



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

May 22, 2006

Ordinance 15479

Proposed No. 2006-0192.1

Sponsors Patterson

1 AN ORDINANCE adopting the September 2006 public
2 transportation service improvements for King County.

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BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

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SECTION 1. The September 2006 public transportation service improvements

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for King County, substantially in the form attached to this ordinance, are hereby

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approved.

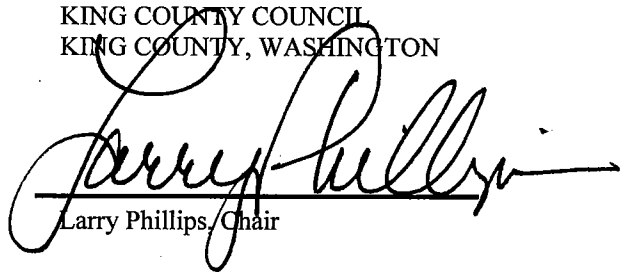
9 SECTION 2. These transportation service improvements are programmed to be
10 implemented effective September 23, 2006.

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Ordinance 15479 was introduced on 5/1/2006 and passed by the Metropolitan King
County Council on 5/22/2006, by the following vote:

Yes: 8 - Mr. Phillips, Mr. von Reichbauer, Ms. Lambert, Mr. Ferguson, Mr.
Gossett, Ms. Hague, Ms. Patterson and Mr. Constantine
No: 0
Excused: 1 - Mr. Dunn

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON




Larry Phillips, Chair

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 26 day of May, 2006.



Ron Sims, County Executive

Attachments A. September 2006 Transit Service Improvements

RECEIVED
2006 MAY 25 PM 1:31
CLERK
KING COUNTY COUNCIL

September 2006 Transit Service Improvements

ROUTE: 118

OBJECTIVES:

Provide a faster, reliable, and more direct routing (Strategy S-2, Service Design, Six-Year Transit Development Plan 2002 – 2007).

Improve transit access to local social service and health facilities (Strategy S-7, Community Mobility, Six-Year Transit Development Plan 2002 – 2007).

IMPACTED SERVICE AREA:

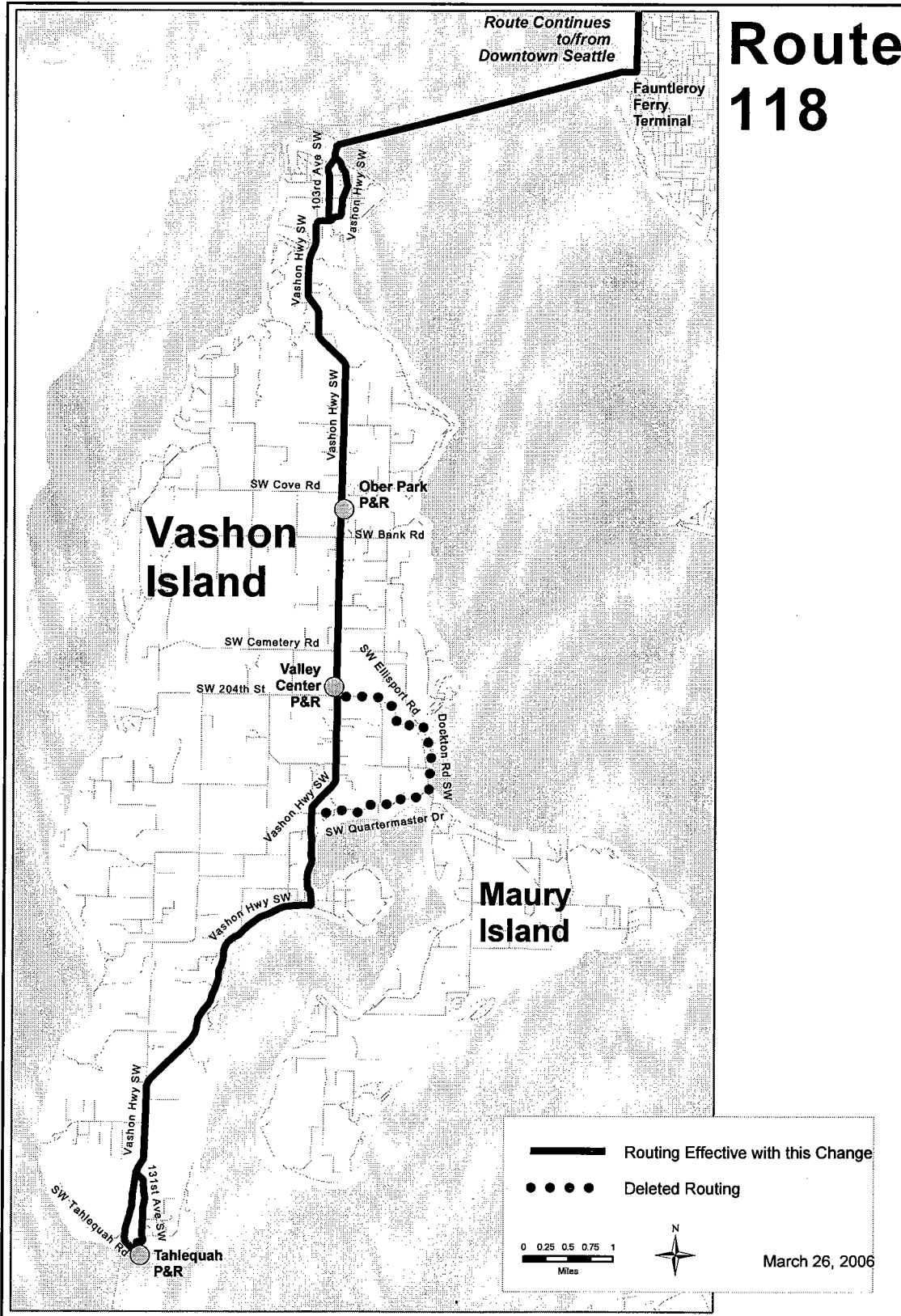
Vashon Island (Burton, Portage & Ellisport communities).

SERVICE CHANGE:

Revise all trips to operate a direct routing on Vashon Highway SW between Burton and Valley Center and discontinue the Portage/Ellisport routing along SW 204th Street, SW Ellisport Road, Dockton Road SW, and SW Quartermaster Drive.

There would be no change to the level of service operated on this route.

Route 118



ROUTE: 150

OBJECTIVES:

Improve transit on-time performance through service design, shortening of route length, and splitting of unreliable through-route parts (*Strategy S-2, Six-Year Transit Development Plan 2002-2007, Improve transit on-time performance*); improve service frequencies on core connections (*Strategy S-3, Six-Year Transit Development Plan, Improve frequencies to support existing demand and attract more riders on a core network of key connections*).

IMPACTED SERVICE AREA:

Auburn, Kent, Tukwila, Downtown Seattle.

SERVICE CHANGE:

Improve transit on-time performance by shortening Route 150 to operate between Kent Station/Transit Center and downtown Seattle.

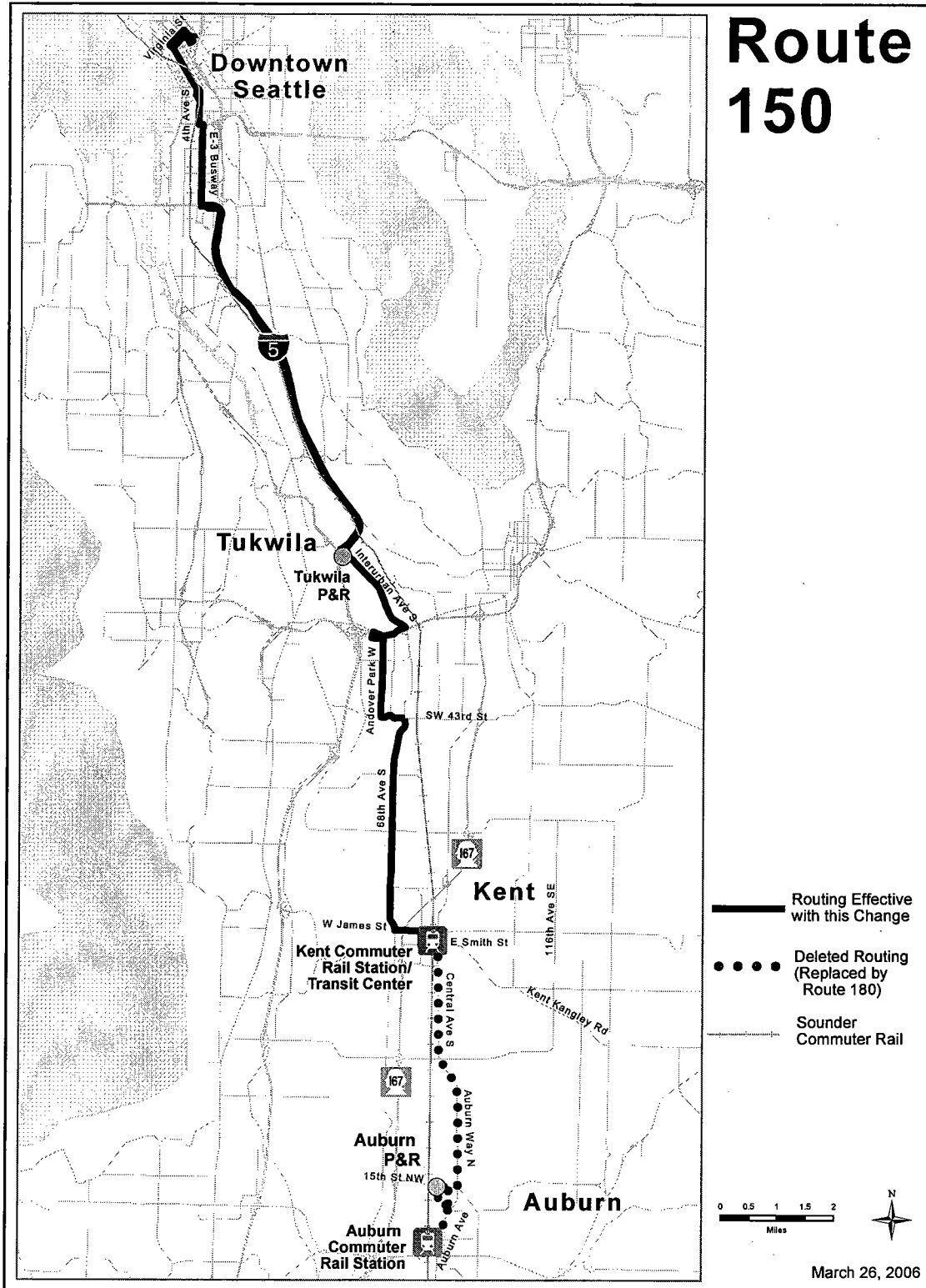
Service on Route 150 will operate as follows:

Weekdays: About every 15 minutes between approximately 5:00 a.m. to 7:00 p.m. on weekdays, about every 30 minutes between approximately 7:00 p.m. and 11:30 p.m., and about every 60 minutes between approximately 11:30 p.m. and 1:30 a.m.

Saturdays: About every 30 minutes between approximately 6:00 a.m. and 8:30 a.m., about every 15 minutes between approximately 8:30 a.m. and 7:00 p.m., about every 30 minutes between approximately 7:00 p.m. and 11:30 p.m., and about every 60 minutes between approximately 11:30 p.m. and 1:30 a.m.

Sundays: About every 30 minutes between approximately 7:00 a.m. and 7:30 p.m., and about every 60 minutes between approximately 7:30 p.m. and 1:30 a.m.

Route 150



ROUTE: 151

OBJECTIVES:

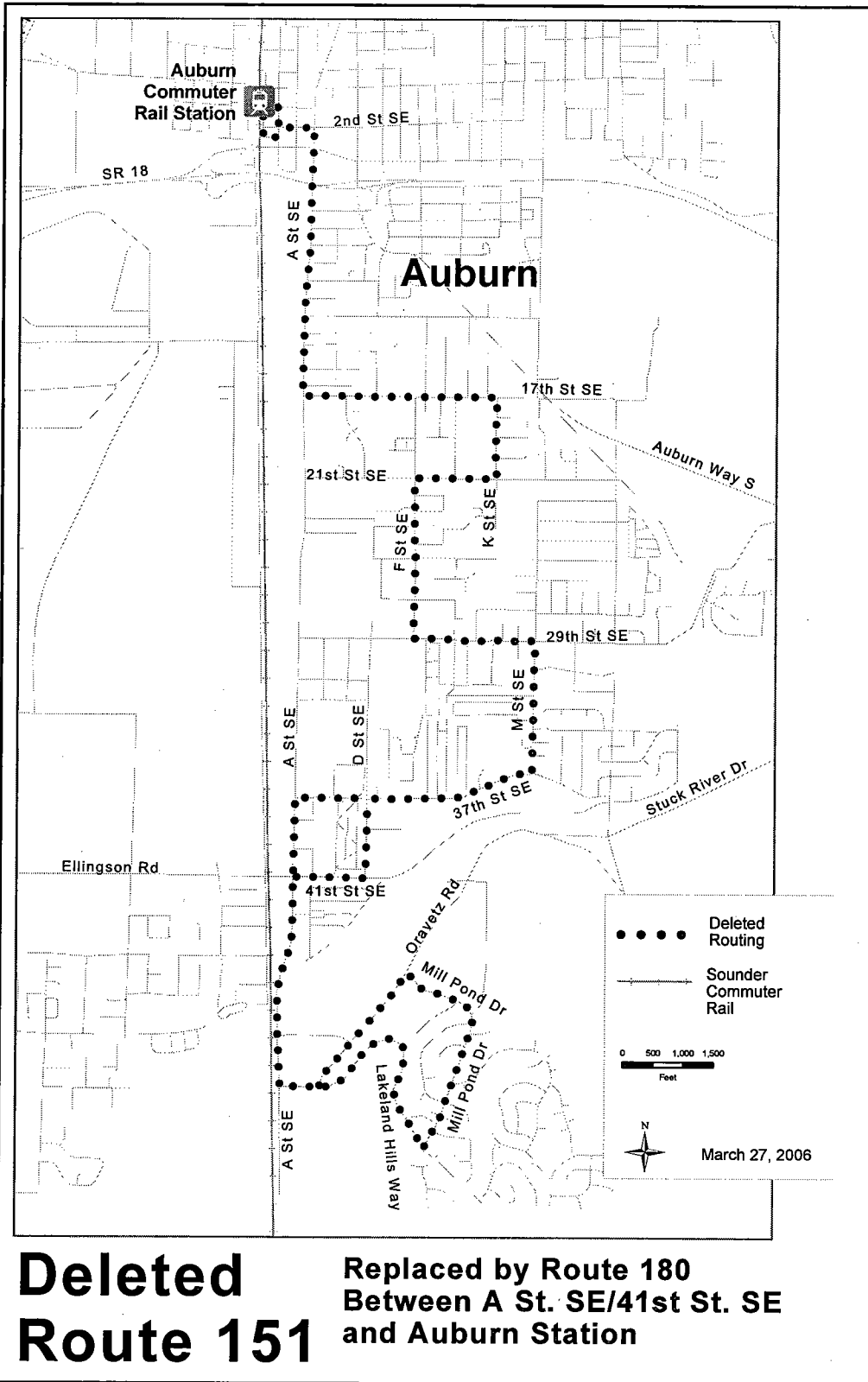
Pursue efficiencies in existing services through consolidation (Strategy S-1, Six-Year Transit Development Plan 2002 – 2007, Pursue efficiencies in existing services in major transit corridors. Reinvest savings from these efforts within the planning subarea in which they are generated).

IMPACTED SERVICE AREA:

Auburn.

SERVICE CHANGE:

Discontinue service on Route 151; replacement service between southeast Auburn and Auburn Station provided by new Route 180.



ROUTE: 152, 915

OBJECTIVES:

Revise service levels and routings to reflect current ridership patterns and improve integration with Sound Transit's Sounder Commuter Rail service (*Strategy S-10, Six-Year Transit Development Plan 2002 – 2007, Work with appropriate agencies to achieve integrated, cost-effective and efficient operation of public transportation services in King County addressing the needs of current and potential riders*).

IMPACTED SERVICE AREA:

Enumclaw, Auburn, Star Lake, Downtown Seattle.

SERVICE CHANGE:

Revise the routing of Route 152 to operate all trips between Auburn Station and Downtown Seattle.

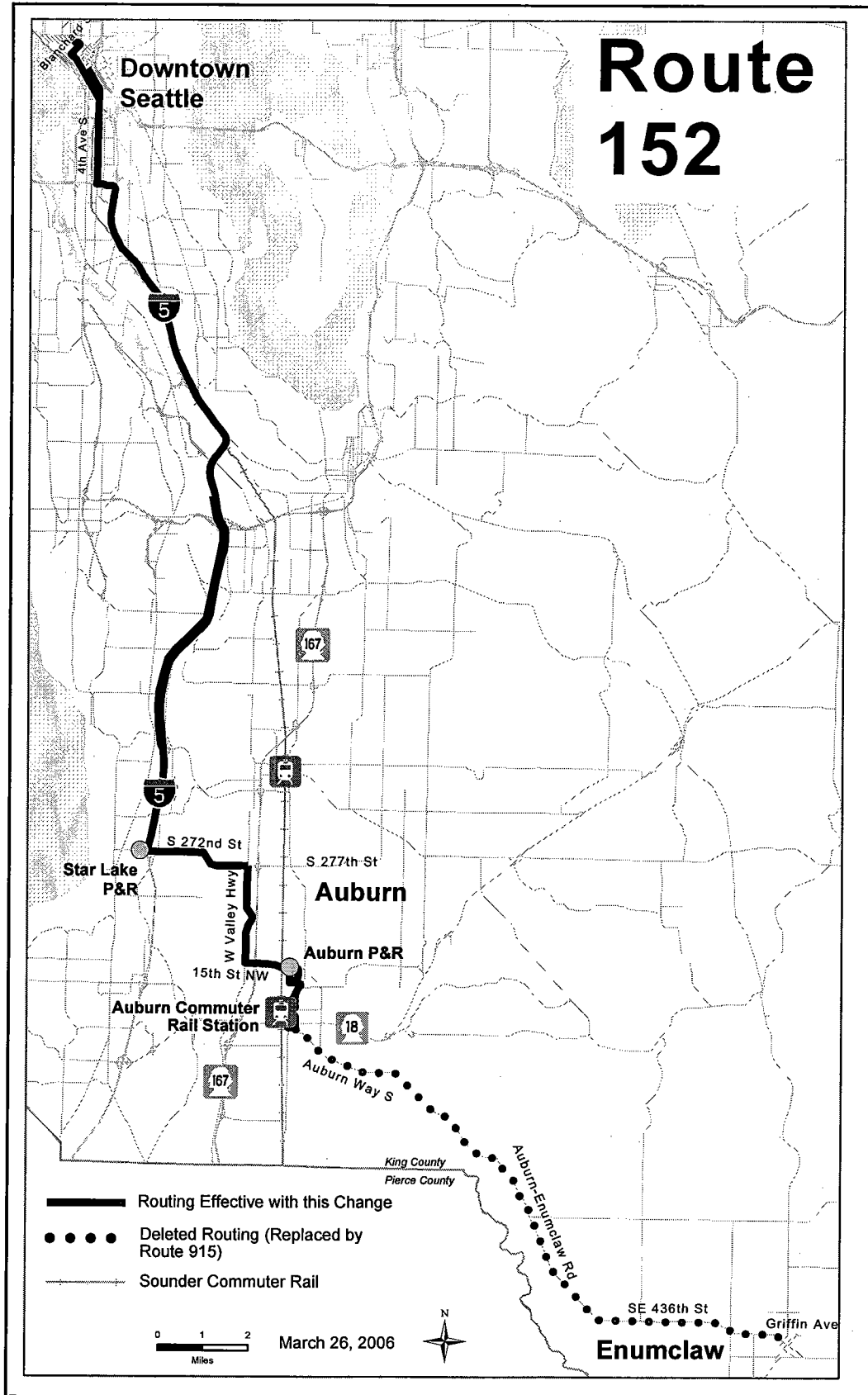
Replace Route 152 service between Enumclaw and Auburn Station with peak weekday service on Route 915, operating between approximately 5:30 a.m. and 7:30 a.m. in the morning and approximately 4:45 p.m. and 6:15 p.m. in the afternoon.

Revise Route 915 in Auburn to operate via Auburn Way South and Second Street Southeast.

Service on routes 152 and 915 will operate as follows:

Route 152: Operate six northbound trips on weekdays, with the first trip arriving in Downtown Seattle at approximately 6:00 a.m. and the last trip arriving in Downtown Seattle at approximately 8:30 a.m. Operate six southbound trips on weekdays, with the first trip leaving Downtown Seattle at approximately 3:30 p.m. and the last trip leaving Downtown Seattle at approximately 6:00 p.m.

Route 915: On weekdays, operate about every 30 minutes between approximately 5:30 a.m. and 7:30 a.m., about every 90 minutes between approximately 7:30 a.m. and 4:45 p.m., and about every 30 minutes between approximately 4:45 p.m. and 6:15 p.m.



ROUTE: 160

OBJECTIVES:

Pursue efficiencies in existing services. (Strategy S-1, Six-Year Transit Development Plan 2002 – 2007, Pursue efficiencies in existing services in major transit corridors. Reinvest savings from these efforts within the planning subarea in which they are generated.)

IMPACTED SERVICE AREA:

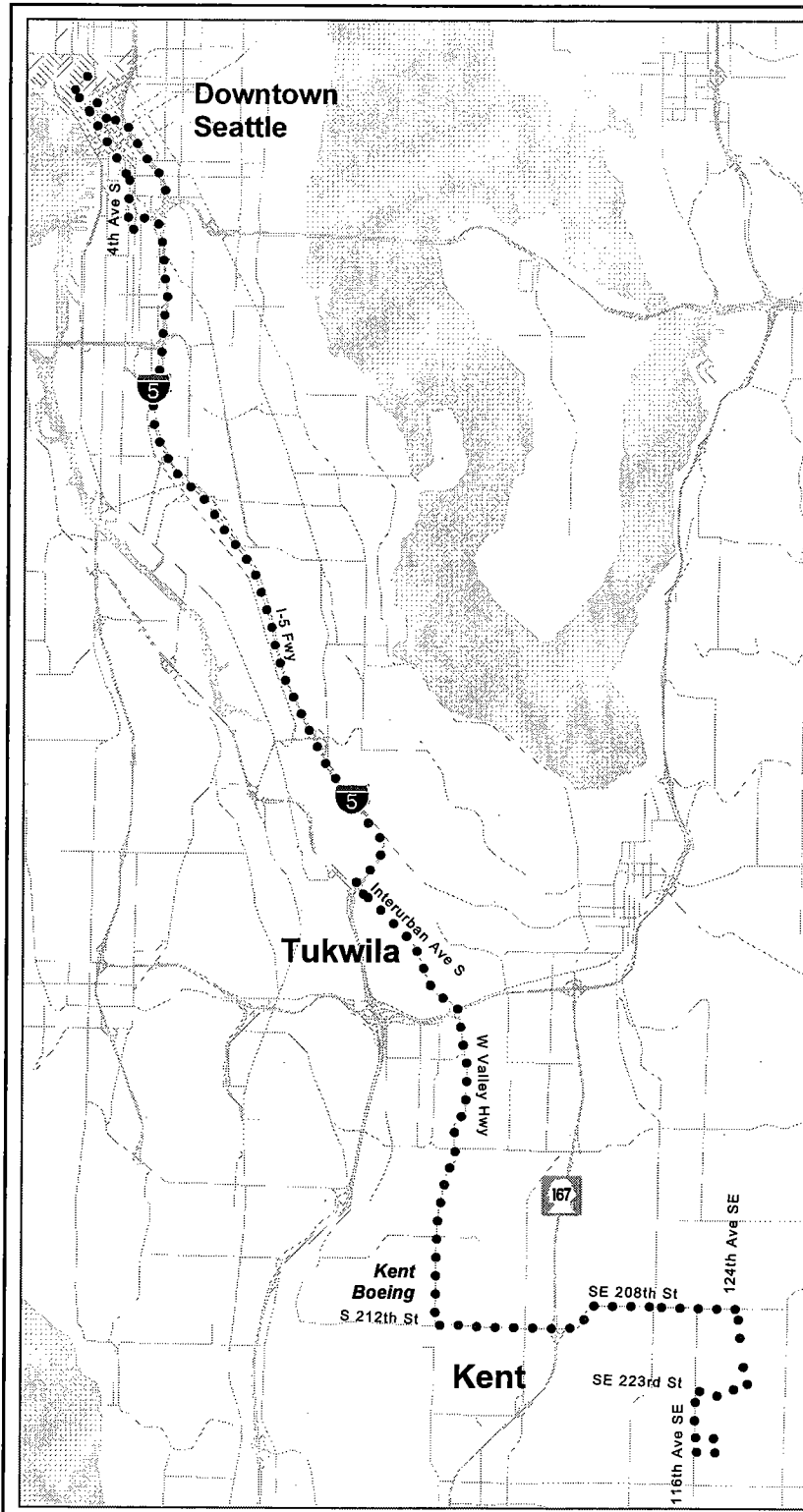
North Meridian Park, Glencarin, East Hill, Tukwila, Downtown Seattle.

SERVICE CHANGE:

Discontinue service on Route 160; partial replacement service during peak hours on weekdays provided by new Route 161.

Deleted Route 160

Replaced by
Route 161



● ● ● ● Deleted Routing

0 0.5 1
Miles



March 3, 2006

ROUTE: 161

OBJECTIVES:

Pursue efficiencies in existing services. (*Strategy S-1, Six-Year Transit Development Plan 2002 – 2007, Pursue efficiencies in existing services in major transit corridors. Reinvest savings from these efforts within the planning subarea in which they are generated.*)

IMPACTED SERVICE AREA:

East Hill, North Meridian Park, Glencarin, Tukwila, Downtown Seattle.

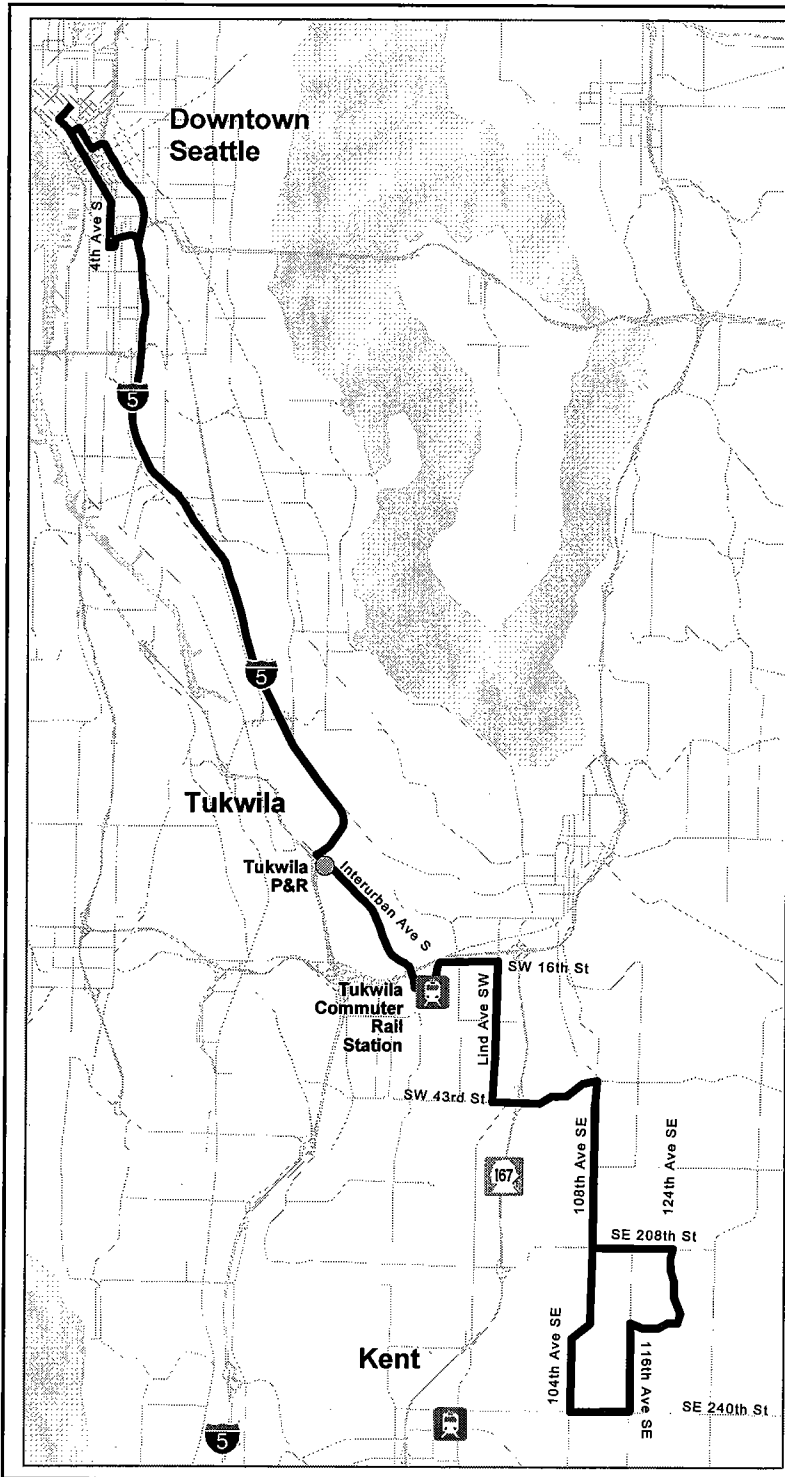
SERVICE CHANGE:

Create a new weekday peak route operating between East Hill, North Meridian Park, Glencarin, the Longacres Sounder Station in Tukwila, Tukwila Park-and-Ride, and downtown Seattle.

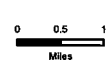
Service on Route 161 will operate as follows:

Operate five morning northbound trips on weekdays, with the first trip arriving in Downtown Seattle at approximately 5:45 a.m. and the last trip arriving in Downtown Seattle at approximately 7:45 p.m. Operate five afternoon southbound trips on weekdays, with the first trip leaving Downtown Seattle at approximately 4:00 p.m. and the last trip leaving Downtown Seattle at approximately 5:30 p.m.

New Route 161



Routing Effective with this Change



March 8, 2006

ROUTE: 163

OBJECTIVES:

Pursue efficiencies in existing services. (Strategy S-1, Six-Year Transit Development Plan 2002 – 2007, Pursue efficiencies in existing services in major transit corridors. Reinvest savings from these efforts within the planning subarea in which they are generated.)

IMPACTED SERVICE AREA:

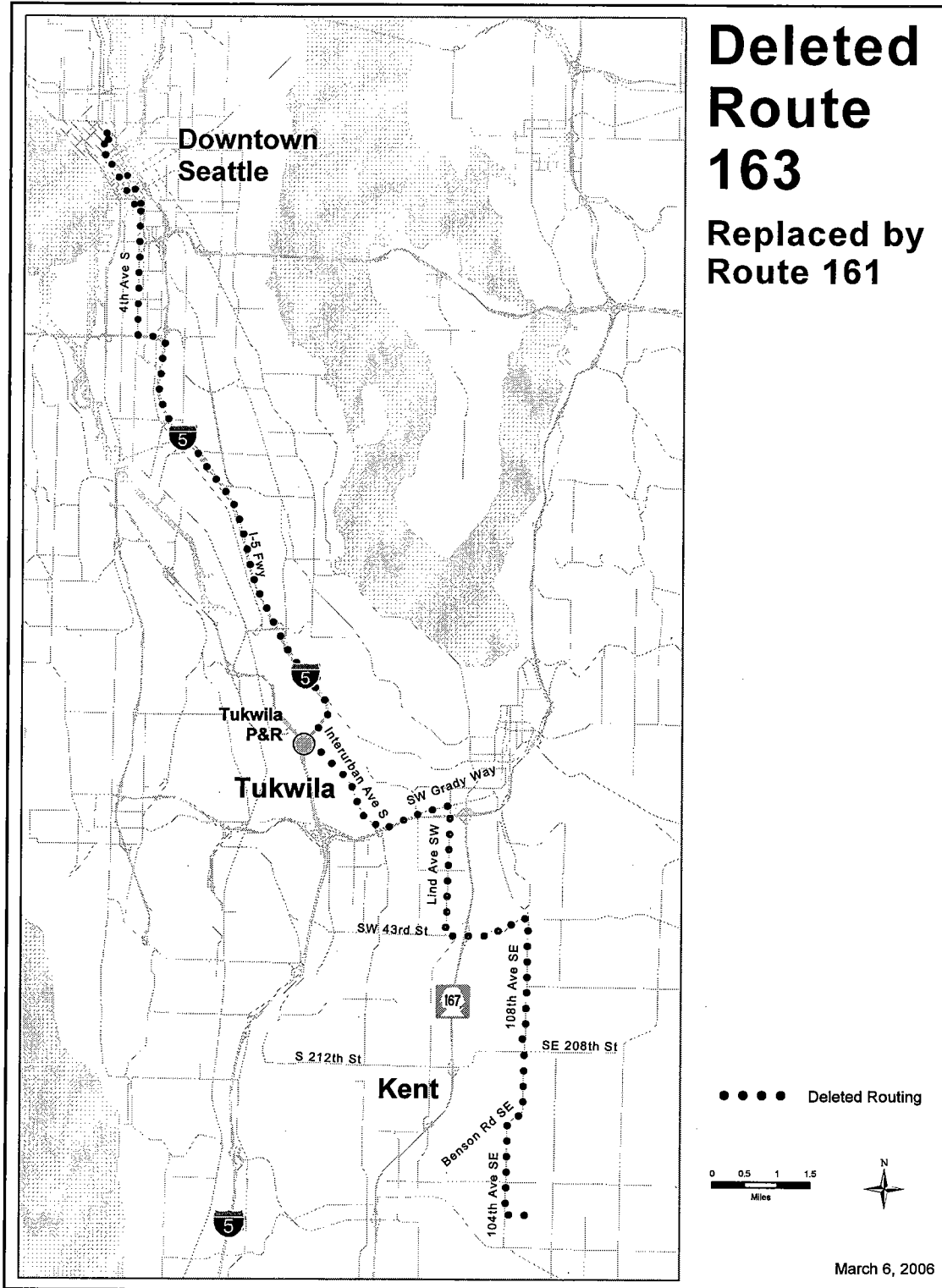
East Hill, Tukwila, Downtown Seattle.

SERVICE CHANGE:

Discontinue service on Route 163; partial replacement service during peak hours on weekdays provided by new Route 161.

Deleted Route 163

Replaced by
Route 161



ROUTE: 167

OBJECTIVES:

Pursue efficiencies in existing services. (Strategy S-1, Six-Year Transit Development Plan 2002 – 2007, Pursue efficiencies in existing services in major transit corridors. Reinvest savings from these efforts within the planning subarea in which they are generated.)

IMPACTED SERVICE AREA:

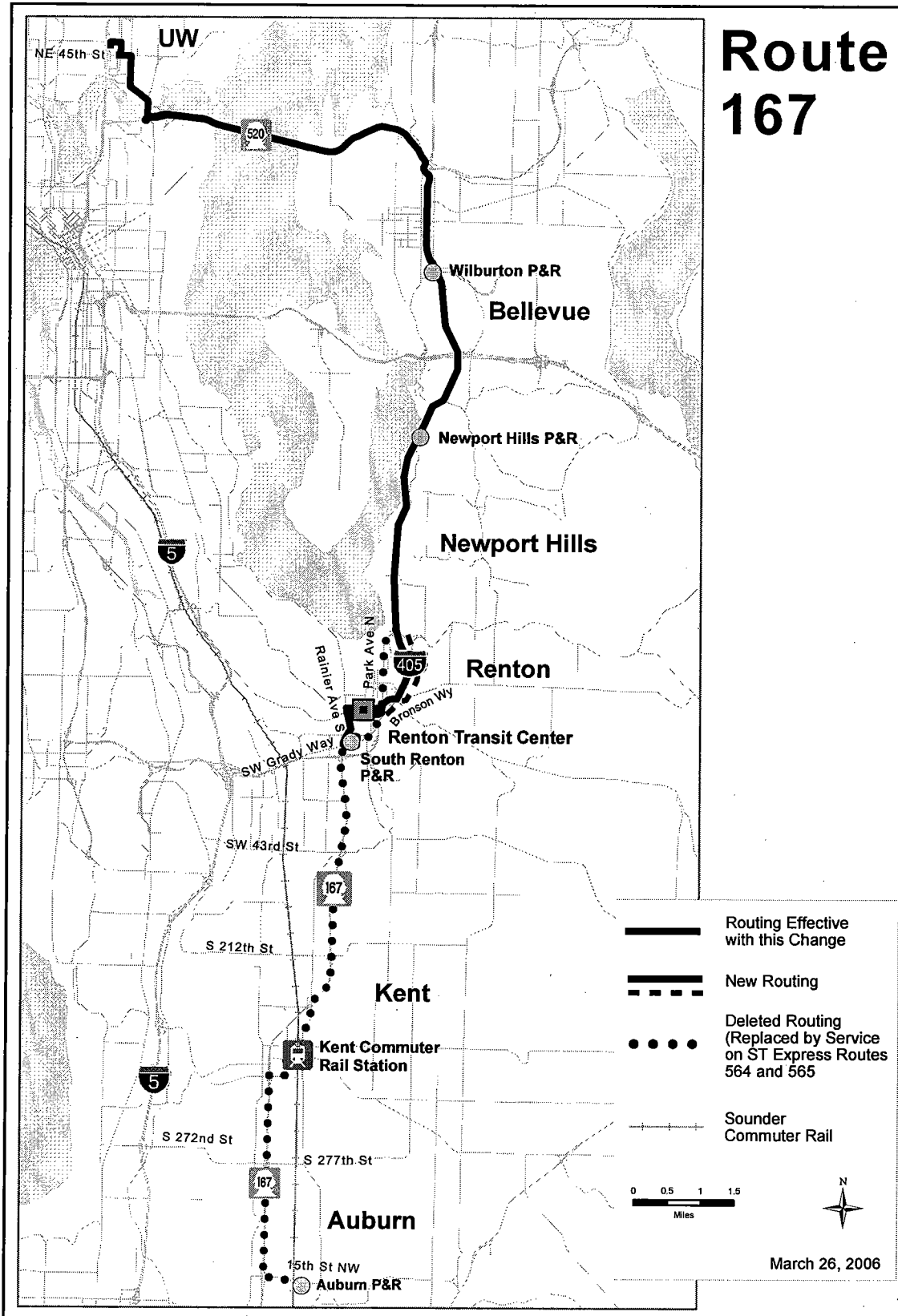
Auburn, Kent, Renton.

SERVICE CHANGE:

Revise 167 so that all trips start and end at South Renton Park-and-Ride, and operate via the Renton Transit Center.

Discontinue service to the Kent Station/Transit Center and Auburn Park-and-Ride; replacement service provided between Auburn, Kent, and Renton by Sound Transit ST Express routes 564 and 565.

Route 167



ROUTE: 173

OBJECTIVES:

Improve ridership and productivity through routing changes to streamline service. *(Strategy S-1, Six-Year Transit Development Plan 2002 – 2007, Pursue efficiencies in existing services in major transit corridors. Reinvest savings from these efforts within the planning subarea in which they are generated.)*

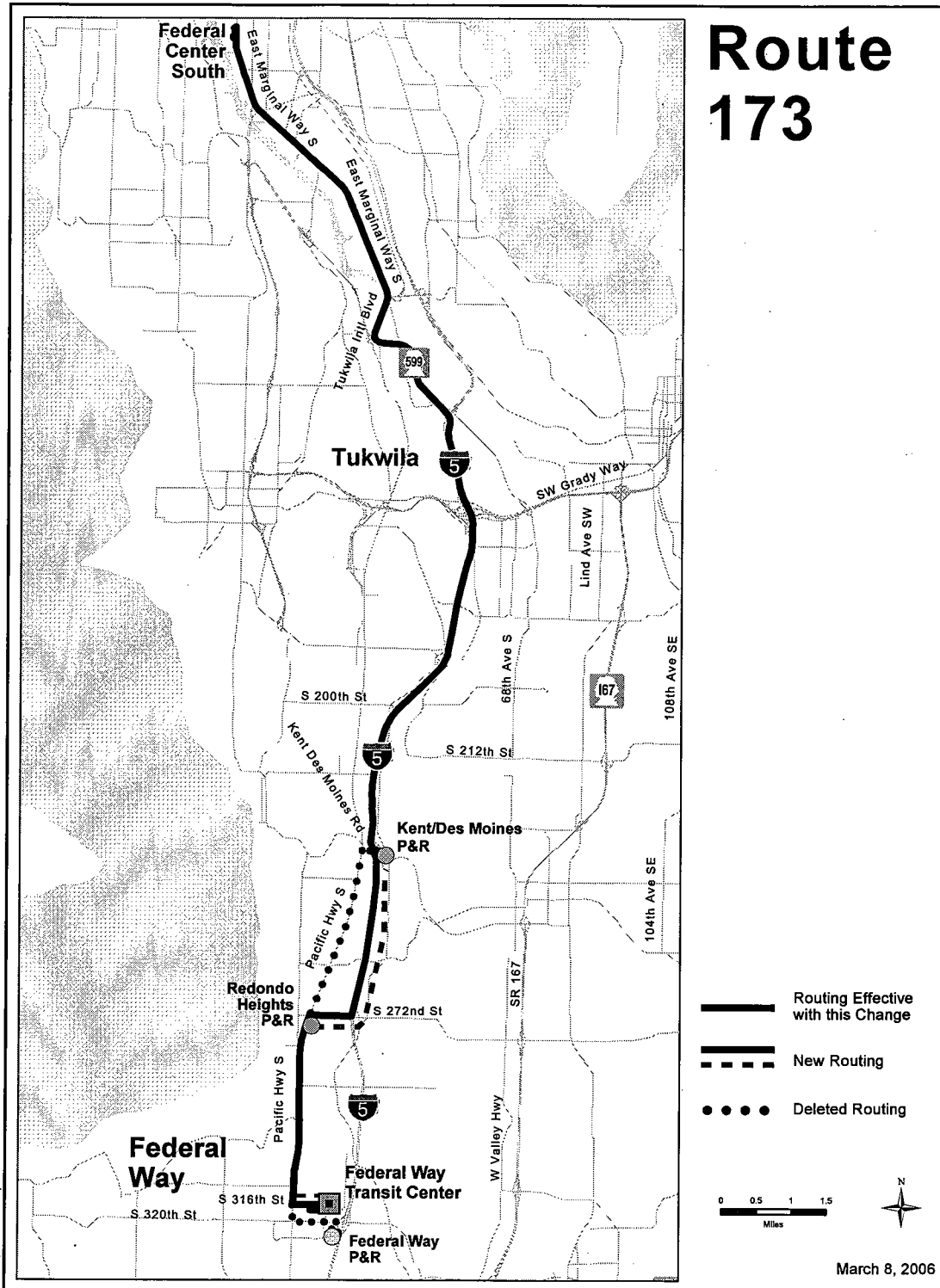
IMPACTED SERVICE AREA:

Federal Way, Redondo Heights, Des Moines, Duwamish.

SERVICE CHANGE:

Revise Route 173 to start and end all trips at the Federal Way Transit Center, and operate via the Redondo Heights Park-and-Ride, South 272nd Street, I-5, and the I-5/Kent-Des Moines Freeway Station.

Route 173



ROUTE: 180

OBJECTIVES:

Implement a core connection between Auburn, Kent, SeaTac Airport, and Burien (*Strategy S-3, Six-Year Transit Development Plan 2002 – 2007, Improve service levels on existing routes and create new routes serving established urban and manufacturing/industrial centers where, because of population or employment clusters, ridership and transit use is projected to be highest*).

IMPACTED SERVICE AREA:

Auburn, Kent, SeaTac, Burien.

SERVICE CHANGE:

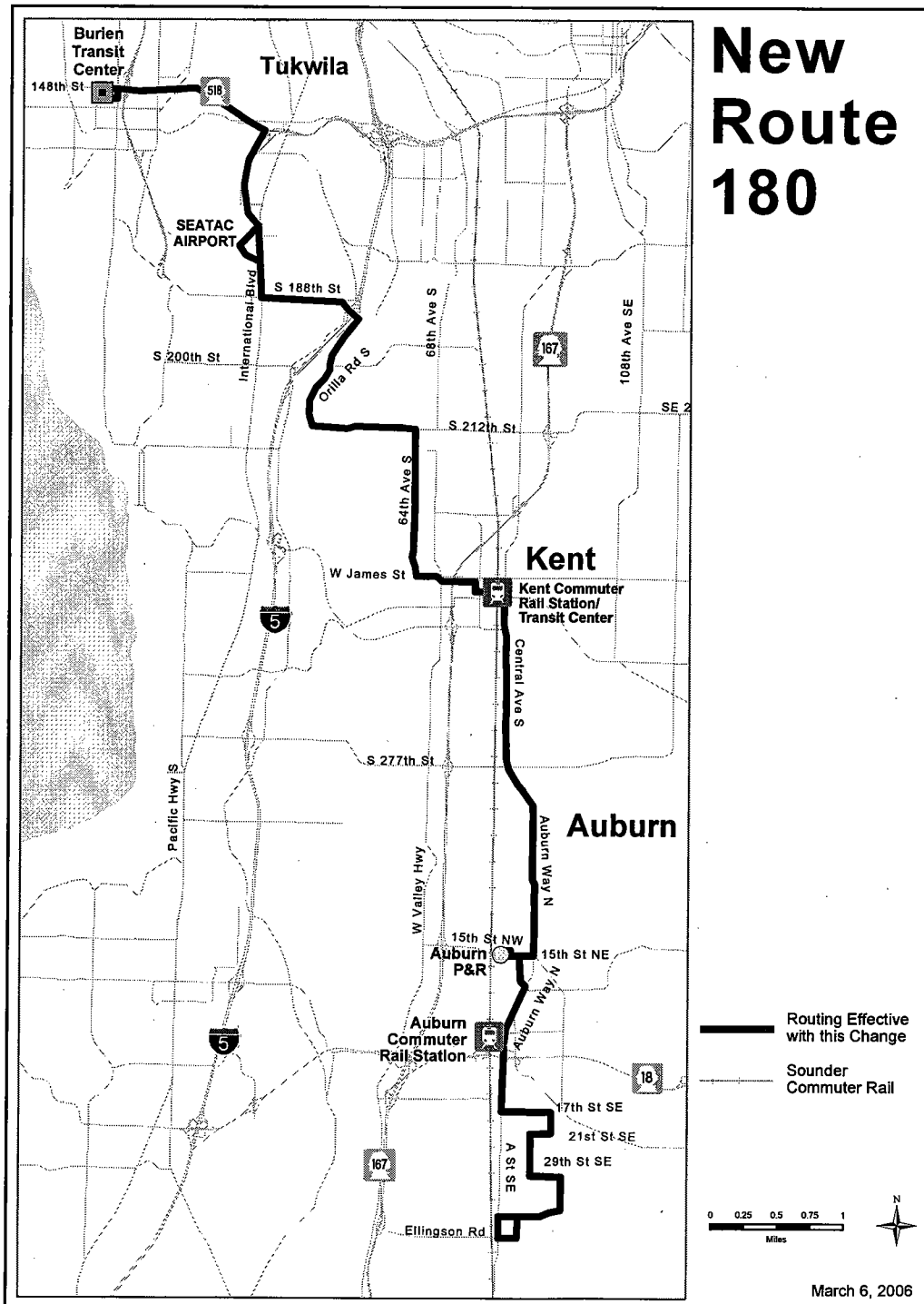
Create a new route connecting southeast Auburn, Auburn Station, Kent Station/Transit Center, SeaTac Airport, and the Burien Transit Center.

Service will operate seven days a week between southeast Auburn and Kent Station/Transit Center, and on weekdays between Kent Station/Transit Center, SeaTac Airport, and the Burien Transit Center.

Weekdays: About every 30 minutes northbound between approximately 3:00 a.m. and 6:30 a.m. and southbound between approximately 4:30 a.m. and 8:00 a.m. between southeast Auburn or Auburn Station, Kent Station/Transit Center, SeaTac Airport, and Burien Transit Center; about every 30 minutes between approximately 6:30 a.m. and 11:30 a.m. northbound and approximately 8:00 a.m. and 12:30 p.m. southbound between southeast Auburn and Kent Station/Transit Center; about every 30 minutes northbound between approximately 11:30 a.m. and 4:00 p.m. northbound and between approximately 12:30 p.m. and 5:30 p.m. southbound between southeast Auburn, Kent Station/Transit Center, SeaTac Airport, and Burien Transit Center; about every 30 minutes between approximately 4:00 p.m. and 11:00 p.m. northbound and between approximately 6:00 p.m. and midnight southbound between southeast Auburn and Kent Station/Transit Center; about every 60 minutes between approximately midnight and 1:00 a.m. southbound between Kent Station/Transit Center and southeast Auburn.

Saturdays: About every 30 minutes between approximately 6:00 a.m. and 11:30 p.m. northbound and approximately 7:00 a.m. to midnight southbound between southeast Auburn and Kent Station/Transit Center; about every 60 minutes between approximately midnight and 1:00 a.m. southbound between Kent Station/Transit Center and southeast Auburn.

Sundays: About every 30 minutes between approximately 6:00 a.m. and 9:00 p.m. northbound and approximately 6:30 a.m. and 9:00 p.m. southbound between southeast Auburn and Kent Station/Transit Center; about every 60 minutes between approximately 9:00 p.m. and 11:00 p.m. northbound and between approximately midnight and 1:00 a.m. southbound between southeast Auburn and Kent Station/Transit Center.



ROUTES: 185, 186, and 919

OBJECTIVES:

Improve community mobility in Auburn. (*Strategy S-7, Six-Year Transit Development Plan 2002 – 2007, Improve community mobility options through increase in service levels on existing routes or through the creation of new services in transit-supportive areas.*)

IMPACTED SERVICE AREA:

North Auburn, Auburn, Southeast Auburn.

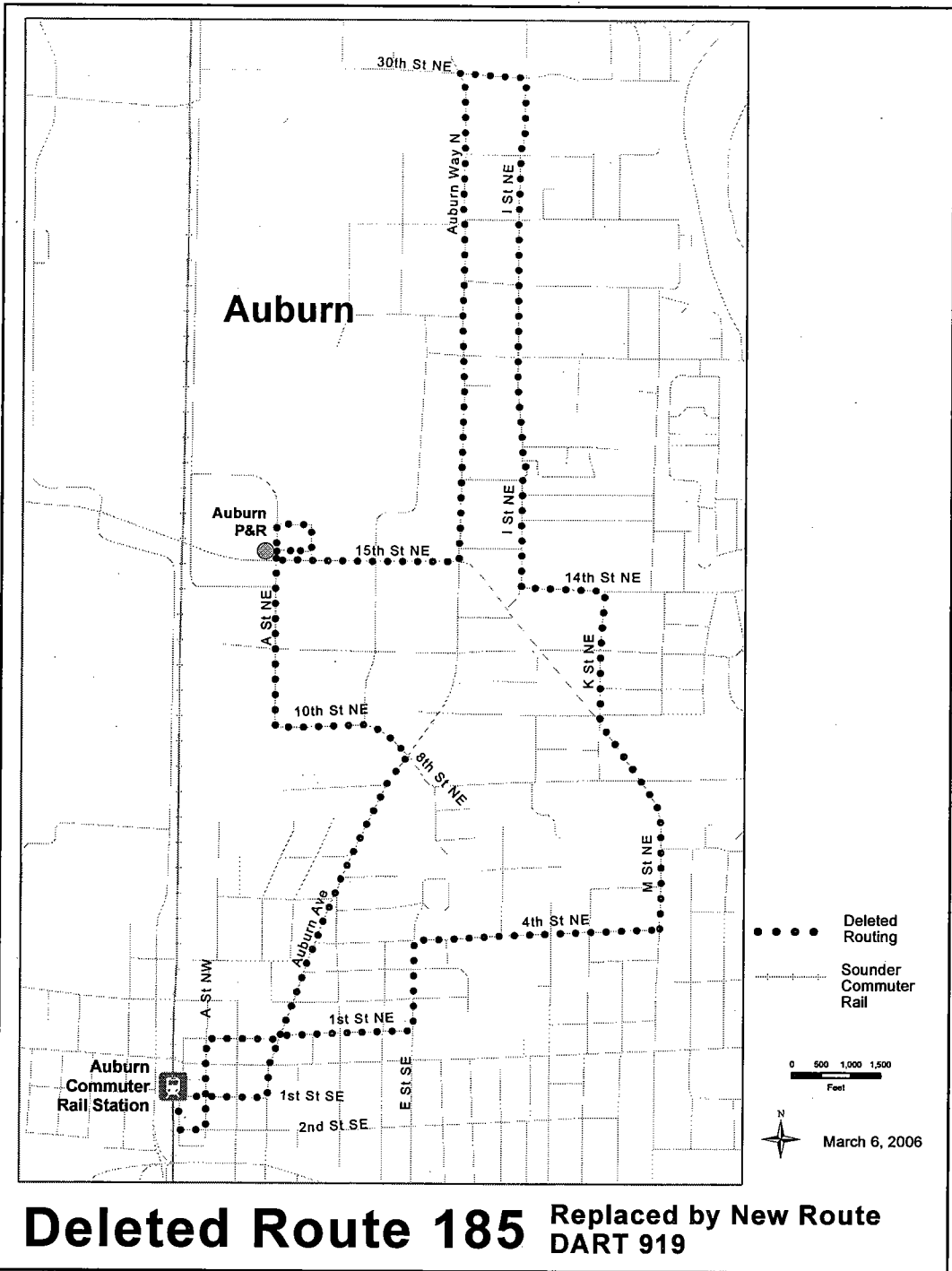
SERVICE CHANGE:

Discontinue routes 185 and 186, and replace with new Route 919, providing a combination of fixed-route and route-deviation DART service in Auburn.

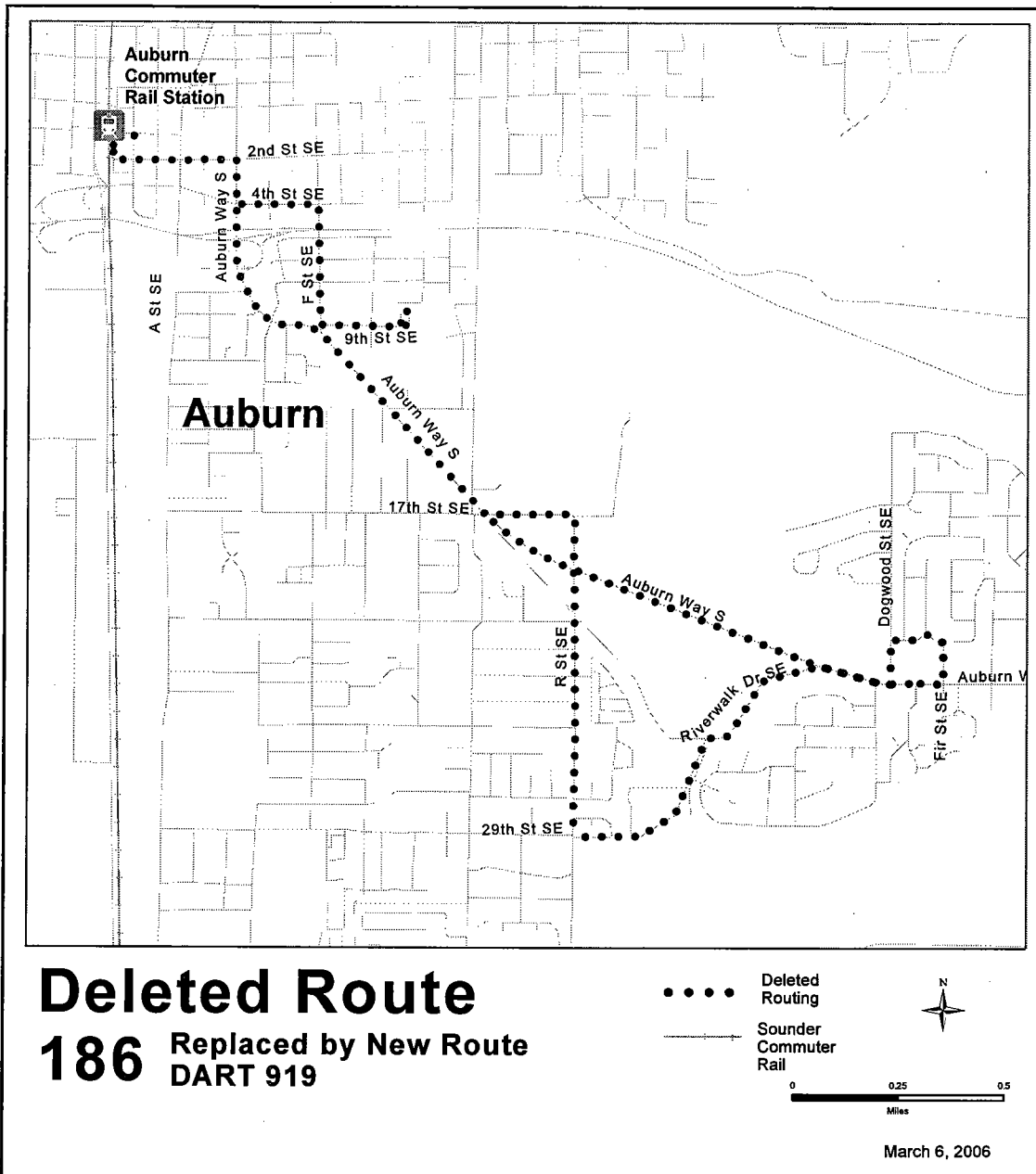
Service will operate weekdays and Saturdays as follows:

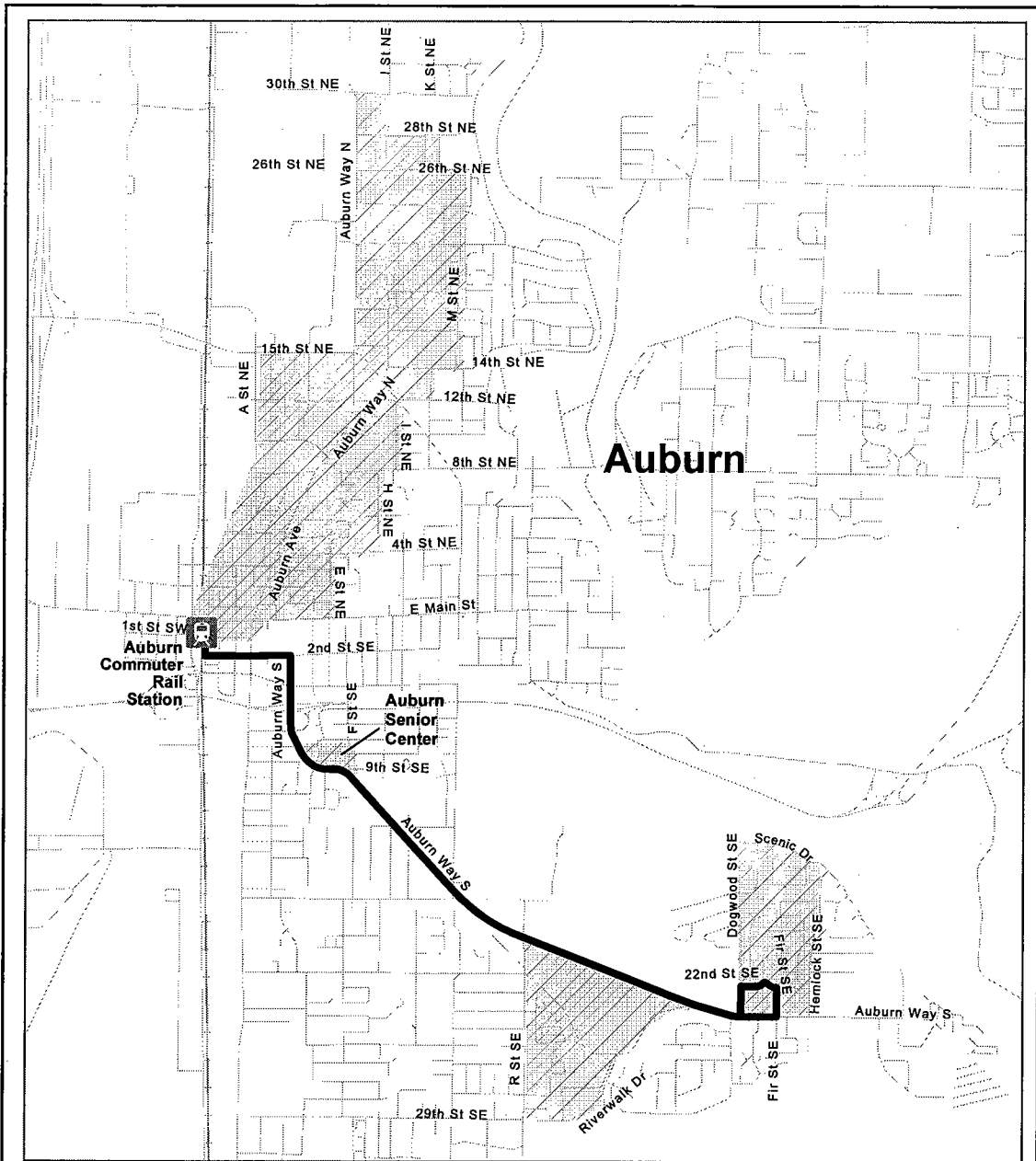
Weekdays: Every 60 minutes on the fixed-route portion between approximately 8:00 a.m. and 4:00 p.m.

Saturdays: Every 60 minutes on the fixed-route portion between approximately 8:30 a.m. and 4:30 p.m.






Deleted Route 185 Replaced by New Route
DART 919

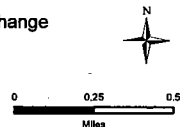




Route 919

Fixed DART Route and DART Area

-  Fixed Routing Effective with this Change
-  DART Route Area
-  Sounder Commuter Rail



March 7, 2006

ROUTES: 212, 225, 229 and 942

OBJECTIVES:

Provide faster and more reliable service for the majority of riders on these routes (*Strategy S-2, Six-Year Transit Development Plan 2002 – 2007, Service Design: Improve transit on-time performance through service design; also Strategy IM-2: Optimize the timing and implementation of service and capital investments to maximize efficient use of transit resources.*)

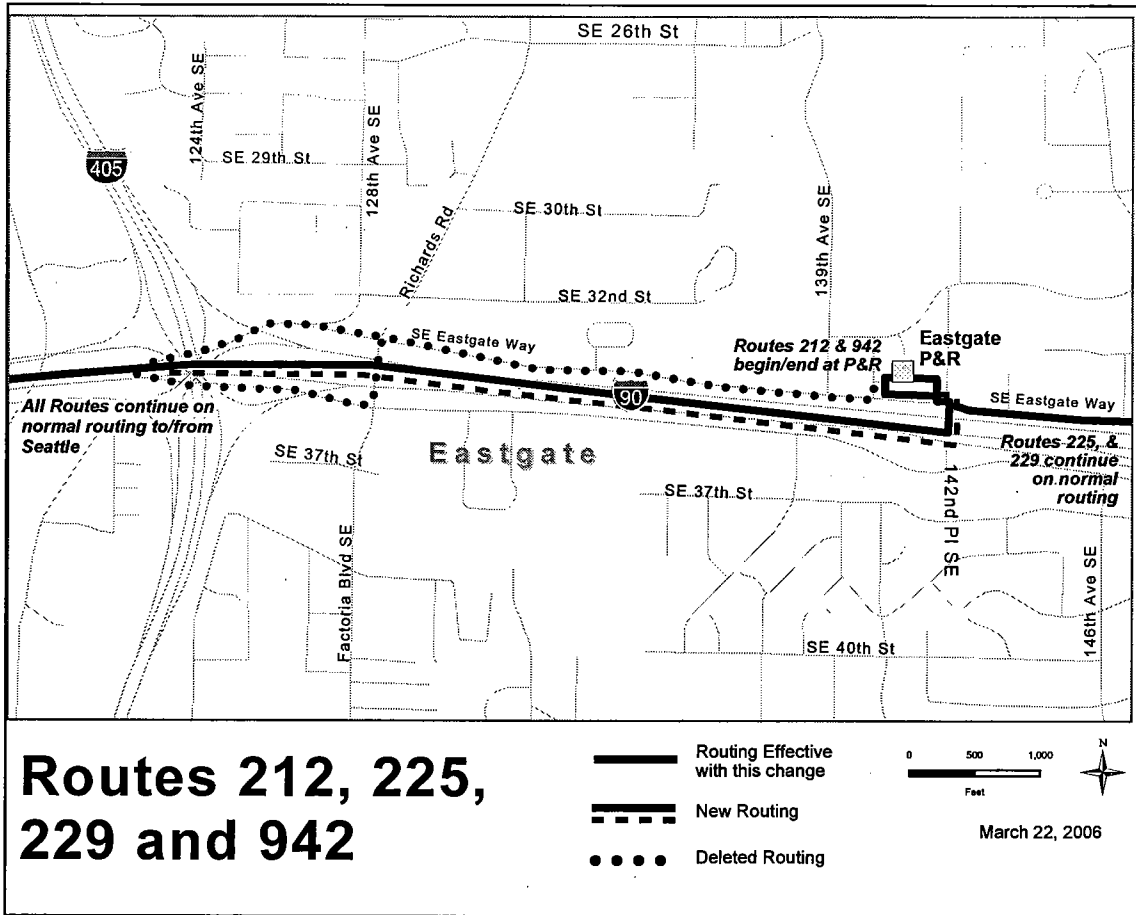
IMPACTED SERVICE AREAS:

Bellevue (Factoria and Eastgate neighborhoods)

SERVICE CHANGE:

Routes would be revised to use the new Eastgate Direct Access ramps connecting the Eastgate park-and-ride directly with the center HOV lanes on Interstate 90. The new ramps will allow buses to enter and exit the I-90 center HOV lanes without having to weave across multiple lanes of traffic from the outside ramps now being used. Buses would also be able to avoid congestion on local streets between the Eastgate park-and-Ride and the freeway ramps.

Service description: The routes would enter and exit the freeway using the new ramps to/from 142nd Avenue SE, rather than use the existing ramps at Richards Road. In doing so they would no longer serve stops in the vicinity of Richards Road, except for three afternoon Route 212 trips to Seattle which would continue to operate there. Those stops would continue to be served by routes 210, 217, 222 and 240. No change to level of service on any of these routes.



ROUTE: 237, 252, and 257

OBJECTIVES:

Provide faster and more reliable service for the majority of riders on these routes (*Strategy S-2, Six-Year Transit Development Plan 2002 – 2007, Service Design: Improve transit on-time performance through service design; also Strategy IM-2: Optimize the timing and implementation of service and capital investments to maximize efficient use of transit resources.*)

IMPACTED SERVICE AREA:

South Kirkland

SERVICE CHANGE:

These routes will no longer stop at the NE 70th freeway station stops, near Houghton Park-and-Ride, in order to make better use of the speed and reliability of the I-405 center HOV lanes. Service to Seattle would continue to be available on Route 265 serving stops at the Houghton Park-and-Ride, and to Bellevue by using routes 245, 251 or 254 and transferring at the Kirkland Transit Center. Few riders now use these freeway level stops, and the location of the stops prevents routes serving them to also use the center HOV lanes on I-405. The opening of the new center access ramps at 128th Avenue NE and I-405, in Totem Lake, will occur in September, and most of these routes would benefit from being able to use them.

There would be no changes in the levels of service on these routes.

