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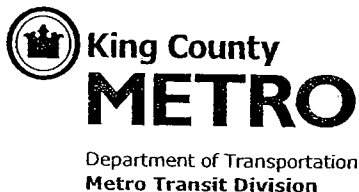
# **Public Involvement Report Summary**

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*Proposed Initiatives for the Six-Year Transit  
Development Plan*

*King County Metro Transit Fall 2001*

*Produced by  
King County Department of Transportation  
Community Relations and Communications  
January 2002*



Mobility for the Region

Produced by  
King County Department of Transportation  
Community Relations  
201 S. Jackson St., KSC-TR-0824  
Seattle, WA 98104-3856  
(206) 684-1162

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(voice) or (206) 684-1682 (TTY)

Printed on recycled paper, January 2002

# **Public Involvement Report Summary**

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## ***Proposed Initiatives for the Six-Year Transit Development Plan***

### ***King County Metro Transit Fall 2001***

In October 2001, King County Metro Transit solicited opinion on the proposed initiatives for the Six-Year Transit Development Plan. The King County Department of Transportation's Community Relations and Communications section distributed over 22,000 brochures and hosted nine public meetings. The majority of those responding, 63%, supported the general direction of the proposed initiatives for the plan.

## ***Outreach Activities***

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In October 2001, Metro Transit distributed approximately 22,000 brochures with postage-paid questionnaires describing the proposed initiatives for the Six-Year Transit Development Plan, 2002-2007. The brochure was

- Sent to the transit mailing list (approximately 20,000)
- Distributed at libraries, city halls, neighborhood service centers and major employment sites
- Posted on the web site, with an online questionnaire

Metro Transit also hosted meetings for the public, in either open house or information table format, at nine locations:

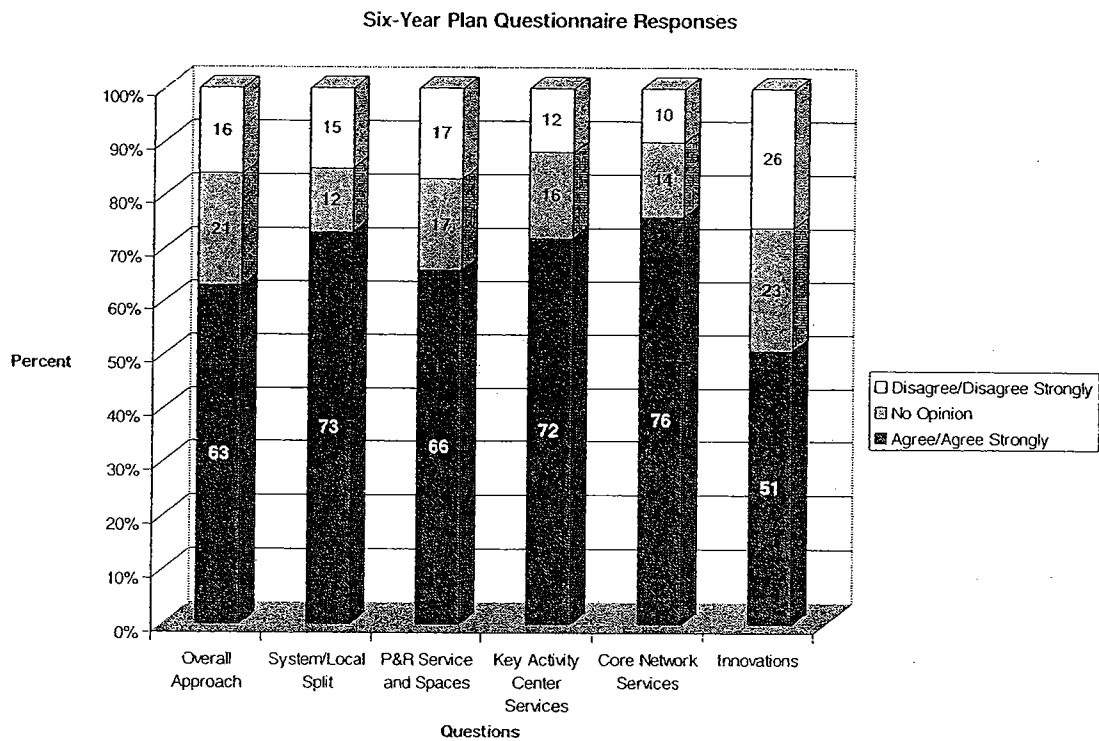
- Bellevue, Crossroads Shopping Center
- Des Moines, Highline Community College
- Federal Way, Federal Way City Hall
- Issaquah, Issaquah Police Headquarters
- Kent, Kent Senior Activity Center
- Kirkland, Kirkland Senior Center
- Seattle, downtown, Exchange Building
- Seattle, Northgate Mall
- Seattle, Seattle Central Community College

Posters were placed on all Metro bus coaches advertising the meeting dates as well as contact numbers for obtaining questionnaires. Press releases were distributed to daily and community newspapers.

Throughout 2001, Metro Transit planners met on an ongoing basis with local jurisdictions, subarea transportation boards, Metro Transit's Accessible Services Advisory Committee and Transit Advisory Committee and a variety of neighborhood and community organizations. Attached is a summary list of the meetings at which Metro Transit planners presented information and solicited feedback on the Six-Year Plan; and copies of letters received from these stakeholders.

## Outreach Results

Over 2,200 questionnaires were returned (94% by mail, 6% online), a 10% response rate. Written comments were included on over 1,100 of the questionnaires in addition to approximately 50 telephone calls, letters and e-mails. Letters were also received from jurisdictions, organizations and Metro Transit's advisory committees. About 75 people attended the public meetings.



**Overall approach** Of those responding to the questionnaire, 63% responded that overall the Six-Year Plan was heading in the right direction, 16% responded that it was headed in the wrong direction and 21% stated that they had no opinion.

**System/Local split** When asked, whether the proposed initiatives – directing about 75% of to countywide system development and 25% to local priorities – reflected a good balance, 73% agreed or strongly agreed.

**Specific directions** When asked the best way for Metro to improve mobility and help manage growth, from the following choices:

- Increase the number of spaces and frequency of bus service at park-and-ride lots - **67%** agreed or strongly agreed
- Add more commuter service to key activity centers outside other than downtown Seattle, **72%** agreed or strongly agreed
- Expand service on the existing core network of all-day, two-way service to major destinations - **76%** agreed or strongly agreed

**Innovations** When asked whether moving ahead with innovative, more-frequent services like bus rapid transit is important, even if it means fewer improvements in the core network, **51%** agreed or strongly agreed.

**Preferences** In choosing from among the following services, which services would be most useful for them, respondents selected, in the following order:

- Addressing local transit priorities, **33%**;
- Improving the core network or transit routes, including bus rapid transit, **31%**;
- Increasing rush-hour service and expanding park-and-ride lots, **25%**; and
- Connecting with Sound Transit Express buses and commuter trains, **11%**.

**Comments** Respondents who supported the direction of the six-year plan (63%) mentioned most frequently:

- The direction shows good planning, e.g. provides congestion relief and addresses growth;
- Improved transit services, e.g. peak market share, increased frequency; and
- Specific suggestions for service or route improvements.

Respondents who did not support the direction of the six-year plan (16%) mentioned most frequently:

- Lack of effect on transportation problems;
- Concerns about light rail, some wanting it built immediately, others against light rail; and
- The need for transit service improvements in their area of the county (all areas mentioned)

Of those respondents who had no opinion on the direction of the plan (21%), comments included the concerns listed above as well as frustrations with inadequate information.

# **Summary List of Meetings**

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***Proposed Initiatives for the Six-Year Transit  
Development Plan***

***King County Metro Transit Fall 2001***

# King County Metro Six-Year Transit Plan for 2002 to 2007 – RTC, Subarea and Local Jurisdiction Planning Outreach

Organization Name	Number of meetings	Organization Name	Number of meetings
<b>King County Metro Advisory Committees</b>			
Accessible Services Advisory Committee	5	King County Council Regional Transit Committee	8
Transit Advisory Committee	10	Regional Transit Committee (RTC)	3
	15	RTC staff committee	3
		RTC workshops	14
<b>Subarea Transportation Boards</b>			
Eastside Transportation Partnership (ETP)	8	<b>Local Jurisdiction Bus Rapid Transit Briefings</b>	
ETP Service Allocation Subcommittee	1	All jurisdictions on candidate corridors	1
ETP Technical Advisory Committee (TAC)	6	Redmond/Bellevue/WSDOT	2
South County Area Transportation Board (SCATBd)	7	Seattle/Shoreline/WSDOT	2
SCATBd TAC	5	Kent/DesMoines/FedWay/Tukwila/Seatac/WSDOT	2
SeaShore Forum	7		7
SeaShore TAC	8	<b>Neighborhoods &amp; District Councils</b>	
All Subarea Board TACs	1	Seattle Central District Council	1
Growth Management Planning Council	1	Seattle Fremont/Lk Union Council	1
		Seattle North Dist. Council	1
	44	Seattle QA & Magnolia Community Council	1
<b>City Councils, City Council Committees</b>			
Issaquah City Council COW	1	City Center Transportation Forum	1
Renton City Council COW	1	Puget Ridge Community Council	1
Renton City Council Transportation Committee	1	Wallingford Community Council	1
Shoreline City Council	1		7
Kenmore City Council	1		
Kirkland City Council	2		
Seattle City Council Transportation Committee	2		
SeaTac Council	1		
Normandy Park City Council	1		
Woodinville City Council	1		
	12	<b>Total Meetings</b>	<b>99</b>

Note: numerous additional meetings were held with individual jurisdiction staff on all six-year plan related issues.



# **Letters from Stakeholders**

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***Proposed Initiatives for the Six-Year Transit  
Development Plan***

***King County Metro Transit Fall 2001***





**King County  
Department of Transportation  
Community Relations**

KSC-TR-0824  
201 South Jackson Street  
Seattle, WA 98104-3856

December 12, 2001

Mr. Rick Walsh, General Manager  
King County Department of Transportation  
Metro Transit Division  
201 South Jackson Street  
Seattle, WA 98104

Dear Mr. Walsh:

The Transit Advisory Committee (TAC) has reviewed the proposed initiatives for Metro's Six-Year Plan. Members participated in public meetings and reviewed summaries of public comments. Following discussions at our regular meetings on October 9th, November 13th and December 11th, we provide the following statements:

**TAC Support**

The Transit Advisory Committee supports the initiatives for Metro's Six-Year Plan. The initiatives refine directions taken under the original Six-Year Plan, while promoting essential new projects such as Bus Rapid Transit (BRT). The initiatives further Metro's commitment to providing bus service to all parts of King County, and we believe that thoughtful attention has been paid to the impacts of the Six-Year Plan on long-range citizen needs.

The Transit Advisory Committee provides the following comments and advice on the initiatives for the Six-Year Plan:

**Capital Investments**

The Transit Advisory Committee believes that capital investment is an integral part of transit service expansion in several key areas, including Bus Rapid Transit (BRT), core routes and the East and South sub-areas.

The Transit Advisory Committee is also interested in capital investments that increase accessibility for disabled and senior citizens. Metro encourages ACCESS van riders to transition to regular bus service. Metro should support this transition with additional capital investments in bus shelters (e.g., to enlarge existing bus shelters to accommodate wheelchairs), increased signage, and so forth.

Finally, the Transit Advisory Committee reminds Metro that increased amenities lead to increased ridership. Capital investments in amenities provide non-riders with incentives to try the bus or to accept increased transfers between routes.

The proposed Six-Year Plan does not address park-and-ride or Transit Oriented Development needs beyond 2004. The Transit Advisory Committee strongly supports the proposed initiatives but would like to see additional proposals for capital investments.

### **Funding Allocations**

Metro proposes to allocate 50% of the Six-Year Plan funding to core routes, 25% to peak period ridership, and 25% to local routes. On a conceptual level, the TAC supports this allocation, believing that a *minimum* of 50% should be allocated to core routes.

### **Priorities for East, Seattle/North King County and South Sub-areas**

Members of the Transit Advisory Committee represent all parts of the County. Again, the TAC agrees in concept with the funding allocations written into the proposed Six-Year Plan, with the following modifications:

- **East** – the Six-Year Plan should include more funding for park and ride lots, providing more access to increased transit services. The Plan should also emphasize van pool, car pool and car-sharing programs that provide flexible and less expensive alternatives to park and ride construction. Additional revenues to increase Eastside park-and-ride capacity could be found through: 1) encouraging WSDOT financial participation in projects; 2) instituting a nominal fee at park-and-ride lots; and 3) shifting funds from operations to capital investments.
- **South** – TAC supports the Six-Year Plan initiatives for park-and-ride expansion in Federal Way and believes an even greater investment may be justified in South King County.
- **Seattle/North King County** – The Six-Year Plan should emphasize speed and reliability in the downtown core and denser neighborhoods.

### **Core Network Improvements**

Members of the TAC agree in concept with the funding allocations of the Six-Year Plan, with the following modifications:

- **East** – The plan needs to address the issue of access to core routes. On the Eastside, this means the plan needs to address park and ride lots and other access alternatives such as carpooling, vanpooling, Flex-car programs and ride-matching programs. The TAC also encourages Metro to aggressively pursue partnerships with churches and shopping centers for additional park-and-ride capacity.

### **Bus Rapid Transit**

The TAC *strongly* supports Metro's plans to implement a Bus Rapid Transit pilot program during the implementation of the Six-Year Plan. Members view BRT as a significant opportunity to revolutionize mass transit in the Puget Sound area. To enhance the speed and reliability of this BRT pilot, the members recommend initial implementation of proof of payment and low floor coaches on this route. The TAC supports locating the BRT pilot in the Seattle/North King County sub-area where members believe it will have the greatest chance of

success. Wherever BRT is implemented, the costs of implementation should be shared with the other two subareas. The cost of this pilot should not be borne by one subarea, since BRT will eventually benefit all.

**Additional Sub-area Concerns**

Members of the Transit Advisory Committee provide the following suggestions for the Six-Year Plan:

- Put more emphasis on speed and reliability needs in heavily urban areas.
- Through the local service allocation, put more emphasis on cooperation between Metro and school districts and cities.
- Add more all-day express routes (for example, North King County to downtown Seattle).
- Consider an express bus to Federal Way that doesn't stop at SeaTac airport.

**Reduced Tax Revenues**

With a downturn in the economy, the Transit Advisory Committee proposes that Metro confront the possibility of tax revenue reductions and potential responses to reductions in the Six-Year Plan.

**Sub-area Allocations**

The proposed Six-Year Plan allocates funding for new service between sub-areas by Eastside, 40%; South King County, 40%; and Seattle/North King County, 20%. The proposed allocations represent a drastic change from past practices. The Transit Advisory Committee strongly urges Metro to commit to a review of the impacts of these changes at mid-point of the Six-Year Plan implementation and to advise the Council appropriately.

Sincerely,



Ruth Korkowski, Chair  
King County Department of Transportation  
Transit Advisory Committee

cc Paul Toliver, Director, Department of Transportation, (DOT)  
Harold Taniguchi, Deputy Director, DOT  
Eric Gleason, Supervisor, DOT  
Victor Obeso, Transit Planner, DOT





King County  
Department of Transportation  
Community Relations  
KSC-TR-0824  
201 South Jackson Street  
Seattle, WA 98104-3856

January 24, 2002

Rick Walsh, General Manager  
King Department of Transportation  
Metro Transit Division  
King Street Center  
201 South Jackson Street, MS: KSC-TR-0415  
Seattle, WA 98104-3856

Dear Mr. Walsh:

The Accessible Services Advisory Committee (ASAC) has reviewed Metro's proposed initiatives for the Six-Year Plan and provides the following comments.

**Paratransit Issues** - the Six-Year Plan is the guiding document for transit services in King County, and is therefore an extremely important document for all transit users. The ASAC strongly supports inclusion of paratransit issues into the Six-Year Plan. The plan as proposed contains only two statements regarding paratransit issues (pages 37 and 43). Without context, the reader would not know, by reading the document, that paratransit services have actually been reduced since 1999. To correct this imbalance, ASAC recommends the following actions:

- Integrate paratransit issues throughout the document;
- Address the fact that paratransit services are not available outside of Metro's "footprint;"
- Set aside a "fair share amount" from each subarea's funding allocation to support paratransit services;
- Provide detailed information about Metro's plans to encourage paratransit users to transition to regular transit services;
- Spell out the necessary capital improvements to assist paratransit users in making the transition to regular transit services (more shelters, signage, etc.);

- Address all alternative transit choices, such as van pools and car pools, in this plan; provide a truly integrated approach;
- Consider the idea of preparing a Metro Paratransit Six-Year Plan.

**Funding Allocations** - Metro proposes to allocate 50% of the Six-Year Plan funding to core routes, 25% to park-and-ride routes, and 25% to local routes. ASAC supports this allocation, but believes that a "fair share amount" should be set aside to support expanded paratransit services or capital improvements for people with disabilities.

**Priorities for Subareas** - members of the Accessible Services Advisory Committee represent all parts of the County. Again, ASAC agrees with the funding allocations written into the proposed Six-Year Plan, with the following modifications.

- East – ASAC believes that the East and South represent good places to invest in park and ride improvements that help the people with disabilities.
- South – More emphasis should be placed on late-night service. Many people living in South King County work swing or graveyard shifts. They are low-income and use the bus extensively.
- Seattle/North King County – More emphasis should be placed on east-west connections.

**Bus Rapid Transit** - the Accessible Services Advisory Committee supports Bus Rapid Transit.

**Additional Concerns** - the Accessible Services Advisory Committee strongly urges Metro to work in cooperation with social service agencies to provide bus stops and transit alternatives to people with disabilities, low-income and senior citizens.

We look forward to reviewing the draft Six-Year Transit Development Plan.



Mr. Rick Walsh, General Manager

January 24, 2002

Page 3

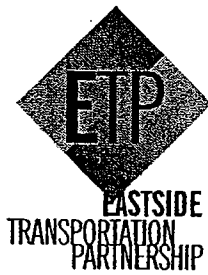
  
Leo Finnegan, Chairman  
Accessible Services Advisory Committee

  
Mark Adreon, Vice Chairman  
Accessible Services Advisory Committee

:pc

cc: The Honorable Ron Sims, King County Executive  
Metropolitan King County Councilmembers  
Regional Transit Committee Members  
Victor Obeso, Sr. Transit Planner, Metro Transit Division, King  
County Department of Transportation (DOT)  
Bill Bryant, Transit Planner, Metro Transit Division, DOT





MS: KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3856  
Phone (206) 263-4710 Fax (206) 685-4711

October 19, 2001

Paul Toliver  
Director  
Department of Transportation  
King Street Center  
201 South Jackson Street  
Seattle, WA. 98104

Dear Mr. Toliver,

The Eastside Transportation Partnership (ETP) would like to take this opportunity to express appreciation for the Department of Transportation's consideration of Eastside growth trends in its proposed initiatives for the new Six-Year Transit Development Plan Update. We are gratified that the draft proposals take into account many of the suggestions we have made over the past year. We are particularly supportive of the initiatives that would direct additional new transit service to urban centers and activity centers within the Eastside locations with urban service levels that support our growing communities. Such transit improvements go hand in hand with the transit-friendly environments already provided by many Eastside cities. In addition, we believe that the proposed method of assigning and tracking routes equally between subareas for those routes that travel to and from more than one subarea on an all-day basis, would be a significant improvement over current practice.

We recognize that it is early in this process, and that further review of the initiatives may result in additional comments for your use in preparing a recommendation for the Executive. However, ETP felt it was important to commend you for listening to our suggestions and proposing changes in transit service that we believe will provide substantial benefits to the entire system and to our Eastside constituents who have in recent years demonstrated their support for improved transit.

Beaux Arts ♦ Bellevue ♦ Bothell ♦ Clyde Hill ♦ Hunts Point ♦ Issaquah ♦ King County ♦ Kenmore ♦ Kirkland ♦ Medina  
Mercer Island ♦ Newcastle ♦ Redmond ♦ Renton ♦ Sammamish ♦ Snohomish County Woodinville ♦ Yarrow Point  
Eastside Transportation Committee ♦ Puget Sound Regional Council ♦ Sound Transit ♦ Transportation Improvement Board  
Washington State Department of Transportation ♦ Washington State Transportation Commission

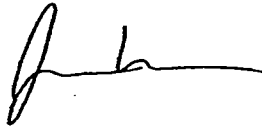
Mr. Paul Toliver  
October 19, 2001  
Page 2

Please feel free to contact us if you have any questions or would like to discuss this further.

Sincerely,

*Connie Marshall*

Connie Marshall  
Deputy Mayor, Bellevue  
Chair  
ETP



Joan McBride  
Councilmember, Kirkland  
Vice-Chair  
ETP

Cc: Eastside Transportation Partnership  
Eastside Transportation Partnership Technical Advisory Committee



October 22, 2001

OFFICE OF THE MAYOR

Jim White, Mayor

220 Fourth Ave. S.  
Kent, WA 98032-5895

Phone: 253-856-5700

Fax: 253-856-6700

Rick Walsh, General Manager  
King County Metro Transit  
M.S. KSC-TR-0415, 201 South Jackson St.  
Seattle, WA 98104-3856

Re: King County Metro Six-Year Transit Development Plan

Dear Mr. Walsh:

Thank you for traveling to Kent to share your proposals for transit development over the next six years with South King County residents. We applaud your success in ridership gains and your national recognition for innovative partnerships with jurisdictions and employers.

We note your updated six Year Transit Development Plan proposes to dedicate 25% of all new resources toward increasing service to the peak period ridership and another 50% of new resources to improving the core network of existing transit service. While 75% of new resources will improve service to existing markets, only 25% of new resources will respond to the needs of local communities.

This leaves little opportunity for exploring the vast untapped reserve of potential new customers. This plan does little to address the equity or availability of basic service for the majority of King County residents. Metro is funded through the tax dollars of all King County residents and is not returning service commensurate with that tax burden. Many areas of Kent and much of suburban King County have very little accessible transit service.

Sound Transit now serves Kent with two Sounder trains each morning. Unfortunately, there is still no transit service dedicated to feeding the train station from residential neighborhoods in Kent, nor is there any transit service dedicated to those arriving commuters who need to get from the train station out to their workplaces. We believe that these connections are vital to realizing the full potential of the Sounder and Express Bus markets.

Our local streets and arterials are straining under the demands placed on them by increasing residential populations, increasing employment markets, and increasing freight traffic. We believe we could maximize the use of those roads by providing a transit alternative to the Single Occupant Vehicle (SOV) for many of those trips.

Letter to Rick Walsh  
(King County Metro Six-Year Transit Development Plan)

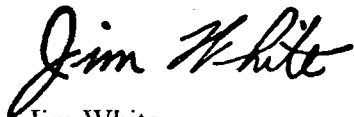
Jim White, Mayor  
October 22, 2001  
Page: 2 of 2 \*

Metro must alter its service allocation criteria to meet the needs of all King County residents. With a residential population over 83,000 and an employment base over 53,000 Kent needs a much stronger transit presence. Please reconsider your priorities with the following in mind:

- ✓ Change Allocation Criteria to respond to needs of suburban cities
- ✓ Survey non-riding suburban residents to determine service needs
- ✓ Provide better connections between residential neighborhoods and transit centers
- ✓ Provide better connections between transit hubs and employment centers
- ✓ Provide lifeline service to transit dependent residents
- ✓ Connect affordable housing units with employment opportunities
- ✓ Cooperate with suburban cities to determine community based service priorities

Instead of increasing service to already well-served existing commuters we would like to see you start providing some long-overdue emphasis on Kent and other King County communities.

Sincerely,



Jim White  
Mayor

cc: Ron Sims, County Executive  
Kent City Council  
Paul Toliver, Director, Dept of Transportation



## Washington State Senate

October 9, 2001

Victor Obeso  
Metro Transit  
KSC-TR-0422  
201 S Jackson Street  
Seattle, WA 98104-3856

**RE: Park to Park Circulator Transit**

Dear Mr. Obeso,

It has become increasingly apparent to all of us in recent years that there is a need to improve the crosstown commute north of the Ship Canal—from Ballard to Laurelhurst. We have recently become aware of an effort underway by neighborhood groups to address this need by implementing a *Park to Park Circulator Transit* service—a new bus service that will be a convenient way to get from one neighborhood to another. The group is seeking funding for the concept as a demonstration project as part of METRO's updated six-year transit plan. We urge your serious consideration of this idea.

The *Park to Park* idea is compatible with the neighborhood plans and there has been considerable support expressed by the community. In the near future, there will be significant new development in these neighborhoods, making the need even greater. We understand that regional planners have proposed more ambitious plans to improve the crosstown commute, but would ask that this plan, proposed by neighborhood groups be given full consideration. Further information about the *Park to Park* concept can be found at their website, [www.nwlink.com/~p2p](http://www.nwlink.com/~p2p) or by calling the coordinator, David Ward, at (206) 523-6800.

Thank you for your consideration.

Sincerely,

Senator Pat Thibaudeau  
43<sup>rd</sup> Legislative District

Senator Jeanne Kohl-Welles  
36<sup>th</sup> Legislative District

Senator Ken Jacobsen  
46<sup>th</sup> Legislative District







3000 Hunts Point Road  
Hunts Point, Washington 98004  
425.455.1834 fax 425.454.4586  
[www.ci.hunts-point.wa.us](http://www.ci.hunts-point.wa.us)

October 29, 2001

King County  
Department of Transportation  
Community Relations  
ATTN: Pat Cleary, Sr. Community Relations Planner  
KSC-TR-0824  
201 South Jackson Street  
Seattle WA 98104-9778

**Subject: Proposed Six-Year Plan Comments**

Dear Ms. Cleary:

The Town of Hunts Point would like to voice its comments on Metro's proposed Six-Year Plan for the years 2002 to 2007. Overall, the Town agrees with most of the general goals of the Six-Year Plan, and we support Metro's stated purpose of continuing to improve King County's Metro Transit services. We do have one specific point where we'd like our voice heard.

In general, the Town supports Metro's future initiation of Bus Rapid Transit lines within King County. However, in reviewing the three proposed lines in your mailed Six-Year Plan brochure, the Town notices that *none* of the proposals deal with east-west traffic. Due to the Town's proximity to SR-520 (the Town is bisected by it), we are especially aware of east-west traffic and the impacts it has on our local community, through increased freeway noise, decreased air quality, non-arterial cut-through traffic, and other harmful local impacts. The Town strenuously urges Metro to consider implementation of BRT testing along one of the two east-west crossings concurrently with other BRT implementations. While we understand that the studies currently ongoing on possible I-90 and SR-520 improvements have yet to return a definitive answer on future freeway capital improvements, we believe that BRT could be effectively implemented in a shorter-term arrangement to help alleviate traffic in critical east-west commuter bottlenecks. With the sub-ten-minute trip intervals and easier transfers to other forms of transit, we believe this technology can have a real impact on traffic along SR-520, and subsequently improve the quality of life for both our residents and the residents of the King County Metro area as a whole.

The Town further urges King County Metro to be more specific in your outlines of proposed services in your community mailings. Many of the stated goals sound great in a general sense, but we urge you to give members of our communities

some concrete information relating to what services will be expanded and where. For example we believe more details should be given relating to statements such as, "More frequent Metro service on high-demand routes will attract even more riders..." (Mailed Six-Year Plan Community Response Brochure, "Section 2: Improving the core network"). Which corridors will see major increases? How many riders will those increases generate with respect to increased investment? Such information need not be overly technical but a brief summary of the actual, concrete projects involved in the proposed Six-Year Plan, and their congestion, ridership, and financial impacts, would be useful.

Once again, the Town supports most of Metro's overall goals in their proposed Six-Year Plan, as outlined in your mailed brochure. We would, however, urge Metro to take our suggestion into account by implementing BRT on one of the east-west corridors as soon as possible. If you have any questions regarding this letter, I can be reached at Hunts Point Town Hall from 8:00 AM to Noon, Monday through Thursday; the number here is 425-455-1834.

Very truly yours,

A handwritten signature in black ink, appearing to read "J. P. Carriveau", with a stylized flourish at the end.

J. P. Carriveau  
Operations Manager

cc: Mayor Fred McConkey



# City of Seattle

Paul Schell, Mayor

## Seattle Transportation

Daryl R. Grigsby, Director

November 1, 2001

Rick Walsh, General Manager  
King County Department of Transportation,  
Transit Division (Metro)  
King Street Center  
201 South Jackson Street  
Seattle, WA 98104-3856

Dear Mr. Walsh:

**Re: Aurora Avenue BRT Corridor**

We support Metro's proposal to initiate Bus Rapid Transit (BRT) service in Seattle, as part of the King County Six-Year Transit Development Plan for 2002 to 2007. The City of Seattle agrees that BRT can be a very cost-effective way to improve transit speed, reliability, capacity, and convenience. We are interested in developing plans for BRT that would make comprehensive improvements to support transit usage, and livable communities along a number of key corridors within Seattle.

Seattle has been actively pursuing transit improvements that are integral to the implementation of BRT. Through the Seattle Transit Initiative, the City has been working actively with Metro on numerous activities within Seattle:

- Implementing Transit Signal Priority along several high ridership routes within Seattle, and are looking at additional corridors for implementation.
- Identifying locations for possible implementation of transit lanes, e.g., testing transit lanes along First Avenue South earlier this year.
- Planning for integrated transit and roadway improvements along:
  - 15<sup>th</sup> Aurora Avenue North was one of five of the corridors that were determined to be potentially feasible for implementation of ICT services.
  - Avenue Northwest
  - Lake City Way Northeast (SR 522)
  - Aurora Avenue North, as part of the Washington State Department of Transportation's (WSDOT) SR 99 North Multi-Modal Corridor Study.

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Seattle Municipal Building, 600 Fourth Avenue, Room 410, Seattle, WA 98104-1879  
Tel: (206) 684-7623, TTY/TDD: (206) 684-4009, Fax: (206) 684-5180

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- Developing an intermediate transit capacity (ICT) network as part of the Seattle Transit Study. This study investigated the feasibility of ICT, including BRT, within Seattle. Aurora Avenue North was one of five of the corridors that were determined to be potentially feasible for implementation of ICT services.

We look forward to working with Metro to further develop a proposal for a BRT demonstration that will be mutually beneficial to transit riders, and other users of our transportation network. As part of developing this proposal, we will need to answer the following questions:

- **Which route or corridor is the highest priority for BRT improvements? What would be our performance standards for making BRT investments?**  
During the Seattle Transit Study, the Ballard-University District corridor was determined to be a very high priority corridor by both Seattle and Metro. During our work together to identify transit speed and reliability improvements, other corridors have also been identified as high priorities for improvements in transit service and street operations. The City needs to better understand how Metro selected the Aurora Avenue North corridor over other potential corridors.
- **How does implementation of BRT along a corridor within the West subarea affect the amount of service available within Seattle to address other priority transit needs?**  
Under Metro's current proposal for new service allocation, the West subarea would be allocated a much-reduced proportion of new transit services during the new plan period, 20 percent, as opposed to 36 percent in the previous plan. It is our understanding a Seattle BRT investment would cost 30,000 new service hours. This would leave only 43,000 new service hours, under the new allocation methodology, to serve the transit needs of a subarea that has five urban centers and two manufacturing and industrial centers.

At a recent City Council Transportation Committee briefing on the BRT initiative attended by Metro staff City Council members were concerned about supporting the BRT initiative, if it meant other important transit needs could not be addressed. Councilmembers felt it was important to implement BRT service within Seattle, and to provide additional service resources at a level needed to address high priority transit needs. This would be consistent with what Seattle elected officials and voters were expecting when they overwhelmingly supported King County Proposition 1.

- **What level of improvement in street operations will be needed to make BRT successful?**  
Our agencies will need to work closely together to determine specific operational improvements (to provide the level of benefit needed) to make BRT work along a specific corridor.

- **What resources may be needed to help mitigate impacts of certain operational improvements upon urban neighborhoods? How can we include features to create a transit-supportive environment along selected corridors?**

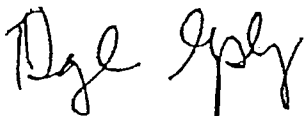
Some of the operational improvements investigated by the City and Metro have proved controversial in the past due to potential impacts. One way to insure successful implementation of these improvements is to develop mitigation plans that will deal with neighborhood and business concerns. Additionally, in order to maximize the effectiveness and attractiveness of our transit investment in selected corridors, the City feels it is important to provide a comprehensive package of operational, access, safety and customer service improvements along BRT corridors. We would like to partner with Metro to identify a package of such improvements, and to develop a plan for their funding.

- **How does the BRT initiative coordinate with WSDOT's SR 99 North Multi-Modal Corridor Study and its work with Seattle neighborhoods and businesses to develop an improvement strategy for Aurora Avenue North?**

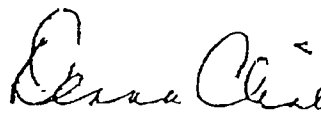
The City is working with WSDOT and Metro on the SR 99 North Multi-Modal Corridor Study. An integral part of this effort is working with affected neighborhoods and businesses to develop an improvement strategy for Aurora Avenue North. The Stakeholder Committee formed to provide input to the study should be consulted on any operational improvements we recommend for this corridor. This would be in keeping with the Committee's understanding of their role in developing a plan for Aurora Avenue North.

We understand that Matt Shelden, Metro's BRT project manager, will meet with local jurisdiction staff on November 2, 2001, to provide more information on Metro's BRT initiative. Our staff is looking forward to attending this meeting.

Sincerely,



Daryl Grigsby, Director  
SeaTran



Denna Cline, Director  
Strategic Planning Office

cc: Chuck Clarke, Mayor's Office  
Gerry Willhelm, SeaTran  
Susan Sanchez, Strategic Planning Office  
Dorinda Costa, Strategic Planning Office  
Mike Bstey, SeaTran  
Jeff Bender, SeaTran



City of  
Bellevue



Office of the Mayor • Phone (425) 452-7810 • Fax (425) 452-7919  
Post Office Box 90012 • Bellevue, Washington • 98009 9012

November 8, 2001

The Honorable Ron Sims  
King County Executive  
400 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

NOV 13 2001

NOV 13 2001

NOV 13 2001

Re: City of Bellevue's Early Response to Six-Year Transit Plan "Proposed Initiatives"

Dear Executive Sims:

On behalf of the Bellevue City Council, I am writing to express the City's general support of the draft policies developed by your Transportation Department that frame and direct the forthcoming contents of the Six-Year Transit Development Plan (2002-2007). We appreciate that your commitment to urban centers made earlier this year is reflected in the Proposed Initiatives. We also recognize that it is still relatively early in this process, and that further review of the Initiatives and forthcoming Draft Plan will require that we provide additional technical comments.

We are pleased that the Proposed Initiatives take into account many of the suggestions we have made to you over the past year. We are particularly appreciative of the efforts aimed at directing additional new transit hours to Eastside urban and activity centers in support of our growing communities. Such transit investments are critical to Bellevue since we have embraced Growth Management and are developing transit-friendly, attractive centers with the promise that transit investments will keep pace with our growth. We are also encouraged that the Proposed Initiatives move towards providing a more equitable allocation of service and more accurate accounting procedures.

At this time, we strongly encourage continuation of the "smart growth" approach to providing transit that is outlined in the Proposed Initiatives. In doing so, we hope that the County's transit financial policies will ultimately reflect the spirit, intent and allocation methodology outlined in the Proposed Initiatives document. We look forward to continued collaboration with the County in developing the more detailed Draft Plan.

Sincerely,

Chuck Mosher  
Mayor

cc: Bellevue City Councilmembers  
Honorable Rob McKenna  
Honorable Jane Hague  
Honorable David Irons  
Rick Walsh, King County Metro Transit  
Paul Tolliver, King County Transportation Dept.  
Steve Sarkozy, Bellevue City Manager

City of Bellevue offices are located at Main Street and 116th Avenue S.E.







486 - 228th AVENUE NE, SAMMAMISH, WASHINGTON 98074 • PHONE 425-898-0660 • FAX 425-898-0669

November 20, 2001

Rick Walsh, General Manager  
King County Metro Transit  
201 S. Jackson/M.S. KSC-TR-0415  
Seattle, WA 98104-3856

**Subject: City of Sammamish Comments on the Metro Six-Year Service Plan Initiatives**

Dear Mr. Walsh:

The City of Sammamish is pleased to have this opportunity to comment on Metro's six-year service plan.

The plan has many positive and well-considered general policies and specific proposals. Our City Council and Community are particularly pleased to see "Sammamish Community Service" identified on the list of potential priorities for new service or improvements to existing service.

The new peak-hour express bus service being initiated to Sammamish in February of next year is an exciting addition to our City. We believe this service, as well as overall transit access east of Lake Sammamish, can be significantly enhanced by also providing more frequent and extended all-day service to Sammamish.

This all-day community service could be added as an enhancement of the current Route 269 by operating on half-hour headways between Issaquah and Redmond via Sammamish on 228<sup>th</sup> Avenue and by extending the hours of Route 927 to run later into the evening.

These service enhancements would provide a means for riders of the new Sammamish peak hour express buses to get back to Sammamish in mid-day if they need to or if they

Mr. Rick Walsh  
November 20, 2001  
Page 2

miss their evening express bus. These enhancements also will provide all day connections to the significant Metro and Sound Transit services in Issaquah and Redmond.

The types of policies that would support these service enhancements to Sammamish tend toward those that emphasize miles of travel (as opposed to just boardings) and coverage within the urban growth area (rather than just designated urban centers).

The proposal for a demonstration Bus Rapid Transit (BRT) operation appears to be flawed in that the operating hours would be subtracted from available operating hours of the entire sub-area in which the BRT is operated. Since this would mean that the Sammamish area would be less likely to get the added bus service we believe is just the minimum level needed, we can not support a BRT in the East Sub-area as currently proposed.

It is clear to us that the large Urban Growth Area east of Lake Sammamish (which is home to some 50,000 current residents and perhaps as many as 75,000 future residents, and more than double that number including adjacent analysis zones) should be assured of at least a core level of transit service before dedicated to a demonstration enhancement project to an area which already has substantial transit service available to it. We urge Metro Transit to find a way to implement a BRT demonstration operation in the East Sub-area without reducing core transit service levels to the City of Sammamish.

Thank you for this opportunity to comment on the transit service plan. If you would like to discuss these or other transit issues further, Lee Haro, Transportation Manager, would be happy to do so. His number is 425-836-7909.

Sincerely,

BY: *Pete Butcher, xcm*

Ben Yazici  
City Manager

Cc: Victor Obeso  
King County Metro, Service Implementation  
201 S. Jackson St., M.S. KSC-TR-0422  
Seattle, WA 98104-3856  
Lee Haro, Transportation Manager  
City Council

---

November 21, 2001



Mr. Rick Walsh, General Manager  
King County Metro Transit  
201 S. Jackson Street  
Seattle, Washington 98104-3856

Subject: Six Year Transit Development Plan Proposed Initiatives

Dear Mr. Walsh:

Thank you for soliciting our comment on Metro's Proposed Transit Initiatives. We have reviewed the document and offer the following comments.

1. We feel that certain connections are missing from the table of Core Connections shown on Page 34 of the Plan. We ask that the following connections be added with target frequencies (in minutes) as indicated for the peak/daytime/evening periods.

Between these Places		Via Primary Corridor and Destinations	Reason for adding to list of connections	Proposed frequency
Totem Lake	Seattle CBD	NE 124th, Kingsgate P&R, downtown Kirkland	Existing all day connection between activity centers.	15/15/30
Downtown Kirkland	Bothell/UWB/North Creek Business Park	Totem Lake	Business Park destination identified in Kirkland Transit Plan.	15/30/30
	U-District	108th NE/SR 520 (PROVIDED BY SOUND TRANSIT)	Existing all day connection between activity centers	15/15/30

2. We understand that one of the principles of the peak initiative is to increase service to Bellevue and given that purpose, we generally support the enhancements proposed for Kirkland. However, with current peak service levels between Kirkland/Totem Lake and downtown Bellevue exceeding target levels (through a combination of routes) we wish you to consider peak improvements to other destinations. Candidate peak connections can be found in the table at the end of this letter where a comparison of existing and target peak frequencies is made. Candidates should include added trips from Kirkland Transit Center (rather than from South Kirkland Park and Ride) to downtown Seattle. We are interested in receiving an explanation of your findings on this point.
3. Under the core service initiative, 3 connections in Kirkland are proposed for increased service. Again, given the aim of the initiative, we are generally satisfied with the proposals you have provided. It does seem a relatively simple change to serve the North Creek Business Park rather than terminating at the UWB Campus, we'd like your thoughts on why this is not appropriate for a core connection improvement.
4. Implementation of Bus Rapid Transit on the Eastside will effect the number of hours available for deployment through the core initiatives in Kirkland and other Eastside cities. Of course it is critical that Bellevue and Redmond Councils be primary players in the discussions about BRT between those cities but, because of effects on other cities, the discussion must be broadened prior to identifying a final candidate corridor for BRT. Metro staff has opened discussions at ETP and we hope that you continue to work with staff from ETP cities to provide details on the trade-offs of BRT on the Eastside prior to identifying a candidate corridor.
5. The Plan calls for about 25% of the projected new hours (system wide) to be set aside for service as determined by each sub-area. It is important that criteria for both the establishment and the elimination of such service take place within the sub-area prior to these hours becoming available. Such criteria would include factors like potential ridership, proximity to transit friendly land use, etc. While we recognize that much of this discussion is the responsibility of cities, in our case, within ETP, we hope that Metro will take an active role in facilitating and lending transit planning knowledge to these discussions. Of the suggestions in the Plan, we are particularly supportive of improved service to the Lake Washington Technical College, as noted on page 31.

6. Several other topics are covered in the plan and our thoughts on each follow:

*Cost accounting of routes that travel between sub-areas*

We welcome the new cost accounting system. We think it more fairly recognizes the value of cross-sub-area routes than the current system. Unfortunately, the kind of service changes we would like to make on the Eastside are relatively low on the west sub-area's priority list. This means that in a practical sense, little has changed regarding the funding of new hours; if we want them, they must be funded from the East sub-area. We hope that revised plan language will be included that will allow Metro and the affected jurisdictions to work toward an more fully equitable system. Furthermore, while the change to new hour allocation is helpful we, and other cities on the Eastside, still feel that the issue of base hour allocation must be addressed. We recognize that this will take time and that the issue is a contentious one. It is, however one that must be addressed.

*Allocation of service between Subareas.*

We also welcome the new "40/40/20" service allocation. The plan should call for the codification of this formula in place of the existing formula, which is currently Metro's official policy.

*Passenger Facilities*

Improved passenger facilities are of high importance to Council. The corridors identified in Kirkland are currently scheduled for up grades through Sound Transit's Route 540 improvements. We hope that the revised Plan will propose corridors in Kirkland for which funding is not already available, in particular those where service increases are proposed, such as 124th Avenue NE and Lake Washington Blvd. We also strongly support addition of passenger facility improvements on NE 85th Street.

*Transit Speed Safety and Reliability*

Our thoughts here are similar to those for passenger facilities. The corridors identified in the plan are already funded for improvements either by Sound Transit or by King County and other routes would be better choices.

*Transit Oriented Development*

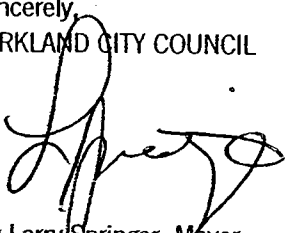
We look forward to continuing to work on TOD with King County. TOD is a potential component of the Totem Lake Plan and discussions between our Planning Department and King County are already underway regarding TOD at the South Kirkland Park and Ride.

*Transit Fleet*

Quieter, cleaner, more efficient transit vehicles are of vital interest to Kirkland especially as we site new facilities in downtown Kirkland. We look forward in particular to replacement of the well-worn and noisy Breda dual-powered coaches for which hybrid technology may be a substitute. It is important that better coaches be deployed throughout the system.

Once again, we wish to thank you for your efforts in preparing the latest set of initiatives. We hope that our comments are of use and we look forward to release of the Executive's Draft Plan. The September, 2001 service changes represented a significant improvement to Kirkland's transit service and we anticipate further improvements over the next six years.

Sincerely,  
KIRKLAND CITY COUNCIL



By Larry Springer, Mayor

**TABLE 3. CORE CONNECTIONS IDENTIFIED BY METRO or PROPOSED BY KIRKLAND STAFF. Indicates Current, Target and Proposed frequencies by Connection.**

Column 1	2	3	4	5	6	7	8
Between these Places	Via Primary Corridor and Destinations	Service Frequency in minutes (Peak/Daytime/Evening)		Future Target	Needed to meet target?	Service Improvement	
		2001 Actual				Offered in proposed plan under peak initiative?	Offered in proposed plan under core initiative?
Downtown Kirkland	Bellevue	108* NE/116* NE Lake Washington Blvd/Bellevue Way	30/30/60 15/30/60	30/30/30 15/15/30	Evening Daytime/Evening	No. Target met. No. Target met.	No. Yes, daytime to 15 min frequency
	Seattle CBD	108* NE/SR-520	10-15/30/30	7/15/30	Peak/Daytime	Not mentioned explicitly, 5 more one-way trips proposed for each peak hour, S. Kirk P&R to Seattle	No
	Eastgate/Factoria	156* (Microsoft) Overlake, Crossroads	30/30/60	15/15/30	Peak/Daytime	No.	Yes, daytime to 15 min frequency
	Totem Lake	124* NE, Kingsgate P&R	See note below*	15/15/30	Peak/Daytime*	No. See note below*	Yes, daytime to 15 min frequency on Route 230. See note below
	Bothell/BUW/ North Creek Business Park	Totem Lake	To Bothell/UW Campus only 30/30/30	15/30/30	Peak, need Routing change.	No.	No. Frequency met, need routing change
Totem Lake	Redmond including town center employment area	NE 85* (PROVIDED BY SOUND TRANSIT)	30/30/60	15/30/60	Peak and added stop.	Sound Transit service; not part of plan. Good candidate for unanticipated revenue; 15 minute peak service levels called for in Sound Move.	
	U-District	108th NE/SR 520 (PROVIDED BY SOUND TRANSIT)	30/30/60	15/15/30	Peak		
	Seattle CBD	NE 124th, Kingsgate P&R	30/30/60 also 10 min peak express from Kgate P&R via 252+ 257.	15/15/30	Daytime/evening	Not mentioned explicitly, 4 additional one-way trips proposed for each peak hour from Kingsgate P&R.	No.

\* Routes 230, 236, 238, 255 combine to exceed target frequencies between Kingsgate P&R/Totem Lake and Downtown Kirkland. Individual routes do not meet target frequencies, each is 30/30/30. Sound Transit also provides express service between Kingsgate P&R and downtown Bellevue on routes 530/531/535. Frequency is 15/30/60.





# City of Seattle

Paul Schell, Mayor

December 5, 2001

Paul Toliver, Director  
King County Department of Transportation  
King Street Center  
201 South Jackson Street  
Seattle, WA 98104

Dear Mr. Toliver:

We have reviewed Metro's *Six-Year Transit Development Plan for 2002 to 2007: Proposed Initiatives*. While we support the focus of the proposed initiatives – providing congestion relief and improving mobility – there are some elements that concern us. It is our hope that Metro will continue using the strategies that made the current *Six-Year Plan* a success and consider our comments in developing new strategies.

## Service Investment Distribution

One of our major concerns is that the proposed initiatives will result in the Seattle/North King County (West) subarea receiving only 20 percent of available new service resources, or about 73,000 annual service hours (equal to about three core Seattle bus routes, e.g. Route 8). This appears to be inconsistent with the goals and policies of King County's Long-Range Policy Framework for Public Transportation, the King County Countywide Planning Policies, and the Metropolitan Transportation Plan "Destination 2030." These plans are based on transit increasing its share of travel demand and serving the majority of those who are transit dependent; this is difficult to achieve when service investment is unjustifiably constrained for the most productive and most transit-dependent part of the system.

According to the *Proposed Initiatives*, 60 percent of the Seattle core service network has not achieved its targeted service level. We are concerned that Seattle will have difficulty accommodating the population and job growth forecasted for its five urban centers and two manufacturing/industrial centers without a complete core service network. If Metro's "countywide system development" approach to service investment cannot result in a more strategic allocation of service hours that supports growth management, we recommend using the existing operating subsidy allocation policy that is based on subarea population. It is consistent with the above mentioned growth management plans and is what voters approved when they passed King County Proposition 1 last fall.

---

Mayor's Office  
600 Fourth Avenue, 12th Floor, Seattle, WA 98104-1873  
Tel: (206) 684-4000, TDD: (206) 684-8811, Fax: (206) 684-5360,  
E-mail: mayors.office@ci.seattle.wa.us

Seattle City Council  
600 Fourth Avenue, 11th Floor, Seattle, WA 98104-1876  
Tel: (206) 684-8888, TDD: (206) 233-0025, Fax: (206) 684-8587,  
E-mail: council@ci.seattle.wa.us

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Paul Toliver  
December 5, 2001  
Page 2 of 3

### **Core Service Network and Bus Rapid Transit**

We strongly support Metro's proposal to improve the core service network. A system of all-day, high frequency routes that connect urban centers, manufacturing/industrial centers, and other high activity centers is critical to King County achieving its growth management goals and objectives. Core service improvements generate heavy use, high farebox recovery, and are more efficient than peak and local service improvements. They are multi-purpose investments that can also increase peak market share and address local service priorities.

We also support Metro's proposal to initiate bus rapid transit (BRT) service in Seattle. This can be a very cost-effective way to increase transit speed, reliability, capacity and convenience on many of Seattle's core service connections. There needs to be further discussion, however, of Metro's premise that the West subarea must spend about 46,000 of its 73,000 new annual service hours on BRT. This would leave only 27,000 service hours (equal to about one core Seattle bus route) to complete the city's core service network and meet other transit priorities.

The city would like more information on why Aurora Avenue North is the best corridor for initiating BRT in Seattle and the specific changes that will need to be made to the arterial operating environment.

### **Park-and-Ride Lot Expansion**

There are a number of reasons why the current Six-Year Plan includes a modest park-and-ride lot expansion program: increasing costs of right-of-way acquisition and construction, long project lead times, necessary trade-offs with other transit capital improvements, and service and environmental impacts. Metro's proposal to increase peak market share changes the current park-and-ride strategy by significantly expanding park-and-ride lot capacity by about 6,000 new parking spaces.

We are concerned that impacts of the proposed park-and-ride expansion program have not been fully considered. For example, the Eastgate and Issaquah Highland park-and-ride lot projects are considerably more expensive than initially proposed. It is our understanding that the estimated cost per new parking space is over \$30,000. Can the proposed expansion program be funded without significantly reducing expenditure levels for other elements of the transit capital program? If the park-and-ride lot expansion program is debt-financed, how will this impact transit service resources? We need more information regarding to what extent the park-and-ride lot expansion program will increase peak market share and reduce congestion.



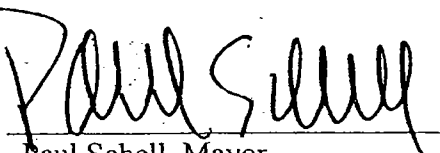
Paul Toliver  
December 5, 2001  
Page 3 of 3

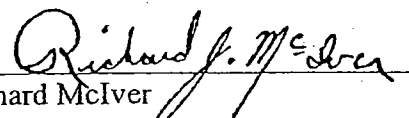
### Consider Neighborhood Plan Recommendations

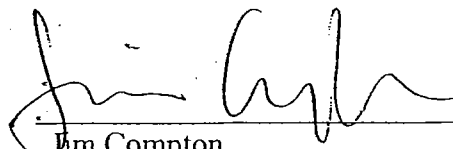
In 1999, Seattle completed a five-year neighborhood planning period that resulted in 38 neighborhood plans. These neighborhood plans are a part of the City's response to the requirements of the State Growth Management Act. Fulfilling the plan recommendations is important to our ability to accommodate increased density in Seattle. Many of the neighborhood plans included requests to improve the hours and frequency of transit service. Several plans recommended providing connecting routes between neighborhoods that did not go through downtown, including the development of local circulator or shuttle bus routes. The plans also emphasize better connections between travel modes, such as current and potential water taxi and light rail service. *Please add the attached summary of neighborhood planning transit recommendations to your list of potential subarea priorities for new or improved service.*

Thank you for the opportunity to comment on the *Proposed Initiatives*. We look forward to receiving a copy of your final Six-Year Plan recommendations.

Sincerely,

  
Paul Schell, Mayor  
City of Seattle

  
Richard McIver  
Seattle City Council

  
Jim Compton  
Seattle City Council

  
Heidi Wills  
Seattle City Council

Enclosure

cc: Seattle City Council



**List of Neighborhood Plan Recommendations for Bus Service Improvements  
(not including those relating directly to light rail).  
July 30, 2001**

**Sector:** East                      **Neighborhood** Capitol Hill                      **Matrix #:** DD9  
**Activity:** Bus Routes: Increase service on existing bus routes and add new bus routes. Improve direct connections to other neighborhoods (especially Queen Anne, Fremont, Wallingford and Ballard) without transferring through downtown or the University District. Plan for efficient connections with Sound Transit light rail. Consider:

- Increasing the frequency of Route #8 and #9 buses,
- Adding express buses on Routes #7 and #43.
- Adding passing wires on Routes #7, #9 and #43.
- Increasing the frequency of Routes #43 and #44 service to Wallingford and Ballard.
- Improving express bus service to the Eastside.
- Establishing a local circulator bus.
- Expanding bus routes along E Aloha Street, connecting to the north Capitol Hill Sound Transit station.
- Expanding bus routes along E John Street, connecting to the south Capitol Hill Sound Transit station.
- Establishing a new route on 12th Avenue that connects Capitol Hill with the Pike-Pine and Central neighborhoods.

**Sector:** East                      **Neighborhood** Central Area                      **Matrix #:** OI-18  
**Activity:** Explore water taxi together with increased bus service on Madison

**Sector:** East                      **Neighborhood** Pike/Pine                      **Matrix #:** PT 4.1  
**Activity:** Increase frequency of bus service along Broadway on Route 9.

**Sector:** Northeast                      **Neighborhood** North District                      **Matrix #:** A11  
**Activity:** Establish convenient local 'circulation' services between neighborhoods and the Lake City business district, the Civic Core and other neighborhoods and provide improved access to Metro transit services.

**Sector:** Northeast                      **Neighborhood** North District                      **Matrix #:** A12  
**Activity:** Enhance transit services to and from other Seattle neighborhoods north of the Ship Canal and establish new east-west bus routes that do not require traveling through Northgate.

**Sector:** Northeast                      **Neighborhood** North District                      **Matrix #:** A13  
**Activity:** Increase bus frequency between Seattle and the Lake City business district throughout daylight and evening hours and better coordinate evening service schedules to Lake City area bus stops.

**Sector:** Northeast                      **Neighborhood** North District                      **Matrix #:** B8  
**Activity:** Develop a transit hub near to the Civic Core.

**Sector:** Northeast                      **Neighborhood** Roosevelt                      **Matrix #:** IA-T-3  
**Activity:** Provide small circulator buses linking the retail core/light rail station to adjacent neighborhoods, using resources reallocated from express bus service to downtown when light rail comes on-line. (See local shuttle route circling Green Lake proposed in the Preliminary Recommendations of the Green Lake 2020 Neighborhood Plan.)

**Sector:** Northeast                      **Neighborhood** Roosevelt                      **Matrix #:** IA-T-4  
**Activity:** Provide better east-west cross-town bus service to Ballard/Golden Gardens and Sand Point, using resources reallocated from express bus service to downtown when light rail comes on line.

**Sector:** Northeast                      **Neighborhood** University                      **Matrix #:** B18  
**Activity:** Transit Service. Improve transit linkages to community destinations, including University Village, Ravenna Urban Village, the UW campus, the Ave, and Sound Transit stations, through shuttle bus service and/or the use of existing KC/Metro bus routes to provide frequent, convenient and economical service within the UCUC. Conduct a headway analysis for KC/Metro bus routes that provide parallel or substitutable service along the same corridor whenever there is a schedule change. Headways between route pairs should be as even as possible in order to achieve shuttle service to destinations within and

- Sector:** Northwest      **Neighborhood** Broadview-Bitter Lake-Haller Lake      **Matrix #:** B-45  
**Activity:** Develop regular circulating shuttle service from the Hub Urban Village transit center to Sound Transit's proposed Northgate Light Rail Station and Metro's Northgate Transit Center.
- Sector:** Northwest      **Neighborhood** Green Lake      **Matrix #:** B2  
**Activity:** Work with KC Metro to improve service on existing transit routes and increase bus service frequency to 10 minute headways. These include bus routes #16, #48, and #359.
- Sector:** Northwest      **Neighborhood** Greenwood/Phinney      **Matrix #:** T3  
**Activity:** Provide bus service with 10-12 minute headways along the Greenwood corridor & 85th in peak periods; at 15 min. intervals until 9 PM and at 30 min. intervals after 9 PM (Routes 5, 355,48,75).
- Sector:** Southeast      **Neighborhood** North Beacon Hill      **Matrix #:** T21  
**Activity:** Combine the existing Rt. 36 (at Beacon and McClellan) and Rt. 60 (at 16th and McClellan) stops into a new northbound combined Beacon and Lander stop, once the pedestrian signal is installed there as part of a transit transfer station on Beacon Ave.
- Sector:** Southeast      **Neighborhood** North Rainier Valley      **Matrix #:** T-1.1  
**Activity:** Work with King County Metro to provide for additional east-west bus service. Expand and promote the existing Route 38 Shuttle bus route, and add new routes in the future to link residential areas to regional light rail system.
- Sector:** Southeast      **Neighborhood** Rainier Beach      **Matrix #:** T-3.2  
**Activity:** Route 7 Improvements. Request the City work with Metro to make Route 7 safer and more efficient in its connection to Downtown Seattle.
- Sector:** Southeast      **Neighborhood** Rainier Beach      **Matrix #:** T-3.4  
**Activity:** Future Electric Trolley Service. As the City moves forward with its Seattle Transit Initiative, ensure Rainier Avenue S is served by an electric trolley connecting Renton to Columbia City with cross valley connections from Seward Park to Beacon where there are light rail stations, such as at South Henderson Street. This would replace bus service on Rainier.
- Sector:** Southeast      **Neighborhood** Rainier Beach      **Matrix #:** T-3.5  
**Activity:** Local Circulators. Future shuttles will circulate through residential areas with connections to the light rail station and the commercial core. These would replace or supplement existing bus service, as appropriate. Develop loops that would connect the MLK Jr. Way & Holly station to the Rainier Beach station via a South Henderson Street- Rainier-Othello-MLK loop.
- Sector:** Southwest      **Neighborhood** Admiral      **Matrix #:** 2.15  
**Activity:** Work with Metro to improve bus service from the water taxi.
- Sector:** Southwest      **Neighborhood** Admiral      **Matrix #:** 2.19  
**Activity:** Improve local Metro commuter options from Admiral to Alaska Junction, Morgan Junction and the water taxi Commuter ferry. Operate small vans to connect more neighbors to the new transit feeder.
- Sector:** Southwest      **Neighborhood** Admiral      **Matrix #:** 4.16  
**Activity:** Support regional transportation strategic planning.
- Sector:** Southwest      **Neighborhood** Delridge      **Matrix #:** II-E-3  
**Activity:** Regional Express ((Sound Transit) Bus Service - the Regional express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between SeaTac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.
- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle including transfers with Metro routes and access to the Fauntleroy Ferry Terminal and West Seattle commercial districts.
  - The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.
- document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive will hold a public meeting in West Seattle in June 1999.

**Sector:** Southwest      **Neighborhood** Delridge      **Matrix #:** II-E-4  
**Activity:** West Seattle Public Access - improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.
- Expand service coverage in West Seattle - make transit services more easily accessible to more people and activities.
- Expand transit network connections - provide more and better linkages between West Seattle and other parts of the city and region.
- Develop new, alternative modes of public transportation to provide additional 'auto-less' access to West Seattle (e.g., waterborne transit and monorail).

Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.

Several transit 'hubs' where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane Street near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the Sound Transit's future Commuter Rail line.
- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay 'Seabus' terminal.
- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.

In addition to the hubs, direct bus-only ramps connecting the Spokane Street Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle-downtown transit service.

**Sector:** Southwest      **Neighborhood** Delridge      **Matrix #:** II-E-5  
**Activity:** Elliott Bay "Seabus" - the existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services should be prepared for both sides of Elliott Bay.

Connections to the West Seattle Seabus Terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped/pathways should be addressed.

**Sector:** Southwest      **Neighborhood** Morgan Junction      **Matrix #:** LT 6  
**Activity:** Regional Express (Sound Transit) Bus Service:

'Regional Express,' the express bus division of Sound Transit, (Sound Transit) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Ave SW.
- The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside after stopping in

**Sector:** Southwest      **Neighborhood** Morgan Junction      **Matrix #:** LT 7  
**Activity:** Elliott Bay "Seabus"

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services -- on both sides of Elliott Bay -- should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped pathways should be addressed.

The West Seattle neighborhoods have submitted a draft of the West Seattle Transportation Action Agenda to the City for review.

The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying:

- street-related needs that have broad impact on West Seattle and
- practical, action-oriented strategies for addressing these broad transportation needs.

A: The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.

A: The City will work with King County/Metro during their planning processes to assure consideration of the recommendations expressed in this activity.

**Sector:** Southwest      **Neighborhood** Morgan Junction      **Matrix #:** LT 8  
**Activity:** Improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion
- Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities
- Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region
- Develop new, alternative modes of public transportation to provide additional 'auto-less' access to West Seattle (e.g., waterborne transit, monorail)

Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes. Work with Metro to locate routes and site bus stops for maximum ridership and minimal impact to adjacent property owners.

Several transit 'hubs,' where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane St. near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the RTA's future Commuter Rail line.
- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay 'Seabus' terminal.
- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.
- Encourage electrification of local West Seattle bus routes.

In addition to the hubs, direct bus-only ramps connecting the Spokane St. Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle-downtown transit service.

**Sector:** Southwest      **Neighborhood** South Park      **Matrix #:** NT 15b  
**Activity:** Promote the use of the Access/DART Bus Service through the South Park Resource Directory and on the proposed kiosks.

**Sector:** Southwest      **Neighborhood** South Park      **Matrix #:** NT 3b  
**Activity:** Develop a consistent service schedule.

**Sector:** Southwest      **Neighborhood** West Seattle Junction      **Matrix #:** LT-3  
**Activity:** Regional Express Bus Service:

'Regional Express,' the express bus division of Sound Transit (formerly RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal and West Seattle commercial districts.

The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.

**Sector:** Southwest      **Neighborhood** West Seattle Junction      **Matrix #:** LT-4  
**Activity:** Elliott Bay 'Seabus'

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped pathways should be addressed.

**Sector:** Southwest      **Neighborhood** Westwood/Highland Park      **Matrix #:** LT-3  
**Activity:** Regional Express Bus Service:

'Regional Express,' the express bus division of Sound Transit plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers to Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Avenue SW.

- The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside. See West Seattle Transportation Action Agenda (page 2-8).

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.

**Sector:** Southwest      **Neighborhood** Westwood/Highland Park      **Matrix #:** LT-4  
**Activity:** Elliott Bay 'Seabus'

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/pedestrian pathways should be addressed.

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.

**Sector:** Southwest      **Neighborhood** Westwood/Highland Park      **Matrix #:** LT-5  
**Activity:** Improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.
- Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities.
- Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region.
- Develop new, alternative modes of public transportation to provide additional 'auto-less' access to West Seattle (e.g., waterborne transit, monorail).

Metro should continue to increase the service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.

Several transit 'hubs,' where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane Street near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to Sound Transit's future Commuter Rail line.

- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay 'Seabus' terminal.

- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.

- Encourage electrification of local West Seattle bus routes.

In addition to the hubs, direct bus-only ramps connecting the Spokane Street Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle-downtown transit service.

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan Recommendations.

**Sector:** West                      **Neighborhood** Queen Anne                      **Matrix #:** QAT2  
**Activity:** Counterbalance - Establish 7-minute Headways - Establish 7-minute headways between the Urban Center and Upper Queen Anne along Queen Anne Avenue N. up and down the Counterbalance Hill between Uptown Center (Uptown QA) and W. McGraw Street (Upper QA). With this frequency of service the Counterbalance will provide a real alternative to the automobile.

'Counterbalance' trolley will supplement existing Metro trolley bus service along Queen Anne Avenue between Uptown Center and W. McGraw Street to achieve 7 minute headway; will be dedicated circulator in other parts of the route through Urban Center and Upper QA and headways on these segments will vary.

**Sector:** West                      **Neighborhood** South Lake Union                      **Matrix #:** T 50  
**Activity:** Explore regional bus service on Mercer ramps.



## SeaShore Transportation Forum

MS: KSC-TR-0814

201 South Jackson Street

Seattle, WA 98104-3856

Phone: 263-4645 Fax: 684-2111

December 12, 2001

Paul Toliver  
Director  
Department of Transportation  
King Street Center  
201 South Jackson Street  
Seattle, WA 98104

Dear Mr. Toliver:

The SeaShore Transportation Forum is pleased to have the opportunity to comment on the document *Six Year Transit Development Plan for 2002 to 2007: Proposed Initiatives*. As you are aware, SeaShore is comprised of jurisdictions and agencies in the West and East Subareas of North King County and South Snohomish County. This comment letter conveys recommendations that all the SeaShore jurisdictions agree upon. Individual cities may have more specific comments regarding transit service within their jurisdictions.

As King County begins new discussions regarding housing and employment targets, we should keep in mind the role that public infrastructure plays in supporting new growth. Therefore we feel it is important to link transit investments to those locations with existing and planned land use densities.

We are very intrigued with the Bus Rapid Transit (BRT) concept, and would like to see this concept integrated into the Washington State Department of Transportation (WSDOT) SR-99 Study currently underway in North Seattle. We would also like to see more evaluation of BRT vis-à-vis other service initiatives such as Core Improvements and Local Priorities.

The SeaShore Forum would also like to commend you for your discussion about integrating Sound Transit improvements into Metro's planning process. We support a restructure of transit service in the North End in conjunction with the implementation of Regional Express Route 522. The north segment of Sounder Commuter Rail is planned to be operational by 2004 or 2005. Metro Route 317 currently serves Downtown Edmonds, where a Sounder Station is planned to be located. Please add discussion regarding integration efforts at the Edmonds Sounder Station. This will also help to improve much needed cross-county service.

We look forward to continuing the collaborative process Metro has conducted thus far. Please feel free to contact us if you have any questions or would like to discuss this further.

Sincerely



Dick Taylor  
Mayor, Bothell  
Co-Chair  
SeaShore Transportation Forum



Tim Olsen  
Mayor Pro-Tem, Bothell  
Co-Chair  
SeaShore Transportation Forum



Washington State  
Department of Transportation



December 12, 2001

Jim Jacobson, Manager  
Service Development Section  
King County Metro Transit  
201 South Jackson Street  
M.S. KSC-TR-0426  
Seattle, WA 98104-3856

**RE: Bus Rapid Transit Proposal for East King County**

Dear Mr. Jacobson:

This letter articulates the City of Bellevue, City of Redmond, and Washington State Department of Transportation's joint response to the King County Metro Bus Rapid Transit (BRT) Partnership Proposal. The contents of this letter are reviewed in greater detail in the attached evaluation report of the BRT proposal. Overall, we are interested in pursuing the proposal. Frequent and reliable transit service in the Eastside employment and population core is essential. The King County Metro BRT proposal for the Eastside would improve a key transit link and would capitalize on the intense investments already made in the corridor.

To answer your specific questions:

**1. Do you feel that BRT as proposed in your corridor is worth developing at the cost of foregoing other service improvements that might otherwise be made?**

The Eastside BRT service is estimated to require an investment of approximately 35,000 annual transit service hours, as currently proposed, representing approximately 24% of the 146,000 new hours that King County Metro is proposing to implement in the East King County subarea through 2007, per the *Six-Year Transit Development Plan for 2002 to 2007: Proposed Initiatives*. King County Metro clearly has limited funds to address every jurisdiction's needs and therefore service investment trade-offs are inevitable. However, it is unclear what modifications to the core network would be necessary to pay for BRT service. We believe the BRT proposal has merit, yet we cannot draw conclusions about trade-offs without better ridership and investment strategy information.

**2. Is there a different corridor in your jurisdiction(s) that you feel would have better potential for success in a first BRT implementation effort? Why?**

In 1994, the City of Bellevue and the City of Redmond conducted the *Bellevue/Redmond Transit Corridor Feasibility Study*. It assessed the feasibility of an enhanced local transit corridor with operating characteristics similar to Metro's BRT proposal between downtown Bellevue and downtown Redmond. Findings of this study include: (i) Travel projections indicate the Bellevue-Redmond corridor is the logical location for a significant transit investment on the Eastside; (ii) The development of the transit corridor should be staged to limit risk, minimize the initial investment, and build demand to eventually support a higher order transit facility; and, (iii) If transit related improvements are completed, buses could carry over 11,500 daily passengers by 2010 in the Bellevue/Redmond corridor. Because Metro's proposed BRT route serves downtown Bellevue, Crossroads, Overlake, Redmond Town Center, and downtown Redmond it effectively ties together high demand transit markets on the Eastside.

**3. Is your jurisdiction(s) willing to accept BRT implementation in the corridor proposed by King County?**

The six-week timeframe for evaluating and consulting with the Bellevue and Redmond City Councils and WSDOT on the BRT proposal has introduced several challenges in arriving at a definitive endorsement of the BRT proposal - especially since the following key questions on the BRT plan remain only partially answered:

- Ridership projections are not available, which makes it difficult to assess if the proposed level of service is appropriate for the corridor.
- An assessment of the benefits and impacts associated with transit-supportive operating and capital investments along the corridor has not been completed.
- The exact tradeoffs between additional local service and the BRT implementation are unresolved.
- The relationship of the Metro BRT proposal to the transit elements of the I-405 and Translake programs has not been addressed.

Bellevue and Redmond and WSDOT are confident that these issues can be resolved by the 2005 implementation timeline for the proposed BRT service.

**4. Which partner jurisdiction contributions to success described in Section 7 is your jurisdiction(s) willing to make?**

Responses to questions 5, 6, 7, 8, and 9 all elaborate on the activities that the cities of Bellevue and Redmond are committed to pursuing in support of this program. Other activities not specifically referenced include participating in the marketing activities surrounding this project. The City of Bellevue could incorporate BRT promotional information: on its website; in articles in It's Your City newsletter distributed to every

household and business in Bellevue (estimated distribution of 60,000 newsletters); as reader board information on Bellevue Television; and, at City buildings, including the mini-City Hall at Crossroads. The City of Redmond could also implement strategies to promote BRT within the community. Examples include, posting material on Redmond's Website and including information in the *Focus on Redmond* quarterly magazine (distributed to an estimated 22,000 households and businesses within Redmond).

**5. Please tell us what policies and regulations your jurisdiction(s) has adopted that would support BRT implementation and operation as proposed by King County (e.g. land use, parking, transit priority, etc.). Provide specific examples of actions your jurisdiction(s) have already taken to implement those policies and regulations.**

Both the Bellevue and Redmond City Councils have identified transit solutions as an increasingly important part of a local and regional transportation system that supports land use goals and level-of-service standards as set forth in their respective Comprehensive Plans. Both jurisdictions are exploring Transit Signal Priority (TSP) technology at several locations along the proposed BRT corridor that would benefit the speed and reliability of BRT operations.

- City of Bellevue - The City has spent \$512,000 to date updating central software, controllers and developing Transit Signal Priority (TSP) software. Additionally, King County Metro and the City are working together on a pilot TSP project at two locations, NE 8th Street/148th Avenue NE and NE 8th Street/156th Avenue NE. TSP at both locations should be operational in 2002. This project will test Bellevue's signal control technology application to TSP and evaluate the impacts on general traffic and transit speed and reliability. If successful, TSP in Bellevue could be readily expanded to additional intersections because most of the signal and central control systems have already been upgraded.
- City of Redmond has committed \$2,800,000 in the Redmond Intelligent Transportation System (RITS) program, which aims to improve the overall city traffic mobility by reducing traffic delays and maximizing arterial person carrying capacity. The first deployment phase of this project will focus ITS technologies on the 148<sup>th</sup> Avenue NE and 156<sup>th</sup> Avenue NE corridors. This project will provide King County Metro with expertise to design and integrate the regionally accepted bus transit priority system into RITS. This project will also develop a TSP Operational Plan that includes testing in coordination with the City of Redmond and King County Metro Transit. The City has an agreement with King County Metro for procurement of transit priority equipment.
- In addition to the improvements made by the local jurisdictions, WSDOT has recently invested millions of dollars to construct HOV lanes and HOV bypass ramps on SR-520. These facilities are vital to improving Transit and HOV travel time in the Bellevue-Redmond corridor.

**6. Are there actions or improvements beyond those listed in Section 5 that you feel should be taken or made to make BRT successful and achieve the objectives listed in Section 2.4? Which of them would your jurisdiction(s) be willing to implement, and which would you expect King County to implement?**

Bellevue and Redmond are initiating efforts that will assess what transit capital and operational improvements could be undertaken to support Metro's BRT proposal and improve other key transit connections; the following is a summary of these initiatives:

- City of Bellevue will begin work on the Capital Element of the Bellevue Transit Plan in early 2002 that will examine the congestion problems in Bellevue that compromise transit's efficiency and effectiveness, and identify infrastructure investments that could be implemented to improve transit travel time, reliability, and productivity. The City of Bellevue is committing \$75,000 to this effort. The focus will be on the tie between land uses and transit operations, with recommendations driven by transit demand and system bottlenecks. The study will assess current traffic conditions experienced along Bellevue's transit priority corridors and propose infrastructure investments that would improve transit travel times. A non-inclusive list of potential improvements include the following: queue jump lanes, intersection turning radii improvements, sidewalks, traffic control measures, signal priority treatments, and arterial high occupancy vehicle lanes. A particular emphasis will be paid to the City's primary activity centers (e.g., Overlake, Crossroads, Factoria, etc.) and downtown Bellevue. Recommendations from the \$1 million Downtown Implementation Plan Update study, which is evaluating transportation/transit and urban design issues to develop a 20-year investment strategy, will feed into the Capital Element.
- City of Redmond is developing a Downtown Redmond Transportation Master Plan at a cost of \$480,000. The City will use community input and technical analysis to develop a plan that integrates circulation, parking, transit, and open space into a single preferred concept for immediate implementation in downtown. This integrated plan help identify the role of transit in downtown Redmond and the location and types of transit supportive treatments to be implemented. The plan will be completed in late spring 2002 and will include conceptual engineering for many key corridors in downtown Redmond.
- The Cities of Bellevue and Redmond are jointly conducting the BROTS Implementation North/South Corridor Study. The intent of the study is to explore a range of alternatives to address north/south corridor travel between and including 148<sup>th</sup> Avenue NE and 156<sup>th</sup> Avenue NE within the Overlake area. The goals of the study include identifying projects for immediate implementation that will maintain or improve traffic operations and person carrying capacity for 148<sup>th</sup> Avenue NE, north of Bel-Red Road, as well as maintaining or improving transit access and reliability in the Overlake Neighborhood and along the 148<sup>th</sup> Corridor.

- Extensive Transportation Demand Management (TDM) programs are integral components of both the Translake and I-405 studies. These TDM programs, in addition to the state's support of local Commute Trip Reduction efforts, provide strong demand-side incentives for both existing transit service and future BRT service. Continued support of TDM programs by King County Metro will also be important to the success of BRT.

**7. Would you be willing to allow advertisements at stations to help finance station development, operation and/or maintenance?**

The cities of Bellevue and Redmond are not willing to allow advertisements at bus stops within their jurisdictions. However, the cities of Bellevue and Redmond are willing to collaborate on Federal and State grant applications to help finance station development.

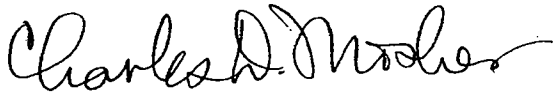
**8. Would your jurisdiction(s) be willing to support BRT implementation with its own resources in partnership with King County? What kind of resources (e.g. direct provision of capital facilities, funds, staff time, facilities maintenance services, etc.)? Amount(s)?**

The two streets that constitute the primary links for the proposed BRT corridor, NE 8th Street and 156th Avenue NE, have been continually upgraded, expanded, and improved in the past fifteen years. Sidewalks exist on its entire length, and pedestrian amenities are in the process of being improved. Capacity and safety improvements on 156th Avenue NE are underway, and both Redmond and Bellevue are implementing TSP at intersections along the alignment. Collectively, Redmond and Bellevue have committed \$68 million in improving the proposed BRT corridor and are scheduled to make further near-term enhancements totaling \$7.5 million that would benefit BRT. From the description provided in King County Metro's BRT Partner Briefing Materials it is not clear if additional WSDOT resources would be required for successful BRT implementation. The BRT proposal does raise a number of issues relating to control and maintenance of signals, which will need to be negotiated between the effected jurisdictions.

**9. Do you have other comments or information you would like us to know about?**

Over the past year, the Bellevue and Redmond City Council's have been actively engaged in advocating for significantly expanded transit service for the Eastside. King County Metro's recently released *Six-Year Transit Development Plan for 2002 to 2007: Proposed Initiatives* takes into account many of the suggestions made by our jurisdictions. The aim of these initiatives generally, and the BRT specifically, is to direct additional new transit hours to urban centers and activity centers within the Eastside by providing urban service levels that support our growing communities. Overall, the level of investment in the Bellevue-Redmond corridor proposed for the BRT is consistent with

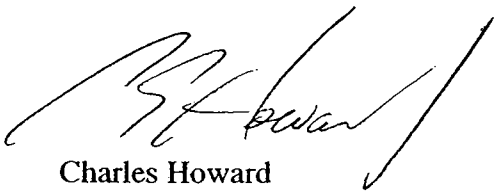
that what both jurisdictions are seeking in the way of service investments through 2007. Furthermore, both jurisdictions recognize that implementation of this service enhancement is founded on the premise that a multi-agency partnership is being formed to ensure the success of the BRT corridor effort.



Charles Mosher  
Mayor, City of Bellevue



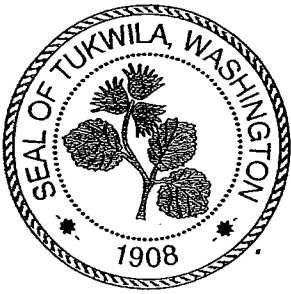
Rosemarie Ives  
Mayor, City of Redmond



Charles Howard  
Director, Planning and Policy Office  
Washington State Department of Transportation

*Enclosure: Evaluation Report of King County Metro BRT Partnership Proposal*





# City of Tukwila

6200 Southcenter Boulevard • Tukwila, Washington 98188

Steven M. Mullet, Mayor

January 3, 2002

Mr. Jim Jacobson, Manager  
Service Development Section  
King County Metro Transit  
King Street Center  
201 South Jackson Street  
Mail Stop KSC-TR-0426  
Seattle, WA 98104-3856

Re: King County Metro Six-Year Transit Development Plan

Dear Mr. Jacobson:

Your staff is to be commended for their effort in educating us regarding Metro's proposals for transit development over the next six years within South King County. It is heartening to see your gains in ridership and the hard-earned recognition you are receiving for Metro's partnering efforts.

We note your updated six-year plan proposes to dedicate 25% of all new resources toward increasing service to the peak period ridership and another 50% of the new resources to improving the core network of existing transit service. While 75% of new resources will improve service to existing markets, the remaining 25% will provide little for responding to the growing needs of local communities.

The City of Tukwila is very excited about your proposal to add a Bus Rapid Transit (BRT) route to South King County and we wholeheartedly endorse your effort. We are, however, concerned that the cost of the new service would come from a "restructuring" of existing service and the aforementioned expected new resources that would be used to support local communities. When one considers that the local communities are being asked to fund route improvements and to also pay for the new service, we are concerned that you may not receive all of the support necessary to make this a success for the community and Metro.

With these concerns in mind, we are pleased that Metro is open to the idea of funding the BRT for a period of years. This will provide an opportunity for BRT to become a permanent success story and allow sufficient time for the local communities to fully endorse the concept, not only in South King County, but throughout King County as well.

Sincerely,

Steven M. Mullet  
Mayor

SMM/so





## City of Auburn

25 W MAIN ST \* AUBURN, WA \* 98001-4998

Telephone: 253.931.3000

January 3, 2002

**Peter B. Lewis**  
Mayor

**Jeanne Barber**  
Mayor Pro Tem

**Trish Borden**  
Councilmember

**Stacey Brothers**  
Councilmember

**Gene Cerino**  
Councilmember

**Fred Poe**  
Councilmember

**Sue Singer**  
Councilmember

**Rich Wagner**  
Councilmember

Mayor's Office  
253.931.3041

Finance  
253.931.3033

Parks & Recreation  
253.931.3043

Public Works  
253.931.3010

City Attorney  
253.931.3030

City Clerk  
253.931.3039

Human Resources  
253.931.3040

Planning & Community  
Development  
253.931.3090

Police  
253.931.3080

Fire  
253.931.3060

VICTOR OBESO  
K C METRO SERVICE IMPLEMENTATION  
201 S JACKSON ST MS KSC TR 0422  
SEATTLE WA 98104-3856

RE: King County Metro Six-Year Plan for 2002-2007: Proposed Initiatives

Dear Mr. Obeso:

Thank you for the opportunity to provide comments on Metro's Six-Year Plan for 2002-2007. Auburn has benefited from the changes made with the implementation of the last Metro Six Year Plan. Our community is now served by Routes 185, 186 and 151, offering reliable scheduled circulator bus service to local neighborhoods. These routes are also well designed to provide reliable future connectivity to Auburn's new regional transit center.

Likewise, the core service Route 181 provides reliable cross-town, east-west service to Federal Way, downtown Auburn and Green River Community College. As an east-west route in a predominantly north-south system, this route is well patronized. Even with significant increases in service hours, productivity on the route has increased at a faster rate and is now holding steady at a healthy 26 to 27 riders per hour.

As it relates to the current plan, Auburn has several comments and recommendations:

### Service Investment

**Maintain your investment in the provision of local circulator bus services in our community.** This service provides a reliable local connection to regional transit services, mitigates SOV impacts in our community and provides a public service safety net for intra community travel. Auburn has always hosted a population that is more transit dependent than the average for King County. With recent regional economic declines, it is very likely that transit dependency in our community will increase in the near term.

**Implement service enhancements to the Route 181.** The Six-Year Plan for 2002-2007 offers contradictory information about this important core route. On page 21 the report lists this alignment as a priority core service investment with 30-minute service all day. Likewise, on page 31 the document highlights increased evening service on this route as a potential priority identified from community feedback. Yet on page 34 the chart showing target service levels reveals a 2001 target frequency of half hour service all day while the new 2007 target frequency for the route is inexplicably listed as 40 minutes in the am/pm peak, 30 minutes midday and 60 minutes in the evening. Auburn supports revision of the document to reflect a commitment to 30-minute frequency all day, including evenings on this route.

**Provide a balanced system. Focus on Local Community Services, Core Services and Innovation.** It is clear that Metro intends to invest heavily in services to existing core markets with significantly less new resources allocated to local community service. While core service innovations such as Bus Rapid Transit (BRT) offer promise to increase market share, Metro's investment in BRT should not come at the expense of local services. With the advent of Sound Transit, designed to link the region with core services, it is our thought that one of

Metro's key roles should be to provide enhanced local service connecting communities to the regional system. This concept could be better expressed throughout the plan.

Where Sound Transit service is not available or where the market will support more service, we feel Metro should also provide enhanced services *in anticipation* of new ridership, not just in response to previous trends. Enhancing core connections between Auburn and Enumclaw, for example, would feed passengers to Sound Transit and other Metro routes terminating in Auburn. This could help mitigate rapidly growing SOV demand and congestion on SR 164, improve air quality and reduce the impact of the SOV on the intervening rural areas of South King County. The route (152/915) isn't identified for improvements and operates on 90-minute headways midday. Half hourly headways would make the route attractive, and hourly headways should be offered midday at a minimum.

The revised system should also include innovative connections such as community vans hubbed at park and rides and transit centers. These could provide seamless, transit connections from regional transit hubs to and from local employers and areas of the community where fixed route bus would not be feasible or cost effective. Such connections are hinted at on page 35, but no explanation is offered as to what might be provided, how they might work or which communities would benefit.

### Capital Investment

The plan for a South County maintenance base is a welcome addition. The creation of the base will minimize deadhead time, making better use of driver time and making the routes serving the South County more productive and cost effective when judged on a platform hour basis.

### Summary

In summary, the transportation challenges facing the region and the long lead times and very high costs necessary to address the problem with roads, make your service more valuable now than at any time in the region's history. We believe that the plan needs to be enhanced through a greater effort to do the difficult, but necessary, job of getting people to core services in outlying communities. The plan should more clearly identify the range of challenges local communities are trying to address, and discuss in greater detail the innovative transit solutions available to meet those challenges. It should recommend a broader range of solutions and identify the funding needed to get there. We would welcome a leadership role for Metro in this endeavor.

Sincerely,



Peter B. Lewis  
Mayor

PBL/JMW/bd

cc: Ron Sims, County Executive  
Auburn City Council  
Paul Toliver, Director, Department of Transportation  
File: 20.5.5

REF. HAENGINEER\E02\E02-6



UNIVERSITY OF WASHINGTON

*Office of the Executive Vice President*

January 10, 2002

Mr. Rick Walsh  
General Manager  
King County Metro Transit  
M.S. KSC-TR -0415  
201 South Jackson Street  
Seattle, WA 98104-3856

Dear Rick,

The University of Washington has facilities throughout the Puget Sound Region, with primary locations are in Seattle's University District and First Hill, and in Bothell and Tacoma. These facilities are destinations for employees, students, patients and visitors from the entire Puget Sound region. The University values the transit service that Metro provides to its facilities. Through our partnership with King County and other transit agencies, and through our transportation demand management actions, the University has been successful in providing alternatives to driving alone. We hope to continue our cooperation with the County to provide better access for the people living in the Puget Sound region to the state's premier higher educational institution.

The U District is the largest of these destinations, with over 50,000 students, staff and faculty and several thousand visitors and patients each business day. The U District is the second largest transit market in the State. While some people traveling to the U District live in close proximity, others come from all corners of the Puget Sound region. Many students live on or adjacent to campus. However, half of students commute from their homes rather than moving to live on or near the University. Good transit access makes it possible for students, employees and visitors to travel from all areas of the Puget Sound region to the University.

Harborview Medical Center, located on First Hill, has some 3,000 employees and over 1,000 visitors each business day. First Hill is a major transit destination. Employees of HMC rely on transit service to get them to and from

work. Transit also provides access for patients and visitors of the Harborview Medical Center.

The University of Washington Bothell, which opened its new campus in the autumn 2000, and the University of Washington Tacoma are emerging transit destinations. With the extension of the U-PASS and Flex pass programs respectively to those locations, we expect transit to become an increasingly important means of accessing those facilities for employees, students and the public.

I have taken this opportunity to identify some key transit issues for the University in hopes these comments will be useful as the *Six Year Transit Development Plan for 2002 to 2007: Proposed Initiatives, Fall 2001* is finalized. The comments are listed in the same order as found in the document.

#### "Transit Supportive Areas"

The University appreciates the County's recognition that Transit Supportive Areas are important to the success of transit service. We support resource allocation decisions that take into account the actions of local jurisdictions and agencies to make their areas more transit friendly. In addition to land use actions and speed and reliability improvements, local jurisdictions and agencies may take other steps to make transit more effective. Critical are decisions that affect the direct cost of parking to auto drivers. Much of the University's success in limiting vehicle trips is attributable to making parking relatively more expensive than transit. Local jurisdiction *and* County action to make parking more expensive relative to transit is probably the single most effective way to increase transit use. Decisions on the part of local jurisdictions and the County to designate right-of-way for free unrestricted parking makes car ownership more attractive relative to transit. We urge the County to consider transit supportive actions broadly as it makes resource allocation decisions so as to better identify conditions where transit will succeed.

#### "Improving Core and Initiating BRT"

The University supports County initiatives to improve "core transit service". We of course place particular value on core service to and from our facilities. Because the U District is the second largest transit market in King County, service improvements to and from the U District in key corridors should be given particular attention. Access to the Harborview Medical Center also

warrants a high degree of attention as it draws large numbers of patients, visitors and employees from all parts of the Puget Sound region.

The Plan identifies several core services that serve the U District as "core service initiatives priority corridors" while it omits others. As noted below, core service between the U District and Loyal Heights, Ballard, Woodinville and Northgate are important connections to other regional destinations and should continue to be identified as priorities in the Plan. For the same reasons, we believe that service between downtown Bellevue to the U District should be identified for core service improvements and be given a high priority.

The Montlake Flyer stop is by far the most heavily used of all the expressway stops -- nearly double the activity of the flyer stop with the next highest activity. We believe that the fact that people are willing to walk between five and 15 minutes to University destinations, or wait for a transfer, indicates that there remains a strong untapped market for transit from east King County directly to the U District. Improvements to the Bellevue-U District corridor, as well as consideration of other direct connections from the east side to the U District, should be considered in the Plan.

The University supports the concept of Bus Rapid Transit in that it improves the speed and reliability of transit services. However, investments in routes designated as BRT must not detract from improvements in other core corridors. Rather than concentrating BRT improvements on isolated corridors, the County should increase frequencies and make attendant capital improvements such as signal priority, stop consolidation, queue bypasses and dedicated arterial HOV lanes in a number of key core routes.

The County has identified the express service between the U District and Downtown as warranting priority for additional service. A comparatively small University population is thought to travel on this corridor on route to and from their homes. Given the already high level of service in the corridor, considering the limited resources available for core improvements in the Plan, additional service is of lower priority to the University than adding services in the other identified corridors.

Finally, the University supports the proposed improvement of core service between the Seattle Central Business District and the Central Area, via first hill. As noted below, improvements to this corridor will provide essential connections from the downtown service to the Harborview Medical Center.

"Connecting with Sound Transit"

The University supports proposals to improve service between U District and the Northshore area through SR 522 corridor service consolidation. In particular, providing improved weekday span of service between the U District and the UW Bothell campus will be of great benefit to the University. In addition to improving service from Woodinville, Bothell, Kenmore and Lake Forest Park, improvement in service to Lake City provides access to a key connection in the NE Seattle service network. However, we hope that our experience with consolidation in the Redmond-U District corridor will not be repeated; while service frequencies and span were increased, service consolidation resulted in longer travel times from Redmond to the U District. We support speed and reliability improvements in the SR 522 corridor contemporary with consolidation to prevent longer travel times. We hope the County and Sound Transit will take other actions to decrease the travel time in the Redmond-U District corridor.

Establishment of ST 555 illustrates a missed opportunity in route consolidation. Rather than bypassing the University, ST 555 should serve the U District and either connect with U District to Northgate Metro service or be consolidated in this corridor. It makes little sense to bypass the established U District destination and run nearly empty busses to Northgate. With attendant speed and reliability improvements in the Montlake Boulevard, Pacific Street, 15th Ave and 45th street corridor, described below, County and Sound Transit resources can be put to better use.

Most transit riders traveling between South County and the U District transfer downtown to tunnel service. Because tunnel service will be disrupted during light rail construction, we are concerned about increased travel time for those making this connection. The County and Sound Transit should take actions that will avoid increasing travel times from the South County, perhaps by increasing direct bus service between South County and South Puget Sound and the U District and by delaying route consolidations in the Sounder corridor until the tunnel reopens to bus service.

Finally, the University supports the improvement of connecting service between the Seattle Central business district and the Central Area, via First Hill. Improvements to this corridor will provide essential connections from the downtown service to the Harborview Medical Center.



### "System Integration and Access"

The County's service concept change in 1995 from a "one seat" to a "multi-destinational" network requires that key corridors be frequent and reliable so that connecting service becomes less burdensome to travelers. The University population living in the area north of Greenwood to Shoreline is particularly dependent on transit that is reliable because of the limited direct service between the U District and that area. The route 48 corridor provides an important link for those traveling between the area north of Greenwood to Shoreline and the U District. In addition to one-seat service from Loyal Heights, Crown Hill, Greenwood, Greenlake and Roosevelt, route 48 provides a key connection opportunity for those traveling from the area traveling on north-south service. Similarly, because much area service is oriented to Northgate, the connections between Northgate and the U District are critical. The University supports County actions that improve the speed and reliability of service between the area north of Greenwood to Shoreline to the U District.

### "Transit Speed and Reliability"

As indicated repeatedly above, the University believes that actions to increase transit speed and reliability are essential to making transit more attractive. Some of the overloads that riders to and from the U District experience result from irregular bus travel time resulting from traffic congestion. In the interest of smoothing loads and better utilizing existing service hours, we favor facility improvements to make transit more predictable and reliable. In addition to improvements in corridors between the U District and Bellevue, Bothell, Northgate and Loyal Heights, the University believes speed and reliability improvements between the U District and Ballard and Columbia City are needed. We support County actions in transit signal priorities, queue jumps, bus stop consolidation and exclusive bus lanes, restricting on street parking and, when appropriate, establishing arterial HOV lanes. In particular and on a more local level, transit queue jumps, signal timing and transit priority improvements for the corridor from SR 520 to I-5 through the Montlake Boulevard, Pacific Street, 15th Ave and 45th street corridor will provide travel time and reliability benefits to transit users from all parts of the County.

### "Transit Fleet Procurement"

The University supports County actions to convert the diesel fleet to low-sulfur diesel fuel. In addition, we hope the County considers actions to decrease noise generated by its fleet. Finally, we would suggest that the County take steps

to increase its average coach size by procuring additional articulated coaches and by purchasing even larger coaches in high ridership corridors.

Thank you for the opportunity to comment on the Six year Transit Development Plan. We appreciate the access to the University that excellent transit service provides to the people living in the Puget Sound region.

Sincerely,



Weldon Ihrig  
Executive Vice President

cc: Maggi Fimia, King County Council  
Larry Gossett, King County Council  
Agnes Govern, Sound Transit  
Jane Hague, King County Council  
David Irons, King County Council  
Louise Miller, King County Council  
Dwight Pelz, King County Council  
Rob McKenna, King County Council  
Greg Nickels, King County Council  
Julia Patterson, King County Council  
Larry Phillips, King County Council  
Kent Pullen, King County Council  
Susan Sanchez, City of Seattle  
Cynthia Sullivan, King County Council  
Pete von Reichbauer, King County Council  
Gerry Wilhelm, City of Seattle



## South County Area Transportation Board

MS: KSC-TR-0814  
201 South Jackson Street  
Seattle, WA 98104-3856

Phone: (206) 263-4645 Fax: (206) 684-2111

January 25, 2002

Paul Toliver  
Director  
Department of Transportation  
King Street Center  
201 South Jackson Street  
Seattle, WA 98104-3856

The Honorable Ron Sims  
King County Executive  
400 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

Dear Executive Sims and Mr. Toliver:

This letter is to inform you of SCATBd's Proposed Initiatives for the Six-Year Transit Development Plan for 2002 to 2007. The South County Area Transportation Board (SCATBd) was provided with a presentation on the document titled "Six Year Transit Development Plan for 2002 to 2007: Proposed Initiatives" (the Plan) at its November 20th meeting and would like to provide its comments to the Department of Transportation and the Executive in this letter. While the Plan provided limited specifics, and we had only a brief period in which to ask questions, we will offer the following observations.

### Summary

The plan needs extensive reworking to provide a fairer level of service to all of the suburbs.

- In general, the suburbs are not served fairly at this time, due to historically nonexistent service levels there and an ongoing unwillingness to direct new service primarily to the under-served areas.

- All of the suburbs need to be provided with a reasonable level of transit service because they pay for it.

- Service beyond those reasonable levels should be provided based on its cost-benefit ratio in the broader, societal-scale context, rather than solely within the Metro transit farebox-recovery context. This entails using measures of vehicle mile reduction, capacity utilization, and subsidized cost per passenger mile as much or more than number of boardings per hour, to increase the efficiency of total region-wide transportation spending for all modes.

- Schedule maintenance is an annually compounding service subsidy. It should be considered as a portion of new subsidy, to be distributed according to subarea equity rules as they exist or are amended in the future.
- Because Metro hasn't built a bus base centered in the South subarea, the use of the platform-hour basis for distribution of new service subsidy is unfair to South King County citizens. New subsidy should be measured based on revenue hours provided.
- Growth should be rewarded with service in all areas where it has occurred, not where it is projected or speculated to occur, and it should be rewarded to the extent the individuals constituting that growth will ride the bus.
- Growth of number of dwelling units, number of persons, and number of jobs are each different. Please note the first two are frequently markedly different from one another. The bottom line must be capacity utilization of available bus resources.
- Provide buses where people will ride them. Please remember if no bus is provided, no one can ride it.
- Work extensively with all subarea groups. Please be careful not to imply acceptance or approval of the plan by groups, which haven't done so.

### Specifics

1. Sufficiently detailed information to allow evaluation of the plan is lacking. For example, on page 34 is a listing of Core Service Connections with 2007 Target Service Levels. The discussion on page 33 states that the Target Service Levels are based on perceived ridership potential, and that those targets are not all achievable within projected available revenue. Which targets are proposed to be met, and which aren't? If the Plan's intent is to list the options, then the quantities of new hours required to achieve the individual connections should be listed so Plan reviewers can understand the tradeoffs. The final plan to be approved by the Council and Executive should specify which targets are to be met with projected revenue rather than providing a wish list for future interpretation and dispute.

In response to SCATBd member questions, Metro staff indicated at the November 20th presentation that 50 percent of the system-wide core connection improvement hours are dedicated to the South Subarea. This sort of specific data should be in the Plan. Likewise, please review the Plan for accuracy of implications of its statements. On page 18 the plan states that downtown Bellevue has accommodated a "large" share of Bellevue's growth in the last decade, but U.S. Census data provided by Regional Transit Committee staff indicates that half of the 25 percent population growth in Bellevue during that time was from annexations, which of course didn't occur in downtown. How large is "large"? Please use specifics.

2. The City of Seattle has far more than its share of Metro's service already, with 2.3 times the per capita service hours provided to the suburbs; it's time for a near-moratorium on new service there until the suburbs have significantly increased service levels. The framework of the plan appears to be based on a continuation of severe inequity of service among Metro subareas.

3. The Plan's basis for planning use of future resources is flawed. Resources should provide for balancing three goals:
  - (1) Transit-dependent persons who have no alternatives should be provided for;
  - (2) Substantial equity of resource access and use among other citizens and among subareas should be provided; and
  - (3) Resources should be used as efficiently and cost-effectively as possible to reduce total societal costs of transportation.

Instead, the Plan provides for growth of the system without reference to measures of current performance which determine the true cost-effectiveness of service, such as capacity utilization, and with little regard for equity among Metro subareas and their citizens. Rather, mention is made at the end of the Plan only, about which performance measures will be used in measuring the outcomes of the Plan's implementation.

As noted in the Plan, the Long Range Policy Framework Objectives (LRPO) support increased market share for transit. The Plan's interpretation of measuring market share is number of trips, without regard for the varying value of those trips based on length of trip or time willingly expended by a rider in taking the trip. This goal has tended to encourage the provision of shorter, lower-cost trips by Metro at the expense of longer trips which are generally of a higher societal benefit by virtue of reducing the need for expensive new single-occupant vehicle lane miles.

4. The Plan makes no mention of reallocating existing resources among subareas, and deals solely with new resources projected to become available due primarily to the effects of economic growth and inflation on the system's sales tax revenue.

We do not seek to disrupt Seattle's transportation system due to a reduction of service hours within the West Subarea. However, given the fact there are more riders on the average bus in the South Subarea than the West Subarea (15.2 vs. 12.0, respectively), it is clear there should be less frequent service on some routes at some times within the West Subarea, and a reallocation of those resources to other subareas is warranted.

For example, reduction of frequency of one route from 10-minute to 15-minute headway provides enough service hours to improve two hourly routes to 30-minute headway, given similar route time lengths. We would argue that unless the buses are full, 15-minute headway is adequate service levels for nearly any urban area.

Reallocation of service is particularly warranted since Seattle's current level of annual transit subsidy is about \$185 per capita versus the suburban transit subsidy level of \$91 per capita. All sales tax payers in King County on a substantially equal basis contribute these dollars per capita. The suburbs are entitled to a fairer distribution of subsidy. The fact that Seattle continues to receive 60% of system-wide schedule maintenance hours, which are not considered as subsidy by Metro, concerns us as well. The annual increase of 0.5% of all service hours which is allotted to schedule maintenance means that about 21% of the new service hours provided over the Plan's

six years will be schedule maintenance hours which accrue mostly to Seattle without inclusion in the subsidy equation.

5. Fewer citizens take the bus in the South and East Subareas than in the West Subarea substantially because there is much less service, only about 43% as much service per capita, to be exact. The proposed Plan takes timid and inadequate steps to correct this imbalance for all suburban communities except Bellevue.

The inequity of service between the subareas is an artifact of a past era when almost all bus service was in the City of Seattle. The current size of the inequity has no inherent justification based on efficient use of public transportation resources. The average bus rider's trip length in the West Subarea is 3.1 miles, so there are many trips, which are less than 2 miles. Many or most of these trips could be walked or bicycled. While Seattle's current density and reliance on transit is reason to maintain some of the current inequity in service over the shorter term, it should be reduced markedly.

6. Achieving maximum efficiency in using public dollars is of great importance in these times. A chief measure of effectiveness of public dollars spent on transportation should be rider hours per revenue hour, which is equivalent to seating capacity usage on the bus. Limiting the definition of service effectiveness solely to the number of riders boarding the bus per hour, or "service efficiency" as it is called by Metro, as is currently the case, overlooks the fact that we as a society value a longer trip more highly than a shorter trip. Time is the truly limited commodity of our citizenry. If significant numbers of persons are willing to spend their limited time sitting on the bus, we should provide a bus for them to ride.

7. The Plan (and all other significant plan documents to follow) needs to contain a glossary with precise definitions of terms, especially metric terms such as ridership, service level, capacity utilization, and service efficiency. This is especially important given that the plan is to be understood and evaluated by citizens and diverse policy makers without a formal working knowledge of transit planning metrics.

8. The goal of supporting areas "that are achieving sufficient population and employment densities to generate higher ridership and support more frequent service" (Plan, p. 1) should be secondary to supporting areas where riders are actually willing to spend their time on the bus. The provision of very frequent service to downtown Bellevue because the density has driven car parking prices up (one of the reasons Metro staff mentioned in their presentation to SCATBd) makes no sense if persons in the area continue to use the bus in very limited numbers.

9. The statement in paragraph one of the Plan that population and employment growth will shape public transportation decisions seems at odds with the facts of population, employment growth, and the proposed division of new service as well as the continued inequitable allocation of existing service. Provision of 40% of new service to the East Subarea, targeted quite heavily toward central Bellevue, might make sense if the South Subarea was equally served on a per

capita basis with 51 percent of new service, if both had an equivalent growth rate, or if both subareas' occupants used transit in similar frequency. Given the facts that Kent and Federal Way outstripped Bellevue significantly over the 1990-2000 in expected trip growth (see attached chart), Auburn matched it, and the average South Subarea bus has 40% more riders on board than the average East Subarea bus, the South is getting too little new service.

10. While the concept of splitting new service hours between peak, core, and local service in the ratios provided for by the Plan seems reasonable, some South Subarea cities may well feel that 25% is too low a percentage to spend on local service. Inherent in this observation is the fact that suburban service, which is labeled as local by virtue of its serving only one or two medium-sized cities (and in areas without very high densities), may travel similar or greater distances as service which is considered core service in the West Subarea. Core service in the suburbs is frequently defined or considered to be that which runs (for example) to downtown Seattle or around Lake Washington to Bellevue. As you know, the suburban cities in South King County have their own retail, office, and manufacturing employment centers, community colleges, schools, courts, libraries, municipal services buildings, etc., as well as multimodal transportation nodes such as park and rides and train stations. Service within the suburbs which provides transport for three-mile trips (the average length of West Subarea trips) is considered by many of us in South King County to be core service, not local service, by virtue of its importance in our lives. If our teenage children are to learn that transit is an option for a two- or three-mile trip, provision of adequate service for the short trips they make is essential. The alternative is a future where the suburbs continue to absorb nearly all of our society's transportation resources for less cost-effective transportation modes.

11. We understand from Metro staff's presentation that 50 percent of the system-wide 180,000 new hours for core service are proposed for the South Subarea, and that 70,000 of those 90,000 hours would be required to provide Bus Rapid Transit (BRT) service on SR 99 in the South. Some South subarea cities are concerned about this because it leaves only 20,000 hours for improving core service elsewhere. Other South subarea cities are seriously looking into the proposal as a good way to greatly improve transit travel on SR 99. Perhaps a 15-minute headway, which would use less than 50,000 hours, would be adequate for BRT on SR 99. It is clear that our subarea's cities need to consider the BRT proposal more as a group.

12. We object to distributing local service, or any service, between subareas based on projected 2010 population, because the 2000 census will be far more accurate during the next six years. Additionally, Transit's map of Transit-Supportive Areas (TSAs) shows numerous developed South King County areas as being non-supportive even though they meet the TSA criteria. Please use census figures only for this six-year plan.

13. We think the Plan's statement (p.30) that "Throughout the development of this plan, Metro has worked extensively with groups of elected officials from each subarea," citing SCATBd as one of those groups, provides a false impression that SCATBd has been significantly involved in development of the Plan. It also implies that SCATBd's concerns have been

responded to. Please remove this statement and similar language from the Plan and related future documents. SCATBd has been provided with several presentations on the plan but has in no way been worked with extensively in its development, nor has the sense of SCATBd elected official comments been particularly incorporated into the Plan. A fairer share of system service hours would be evidence we had been listened to.

12. Schedule maintenance hours should be considered part of new subsidy rather than existing subsidy because they increase existing subsidy hours. Schedule maintenance hours are projected to exceed 21 percent of new service hours over the six years of the Plan, yet are not allocated by subarea equity formulas nor recorded as a contribution to a subarea's service. The West Subarea can be expected to receive about 62% of these hours (following the adjustment of existing two-subarea service to a 50-50 split). Consequently, Seattle's apparent reduction in share of new hours of bus service from the past plan's 36% to 20% (Plan, p. 49) is more accurately a reduction from 36% to 29%. The South's share will be about 36% and the East's share about 35%, rather than the 40% figures in the Plan.

15. It's time that the distribution of subsidy be based on revenue hours rather than platform hours as is currently the case. The South Subarea is significantly penalized because there is no bus base centrally located in the subarea. We realize one is planned for completion in 2012, but the time to provide some equity in this matter is now.

16. Errata noted in the Plan include a missing date for peak service implementation (p. 45) and the statement that low-sulfur diesel fuel conversion will result in no reduction in fuel economy (p. 43). It's our understanding that fuel consumption per mile may remain unchanged, but that the cost of the low sulfur fuel is 20 percent more than existing fuel, so fuel economy will be reduced significantly. We further understand that capital costs of the conversion will be paid for out of operations funding on a non-subarea subsidy basis. As a result the West Subarea will be receiving 60% of the benefit of this program (by reducing polluting bus hours within its boundaries) but paying only 36% of the cost. Given the conversion is only legally required on buses purchased new after 2006, we would sooner see the money spent on service hours in the interim years than on converting existing buses.

17. Accounting for cross-subarea routes with a 50-50 split of hours between subareas, as proposed by the Plan, could be an excellent step toward equity if any new routes are established. However, we are concerned that if a subarea has any authority or political power over disestablishment or consolidation of an existing cross-subarea route (which in practical terms almost surely must be the case), the proposed calculation of a new base subsidy total figure for subareas will effectively give the West Subarea additional subsidy at the expense of the South and East Subareas. The Plan should specify that in the event of future reduction of hours to any existing cross-subarea route, those hours are credited solely to the subarea, which was charged with those hours prior to calculation of the new base.

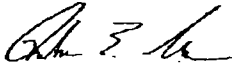


## Conclusion

As you can see by the above detailed listing of concerns, we have significant reservations with the Plan, its direction, and its specifics to the extent they have been provided to us. South King County subarea residents have made significantly higher usage of the transit capacity provided to them by Metro than residents of other subareas of the county, with 27% more riders on the average bus than in the West Subarea and 40% more than in the East Subarea. We feel the Plan as currently drafted does not provide adequately or fairly for transit service in South King County.

We encourage Metro to work extensively with South King County member cities and us in the future to develop an equitable plan we can support.

Sincerely,



Rebecca Clark  
Chair, SCATBd  
Councilmember, City of Covington

RC:kh

cc: Jay Fossett, Senior Government Relations Advisor, King County Executives Office  
George Fleming, Government Relations Liaison, King County Executive's Office  
Victor Obeso, Senior Transit Planner, King County Department of Transportation





BELLEVUE  
DOWNTOWN  
ASSOCIATION

January 28, 2002

The Honorable Ron Sims  
King County Executive  
400 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

Dear Executive Sims:

On Behalf of the Board of Directors for the Bellevue Downtown Association and the Bellevue Chamber of Commerce we are writing to express our support for the draft policies developed by your Transportation Department that outline the upcoming Six-Year Transit Development Plan (2002-2007). Over the last decade, downtown Bellevue has evolved into a true urban center, with a livable mix of workplace, residence and entertainment uses. Further, downtown Bellevue is viewed as a transportation hub for the greater Eastside. This reality provides the context for planning future transit service.

Not currently addressed in the Draft Plan is an issue that ranks very high among our members: ride-free bus service within downtown Bellevue. The Chamber and the BDA would like to request one modification to the Six-Year Transit Development Plan (2002-2007) to address this issue. Our organizations are quite interested in having the "potential new products and strategies addressing mobility issues" section of the Six-Year Transit Development Plan (2002-2007) include a commitment to explore the feasibility of implementing a ride-free area in downtown Bellevue by 2003 or sooner if possible. A ride-free operation has the potential to increase transit ridership significantly in downtown Bellevue. Further, utilizing regular bus service for intra-downtown trips would be significantly more cost-effective than operating a dedicated circulator/shuttle service. This would go a long way to entice individuals to try transit and hopefully make a long-term commitment to alternate travel modes for the work trip.

We are pleased to see that the Draft Plan begins to address some key obstacles, however we remain concerned about the issue of equity of service on the Eastside. Bullets 1, 6 and 7 begin to address these equity concerns, but further progress needs to be made. We are encouraged to see that the draft plan includes the following seven objectives:

1. **Sizable Increase in Transit Hours.** The share of the *new service hours* are allocated to each subarea as follows: 40% East; 40% South; and 20% West. It is essential for the Eastside transit

system to evolve to match the maturing Eastside urban form, especially in downtown Bellevue and other Eastside activity centers.

2. **More Park-and-Ride Capacity.** 6,000 new Park & Ride parking spaces, half paid for by Sound Transit. This is a critical initiative since park and ride lots are a key component of the Eastside transit network. We hear regularly how the Eastside's lots are overburdened. We're hopeful the updated plan will provide greater opportunity for expanded service. Frankly, park and ride capacity should be increased on both sides of the lake, in any locations where it makes sense, especially as traffic volumes shift from a primarily west-bound direction (into Seattle) to a balanced or slightly Eastside-dominant direction.
3. **Better Transit Frequencies.** 15-minute or better commuter bus service between downtown Bellevue, Totem Lake, Kirkland, Overlake, Crossroads, Issaquah Highlands, Factoria, and Eastgate. On the Eastside, and Bellevue in particular, there is a clear need to evolve the transit system from a commuter orientation focused on Seattle toward a system that makes transit a viable mobility option for all-day local service connections on the Eastside.
4. **Better Transit Coverage.** More frequent all-day service to help commuters in Bellevue, including the Lake Hills residential area, Northup Way, 112th Avenue Southeast, 116th Avenue Northeast and Bellevue-Redmond Road. Metro's Six-Year Plan appears to link the City's neighborhoods, activity centers, and Downtown with each other and with other Eastside centers in the region; we applaud these effort.
5. **A More Dependable Bus System.** Metro is proposing to implement one BRT starter line in 2005 to be selected from three candidate corridors. The aim of Eastside Bus Rapid Transit initiative is to direct additional transit hours to activity centers within the Eastside by providing urban service levels that support our growing communities. Overall, the level of investment in the Bellevue-Redmond corridor proposed for the BRT appears to be consistent with what we understand Bellevue and Redmond are seeking in the way of service investments through 2007.
6. **Cross Lake/Cross Subarea Cost Sharing.** It appears that new hours serving two-way (bi-directional trips across subareas) would be subject to a 50/50 cost split. We're encouraged that the Proposed Initiatives call for a more balanced allocation of service responsibilities to account for routes that link multiple subareas.
7. **Method for Tracking Allocation.** All existing and new services would be measured and tracked based on transit hours, not subsidy. This is a significant "house-keeping" matter Bellevue has been promoting to simplify the allocation method and better track where service goes. After learning more about this housekeeping measure, we are very encouraged that the Proposed Initiatives call for more accurate resource accounting procedures.

Thank you for the opportunity to share with you our concerns and suggestions. We look forward to continued dialogue on these matters.

Sincerely,

Joan Wallace  
Chair, Board of Directors  
Bellevue Chamber of Commerce

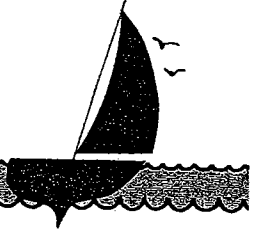
Suzanne Baugh  
Chair, Board of Directors  
Bellevue Downtown Association





# *City of Des Moines*

DEPARTMENT OF PUBLIC WORKS  
21650 11TH AVENUE SOUTH  
DES MOINES, WASHINGTON 98198-6317  
(206) 870-6522 FAX: (206) 870-6596



January 30, 2002

Mr. Jim Jacobson, Manager  
Service Development Section  
King County Metro Transit  
King Street Center  
201 South Jackson Street  
Mail Stop KSC-TR-0426  
Seattle WA 98104-3856

Mr. Victor Obeso, Sr. Transit Planner  
Transportation  
King County Metro Transit  
King Street Center  
201 South Jackson Street  
Mail Stop KSC-TR-0422  
Seattle WA 98104-3856

Gentlemen:

Re: Bus Rapid Transit (BRT)

We appreciate your efforts to include cities in the preparation of your new Six-Year Plan for Public Transportation. Your presentations at our South County Area Transportation Board and Technical Advisory Committee meetings, and other meetings, have been extremely helpful.

We are writing to express the City of Des Moines' interest in the Bus Rapid Transit (BRT) element of the Six-Year Plan. We believe the South SR 99 corridor route would be an excellent location for BRT implementation. The citizens of Des Moines would benefit greatly from the convenient and reliable service between our South County neighbors. Furthermore, Highline Community College is along the route and is supportive of the BRT concept and pleased with the benefits it will provide to their students and staff.

The City is already partnering with King County to provide improvements that will contribute significantly toward the success of BRT. Most of these improvements will be constructed during our Pacific Highway South Redevelopment Project. The project constructs a new 14-foot wide HOV (high occupancy vehicle) lane in each direction. It also provides new sidewalks, pedestrian and street illumination, improved pedestrian crossings, and revised channelization at intersections to improve traffic flow. Traffic flow will also be improved by the replacement of the existing two-way left turn lane with a landscaped median (thus restricting left turn movements to limited locations). Three additional traffic signals will be installed, and new signal equipment will be installed at the existing signal locations. All signals will be interconnected and outfitted with Metro's transit signal priority equipment. The project also installs new bus stop facilities.

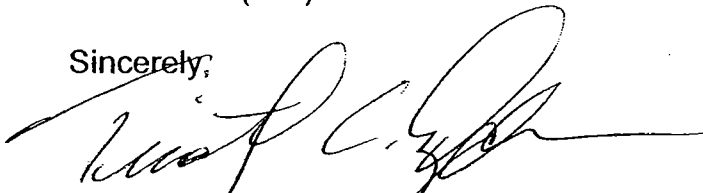
The Pacific Highway South Redevelopment Project is currently nearing design completion. The City is now in the process of purchasing the necessary right of way to facilitate the new lanes and sidewalks. The City also recently completed a project adding sidewalks on South 216<sup>th</sup> Street adjacent to SR 99, and has plans to continue the sidewalks down to Marine View Drive. The City is currently designing a similar project to add a sidewalk to Kent-Des Moines Road between 16<sup>th</sup> Avenue South and 24<sup>th</sup> Avenue South, with hopes of connecting to SR 99 in the future.

The City has rezoned the area around SR 99 in Des Moines. The vision for this new "Pacific Ridge" zone includes tall buildings serving both pedestrians and motorists with "people-oriented" activities such as employment centers, indoor retail and much higher density multi-family developments. Additionally, business park development is expected just off of SR 99 at South 216<sup>th</sup> Street and 24<sup>th</sup> Avenue South (in the Port buy-out area) in the future. The City is also currently in the process of constructing a new sports park near this same intersection. Occasionally, this sports park may attract regional traffic. Bus Rapid Transit would help support all of these infrastructure changes.

These improvements to safety, traffic flow and pedestrian facilities, as well as the anticipated higher density due to development; the presence of Highline Community College, and the City's upcoming projects will help to ensure that the BRT goals of speed, reliability and ridership are met.

The City of Des Moines looks forward to partnering with King County and Metro in the future to make BRT a success. Any further questions or input can be referred to Maiya Andrews at (206) 870-6523.

Sincerely,

A handwritten signature in black ink, appearing to read 'Timothy C. Heydon', written over a horizontal line.

Timothy C. Heydon, P. E.  
Public Works Director

cc: Mr. Robert Olander, City Manager  
Ms. Maiya Andrews, Asst. City Engineer