



King County

Transportation, Economy and Environment Committee

STAFF REPORT

Agenda Item:	3	Name:	Paul Carlson
Proposed No.:	2013-0213	Date:	April 30, 2013
Invited:	Victor Obeso, Manager of Service Development, King County Transit Division David Hull, Supervisor of Service Planning, King County Transit Division		

SUBJECT

An proposed ordinance implementing public transportation service changes and the Snoqualmie Valley alternative service demonstration project in September 2013, February 2014, and June 2014 scheduled service changes.

SUMMARY

Proposed Ordinance 2013-0213 approves Metro Transit bus route changes in four categories:

- I-90 Corridor Bus Route Changes (Routes 211, 215, 216, 218, and New Route 219; plus administrative changes to Routes 210, 212, and 214) effective September 2013.
- Snoqualmie Valley Alternative Services package, effective (a new Intra-Valley Shuttle, a new Route 208, and revisions to Routes 209, 224, and 311), September 2013.
- RapidRide E Line establishment and deletion of Route 358, effective February 2014.
- RapidRide F Line establishment and deletion of Routes 110 and 140, effective June 2014.

Along with the ordinance package, the Executive has transmitted information on administrative service changes that will be implemented along with the September 2013 service change. The King County Code allows the Director of the King County Department of Transportation to approve certain route changes without ordinance approval pursuant to KCC 28.94.020.

Compared to the most recent transit service changes (e.g. Fall 2011, June 2012, and September 2012), changes proposed for Fall 2013 affects fewer bus routes. Of specific interest is the Snoqualmie Valley service restructure, which covers a large geographic area but affects fewer bus routes than the restructures associated with implementation of the RapidRide B, C, and D Lines that occurred in previous service changes.

Council staff analysis of the proposed service change is continuing and is focused on answering the following policy questions:

1. Are the I-90 Corridor revisions consistent with the Transit Strategic Plan and King County Metro Service Guidelines?
2. Is the Snoqualmie Valley Alternative Services Demonstration Project consistent with Council policy direction?
3. Are the RapidRide E and F Line establishments consistent with Council direction?

SUPPORT OF THE STRATEGIC CLIMATE ACTION PLAN

Although Proposed Ordinance 2013-0213 was not identified as a specific action in the Strategic Climate Action Plan (“SCAP”), it supports the following objectives and strategies in the Transportation and Land Use Goal Area of the SCAP:

Objective S.1.1: Provide and increase transportation choices

Strategy A: Provide and expand public transit service

Strategy B: Improve the reliability and efficiency of transit

Two SCAP Priority Actions are relevant (the SCAP text refers to the original implementation date for the RapidRide E and F Lines, which will be delayed):

- **Revise transit service to be more productive and attractive.** Consistent with the Regional Transit Task Force recommendations and the *Strategic Plan for Public Transportation*, Metro will place high priority on transit service to employment and residential centers while also ensuring social equity and geographic value. In September 2012, Metro made major service revisions guided by its new strategic plan, and future changes to bus routes and schedules will also be aligned with this plan to make the transit system more productive and effective and to attract more riders.

- **Implement RapidRide.** Metro launched the third and fourth of six planned RapidRide bus rapid transit lines in 2012. The final two RapidRide lines will begin operation in 2013: downtown Seattle to the King-Snohomish line and Renton to Burien. RapidRide is designed to provide frequent, convenient service between major regional destinations as a way of improving the reliability and efficiency of transit service.

BACKGROUND

I-90 Corridor Changes

The proposed I-90 Corridor changes would adjust bus routes to reflect customer demand for service without adding service hours. Last Fall's transit service change (2012) had a domino effect on several Metro bus routes serving the I-90 corridor. For example, the Route 212, providing peak period service between the Eastgate Park-and-Ride and the Seattle Central Business District ("CBD"), was moved out of the Downtown Seattle Transit Tunnel ("DSTT"). This change reduced the number of DSTT buses to avoid backups in the DSTT resulting from the longer dwell times due to the shift to systemwide pay-on-boarding at the front of each bus.

The major reason for the Fall 2013 service changes along the I-90 Corridor is to better align service to demand.

The Transit Division conducted outreach to identify public support for other strategies to balance I-90 corridor service with demand and improve system efficiency. Here is a link to the Public Engagement Report for the I-90 Corridor:

http://www.kingcounty.gov/transportation/kcdot/MetroTransit/Jobs/~/media/transportation/kcdot/MetroTransit/HaveASay/I-90Corridor/I-90_PublicEngagementReport.ashx

The September 2013 service changes proposed for the I-90 Corridor are intended to match bus capacity with needs, provide travel time savings for riders where possible, and improve productivity on lower-performing routes.

211	I-90 Corridor Revision
System Impact: Elimination of service to the Eastgate Park-and-Ride lower platform and the South Bellevue Park-and-Ride are estimated to save 8-10 minutes for other riders.	

Route 211 provides peak-direction, peak period service from Issaquah Highlands, Eastgate, South Bellevue, and Mercer Island to First Hill. It is a partnership route with funding provided by Harborview Medical Center, Swedish Medical Center, and Virginia Mason.

The proposed change is to eliminate service to the lower platform at Eastgate (the 211 would only stop at the Eastgate Freeway Stop) and to eliminate service to the South Bellevue Park-and-Ride. South Bellevue riders could take the Sound Transit Route 550 and transfer to Routes 2, 3, 4, and 12 for a two-seat ride to First Hill destinations. Transit staff estimates that the change would reduce travel time for Issaquah Highlands and Eastgate riders by 8-10 minutes each way.

215	I-90 Corridor Revision
System Impact: Elimination of service to the Issaquah Transit Center is estimated to same other rides 8-10 minutes each way.	

Route 215 provides peak-direction, peak period service between North Bend, Snoqualmie, Issaquah, Eastgate, and the Seattle CBD. The proposed change would eliminate the current route deviation off I-90 to the Issaquah Transit Center. Transit staff estimates that the change would reduce travel time for North Bend and Snoqualmie commuters by 8-10 minutes each way.

The Route 214 and Sound Transit Route 554 would continue to connect Issaquah Transit Center and the Seattle CBD. The new Route 208 and the revised Route 209 would provide connections between the Issaquah Transit Center and Snoqualmie and North Bend.

216	I-90 Corridor Revision
System Impact: Route revision will increase service to Issaquah Highlands Park-and-Ride.	

Route 216 provides peak-direction, peak period service for Bear Creek Park-and-Ride in Redmond, the City of Sammamish, North Issaquah, Eastgate, Mercer Island, and the Seattle CBD. There are six morning westbound trips and six afternoon eastbound trips. The Route 216 eastbound afternoon stop at Eastgate Freeway Stop was eliminated due to severe overcrowding after the Fall 2012 transit service change.

The proposed change would revise the route to serve the Issaquah Highlands Park-and-Ride. A low-ridership route segment between South Sammamish Park-and-Ride and North Issaquah would lose Route 216 service but would retain alternative service on Routes 269 and 927.¹ The eastbound trips would go back to stopping at the Eastgate Freeway Stop.

218	I-90 Corridor Revision
System Impact: Conversion of five morning and nine afternoon trips to a new Route 219 will provide additional peak service to the City of Sammamish.	

Route 218 provides peak-direction, peak period service between the Issaquah Highlands Park-and-Ride and the Seattle CBD. The westbound trips stop at the Eastgate Freeway Stop, but the KCDOT director, using his emergency authority under KCC 28.94.020.B.2 eliminated the afternoon, intermediary eastbound stop at Eastgate,

¹ Although there would be one stop that currently exists on the 216 route that would not receive any service under this proposal.

thereby reducing overcrowding for those passengers riding to the Issaquah Highlands Park-and-Ride. The Eastgate Freeway Stop passengers were able to catch the Route 212.

The proposed ordinance would convert five morning and nine afternoon Route 218 trips to the new Route 219, with the effect of expanding service in the City of Sammamish on 228th Avenue.

Council staff is working with Transit staff to determine if the Route 218 description in Attachment A should be revised to include permanent elimination of the eastbound stop at Eastgate.

219	I-90 Corridor Revision
System Impact: Additional peak service in the City of Sammamish.	

The new Route 219 provides peak-direction, peak period service between the City of Sammamish, the Issaquah Highlands Park-and-Ride, and the Seattle CBD. The route improves frequency on the 228th Avenue corridor in Sammamish. The five morning, westbound buses would stop at the Eastgate Freeway Stop; the nine eastbound, afternoon buses would not stop at Eastgate.

I-90 Administrative Changes

Three routes are proposed for administrative changes that do not need to be approved by ordinance.

210	I-90 Corridor Revision
System Impact: A reroute of the four morning and four afternoon Route 210 trips to serve the Eastgate Park-and-Ride is expected to improve performance.	

Route 210 is a lower-performing route that provides peak-direction, peak period service connecting Issaquah, Factoria, and the Seattle CBD. The proposed reroute would include morning service to the Eastgate Park-and-Ride lower platform and afternoon service to the Eastgate Freeway Stop. This change is intended to improve ridership on the 210 and to maintain the same number of morning peak buses heading west from the Eastgate lower platform. Improved performance by the Route 210 could reduce the risk of its future revision or deletion as a lower-performing route.

212	I-90 Corridor Revision
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System Impact: Four morning and four afternoon Route 212 trips will be replaced by the reroute of the Route 210.

Route 212 provides peak-direction, peak period service between the Eastgate Park-and-Ride and the Seattle CBD. Using administrative authority, KCDOT plans to reduce four morning and four afternoon trips to provide resources for other trips on the corridor. The same number of buses would serve Eastgate because the Route 210 will be revised to serve Eastgate. The Route 212 serves the Eastgate lower platform and the Eastgate Freeway Stop. The same number of buses would serve the lower platform on weekday mornings, but four would be Route 210 buses instead of 212s.

214	I-90 Corridor Revision
System Impact: Modification of the route (additional trips overall, but fewer trips serving downtown Issaquah), is projected to match demand for service.	

Route 214 provides peak-direction, peak period service between downtown Issaquah and the Seattle CBD. The proposal is to add two morning trips and three afternoon trips for a total of 13 morning and 13 afternoon trips. However, seven morning and seven afternoon trips will only serve the Issaquah Transit Center, not downtown Issaquah. According to Transit staff, the Sound Transit Route 554 will provide comparable service from downtown Issaquah.

Snoqualmie Valley Alternative Services package, effective September 2013

The concept of alternatives to regular fixed-route transit service was touted by the Regional Transit Task Force in 2010 and incorporated in the Strategic Plan for Public Transportation 2011-2021, approved through Ordinance 17143. Motion 13736 (enacted September 17, 2012), accepted the Five-Year Implementation Plan for Alternatives to Traditional Transit Service Delivery.

This is the first demonstration project envisioned in the Five-Year Implementation Plan. The Snoqualmie Valley Demonstration Project was developed through an extensive community outreach process. Unlike most transit outreach efforts that focus on bus route details, this process also had to identify the nature of the alternative service. Here is a link to the Public Engagement Report on the outreach process:

http://www.kingcounty.gov/transportation/kcdot/MetroTransit/Jobs/~/media/transportation/kcdot/MetroTransit/AlternativeService/ASD_SV_PublicEngagementReport.aspx

The budget for the Demonstration Project's new Intra-Valley Shuttle is achieved by reducing service hours on the Route 224 and Route 311 and from a \$50,000 annual

contribution from the Snoqualmie Tribe. The use of a contractor to carry out the Intra-Valley Shuttle service results in lower costs per hour compared to fixed-route service.

Ordinance Changes

Intra-Valley Shuttle	Snoqualmie Valley Alternative Services Demonstration Project – NEW SERVICE
System Impact: New shuttle will provide service within the Snoqualmie Valley; the operation will be evaluated and will provide information on alternative services implementation options.	

The Intra-Valley Shuttle will connect Duvall and North Bend via Carnation, Fall City, and Snoqualmie. The Shuttle will operate in both directions on weekdays only, from 6:00 a.m. to 9:00 p.m. about every 90 minutes. The Shuttle will have a voluntary, suggested donation on intra-valley trips but will not have a farebox or be part of the ORCA regional fare system.

Other characteristics in the description:

- Be open to the general public
- Include fixed route segments and a demand response area in Duvall and North Bend
- Operate on a regular schedule with timed connections to Route 224 in Duvall
- Not have a Metro route number, timetable, or be part of the Trip Planner.

The Transit Division will report to the Council on performance and characteristics of this first alternative services demonstration project.

208	Snoqualmie Valley Alternative Services Demonstration Project – NEW
System Impact: New route improves service for Snoqualmie Ridge, a newly-developed area.	

This new route connects Issaquah, Snoqualmie Ridge, downtown Snoqualmie, and North Bend. It addresses service needs that are not covered by the new Intra-Valley Shuttle. The Route 208 would provide reverse-peak direction, midday, evening, and Saturday service. (The Route 215 provides peak period service to these communities in the peak direction.) During the midday and on Saturday, the Route 208 would provide hourly service.

209	Snoqualmie Valley Alternative Services Demonstration Project
System Impact: The revised Route 209 will maintain peak-direction, peak period service on Preston-Fall City Road.	

Route 209 currently provides hourly service (14 daily trips in each direction) between Issaquah and North Bend via Preston, Fall City, and Snoqualmie. The new Route 208 provides alternative service in Issaquah and the Intra-Valley Shuttle provides replacement service for the North Bend, Fall City, and Snoqualmie portions of the route.

Because these other options would be available, the 209 would be revised into a peak-direction, peak period service with three morning and three afternoon trips. The ordinance would also make a minor route change in Snoqualmie, eliminating the deviation to Boalch Avenue N.W. and N.W. 14th Street. Preston-Fall City Road would no longer have off-peak service.

224	Snoqualmie Valley Alternative Services Demonstration Project
System Impact: Revised Route 224 will provide additional service in the Redmond Ridge east neighborhood and provide a connection to the Intra-Valley Shuttle in Duvall.	

Route 224 currently connects Redmond, Duvall, Carnation, and Fall City. Seven trips throughout the day originate in Redmond and six trips originate in Fall City. The proposed change is to delete the Duvall-Carnation-Fall City segment, which will be served instead by the Intra-Valley Shuttle. The 224 route would also be modified to go through the Redmond Ridge development on the south side of Novelty Hill Road. The Route 224 would operate 20 trips a day (10 in each direction) on 90-minute headways.

311	Snoqualmie Valley Alternative Services Demonstration Project
System Impact: Revision to Route 311, eliminating the Duvall-Woodinville peak direction service that is currently provided on some of the Route 311 trips, frees up service hours that contribute to the Intra-Valley Shuttle operations.	

Route 311 provides peak-direction, peak period service connecting Woodinville with the Seattle CBD via SR 522. Six of the 12 morning trips originate in Duvall and six of the 11 afternoon trips continue on from Woodinville to Duvall. The proposed change would eliminate the Duvall—Woodinville segments, freeing up service hours to help fund the Snoqualmie Valley Intra-Valley Shuttle. Riders who now use the deleted segment could take Route 232 to Woodinville; VanPool, VanShare, and carpooling are other options.

RapidRide E Line establishment (and deletion of Route 358), effective February 2014

Ordinance 17391, approved July 30, 2012, established the alignments and station locations for the RapidRide E and F Lines. Public outreach for the E Line was conducted in earlier RapidRide planning stages and for the consideration of Ordinance

17391. There has been no change in the proposed route since then and no other bus route changes are proposed in conjunction with E Line implementation, so no additional outreach was carried out.

The Council has provided policy direction in support of all six RapidRide lines through budgets and other legislation. Proposed Ordinance 2013-0213 establishes the routes for the E and F Lines, defines the service frequencies, and deletes the bus routes that currently serve the corridors. This proposed ordinance implements policy direction from the County Council contained in prior legislation.

The Executive-transmitted ordinance implements the E Line effective with the February 2014 transit service change. Original plans for a Fall 2013 opening have been revised to ensure that the RapidRide infrastructure along the alignment will be completed before the E Line opens.

E	RapidRide E Line Establishment – NEW
System Impact: New RapidRide Route # will provide additional service between Shoreline and the Seattle CBD.	

The RapidRide E Line is established on the alignment approved in Ordinance 17391, effective February 15, 2014. Service frequency is defined as follows:

Peak period, peak direction – 7-12 minutes or better to accommodate demand
 Peak period, off-peak direction – 10-15 minute frequency (or as appropriate)
 Midday and Evening weekdays – 10-15 minute frequency (or as appropriate)
 Weekdays 7:00 pm-11:00 p.m.– 15-30 minute frequency
 Weekdays 11:00 pm-end of service – 30-60 minute frequency

Saturday-Sunday, start to 11:00 pm – 10-15 minute frequency
 Saturday-Sunday, 11:00 pm to end of service – 30-60 minute frequency

This proposal is consistent with Council policy direction for RapidRide service.

358	RapidRide E Line Establishment – DELETE duplicative bus route
System Impact: The RapidRide E Line will replace the Route 358, providing more frequent service with improved travel time and passenger amenities.	

The Route 358 serves the Aurora corridor and will be deleted with implementation of the E Line. The deletion has always been part of the plan for this RapidRide corridor.

These changes are effective February 15, 2014.

RapidRide F Line establishment (and deletion of Routes 110 and 140), effective June 2014

The Executive-transmitted ordinance makes the F Line effective with the June 2014 service change. The delay in implementation is to ensure that local road construction projects along the alignment and construction of the RapidRide infrastructure will be completed.

Outreach for the F Line and related route changes is summarized in the Public Engagement Report, which is at:

http://www.kingcounty.gov/transportation/kcdot/MetroTransit/Jobs/~/media/transportation/kcdot/MetroTransit/HaveASay/Renton/Renton_PublicEngagementReport.ashx,

Ordinance Changes

F	RapidRide F Line Establishment – NEW
System Impact: Implementation of RapidRide F Line will improve service frequency on the east-west transit corridor between the Burien Transit Center and north Renton.	

The RapidRide F Line alignment and station stops were established in Ordinance 17391. In that Ordinance, future extension of the RapidRide F Line to "The Landing" in Renton was contemplated. The Proposed ordinance implements that extension. Proposed Ordinance 2013-0213 also establishes service frequency as follows:

Peak period, peak direction – 10-15 minute frequency or better to accommodate demand
 Peak period, off-peak direction – 15-20 minute frequency (or as appropriate)
 Midday and Evening weekdays – 15-20 minute frequency (or as appropriate)
 Weekdays after 7:00 pm – 15 to 30 minute frequency
 Saturday-Sunday, start to 8:00 pm – 15-20 minute frequency
 Saturday-Sunday, 8:00 pm to end of service – 20-30 minute frequency

110	RapidRide F Line Establishment – DELETE duplicative bus route
System Impact: Route service hours help to pay for the RapidRide F Line, which serves the same general area on a slightly different alignment.	

Route 110 connects the Tukwila Sounder Station and downtown Renton/North Renton (near the Landing). The proposed ordinance deletes the route effective with RapidRide F Line implementation in June 2014. The Route 110 service hours help pay for the F

Line investment. It does not run on exactly the same streets as the F Line, but serves the same neighborhoods.

140	RapidRide F Line Establishment – DELETE duplicative bus route
System Impact: Route 140 is deleted because it is replaced by the new RapidRide F Line.	

Route 140 is the current route that serves the RapidRide F Line alignment. In Renton, the F Line differs somewhat from the Route 140 alignment to avoid the most congested roadway sections and to serve additional employment centers.

The ordinance deletes the Route 140 effective with RapidRide F Line implementation. The Route 140 service hours help pay for the F Line investment.

In preparation for the F Line implementation, from September 2013 through June 2014, the Route 140 will extend north to the Landing. This extension will be carried out under the KCDOT Director’s administrative authority.

Administrative Changes

155	RapidRide F Line Establishment – Modify other bus route
System Impact: Convert to Dial-A-Ride-Transit (DART) route.	

The Route 155 provides an hourly connection in both directions between Southcenter and Fairwood via S.W. 43rd Street. The proposal is to convert the Route 155 to a DART route with a new DART area in the Carriagewood neighborhood east of Fairwood Center. In the DART area, riders can request deviations and schedule regular pick-ups. The DART service has a lower operating cost because it is operated by a contractor.

909	RapidRide F Line Establishment – Modify other bus route
System Impact: Route 140 is deleted because it is replaced by the new RapidRide F Line.	

Route 909 is DART service connecting the Renton Transit Center with northeast Renton. In response to public comments, the routing will be modified in the Renton Highlands neighborhood to provide service closer to Renton Technical College and Renton Housing Authority facilities.

Other Administrative changes

The Executive’s transmittal letter includes an attachment describing other administrative changes planned for September 2013.

Title VI Analysis

Also attached to the proposed ordinance is the Title VI Service Equity Analysis, which evaluates the proposed changes' impacts on low-income and minority census tracts to assess whether there is a disproportionate impact on low-income and minority populations. The federal government requires this analysis.

ANALYSIS

Council staff analysis is continuing.

ATTACHMENTS

1. Proposed Ordinance 2013-0213 and attachments
2. Executive's transmittal letter
3. Fiscal Note
4. Transit Division Presentation for April 30, 2013 Committee Special Meeting



Signature Report

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

April 29, 2013

Ordinance

Proposed No. 2013-0213.1

Sponsors Phillips

1 AN ORDINANCE implementing public transportation
2 service changes and the Snoqualmie Valley alternative
3 service demonstration program in September 2013,
4 February 2014 and June 2014 scheduled service changes.

5 **STATEMENT OF FACTS:**

- 6 1. The proposed changes to Metro's fixed route transit network and the
7 Snoqualmie Valley alternative service demonstration program include
8 changes that affect service in the cities of Auburn, Bellevue, Burien,
9 Carnation, Duvall, Federal Way, Issaquah, North Bend, Redmond,
10 Renton, SeaTac, Seattle, Tukwila, Shoreline, Snoqualmie and
11 Woodinville, as well as portions of unincorporated King County.
- 12 2. The proposed changes are consistent with the policy direction and
13 priorities adopted on July 11, 2011, in King County Metro's Strategic Plan
14 for Public Transportation 2011-2021 and associated Service Guidelines, in
15 Ordinance 17143.
- 16 3. Ordinance 17143, Section 7, adopting the Strategic Plan for Public
17 Transportation 2011-2021 and Service Guidelines, directed the executive
18 to transmit to council before June 15, 2012, for acceptance by motion, a
19 five-year implementation plan for alternatives to traditional transit service

20 delivery consistent with the recommendations from the 2010 Regional
21 Transit Task Force.

22 4. The Five-Year Implementation Plan for Alternatives to Traditional
23 Transit Service Delivery was submitted to council on June 12, 2012 and
24 accepted on September 17, 2012, by Motion 13736. The motion directed
25 Metro to start one to three alternative service demonstration programs by
26 mid-2014 using the identified process for community collaboration.

27 5. The proposed 2013 service changes implement the first of three
28 alternative service demonstration programs as called for in the alternative
29 service delivery implementation plan. The first demonstration program
30 includes the establishment of a funding partnership and operational
31 strategies, developed as part of the identified community collaboration
32 process.

33 6. Metro conducted required public outreach and the Title VI analysis in
34 accordance with King County Code and policy.

35 7. The proposed changes are within the adopted 2013-14 service hour
36 budget.

37 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

38 SECTION 1. The public transportation service changes for King County,
39 substantially as described in Attachment A to this ordinance, dated September 2013, are
40 hereby approved and will be implemented effective September 28, 2013.

41 SECTION 2. The public transportation service changes for King County,
42 substantially as described in Attachment B to this ordinance, dated February 2014, are
43 hereby approved and will be implemented effective February 15, 2014.

44 SECTION 3 The public transportation service changes for King County,
45 substantially as described in Attachment C to this ordinance, dated June 2014, are hereby
46 approved and will be implemented effective June 7, 2014.

47 SECTION 4. The alternative service demonstration program in the Snoqualmie
48 Valley, substantially as described in Attachment D to this ordinance, together with the
49 proposed revisions to the Snoqualmie Valley fixed route transit network set forth in
50 Attachment D to this ordinance, are hereby approved and will be implemented effective
51 September 28, 2013, subject to and contingent upon execution of agreements with the
52 alternative service demonstration program service provider and funding partner no later

53 than June 13, 2013. The executive is authorized to enter into such agreements as
54 necessary to implement the alternative service demonstration program.
55

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this ____ day of _____, _____.

Dow Constantine, County Executive

Attachments: A. September 2013 Public Transportation Service Change for King County, B. February 2013 Public Transportation Service Change for King County, C. June 2014 Public Transportation Service Change for King County, D. September 2013 Snoqualmie Valley Alternative Service Demonstration Project.doc

April 18, 2013

**SEPTEMBER 2013
PUBLIC TRANSPORTATION SERVICE
CHANGE FOR KING COUNTY**

ROUTE: 211

OBJECTIVES:

Improve the transit commuter market from Eastgate and Issaquah Highlands by making service more direct, in accordance with the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines:

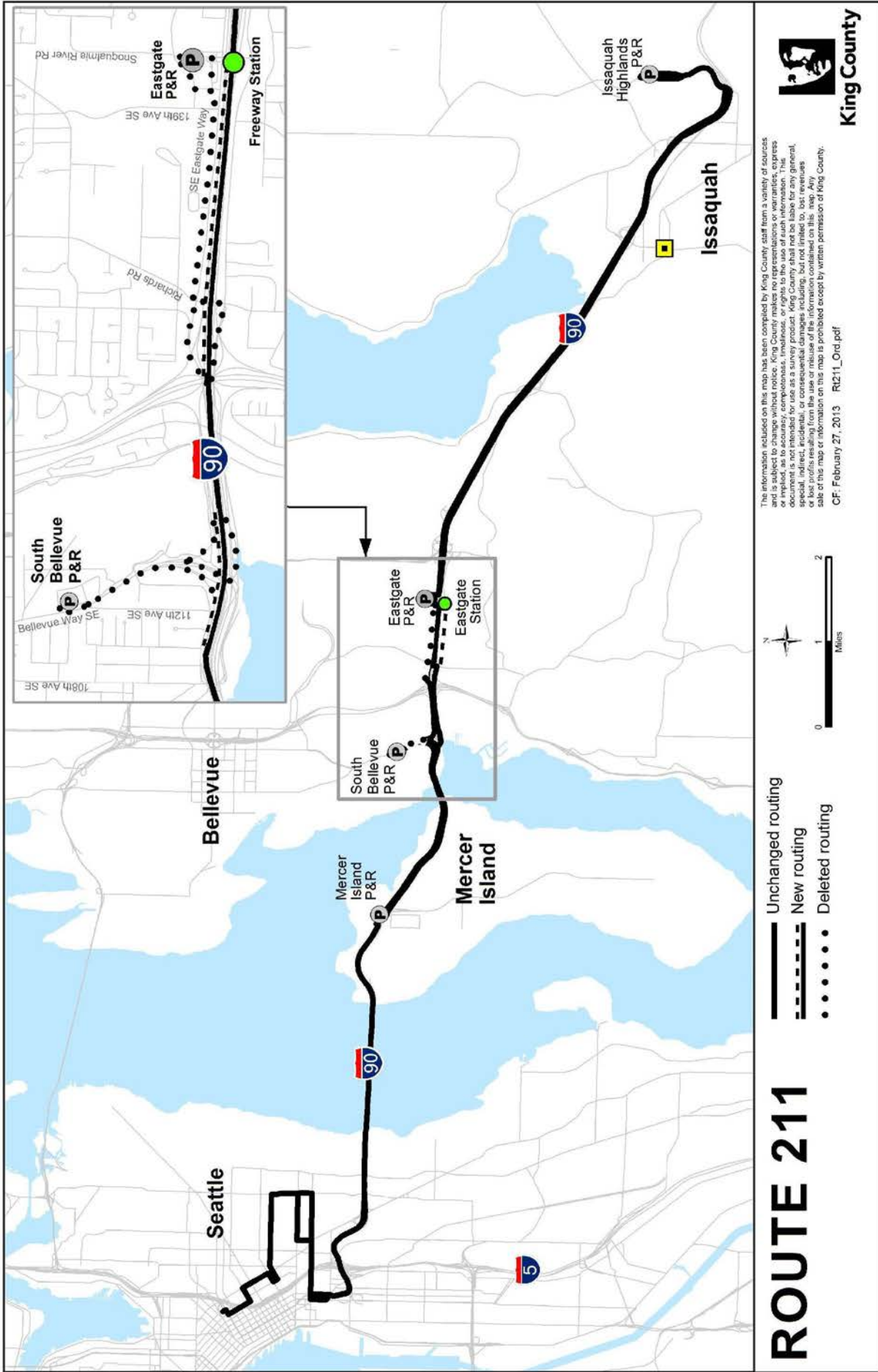
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.*

IMPACTED SERVICE AREA:

Issaquah Highlands, Eastgate, South Bellevue, North Mercer Island, and First Hill

SERVICE CHANGE:

Eliminate Route 211 deviation to South Bellevue Park-and-Ride to speed up route and make it more attractive to riders commuting from Eastgate and Issaquah Highlands. Alternative service is available on Sound Transit Route 550 from South Bellevue Park-and-Ride and downtown Seattle. From downtown Seattle to First Hill, alternative service is available on routes 2, 3, 4 or 12.



ROUTE: 215

OBJECTIVES:

Improve the transit commuter market from North Bend and Snoqualmie by making service more direct, in accordance with the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines:

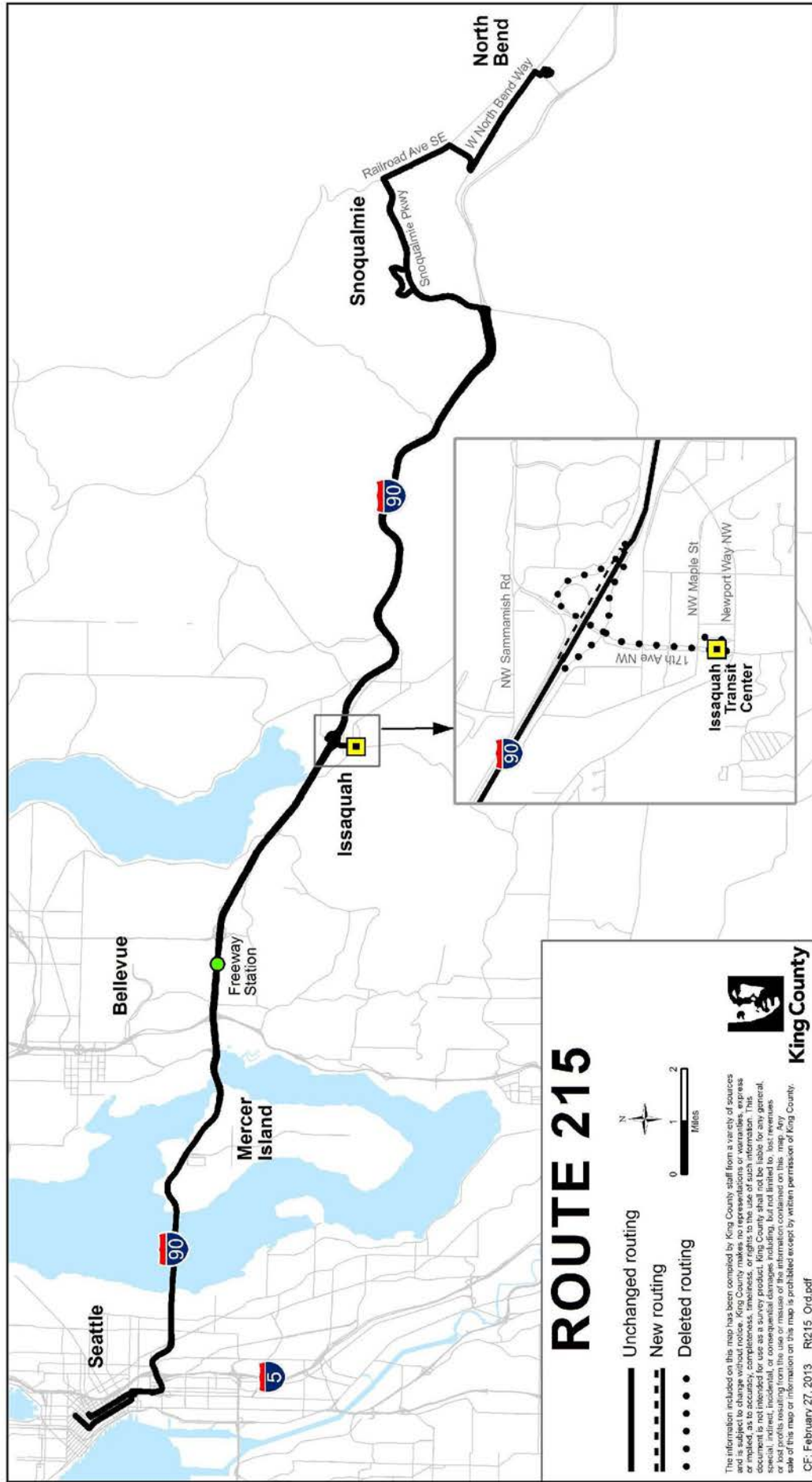
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.*

IMPACTED SERVICE AREA:

North Bend, Snoqualmie, Issaquah Transit Center, Eastgate, and downtown Seattle

SERVICE CHANGE:

Eliminate Route 215 deviation to Issaquah Transit Center to speed up route and make it more attractive to riders commuting from Snoqualmie and North Bend. Alternative services are available on Route 214 or Sound Transit Route 554 from Issaquah Transit Center into downtown Seattle. From Snoqualmie/North Bend to Issaquah Transit Center, alternative service is available on revised Route 209 or new Route 208.



ROUTE: 216

OBJECTIVES:

Revise routing to serve Issaquah Highlands Park-and-Ride to improve route productivity, reduce crowding on Route 218 and restore afternoon connection to Eastgate Freeway Station, consistent with the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*

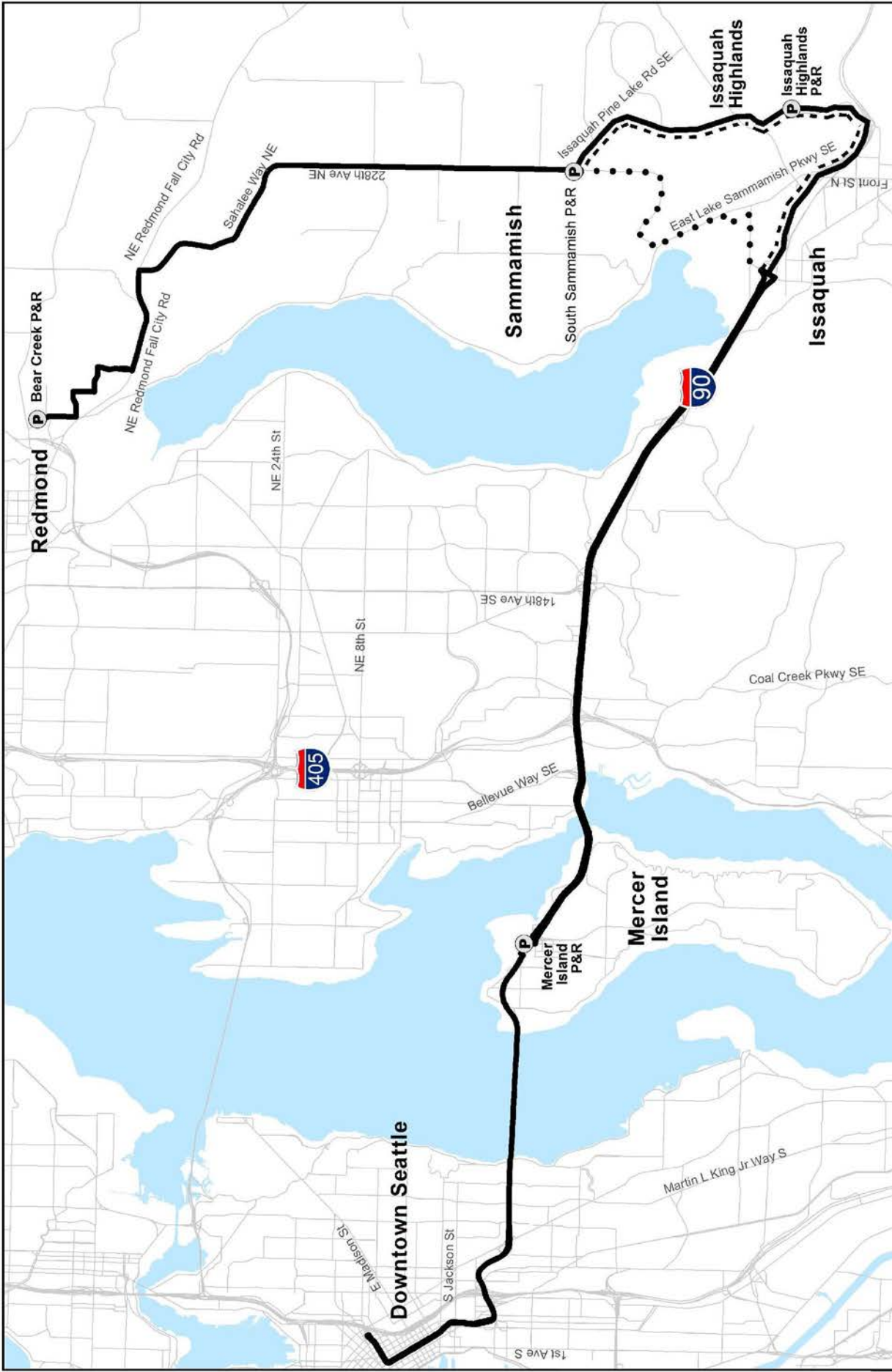
IMPACTED SERVICE AREA:

Sammamish, North Issaquah, Eastgate, Mercer Island, downtown Seattle




SERVICE CHANGE:

Revise Route 216 to serve Issaquah Highlands Park-and-Ride via Issaquah Pine Lake Road SE. Alternative service is available between South Sammamish Park-and-Ride and North Issaquah on routes 269 and 927.

Restore service to Eastgate Freeway Station during the afternoon peak period to provide a connection between Eastgate and Sammamish.



ROUTE 216

-  Unchanged routing
-  New routing
-  Deleted routing



The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, or timeliness of the information. King County and its employees are not intended for use as a survey product. King County shall not be liable for any general, special, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map, or information on the map is prohibited except by written permission of King County.



March 7, 2013 RI216_ord.pdf

ROUTE: 218

OBJECTIVES:

Reduce crowding and adjust capacity to meet transit commuter demand at Issaquah Highlands Park-and-Ride by redistributing resources within the I-90 corridor, consistent with the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Routes should be designed to avoid competing for the same riders.*

IMPACTED SERVICE AREA:

Issaquah Highlands, Eastgate, and downtown Seattle

SERVICE CHANGE:

Convert five AM and nine PM Route 218 trips that deadhead to/from East Base to new Route 219 trips to provide additional capacity for riders traveling beyond Issaquah Highlands Park-and-Ride to destinations in Sammamish. A total of 21 morning and afternoon trips will serve Issaquah Highlands Park-and-Ride. Additional service to Issaquah Highlands Park-and-Ride will be available on revised Route 216.

NEW ROUTE: 219

OBJECTIVES:

Reduce crowding and create capacity to meet transit commuter demand at Issaquah Highlands Park-and-Ride and South Sammamish Park-and-Ride by redistributing resources within the I-90 corridor, consistent with the Strategic Plan for Public Transportation 2011-2021.

- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*

IMPACTED SERVICE AREA:

Sammamish, Issaquah Highlands, Eastgate, downtown Seattle

SERVICE CHANGE:

Establish new peak Route 219 to serve commuters traveling between Sammamish, Issaquah Highlands Park-and-Ride, Eastgate Freeway Station (AM, westbound direction only), and downtown Seattle. Operate five trips during the AM peak period and nine trips during the PM peak period.



NEW ROUTE 219



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March 7, 2013 RI219_ord.pdf



King County

April 18, 2013

**FEBRUARY 2014
PUBLIC TRANSPORTATION SERVICE
CHANGE FOR KING COUNTY**

ROUTE: RapidRide E Line

OBJECTIVES:

Provide RapidRide Bus Rapid Transit service between Aurora Village Transit Center and downtown Seattle via Aurora Avenue North, using the alignment specified in Ordinance 17391, consistent with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities and others with limited transportation options.*
- *Strategic Plan Strategy 2.1.3: Provide products and services that are designed to provide geographic value in all parts of King County.*
- *Strategic Plan Strategy 3.1.1: Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone that connect people to jobs, education and other destinations essential to King County's economic vitality.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.3.1: Encourage land uses, policies, and development that lead to communities that transit can serve efficiently and effectively.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 4.1.1: Increase the proportion of travel in King County that is provided by public transportation products and services.*
- *Strategic Plan Strategy 4.2.1: Operate vehicles and adopt technology that has the least impact on the environment and maximizes long-term sustainability.*

- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*

IMPACTED SERVICE AREA:

Aurora Village Transit Center, Aurora Avenue North, downtown Seattle

SERVICE CHANGE:

The RapidRide E Line is scheduled to begin at the February 2014 Service Change.

Operate the new RapidRide E Line between Aurora Village Transit Center and downtown Seattle via Aurora Avenue N, replacing Route 358.

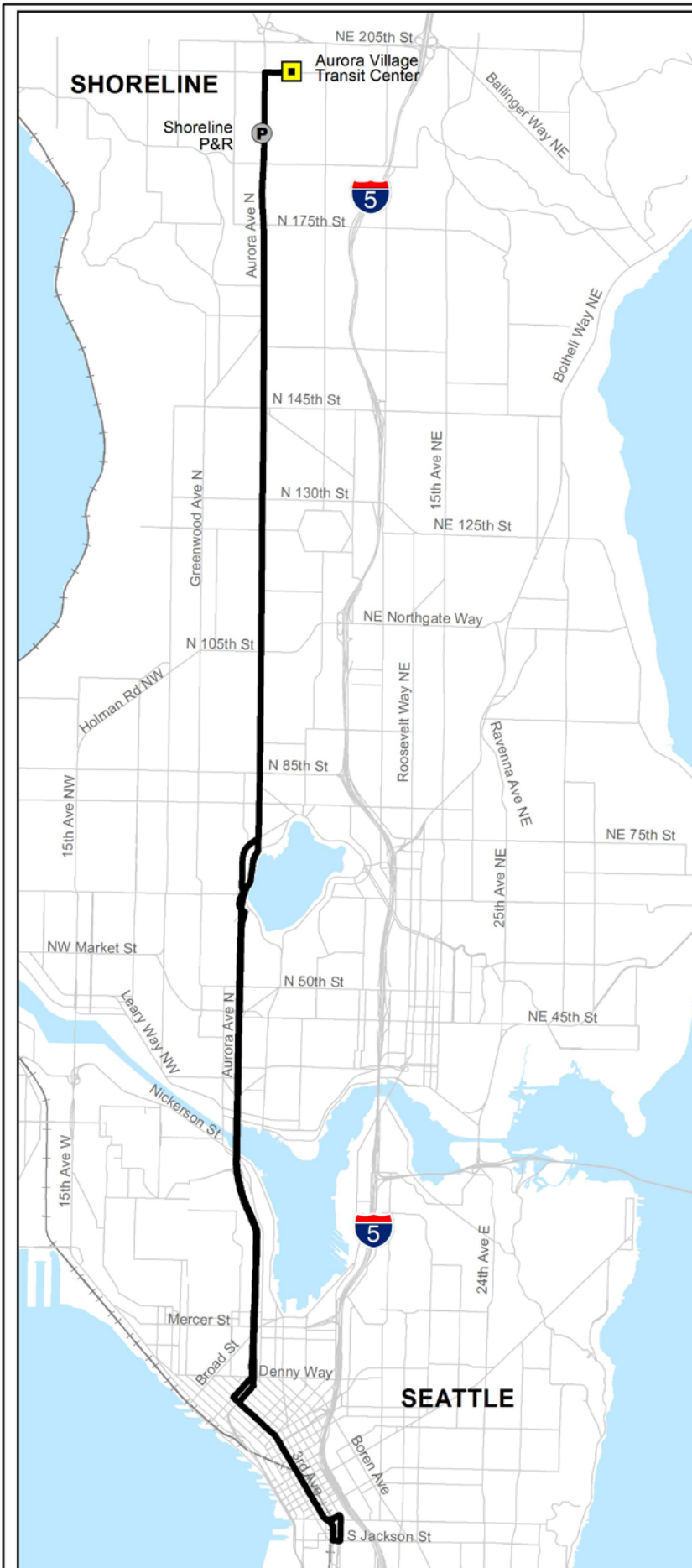
On weekdays during peak periods, in the predominant direction of travel, operate 7 to 12 minute service frequency or better if needed to accommodate ridership. In the reverse direction, operate 10 to 15 minute service frequency or the appropriate service frequency required to provide adequate capacity to accommodate ridership.

During the off-peak periods (mid-day and evenings) on weekdays, operate 10 to 15 minute service frequency or the appropriate service frequency required to provide adequate capacity to accommodate ridership.

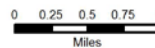
On weekdays during the night period operate 15 to 30 minute service frequency between 7:00 p.m. and 11:00 p.m., or the appropriate service frequency required to provide adequate capacity to accommodate ridership, and from 11:00 p.m. until the end of service, operate 30 to 60 minute service frequency.

On Saturday and Sunday, operate 10 to 15 minute service frequency from the start of service until 11:00 p.m., and 30 to 60 minute service frequency between 11:00 p.m. and the end of service, or the appropriate service frequency required to provide adequate capacity to accommodate ridership.

RapidRide E Line



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CF: February 27, 2013
Rt358_Ord.pdf



King County

ROUTE: 358

OBJECTIVES:

Implement RapidRide service along the corridor between Aurora Village Transit Center and downtown Seattle. The E Line will follow a similar route to Route 358 and replace the service, per Ordinance 17391, consistent with the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options*
- *Strategic Plan Strategy 2.1.3: Provide products and services that are designed to provide geographic value in all parts of King County.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 3.3.1: Encourage land uses, policies, and development that lead to communities that transit can serve efficiently and effectively.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 4.1.1: Increase the proportion of travel in King County that is provided by public transportation products and services.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*

IMPACTED SERVICE AREA:

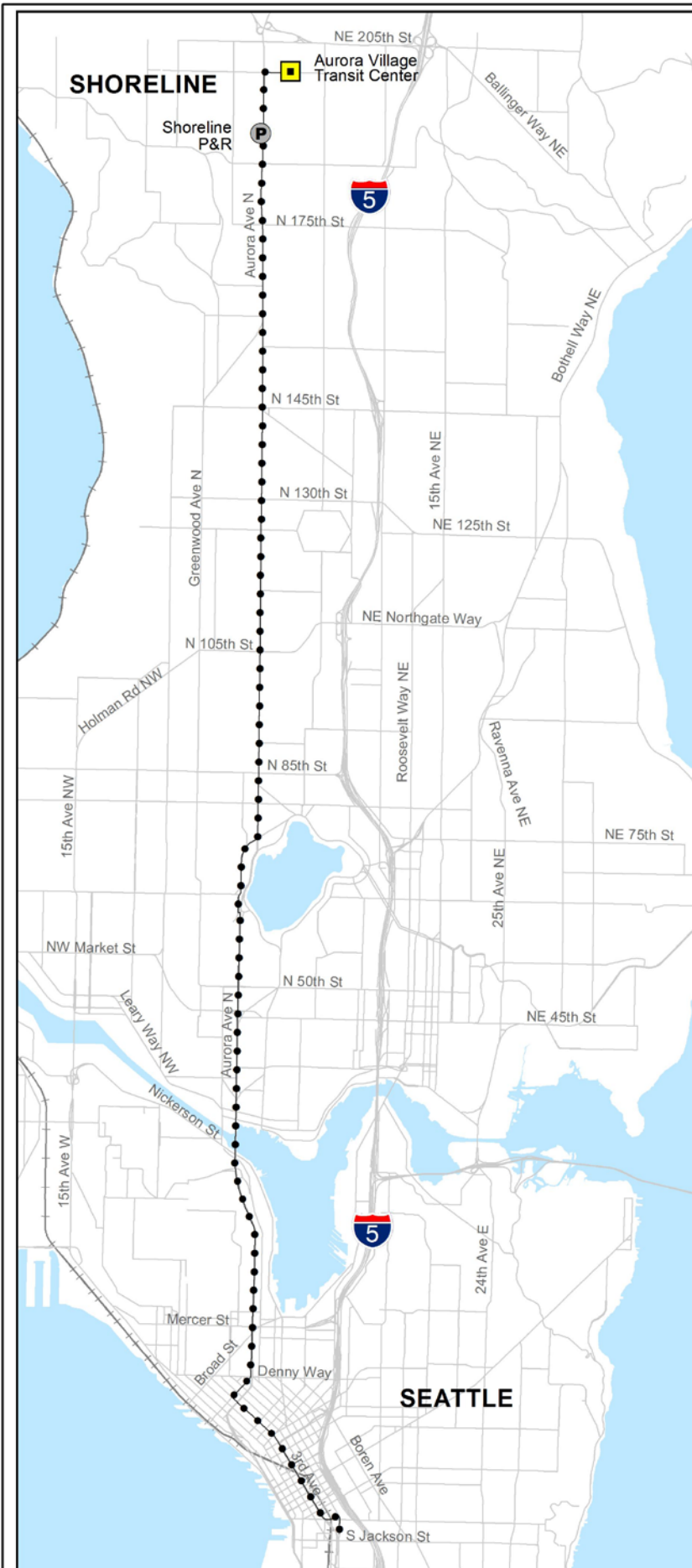
Aurora Village Transit Center, Aurora Avenue North, downtown Seattle

SERVICE CHANGE:

Discontinue Route 358 in conjunction with the start of RapidRide E Line service.

Alternative service is available on the E Line between the Aurora Village Transit Center and downtown Seattle.

ROUTE 358 Deleted



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CF: February 27, 2013
Rt358_Ord.pdf



King County

April 18, 2013

JUNE 2014
PUBLIC TRANSPORTATION SERVICE
CHANGE FOR KING COUNTY

ROUTE: RapidRide F Line

OBJECTIVES:

Provide RapidRide Bus Rapid Transit service between the Burien Transit Center and The Landing in Renton via SeaTac, Tukwila, and downtown Renton, using the alignment specified in Ordinance 17391, consistent with the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities and others with limited transportation options.*
- *Strategic Plan Strategy 2.1.3: Provide products and services that are designed to provide geographic value in all parts of King County.*
- *Strategic Plan Strategy 3.1.1: Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone that connect people to jobs, education and other destinations essential to King County's economic vitality.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.3.1: Encourage land uses, policies, and development that lead to communities that transit can serve efficiently and effectively.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 4.1.1: Increase the proportion of travel in King County that is provided by public transportation products and services.*
- *Strategic Plan Strategy 4.2.1: Operate vehicles and adopt technology that has the least impact on the environment and maximizes long-term sustainability.*

- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*

IMPACTED SERVICE AREA:

Burien, SeaTac, Tukwila, and Renton

SERVICE CHANGE:

The RapidRide F Line is scheduled to begin at the June 2014 Service Change.

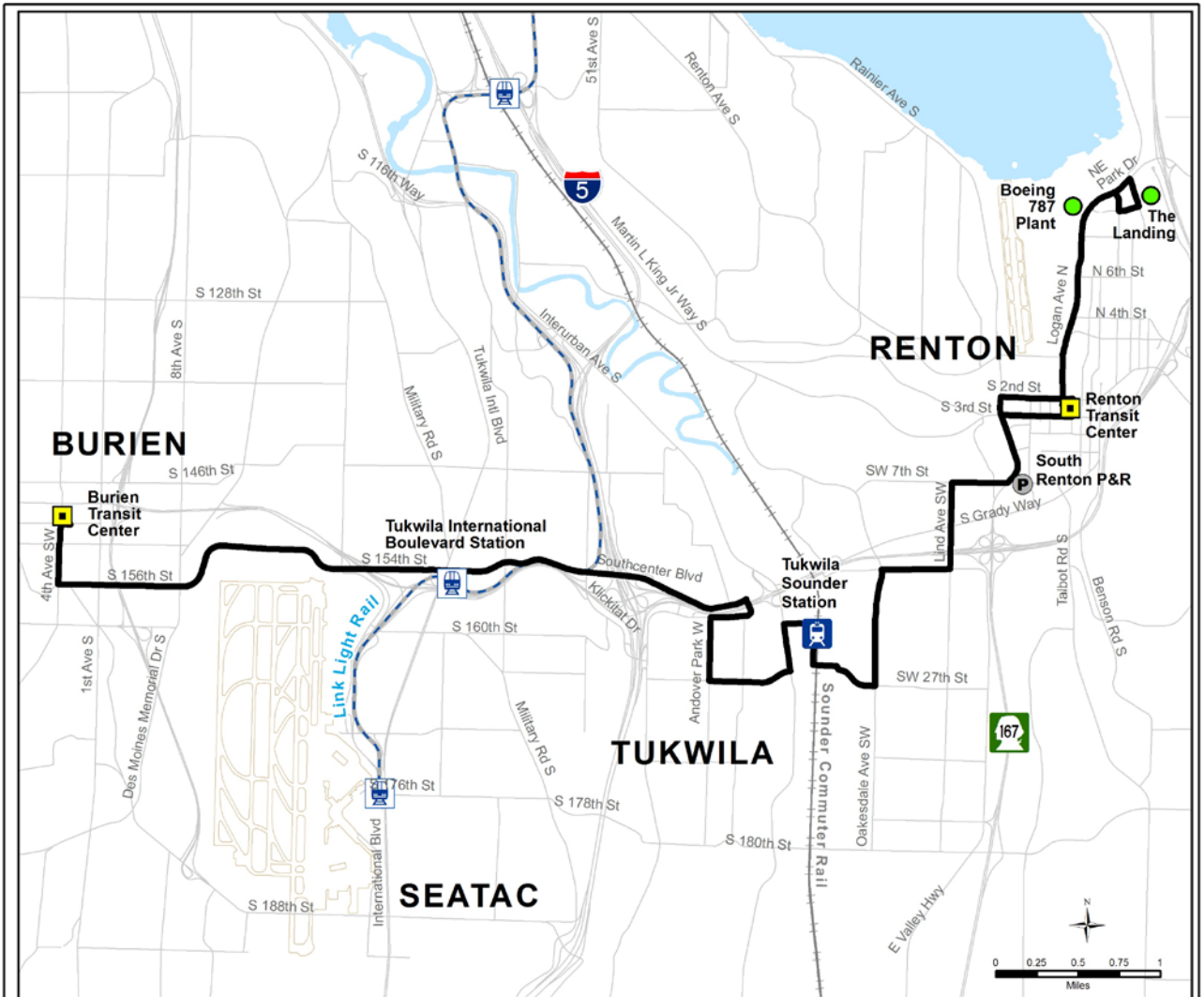
Operate the new RapidRide F Line between the Burien Transit Center and “The Landing” in Renton via SeaTac, Tukwila, and downtown Renton, replacing Route 140. The extension of F Line to “The Landing” in Renton is dependent on elimination of Route 110, which duplicates much of the F Line alignment, and one of two service funding alternatives – the award of a Regional Mobility Grant or the reduction of F Line weekend service levels.

On weekdays during peak periods, in the predominant direction of travel, operate 10 to 15 minute service frequency or better if needed to accommodate ridership. In the reverse direction, operate 15 to 20 minute service frequency or the appropriate service frequency required to provide adequate capacity to accommodate ridership.

During the off-peak periods (mid-day and evenings) on weekdays, operate 15 to 20 minute service frequency or the appropriate service frequency required to provide adequate capacity to accommodate ridership.

On weekdays during the night period operate 15 to 30 minute service frequency between 7:00 p.m. and the end of service, or the appropriate service frequency required to provide adequate capacity to accommodate ridership.

On Saturday and Sunday, operate 15 to 20 minute service frequency from the start of service until 8:00 p.m., and 20 to 30 minute service frequency between 8:00 p.m. and the end of service, or the appropriate service frequency required to provide adequate capacity to accommodate ridership.



RapidRide F Line

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CF: March 22, 2013 FLine_Ord.pdf



King County

ROUTE: 110

OBJECTIVES:

Reduce network duplication between the Tukwila Sounder Station and West Renton. The F Line extension to The Landing in Renton will replace significant segments of Route 110, per Ordinance 17391, consistent with the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options*
- *Strategic Plan Strategy 2.1.3: Provide products and services that are designed to provide geographic value in all parts of King County.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 3.3.1: Encourage land uses, policies, and development that lead to communities that transit can serve efficiently and effectively.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 4.1.1: Increase the proportion of travel in King County that is provided by public transportation products and services.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline for Route Spacing and Duplication – Routes should be designed to avoid competing for the same riders*

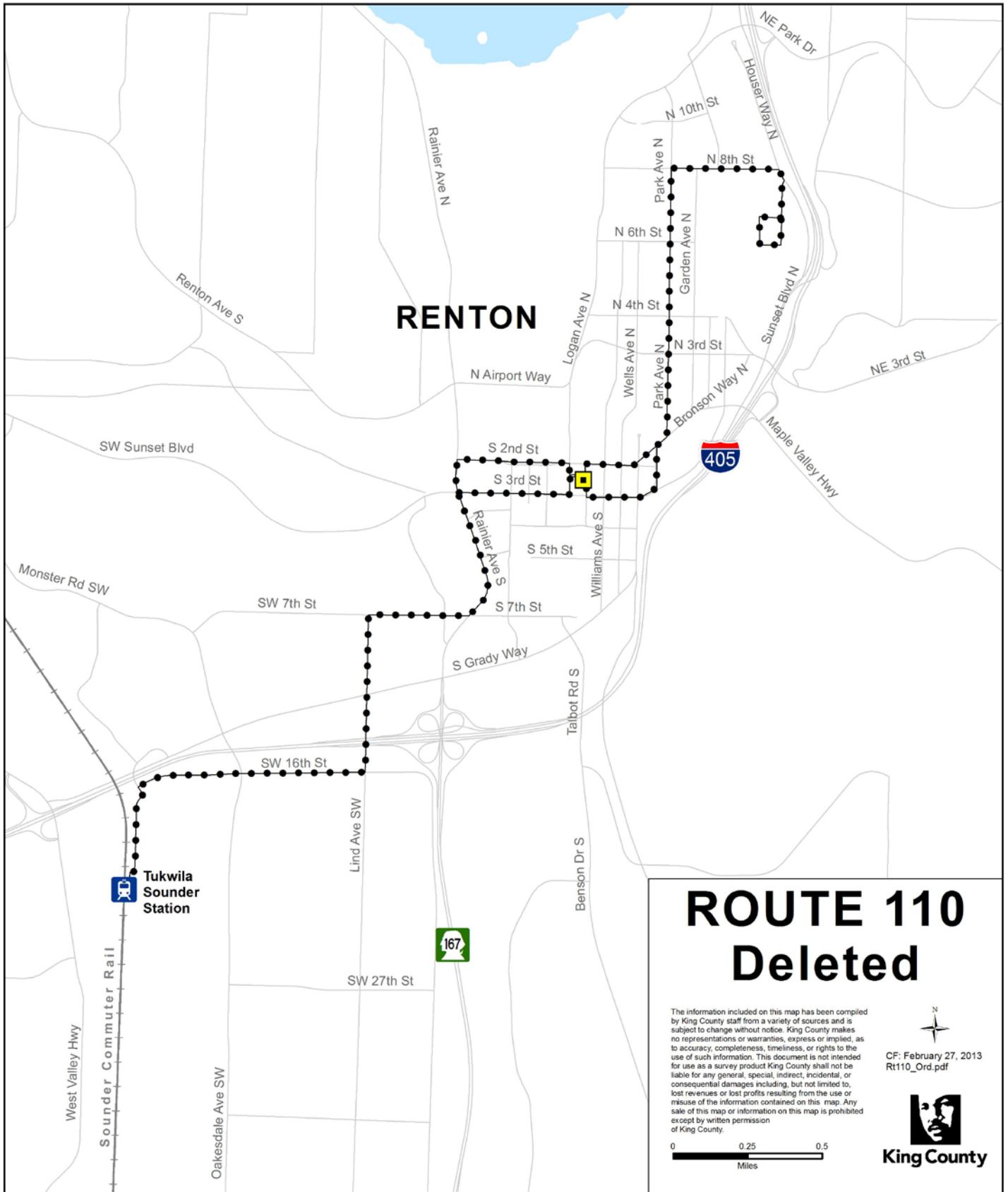
IMPACTED SERVICE AREA:

Tukwila, Renton

SERVICE CHANGE:

Discontinue Route 110 in conjunction with the start of RapidRide F Line service.

Alternative service is available on the F Line between the Tukwila Sounder Station and West Renton. The F Line and routes 240, 342, 560, and 566 provide alternative service between Renton Transit Center and North Renton.



RENTON

ROUTE 110 Deleted

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CF: February 27, 2013
Rt110_Ord.pdf



ROUTE: 140

OBJECTIVES:

Implement RapidRide service along the corridor between Burien Transit Center and Renton Transit Center. The F Line will follow a similar route to Route 140 and will replace the service, per Ordinance 17391, consistent with the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines. Until the RapidRide F Line starts in June 2014, Route 140 service will be extended to serve Boeing's 737 manufacturing plant and "The Landing" in Renton.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options*
- *Strategic Plan Strategy 2.1.3: Provide products and services that are designed to provide geographic value in all parts of King County.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 3.3.1: Encourage land uses, policies, and development that lead to communities that transit can serve efficiently and effectively.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 4.1.1: Increase the proportion of travel in King County that is provided by public transportation products and services.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*

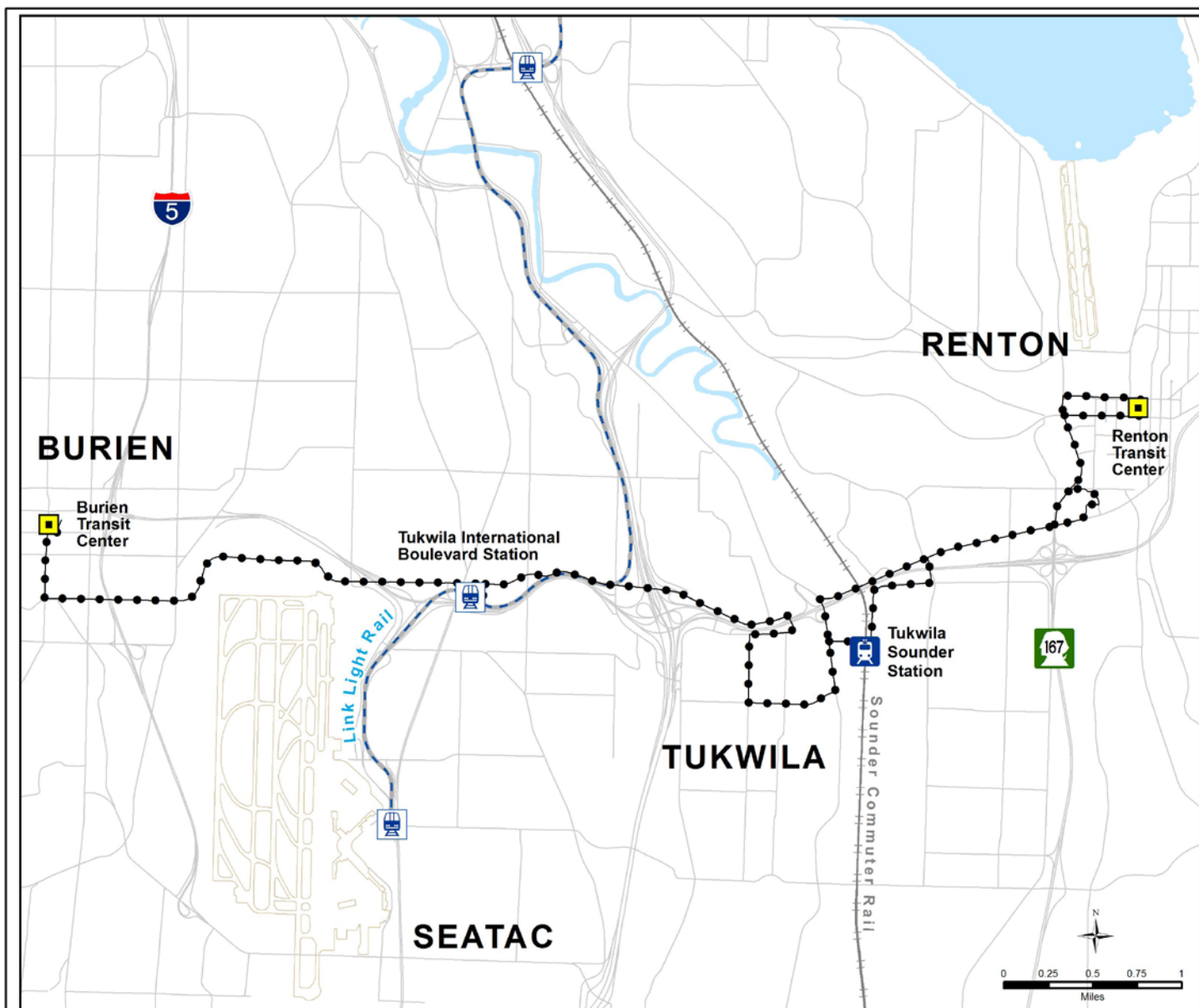
IMPACTED SERVICE AREA:

Burien, SeaTac, Tukwila, Renton

SERVICE CHANGE:

Discontinue Route 140 in conjunction with the start of RapidRide E Line service.

Alternative service is available on the F Line between the Burien Transit Center and Renton Transit Center.



ROUTE 140 Deleted

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CF: February 27, 2013 Rt140_Ord.pdf



King County

April 18, 2013

**SEPTEMBER 2013
SNOQUALMIE VALLEY ALTERNATIVE SERVICE
DEMONSTRATION PROJECT FOR KING COUNTY**

SNOQUALMIE VALLEY ALTERNATIVE SERVICE DEMONSTRATION PROJECT

OBJECTIVES:

Develop and implement alternative transportation services that meet mobility needs in the Snoqualmie Valley at a lower operating cost consistent with the Strategic Plan for Public Transportation 2011-2021 and the Five-Year Implementation Plan for Alternatives to Traditional Transit Service Delivery.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options*
- *Strategic Plan Strategy 2.1.3: Provide products and services that are designed to provide geographic value in all parts of King County*
- *Strategic Plan Strategy 2.1.4: Seek to provide to the general public an extensive range of transportation alternatives to regular fixed route-transit, such as ridesharing and other alternative or “right-sized” services.*
- *Strategic Plan Strategy 6.2.3: Develop and implement alternative public transportation services and delivery strategies.*
- *Strategic Plan Strategy 6.2.4: Provide alternative or “right-sized” services in the context of overall system financial health and the need to reduce, maintain or expand the system.*
- *Five-Year Implementation Plan for Alternatives to Traditional Transit Service Delivery - Opportunities for alternative service delivery exist where population density is low and fixed-route services may not be cost-effective. It may make more sense to meet travel needs in the area with alternative products like carpools and vanpools, community-access transportation, employer transportation programs, flexible transit services, shared taxis, and taxi scrip.*

IMPACTED SERVICE AREA:

Duvall, Carnation, Fall City, Snoqualmie, North Bend and unincorporated areas of King County in the Snoqualmie Valley.

COMMUNITY COLLABORATION PROCESS

Per Motion 13736, the Council directed Metro to demonstrate alternative services to traditional fixed route service using the community collaboration planning process outlined below.

1. *Use our service guidelines to identify current services that may be candidates for replacement with an alternative service. The first step is to analyze the productivity of each route in the system. Routes with productivity in the lowest 25 percent will be analyzed for possible elimination, restructuring, or other remediation.*

Result: Using the Service Guidelines, Metro identified Routes 209, 224, and 311 as having productivity in the lowest 25%, and therefore analyzed them for possible elimination, restructuring, or other remediation to fund alternative services.

2. *Where a route has been identified for possible replacement with an alternative service, Metro will meet with community stakeholders to identify existing transportation providers, service gaps, and mobility needs. Metro will find out from users of the existing fixed-route bus service how and why they use the service, what other transportation options might be available to the community, and what connections to the public transit network the current users need to maintain.*

Result: Starting in October 2012, Metro met with community stakeholders to identify existing transportation providers, service gaps, and mobility needs. Stakeholders included existing bus riders, local jurisdictions, local community organizations and business associations, service providers, schools, medical facilities, employers, and the general public. Metro found out how existing fixed-route bus service is used, what alternative transportation might be available to the community, and what connections to the public transit network the current riders need to maintain.

3. *Metro will propose two or three alternative service options, based on the following criteria:*
 - *The ability to expand access to travel options for residents in the community*
 - *How well the option maintains the public's access to "important trips"—e.g., the trip to ongoing, critical medical services*
 - *Maintenance or improvement of social equity and geographic value*

- *Cost-effectiveness*

Result: Based on community feedback and the criteria referenced above, Metro developed a set of alternative service options that expand and improve access to travel options for residents in the community, maintain existing connections to the fixed-route transit network, and provide cost effective service. The final proposal revises Routes 209, 224 and 311, as described herein, to partially fund the alternative service demonstration project:

4. *Communities may propose an option that is different or modified from what Metro proposes. This is also the opportunity for implementation partners to formalize their commitment to a service.*

Result: Metro worked closely with the community to refine the alternative service options and identified two partners in the Snoqualmie Valley that are committed to working with Metro to implement the alternative service. The first partner is Snoqualmie Valley Transportation, an existing local transportation service provider that Metro will contract with to implement the alternative service demonstration project. The second partner is the Snoqualmie Tribe, who will be contributing \$50,000 annually for the next five years to help fund the alternative service.

5. Metro will choose one or more alternative products for implementation.

Result: Metro will implement a new alternative product called the Snoqualmie Intra-Valley Shuttle as described herein. Additionally, Metro will implement existing alternative products such as VanPool and VanShare.

6. *Using the service change ordinance process, Metro will seek the approval of the King County Council to eliminate fixed-route services in the candidate area in order to fund the alternative service demonstration.*

Result: Metro is using the service change ordinance process to seek approval of the King County Council to revise fixed-route services in the Snoqualmie Valley in order to fund the alternative service demonstration project. The proposed revisions to the fixed-route transit network will produce approximately 3,300 annual service hours and together with the Snoqualmie Tribe's contribution can be reinvested in the new Snoqualmie Intra-Valley Shuttle.

7. *Metro will create regular reports on the alternative service(s) provided, and will evaluate the alternative service(s) annually for future funding.*

Result: Metro will create regular reports on the alternative service

demonstration project and will evaluate the alternative service annually for future funding and/or revision. The framework for the consideration and evaluation of alternative services will be established in the 2013 update of Metro's Strategic Plan for Public Transportation

SNOQUALMIE INTRA-VALLEY SERVICE

The purpose of the demonstration is to test an alternative service delivery method that expands mobility options for the communities within the Valley at a lower cost than provided by current services.

Snoqualmie Intra-Valley Shuttle will connect Duvall and North Bend, via Carnation, Fall City, and Snoqualmie Monday through Friday from approximately 6:00 a.m. to 7:00 p.m, about every 90-minutes. The service will have demand response areas with variable routing in Duvall and North Bend. The level of service identified herein will be monitored, and frequency and span of service may be adjusted to respond to use and changing needs in the Snoqualmie Valley.

The Snoqualmie Valley Intra-Valley Shuttle will be a proof-of-concept demonstration that shall be operated for at least five years. The purpose of the demonstration period is to determine if the new service type is providing mobility as designed, to ensure the community model is stable and sustainable and to fully evaluate the new service type. Furthermore, the five year period will provide assurance to the jurisdictions and communities within the Snoqualmie Valley of Metro's commitment to maintain the last public transit connection in the Duvall to Fall City portion of the corridor, per the guidance of the Strategic Plan for Public Transportation.

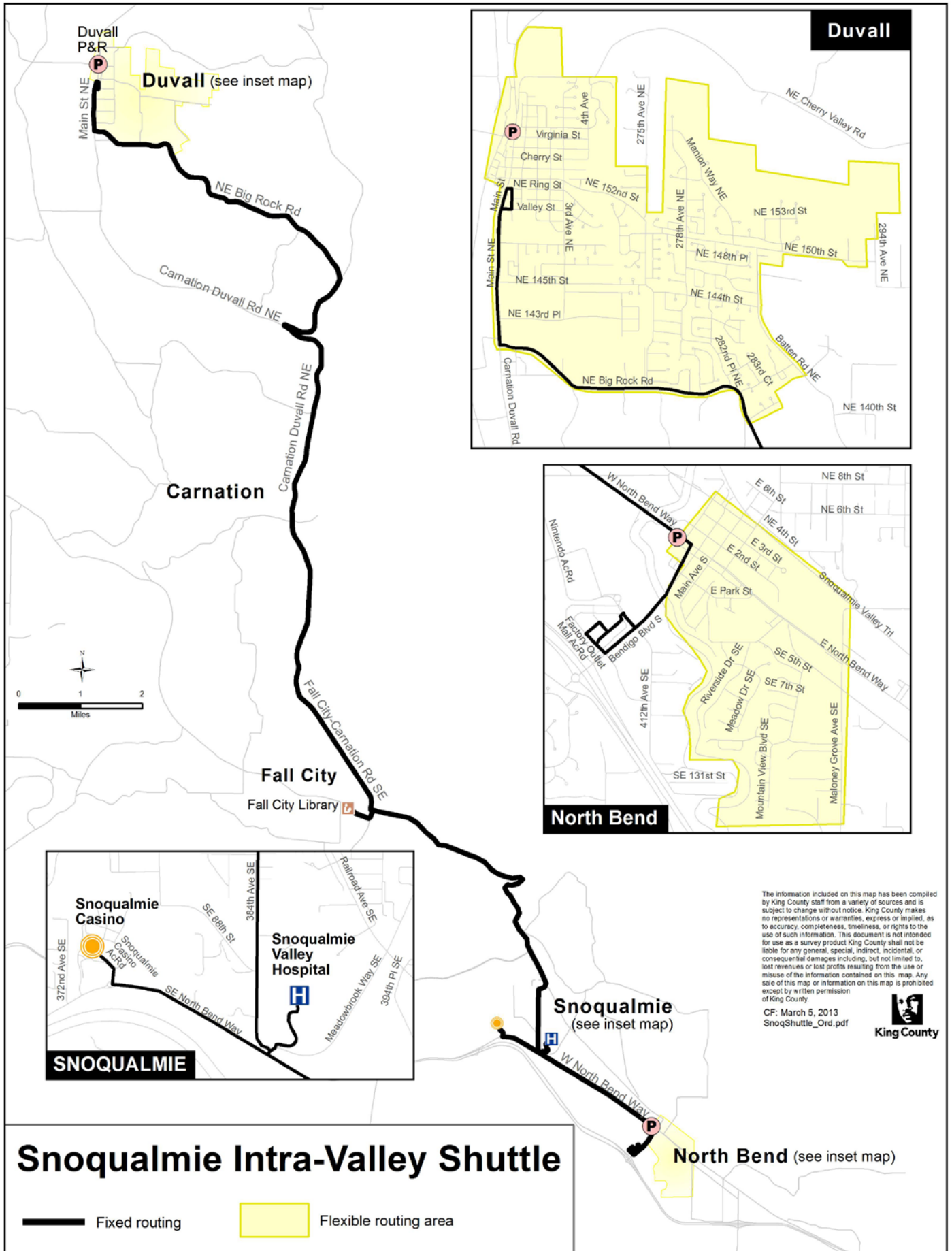
King County Metro's Access and Community Access Transportation service in the impacted area will continue as currently operated during this demonstration project.

Snoqualmie Intra-Valley Shuttle will:

- Be open to the general public
- Include fixed route segments and a demand response area in Duvall and North Bend
- Operate on a regular schedule with timed connections to Route 224 in Duvall
- Be outside the ORCA regional fare system
- Not have a Metro route number
- Have a suggested donation on intra-valley trips
- Not be given a Metro timetable or be part of Metro's Online TripPlanner.

Metro shall contract Snoqualmie Intra-Valley Shuttle to a qualified local service provider for a period of five years, with an opportunity to extend the service agreement for an additional five years. Any revenue produced by the operation of this service will be deducted from reimbursement requests to Metro. The service provider shall comply with the American with Disabilities Act and King County standards for insurance, drug testing, workers compensation insurance, driver training, performance monitoring, and reporting.

Metro shall report to the council annually on the performance and lessons learned from the Snoqualmie Valley demonstration project. At a minimum, Metro shall report the number of boardings, the cost per boarding, and the level of satisfaction among riders of the alternative service. These performance measures shall be compared to the fixed-route services that the demonstration replaces and will be evaluated for suitability for future demonstration projects.



REVISIONS TO THE SNOQUALMIE VALLEY FIXED ROUTE TRANSIT NETWORK:

NEW ROUTE: 208

OBJECTIVES:

Improve service to the growing transit market at Snoqualmie Ridge and implement alternative transportation services that meet different mobility needs at a lower operating cost consistent with the Strategic Plan for Public Transportation, 2011-2021 and the Five-Year Implementation Plan for Alternatives to Traditional Transit Service Delivery.

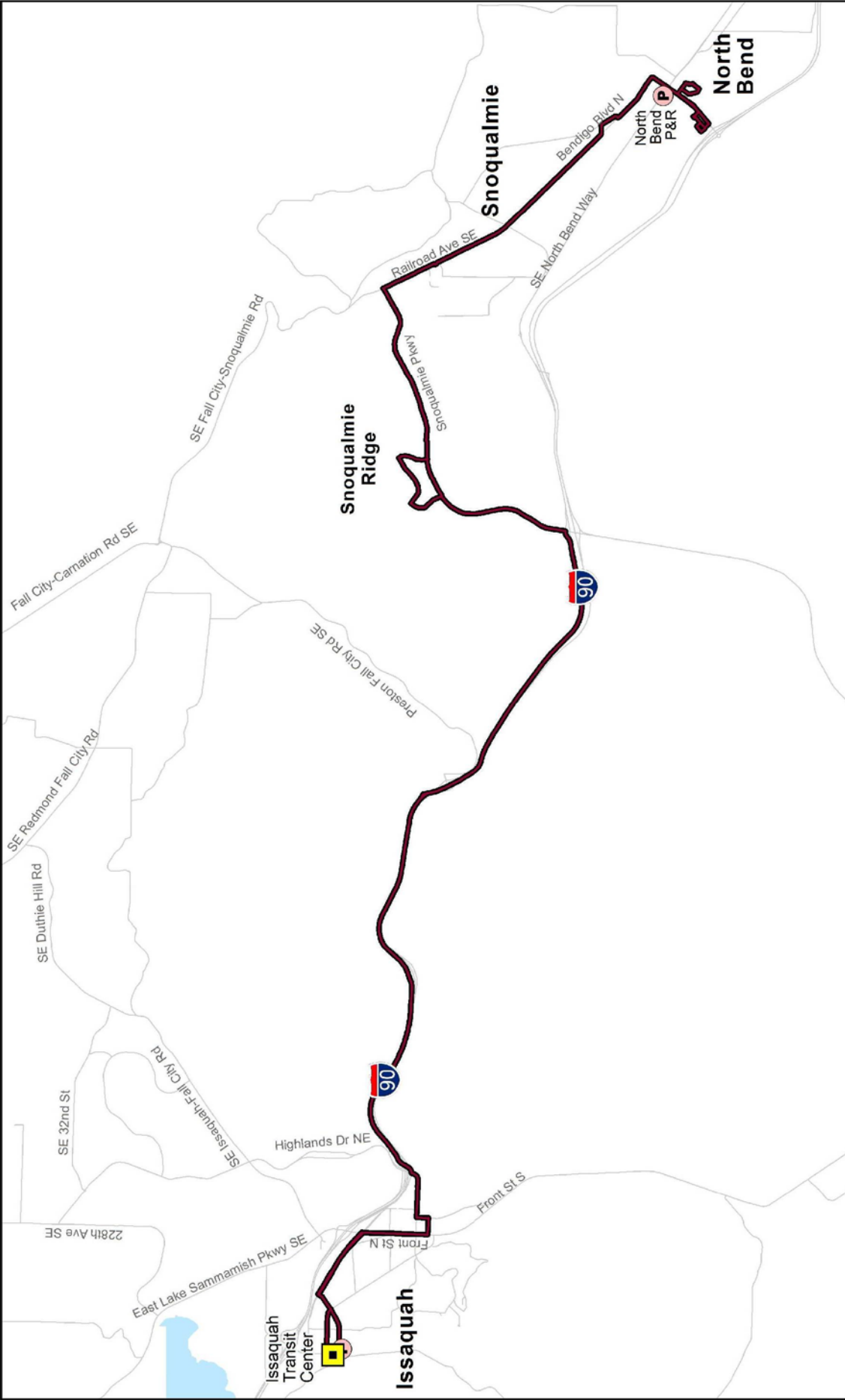
- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*

IMPACTED SERVICE AREA:

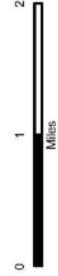
North Bend, Snoqualmie, and Issaquah

SERVICE CHANGE:

Establish new Route 208 to provide reverse peak direction, midday, evening and Saturday service between North Bend and Issaquah via the City of Snoqualmie and Snoqualmie Ridge.



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February 28, 2013
RT208_Ord.pdf

NEW ROUTE 208

ROUTE: 209

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes according to the Strategic Plan for Public Transportation 2011-2021 and King County Metro Service Guidelines and the Five-Year Implementation Plan for Alternatives to Traditional Transit Service Delivery.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options*
- *Strategic Plan Strategy 2.1.3: Provide products and services that are designed to provide geographic value in all parts of King County.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies*

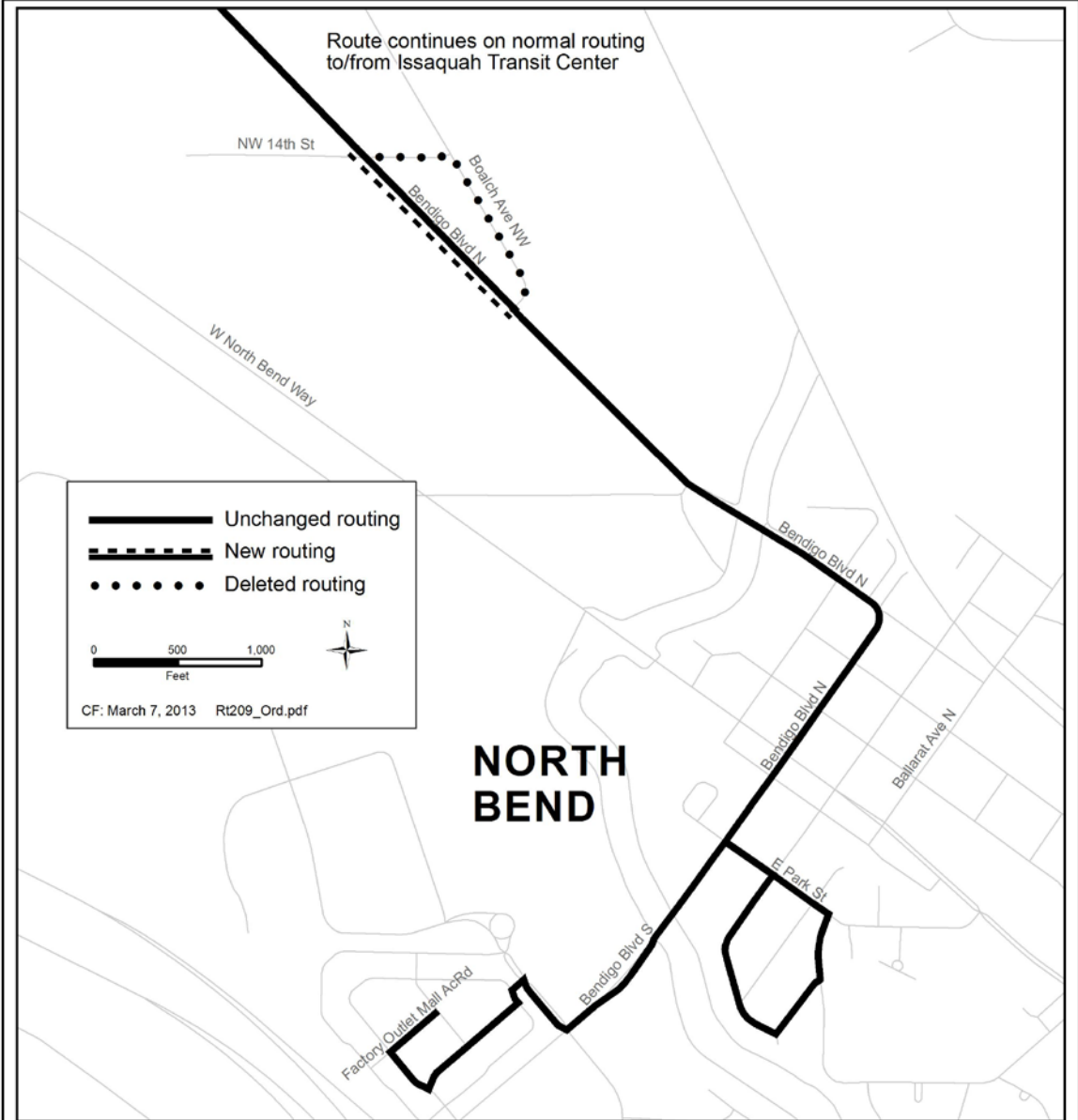
IMPACTED SERVICE AREA:

North Bend, Snoqualmie, Fall City, Preston, Issaquah, and unincorporated areas adjacent to Fall City-Snoqualmie Road and Preston-Fall City Road.

SERVICE CHANGE:

Eliminate deviation to Boalch Avenue NW and NW 14th Street. Revise Route 209 to provide three morning and three afternoon peak direction trips between North Bend and Issaquah Transit Center via Fall City-Snoqualmie Road and Preston-Fall City Road.

Alternative service will be provided between Fall City and Snoqualmie on the Snoqualmie Intra-Valley Shuttle, as outlined herein. No replacement service will be available on Preston-Fall City Rd SE in the off-peak.



ROUTE 209

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ROUTE: 224

OBJECTIVES:

Improve service to the growing transit market at Redmond Ridge and develop and implement alternative transportation services that meet different mobility needs at a lower operating cost consistent with the Strategic Plan for Public Transportation, 2011-2021 and the Five-year Implementation Plan for alternatives to traditional transit service delivery.

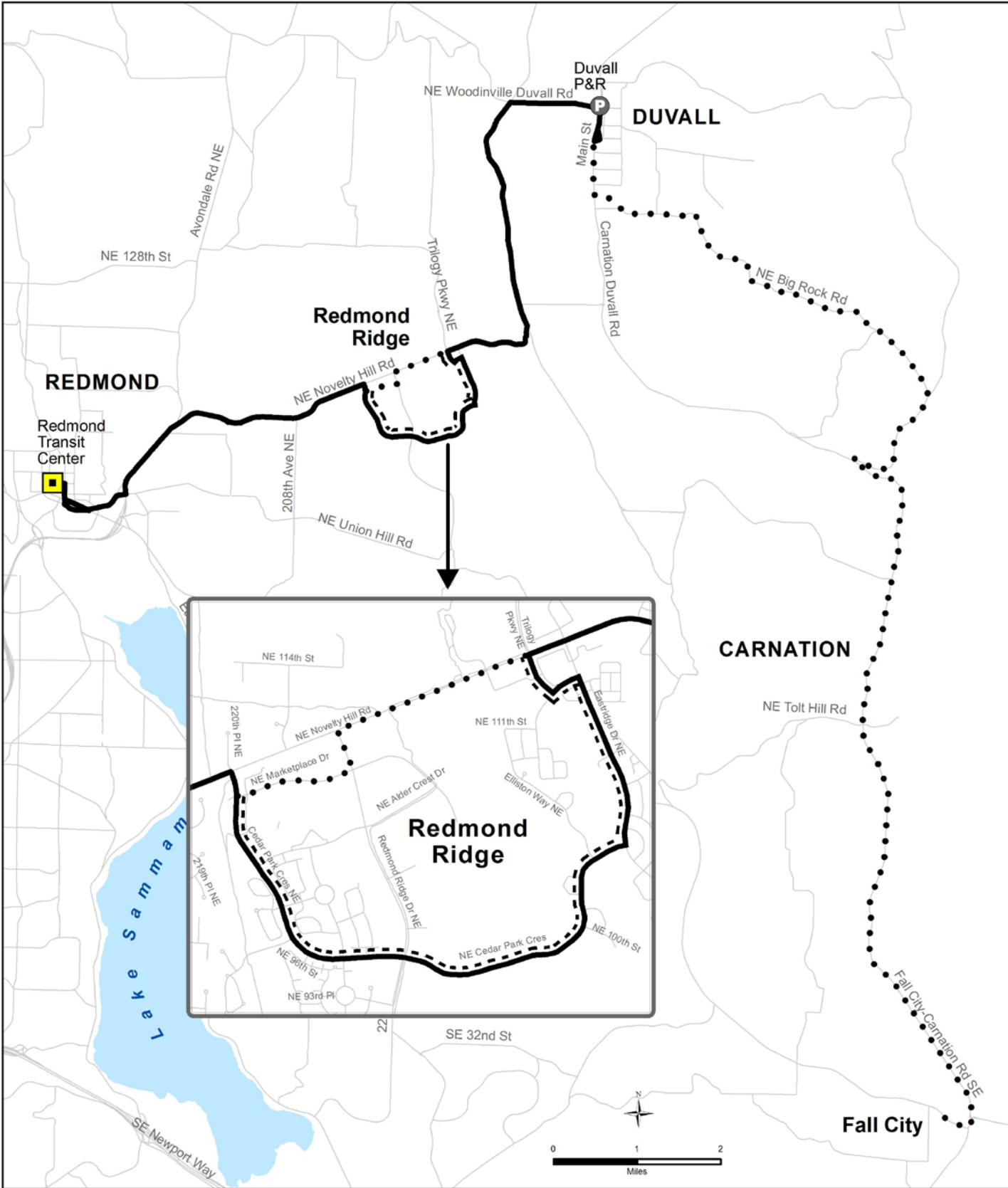
- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options*
- *Strategic Plan Strategy 2.1.3: Provide products and services that are designed to provide geographic value in all parts of King County.*
- *Strategic Plan Strategy 2.1.4: Seek to provide to the general public an extensive range of transportation alternatives to regular fixed route-transit, such as ridesharing and other alternative or “right-sized” services.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 4.2.1: Operate vehicles and adopt technology that has the least impact on the environment and maximizes long-term sustainability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies*

IMPACTED SERVICE AREA:




Fall City, Carnation, Duvall, Redmond, and Redmond Ridge

SERVICE CHANGE:

Revise Route 224 to operate between Duvall and Redmond with expanded routing in Redmond Ridge. Increase number of trips from 13 to 20 on a 90-minute headway. Alternative service will be provided between Duvall and Fall City on Snoqualmie Intra-Valley Shuttle, as outlined herein.



ROUTE 224

-  Unchanged routing
-  New routing
-  Deleted routing

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February 26, 2013 Rt224_Ord.pdf



ROUTE: 311

OBJECTIVES:

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

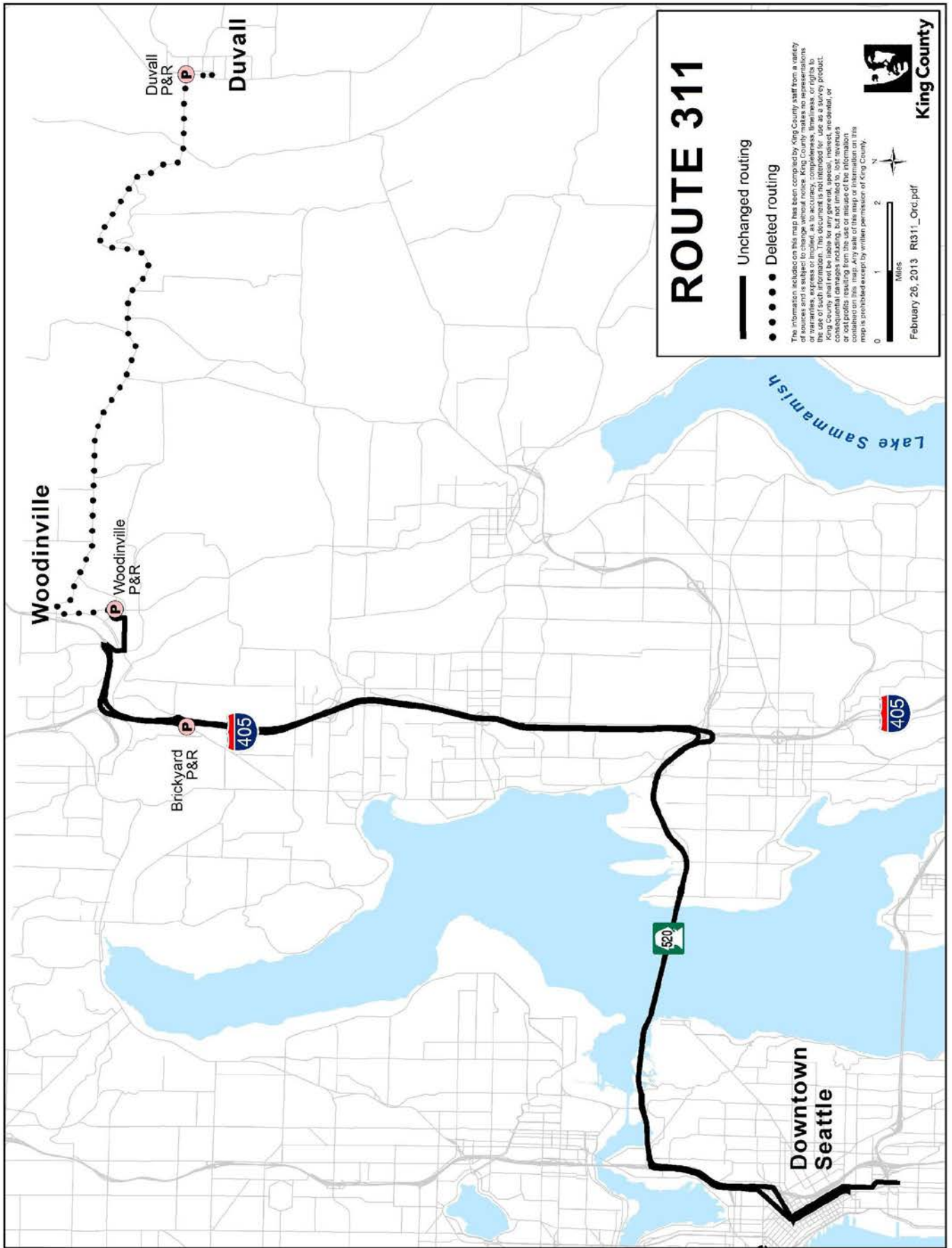
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Performance management – Productivity measures identify routes where performance is strong or weak as candidates for addition, reduction or restructuring.*
 - *Service Design Guideline for Route Spacing and Duplication – Routes should be designed to avoid competing for the same riders*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies*

IMPACTED SERVICE AREA:

Woodinville, Cottage Lake, Duvall, and unincorporated areas adjacent to Woodinville-Duvall Road

SERVICE CHANGE:

Eliminate the Route 311 segment between Woodinville and Duvall. Alternative service between Duvall and Seattle is available on routes 224 or 232 connecting to Sound Transit Route 545 at the Redmond Transit Center. From Duvall to Woodinville, alternative service is available on Route 232 connecting to Route 931. Alternative services such as VanPool, VanShare and carpooling are also available. Metro will promote these alternative commute options and facilitate ridematching to existing Route 311 riders.



April 17, 2013

The Honorable Larry Gossett
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Gossett:

This letter transmits an ordinance that sets forth recommended service changes for September 2013 that emphasize productivity while ensuring social equity and providing geographic value. This ordinance also includes some service changes that will be implemented in 2014, such as RapidRide E and F Lines. The changes to transportation services I am recommending implement the Strategic Plan for Public Transportation 2011-2021 (Metro's Strategic Plan), as well as the Five-Year Implementation Plan for Alternatives to Traditional Transit Service Delivery. Metro's Strategic Plan aligns public transportation activities with the goals, objectives and strategies identified in the County's Strategic Plan.

The recommended changes support a number of the goals and objectives outlined in Metro's Strategic Plan, including the delivery of alternative services. These modifications to service will enable King County to provide more cost effective bus service while meeting the needs of people that depend on Metro bus service throughout King County. Metro recommends implementation of the remaining two planned RapidRide lines, improvement of commuter services in the I-90 corridor, and the start of the first alternative service demonstration project in the Snoqualmie Valley. Other administrative service changes will be made pursuant to the Director's authority as provided for in KCC 28.94.020 (B). A list of those administrative changes is attached to this letter, *Administrative Changes to Public Transportation Network September 2013*.

The proposed changes focus on delivering a variety of public transportation services appropriate to different markets and mobility needs as outlined briefly here:

- **RapidRide:** Metro will implement the final two RapidRide lines along Aurora Avenue North in Shoreline and Seattle (E Line); and between Burien, SeaTac, Tukwila, and Renton (F Line). RapidRide provides high quality, frequent service with enhanced route facilities, real time information signs and proof of payment fare collection system. The E Line is scheduled for implementation in February 2014.

Minor changes are proposed around the F Line that will minimize route duplication and improve overall system effectiveness. The resources needed to extend the F Line from its original terminus in downtown Renton to serve Boeing's 737 manufacturing plant and The Landing mixed-use development in North Renton will be secured through the anticipated award of a State Regional Mobility Grant and through reinvestment of other Renton area service that duplicates F Line service. By administrative action, Metro will extend the Route 140 to the Boeing Plant and The Landing in anticipation of the F Line. The F Line is scheduled for implementation in June 2014.

- **I-90 Corridor:** The I-90 commuter services have seen significant ridership growth in the past few years. The proposed changes in this corridor are intended to address chronic crowding by redistributing resources within the corridor, better matching the available capacity to the market demand. The changes will also attract new riders by providing faster and more direct trips for some commuters.
- **Alternative Service Delivery:** The first alternative service demonstration project in the Snoqualmie Valley includes changes to the fixed route transit network and the establishment of a new alternative public transportation service. Metro utilized the community collaboration planning process for alternative service delivery and identified a committed local funding partner and local service provider that can operate intra-valley service at a lower cost. Changes to fixed routes will also move service to areas with higher population and employment concentration. This combination of changes should increase productivity and reduce costs while improving mobility in areas that are difficult to serve in a cost effective way with traditional transit services.
- **Administrative changes:** Per the service guidelines, Metro uses passenger load and schedule reliability guidelines to assess service quality and develop a list of routes with service quality needs. Metro also evaluates all of its corridors and identifies those that currently have below-target service levels according to criteria set forth in the guidelines. In September 2013, Metro will implement administrative investments in service quality by making reductions on routes that perform in the bottom 25 percent on one or both of Metro's performance measures. This reinvestment of resources addresses only a portion of our current service quality and corridor service-level needs. In order to address all of these guidelines-identified needs, Metro would need to reduce even more lower-performing services or increase its overall service resources by about ten percent.

As illustrated in the list of proposed changes, Metro serves a diverse array of needs, from people who choose to use transit for their daily commute, to those who depend on transit as their sole transportation source. My recommendations seek to balance these needs and reflect the County's equity and social justice foundational practices in the delivery of a public transit system that is safe, efficient, and affordable.

Enclosed with this letter is a *Title VI Service Equity Analysis* for Councilmember review while considering this legislation. King County is required under United States Department of Transportation Title VI regulations to evaluate major service changes to assure such

changes do not place disproportionate adverse effect on minority populations and low-income individuals. Although King County Metro has conducted Title VI evaluations as a regular planning activity since required, in 2012 the Federal Transit Administration released new regulations requiring transit providers to present Title VI reports to their governing officials responsible for service and/or fare change decisions and the equity impacts of proposed service and/or fare changes. In accordance with the County's recently adopted Strategic Climate Action Plan, these changes will also result in a transit network that attracts new riders to a sustainable transportation choice through more reliable, frequent and faster service.

Metro launched three separate community engagement efforts to gather feedback on these proposed changes. In each case, Metro heard from a number of people who supported the proposals, but also from those who thought the proposed changes would inconvenience them. This recommendation is the product of work Metro did to address community concerns within available resources.

Thank you for your consideration of the September 2013 service change ordinance. This legislation will improve the mobility of King County residents and make changes to the transit system that move us toward our adopted vision, goals and objectives.

If you have any questions, please feel free to contact Kevin Desmond, General Manager, Metro Transit Division at 206-684-1619.

Sincerely,

Dow Constantine
King County Executive

Enclosures

cc: King County Councilmembers
 ATTN: Michael Woywod, Chief of Staff
 Anne Noris, Clerk of the Council
Carrie S. Cihak, Chief Advisor, Policy and Strategic Initiatives, King County
 Executive Office
Dwight Dively, Director, Office of Performance, Strategy and Budget
Harold S. Taniguchi, Director, Department of Transportation (DOT)
Kevin Desmond, General Manager, Metro Transit Division, DOT
Victor Obeso, Manager, Service Development, Metro Transit Division, DOT
David Hull, Supervisor, Service Planning, Service Development, Metro Transit
 Division, DOT
Matt Hansen, Supervisor, Market Development, Service Development, Metro Transit
 Division, DOT

FISCAL NOTE
Snoqualmie Valley Intra-Valley Shuttle

Ordinance/Motion No.: 2013-XXXX
Title: September 2013 Public Transportation Service for King County
Affected Agencies: Transit
Note Prepared By: Jeremy Fichter
Note Reviewed By: Jill Krecklow

Impact of the Snoqualmie Valley Intra-Valley Shuttle - included in the above legislation - on the fiscal affairs of King County is estimated to be:

Revenue to:

Fund Title	Fund Code	Revenue Source	2013	2014	2015
Public Transportation	4640	Fare Rev	\$0	\$0	\$0
Public Transportation	4640	Partnership	\$12,745	\$50,000	\$50,000
TOTAL			\$12,745	\$50,000	\$50,000

Expenditures from:

Fund Title	Fund Code	Department	2013	2014	2015
Public Transportation	4640	Transit	\$117,235	\$366,345	\$374,670
TOTAL			\$117,235	\$366,345	\$374,670

Expenditures by Categories:

	2013	2014	2015
Salaries & Benefits	\$41,111	\$166,925	\$172,767
Supplies and Services	\$76,124	\$199,420	\$201,903
Capital Outlay			
Other			
TOTAL	\$117,235	\$366,345	\$374,670

Assumptions:

	2013	2014	2015
Hours changes in 2013, 2014, and 2015 are based on daily hours, including 65 weekdays in 2013; 255 weekdays in 2014; and 255 weekdays in 2015			
Snoqualmie Valley Intra-Valley Shuttle	1,958	7,680	7,680
Net Hours	1,958	7,680	7,680
Costs for the Snoqualmie Valley intra-valley shuttle are based on project-specific estimates			
Snoqualmie Valley Intra-Valley Shuttle	\$59.89	\$47.70	\$48.79
Salaries and benefits in each year's marginal cost are as follows:			
Snoqualmie Valley Intra-Valley Shuttle	\$21.00	\$21.74	\$22.50

NOTE: The cost of the Snoqualmie Valley Intra-Valley Shuttle will be offset by savings associated with shortening Metro Routes 224 and 311 in the valley, in addition to the partnership funding specified above. The fiscal impact of changes to Metro fixed route service - including changes to Routes 224 and 311 - are reflected in a separate fiscal note associated with this legislation, entitled Metro Fixed Route Service.

No supplemental budget authority is required to implement these services changes.

FISCAL NOTE
Metro Fixed Route Service

Ordinance/Motion No.: 2013-XXXX
Title: September 2013 Public Transportation Service for King County
Affected Agencies: Transit
Note Prepared By: Jeremy Fichter
Note Reviewed By: Jill Krecklow

Impact of changes to Metro fixed route service included in the above legislation on the fiscal affairs of King County is estimated to be:

Revenue to:

Fund Title	Fund Code	Revenue Source	2013	2014	2015
Public Transportation	4640	Fare Rev	-\$13,107	\$539,946	\$811,192
Public Transportation	4640	Grant	\$0	\$411,520	\$752,800
TOTAL			-\$13,107	\$539,946	\$811,192

Expenditures from:

Fund Title	Fund Code	Department	2013	2014	2015
Public Transportation	4640	Transit	-\$69,448	\$3,866,526	\$5,656,762
TOTAL			-\$69,448	\$3,866,526	\$5,656,762

Expenditures by Categories:

	2013	2014	2015
Salaries & Benefits	-\$48,614	\$2,706,568	\$3,959,733
Supplies and Services	-\$20,834	\$1,159,958	\$1,697,029
Capital Outlay			
Other			
TOTAL	-\$69,448	\$3,866,526	\$5,656,762

Assumptions:

	2013	2014	2015
Small Bus	0	-1,802	-3,192
40' Diesel/Hybrid	-419	-21,980	-37,455
60' Diesel	0	0	0
60' Hybrid BRT	0	115,740	153,100
60' Hybrid	-294	-62,816	-71,672
40' Trolley	0	0	0
60' Trolley	0	0	0
DART	0	0	0
Net Hours	-713	29,142	40,781

The 2013 marginal cost is based on the adopted 2013 budget. Cost growth in 2014 and 2015 is assumed to be 3.8 percent per year, consistent with financial plan estimates.

	2013	2014	2015
Small Bus	\$90.29	\$93.72	\$97.28
40' Diesel/Hybrid	\$93.36	\$96.91	\$100.59
60' Diesel	\$124.70	\$129.44	\$134.36
60' Hybrid BRT	\$107.31	\$111.39	\$115.62
60' Hybrid	\$103.16	\$107.08	\$111.15
40' Trolley	\$87.18	\$90.50	\$93.94
60' Trolley	\$96.63	\$100.30	\$104.11
DART	\$91.61	\$95.09	\$98.70
Small Bus	\$63.20	\$65.61	\$68.10
40' Diesel/Hybrid	\$65.35	\$67.84	\$70.41
60' Diesel	\$87.29	\$90.61	\$94.05
60' Hybrid BRT	\$75.12	\$77.97	\$80.93
60' Hybrid	\$72.21	\$74.96	\$77.80
40' Trolley	\$61.03	\$63.35	\$65.76
60' Trolley	\$67.64	\$70.21	\$72.88
DART	\$64.13	\$66.56	\$69.09

Salaries and benefits in each year's marginal cost are as follows:

Change in fare paying ridership is estimated to be 16 rides per service hour. Average fare is assumed to be \$1.149 per ride in 2013, \$1.158 in 2014 and \$1.2432 in 2015.

No supplemental budget authority is required for implementation of the proposed the service changes.

2013-2014 Service Change Overview

April 30, 2013

Transportation, Economy, and Environment
Committee Meeting



King County
METRO

We'll Get You There.

Service Change Overview

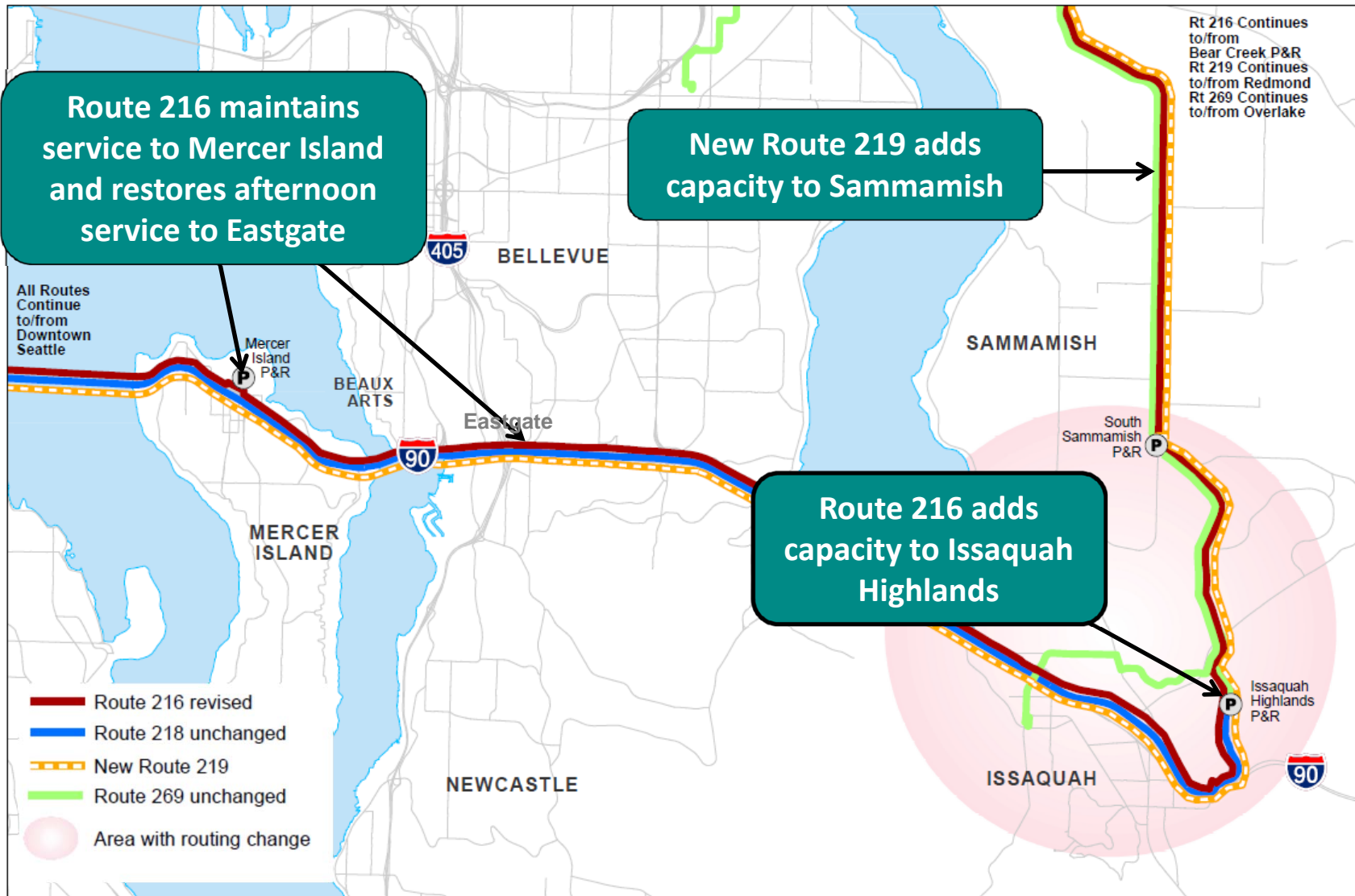
- Modify service on the I-90 corridor to accommodate demand (Sept 2013)
- Begin first alternative service delivery project in the Snoqualmie Valley (Sept 2013)
- Implement RapidRide E Line (Feb 2014)
- Implement RapidRide F Line (June 2014)

Why change I-90 commuter service?

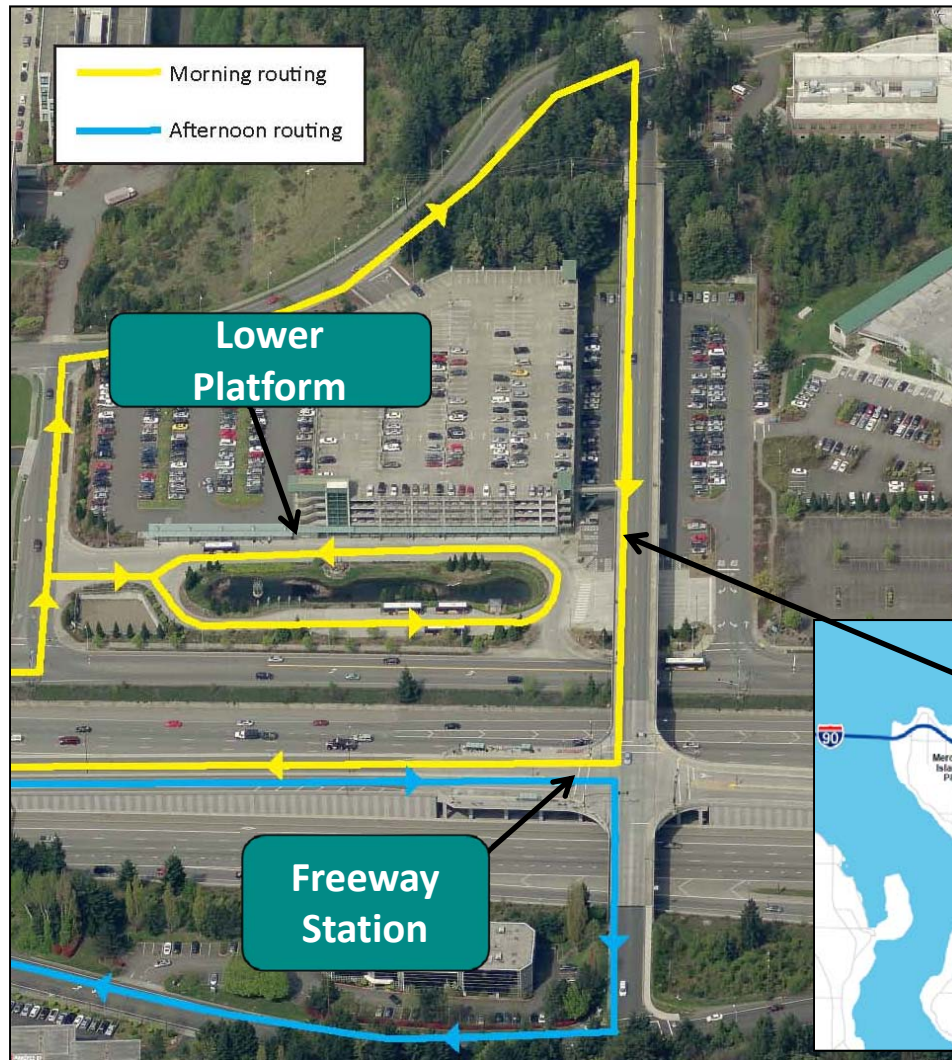
- Balance capacity with demand
- Fill empty seats
- Decrease travel time
- Emergency action; permanent solution



I-90 capacity and demand



Eastgate Park-and-Ride - fill empty seats



- Revise Route 210 to serve Eastgate
 - Replace four Route 212 trips with four Route 210 trips to free up resources
 - Fill unused capacity on Route 210
 - Maintain same number of trips at lower platform in the morning



I-90 - Decrease Travel Time

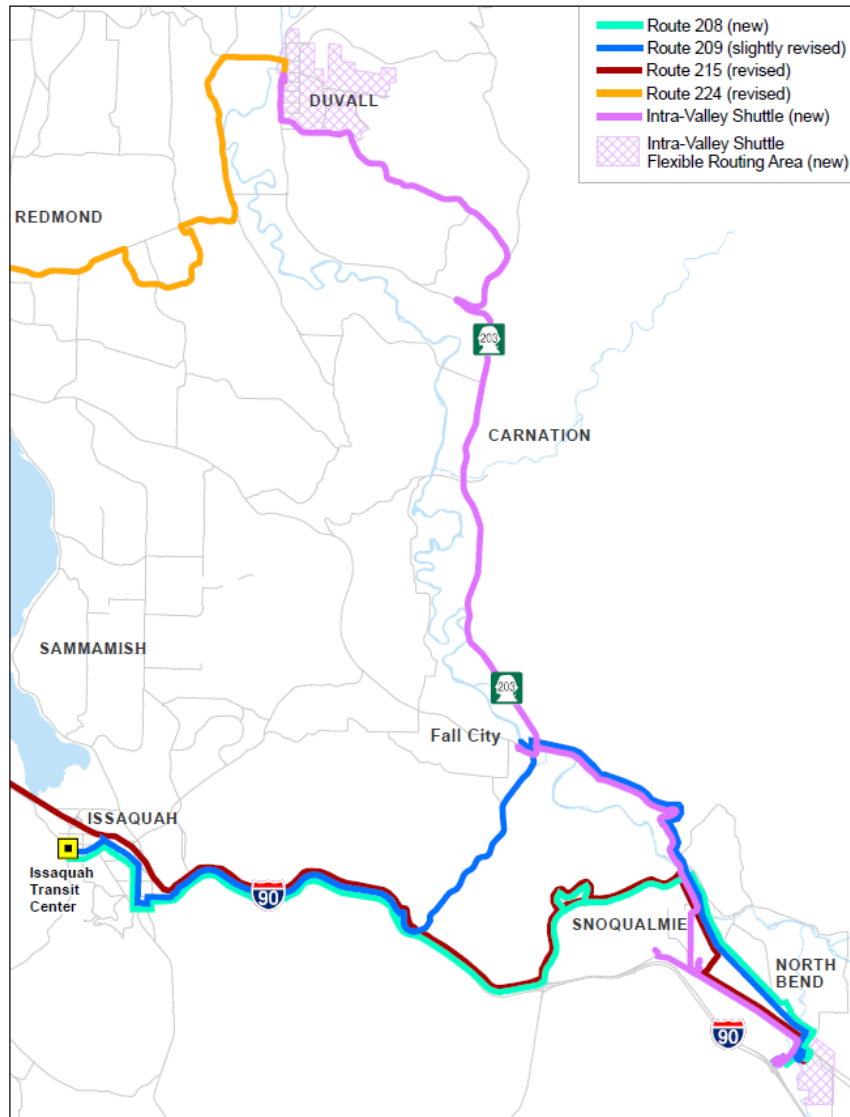
- Route 211 to bypass South Bellevue Park-and-Ride
 - Saves Issaquah Highlands/Eastgate commuters about 8-10 minutes each way; more than 13% of total travel time
 - Riders going to First Hill can use Route 550 and connect with very frequent service in downtown Seattle

- Route 215 to bypass Issaquah Transit Center
 - Saves North Bend/Snoqualmie commuters about 8-10 minutes each way; more than 12% of total travel time
 - Riders going to Issaquah can use Route 209

Snoqualmie Valley alternatives services project

- First demonstration project to provide more cost-effective service
- Work closely with community because one size does not fit all
- New intra-valley network improves mobility in the Valley; maintains regional connections

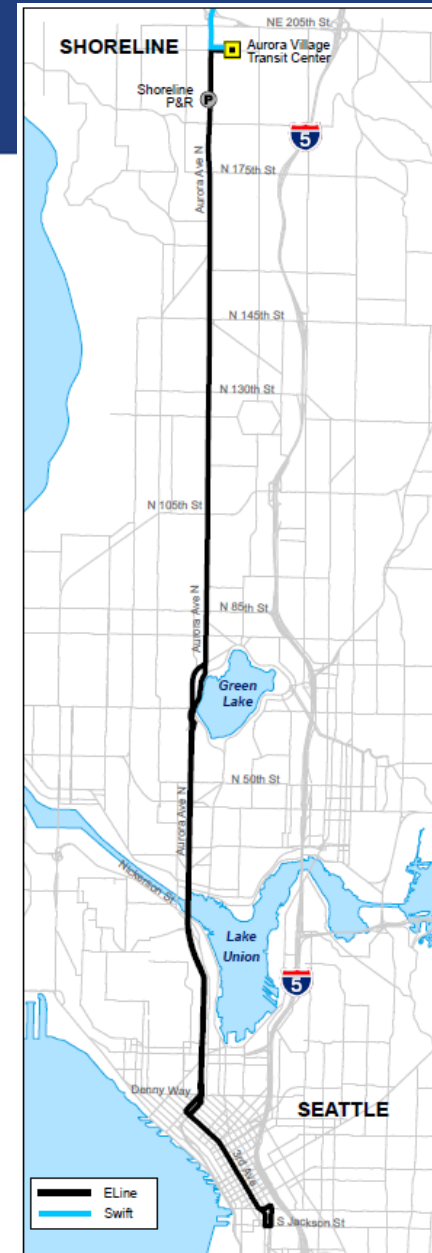
New Snoqualmie Valley Network



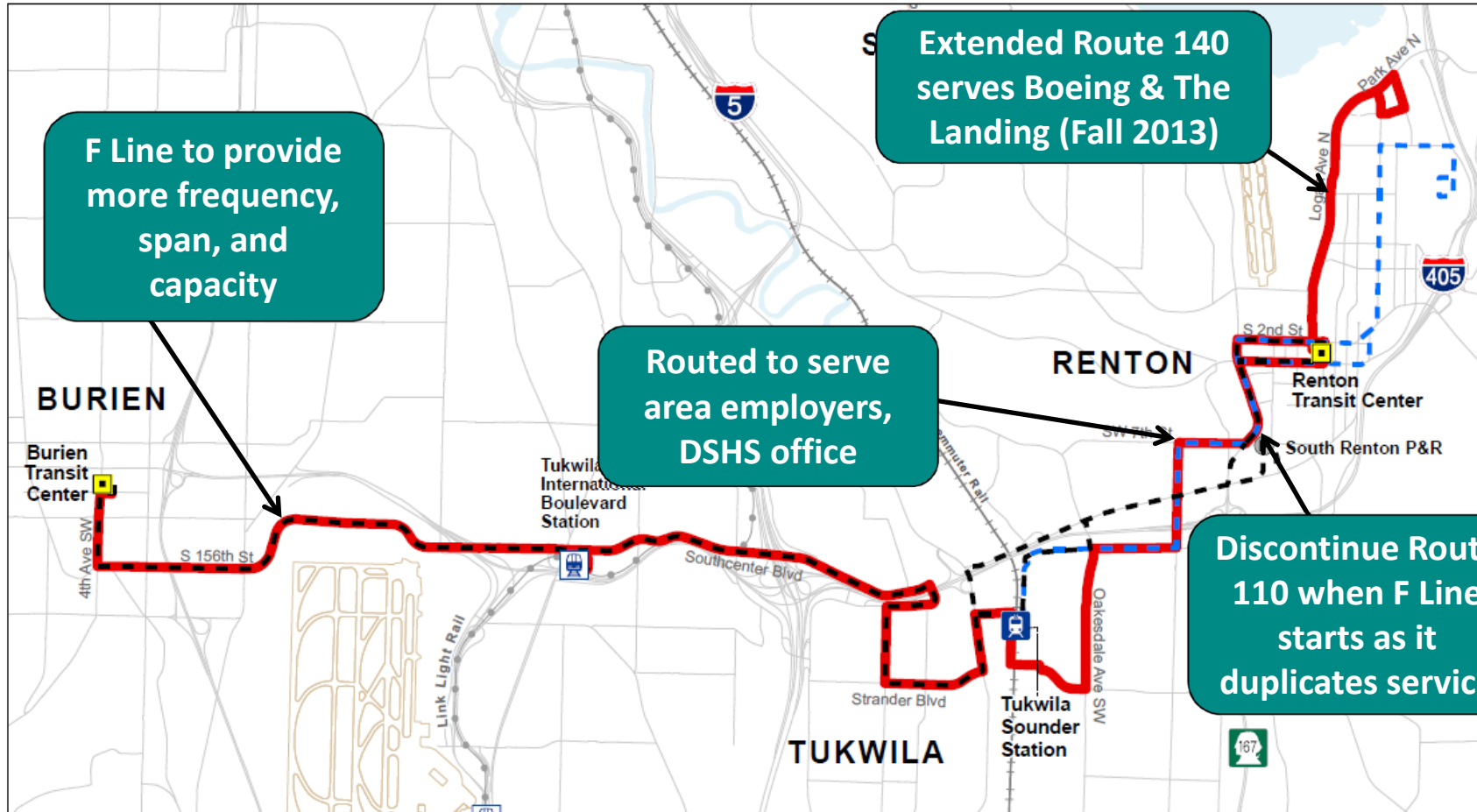
- Proposed changes
 - New Intra-Valley Shuttle
 - Shorten Route 224, add trips, and expand Redmond Ridge service
 - Shorten Route 311
 - Route 209 to peak-only
 - New Route 208 serves Snoqualmie Ridge
- Provide service to 2,000+ more homes in the Valley

RapidRide E Line

- Connects Shoreline to Seattle
- RapidRide corridor with highest demand
- More frequency in schedule
- Surrounding network remains the same



RapidRide F Line



- RapidRide F Line
- - - Route 110 (deleted)
- - - Route 140 (deleted)

Renton Route Revisions

- Route 909 minor reroute
 - Better serve Renton Technical College and Renton Housing Authority

- Route 155 convert to DART
 - Better match level of service with demand
 - Reduce cost

2013-2014 Service Change Overview

April 30, 2013

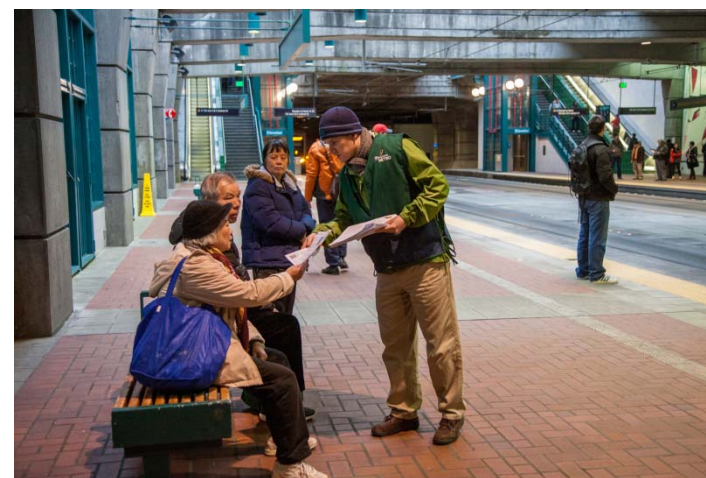
Transportation, Economy, and Environment
Committee Meeting



We'll Get You There.

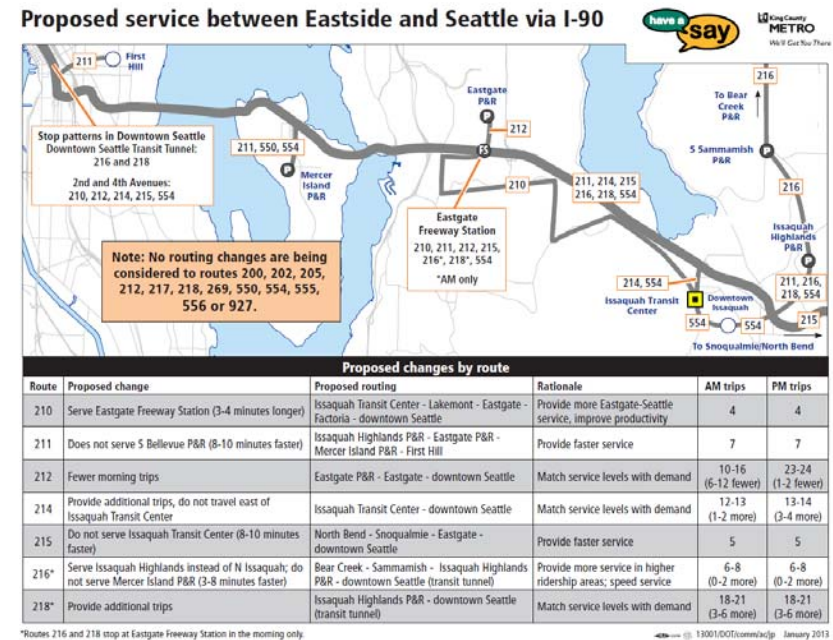
Match capacity to demand

Location	Change in # of trips	
	Morning	Afternoon
Mercer Island	0	0
Eastgate P&R Lower Platform	0	-4
Eastgate Freeway Station	0	+6
Issaquah Transit Center	-3	-2
Issaquah Highlands	+6	+6
Sammamish P&R	+5	+9



I-90 outreach process

- Outreach to riders - winter 2013
- Boarded buses, visited park-and-rides, hosted an open house, and sent out an online survey
- Heard from 800+ riders




Alternative service delivery outreach process

- Two-phase collaborative community outreach process
- Rode buses and distributed a mobility needs survey
- Presented to 14+ community groups, hosted two stakeholder meetings and four open houses
- Heard from 500+ riders and non-riders




Renton outreach process

- Two-phase outreach process
- Rode buses, posted information at bus stops and distributed a survey
- Presented to community groups and hosted an open house
- Worked with limited English-proficiency populations
- Heard from 200+ people



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RENTON RESTRUCTURES

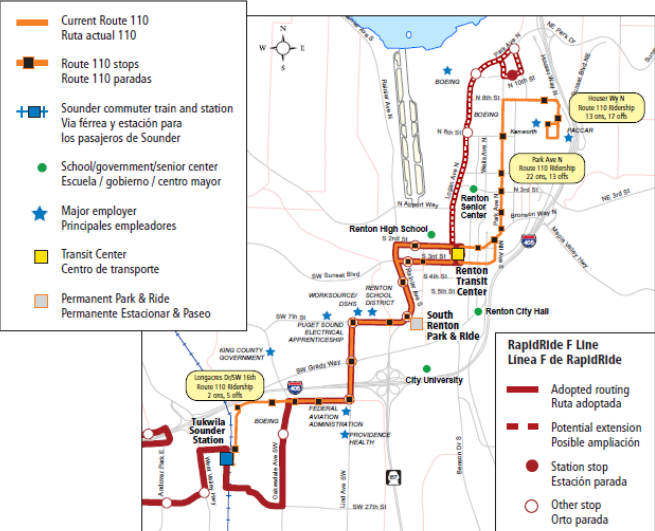


February 2013

Proposal to replace Route 110

The new RapidRide F Line is scheduled to begin service between Burien and Renton in fall 2013. Metro is proposing changes to routes 110, 155, and 909 that would complement the F Line and make transit service in the area serve more people, more cost-effectively. Your feedback will help us evaluate these proposals and decide whether to recommend them for adoption by the King County Council.

Proposal to replace Route 110 with service on the new RapidRide F Line

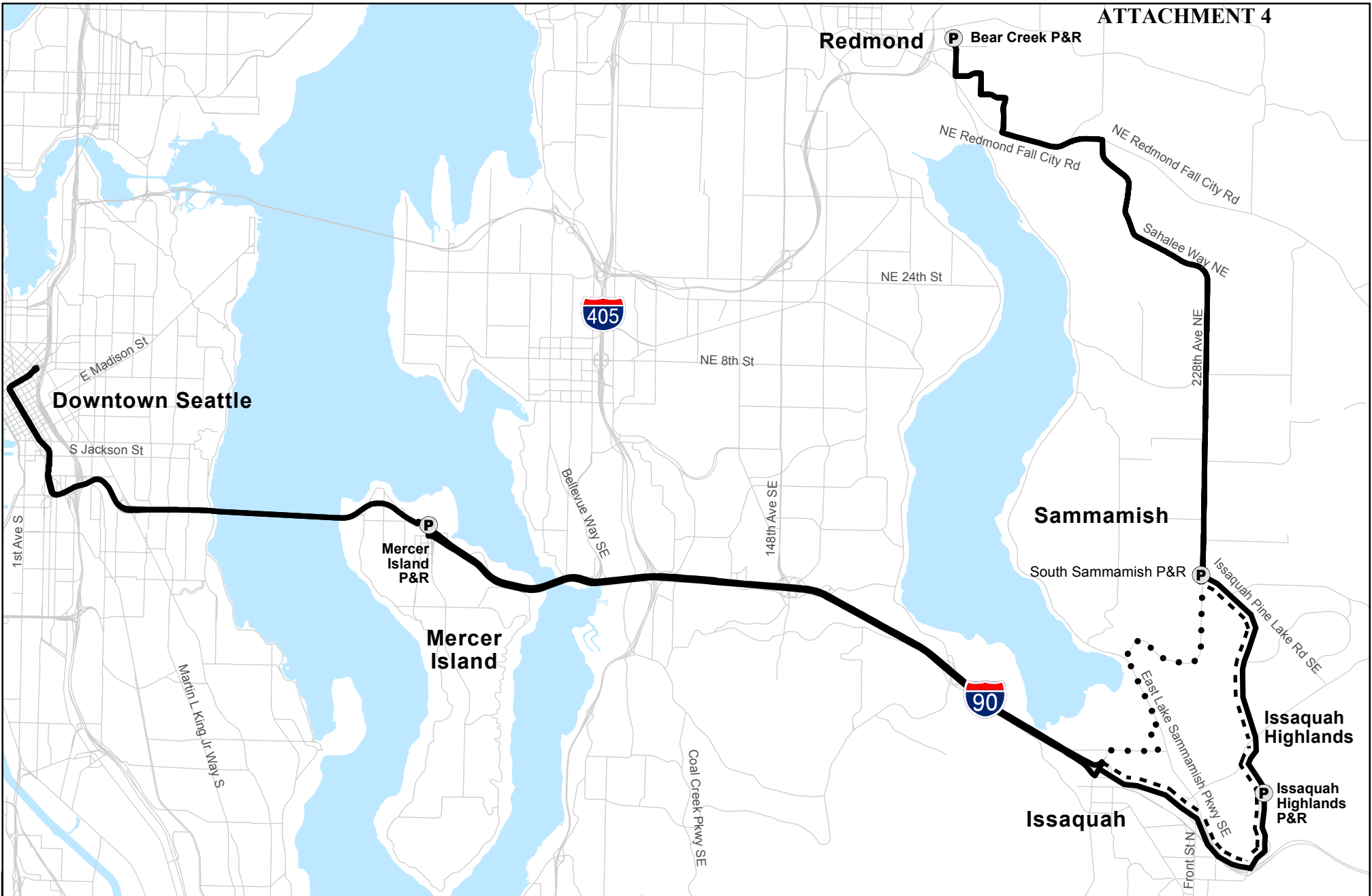


In November and December of 2012, Metro asked riders how they would feel about the potential deletion of Route 110, which would be offset by extending the RapidRide F Line to The Landing. More than 75 percent said they liked or could accept this change, which would reduce duplication and allow Metro to provide service on the F Line that better meets the needs of more riders. So Metro is now proposing to make this change this fall, when we're scheduled to launch the RapidRide F Line.




ROUTE 110 CONTINUED →

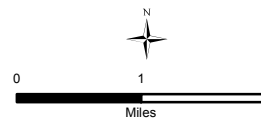
CHANGES PROPOSED FOR BUS SERVICE IN RENTON

1



ROUTE 216

-  Unchanged routing
-  New routing
-  Deleted routing

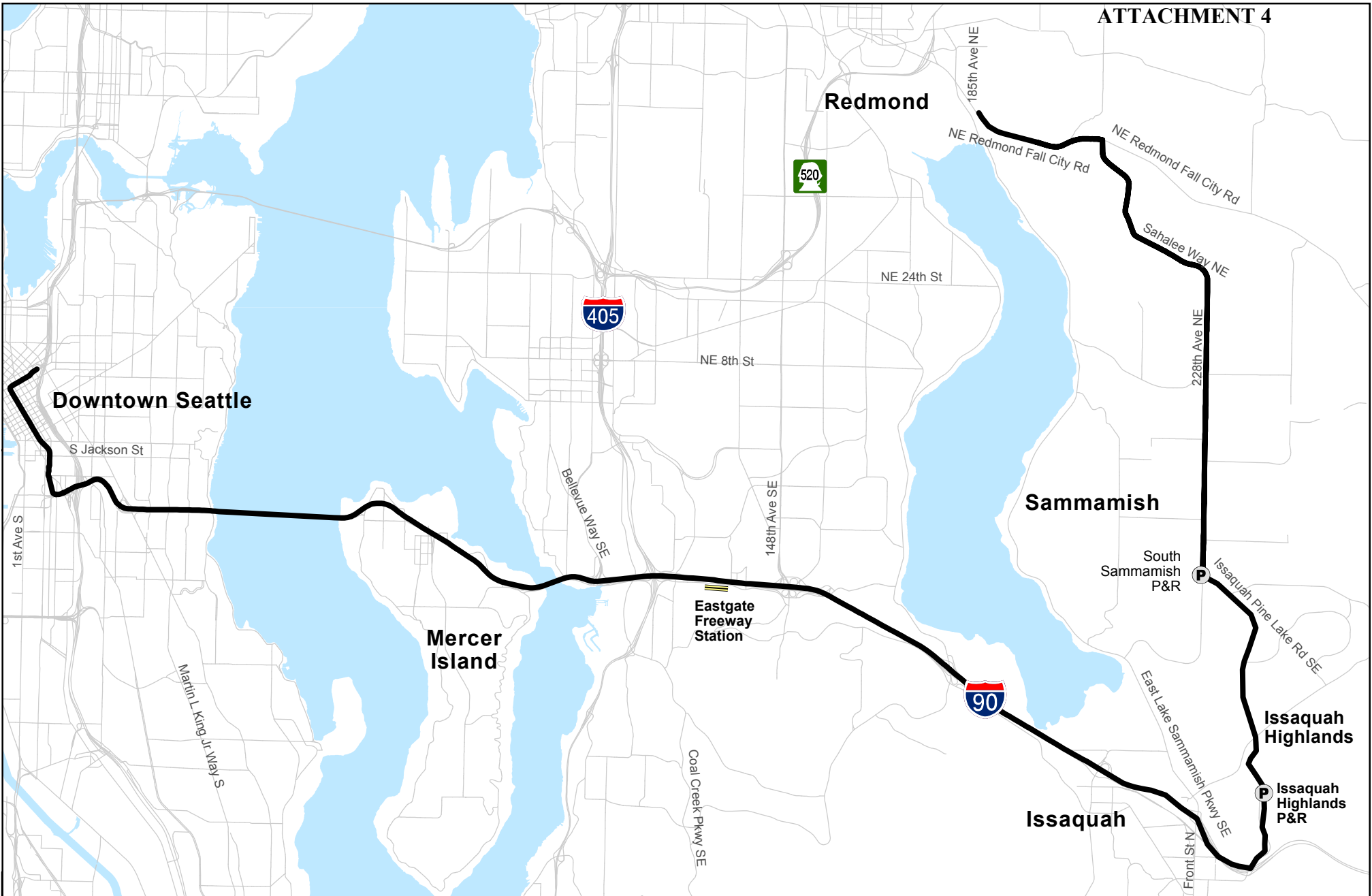


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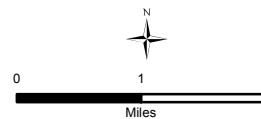
March 7, 2013 RI216_ord.pdf



King County



NEW ROUTE 219

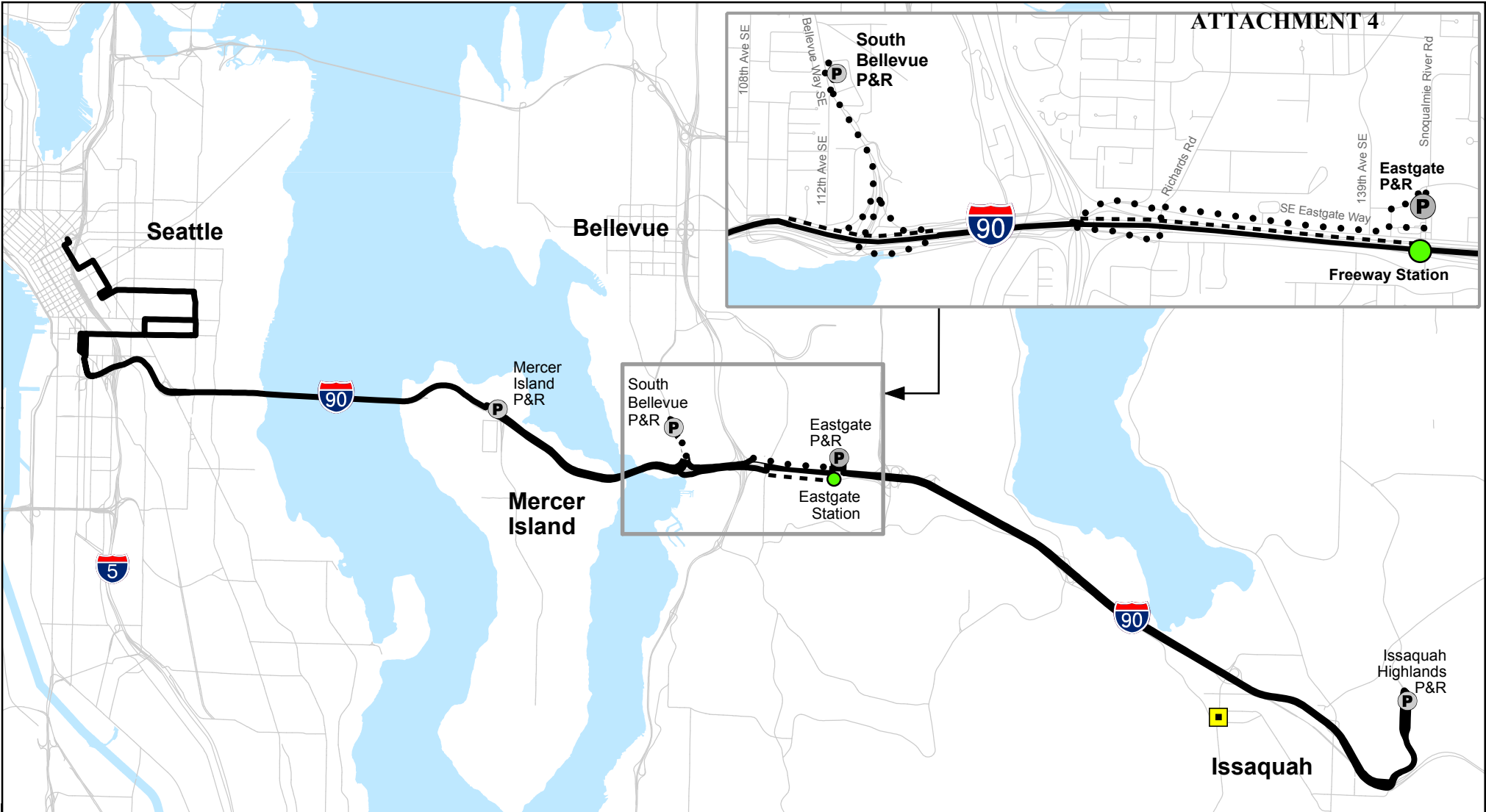


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March 7, 2013 RI219_ord.pdf

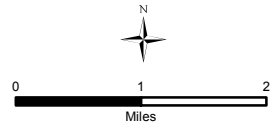


King County



ROUTE 211

- Unchanged routing
- New routing
- Deleted routing

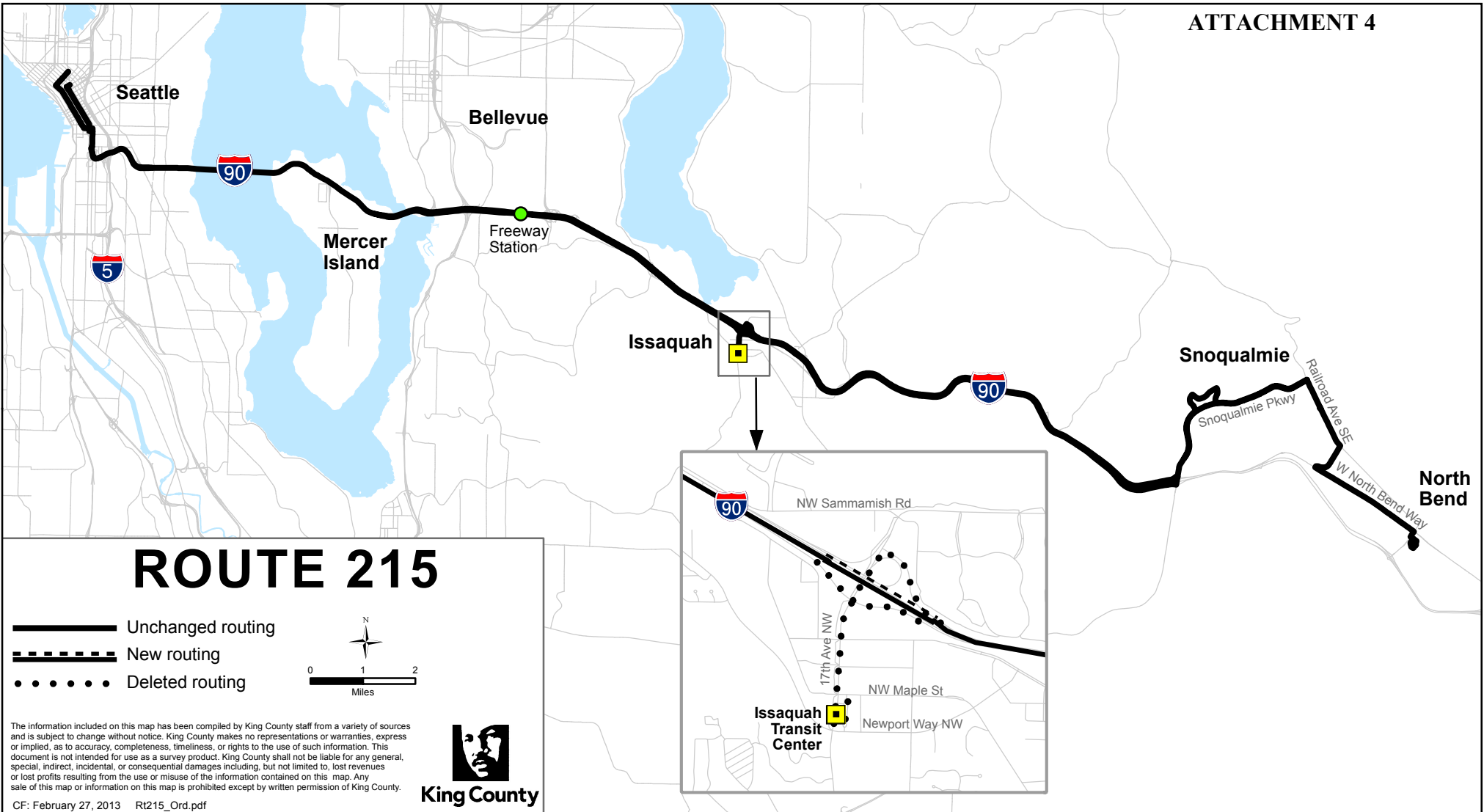


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CF: February 27, 2013 Rt211_Ord.pdf

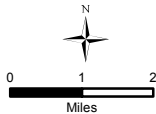


King County



ROUTE 215

-  Unchanged routing
-  New routing
-  Deleted routing

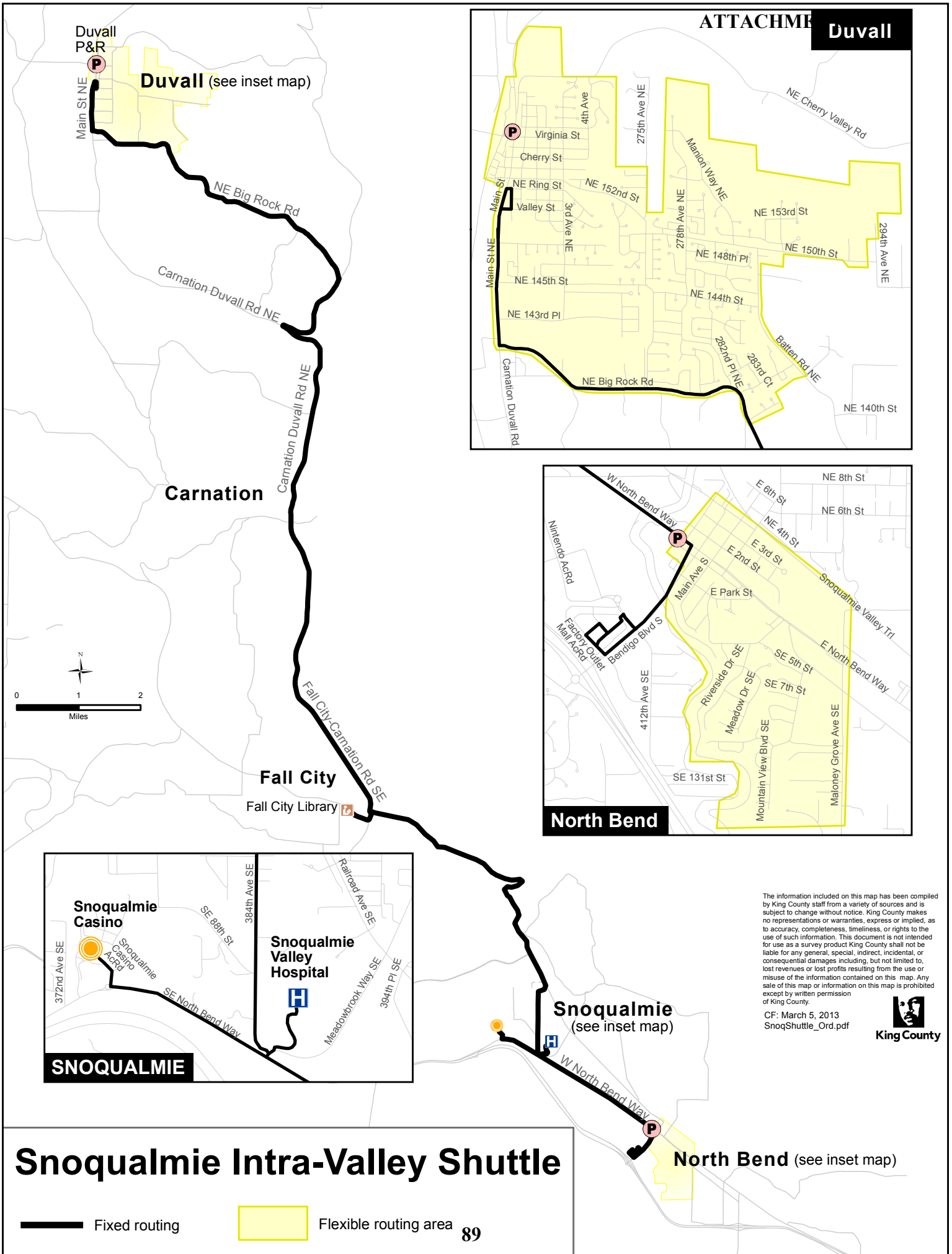


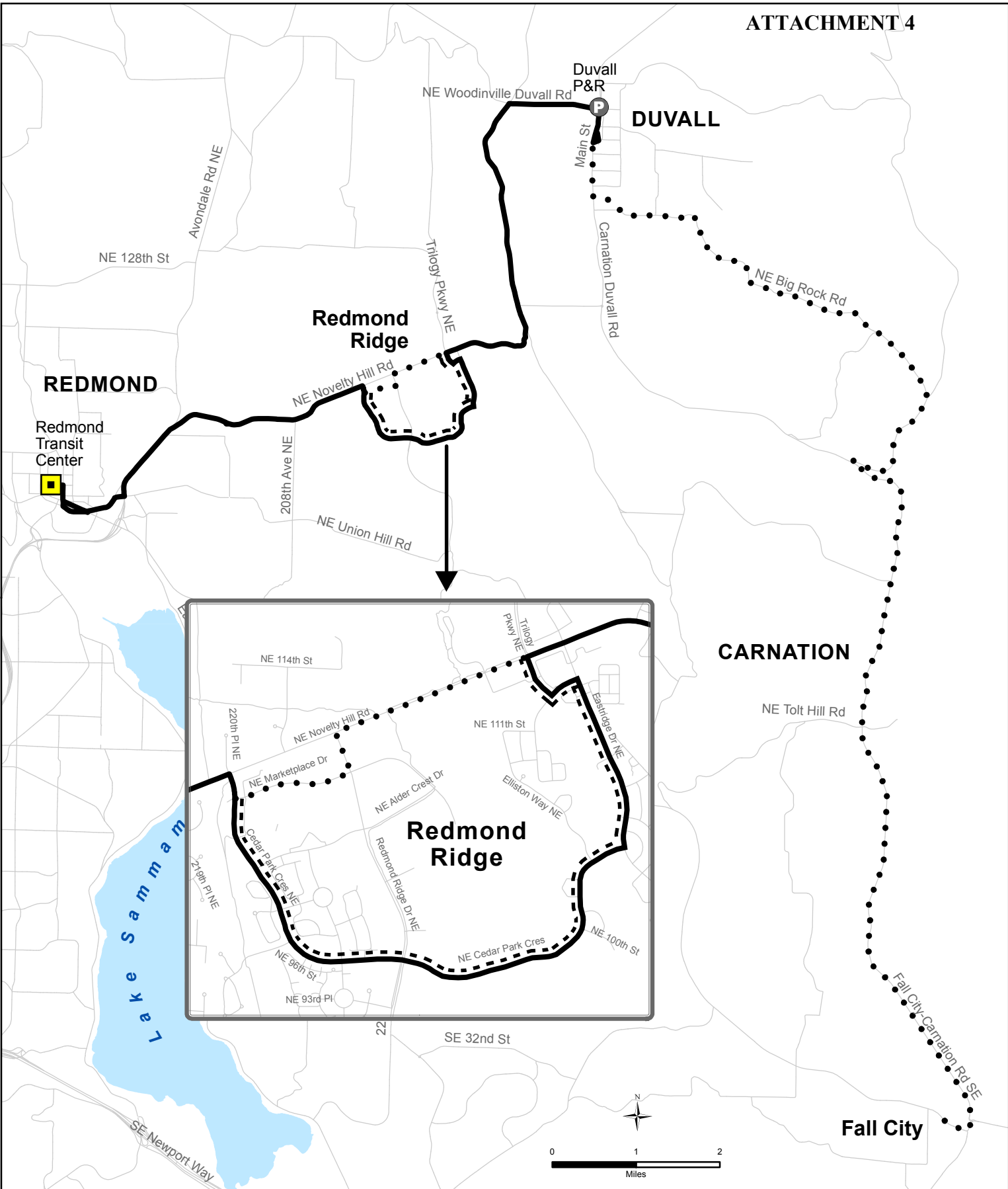
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CF: February 27, 2013 RI215_Ord.pdf





ROUTE 224

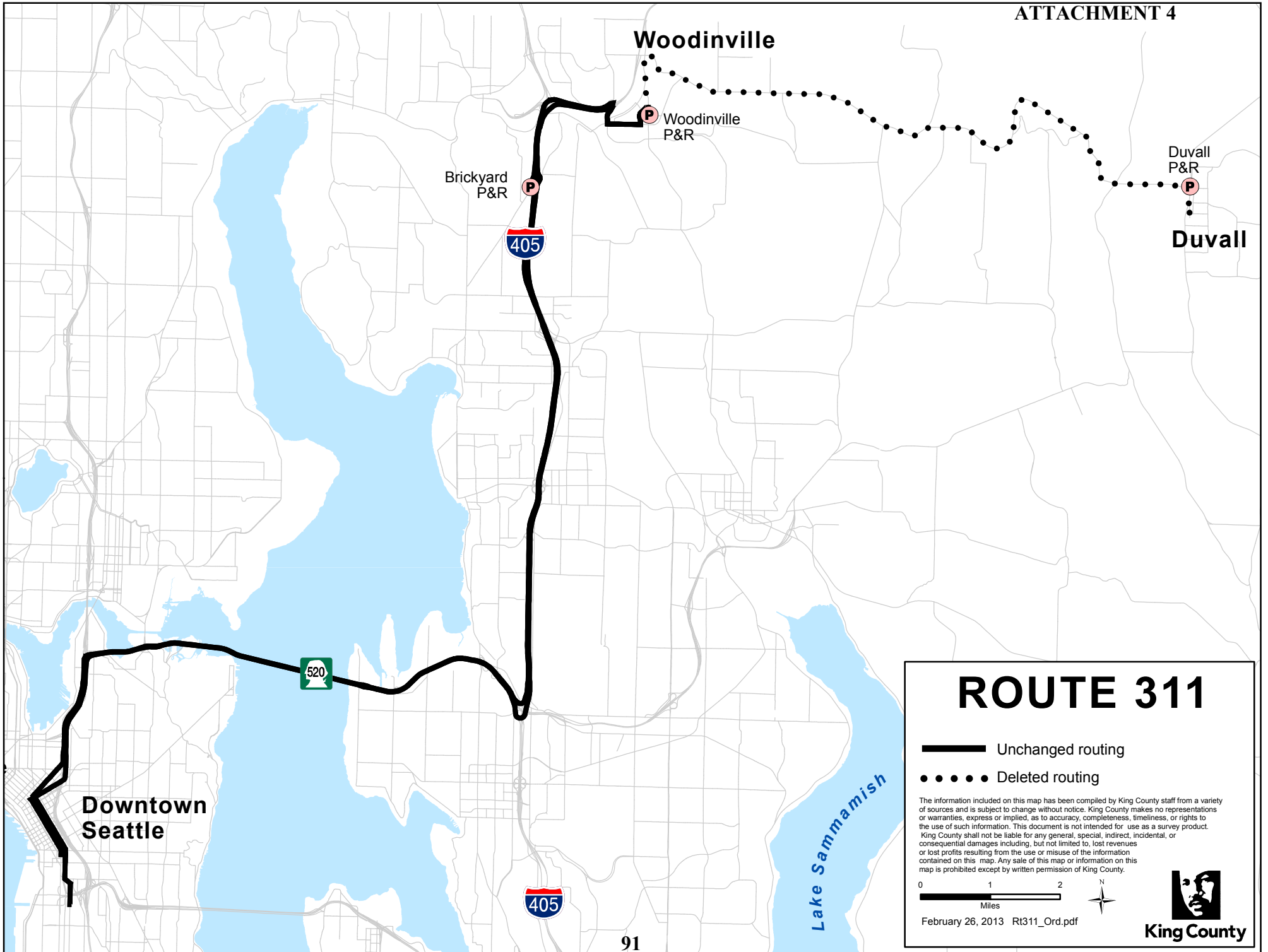
-  Unchanged routing
-  New routing
-  Deleted routing

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February 26, 2013 Rt224_Ord.pdf



King County



Woodinville

Woodinville P&R

Brickyard P&R

Duvall P&R

Duvall



91

Lake Sammamish

Downtown Seattle

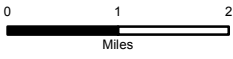
ROUTE 311

— Unchanged routing

••• Deleted routing

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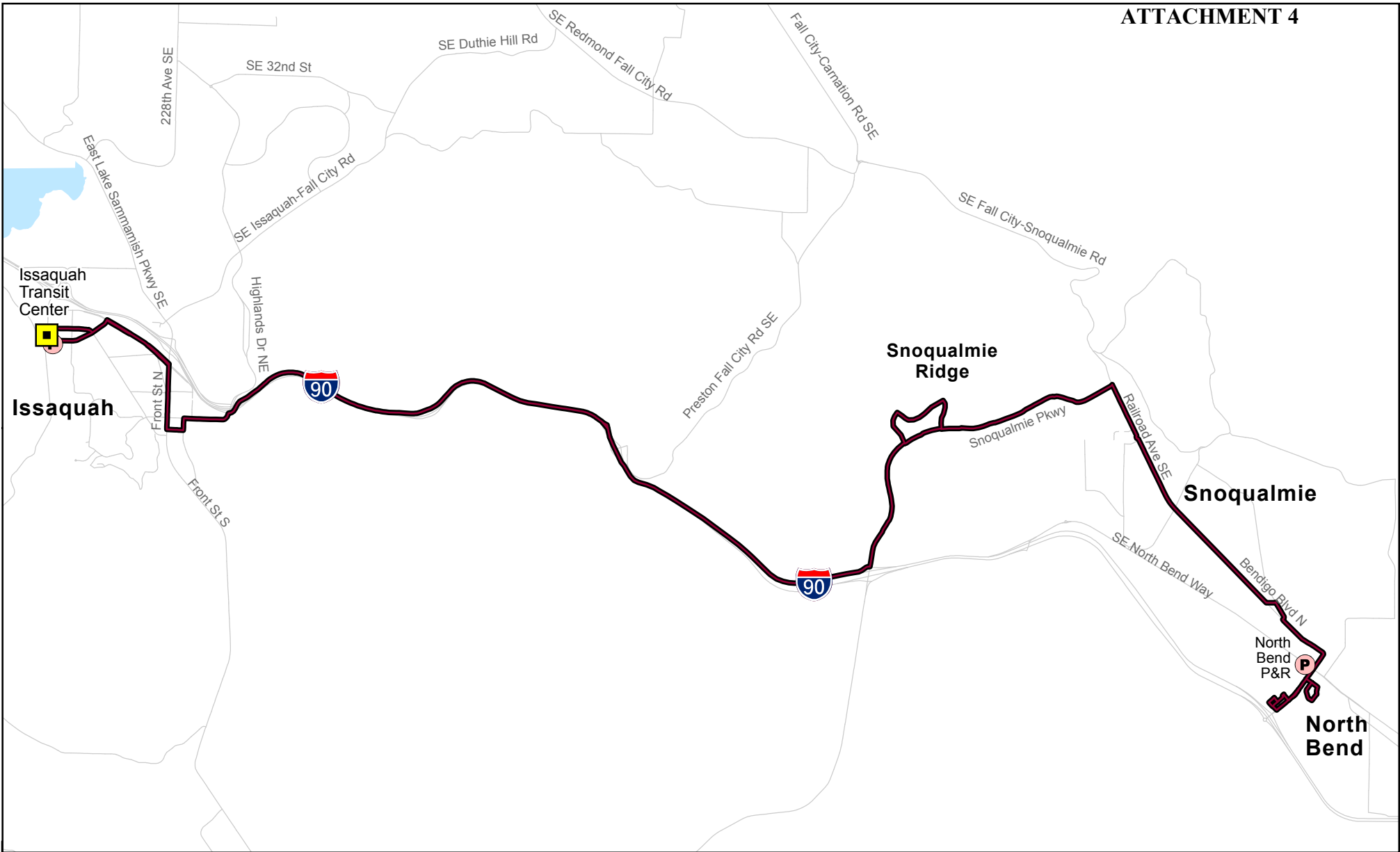
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King County



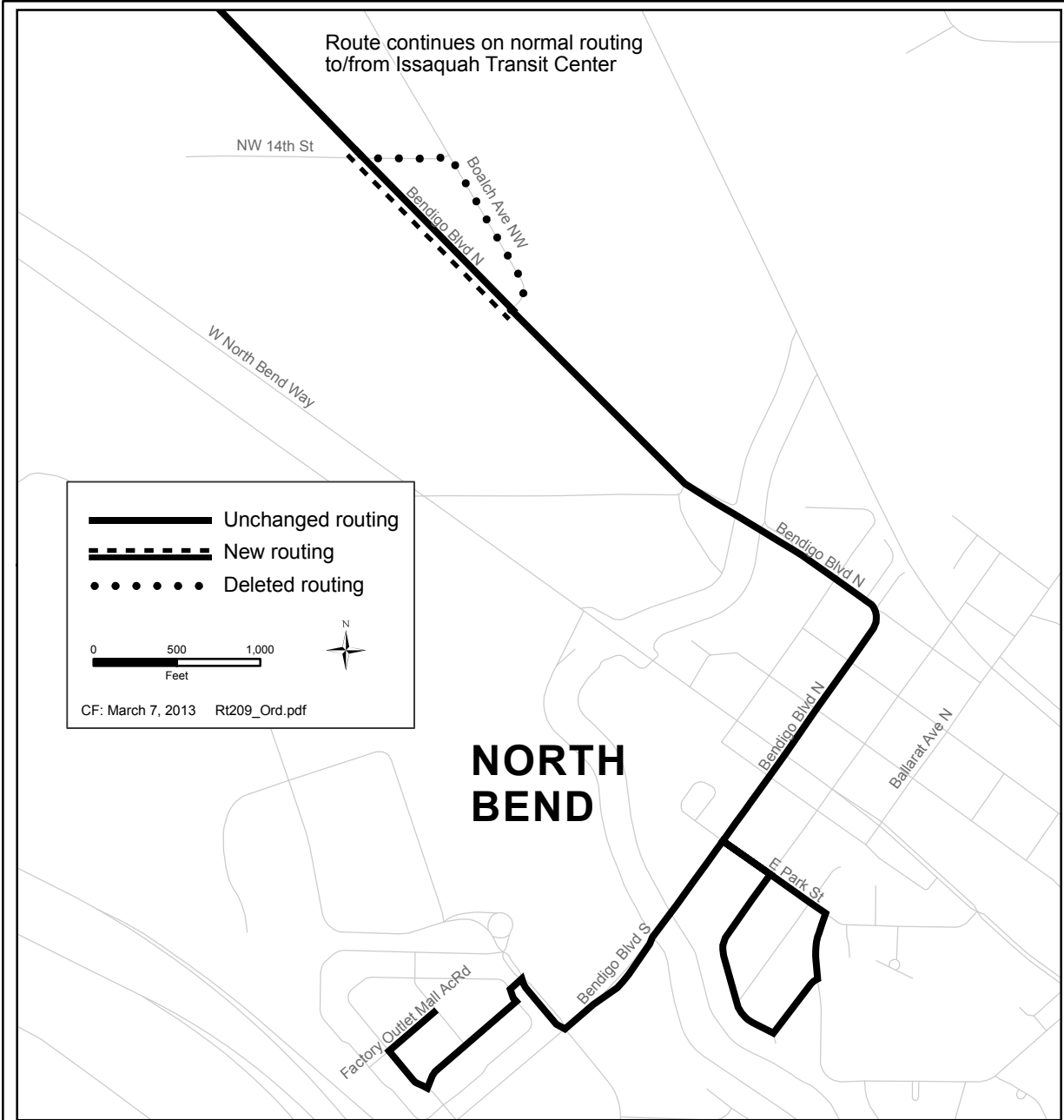
NEW ROUTE 208



February 28, 2013
Rt208_Ord.pdf

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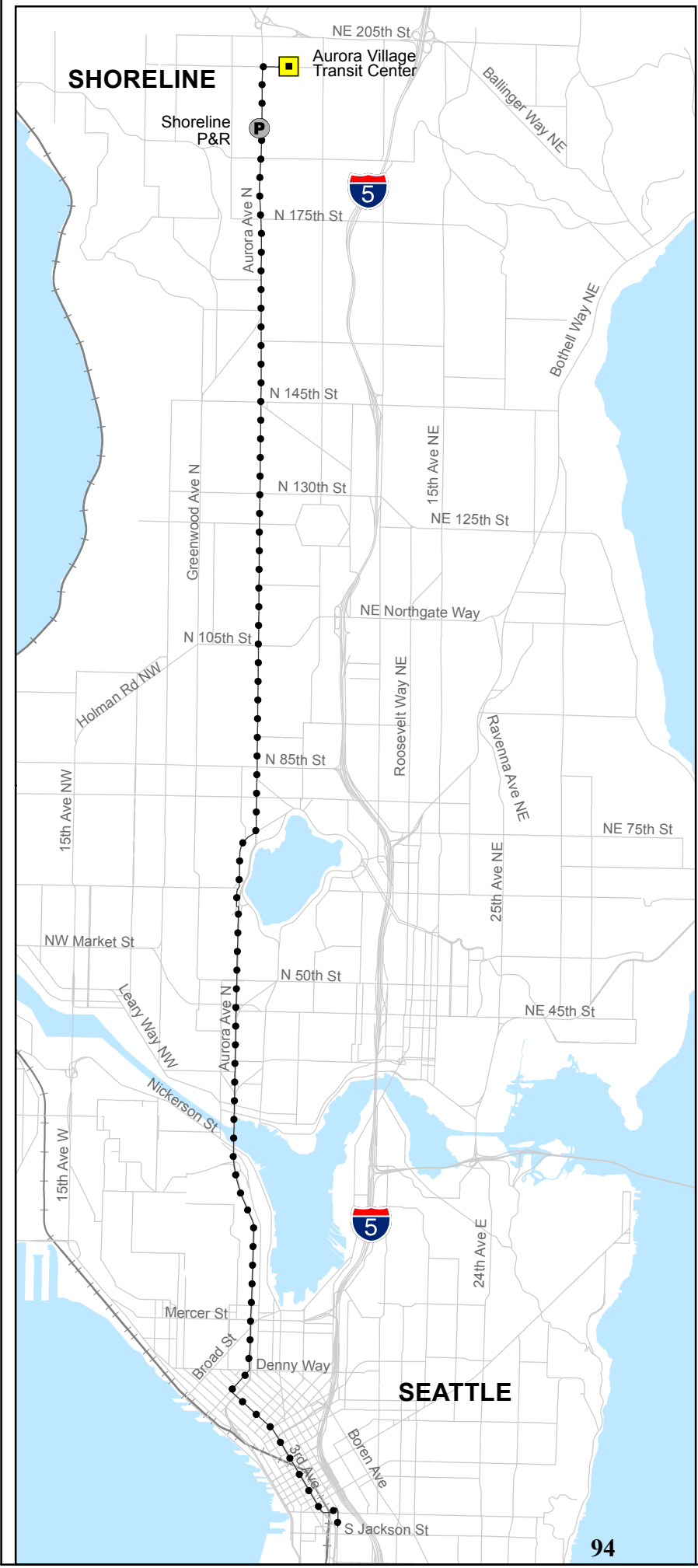
ROUTE 209

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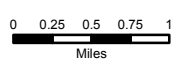


King County

ROUTE 358 Deleted



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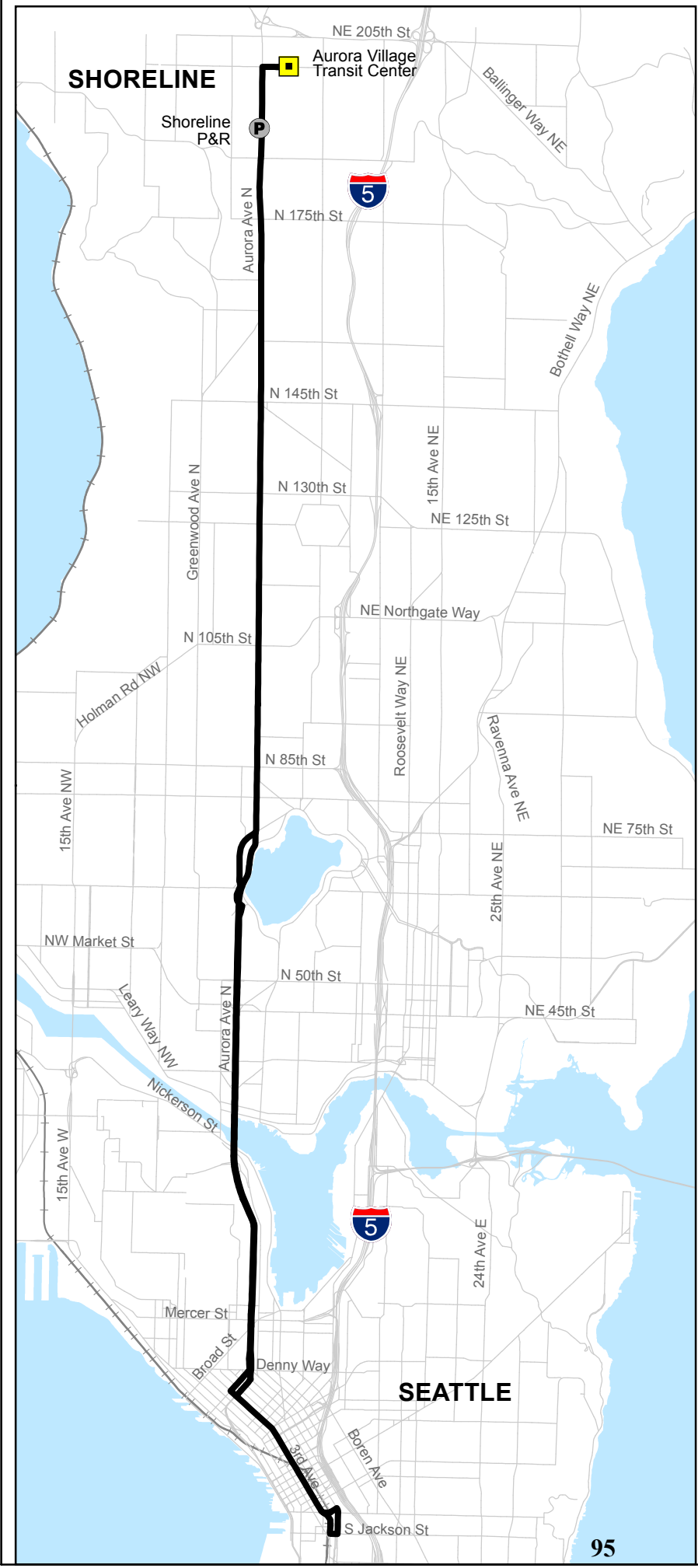


CF: February 27, 2013
Rt358_Ord.pdf

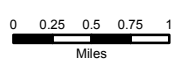


King County

RapidRide E Line



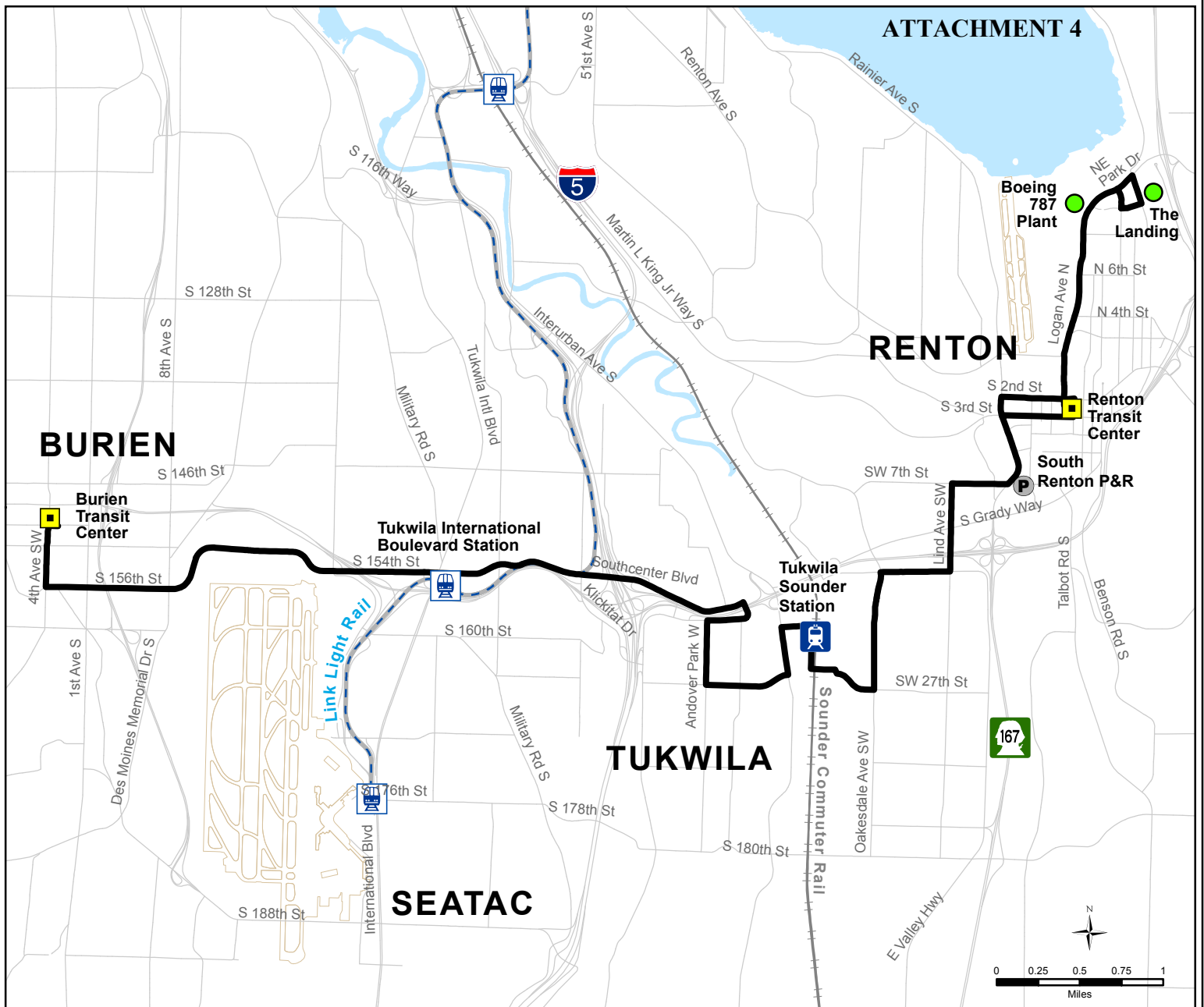
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King County



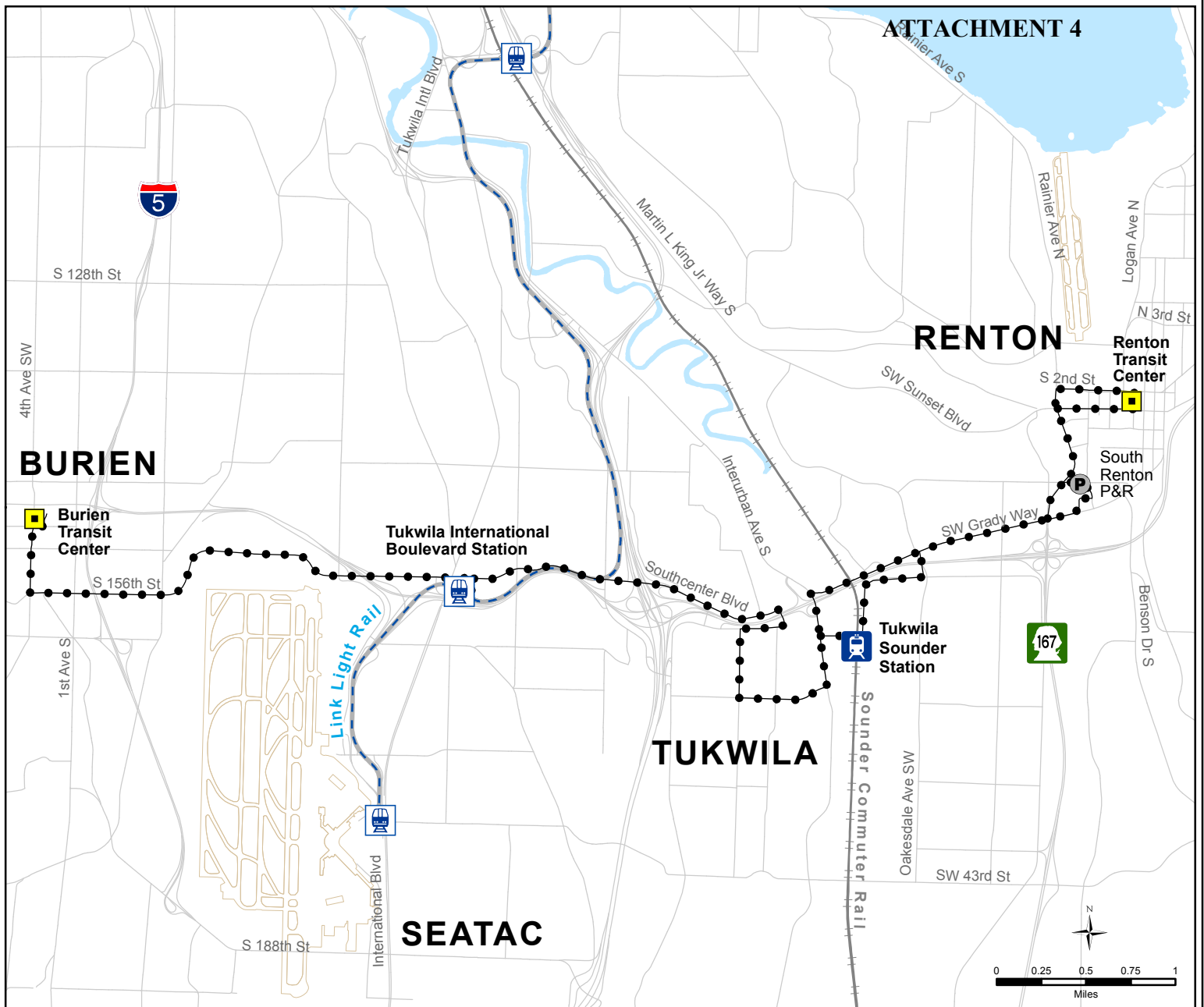
RapidRide F Line

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CF: March 22, 2013 FLine_Ord.pdf



King County



ROUTE 140 Deleted

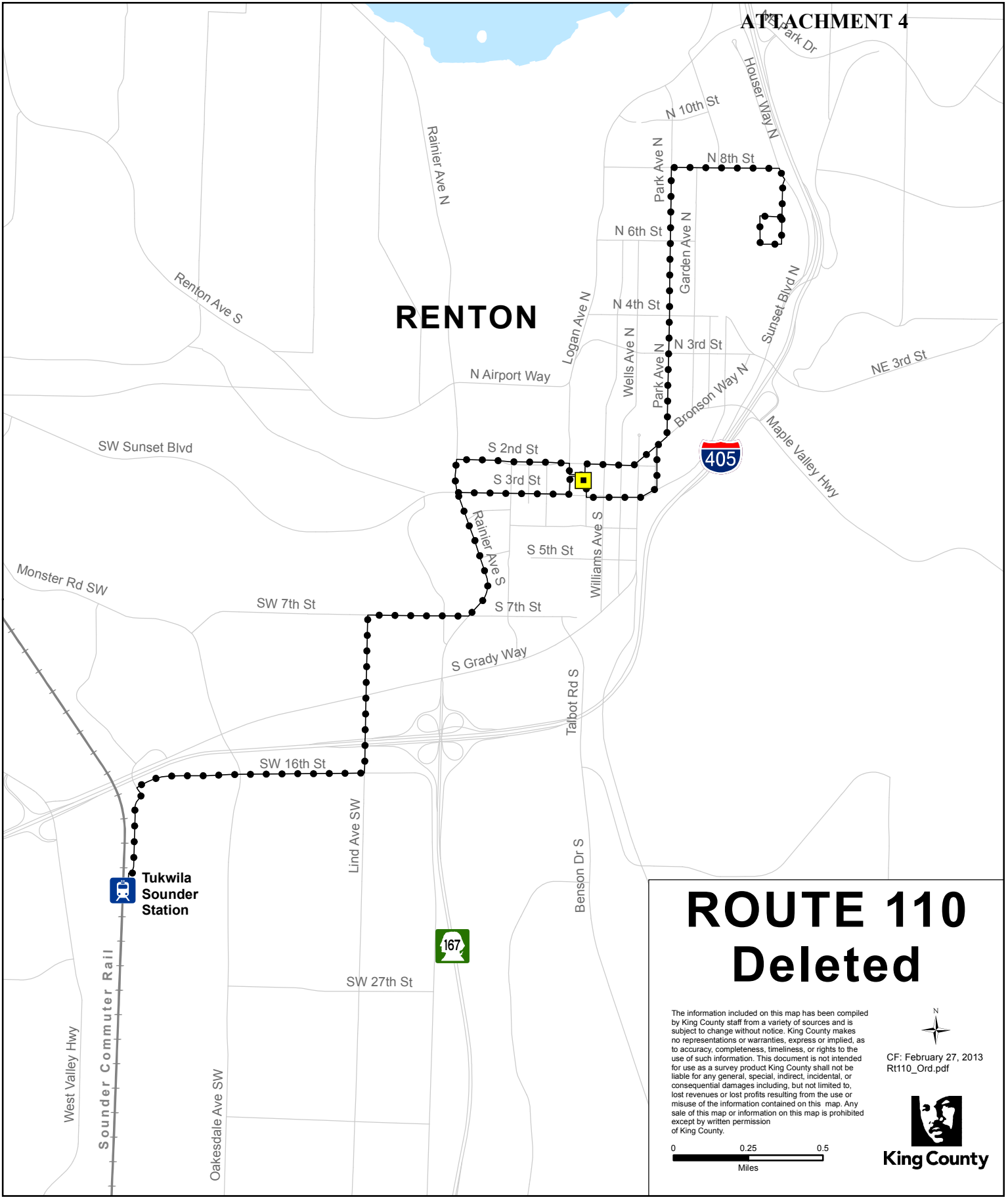
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King County

RENTON



ROUTE 110 Deleted

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Rt110_Ord.pdf

