



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

January 31, 2012

Ordinance 17259

Proposed No. 2011-0495.3

Sponsors Phillips

1 AN ORDINANCE related to the public transportation and
2 the June 2012 and Winter 2013 reduction or elimination of
3 low performing fixed-route bus service and reinvestment of
4 resources into priorities established within the King County
5 Metro Transit Strategic Plan 2011-2021 and Service
6 Guidelines as adopted by Ordinance 17143.

7 STATEMENT OF FACTS:

- 8 1. The transit service changes proposed for June 2012 reduce or eliminate
9 low performing routes throughout King County and invest resources into
10 priorities identified in the newly adopted service guidelines. The priorities
11 are relieve standing loads, improve on-time performance, and increase
12 service levels on corridors deemed underserved.
- 13 2. The transit service changes proposed for June 2012 are consistent with
14 adopted plan and budget priorities, as well as the recommendation of the
15 regional transit task force.
- 16 3. The transit service changes implement the Congestion Reduction Plan
17 adopted by Ordinance 17168 guiding expenditures of revenue collected
18 from the imposition of a two-year congestion reduction charge of twenty
19 dollars on vehicle registrations renewals in King County.

20 4. Ordinance 17169 imposing a two-year congestion reduction charge of
21 twenty dollars on vehicle registrations renewals in King County in
22 accordance with Chapter 373, Laws of Washington 2011, requires at a
23 minimum during the period in which the congestion reduction charge is
24 imposed, one hundred thousand of the lowest productivity service hours
25 shall be reduced or restructured and the resulting service hours savings
26 reinvested consistent with the King County Strategic Plan for Public
27 Transportation 2011-2021 and Service Guidelines.

28 5. The June 2012 proposed transit service change involves reduction and
29 reinvestment of approximately thirty-six thousand annual service hours.

30 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

31 SECTION 1. The June 2012 and Winter 2013 public transportation service
32 improvements for King County, substantially as described in Attachment A to this
33 ordinance, are hereby approved.

34 SECTION 2. These transportation service changes will be implemented effective
35 June 9, 2012, and the elimination of Route 42 will be effective with the Winter 2013
36 service change.

37 SECTION 3. The approximately thirty-six thousand annual hours of service
38 represented by these service reductions shall be reinvested in accordance with the newly
39 adopted service guideline priorities. The priorities are to relieve standing loads, improve

40 on-time performance, increase service levels on corridors deemed underserved and offset
41 the fall 2010 service change overage.

42 SECTION 4. A community-developed proposal has emerged as an option to meet
43 rider needs in the southeast Seattle and Rainier Valley-area. The council is committed to
44 the Strategic Plan for Public Transportation 2011-2021, but at the same time, is
45 committed to adequately engaging communities and stakeholders. In an effort to ensure
46 equitable discussions with all riders and stakeholders of potentially affected bus routes,
47 the council has deferred the elimination of Route 42 until Winter 2013, and the executive
48 is directed to collectively engage the riders and stakeholders associated with Routes 8,
49 42, and any other bus routes directly affected by potential service change concepts, as
50 well as representatives of the council, city of Seattle and Sound Transit, in order to solicit
51 feedback regarding possible changes to both transit routes. It is council's intent to review
52 the results of this outreach in order to identify and implement any alternatives to the
53 elimination of Route 42, that are also consistent with the Strategic Plan for Public
54 Transportation 2011-2021 and the King County Metro Service Guidelines. The results of
55 these discussions must:

56 A. Demonstrate engagement regarding the transit strategic plan, and specific
57 options and alternatives through the public review, at times that are convenient to the
58 general public, of:

- 59 1. Related policy, service and ridership changes;
- 60 2. The county's understanding of the community's public transportation needs;
- 61 3. The potential changes in service hours, ridership and productivity of all
62 options; and

63 4. How potential alternatives measure against the adopted fair and just guiding
64 principles, as defined in Ordinance 16948, as well as the factors of geographic value and
65 social equity identified in the Strategic Plan for Public Transportation 2011-2021;

66 B. Demonstrate that while service hours for individual routes may increase or
67 decrease, there should be no net change in total service hours; and

68 C. Be transmitted to the council by August 1, 2012, in the form of a report, in
69 order to influence the executive's proposal of Winter 2013 service changes. The report
70 shall be filed in the form of a paper original and an electronic copy with the clerk of the
71 council, who shall retain the original and provide an electronic copy to all
72 councilmembers and to lead staff for transportation, economy and environment
73 committee or its successors.

74 SECTION 5. A. The executive is directed to implement a southeast Seattle
75 outreach program, carried out in consultation with community groups and the public that
76 will:

77 1. Improve passenger facilities and transfer connections between Metro transit
78 routes as well as between Metro Transit services and Sound Transit's Link Light Rail;

79 2. Provide opportunities for increased access to ORCA fare media; and

80 3. Ensure maximum awareness and use of alternative transit services for people
81 with disabilities, seniors and other southeast Seattle residents who have limited
82 transportation access to jobs, education, health care, nutrition and other human services.

83 B. Phase 1 of the outreach program shall be completed by June 8, 2012, and shall
84 include, but not be limited to:

85 1. Metro Transit, in coordination with Sound Transit and the city of Seattle,
86 engaging in a public outreach and education program for Metro Transit services in
87 southeast Seattle, which shall include the input of community organizations and agencies
88 representing people with disabilities, seniors, minorities, people for whom English is a
89 non-native language, and other transit-dependent residents, including current riders of
90 Routes 7, 8, 39 and 42 and other Metro Transit and Sound Transit services in the area;

91 2. Working with the city of Seattle to obtain and review community input on
92 additional bus stop locations and pedestrian crossings along Martin Luther King Jr. Way
93 South or Rainier Avenue South and existing bus stop locations where bench, lighting or
94 shelter improvements would enhance customers' comfort, safety and access to Metro
95 Transit bus routes;

96 3. Providing information about alternative transit services for people with
97 disabilities, seniors, minorities, people for whom English is a non-native language, and
98 other transit-dependent southeast Seattle residents needing access to jobs, education,
99 health care, nutrition and other human services. These alternative services may provide
100 access and mobility between Martin Luther King Jr. Way South and Rainier Avenue
101 South, South Dearborn Street, the Central Area, Little Saigon, the Chinatown-
102 International District, and downtown Seattle. Information may be provided about
103 services for eligible categories of individuals such as Access paratransit, the Hyde
104 Shuttle, and Job Access Reverse Commute vans, and may also include information about
105 vanpool and rideshare services;

106 4. Implementing strategies and actions to increase access to ORCA fare media
107 to local residents and low-income transit riders including on-site registrations for ORCA

108 cards and senior/disabled and youth regional reduced fare permits, at neighborhood
109 service centers, human services agencies and other locations throughout southeast
110 Seattle; and

111 5. Transmitting a report to the council by June 8, 2012, summarizing phase 1
112 activities and projected phase 2 activities. The report shall be filed in the form of a paper
113 original and an electronic copy with the clerk of the council, who shall retain the original
114 and provide an electronic copy to all councilmembers and to lead staff for transportation,
115 economy and environment committee or its successors.

116 C. Phase 2 of this outreach program shall be completed by October 31, 2012, and
117 shall include, but not be limited to:

118 1. Completing physical improvements to the bus zone to be relocated on Rainier
119 Avenue South at Stevens Plaza adjacent to the Mt. Baker Link Station, including the
120 provision of shelter and lighting. This bus stop is primarily for Metro Transit rider
121 connections with Link Light Rail and for transfers between Metro Transit Routes 7 and 8.
122 Further, Metro Transit will coordinate with the Seattle Department of Transportation
123 Rainier Corridor Improvement Program to provide space for equipment and required
124 electric or communications connections for future real time passenger information at this
125 bus zone;

126 2. Completing other bus zone improvements identified in phase 1 for
127 implementation during phase 2;

128 3. Continuing transit mobility option outreach and ORCA card outreach
129 activities in response to needs identified in phase 1;

130 4. Convening additional community outreach activities as identified in phase 1;

131 and

132 5. Transmitting a report to the council by October 31, 2012, summarizing all

133 phase 2 activities and identifying future southeast Seattle activities. The report shall be

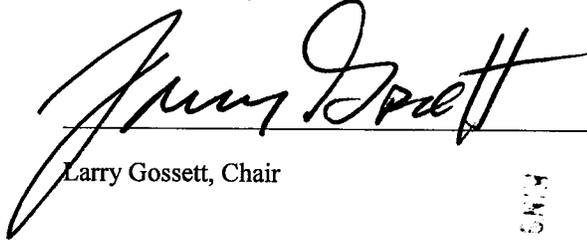
134 filed in the form of a paper original and an electronic copy with the clerk of the council,

135 who shall retain the original and provide an electronic copy to all councilmembers and to
136 lead staff for transportation, economy and environment committee or its successors.
137

Ordinance 17259 was introduced on 12/5/2011 and passed as amended by the Metropolitan King County Council on 1/30/2012, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Patterson, Ms. Lambert, Mr. Ferguson, Mr. Dunn and Mr. McDermott
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



Larry Gossett, Chair

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 10 day of February, 2012.



Dow Constantine, County Executive

RECEIVED
2012 FEB 10 PM 3:55
CLERK
KING COUNTY COUNCIL

Attachments: A. Public Transportation Changes for King County (revised 1-10-12)

JUNE 2012
PUBLIC TRANSPORTATION CHANGES
FOR KING COUNTY

—

PROPOSED ORDINANCE No.

Attachment A

ROUTE: 25

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

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

SERVICE CHANGE:

On weekdays, reduce service levels to every 60 minutes during peak hours (approximately 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.).

ROUTE: 38

OBJECTIVES:

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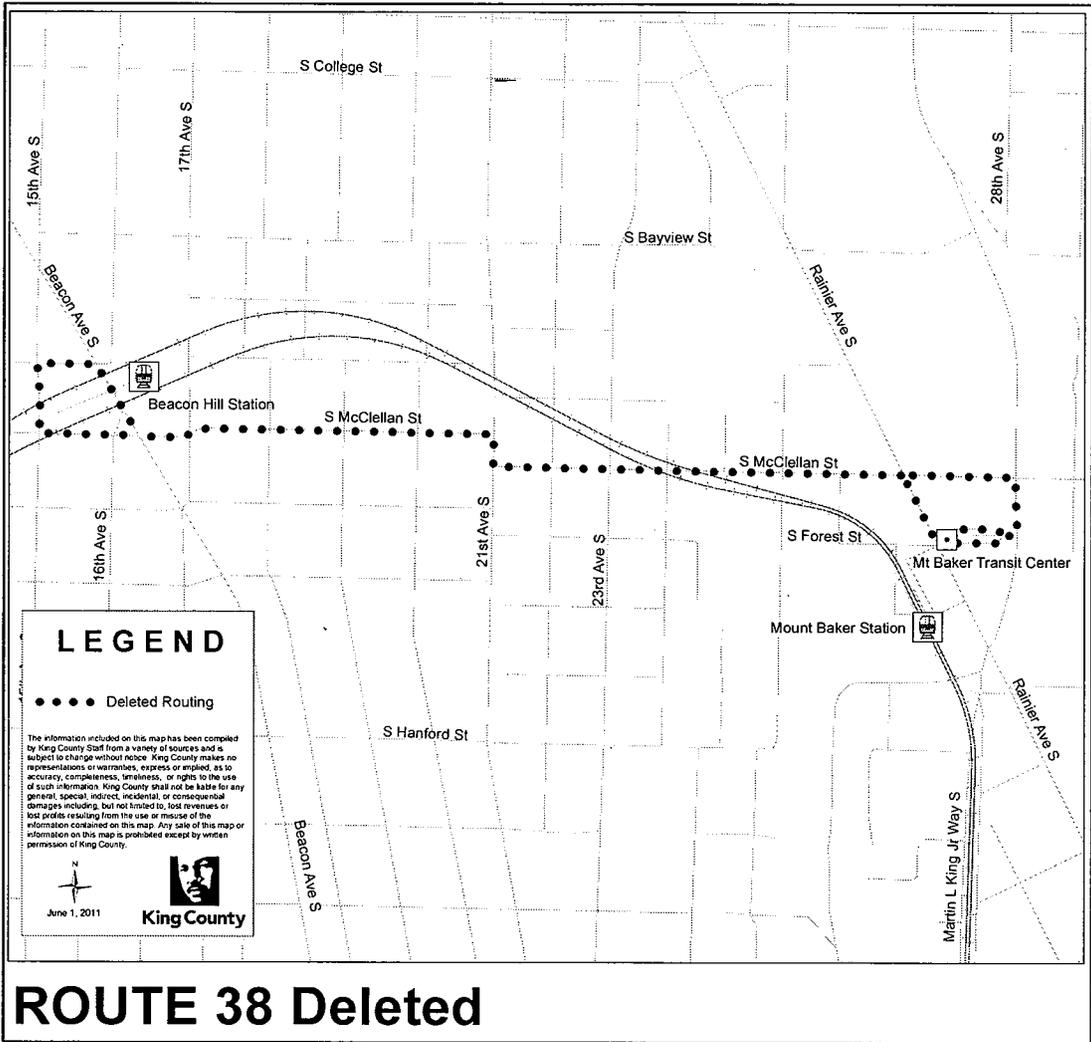
IMPACTED SERVICE AREA:

Beacon Hill, Mount Baker Transit Center

SERVICE CHANGE:

Discontinue Route 38.

Alternative service is available on Link light rail between Beacon Hill Station and Mount Baker Station.



ROUTE: 42

OBJECTIVES:

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- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

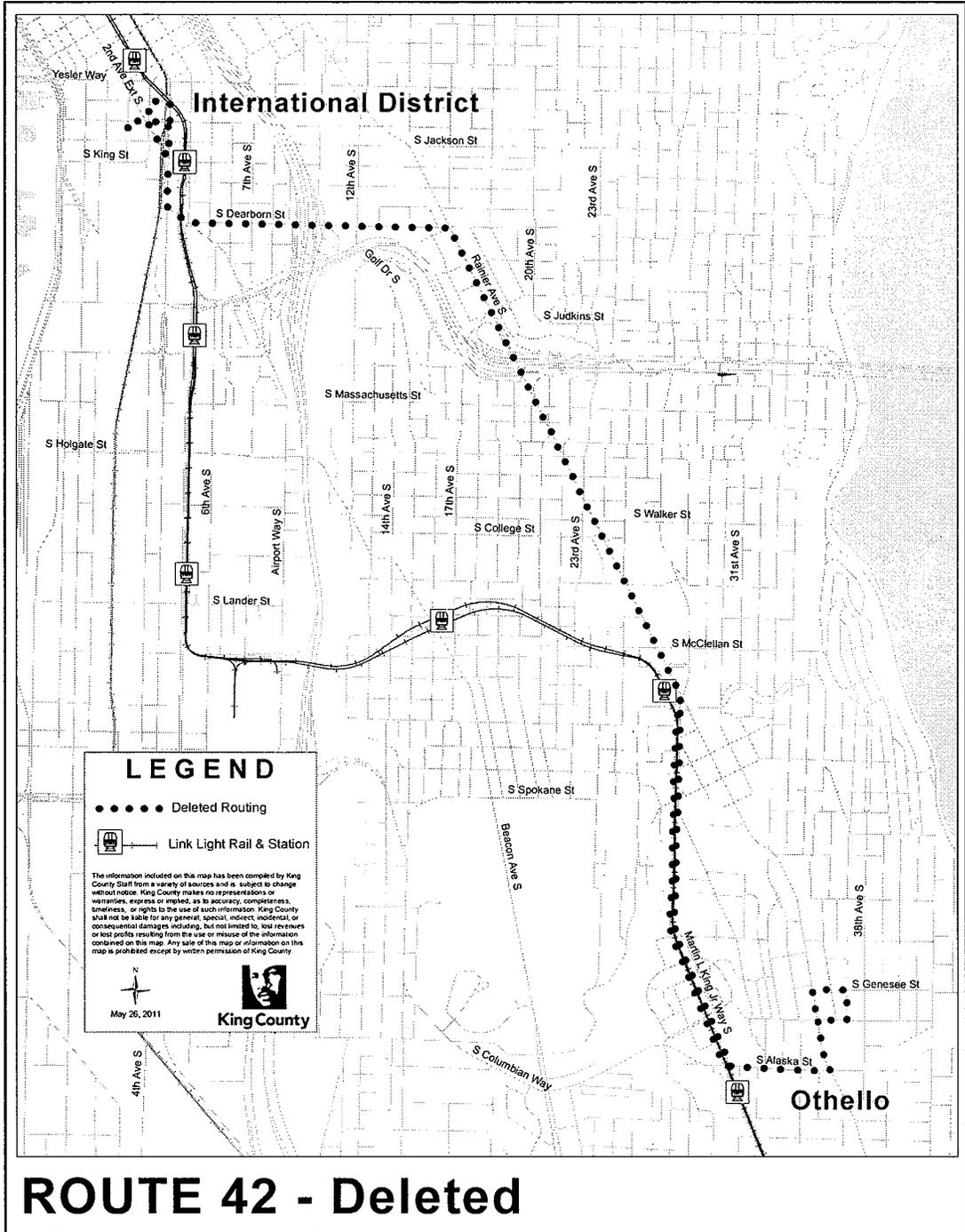
IMPACTED SERVICE AREA:

Columbia City, Mount Baker, Pioneer Square/Downtown Seattle

SERVICE CHANGE:

Discontinue Route 42.

Alternative service is available on Route 39 between Columbia City and Columbia City Station at M.L. King Jr. Way South and South Alaska Street; on Route 8 between Columbia City Station and Mount Baker Transit Center at Rainier Avenue South and M.L. King Jr. Way South; and on routes 7 and 7 Express between Mount Baker Transit Center and Downtown Seattle. Link light rail also provides frequent service between Columbia City Station, Mount Baker Station and Downtown Seattle.



ROUTE: 79

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

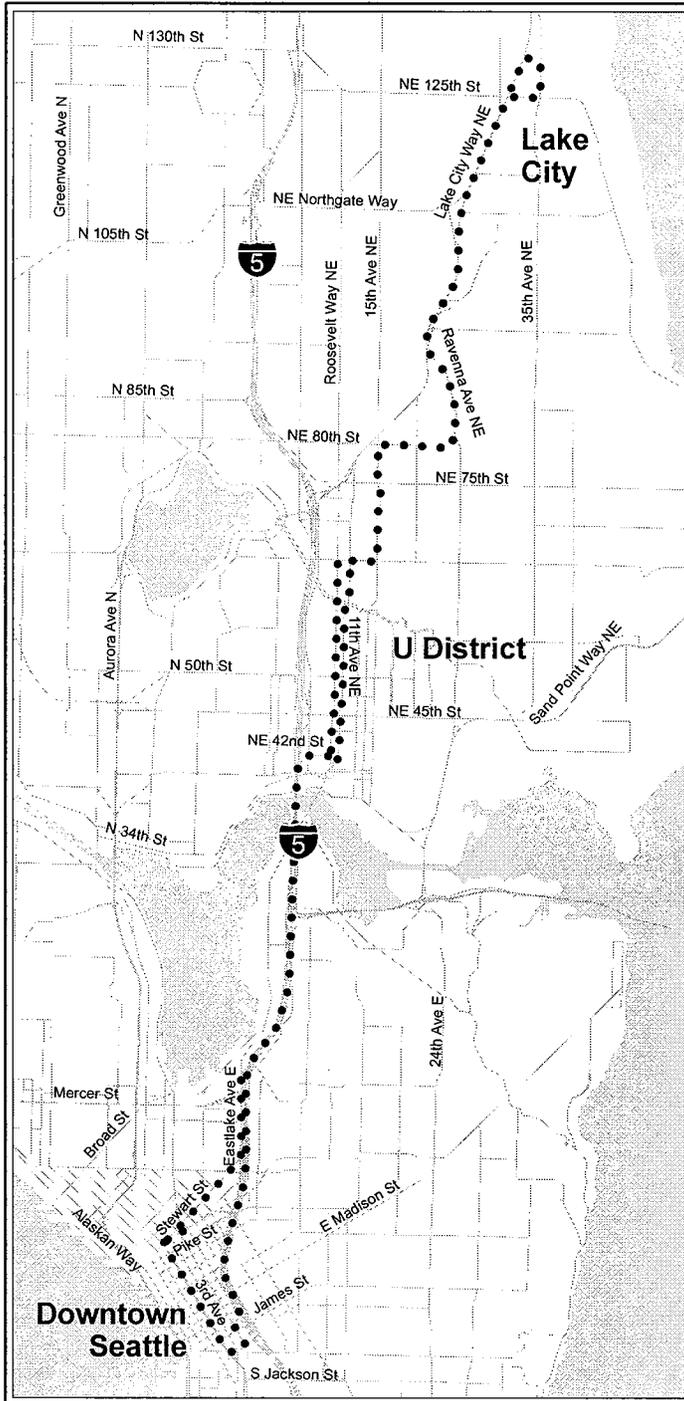
IMPACTED SERVICE AREA:

Lake City, Maple Leaf, Cowen Park, University District, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 79.

Alternative service is available on Routes 72, 306, 312, and 522 between Lake City and Downtown Seattle; on Route 66 between Cowen Park and Downtown Seattle via the University District; and on routes 71, 72, 73, and 74 between the University District and Downtown Seattle.



ROUTE 79 Deleted

LEGEND

..... Deleted Routing

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King County

ROUTE: 99

OBJECTIVES:—

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Seattle Waterfront, Pioneer Square, Chinatown/International District

SERVICE CHANGE:

Beginning October 2012, discontinue service on Route 99 between the fall and summer annual service changes during off-peak periods (approximately 9:00 a.m. to 3:00 p.m. on weekdays, after 6:00 p.m. on weekdays, and all day on Saturday and Sunday). This change maintains the existing higher level of seasonal (summer to fall) transit service, which exceeds the productivity thresholds identified in the King County Metro Service Guidelines.

Alternative service during off-peak periods is available on routes 16 and 66 on Alaskan Way in the vicinity of Colman Dock (Pier 52), and on routes 10 and 12 along First Avenue between Pine Street and Marion Street.

ROUTE: 119

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- • *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Vashon Island, Valley Center, and Dockton

SERVICE CHANGE:

Discontinue service after 7 p.m. .

Alternative service is available on Route 118 between downtown Seattle and Valley Center.

ROUTE: 129

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

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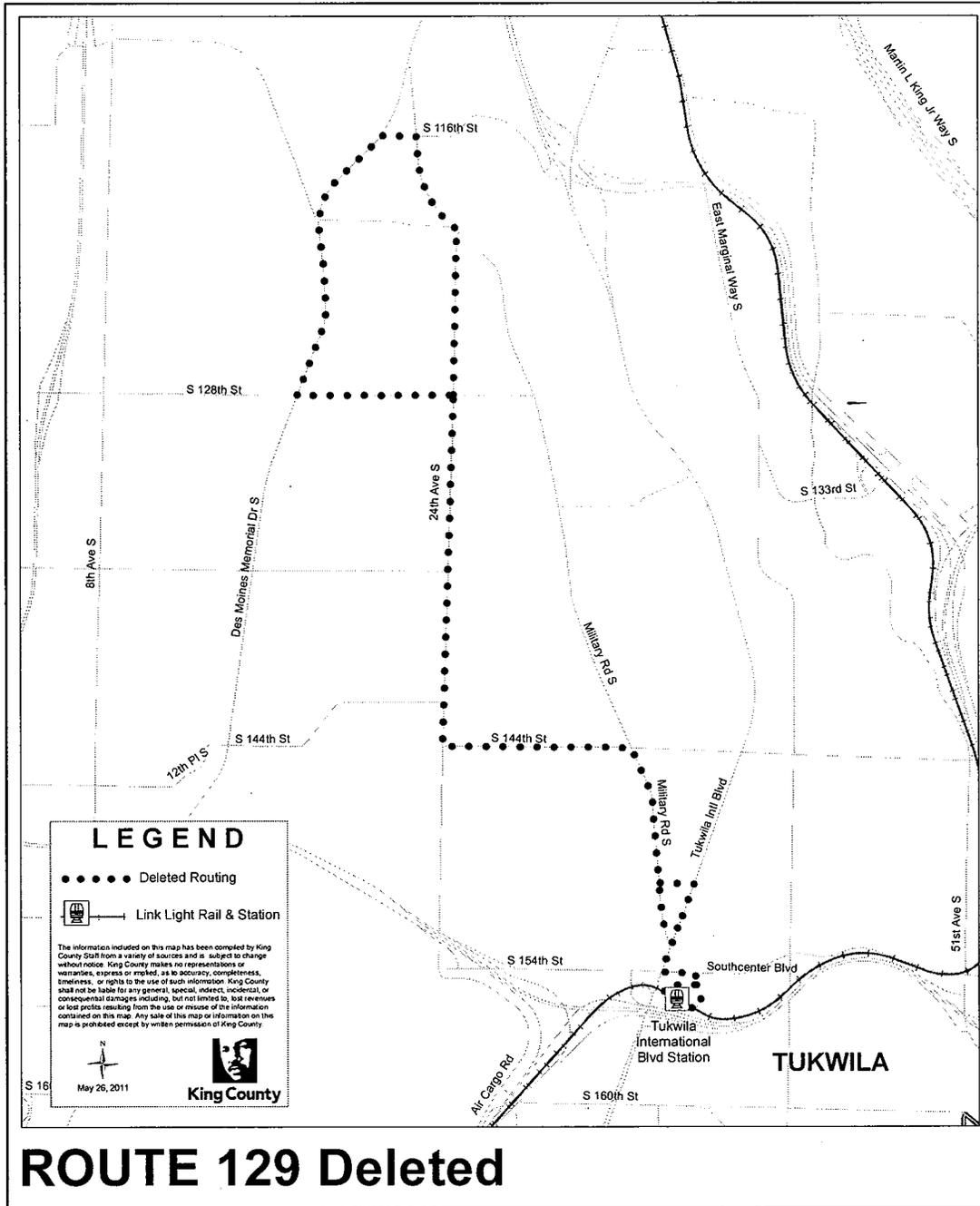
IMPACTED SERVICE AREA:

Tukwila International Boulevard Station, Riverton Heights

SERVICE CHANGE:

Discontinue Route 129.

Alternative service is available on Route 128 between Riverton Heights and Tukwila International Boulevard Station and on Route 132 between Riverton Heights, Downtown Seattle and Burien Transit Center.



ROUTE: 139

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Burien, Gregory Heights, Highline Medical Center, Burien Park-and-Ride

SERVICE CHANGE:

Discontinue service after about 8:15 p.m. on Route 139.

Alternative service is available on Route 140 on Fourth Avenue SW between SW 150th Street and SW 156th Street.

ROUTE: 162

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Kent Station/Transit Center, Kent-Des Moines Park-and-Ride, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 162.

Alternative service between Kent Station/Transit Center and Downtown Seattle is available on Sounder commuter rail and on Routes 150, 158, and 159. Alternative service between Kent-Des Moines Park-and-Ride and Downtown Seattle is available on Routes 158, 159, and 192.

ROUTE: 175

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- • *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

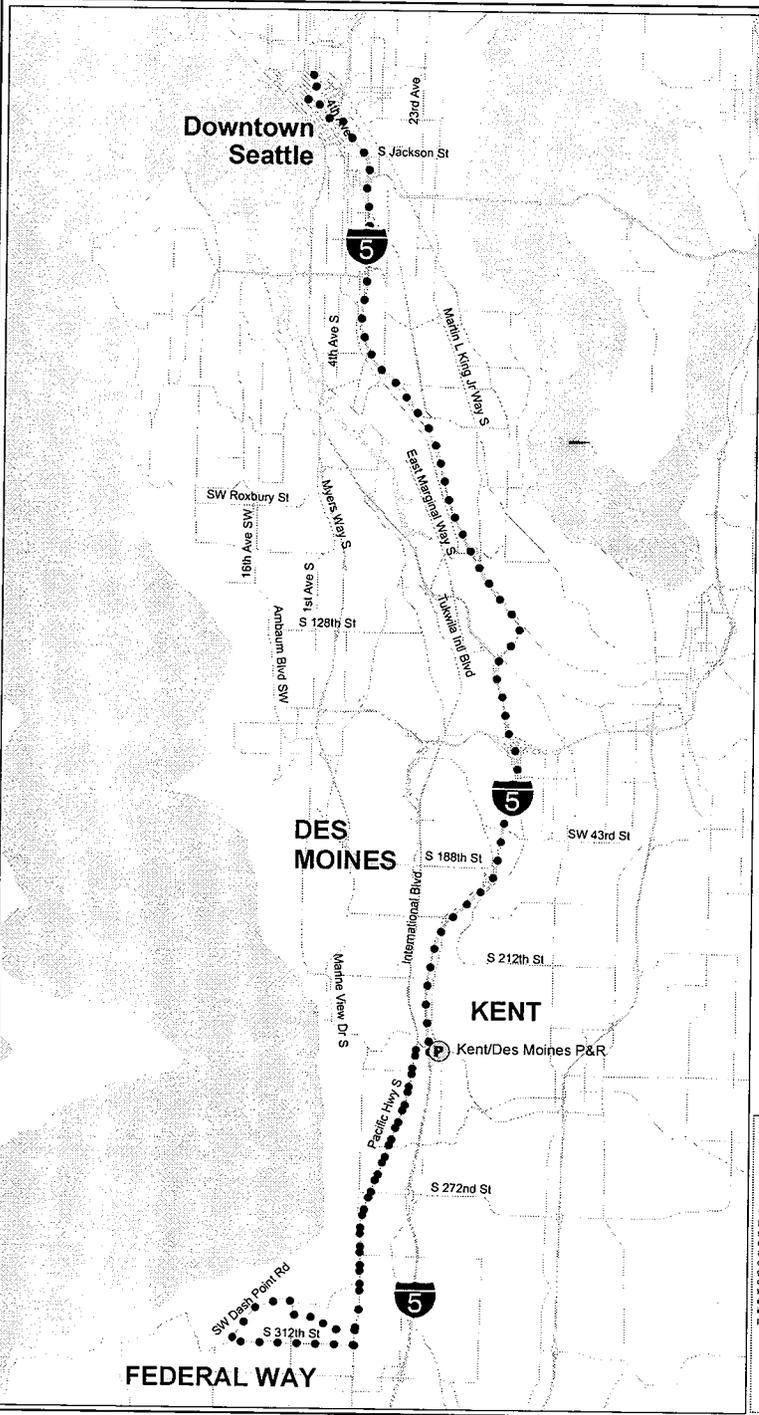
North Federal Way/Mirror Lake, Midway, Kent-Des Moines Park-and-Ride, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 175.

Alternative service is available on Route 901 between North Federal Way/Mirror Lake and the Federal Way Transit Center, and on routes 177, 179, 577, and 578 between the Federal Way Transit Center and Downtown Seattle. Alternative service is available on the A Line RapidRide between Pacific Highway South/South 312th Street and the Redondo Heights Park-and-Ride at Pacific Highway South/South 276th Street; where connections to and from Downtown Seattle are available on Route 190. Between Kent-Des Moines Park-and-Ride and Downtown Seattle, alternative service is available on routes 158, 159, and 192.

ROUTE 175 Deleted



LEGEND

..... Deleted Routing

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King County

ROUTE: 177

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: – Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Service Restructures: Consider restructuring service where services compete for the same riders – locations where multiple transit services overlap or provide similar connections.*

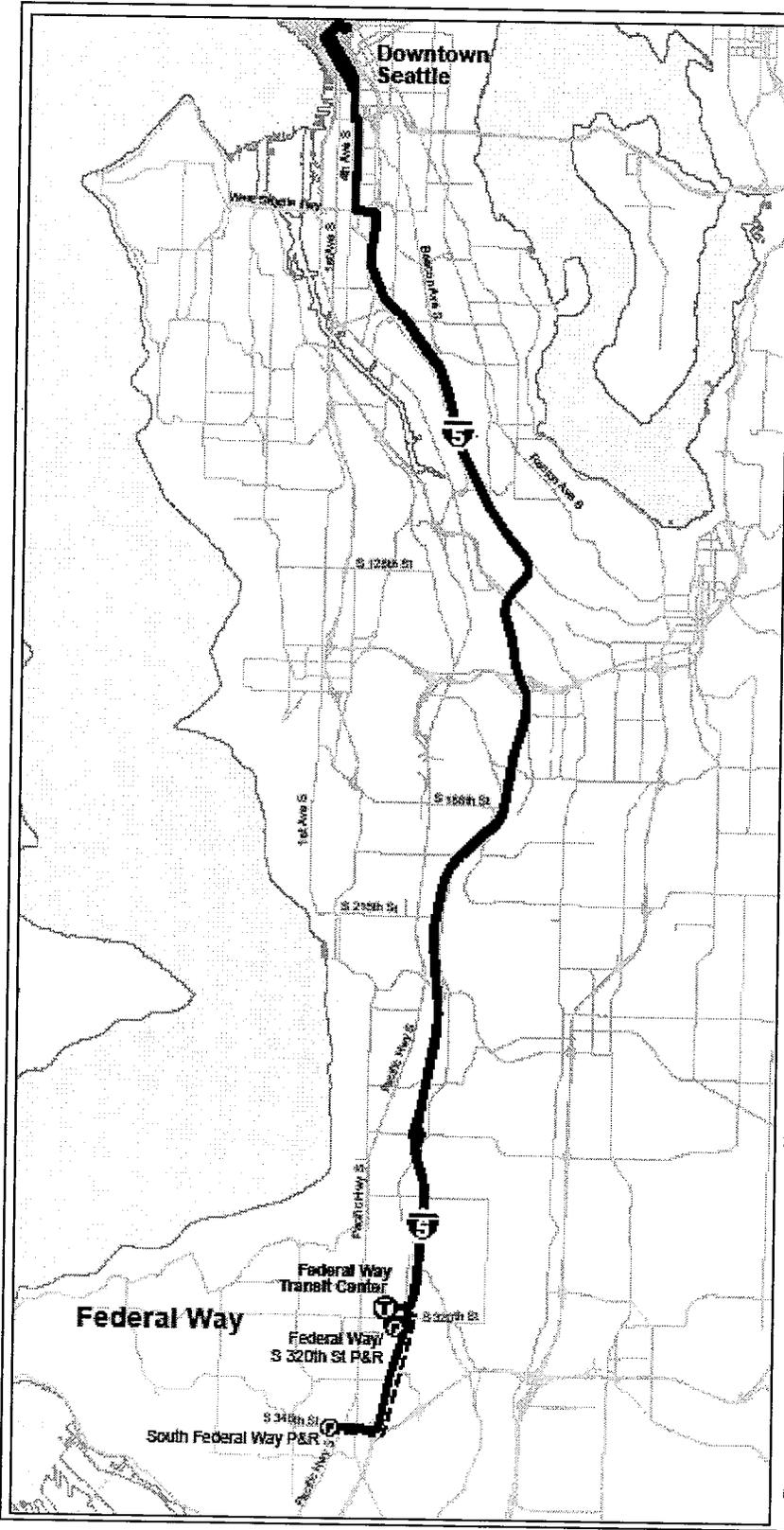
IMPACTED SERVICE AREA:

South Federal Way Park-and-Ride, South 320th Street Park-and-Ride, Federal Way and downtown Seattle

SERVICE CHANGE:

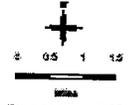
Start six a.m. trips and end six p.m. trips at the South Federal Way Park-and-Ride (901 S 348th Street) via S 348th Street, I-5, and S 320th Street. Route will continue to operate between the Federal Way/S 320th Street Park-and-Ride and Downtown Seattle via 23rd Avenue South and the I-5/South 317th Street HOV direct access ramps. Renumber trips serving South Federal Way Park-and-Ride to Route 178.

Route 177



-  Routing Effective with this Change
-  New Routing

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October 31, 2011 **King County**

ROUTE: 196

-OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Service Restructures: Consider restructuring service where services compete for the same riders – locations where multiple transit services overlap or provide similar connections.*

IMPACTED SERVICE AREA:

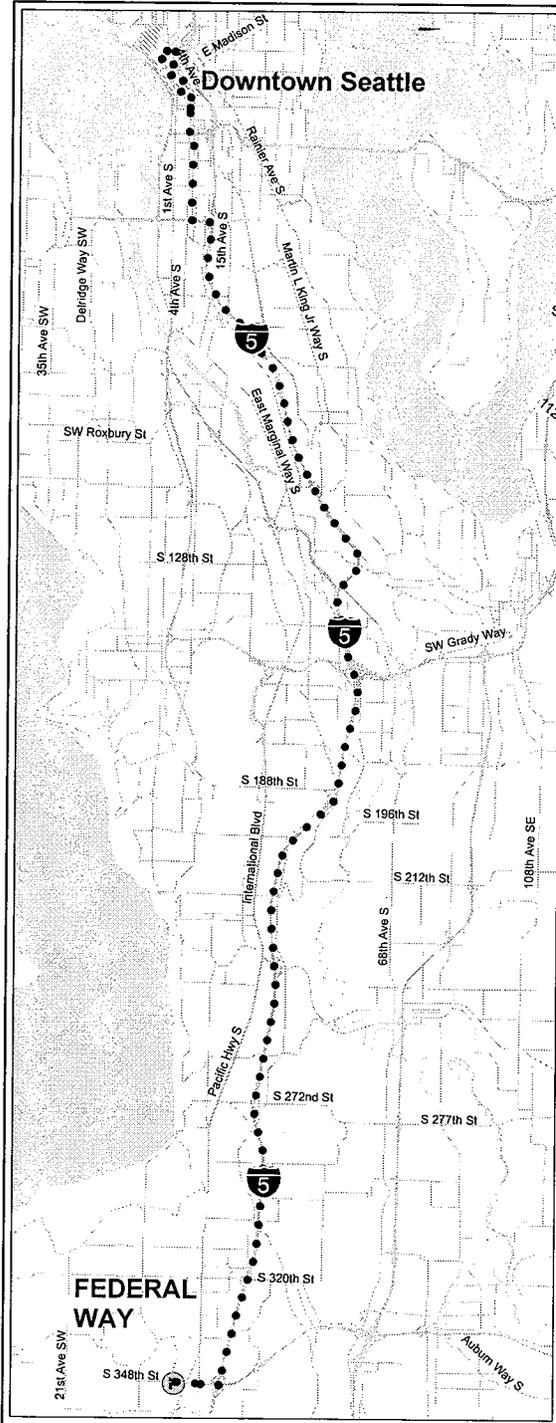
South Federal Way Park-and-Ride

SERVICE CHANGE:

Delete Route 196

Alternative service is available from South Federal Way Park-and-Ride on revised Route 177, renumbered Route 178.

ROUTE 196 Deleted



LEGEND

•••• Deleted Routing

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N
June 1, 2011
King County

ROUTE: 180

OBJECTIVES:

Increase access to jobs, educational opportunities, and other destinations by improving service on a designated underserved corridor between south King County and the Burien/SeaTac area consistent with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines. Improve the usability of service by adding night service and make the transit system easier to understand by operating a consistent single routing throughout all periods of the day.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Service Guidelines, Use and Implementation, Adding Service: Investments in under-served corridors are a priority for Metro when adding service as well as in the ongoing development and management of transit service.*

IMPACTED SERVICE AREA:

Southeast Auburn, Auburn Station, Kent Station/Transit Center, Sea-Tac Airport, Burien Transit Center

SERVICE CHANGE:

Add daily night service from approximately 7:00 p.m. to 12:45 a.m. between southeast Auburn and the Burien Transit Center via Kent Station/Transit Center and the SeaTac/Airport Link Station. Operate approximately every 30 minutes.

ROUTE: 219

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

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- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

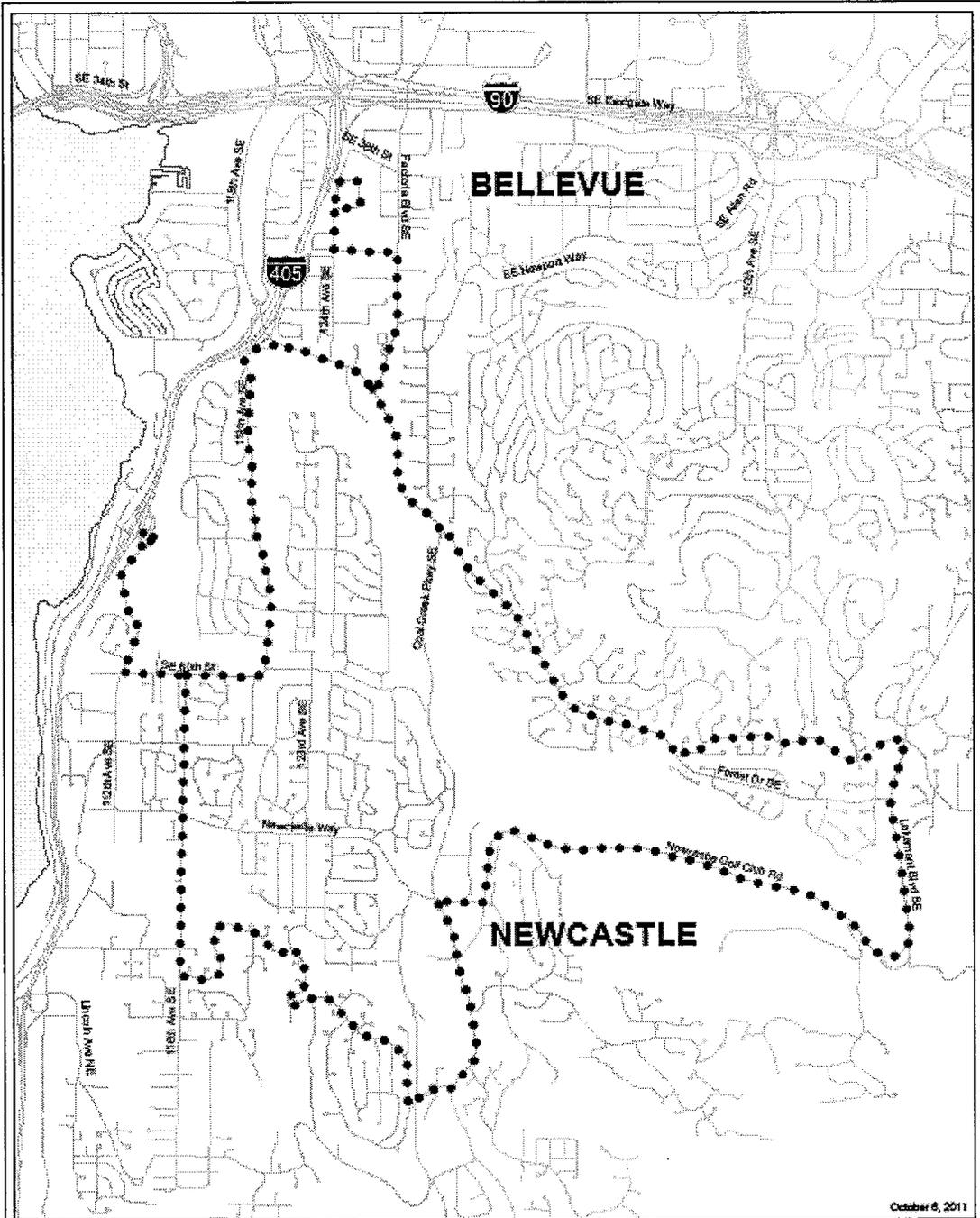
IMPACTED SERVICE AREA:

Factoria, Newport Hills, Newcastle

SERVICE CHANGE:

Discontinue Route 219.

Alternative service along portions of this route is available on Routes 114 and 240.



Deleted Route 219

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October 6, 2011



ROUTE: 600

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

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IMPACTED SERVICE AREA:

Downtown Seattle, Tukwila

SERVICE CHANGE:

Discontinue Route 600.

Alternative service is available by walking 0.2-0.3 mile to Tukwila Park-and-Ride, served by Route 150. Alternative transportation products available to Route 600 commuters include rideshare options such as carpools, vanpools, and VanShare.

ROUTE: 912

OBJECTIVES:

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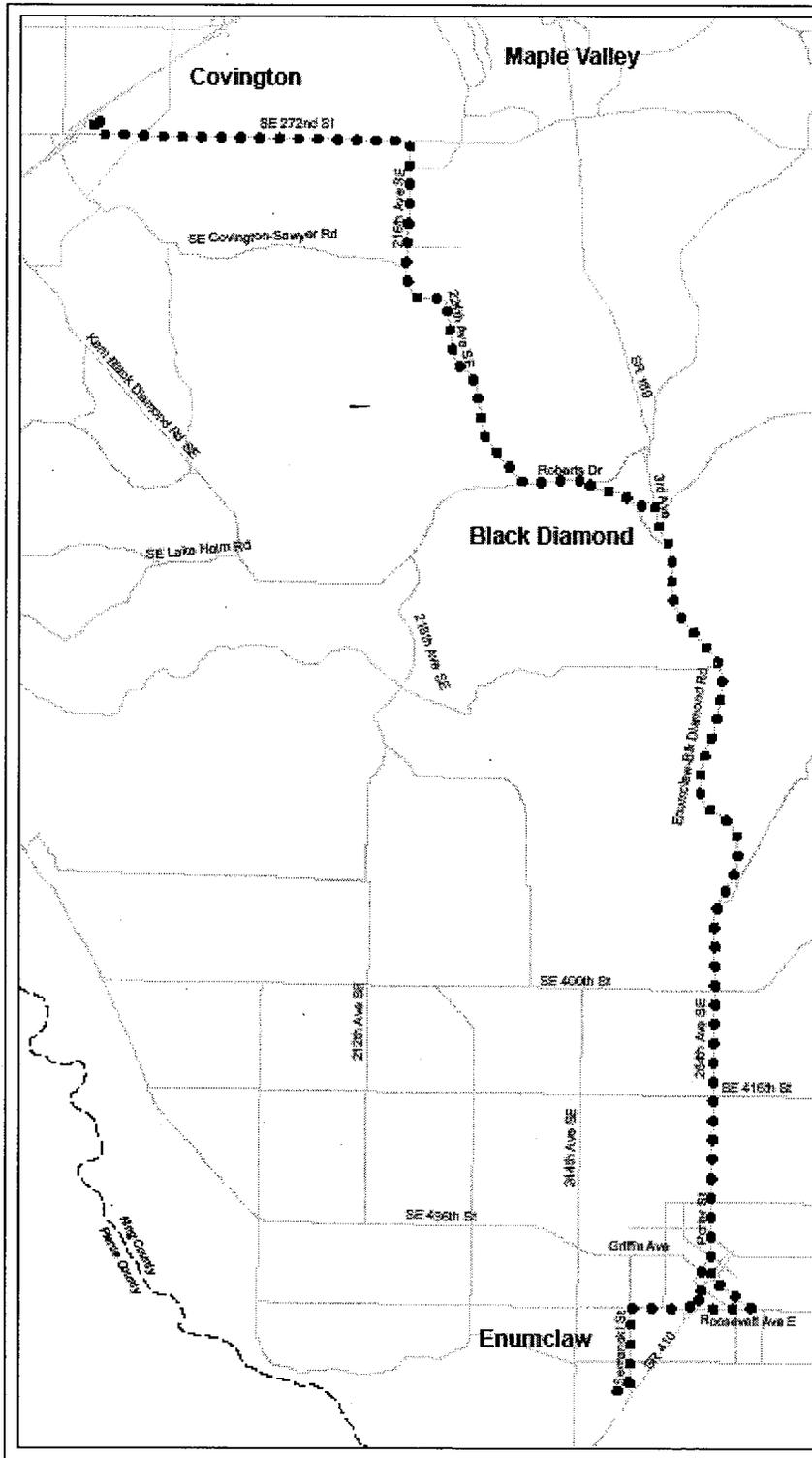
IMPACTED SERVICE AREA:

Enumclaw, Black Diamond, Lake Sawyer, Covington

SERVICE CHANGE:

Discontinue Route 912.

Alternative service is available along the Black Diamond-Enumclaw Road on Route 907, and along Southeast 272nd Street (Kent Kangley Road) on Route 168.



Deleted Route 912

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October 10, 2011



King County

ROUTE: 925

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Factoria, Newport Hills, Newcastle

SERVICE CHANGE:

Discontinue Route 925 DART.

Alternative service along portions of these routes is available on Routes 114 and 240.

ROUTE: 935

OBJECTIVES:

Improve the productivity of Metro's Transit network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*

IMPACTED SERVICE AREA:

Kenmore, Finn Hill, Kingsgate, Totem Lake

SERVICE CHANGE:

Discontinue weekday off-peak service on Route 935 between approximately 9:00 a.m. and 3:00 p.m. and after approximately 6:15 p.m.

Alternative service during off-peak hours on weekdays is available on Route 234 along Juanita Drive NE between NE 155th Street and NE 181st Street, and along 84th Avenue NE between NE 132nd Street and NE 141st Street. Alternative service is available on Route 255 between 98th Avenue NE and the Totem Lake Transit Center via NE 124th Street.