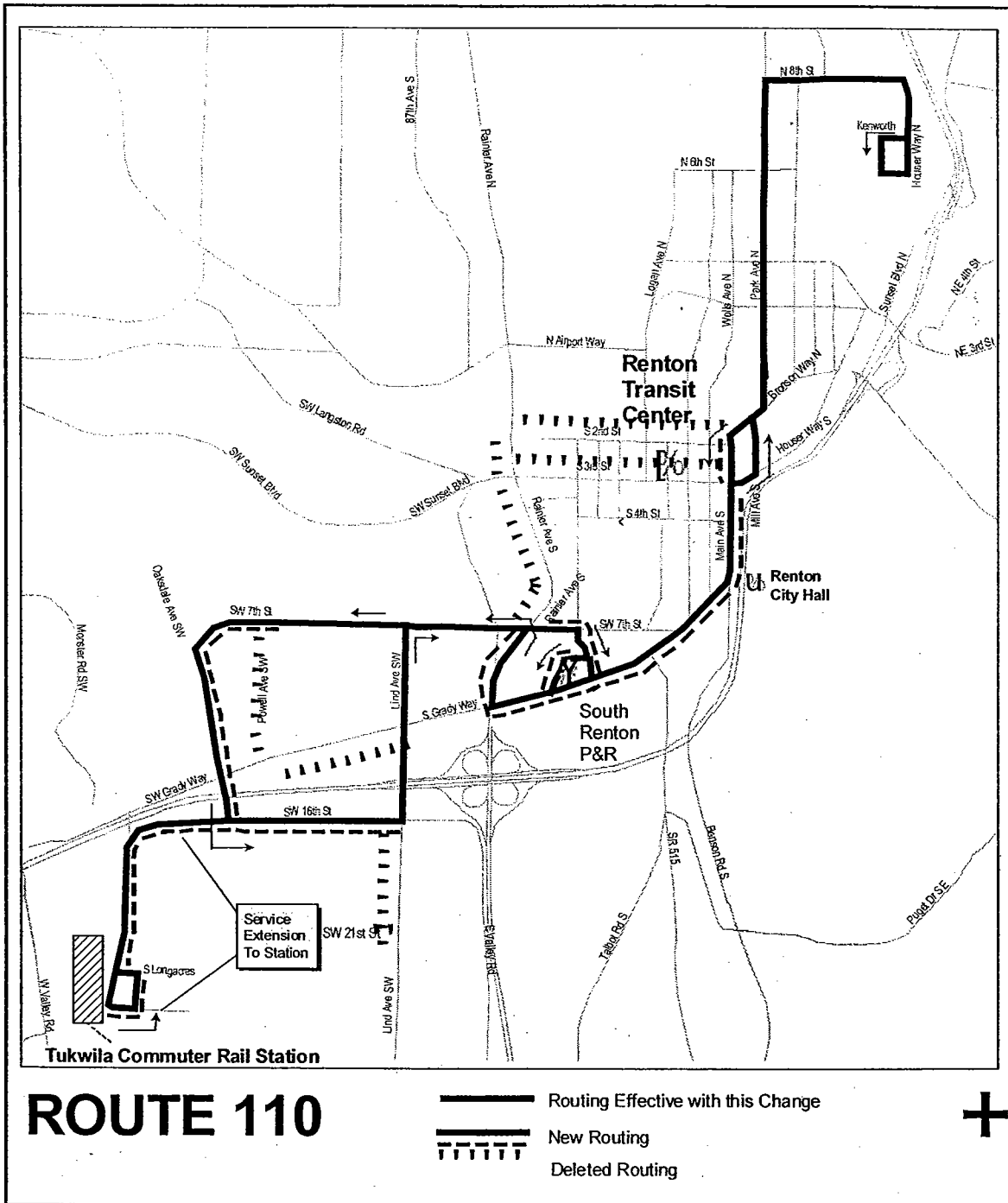
Formally eliminate midday trips on weekdays leaving Lind Avenue SW/SW 21<sup>st</sup> Street between 9:00 a.m. and 2:45 p.m., and leaving the Kenworth manufacturing facility in North Renton between 8:45 a.m. and 2:15 p.m.

Revise to provide coverage to developing employment areas in Southwest Renton along Oakesdale Avenue SW and SW 16th Street, and along S Grady Way and Main Avenue S, serving Renton City Hall.

Discontinue service through downtown Renton and in Southwest Renton on Powell Avenue SW, SW Grady Way, and along Lind Avenue SW, south of 16th Avenue SW.

Extend selected trips that can connect with Sounder over to the Tukwila Commuter Rail Station.

No changes to existing service levels.



ROUTE: 117

OBJECTIVES:

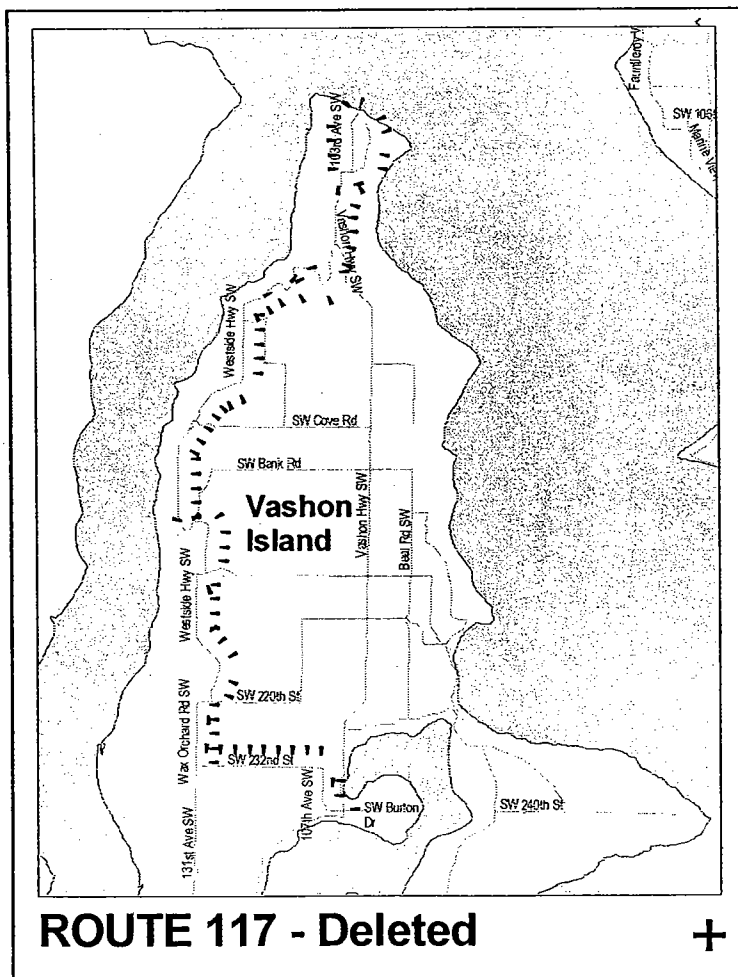
Eliminate low ridership route. Route discontinued as of February 2000.

IMPACTED SERVICE AREA:

Vashon Island

SERVICE CHANGE:

Formally eliminate Route 117.



ROUTE: 124

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Southcenter, Allentown, Gateway Center, Tukwila P&R

SERVICE CHANGE:

Formally eliminate weekday midday, evening, and all weekend service. (No change to existing service levels.)

ROUTE: 129

OBJECTIVES:

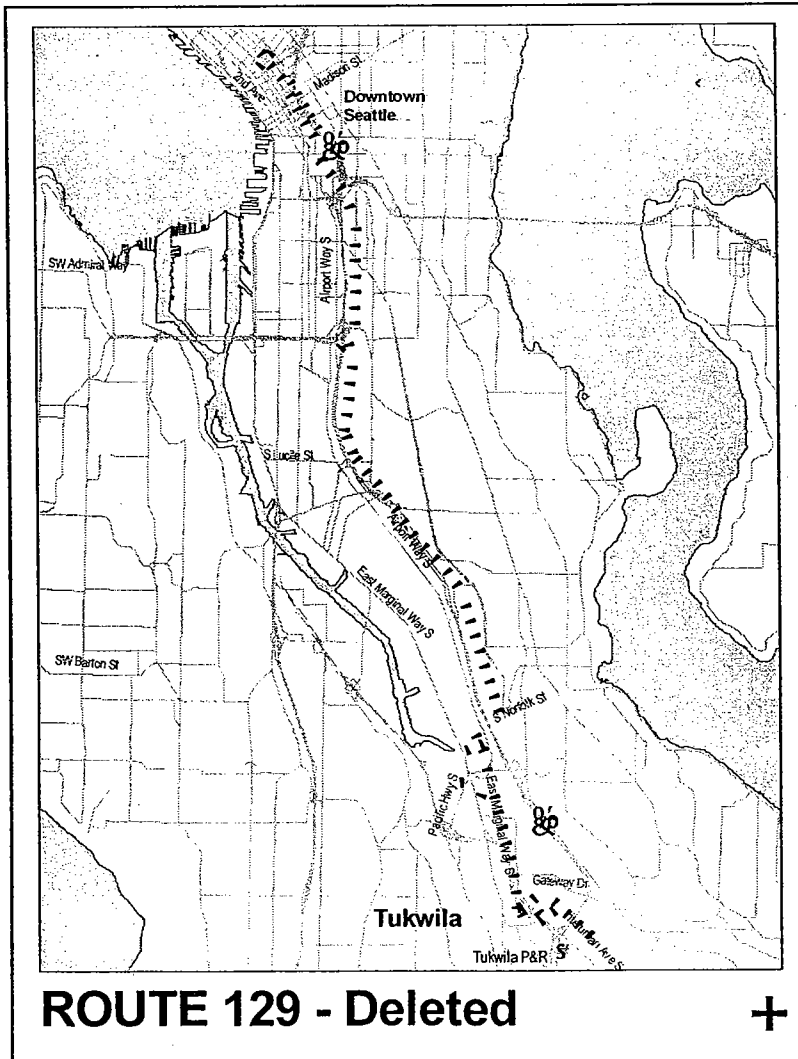
Eliminate low ridership route. Route discontinued as of February 2000.

IMPACTED SERVICE AREA:

Tukwila, King County Airport and downtown Seattle

SERVICE CHANGE:

Formally eliminate Route 129.





ROUTE: 149

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Renton, Maple Valley and Black Diamond

SERVICE CHANGE:

Formally eliminate weekday evening and Saturday service. (No change to existing service levels.)

ROUTE: 153

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Renton and Kent

SERVICE CHANGE:

Formally eliminate midday service. (No change to existing service levels.)

ROUTE: 154

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Auburn, Kent, Tukwila, Boeing Industrial and Federal Center South

SERVICE CHANGE:

- o Formerly eliminate three morning and three afternoon trips. (No change to existing service levels.)

ROUTE: 155

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Fairwood and Southcenter

SERVICE CHANGE:

Formally eliminate weekday evening and Sunday service.

ROUTE: 166

OBJECTIVES:

Revise route to provide new coverage in Des Moines.

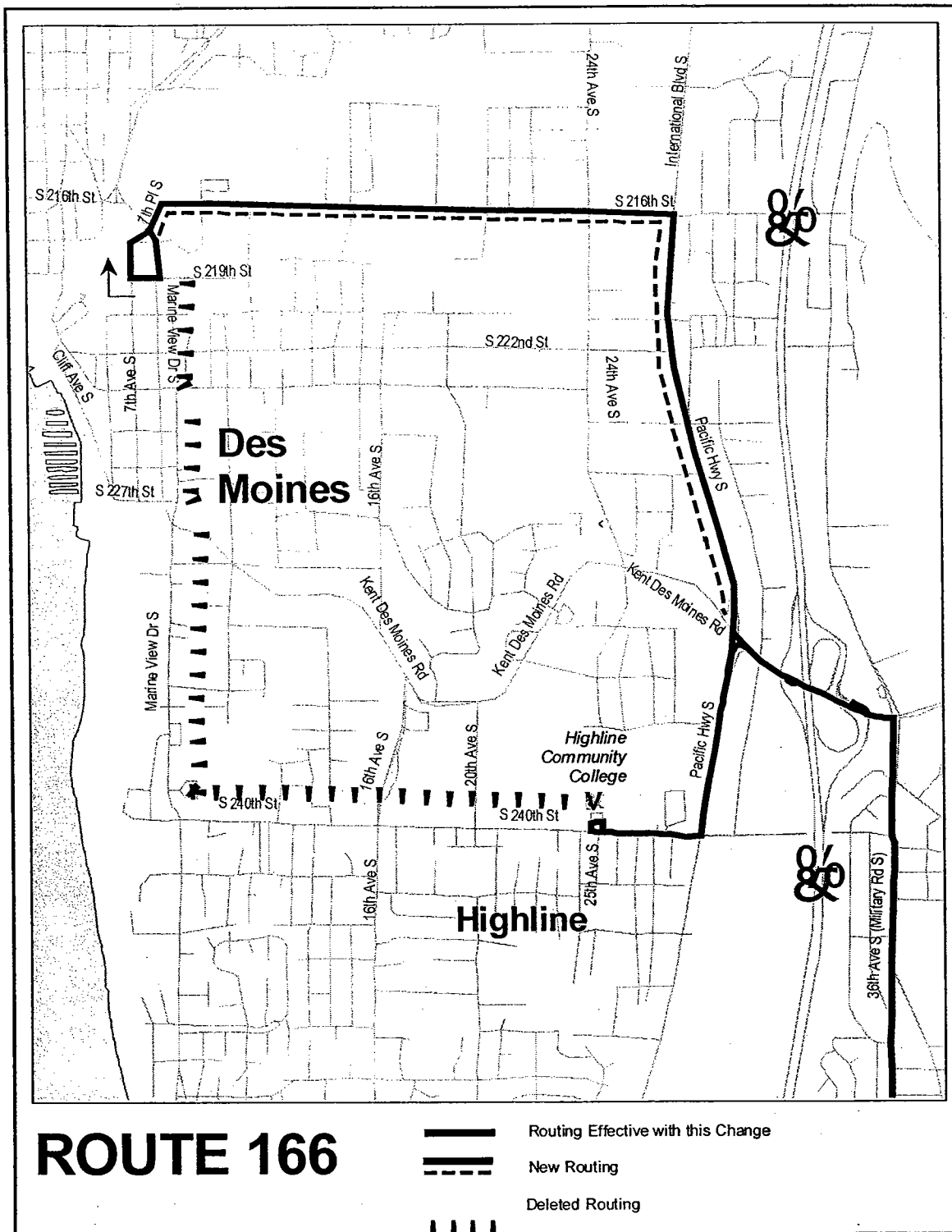
IMPACTED SERVICE AREA:

Des Moines

SERVICE CHANGE:

Revise routing to provide coverage along Pacific Highway South and S. 216th Street in Des Moines.

Discontinue service along S. 240th Street between 16th Avenue S. and Marine View Drive and along Marine View Drive between S. 240th Street and S. 219th Street.



ROUTE: 173

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Federal Way, Midway, Boeing Industrial and Federal Center South

SERVICE CHANGE:

Formally eliminate two morning and two afternoon trips. (No change to existing service levels.)

ROUTE: 185

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Auburn

SERVICE CHANGE:

Formally eliminate weekday morning and afternoon rush hour service. (No change to existing service levels.)



ROUTE: 189

OBJECTIVES:

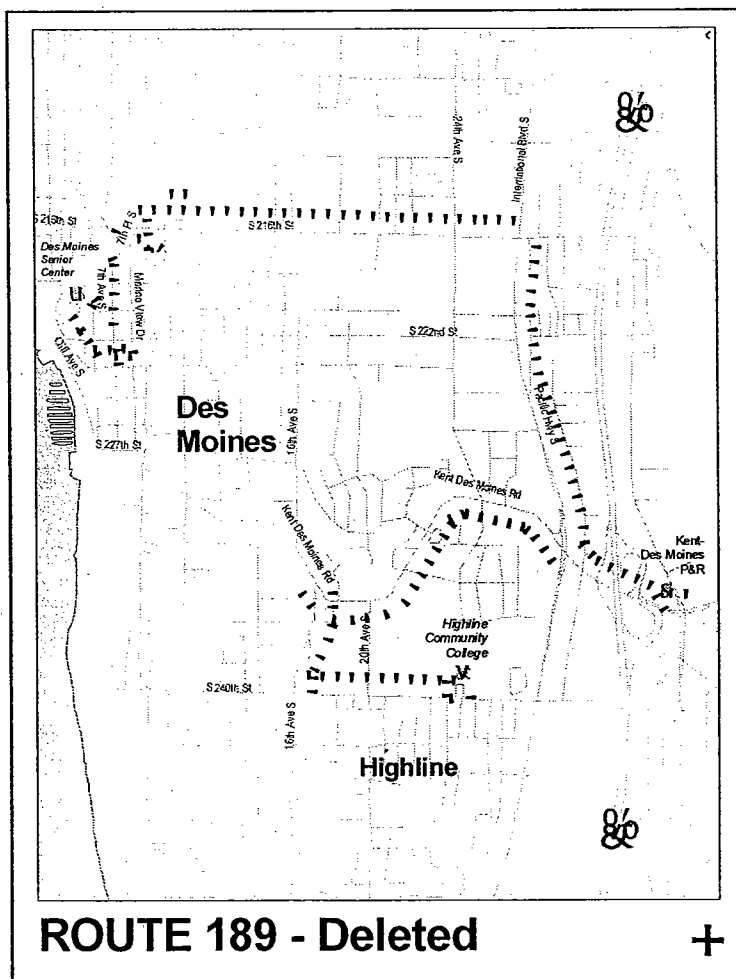
Eliminate low ridership route. Route discontinued as of February 2000.

IMPACTED SERVICE AREA:

Des Moines and Highline Community College

SERVICE CHANGE:

Formally eliminate Route 189.



ROUTE: 908

OBJECTIVES:

Revise routing to provide improved service to growing residential developments while discontinuing service to areas where ridership is below minimum performance thresholds. (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity.*)

IMPACTED SERVICE AREA:

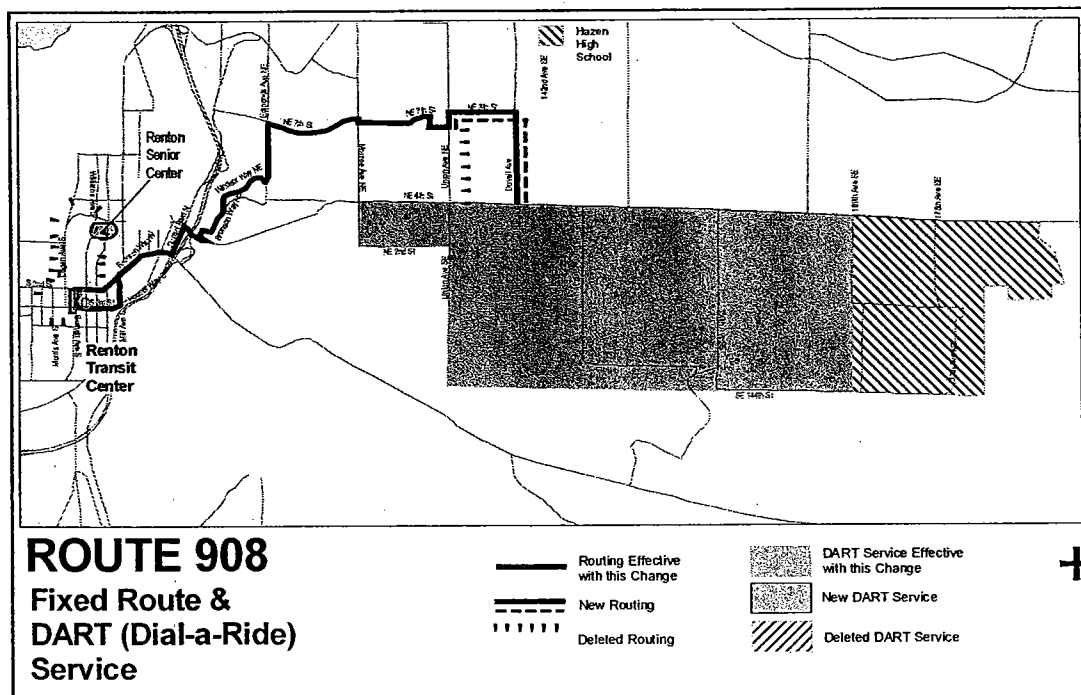
Lake Kathleen and Renton Highlands

SERVICE CHANGE:

Revise routing through the Renton Highlands to provide fixed route service coverage via NE Eight Street and Duvall Avenue NE.

Discontinue DART service in Lake Kathleen area east of 169th Avenue Southeast and to Hazen High School on 142nd Avenue Southeast.

Revise fixed routing to start/end at the Renton Transit Center and continue to provide service to the Renton Senior Center by means of a new DART area.



ROUTE: 909

OBJECTIVE:

Discontinue duplicative service and revise to provide replacement neighborhood coverage. *(Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity.)*

IMPACTED SERVICE AREA:

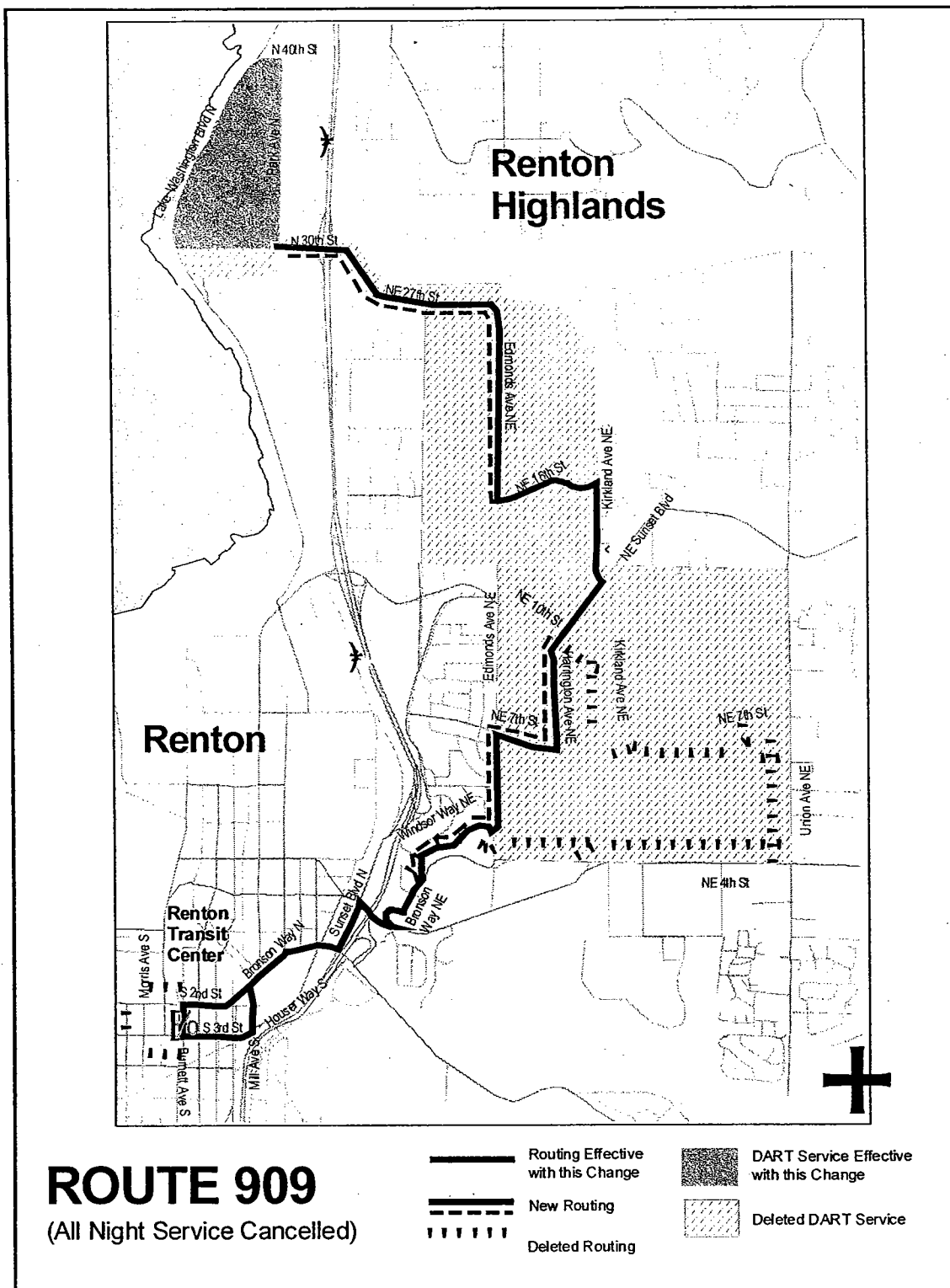
Renton Highlands and Kennydale

SERVICE CHANGE:

Discontinue night service. (Replacement service provided by new evening service on Routes 105 and 240.)

Revise route to operate hourly Monday through Saturday between the Renton Transit Center and Kennydale via the Renton Highlands, from about 5:30 a.m. to about 7:30 p.m. on weekdays and from about 6:30 a.m. to about 7:30 p.m. on Saturday. (Replaces service provided by Route 105 between the Renton Highlands and Kennydale.)

Provide DART service in Kennydale (Replaces service provided by Route 105.)



ROUTE: 912

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Enumclaw, Black Diamond, Lake Sawyer and Covington

SERVICE CHANGE:

Formally eliminate morning and afternoon rush hour service. (No change to existing service levels.)

ROUTE: 915

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Auburn and Enumclaw

SERVICE CHANGE:

Formally eliminate weekday evening and all weekend service. (No change to existing service levels.)

# EAST KING COUNTY

ROUTE: 201

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Mercer Island

SERVICE CHANGE:

Formally eliminate one a.m. and one p.m. trip. (No change to current service levels.)

ROUTE: 210

OBJECTIVES:

Enhance use and route productivity.

Providing direct commute service to Seattle for residents along Newport Way between SR 900 and Lakemont Blvd.

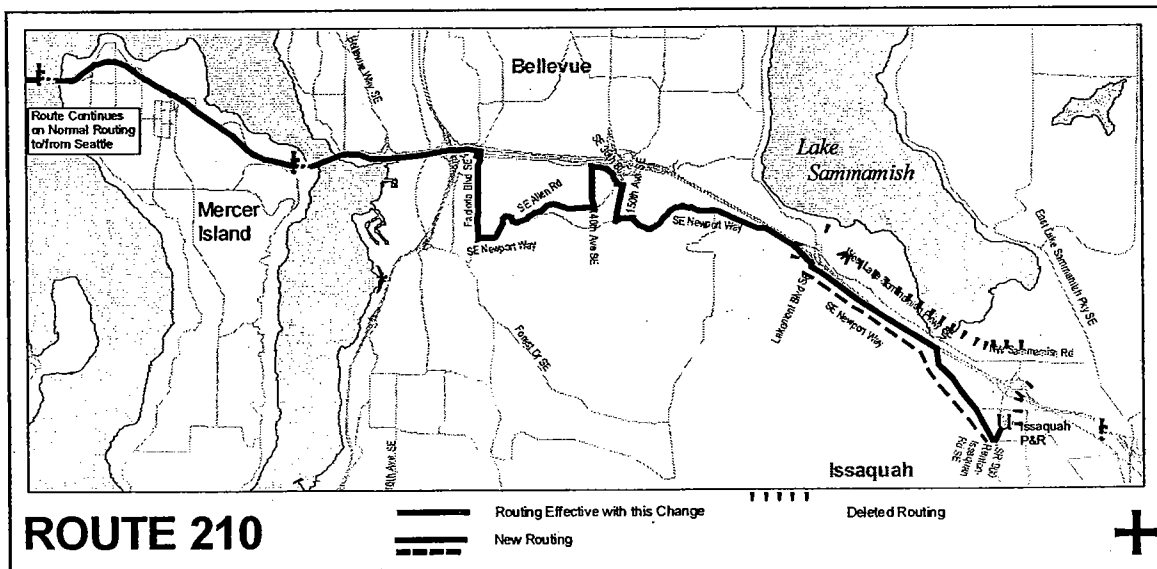
Service integration with Sound Transit Express Route 554.

IMPACTED SERVICE AREA:

Issaquah, West Lake Sammamish, Eastgate, Factoria and downtown Seattle

SERVICE CHANGE:

Revise routing to serve Newport Way between SR 900 and Lakemont Boulevard, and reduce the number of p.m. trips by one, from 6 to 5 to improve seat utilization.





ROUTE: 212

OBJECTIVES:

Maintain Eastgate park-and-ride service levels to downtown Seattle.

IMPACTED SERVICE AREA:

Seattle and Eastgate

SERVICE CHANGE:

Increase the number of Route 212 trips operated from Eastgate park-and-ride to replace discontinued Routes 225 and 229 trips.

ROUTE: 215

OBJECTIVES:

Minimize duplication with proposed Sound Transit Express Route 554 on I-90 between Issaquah and Seattle.

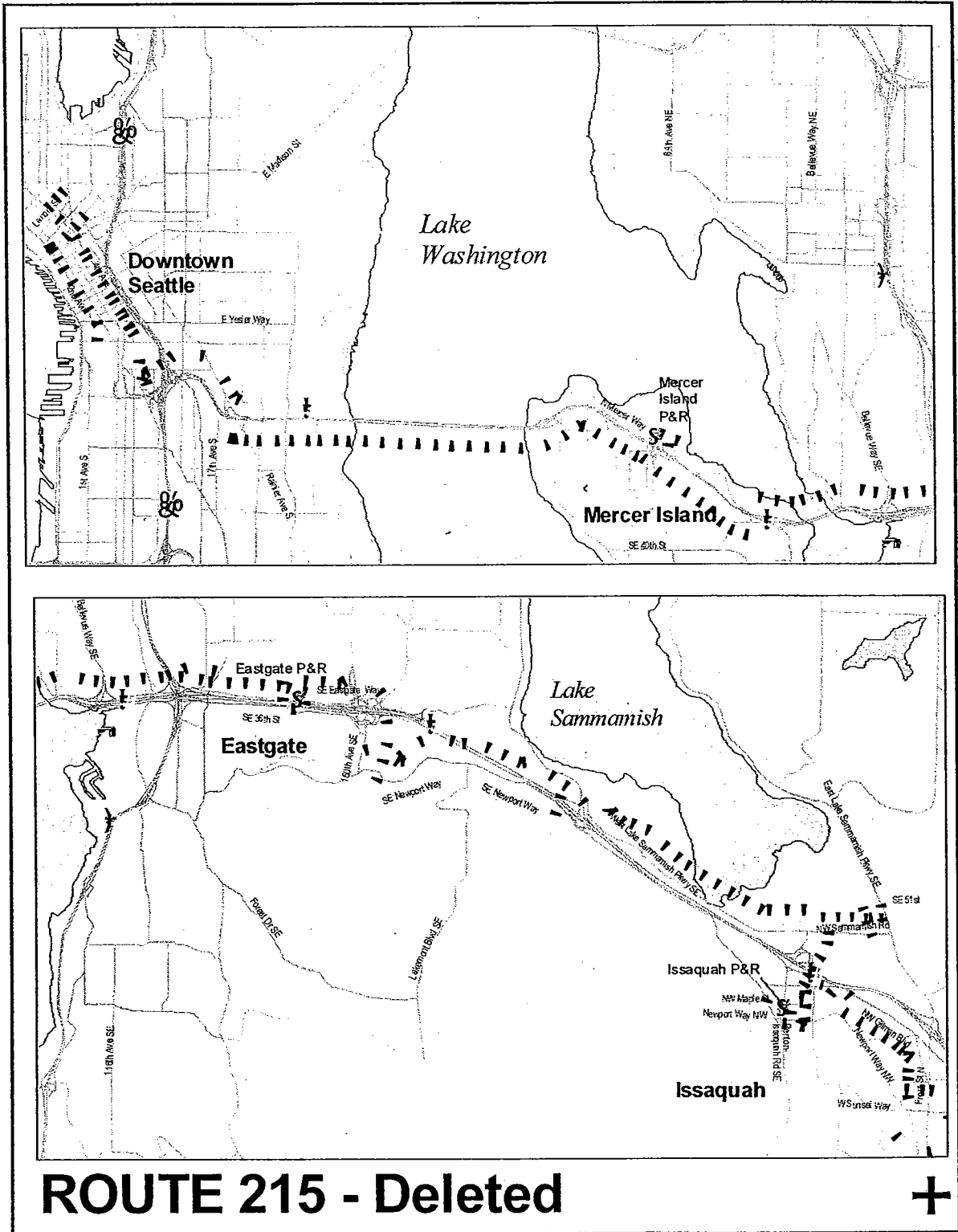
Reinvest hours spent providing direct service to Seattle into local Eastside service.

IMPACTED SERVICE AREA:

Seattle, Eastgate, and Issaquah

SERVICE CHANGE:

Delete Route 215. (Replacement service provided by ST Express Route 554 and Metro Routes 217, 222, 245, and 271.)



ROUTE: 216

OBJECTIVES:

Provide direct service to Seattle from the City of Sammamish for commuters.

Reduce overcrowding at the Issaquah park-and-ride and other park-and ride lots along the I-90 corridor by capturing riders on the plateau.

IMPACTED SERVICE AREA:

Sammamish, and Issaquah

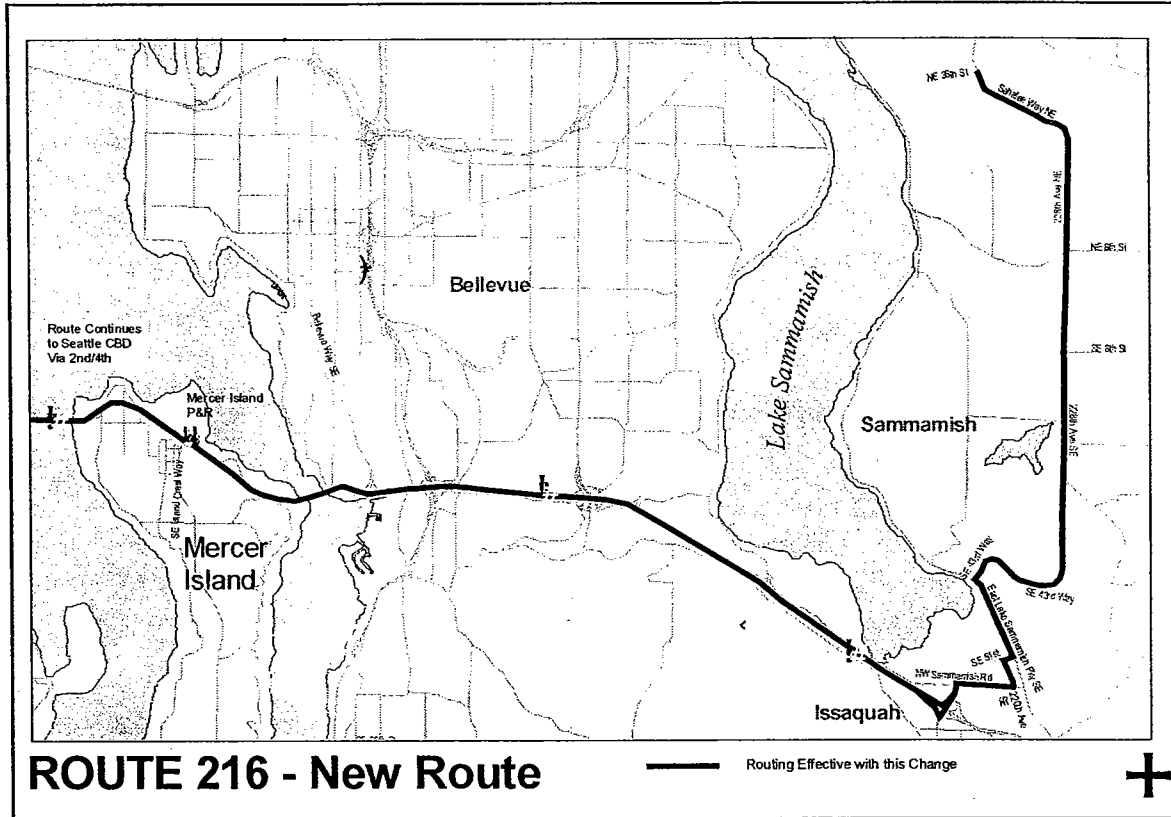
SERVICE CHANGE:

Operate a new weekday rush hour commuter route to Seattle starting at the north end of the Sammamish Plateau at NE 36th Street, serving Sammamish residents and others via 228th Avenue NE and Southeast, Southeast 43rd Way, East Lake Sammamish Parkway Southeast, Southeast 51st Street, 220th Avenue Southeast, Southeast 56th Street, Renton-Issaquah Road and Interstate 90. The Route 216 would stop at Mercer Island park-and-ride and the Rainier Avenue freeway express stop along Interstate 90.

Operate four morning trips to Seattle in the a.m. and four trips returning to Sammamish in the afternoon.

Operate through downtown Seattle via Fourth Avenue in the morning and Second Avenue in the afternoon.

Route would serve proposed new leased or temporary park-and-ride lots. Implementation is dependent on the availability of adequate new park-and-ride space to support the service.



ROUTE: 217

OBJECTIVES:

Provide direct commute service from Seattle to employment concentrations along Interstate 90 that are not served by Sound Transit's Regional Express Route 554. (*Strategy S-4 Six-Year Transit Development Plan 1996 – 2001, Improve commuter access to major employment area outside of downtown Seattle.*)

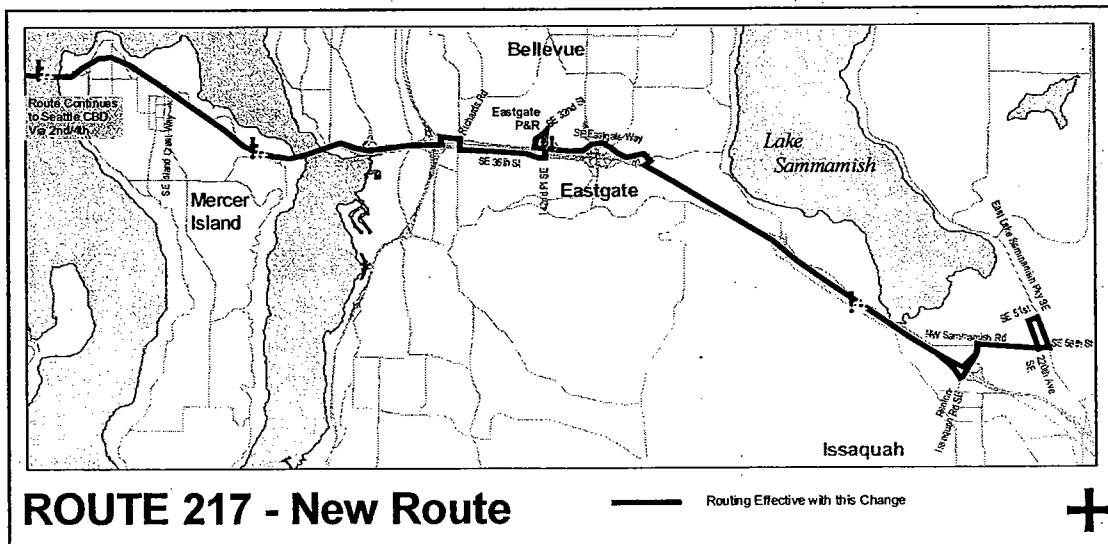
IMPACTED SERVICE AREA:

Seattle, Factoria, Eastgate, and Issaquah

SERVICE CHANGE:

Operate a new weekday commuter route between downtown Seattle and employment concentrations in Factoria, Eastgate and Issaquah via I-90, Southeast 36th Street, Eastgate park-and-ride, Southeast Eastgate Way, I-90, SR 900 and Southeast 56th Street.

Operate three morning trips to Issaquah and three trips to Seattle in the afternoon



ROUTE: 220

OBJECTIVES:

Improve local service within Redmond and Bellevue serving local activity centers and regional transit connections (*Strategy S-3 1 Six Year Transit Development Plan 1996 – 2001, Expand community mobility options through a combination of flexible and fixed route services connecting to inter-community and regional services.*)

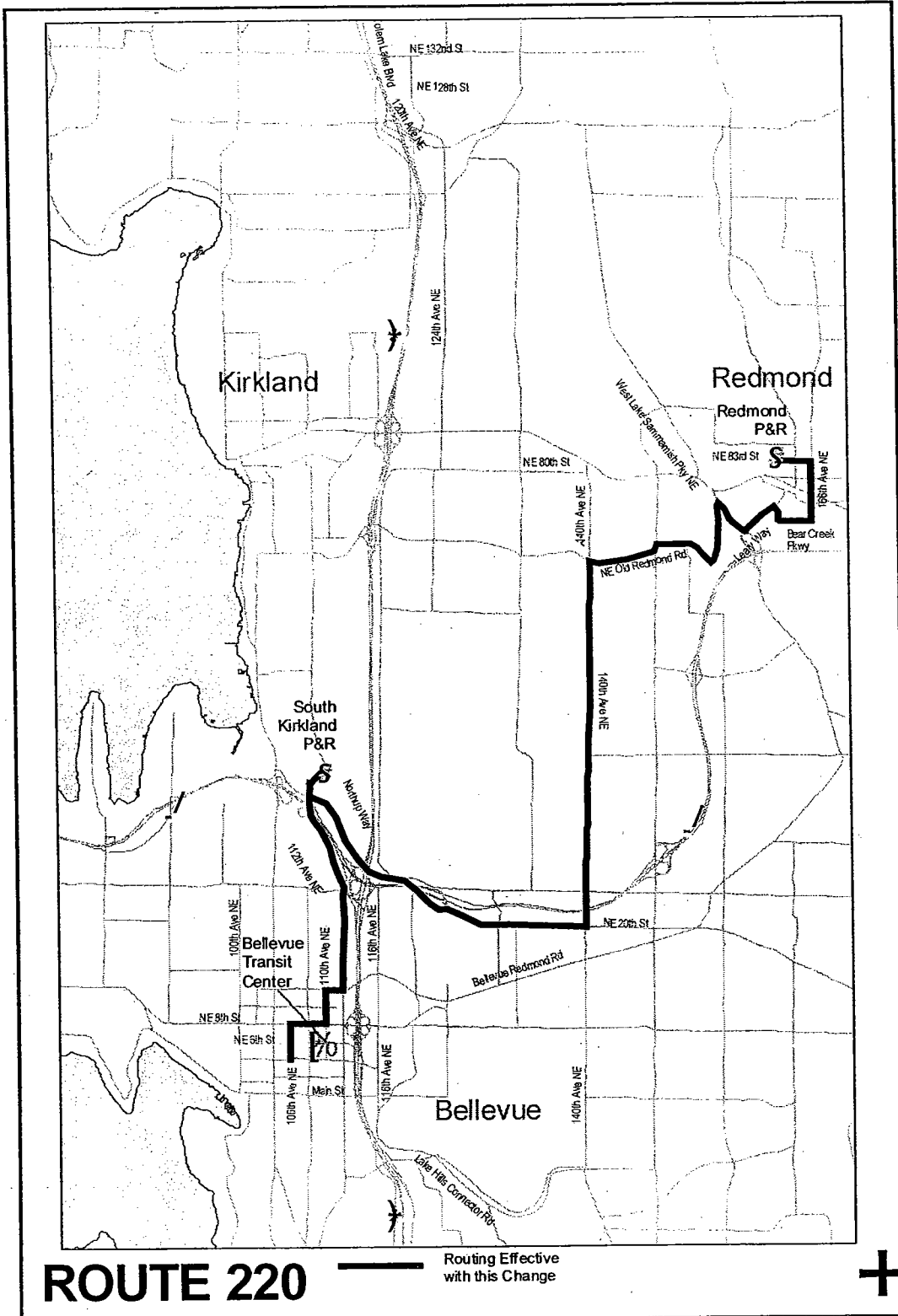
IMPACTED SERVICE AREA:

Redmond, South Kirkland park-and-ride, and downtown Bellevue

SERVICE CHANGE:

Operate new route Monday through Friday between downtown Bellevue and Redmond providing new service to Redmond Town Center. Replaces Route 920 service along portions of 140th Avenue NE and Route 234 service along 112th Avenue NE between South Kirkland park-and-ride and Bellevue Transit Center.

Route would operate hourly weekdays from about 6 a.m. to 6 p.m., with half-hour service during the morning and evening rush hours.





ROUTE: 225

OBJECTIVES:

Discontinue lower ridership west to east segment, size the number of trips to improve seat utilization and provide resources to implement all day neighborhood service. (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity and Strategy S-3 1 Six Year Transit Development Plan 1996 – 200, expand community mobility options.*)

Replace west to east commute service with more efficient route (proposed Route 217).

IMPACTED SERVICE AREA:

Seattle, Eastgate, Lake Hills, Phantom Lake, Crossroads, and Overlake

SERVICE CHANGE:

Discontinue two-way operation. Operate three trips to Seattle during the morning rush and three trips returning in the afternoon.

ROUTE: 229

OBJECTIVES:

Discontinue lower ridership west to east segment, size the number of trips to improve seat utilization and provide resources to implement all day neighborhood service. (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity and Strategy S-3 1 Six Year Transit Development Plan 1996 – 200, expand community mobility options.*)

Replace west to east commute service with more efficient route (proposed Route 217).

IMPACTED SERVICE AREA:

Seattle, Eastgate, Lake Hills, Phantom Lake, Crossroads, and Overlake

SERVICE CHANGE:

Discontinue two-way operation. Operate four trips to Seattle during the morning rush and four trips returning in the afternoon.

ROUTE: 230

OBJECTIVES:

Revise route to provide coverage to developing multi-family area along 124th Avenue NE.

Provide a faster trip between Kirkland Transit Center and Totem Lake.

Improve span and frequency

Provide convenient transfers

IMPACTED SERVICE AREA:

Bellevue, South Kirkland, Kirkland Transit Center, Rose Hill, Totem Lake

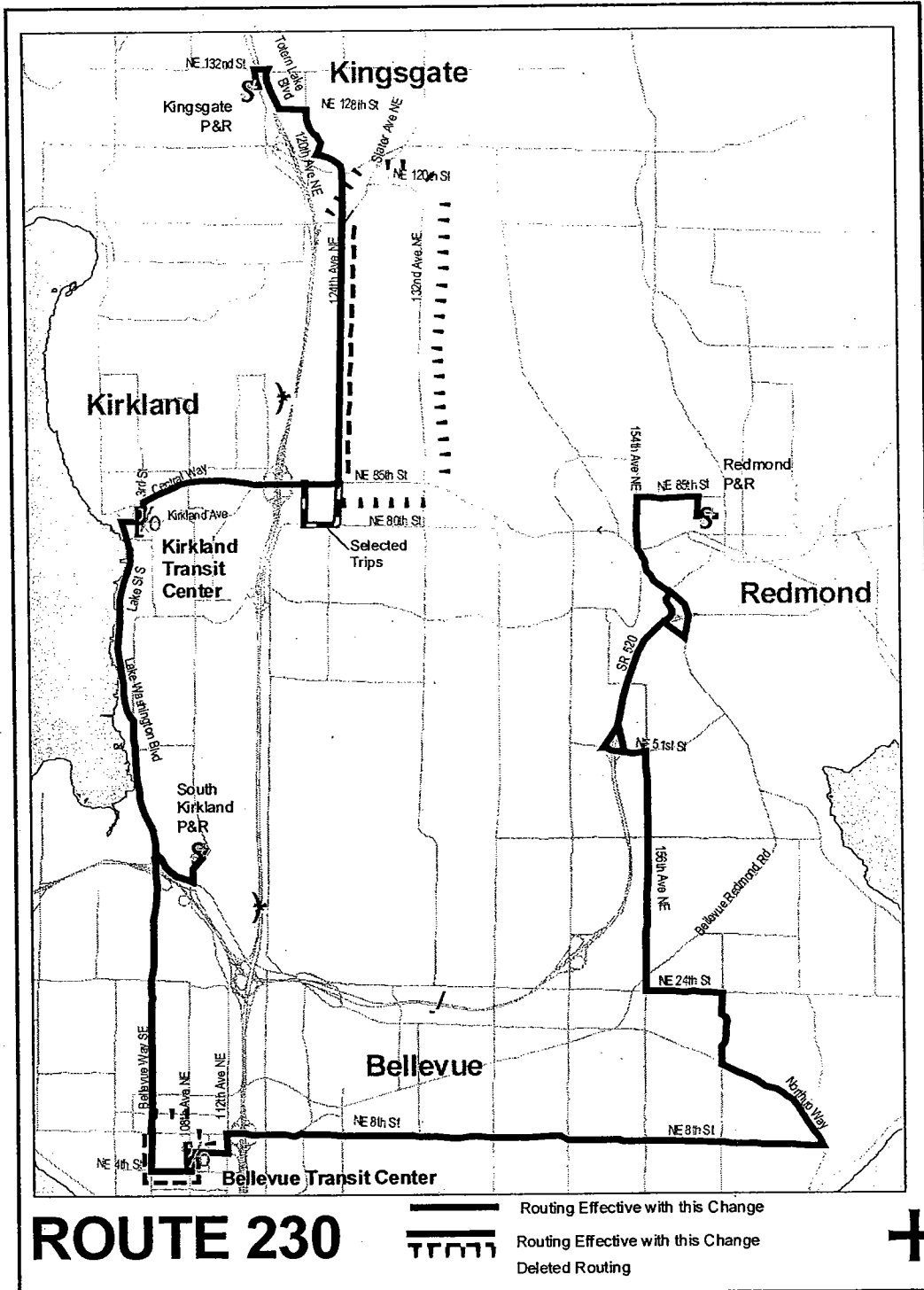
SERVICE CHANGE:

Revise route to operate via 124th Avenue NE between NE 85 Street and NE 116th Street instead of 132nd Avenue NE, NE 120th Street and Slater Avenue NE.

Operate additional service between Bellevue Transit and Kirkland Transit Center creating 15-minute frequency during rush hours to facilitate transfers to and from cross Lake Washington service.

Extend span of service so that the last departure from the Kirkland Transit Center southbound is about 10:30 p.m.

Selected trips would operate on NE 80th Street to serve start and quit times at Lake Washington High School.



ROUTE: 231

OBJECTIVES:

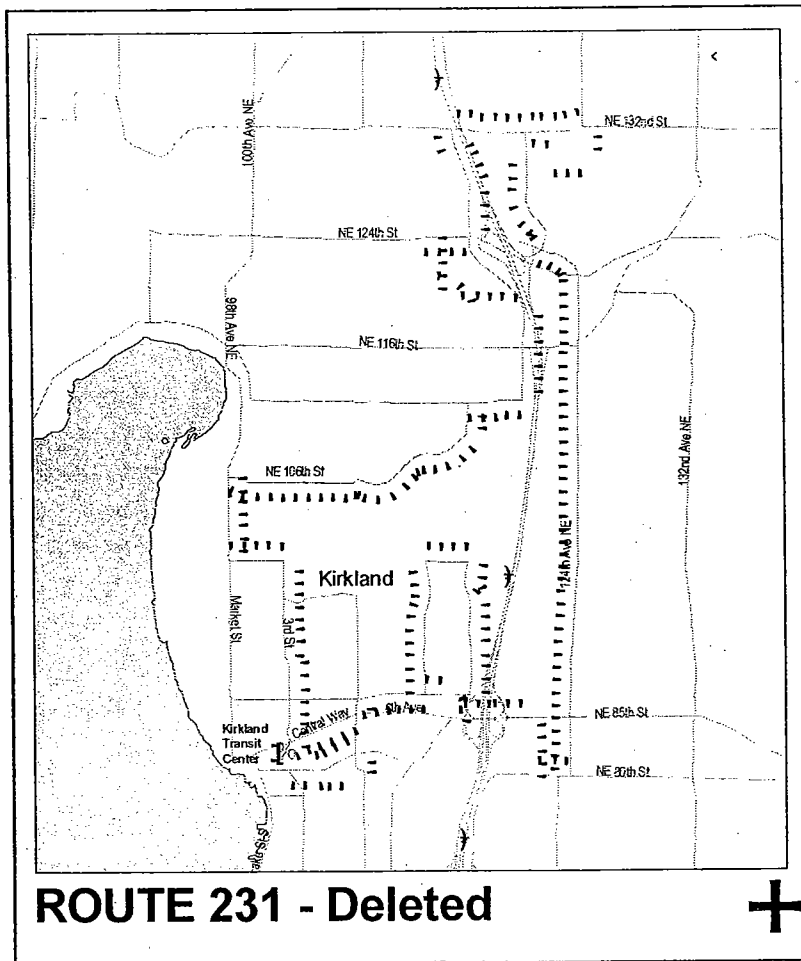
Restructure local service in North Kirkland to improve ridership. See routes 236, 238 for replacement service.

IMPACTED SERVICE AREA:

Downtown Kirkland, Forbes Creek, Totem Lake, and Rose Hill

SERVICE CHANGE:

Delete Route 231.



ROUTE: 232

OBJECTIVES:

Provide two-way peak express service between Redmond and Bellevue via SR 520 during rush hours. Provide Duvall, Cottage Lake, English Hill and Avondale commuters with new direct service to Redmond and downtown Bellevue. (*Strategy S-4 Six-Year Transit Development Plan 1996 – 2001, Improve commuter access to major employment area outside of downtown Seattle.*)

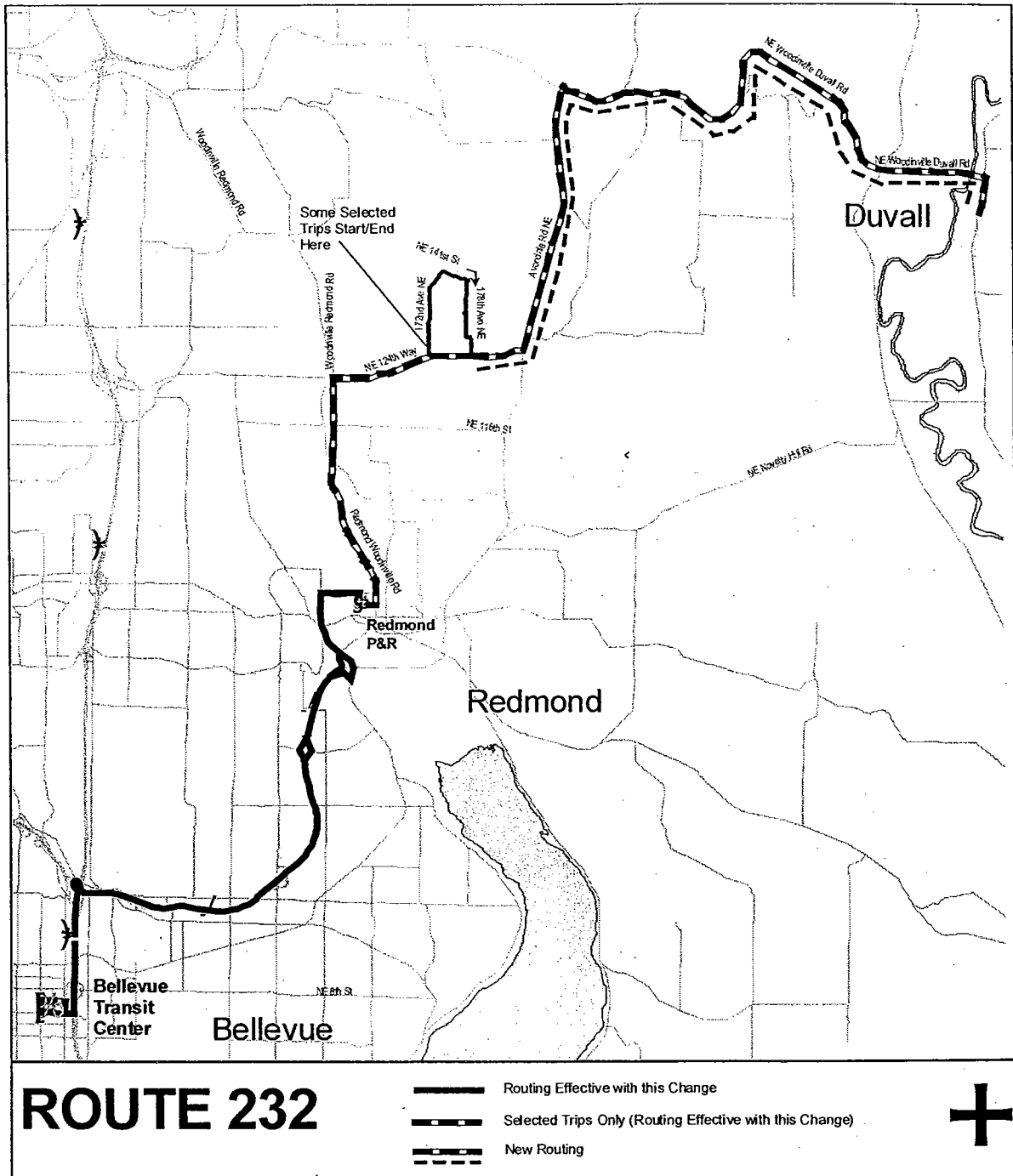
IMPACTED SERVICE AREA:

Downtown Bellevue, Overlake, Redmond, English Hill, Avondale, Cottage Lake, and Duvall

SERVICE CHANGE:

Operate two-way peak route between Redmond P&R and downtown Bellevue, with a minimum of 30 minute frequency. During morning rush hours, five (5) trips to Bellevue start in Duvall, and three (3) trips start in the English Hill area. During the afternoon rush hours, five (5) trips run from Bellevue to Duvall, and three (3) trips from Bellevue to the English Hill terminal. The combination of the Duvall and English Hill trips provide fifteen (15) minute service between NE 124th Way/172nd Avenue NE and Bellevue towards Bellevue in the morning and from Bellevue in the afternoon.

The Duvall service would operate from Duvall to Redmond park-and-ride via NE Woodinville-Duvall Rd, Avondale Rd NE, NE 124<sup>th</sup> Street and Woodinville-Redmond Road. The English Hill turnback trips provide coverage for existing Route 232 riders and follow the Duvall routing in form English Hill. Afternoon trips would mirror the morning service providing return trips from Bellevue to Duvall and English Hill.



ROUTE: 233

OBJECTIVES:

Provide faster, more direct all-day service between Avondale Road NE/Avondale Place NE and downtown Bellevue serving commercial and employment concentrations in the Overlake area and along Bel-Red Road. (*Strategy S-4 Six-Year Transit Development Plan 1996 – 2001, Improve commuter access to major employment areas outside of downtown Seattle.*)

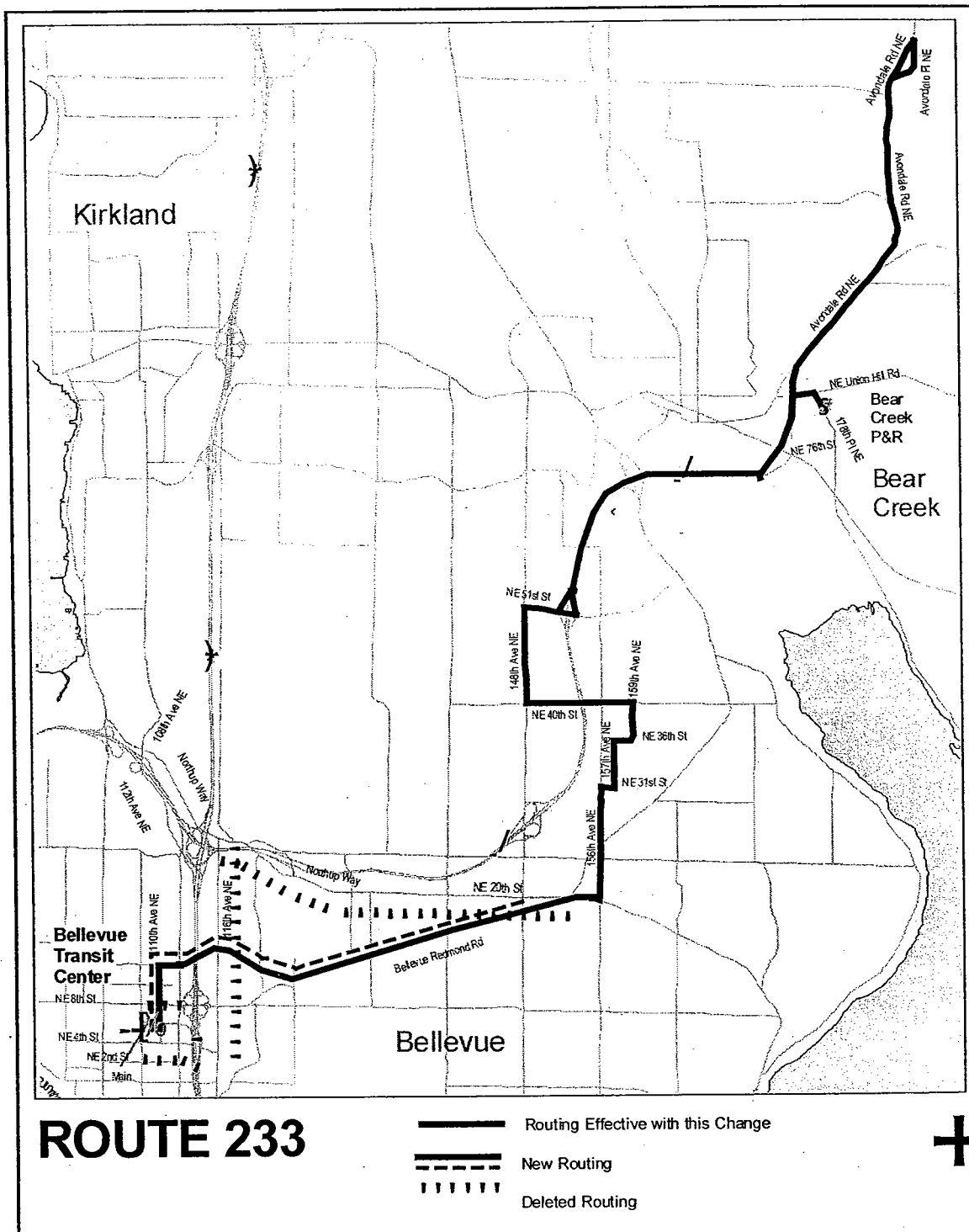
IMPACTED SERVICE AREA:

Avondale, Bear Creek, Overlake, and Rose Hill

SERVICE CHANGE:

Improve frequency and span. Operate every 30-minutes weekdays from about 6:00 a.m. to 6:00 p.m., hourly from 7:00 p.m. to 9:00 p.m., and hourly Saturdays from about 7:00 a.m. to 7:00 p.m. Revise routing to serve commercial area along Bellevue-Redmond Road. Discontinue Route 233 service along Northup Way and 116th Avenue NE (replace with revised Route 249).





ROUTE: 234

OBJECTIVES:

Revise route to serve more people and businesses between Finn Hill and north Juanita and to serve Overlake Hospital and business along Northup Way and 116th Avenue NE in Bellevue.

Improve ridership.

Improve midday connections to other local and regional transit service.

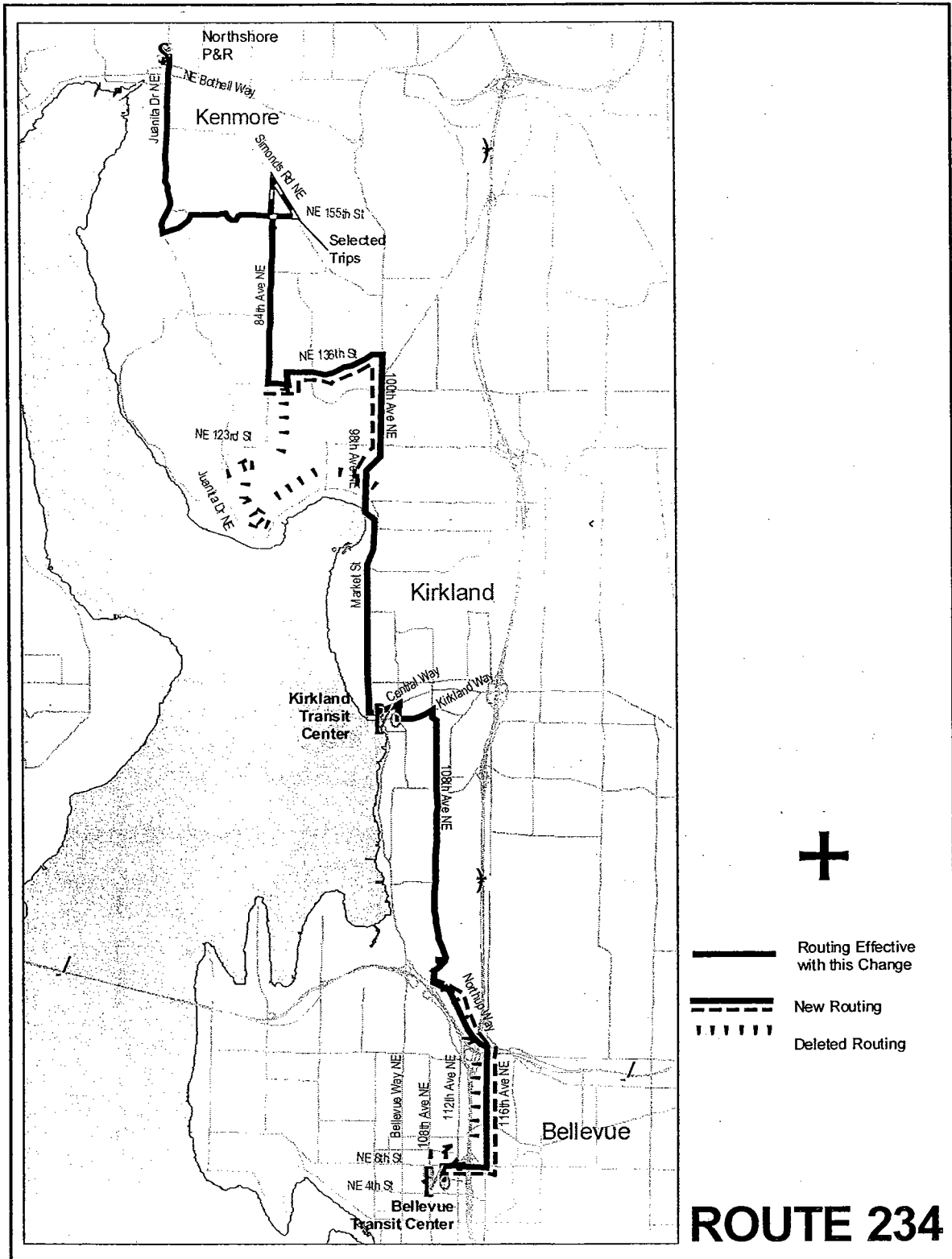
IMPACTED SERVICE AREA:

Kenmore, Juanita, Finn Hill, downtown Kirkland, and downtown Bellevue

SERVICE CHANGE:

Revise route to operate via NE 132nd Street, 87th Avenue NE, NE 134th Street, NE 136th Street, and 100th Avenue NE to downtown Kirkland from Finn Hill. In Bellevue, revise route to operate via Northup Way, 116th Avenue NE and NE Eighth Street from the South Kirkland park-and-ride to downtown Bellevue. Replacement service on 112th Avenue NE provided by Route 220. Discontinue service along Juanita Drive NE (replace with new Route 235). Operate every 30 minutes weekdays from about 6:00 a.m. to 7:00 p.m. and hourly Saturdays from about 8:00 a.m. to 8:00 p.m.

Selected trips would operate on Simonds Road NE to serve start and quit times at Inglemoor High School.



ROUTE: 236

OBJECTIVES:

Provide new seven-day a week, two-way fixed route service between Woodinville and downtown Kirkland serving local activity centers and regional transit connections. Route 236 replaces segments of Route 239, Route 255 and Route 932. (*Strategy S-3 1 Six Year Transit Development Plan 1996 – 2001, Expand community mobility options through a combination of flexible and fixed route services connecting to inter-community and regional services.*)

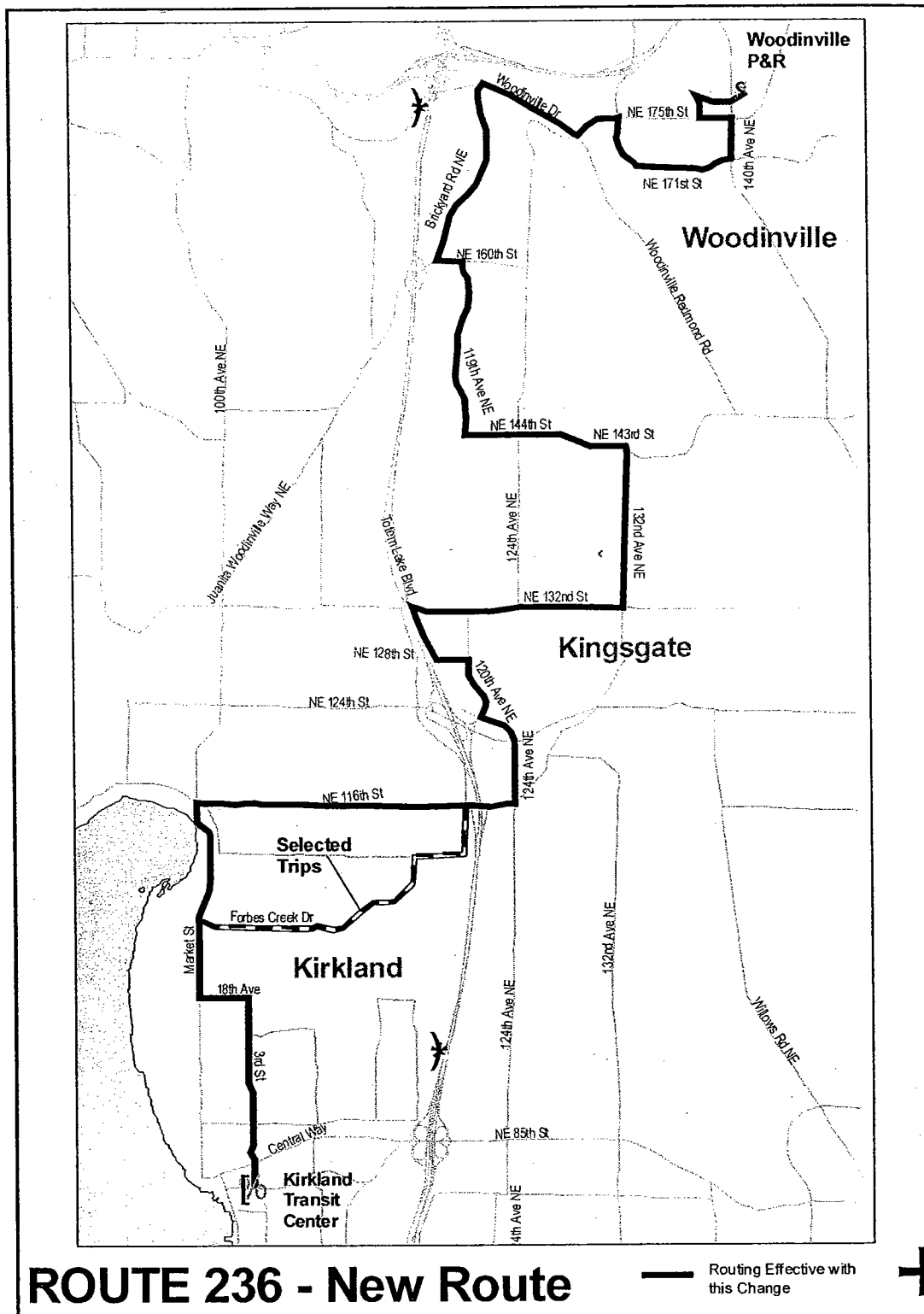
IMPACTED SERVICE AREA:

Woodinville, Kingsgate, Totem Lake and lower Juanita

SERVICE CHANGE:

Operate route between Woodinville and downtown Kirkland via Totem Lake. Replaces Route 931 service along Brickyard Road. Replaces Route 255 service in the Kingsgate neighborhood, through Totem Lake and along NE 116th Street. Replaces Route 231 service on 18th Avenue and Third Street in Kirkland. Operates weekdays about every 30 minutes from about 5:00 a.m. to 8:00 p.m., hourly Saturday between about 8:00 a.m. and 8:00 p.m., and Sunday between about 9:00 a.m. and 6:00 p.m.

Selected trips would operate via Forbes Creek Drive to serve students destined for start and quit times at Lake Washington High School.



ROUTE: 237

OBJECTIVES:

Size the number of trips to improve seat utilization (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity.*)

IMPACTED SERVICE AREA:

Woodinville, Brickyard, Kingsgate, Houghton and downtown Bellevue

SERVICE CHANGE:

Reduce the number of trips from four trips to three trips southbound during the a.m. rush hours and four to three northbound trips during the p.m. rush hours.

ROUTE: 238

OBJECTIVE:

Improve local service within and between Bothell and Kirkland serving local activity centers and regional transit connections. *(Strategy S-3 1 Six Year Transit Development Plan 1996 – 2001, Expand community mobility options through a combination of flexible and fixed route services connecting to inter-community and regional services.)*

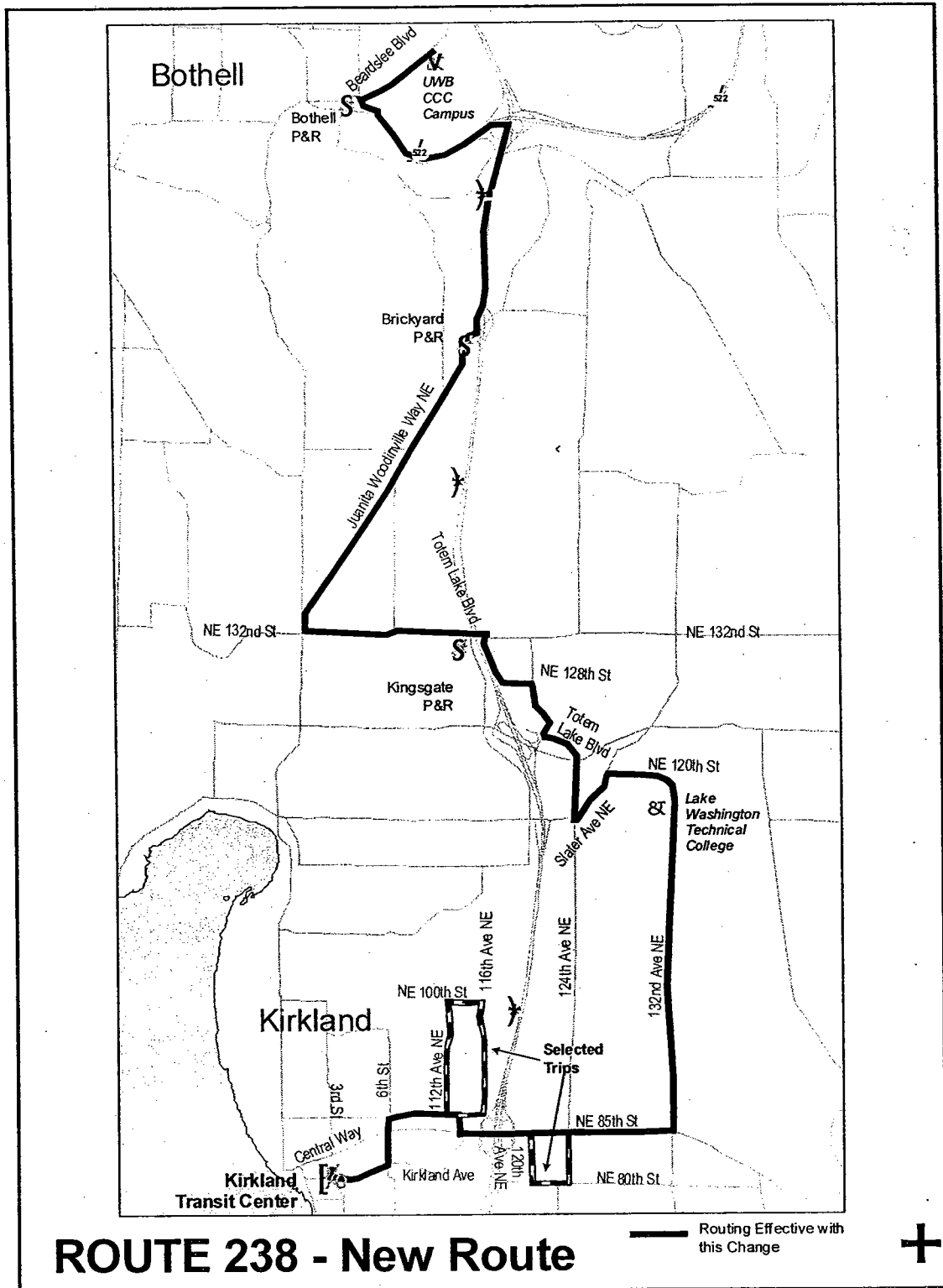
IMPACTED SERVICE AREA:

Bothell, Juanita, Kingsgate, Totem Lake, Rose Hill, and Kirkland

SERVICE CHANGE:

Operate two-way, all day, route between Bothell and downtown Kirkland via Totem Lake, serving the University of Washington Bothell/Cascadia Community College campus as well as Lake Washington Technical College, Evergreen Hospital and Lake Washington High School. Route 238 replaces segments of Routes 230, 231, 931 and 935. Operates weekdays about every 30 minutes from about 5:00 a.m. to 8:00 p.m., hourly Saturday between about 8:00 a.m. and 8:00 p.m., and Sunday between about 9:00 a.m. and 6:00 p.m.

Selected trips would operate on NE 80th Street, and via NE 100th Street, to serve students destined for start and quit times at Lake Washington High School.





ROUTE: 239

OBJECTIVES:

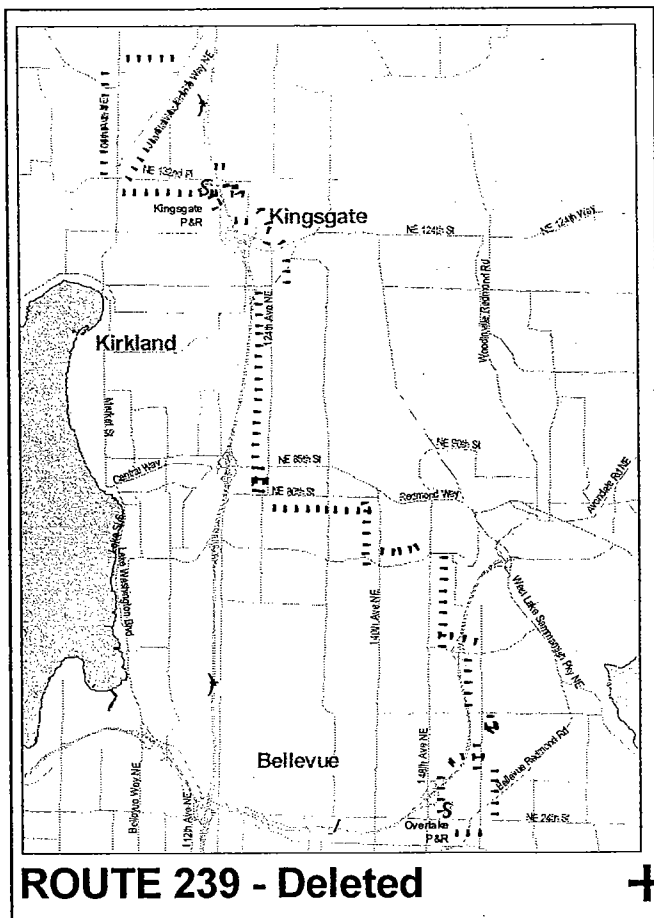
Restructure local service to improve use.

IMPACTED SERVICE AREA:

Kingsgate, Totem Lake, Rose Hill and Overlake

SERVICE CHANGE:

Delete Route 239. (For replacement service see Routes 236, 235, 238 and 255.)



ROUTE: 245

OBJECTIVE:

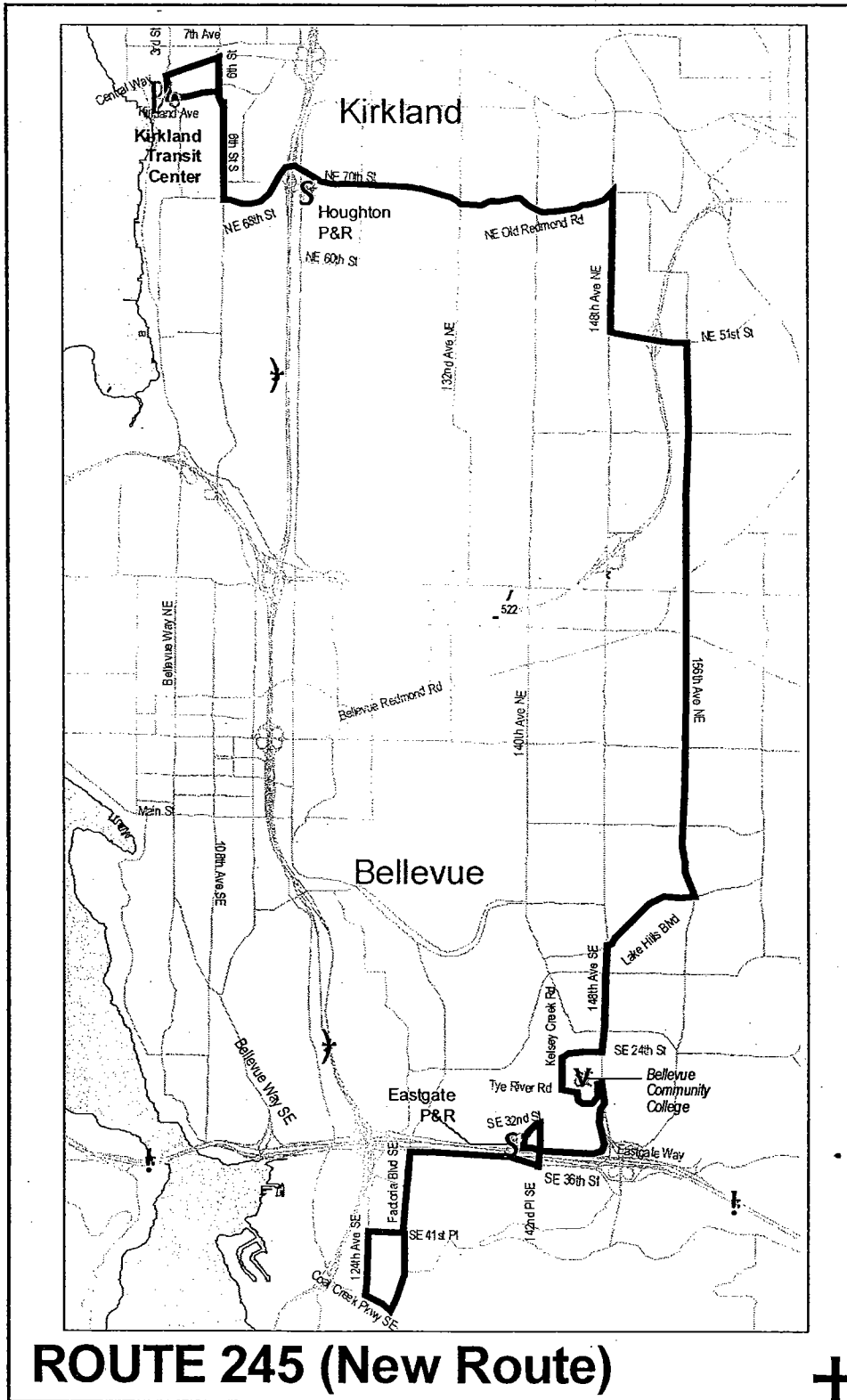
Operate new two-way, all day service between Kirkland and Factoria via Overlake serving Houghton and Eastgate park-and-ride lots. Replaces DART Route 923. Provides a direct service to the Overlake employment center from downtown Kirkland, access to major activity centers and to regional transit connections at the Kirkland Transit Center, the soon to be completed 40<sup>th</sup> Street Transit Center and Eastgate park-and-ride. *(Strategy S-3 1 Six Year Transit Development Plan 1996 – 2001, Expand community mobility options through a combination of flexible and fixed route services connecting to inter-community and regional services.)*

IMPACTED SERVICE AREA:

Kirkland, Houghton, Overlake, Crossroads, Eastgate park-and-ride and Factoria.

SERVICE CHANGE:

Operate new all day fixed route service between Kirkland and Factoria via Overlake and Eastgate park-and-ride lots using NE 70<sup>th</sup> Street and 15<sup>th</sup> Avenue. Replaces DART Route 923 running similar frequency and span, about every 30-minutes weekdays from about 7:00 a.m. to 9:00 p.m., and Saturday from about 7:00 a.m. to 9:00 p.m., and hourly evenings until about 10:00 p.m. Sunday service would operate hourly from about 10:00 a.m. to 6:00 p.m.



ROUTE: 247

OBJECTIVES:

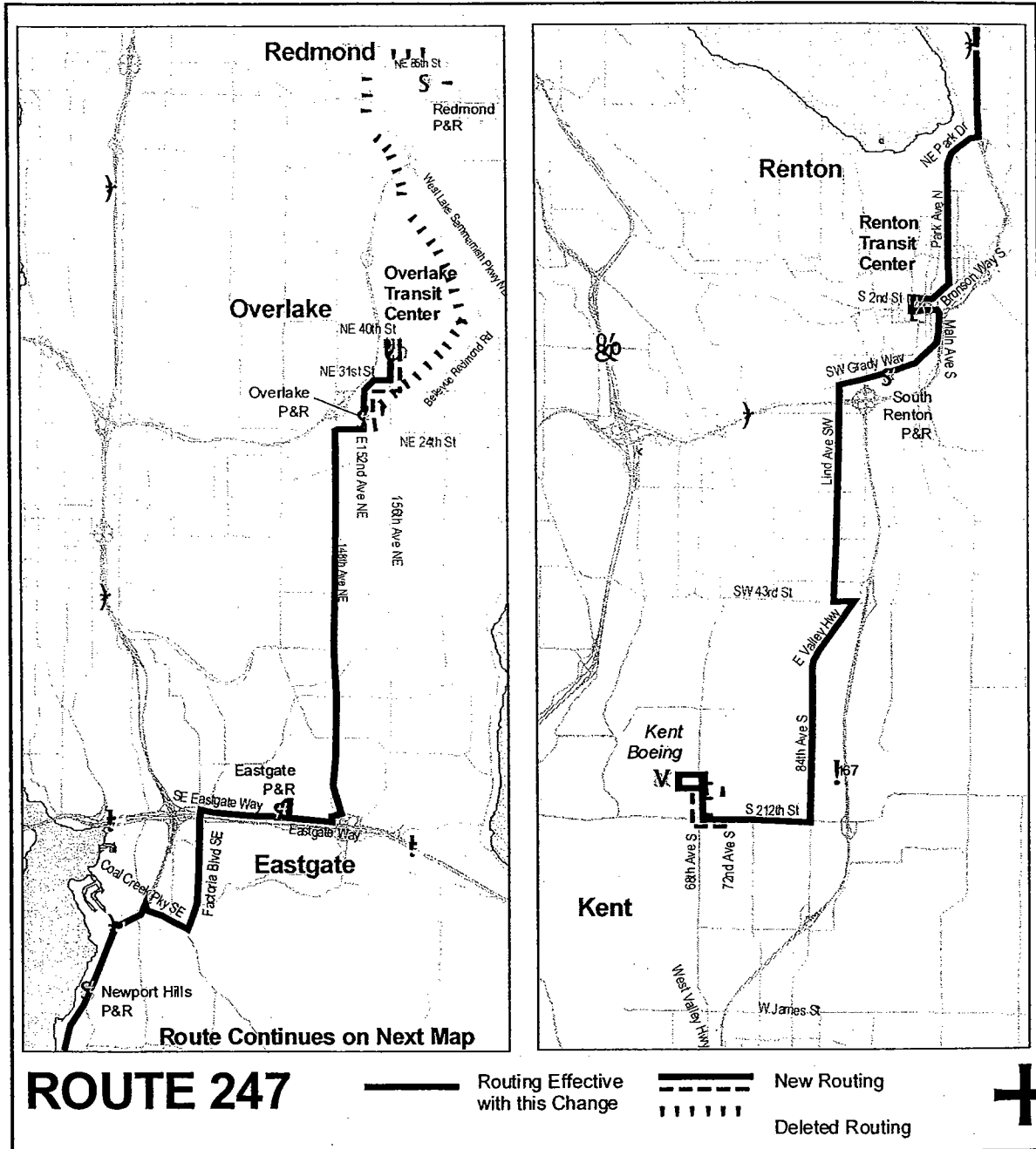
Reinstate revised weekday commute service from Overlake to Kent suspended in February 2000. (*Strategy S-4 Six-Year Transit Development Plan 1996 – 2001, Improve commuter access to major employment area outside of downtown Seattle.*)

IMPACTED SERVICE AREA:

Overlake, Bellevue, Eastgate, Renton and Kent Industrial

SERVICE CHANGE:

Operate weekday commuter service starting at Overlake park-and-ride to Kent Space Center via Eastgate park-and-ride, Factoria Blvd SE, I-405, Renton Boeing, Renton Transit Center, and South Renton park-and-ride. Operate three trips to Kent Boeing in the a.m. and three return trips in the afternoon. ◀



ROUTE: 249

OBJECTIVES:

Improve frequencies and revise routing to serve Northup Way to improve ridership. Changes to the route 249 are made in conjunction with Route 233, 234 and 920 changes. Changes are designed to offer users new destination and connections.

IMPACTED SERVICE AREA:

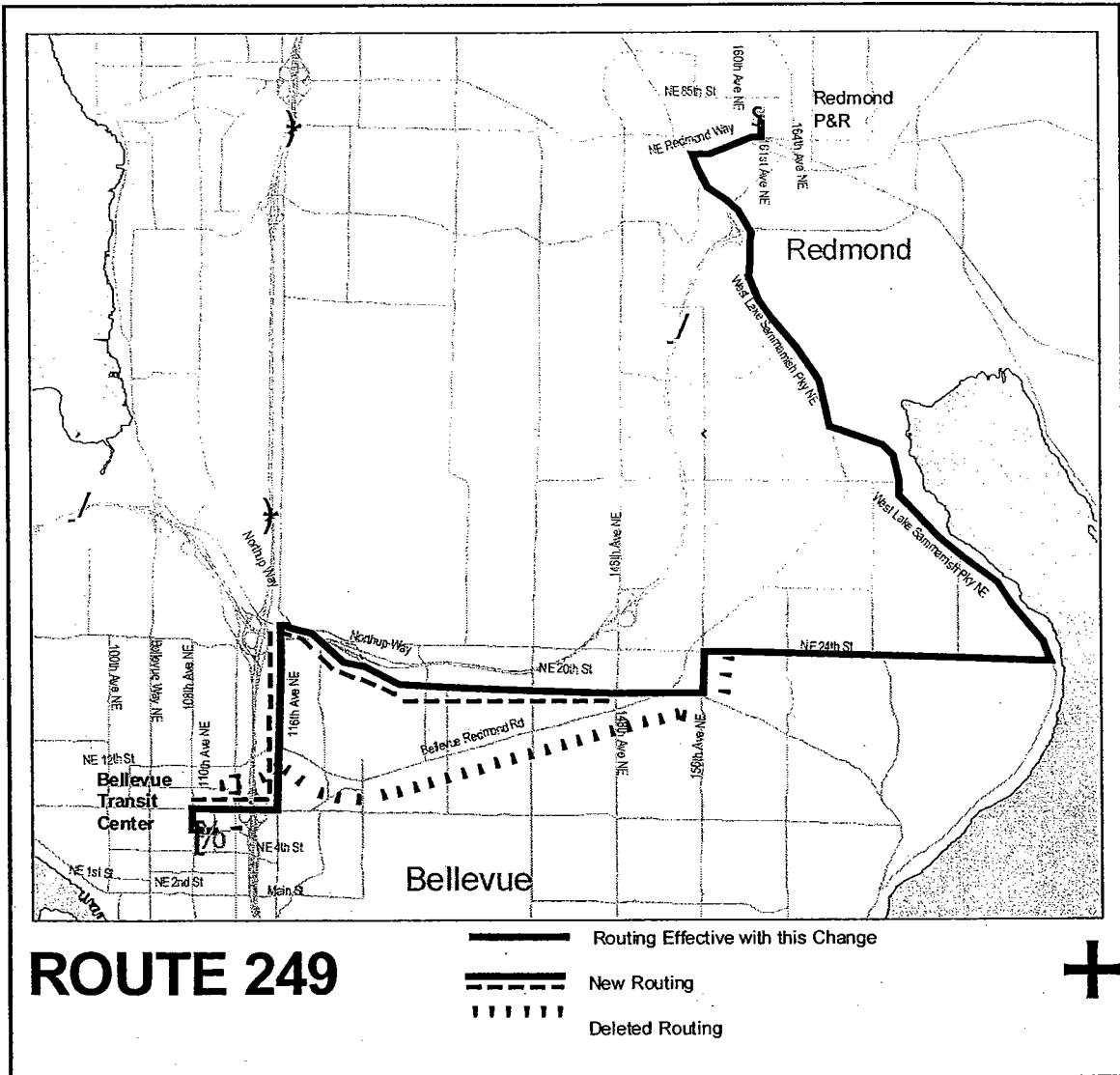
Overlake and Northup

SERVICE CHANGE:

Revise route west of 156<sup>th</sup> Avenue NE to operate on NE 20<sup>th</sup> Street and Northup Way and 116<sup>th</sup> Avenue NE to downtown Bellevue.

Improve frequency and span. Operate every half-hourly during a limited rush hour and hourly mid-day and evenings until about 8:00 p.m. Saturday service would operate hourly from about 7:00 a.m. to 7:00 p.m.

Discontinue Route 249 service on Bellevue-Redmond Road (replace with service provided by revised Route 233).



ROUTE: 251

OBJECTIVES:

Consolidate cross Lake Washington service over SR 520 to improve capacity utilization. *(Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity and Strategy S-3 Six-Year Transit Development Plan 1996 – 2000, expand community mobility options.)*

Operate a more understandable and consistent local service that connects with other Eastside and regional transit services.

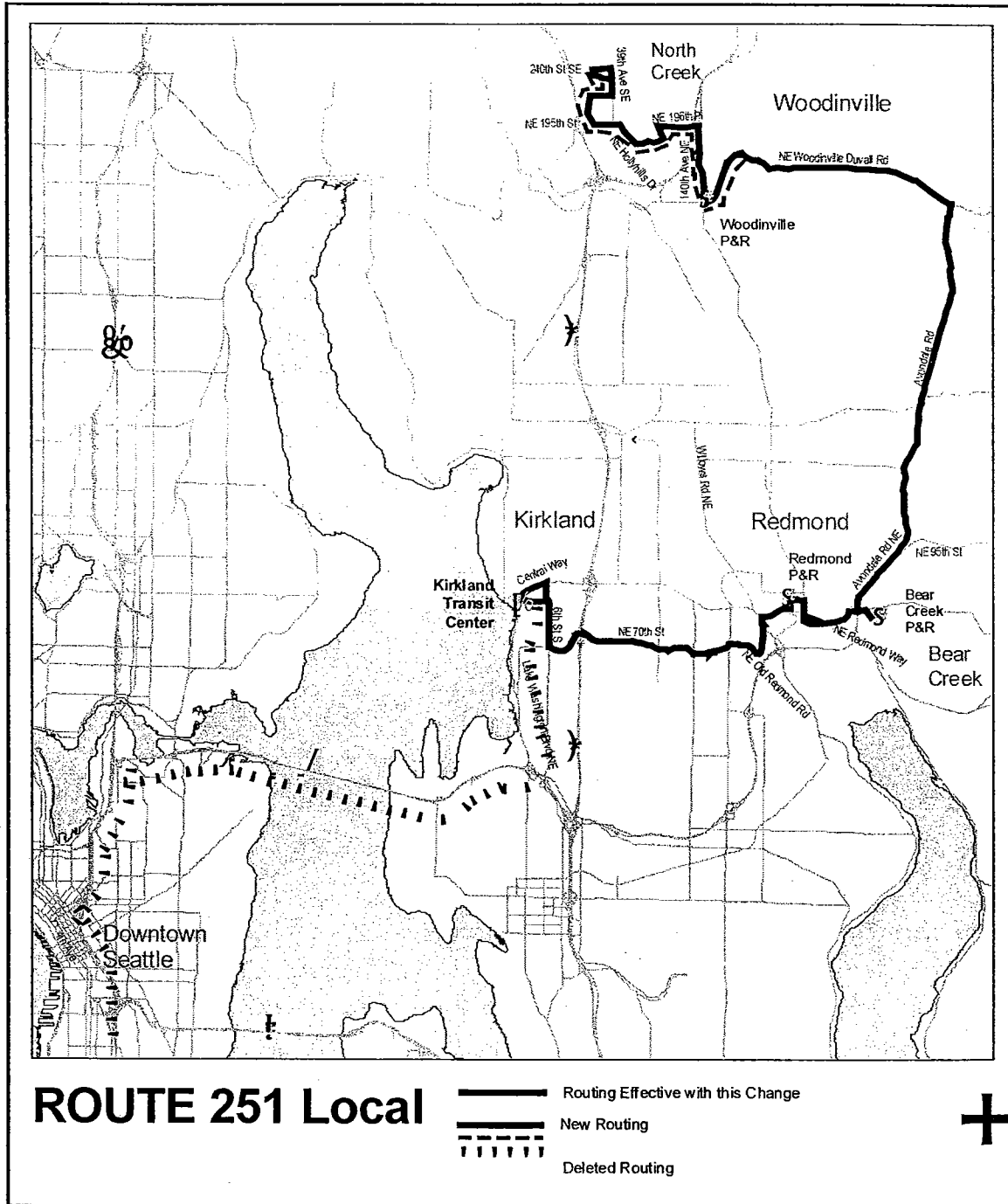
IMPACTED SERVICE AREA:

North Creek, Woodinville, Cottage Lake, Avondale, Redmond, Kirkland and downtown Seattle

SERVICE CHANGE:

Revise route to operate all day, two-way service between Woodinville park-and-ride and Kirkland Transit Center via the existing local routing. Weekdays extend route north of Woodinville park-and-ride to North Creek and Monte Villa Business Parks via Holly Hills. Route 251 local would no longer provide direct service to downtown Seattle. The Route 251 would operate hourly weekdays from about 6:00 a.m. to 8:00 p.m. except for 30 minute frequency during the morning rush hour to Kirkland from Woodinville and during the afternoon rush hour to Woodinville from Kirkland. Saturday, Route 251 would operate hourly from about 9:00 a.m. to 6:00 p.m.





ROUTE: 251 Express

OBJECTIVES:

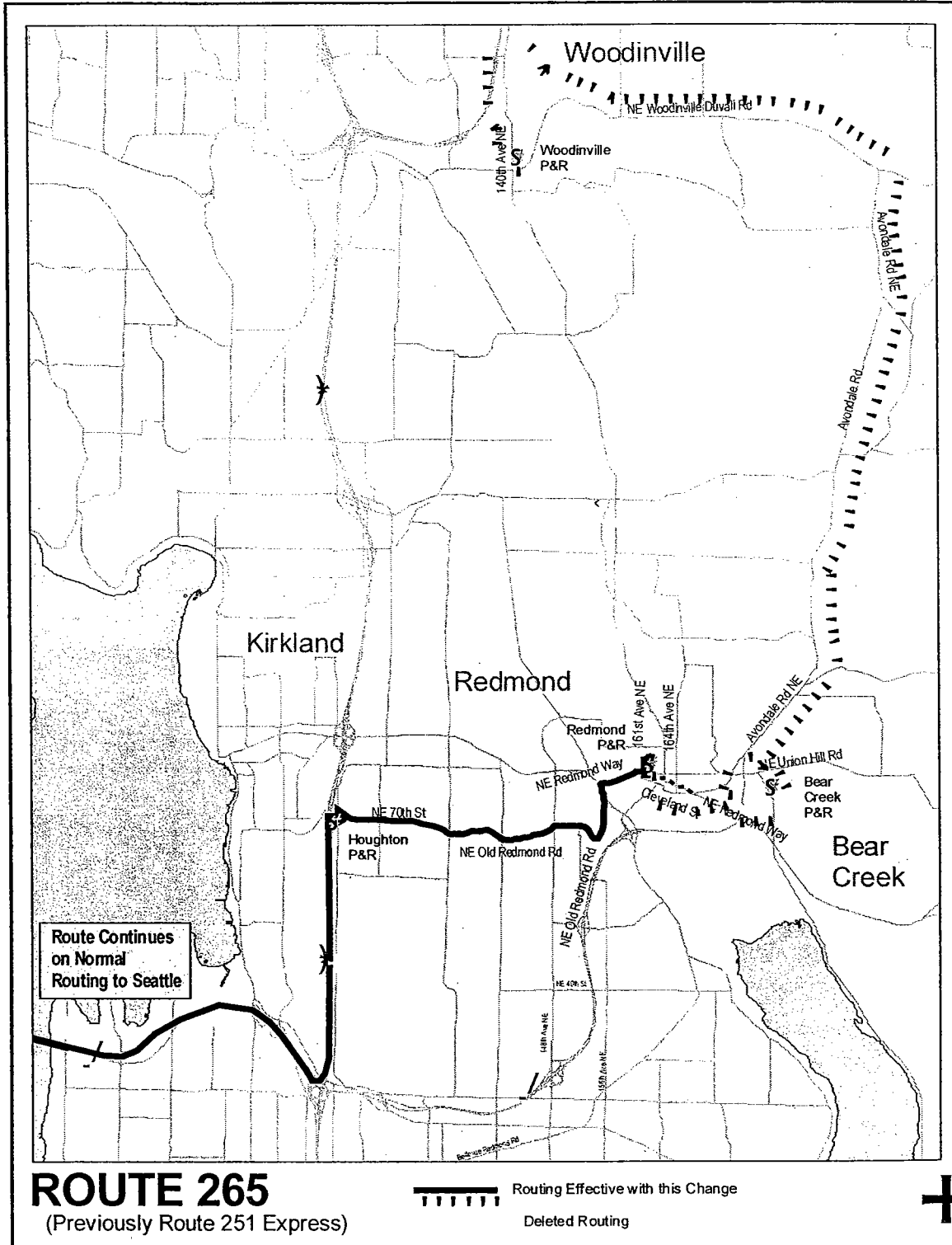
Help route identification, renumber to distinguish express service from local services.

IMPACTED SERVICE AREA:

Redmond, Kirkland and downtown Seattle

SERVICE CHANGE:

Re-number the Route 251 Express trips as Route 265. Delete service between Woodinville and Redmond, via Avondale Way NE; all trips would operate between Redmond park-and-ride and downtown Seattle. Replacement coverage north and east of downtown Redmond would be provided by revised Route 251, revised Route 232 and revised Route 233.



ROUTE: 255

OBJECTIVES:

Revise and extend route through the Kingsgate neighborhood to Brickyard park-and-ride. Improve frequency of service north of downtown Kirkland to 30-minutes, matching service levels between downtown Kirkland and downtown Seattle. (*Strategy S-2 Six Year Transit Development Plan 1996 – 2001, Improve frequencies to meet and create demand on a core network of key regional and inter-community routes.*)

Consolidate peak service to Seattle from Kirkland Transit Center into a single route to simplify service structure and provide even headways. Add rush hour trips to provide 15-minute frequency to downtown Seattle from Kirkland Transit Center in the a.m., and from Seattle to Kirkland Transit Center in the p.m.

IMPACTED SERVICE AREA:

Kirkland, Kingsgate, Totem Lake, and Brickyard

SERVICE CHANGE:

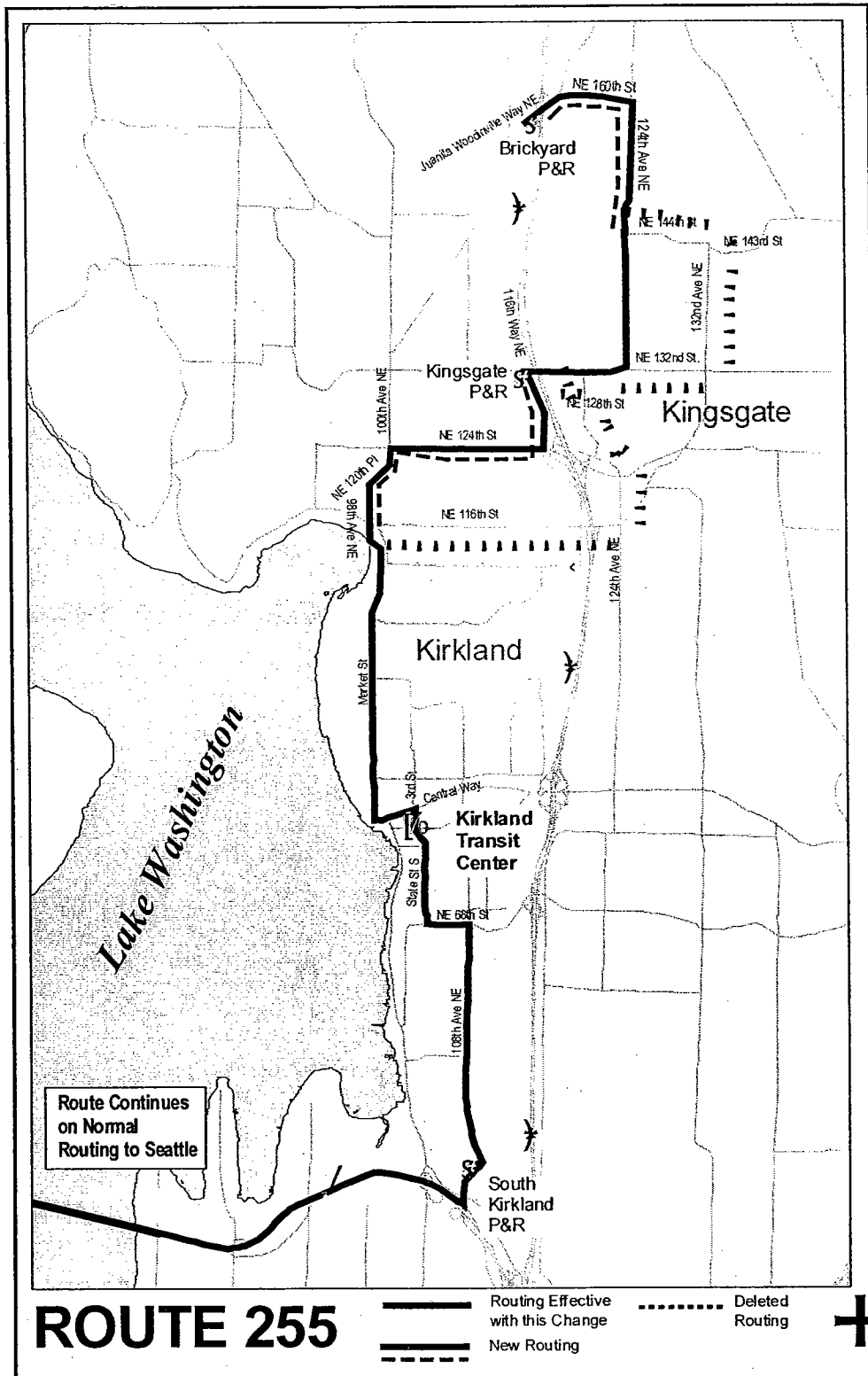
Revise route to operate via NE 124<sup>th</sup> Street, 116<sup>th</sup> Ave NE between downtown Kirkland and Kingsgate park-and-ride and to Brickyard park-and-ride via NE 132<sup>nd</sup> Street, 124<sup>th</sup> Avenue NE, NE 160<sup>th</sup> Street.

Discontinue Route 255 service along NE 116<sup>th</sup> Street, along 120<sup>th</sup> Avenue NE and along 132<sup>nd</sup> Avenue NE (replacement coverage provided by new Route 236).

Extend thirty-minute frequency from Kirkland Transit Center to the end of the route at Brickyard park-and-ride weekdays, between about 5:00 a.m. and 9:00 p.m.

Weekdays the Route 255 would operate hourly after 9:00 p.m. until about midnight  
Add rush hour trips to maintain 15 minute inbound service during the morning hours and outbound during the afternoon rush hours between downtown Kirkland and Seattle.

Service would operate hourly on Saturday from about 6:00 a.m. until about 9:00 a.m., then half-hourly throughout the day until about 7:00 p.m., and then hourly until about midnight. Sunday service would operate hourly between about 6:00 a.m. and 9:00 a.m., then half-hourly throughout the day until about 6:00 p.m., and then hourly until about midnight.



ROUTE: 256

OBJECTIVES:

Provide commute service during rush hours from Seattle to activity centers and employment concentrations along SR 520, including south Kirkland, Northup Way and Overlake.

Discontinue lower ridership segment (east to west commute trips) to provide resources to implement all day neighborhood service along Northup Way. (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity and Strategy S-3 Six-Year Transit Development Plan 1996 – 2000, expand community mobility options.*)

IMPACTED SERVICE AREA:

Seattle, Northup, and Overlake

SERVICE CHANGE:

Discontinue two-way operation. Operate three trips from Seattle to the current Route 256 terminal at 152nd Avenue NE and NE 29th Street in the morning and three return trips in the afternoon. Three additional trips will operate between downtown Seattle and South Kirkland park-and-ride during both the morning and afternoon commute hours.

ROUTE: 257

OBJECTIVES:

Consolidate rush hour commute service from the Kingsgate area to Seattle into a single route to improve productivity. (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity.*)

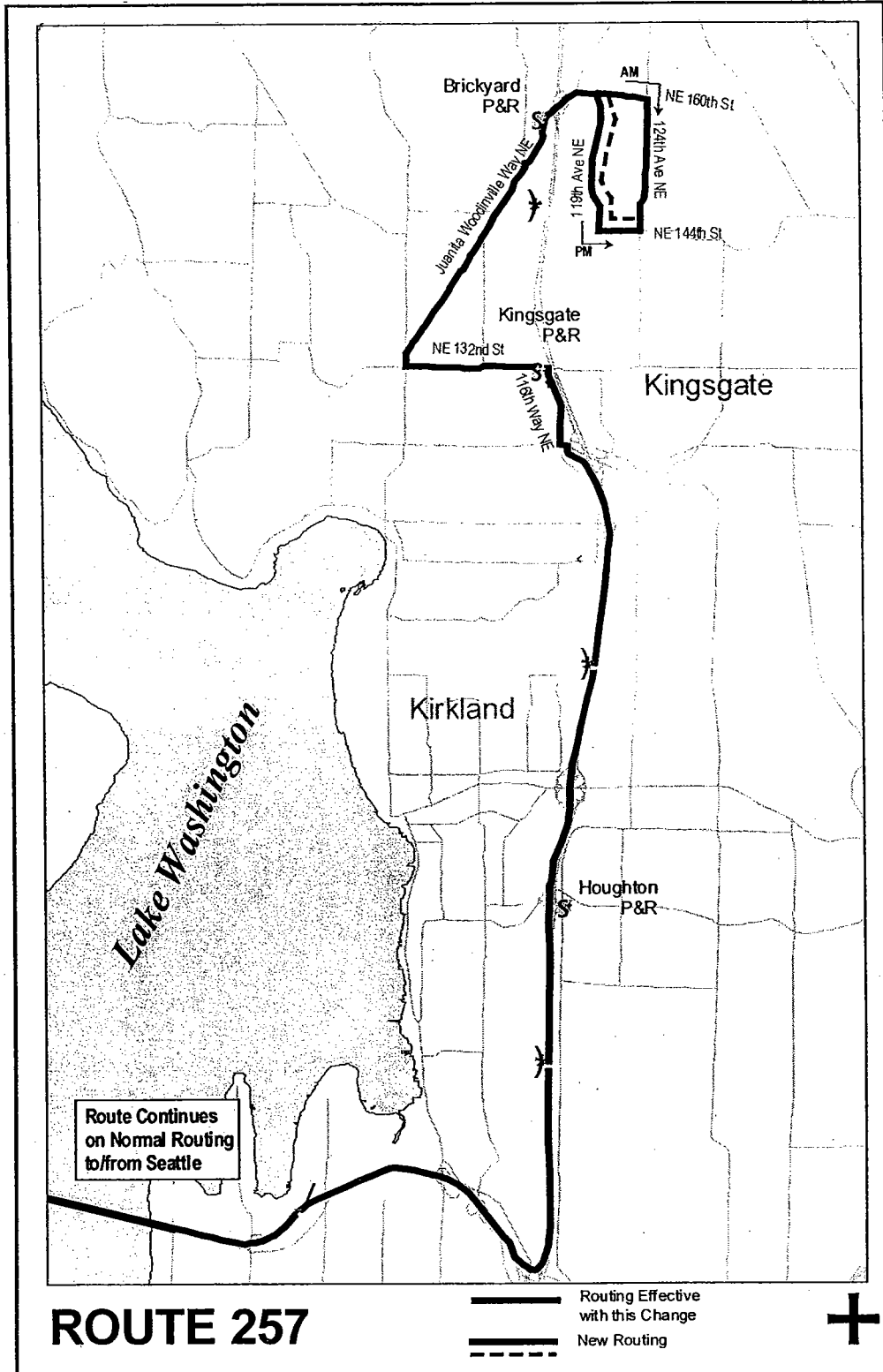
Reduce travel time

IMPACTED SERVICE AREA:

Norway Hill, Brickyard park-and-ride, and Houghton

SERVICE CHANGE:

Revise routing to replace Route 259 coverage on 119th Avenue NE and to bypass the Freeway Stop at NE 70th Street (Houghton Park and Ride.)





ROUTE: 258

OBJECTIVES:

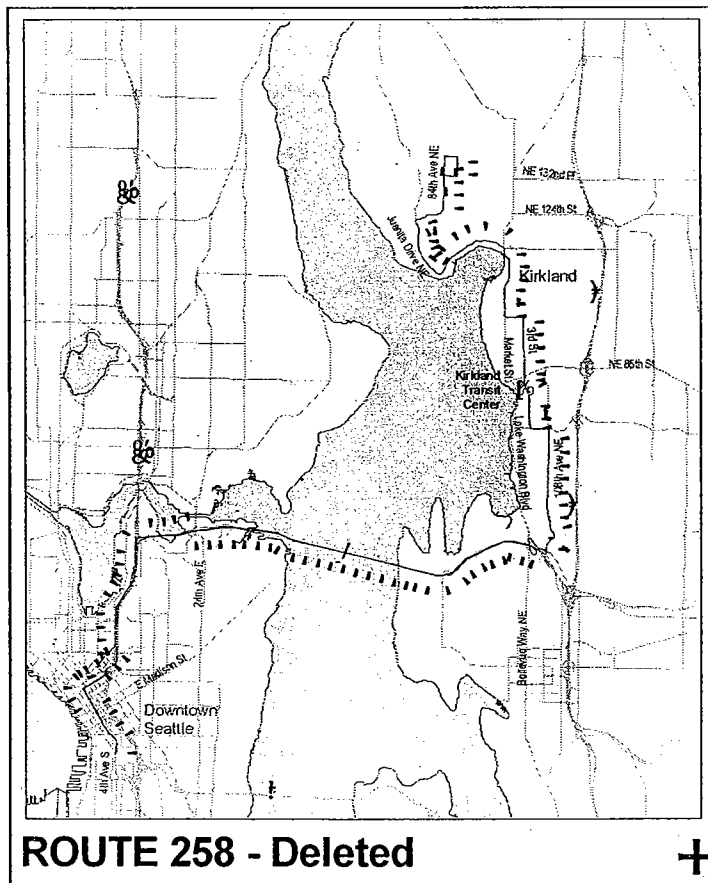
Consolidate rush hour commute service from the Finn Hill area to Seattle into a single route to improve productivity. (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity.*)

IMPACTED SERVICE AREA:

Kenmore, Finn Hill, and Juanita

SERVICE CHANGE:

Delete Route 258. (Revised Route 260 replaces Route 258 coverage on SE 132nd Street, 87th Avenue SE, NE 137th Street, 84th Avenue NE, NE 123rd Street.)



ROUTE: 259

OBJECTIVES:

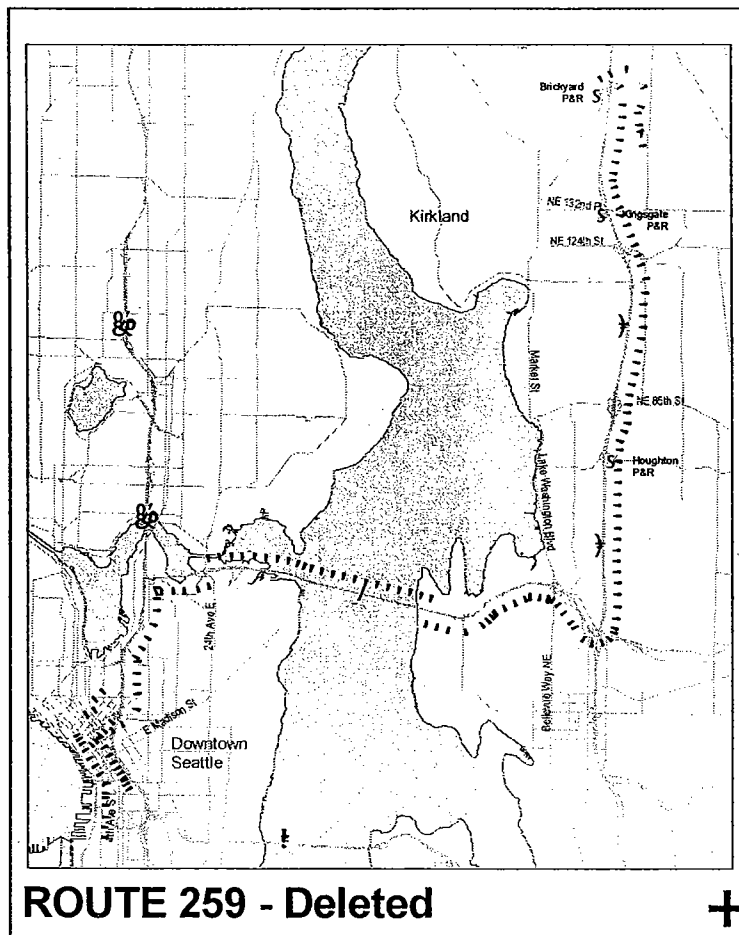
Consolidate rush hour commute service from the Kingsgate area to Seattle into a single route to improve productivity. (*Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity.*)

IMPACTED SERVICE AREA:

Norway Hill, Brickyard park-and-ride

SERVICE CHANGE:

Delete Route 259. (Revised Route 257 replaces Route 259 service on 119<sup>th</sup> Avenue NE.)



ROUTE: 260

OBJECTIVES:

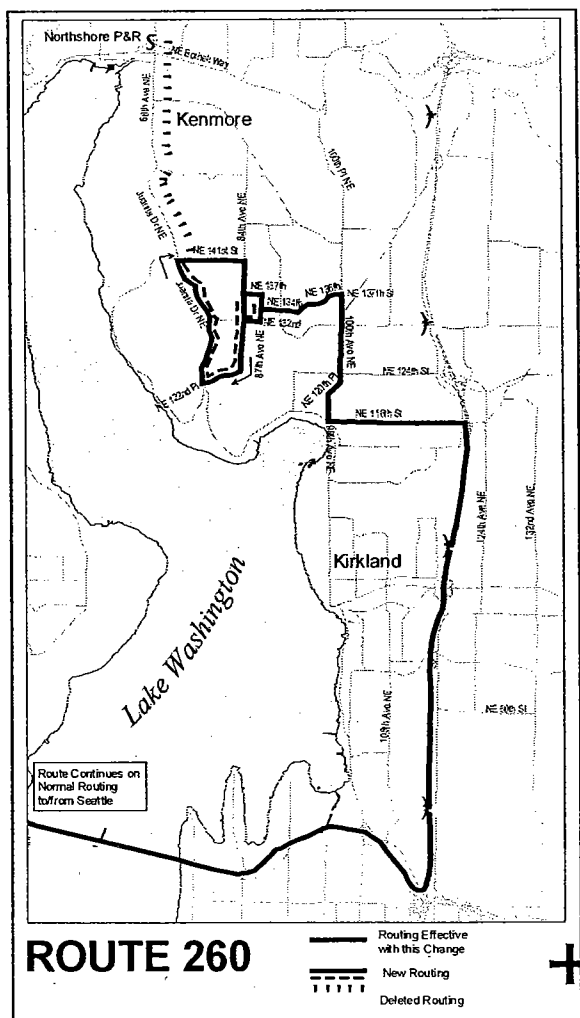
Consolidate rush hour commute service from the Finn Hill area to Seattle into a single route to improve productivity. (Strategy S-1 Six Year Transit Development Plan 1996 – 2001, Improve efficiency in the current system to enhance productivity.)

IMPACTED SERVICE AREA:

Kenmore, Finn Hill, Juanita

SERVICE CHANGE:

Discontinue service north of NE 141 Street. Revise routing in the Finn Hill area to serve Route 258 riders in the vicinity of Juanita Drive NE and 84<sup>th</sup> Avenue NE. The remainder of the route remains the same, as do service levels.



ROUTE: 262

OBJECTIVES:

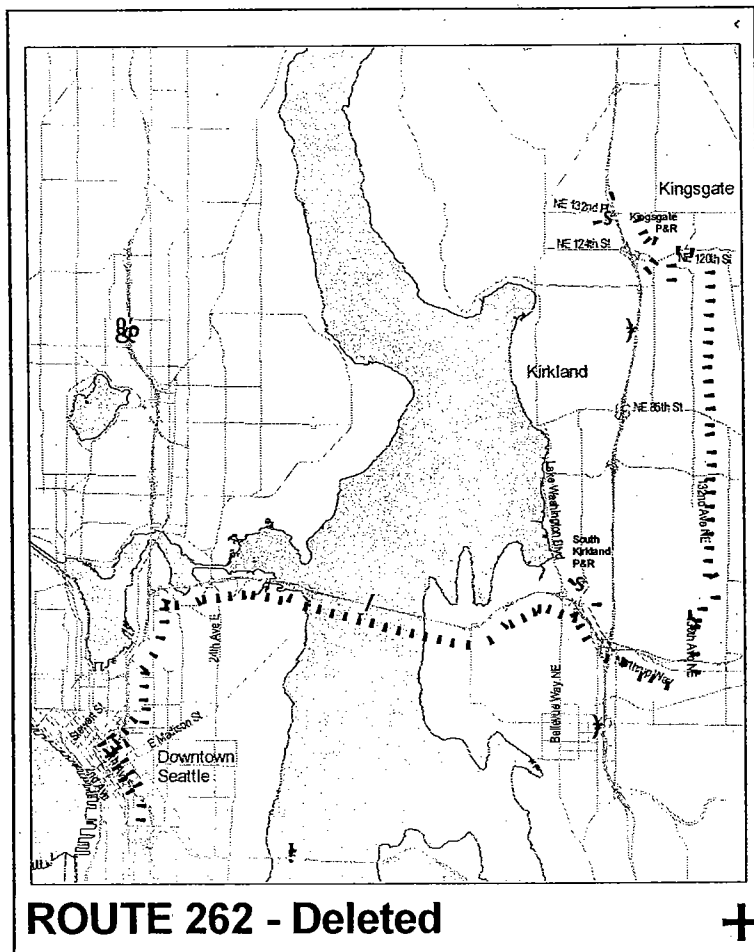
Discontinue lower ridership route. New or revised Routes 235, 249 and 920 provide replacement coverage except in the Bridle Trail area where no replacement coverage proposed.

IMPACTED SERVICE AREA:

Kingsgate, Rose Hill, Northup and South Kirkland park-and-ride.

SERVICE CHANGE:

Delete Route 262.



ROUTE: 266

OBJECTIVES:

Eliminate low ridership trips. Four of these trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Redmond, Overlake and downtown Seattle

SERVICE CHANGE:

Formally eliminate two trips to Seattle in the morning and two trips returning the afternoon, discontinued in the February 2000 service change. Also eliminate one additional trip in the morning and in the afternoon rush hours.

ROUTE: 269

OBJECTIVES:

Eliminate low ridership trips. These trips were discontinued as of February 2000.

IMPACTED SERVICE AREA:

Issaquah, Sammamish, Redmond and Overlake

SERVICE CHANGE:

Formally revise service to operate hourly during commute times. (No change to current service levels.)

ROUTE: 271

OBJECTIVES:

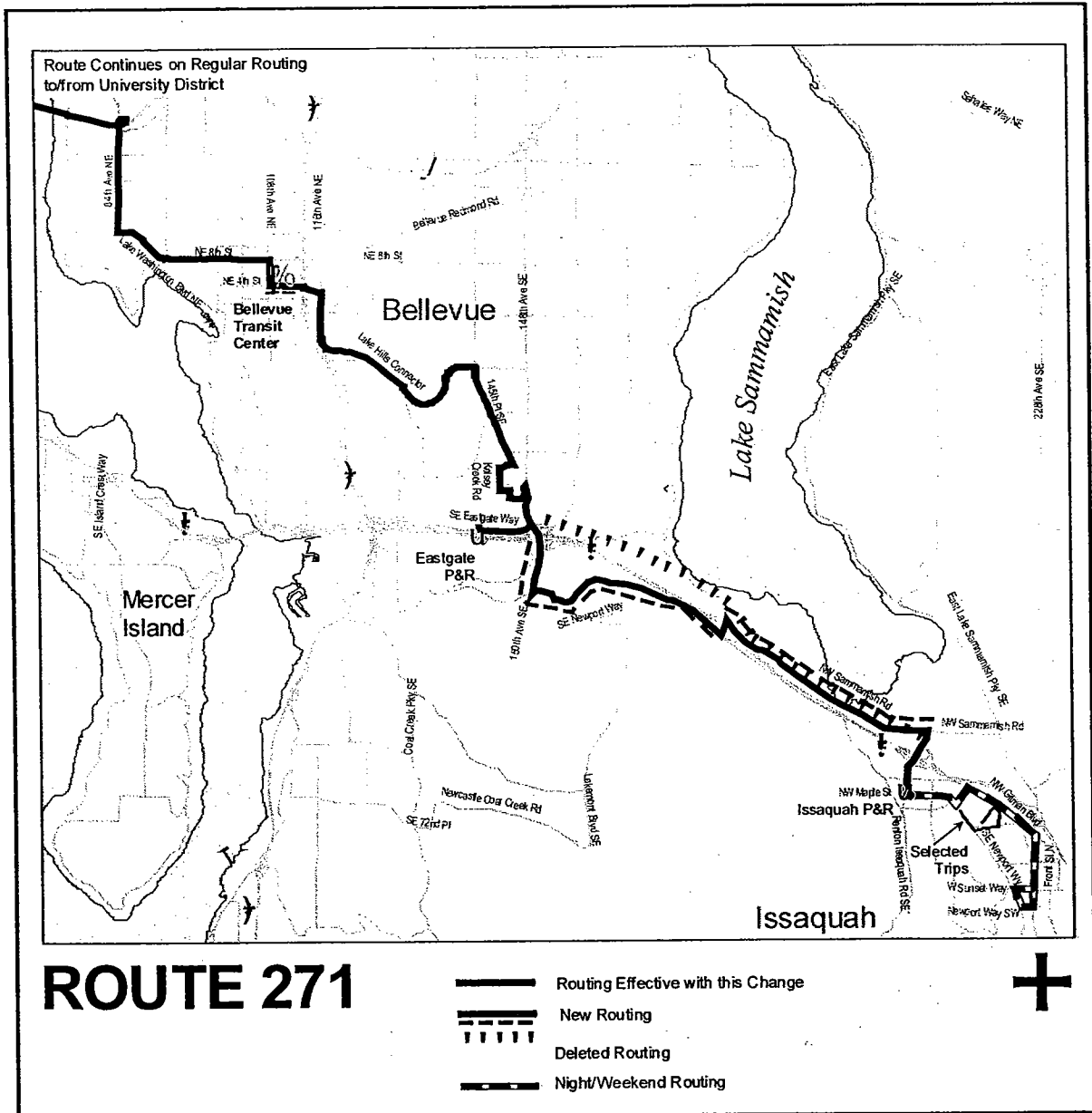
Integrate Metro and Sound Transit Regional Express within the I-90 corridor. Revise route to replace Route 215 coverage between Eastgate park-and-ride and Issaquah park-and-ride. Extend evening and weekend trips to downtown Issaquah from Issaquah park-and-ride to replace Route 215 coverage.

IMPACTED SERVICE AREA:

Eastgate and Issaquah

SERVICE CHANGE:

Revise routing between Bellevue Community College and Issaquah park-and-ride to operate via SE Eastgate Way, Eastgate park-and-ride, 150<sup>th</sup> Avenue SE, SE Newport Way, Lakemont Boulevard SE, W Lake Sammamish Parkway SE and SR 900. The level of service on the Route 271 does not change. Extend trips evenings and weekends to downtown Issaquah from the Issaquah park-and-ride.





ROUTE: 334

OBJECTIVES:

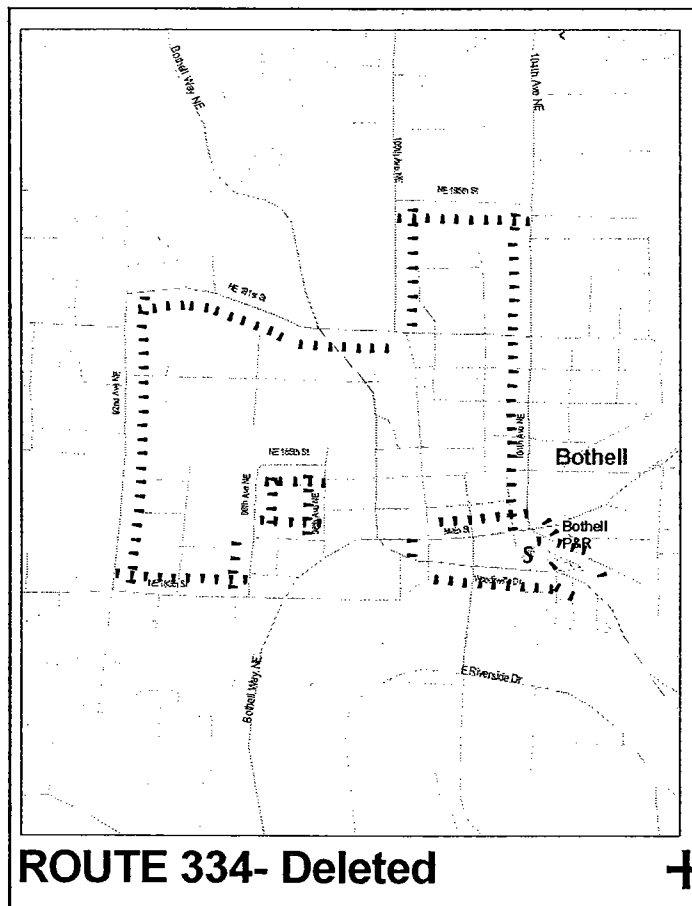
Eliminate low ridership route. Route discontinued as of February 2000.

IMPACTED SERVICE AREA:

Bothell

SERVICE CHANGE:

Formally eliminate Route 334.



ROUTE: 920

OBJECTIVES:

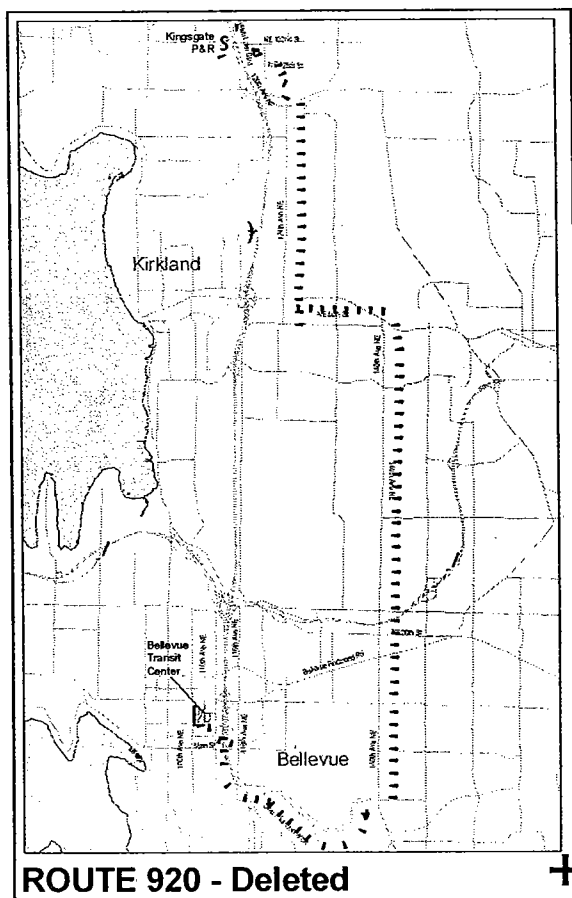
Change local service within Redmond and Bellevue serving local activity centers and regional transit connections. Replace Route 920 services along a portion of 140th Avenue NE with new Route 220, and along 124th Avenue NE with Route 230.

IMPACTED SERVICE AREA:

Kingsgate, Totem Lake, Lake Hills, and downtown Bellevue

SERVICE CHANGE:

Delete Route 920.



ROUTE: 923

OBJECTIVES:

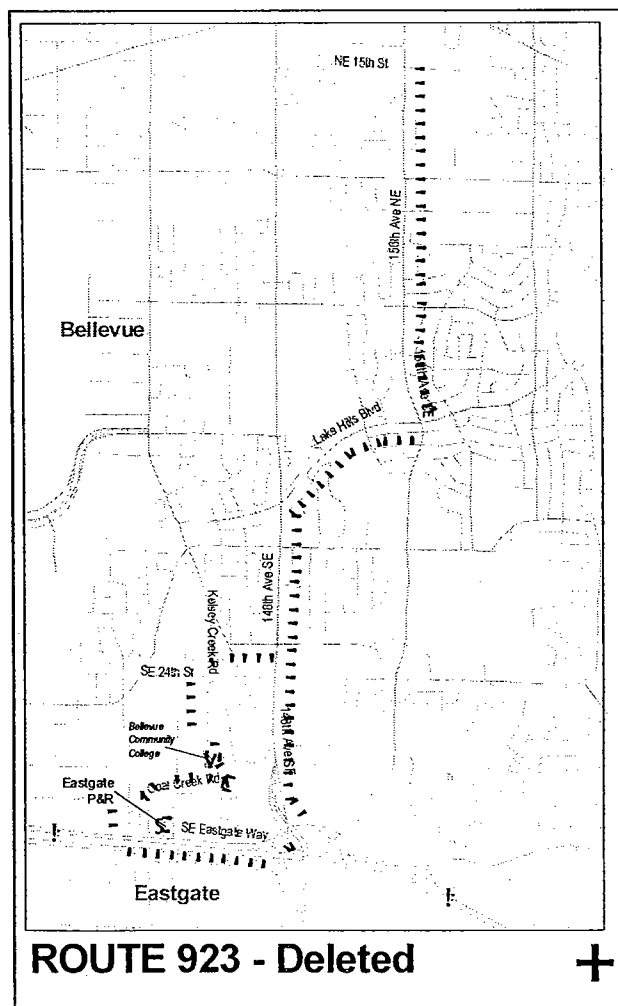
Discontinue DART service and replace with expanded fixed route service with improved frequency and new destinations. See Route 245 for replacement coverage.

IMPACTED SERVICE AREA:

Overlake, Crossroads, Bellevue Community College and Eastgate

SERVICE CHANGE:

Delete Route 923.



ROUTE: 924

OBJECTIVES:

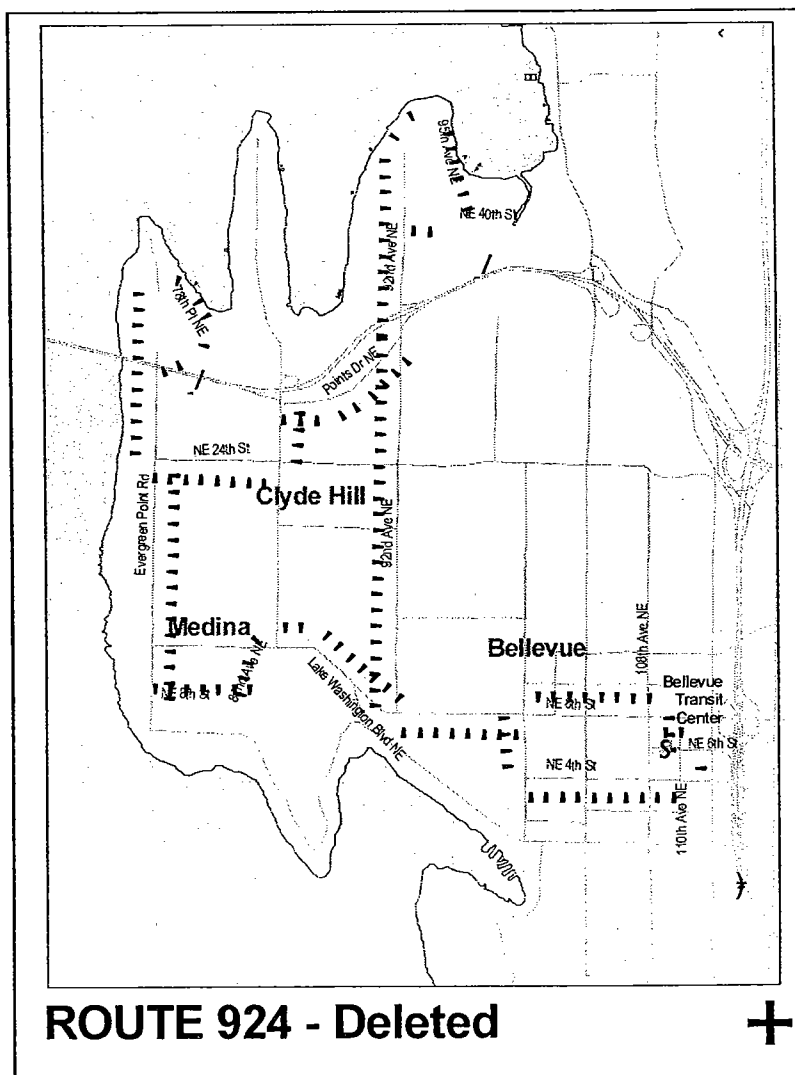
Eliminate low ridership route. Route discontinued as of February 2000.

IMPACTED SERVICE AREA:

Medina, Clyde Hill, Hunts Point, Yarrow Point and downtown Bellevue

SERVICE CHANGE:

Formally eliminate Route 924.



ROUTE: 926

OBJECTIVES:

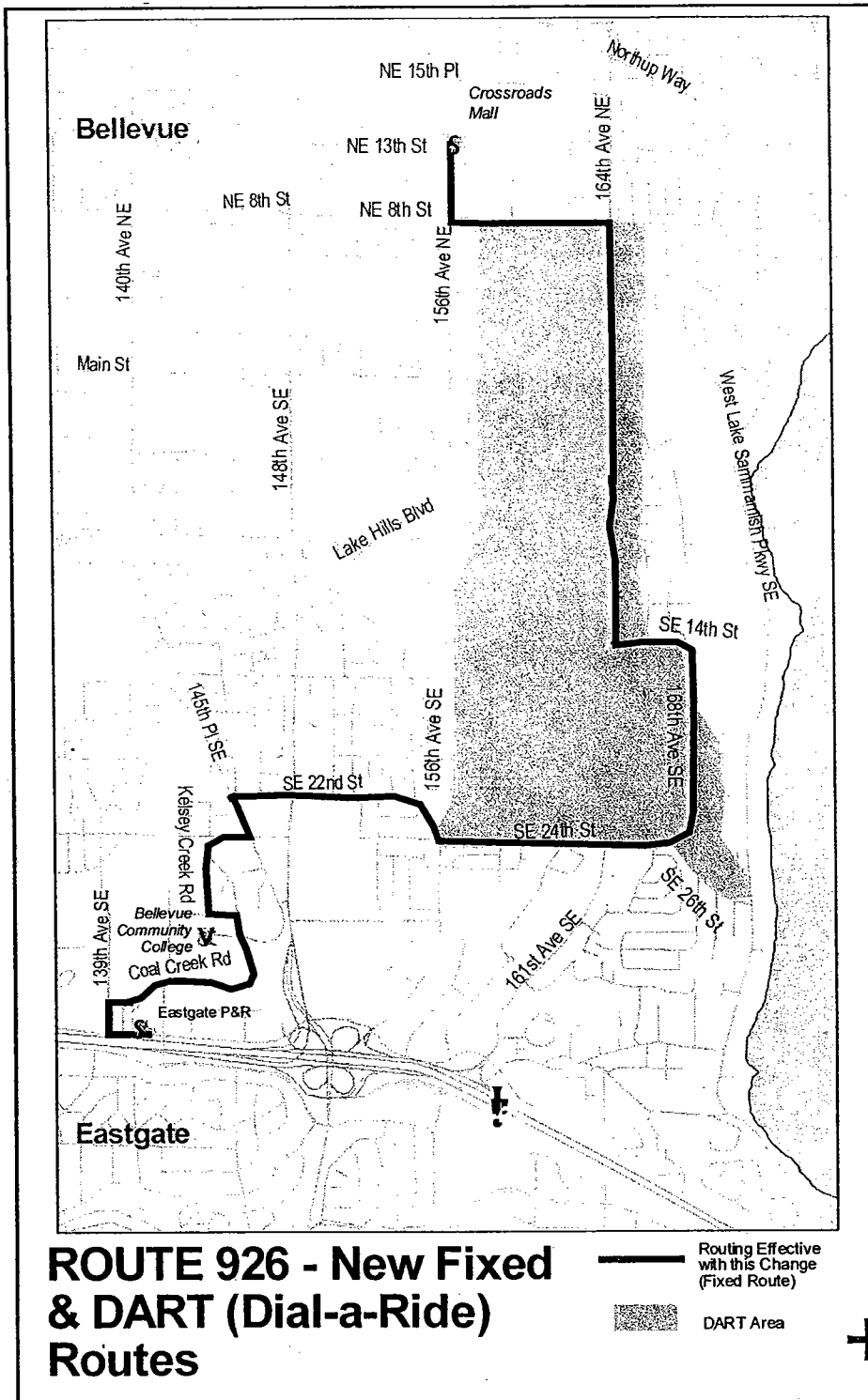
Operate new all day fixed route service, with midday DART demand responsive service in east Bellevue. *(Strategy S-3 1 Six Year Transit Development Plan 1996 – 2001, Expand community mobility options through a combination of flexible and fixed route services connecting to inter-community and regional services.)*

IMPACTED SERVICE AREA:

Bellevue, Cross Roads, Phantom Lake, Lake Hills and Eastgate

SERVICE CHANGE:

Operate two-way fixed route service Monday through Friday from about 6:00 a.m. and 7:00 p.m. between Crossroads and Eastgate park-and-ride via Bellevue Community College, SE 24th Street, 168th Avenue SE, SE 14th Street, 164th Avenue SE, and SE Eighth Street. Operate service every 30 minutes during rush hours and hourly during the mid-day and after about 6:00 p.m. During non-peak hours, provide DART demand responsive service.





ROUTE: 935

OBJECTIVES:

Revise routing to provide coverage previously provided by Route 234 in the Finn Hill and Juanita area. Expand DART service area.

IMPACTED SERVICE AREA:

Kenmore, Juanita, Finn Hill, Kirkland and Totem Lake

SERVICE CHANGE:

Modify routing to replace lost coverage caused by the Route 234 routing change.  
Expand DART area to

Operate route from Northshore park-and-ride via Juanita Drive NE, NE 141st Street, 84th Avenue, NE 123rd Street, NE 122 Place, Juanita Drive NE, NE Juanita Drive, 98th Avenue NE, 100th Avenue NE, NE 124 Street and 116th Avenue NE, Kingsgate park-and-ride, NE 132nd Street, Totem Lake Boulevard, NE 128th Street and 120th Avenue NE to Totem Lake Mall. See revised map for expanded DART area.

Route would operate hourly weekdays from about 6:00 a.m. to 6:00 p.m., with half-hourly frequency during a limited morning and evening peak period.



