



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

May 24, 2010

Ordinance 16843

Proposed No. 2010-0276.2

Sponsors Phillips

1 AN ORDINANCE relating to a corridor-implementation
2 plan for State Route 520 and State Route 522 in accordance
3 with Ordinance 16717, Section 131, Proviso P5, as
4 amended, and implementing the October 2010 and
5 February 2011 public transportation service improvements
6 according to the plan.

7 STATEMENT OF FACTS:

8 1. The United States Department of Transportation ("USDOT") issued a
9 Federal Register Notice soliciting metropolitan areas to apply for Urban
10 Partnership status by April 30, 2007, promising designated areas would
11 receive priority consideration for available federal discretionary funds to
12 implement aggressive congestion-relief programs.

13 2. In 2007, King County, the Puget Sound Regional Council ("PSRC")
14 and the Washington State Department of Transportation ("WSDOT")
15 submitted an application for Urban Partnership status to USDOT.

16 3. King County, WSDOT and PSRC submitted the Lake Washington
17 Urban Partnership proposal to implement aggressive congestion-relief
18 programs on the State Route ("SR") 520 corridor, one of the most

19 congested corridors in the central Puget Sound Region that included
20 variable tolling.

21 4. Toll revenues were needed to complete a funding package to replace
22 the SR 520 floating bridge that is vulnerable to catastrophic failure from
23 seismic or storm events.

24 5. In 2007, the Seattle area received Urban Partnership status from
25 USDOT and was awarded a \$139 million from federal discretionary funds
26 to implement the four Ts -- tolling, technology, transit, and telecommuting
27 strategies -- to reduce congestion in the SR 520 corridor.

28 6. Implementation of variable tolling on SR 520 would increase the
29 demand for transit service in the SR 520 corridor, and the Urban
30 Partnership Agreement requires the Urban Partners to expand transit
31 capacity along SR 520 by adding ninety one-way peak period trips on core
32 and other supporting bus routes operated by Metro Transit and Sound
33 Transit ("ST").

34 7. The Urban Partnership Agreement only provided funds for the
35 purchase of buses and capital improvements associated with the Lake
36 Washington Urban Partnership.

37 8. In 2009, recognizing the need for additional funding to support the
38 operations, maintenance and capital needs of public transportation, the
39 state legislature authorized King County to implement an additional
40 regular property tax levy not to exceed seven and one-half cents per one-

41 thousand dollars with the first cent required to expand transit capacity in
42 the SR 520 corridor.

43 9. In 2009, Ordinance 16734 was passed by the King County council,
44 enacting the property tax for public transportation, levying six and one-
45 half cents per thousand dollars of assessed value to fund transit-related
46 expenses and meet the Urban Partnership Agreement commitments of
47 providing enhanced service on the SR 520 corridor.

48 10. Ordinance 16717, Section 131, Proviso P5, as amended, required a
49 corridor service implementation plan be delivered by April 30, 2010, for
50 adoption by ordinance and shall:

51 a. Be developed cooperatively with ST and WSDOT to address peak and
52 all day service changes consistent with the SR 520 Urban Partnership
53 Agreement and the SR 520 Tolling Implementation Committee
54 Recommendations;

55 b. Be integrated with ST's bus service and WSDOT's tolling and traffic
56 management investments;

57 c. Include at least twenty-eight thousand hours of core SR 520 bus
58 service;

59 d. Consider transit service-related mitigation needs for SR 520, I-90 and
60 SR 522; and

61 e. Include up to five thousand annual bus service hours supporting the
62 core SR 522 bus service to mitigate the impacts of diversionary trips onto
63 SR 522.

64 11. WSDOT, in April 2010, identified a preferred alternative design for
65 the I-5 to Medina Bridge Replacement and HOV project that will have
66 impacts on the operation of transit services in and approaching SR 520.

67 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

68 SECTION 1. A. The council acknowledges transmittal of the State Route 520
69 and State Route 522 Service Implementation Plan required by Ordinance 16717, Section
70 131, Proviso P5, as amended, in Attachment A to this ordinance.

71 B. The executive is directed to conduct additional review and analysis of the
72 State Route 520 and State Route 522 Service Implementation Plan to further consider
73 revenue and cost implications of emerging State Route 520 issues including the
74 operational cost implications of the Washington State Department of Transportation
75 Preferred Alternative for State Route 520 and revenue forecast issues associated with the
76 additional regular property tax for public transportation authorized in RCW 84.52.140.

77 A revised State Route 520 and State Route 522 Service Implementation Plan
78 should be transmitted by July 31, 2010 to the King County council for adoption by
79 ordinance.

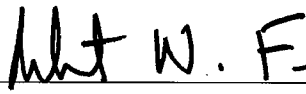
80 SECTION 2. The State Route 520 and State Route 522 Service Implementation
81 Plan public transportation service improvements for October 2010 and February 2011 for

82 King County, substantially as described in Attachment B to this ordinance, are hereby
83 adopted.
84

Ordinance 16843 was introduced on and passed by the Metropolitan King County Council on 5/24/2010, by the following vote:

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

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON




Robert W. Ferguson, Chair

2010 JUN -4 PM 4:19
CLERK
KING COUNTY COUNCIL


RECEIVED

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 3rd day of June, 2010.



Dow Constantine, County Executive

Attachments: A. State Route 520 State Route 522 Service Implementation Plan, B. October 2010 Urban Partnership-Related Service Change, dated 5/11/2010

**STATE ROUTE 520/STATE ROUTE 522
SERVICE IMPLEMENTATION PLAN**

I. BACKGROUND.....3

II. LAKE WASHINGTON URBAN PARTNERSHIP.....3

STATE ROUTE 520 BRIDGE REPLACEMENT AND HOV PROJECT.....5

HIGH CAPACITY TRANSIT PLAN AND MONTLAKE MULTIMODAL CENTER.....6

FINANCING TRANSIT SERVICE ON SR 520.....4

URBAN PARTNERSHIP TIMELINE.....5

III. SR 520 AND SR 522 SERVICE IMPLEMENTATION PLAN7

EXISTING TRANSIT SERVICE:.....7

STATE ROUTE 520 AND STATE ROUTE 522.....7

SERVICE PLAN DEVELOPMENT.....7

SR 520 Transit Service.....7

SR 522 Service.....9

COORDINATION WITH WSDOT AND SOUND TRANSIT.....7

I. Background

This report presents the background, analysis and service implementation plan for State Route (SR) 520 and SR 522. This report was developed in response to direction included in the 2010-2011 Budget Ordinance 16717, Section 131, provided below.

Proviso P5:

In coordination with the SR 520 Urban Partnership Agreement and the tolling of SR 520, up to 5,000 annual bus service hours shall be delivered on SR 522, as supporting bus service to the core SR 520 Urban Partnership Agreement bus service to mitigate the impacts of diversionary trips on SR 520.

The actual amount of service to be delivered shall be based on a corridor service implementation plan transmitted by April 30, 2010, for adoption by ordinance. The implementation plan shall:

- 1. be developed cooperatively with Sound Transit (ST) and Washington State Department of Transportation (WSDOT) to address peak and all-day service changes consistent with the SR 520 Urban Partnership Agreement and the SR520 Tolling Implementation Committee recommendations;*
- 2. be integrated with ST's bus service and WSDOT's tolling and traffic management investments;*
- 3. include at least 28,000 hours of core SR 520 bus service;*
- 4. consider transit service related mitigation needs for the SR 520, I-90 and SR 522; and*
- 5. include up to 5,000 annual bus service hours supporting the core SR 520 bus service, to mitigate the impacts of diversionary trips onto SR 522.*

The plan and ordinance required to be submitted by this proviso must be filed in the form of a paper original and an electronic copy with the clerk of the council who shall retain the original and provide an electronic copy to all councilmembers and to the committee coordinator for the physical environment committee or its successor.

II. Lake Washington Urban Partnership

In 2006, the United States Department of Transportation (USDOT) announced a major initiative, *the National Strategy to Reduce Congestion on America's Transportation Network*. A major component of it is the Urban Partnership Agreement (UPA). The agreement encouraged urban partners such as state and local governments to adopt the "Four T's": tolling (congestion pricing), transit, telecommuting, and technology, as strategies to reduce congestion.

The Puget Sound Regional Council (PSRC), WSDOT and King County Metro Transit submitted an application for the Urban Partnership grant program, known as the Lake Washington Urban Partnership. The Lake Washington Urban Partnership included tolling as

a strategy that would achieve several purposes. Tolling would help to fund the replacement of the SR 520 Bridge and reduce congestion on one of the most overcrowded corridors in the central Puget Sound region.

In August 2007, King County, WSDOT and PSRC were awarded a \$139 million federal grant. This grant would fund the tolling infrastructure, the purchase of new buses for SR 520 related service and other transit capital improvements including new park-and-ride spaces, bus stop improvements and real-time passenger information signs at key transfer points and destinations in the corridor. The Urban Partnership Agreement includes \$41 million for transit capital investments, of which about \$31 million will use to purchase diesel-electric hybrid buses that Metro and ST will use in the corridor. Through the Urban Partnership Agreement, the partners' are committed to add 90 one-way peak period trips on core and other related bus service along SR 520. The UPA does not provide operating revenue for this service. It assumes that revenue to operate the enhanced SR 520 service will be available through local funds.

Financing Transit Service on SR 520

Since the UPA only provides capital funds and existing transit resources are not adequate to fund the operation of the required service enhancements, new local funds are needed to ensure this service can operate.

Metro's primary challenge is to secure adequate funding. Metro's resources have not kept pace with increased costs and the rising demand for service. Metro's primary funding source is a 0.9 percent sales tax which accounts for 70 percent of the its operating budget. In 2008, the rising price of diesel fuel, followed by the national recession, created a significant budget shortfall for Metro that is forecasted to continue. The economic decline was further exacerbated as people spent less and the sales tax revenue plummeted. As a result, Metro's ability to maintain existing service continues to be a significant concern. Depleted reserves have precluded the use of exiting sales tax resources to fund enhanced SR 520 service without causing significant service reductions in other areas.

Initially, Metro advocated for a share of toll revenue to fund the UPA transit service but received little support in the state legislature. In April 2009, the state legislature gave King County the authority to levy a property tax for transit of up to seven and one half cents per \$1,000 of assessed value. The legislation, Second Substitute Senate Bill 5433 (2SSB 5433), required the first penny of assessed property tax be used to expand transit capacity along SR 520 by adding core and other related bus routes. In November 2009, the King County Council authorized a transit property tax, levying six and one-half cents per \$1,000 of assessed value as part of the 2010 Property Tax Levy Ordinance, #16734. As directed by the legislature, a portion of the resulting property tax revenue will be used to implement the Urban Partnership service.

Sound Transit will also provide funding for the Urban Partnership. Their funding comes from their ST2 plan, approved by voters in November 2008. Although the majority of the ST2 funding is dedicated to extending Link light rail North, South and East, the plan also included

funds to add 100,000 annual hours of bus service to enhance Sound Transit Regional Express service. ST will be contributing to the UPA by adding service between Redmond and the University District during the peak travel periods. Those trips make up a portion of the 90 one-way peak trips required by the UPA.

Urban Partnership Timeline

According to the Urban Partnership Agreement, as of September 2009, the following projects shall be delivered by the dates identified:

Project	Operational Date (no later than)
Variable Pricing on SR 520	June 30, 2011
Enhanced Transit Service on SR 520	June 30, 2011
New transit improvements in the corridor	June 30, 2011
Redmond Park-and-Ride Lot	Completed
Kirkland Park-and-Ride Lot	October 15, 2014
Real Time Information	June 30, 2011
Real-Time Multi-Modal Traveler Information	June 30, 2011
SR-520 Active Traffic Management	
SR 520	June 30, 2011
I-90	June 30, 2011

SR 520 Bridge Replacement and High Occupancy Vehicle (HOV) Project

SR 520 is one of the region's most congested corridors. The SR 520 floating bridge is vulnerable to catastrophic failure from earthquake and windstorms. Replacement of the SR 520 facility is crucial not only for public safety, but also to accommodate the significant growth expected in the region by 2030. The Puget Sound region is expected to grow by more than 1.3 million people and add 700,000 jobs, increasing the travel demand on vital corridors such as SR 520.

As required by R.C.W. 47.01.408, the SR 520 Bridge Replacement and HOV Project will consist of six lanes, with two lanes for transit and HOV traffic and four lanes for general-purpose traffic. The floating bridge portion of the project will be completed by 2014 with the full project between I-5 and I-405 completed by 2016.

Tolling and the SR 520 Bridge Replacement and HOV Project

The Urban Partnership program provides a mechanism to fund a portion of the SR 520 Bridge Replacement and HOV Project through toll revenues. WSDOT expects to toll the existing bridge, starting in spring 2011. The Transportation Commission will set rates that consider the amount needed to complete the funding package, bonding requirements and other considerations by fall 2010. Higher tolls during peak travel periods will help manage travel demand by increasing the cost of driving at times when the roads are most congested.

Variable tolling is expected to reduce congestion levels, increase vehicle through-put in the corridor and increase transit use.

The implementation of tolling on SR 520 is expected to increase transit demand by 15-35 percent as more people look for viable alternatives to driving. Low-income populations will be among the most affected and are expected to look to transit as an alternative to paying vehicle tolls. All transit riders will benefit from more frequent, faster and more reliable service across SR 520.

SR 520 High Capacity Transit Plan and Montlake Multimodal Center

As directed in Engrossed Senate Bill 6099, ST, Metro, WSDOT and the University of Washington (UW) worked together to plan for high capacity transit in the SR 520 corridor. In December 2008, the group submitted the High Capacity Transit (HCT) Plan to the Governor and the Joint Transportation Committee. The HCT Plan provides an outline for how transit can capitalize on investments in the SR 520 corridor through Bus Rapid Transit (BRT) and improve off-corridor transit facilities to help meet anticipated growth in travel through 2020.

The BRT service plan includes five lines serving eastside activity and employment centers, targeting connections between Redmond, Overlake, Kirkland, Woodinville, Eastgate, Bellevue, downtown Seattle and the University District. HOV lanes and direct access ramps constructed as part of the SR 520 Bridge Replacement and HOV Project will provide the speed and reliability needed to operate BRT service that is competitive with driving. The SR 520 BRT service plan features frequent all-day, two-way service, off-board fare payment and improved passenger amenities such as real-time, next bus arrival information. The estimated cost to implement the High Capacity Transit Plan is between \$84-\$172 million for capital elements and an annual operating cost of \$16 million for the five BRT lines and associated services.

The HCT plan also includes a vision for development of a multimodal center adjacent to the UW campus, UW Medical Center and ST UW Link Light Rail Station. The result of this vision is the Montlake Multimodal Center, which would improve access to the University District destinations and provide convenient connections between light rail and bus. The plan includes pedestrian pathways and bicycle facilities improvements.

The UW, ST, Metro and the City of Seattle are taking steps towards implementing this vision with the Rainier Vista Project. The Rainier Vista Project, initiated by the UW, will create a pedestrian land bridge that spans a lowered N.E. Pacific Place and the Burke-Gilman Trail, enhance bicycle access, and improve the pedestrian environment to both light rail and bus service. The Rainier Vista Project will facilitate multimodal connections, add to mobility options and improve current transit infrastructure in the Montlake Triangle area. Metro has applied for a \$3.0 million dollar federal grant to fund improvements associated with the Rainier Vista Project including a bus layover, sidewalks, bus shelters, lighting, trolley infrastructure and signal improvements.

III. SR 520 and SR 522 Service Implementation Plan

Existing Transit Service: SR 520 and SR 522

SR 520 provides a major connection between eastside communities and Seattle neighborhoods across Lake Washington. Metro and Sound Transit currently operate approximately 600 daily trips across SR 520 each weekday. A majority of these trips occur during the peak periods (6:00 to 9:00 a.m. and 3:00 to 6:00 p.m.) and primarily run towards Seattle in the morning and away from Seattle in the afternoon. Together, Metro and ST serve about 5,000 riders across the Lake Washington corridor during each peak period. In addition to peak period focused service, Metro and ST provide all-day bus service connecting Kirkland, Bellevue, and Redmond with the University District and downtown Seattle. Throughout the entire day, about 15,000 riders take advantage of the SR 520 crosslake service.

SR 522 is a major corridor for connections between Woodinville, Kenmore, Bothell, Lake City, downtown Seattle and the University District. As an alternative route to SR 520 for South Snohomish and North King County residents, tolls on SR 520 are expected to increase the diversion of traffic to the SR 522 corridor. Metro and ST currently operate five routes on SR 522. These routes include peak-only and all-day services to downtown Seattle, all-day, weekday service to the University District and peak-only service to Bellevue. Over 200 bus trips serve the corridor daily, with a majority of trips operating during the peak periods. During the peak periods, over 2,500 riders take advantage of SR 522 service.

Service Plan Development and Coordination with WSDOT and ST

To develop service plans for the SR 520 and SR 522 corridors, Metro worked with WSDOT and ST. Metro and ST addressed the growing transit demand and how to achieve the 90-one-way peak trips required by the Urban Partnership Agreement for the SR 520 corridor. ST and Metro focused on developing transit investments that meet the all-day and peak period needs of riders.

Metro has continuously worked with WSDOT to ensure transit can operate quickly and reliably in the corridor. Metro and ST's service additions are designed to provide improvements in peak and all-day transit service, providing more opportunities to use transit in lieu of driving and paying a toll

While the UPA will provide improved service in the SR 520 corridor, Metro continues to work with WSDOT on other SR 520 issues such as mitigating construction impacts. The UPA service investments will help offset some of the impacts of construction by providing more frequent service to the UW and to downtown Seattle. Additional resources are needed to offset the increases in operating costs and to initiate new service to replace vehicle capacity during construction.

SR 520 Transit Service Implementation Plan

The transit service concepts developed for the UPA add the 90 one-way peak period trips required by the agreement, as well as enhance midday and evening service to improve the attractiveness of service throughout the day. The service implementation plan increases frequency on core routes and adds commuter service to employment concentrations on both sides of Lake Washington.

Core Network Enhancements

Two popular Metro routes currently providing over 4,300 crosslake trips each weekday will receive all-day service enhancements--routes 255 and 271. Both routes serve residential areas, commercial centers and employment concentrations on both sides of Lake Washington.

Route 255

The Route 255 improvements are proposed in two phases. In October 2010, trips that now start in downtown Kirkland will be extended during the peak period to the new Totem Lake Transit Center. In the second phase, planned for February 2011, Metro will increase the midday frequency to 15-minutes in both directions. Route 255 serves the Kingsgate and South Kirkland Park-and-Rides and employment centers, which anchor the service on both sides of the lake. The east terminus is adjacent to the Evergreen Hospital and Medical Center, Kirkland's largest employer. The west terminus is downtown Seattle.

Route 271

The Route 271 investment will increase peak period frequency to 10 minutes and extend the period of 15-minute midday service between the Eastgate Park and Ride and the University District via downtown Bellevue.

Commuter Service Enhancements

The UPA also enhances point-to-point commuter service to existing employment concentrations and to employment centers not served directly today. The availability of commuter parking was an important consideration in developing the investments. This proposal adds trips from the Houghton and Woodinville park-and-rides, which are both under-utilized lots.

Route 265

Route 265 will be extended to serve First Hill and add up to three morning and three afternoon trips from/to the Houghton Park-and-Ride. First Hill is home to Swedish, Harborview and Virginia Mason hospitals and the offices of associated health care providers.

Route 265's extension to First Hill provides a one-seat ride for riders that currently must transfer to reach their destination. Route 265 will travel via Fifth Avenue in downtown Seattle and connect to First Hill via Seneca and Spring Streets.

Route 311

The service investment adds up to three trips to Seattle in the morning and three afternoon trips return trips to Woodinville in the afternoon. Route 311 serves Woodinville, Brickyard and Kingsgate park-and-rides.

Sound Transit Route 542

In fall 2010, ST will implement a new peak period route with service between the urban centers of downtown Redmond, Overlake and the University District. The new route will be two-ways and will provide 15-minute frequency for an extended peak period to accommodate the high-tech sector's variable work schedules and UW class schedules.

SR 522 Service Implementation Plan

Proviso P5 also required Metro submit a corridor implementation plan for up to 5,000 additional annual service hours on SR 522. The proviso tied the SR 522 service investment to mitigating increased traffic congestion due to a diversion of traffic that would result from SR 520 tolls. WSDOT's analysis shows that some drivers will utilize SR 522 instead of SR 520 to avoid paying the toll. Diversion to SR 522 is expected to increase traffic volumes by about four percent between I-405 and I-5. SR 522 is already a congested corridor during peak commute periods.

Metro analyzed SR 522 service concepts that increased service on existing routes to downtown Seattle and the University District. Metro is recommending a new route that would serve two growing transit markets directly--South Lake Union and First Hill. The new route (Route 309) would feature up to 10 trips, five southbound in the morning and five northbound in the afternoon, between Kenmore, South Lake Union (SLU) and First Hill. Approximately 1,000 people that work in SLU or on First Hill live within a quarter mile of SR 522.

This new peak-only route would use the I-5 reversible express lanes to exit at Mercer Street in SLU. As previously mentioned, three major healthcare facilities are located on First Hill. SLU is also home to several major health-science employers including the Fred Hutchinson Cancer Research Center, Seattle Children's Hospital and the University of Washington Medical Center. Employment in South Lake Union continues to expand as other major employers such as Amazon.com and the Gates Foundation relocate to the area.

To reach First Hill and SLU from the SR 522 corridor, riders currently have to transfer once they reach downtown Seattle. These riders either connect to SLU via the South Lake Union

Streetcar or Route 70 toward South Lake Union. If traveling to First Hill, there are several transit routes they can use to complete their trip. The new Route 309 should save customers 10-20 minutes over current transit options, making transit much more time competitive with driving. A good ridership target for this route would be 600 rides per day (representing 300 people). This would be approximately 30 rides per platform hour, which would compare well with existing Routes 306 and 312 (27.5 rides/platform hour) and Routes 64 and 303 (32.5 rides/platform hour) that provide similar service.

Development of SR 522 Service Implementation Plan

The Metro Service Planning group analyzed alternative service ideas including the proposed SLU/First Hill commuter service. Many concepts were discarded because they did not mitigate the impacts of diversionary trips resulting from the tolling of SR 520, the primary criterion for investment. Some were also discarded because the investments were outside of the subarea allocation parameters. The following are alternatives that were evaluated, but not selected:

1. *Additional Peak Commuter Service to downtown Seattle*

This alternative added trips on Metro's Route 312 from the Kenmore Park-and-Ride from/to downtown Seattle. The alternative was not selected because of ST's plan to increase service on Route 522 between Woodinville and downtown Seattle in February 2011. The additional Route 522 trips will meet the demand to downtown Seattle.

2. *Restructure NE Seattle/Eastside, add peak/evening/weekend Route 372 service*

This alternative involved the restructure, shortening or elimination of existing routes to fund the Route 372 service enhancements. The impact to existing riders would be significant, making the alternative difficult to implement. Also, since much of the Route 372 investment would be made in the late evening and weekends, it did not seem to mitigate the congestion impacts resulting from tolling SR 520.

3. *New peak-only Route serving South Lake Union/Uptown/Interbay*

This alternative met the principle criteria and responded to rider and employer requests for direct service to South Lake Union, Uptown and Interbay. While this alternative has the potential of attracting new transit riders, Route 309 should be more productive because it provides service to both SLU and First Hill. The First Hill market is stronger than the Uptown/Interbay markets combined.

4. *New peak-only Route serving First Hill.*

This alternative also met the principle criteria, responding to rider and employer requests for direct service to First Hill. While this alternative has the potential of attracting new transit riders, it was felt that a single market for the route was not enough to make it successful.

Metro proposes to implement the SR 520 UPA service in October 2010 and February 2011. Metro's service investment will add 28,000 hours to the SR 520 corridor.

Funding for the operation of the new SR 522 route is not identified in Metro Transit's 2010-2011 biennial budget. The recommended funding strategy, in order to avoid adding to Metro's deficit or violate subarea allocation policies, would be to fund the SR 522 service additions from surplus property tax revenue set aside for the SR 520 UPA. However, the projected revenue from the one cent property tax set aside for the SR 520 program is not sufficient to fund the SR 522 service proposal. Since no revenue is identified to fund operation of the SR 522 service proposal, an implementation date cannot be set to start the service. As property tax receipts are received, Metro will monitor the revenue closely and revisit the potential to implement the SR 522 service as part of Metro's biennial budget update later this year.

The table below identifies the proposed investment schedule.

2010-2011 SR 520 UPA Transit Service Improvements		
October 2010		
Route	Destinations	Service Improvement
Metro		
Route 255	Totem-Lake- Kirkland- Downtown Seattle	<ul style="list-style-type: none"> Extends all peak period trips to the New Totem Lake Transit Center in the heart of the Totem Lake Urban Center
Route 265	Houghton-Montlake-downtown Seattle-First Hill	<ul style="list-style-type: none"> Adds additional peak period trips between the Houghton Park-and-Ride and First Hill via downtown Seattle
Route 271	Eastgate-Bellevue-University District	<ul style="list-style-type: none"> Increases peak period frequency between Bellevue's Eastgate area and the University District and Improves midday and evening service frequency
Sound Transit		
Route 542	Redmond- University District	<ul style="list-style-type: none"> A new two-way service with 15 minute frequency during the peak periods
February 2011		
Route	Destinations	Service Improvement
Metro		
Route 255	Totem-Lake- Kirkland- Downtown Seattle	<ul style="list-style-type: none"> Increases the duration of reduced frequency during peak periods and reduces midday frequency
Route 311	Woodinville- downtown Seattle	<ul style="list-style-type: none"> Adds more peak period trips
SR 522 Urban Partnership Agreement Transit Service Improvements		
Implementation date to be determined		
Route	Destinations	Service Improvement
New Peak Service	Kenmore to Seattle CBD or SLU and First Hill	<ul style="list-style-type: none"> Adds peak service route to the corridor

OCTOBER 2010
URBAN PARTNERSHIP-RELATED
SERVICE CHANGE

May 11, 2010

ROUTE: 255

OBJECTIVES:

In support of the Urban Partnership Agreement, transit mitigates the affects of tolling by increasing the attractiveness of transit through service enhancements in the SR-520 corridor. (*Strategy S-9 Partnerships, Develop partnerships with local jurisdictions, employers, and institutions to increase public transportation services and improve service effectiveness; Strategy F-2 Grants, Pursue grants to fund projects that have been identified as necessary to support system service priorities or maintain the system as outlined in this plan; and Strategy F-3 Financial Partnerships, Pursue opportunities for partnerships and economic development with communities, employers, other transit agencies, federal and state governments and vendors to expand resources to support transit services and related capital facilities.*)

IMPACTED SERVICE AREA:

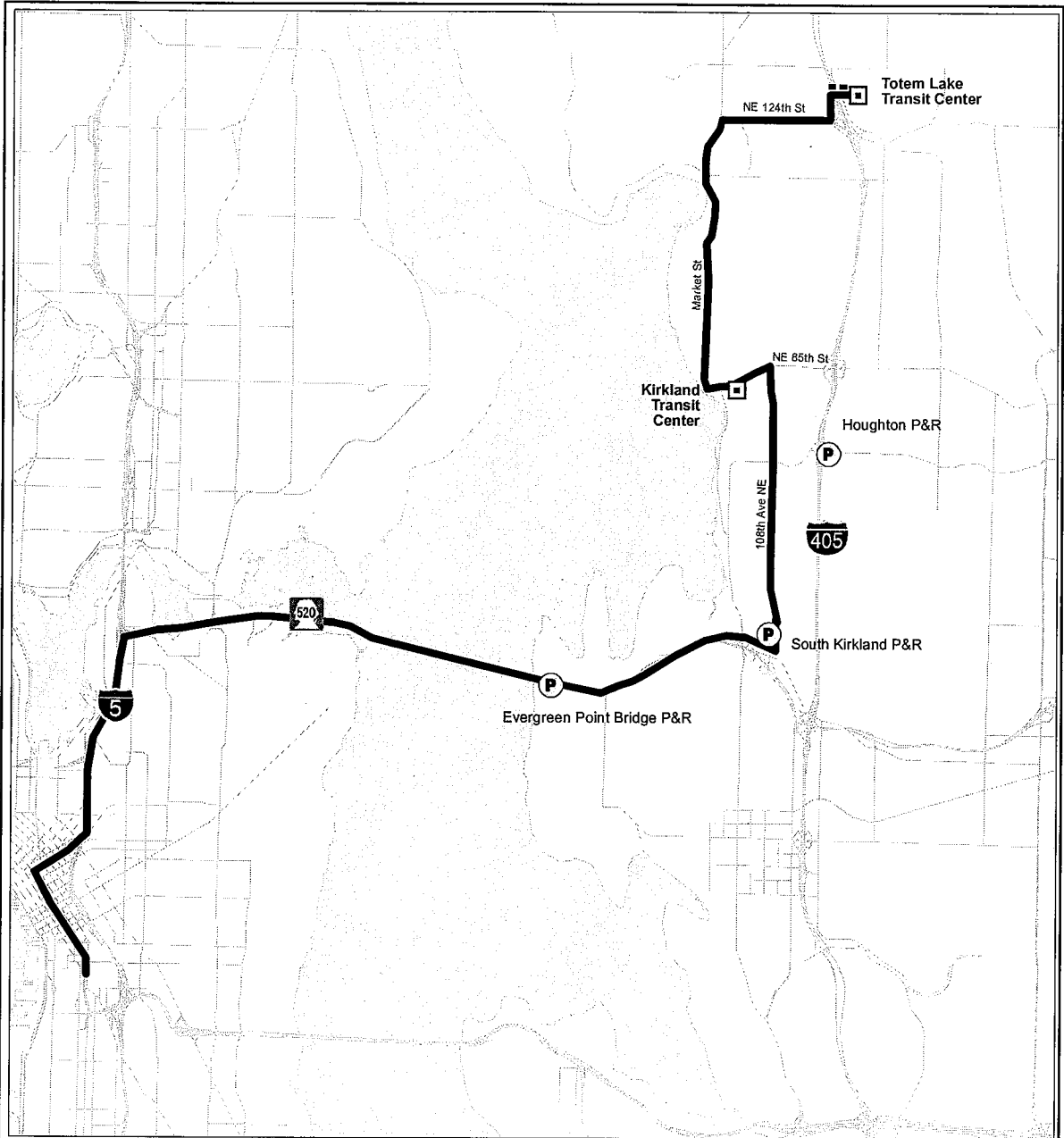
Kingsgate, Totem Lake, Juanita, Kirkland, Montlake, Downtown Seattle

SERVICE CHANGE:

In October 2010, start the morning trips that currently start at the Kirkland Transit Center at the Totem Lake Transit Center and extend afternoon trips that currently end at the Kirkland Transit Center to Totem Lake Transit Center. Trips that start or end at Brickyard Park and Ride will not be affected.



In February 2011, improve weekday service frequency between 116th Avenue NE and NE 128th Street in Kirkland and International District Station in both directions to provide 10 to 20 minutes headways instead of every 30 minutes. Service levels will reflect the direction of travel demand during specific periods of the day.

The Route 255 service investment in October 2010 and February 2011 will not exceed 9,500 annual service hours. The Route 255 enhancements are part of a group of transit improvements on SR-520 by Sound Transit and King County Metro Transit under the Urban Partnership Agreement adding at least 90 one-way peak period trips across the SR-520 Bridge relative to 2007 service levels.

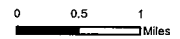


Route 255

Totem Lake Transit Center

-  Route 255TB
-  New Routing to/from Totem Lake TC

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King County

March 14, 2010

