



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

May 14, 2013

Ordinance 17584

Proposed No. 2013-0213.2

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 Bellevue, Burien, Carnation,
9 Duvall, Issaquah, Mercer Island, North Bend, Redmond, Renton,
10 Sammamish, SeaTac, Seattle, Shoreline, Snoqualmie, Tukwila 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


Ordinance 17584 was introduced on 4/22/2013 and passed by the Metropolitan King
County Council on 5/13/2013, by the following vote:

Yes: 7 - Mr. von Reichbauer, Ms. Hague, Ms. Patterson, Ms. Lambert,
Mr. Dunn, Mr. McDermott and Mr. Dembowski
No: 0
Excused: 2 - Mr. Phillips and Mr. Gossett

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Larry Gossett, Chair

ATTEST:


Anne Noris, Clerk of the Council

RECEIVED
2013 MAY 24 PM 4:03
CLERK
KING COUNTY COUNCIL

APPROVED this 23 day of MAY, 2013.


Dow Constantine, County Executive

Attachments: A. September 2013 Public Transportation Service Change for King County dated May 7,
2013, 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

May 7, 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:

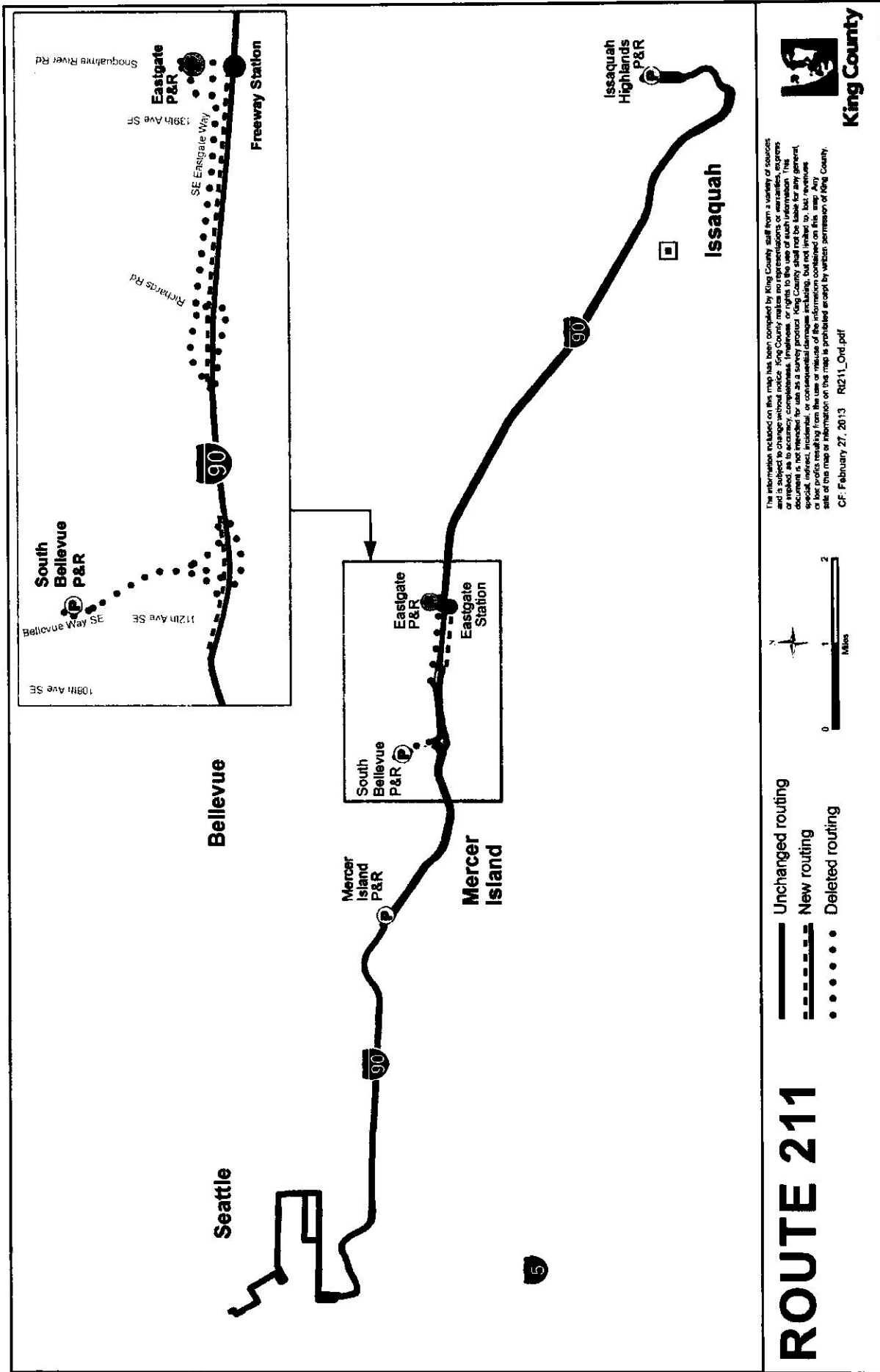
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines 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:

To speed up route and make it more attractive to riders commuting from Eastgate and Issaquah Highlands, Route 211 will stop at Eastgate Freeway Station and no longer stop at Richards Road and South Bellevue Park-and-Ride. Alternative service is available on Route 210 between Richards Road and downtown Seattle and on Sound Transit Route 550 between 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:

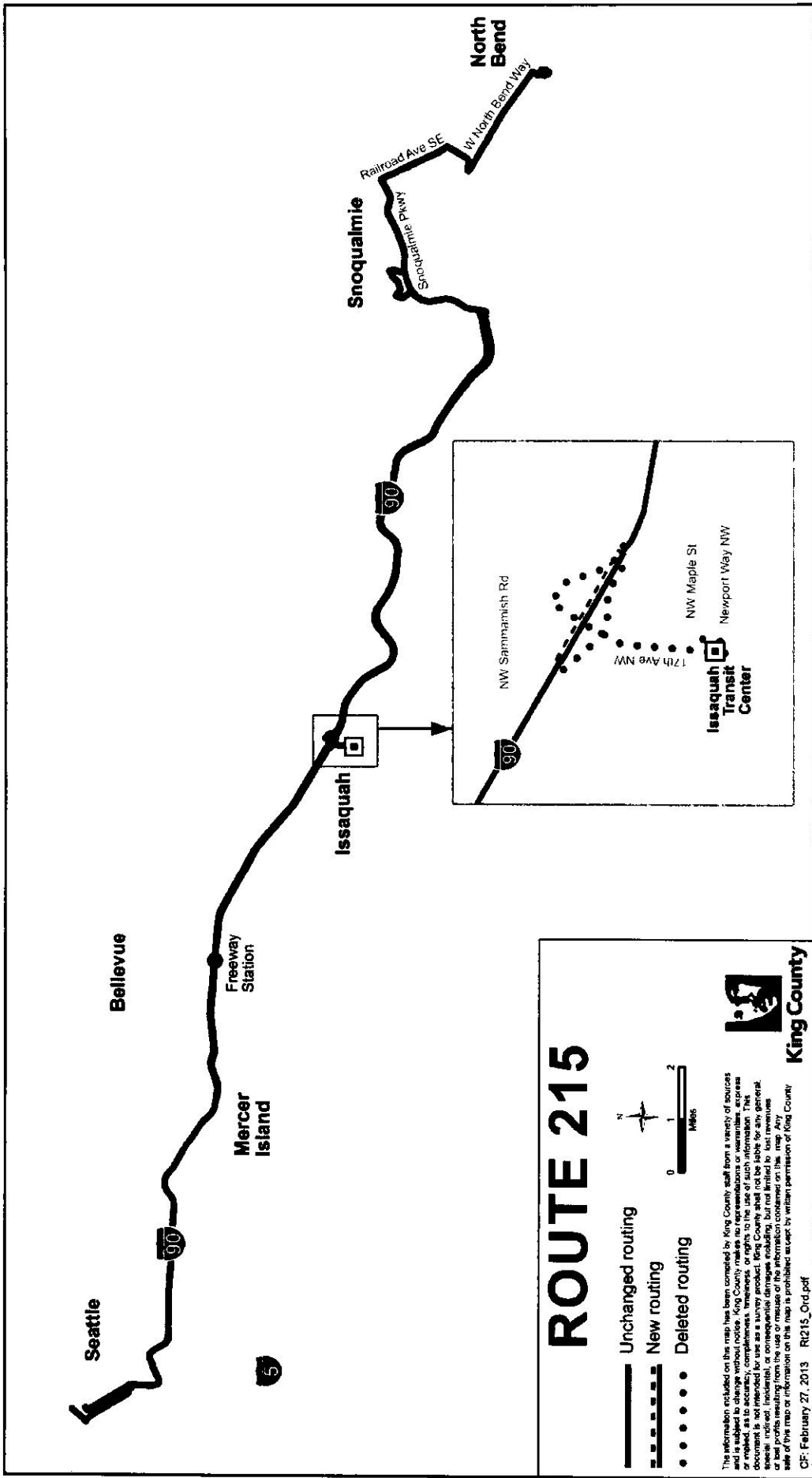
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic 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.



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CF: February 27, 2013 R215_Ord.pdf



ROUTE: 216

OBJECTIVES:

Revise routing to serve Issaquah Highlands Park-and-Ride to improve route productivity and reduce crowding on Route 218. Restore the eastbound stop at Eastgate Freeway Station (I-90/142nd Place Southeast) as part of the afternoon stop pattern. This stop was removed on February 18, 2013 as an emergency action, pursuant to King County Code 28.94.020 B-2. These changes are 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.*

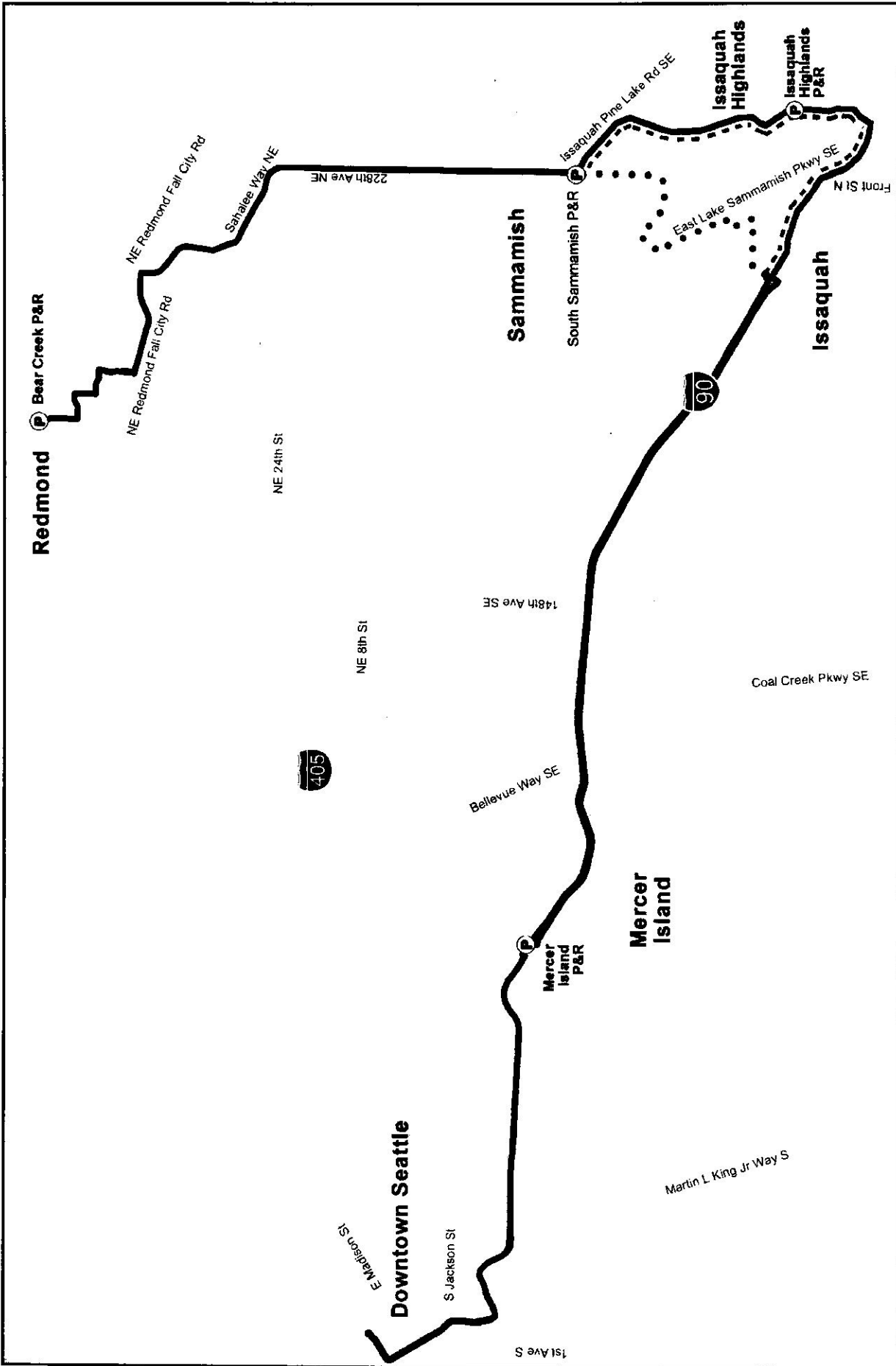
IMPACTED SERVICE AREA:

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



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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. Make permanent the emergency action to remove the eastbound stop at Eastgate Freeway Station (I-90/142nd Place Southeast) as part of the afternoon stop pattern. This emergency action was taken on October 15, 2012, pursuant to King County Code 28.94.020 B-2. These changes are 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 21 afternoon trips comprised of service on revised Route 216, revised Route 218 and new Route 219 will serve Issaquah Highlands Park-and-Ride.

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.

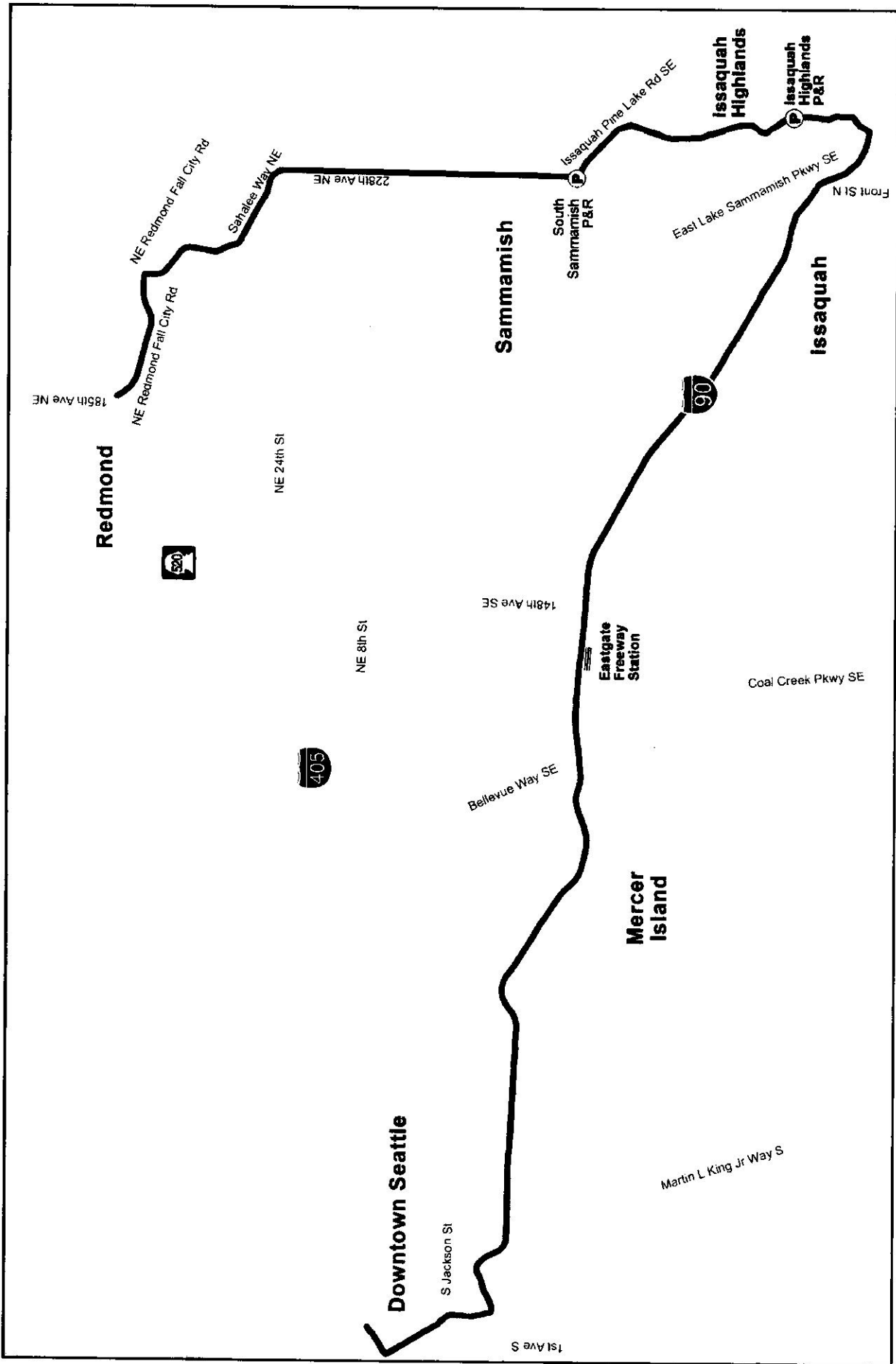
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the 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 R1219_00d.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.

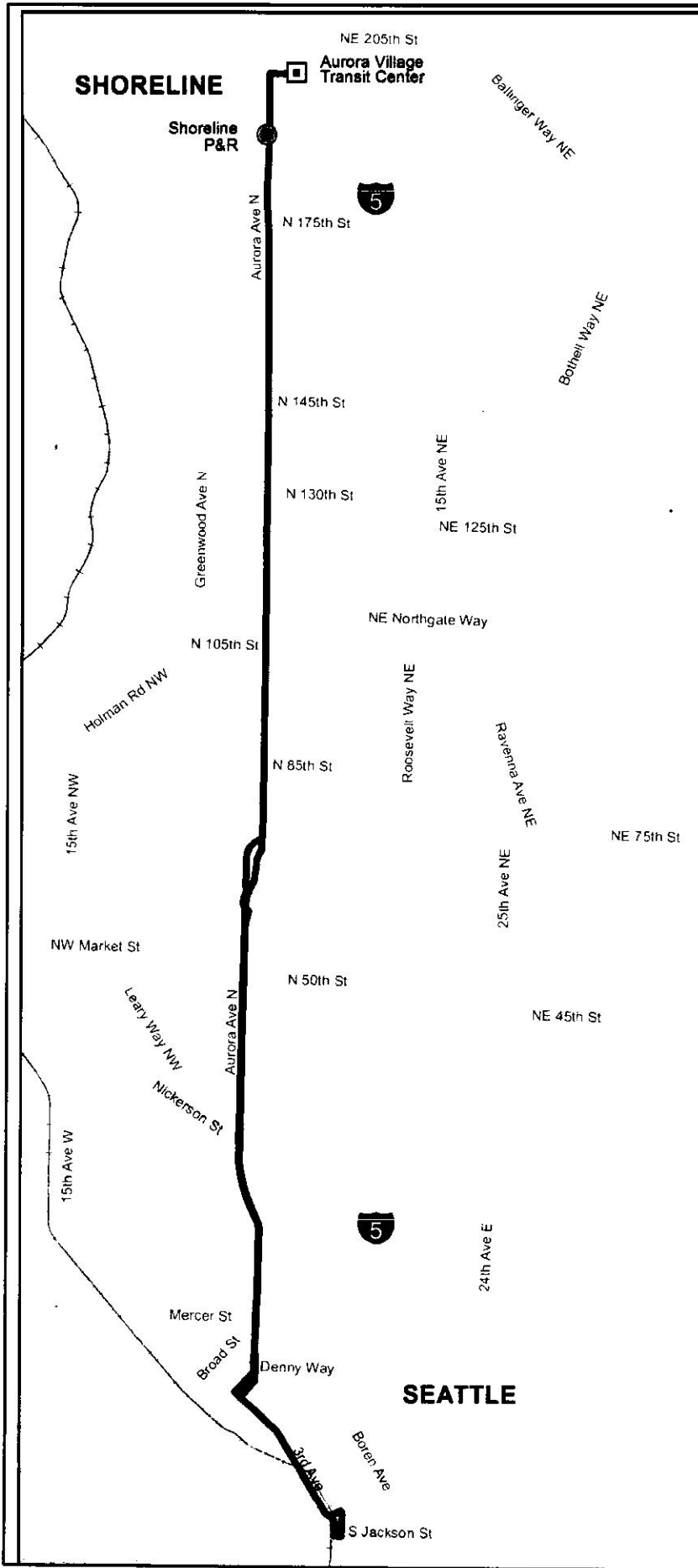
On weekdays during peak periods, in the predominant direction of travel, operate 7 to 12 minute service frequency or better if needed to accommodate ridership. In the reverse direction, operate 10 to 15 minute service frequency or the appropriate service frequency required to provide adequate capacity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

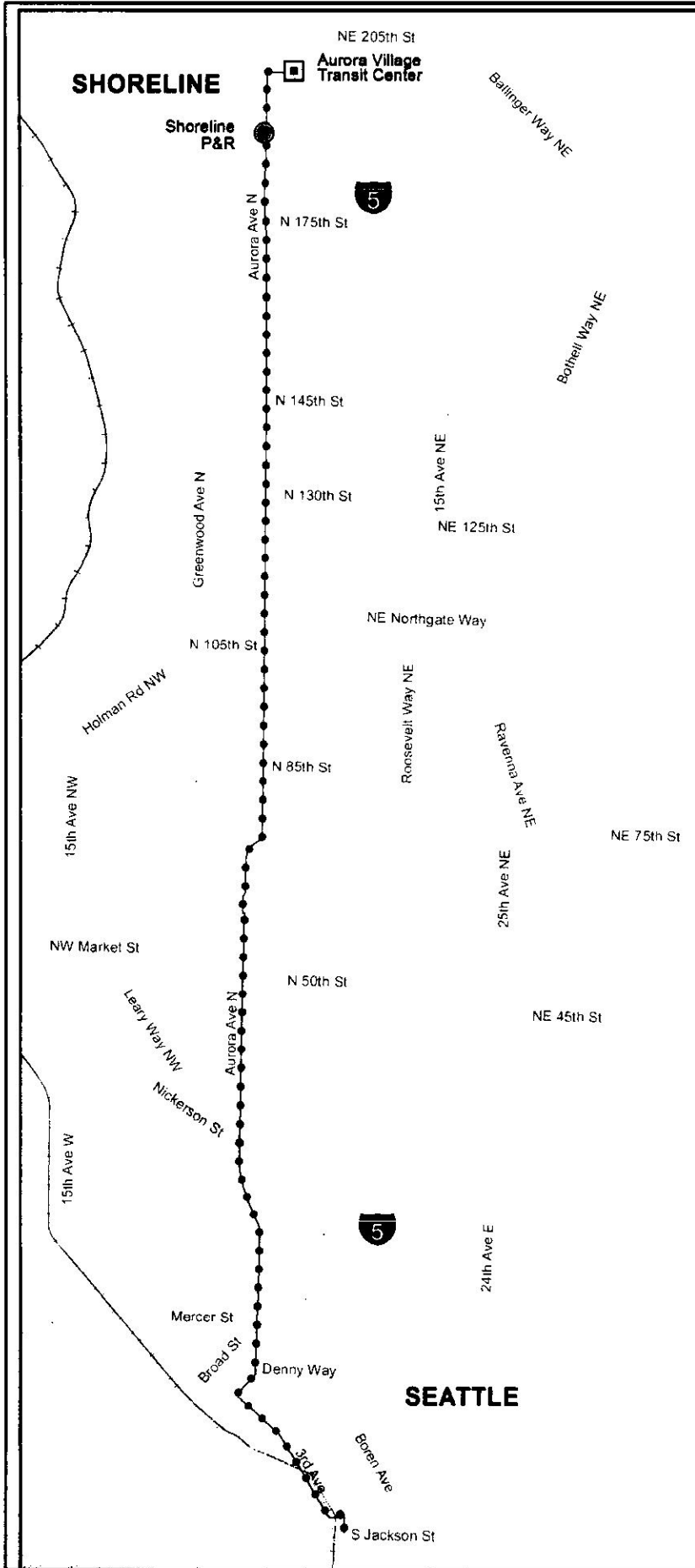
Aurora Village Transit Center, Aurora Avenue North, downtown Seattle

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
R1358_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.

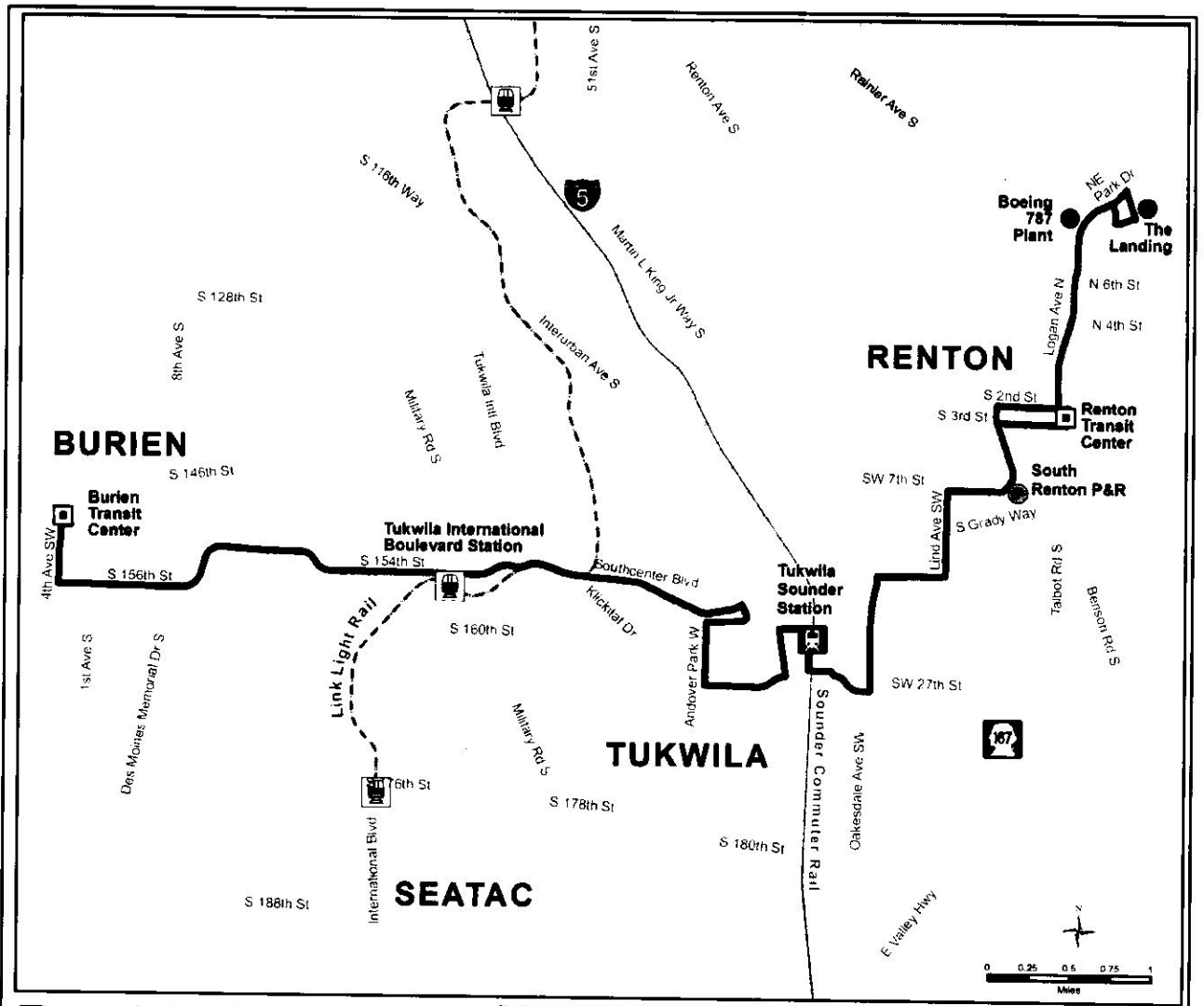
Operate the new RapidRide F Line between the Burien Transit Center and “The Landing” in Renton via SeaTac, Tukwila, and downtown Renton, replacing Route 140. The extension of F Line to “The Landing” in Renton is dependent on elimination of Route 110, which duplicates much of the F Line alignment, and 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*

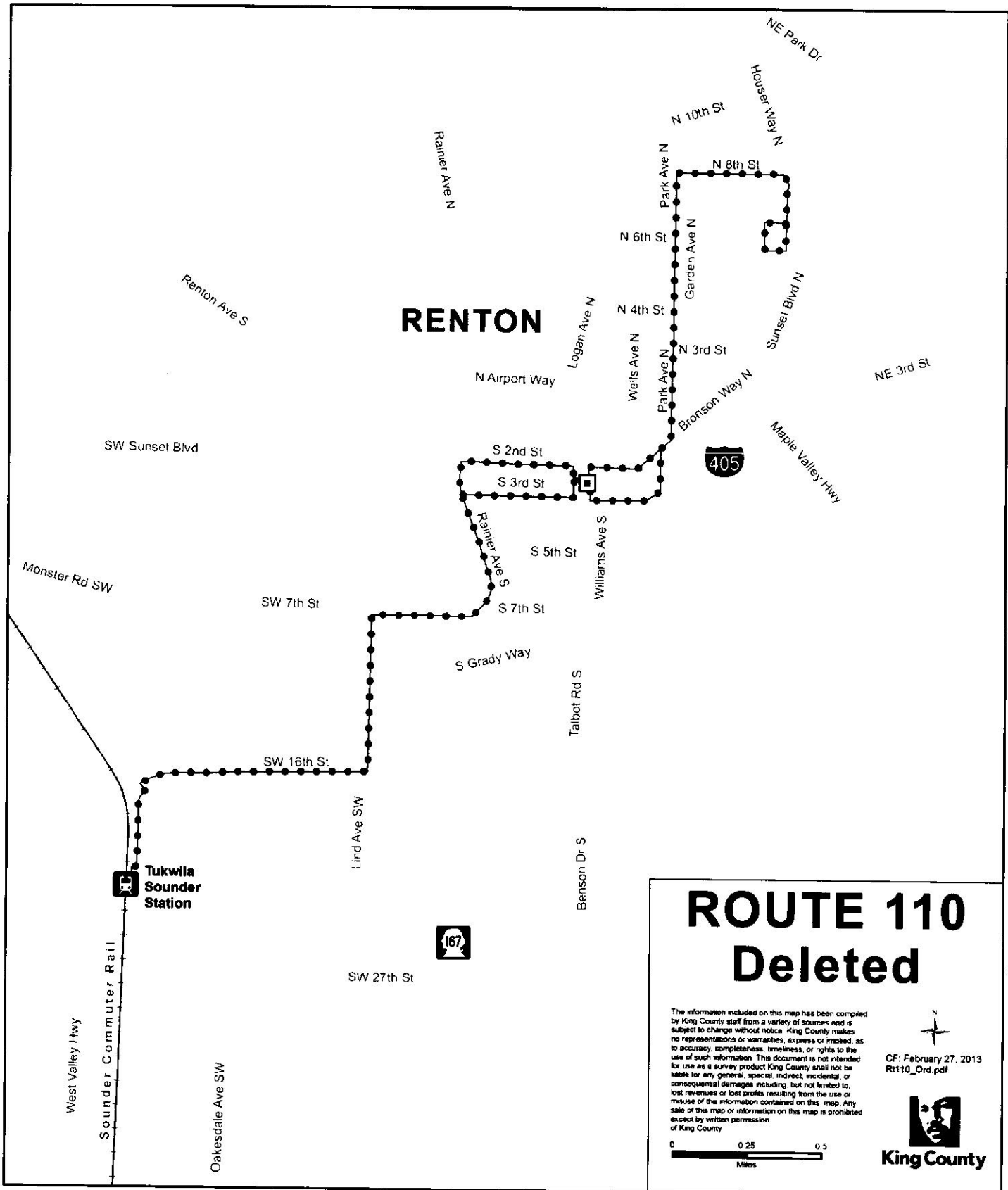
IMPACTED SERVICE AREA:

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.

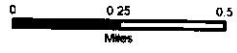


RENTON

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.*

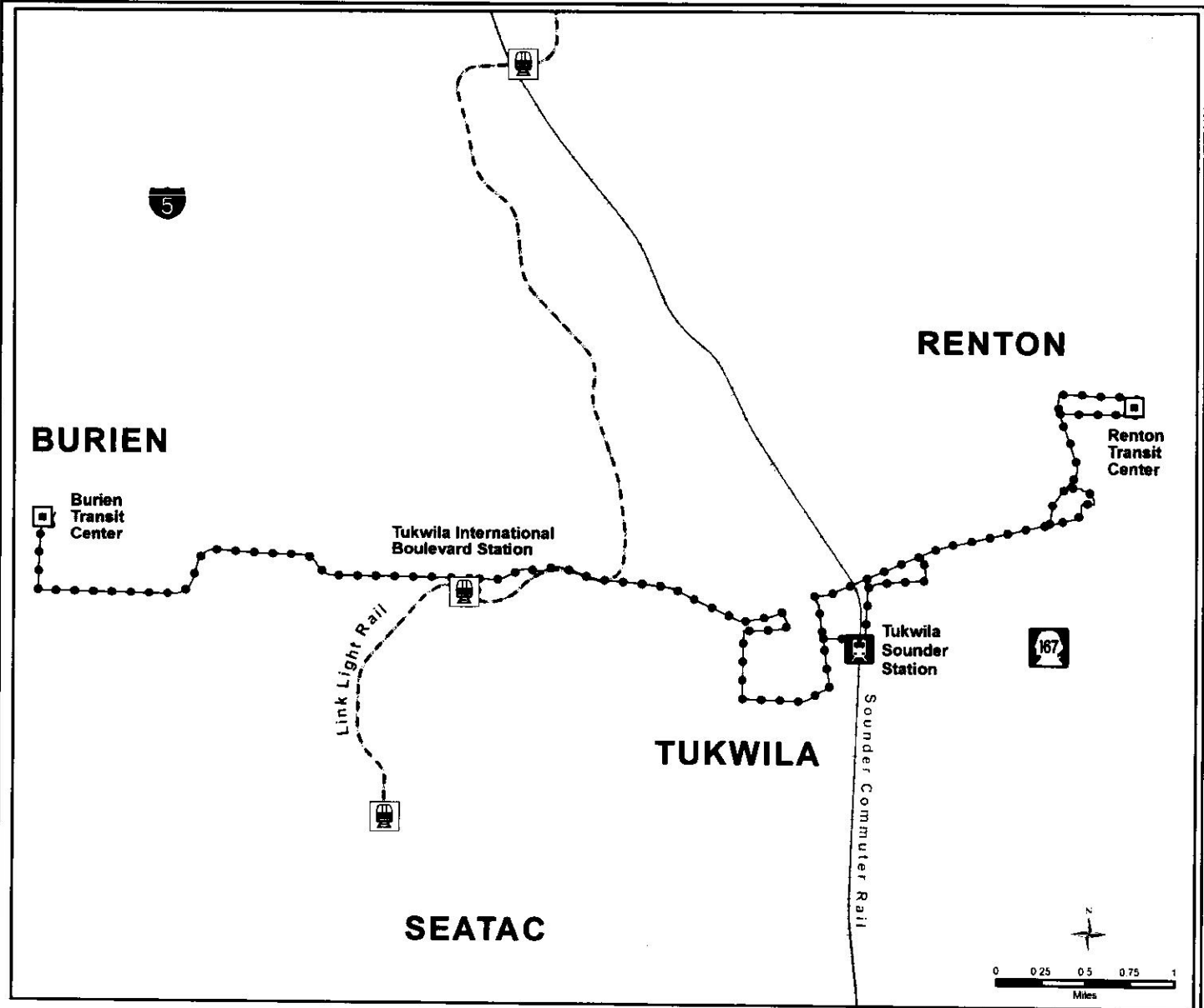
IMPACTED SERVICE AREA:

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



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.

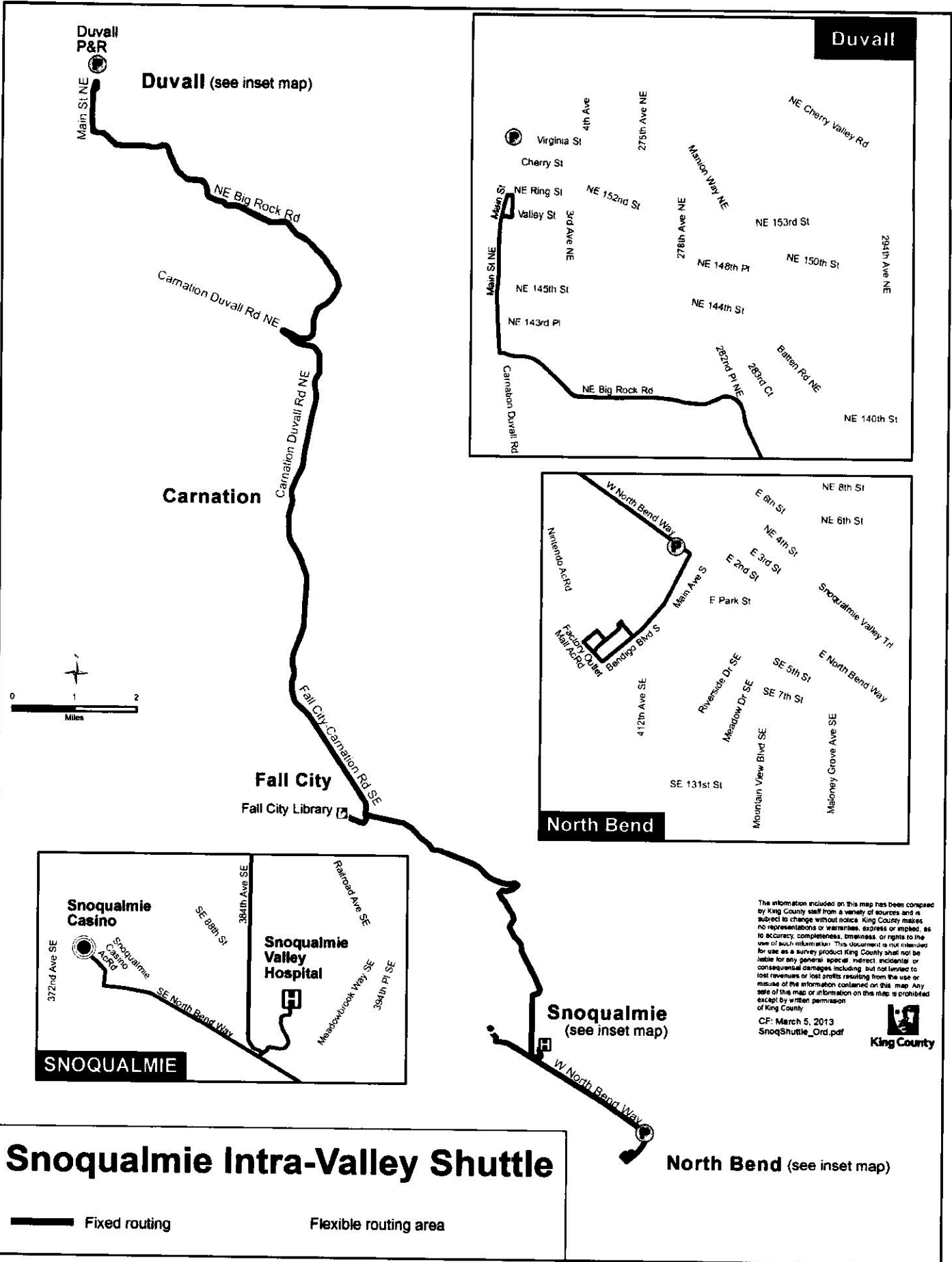
King County Metro's Access and Community Access Transportation service in the impacted area will continue as currently operated during this demonstration project.

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.

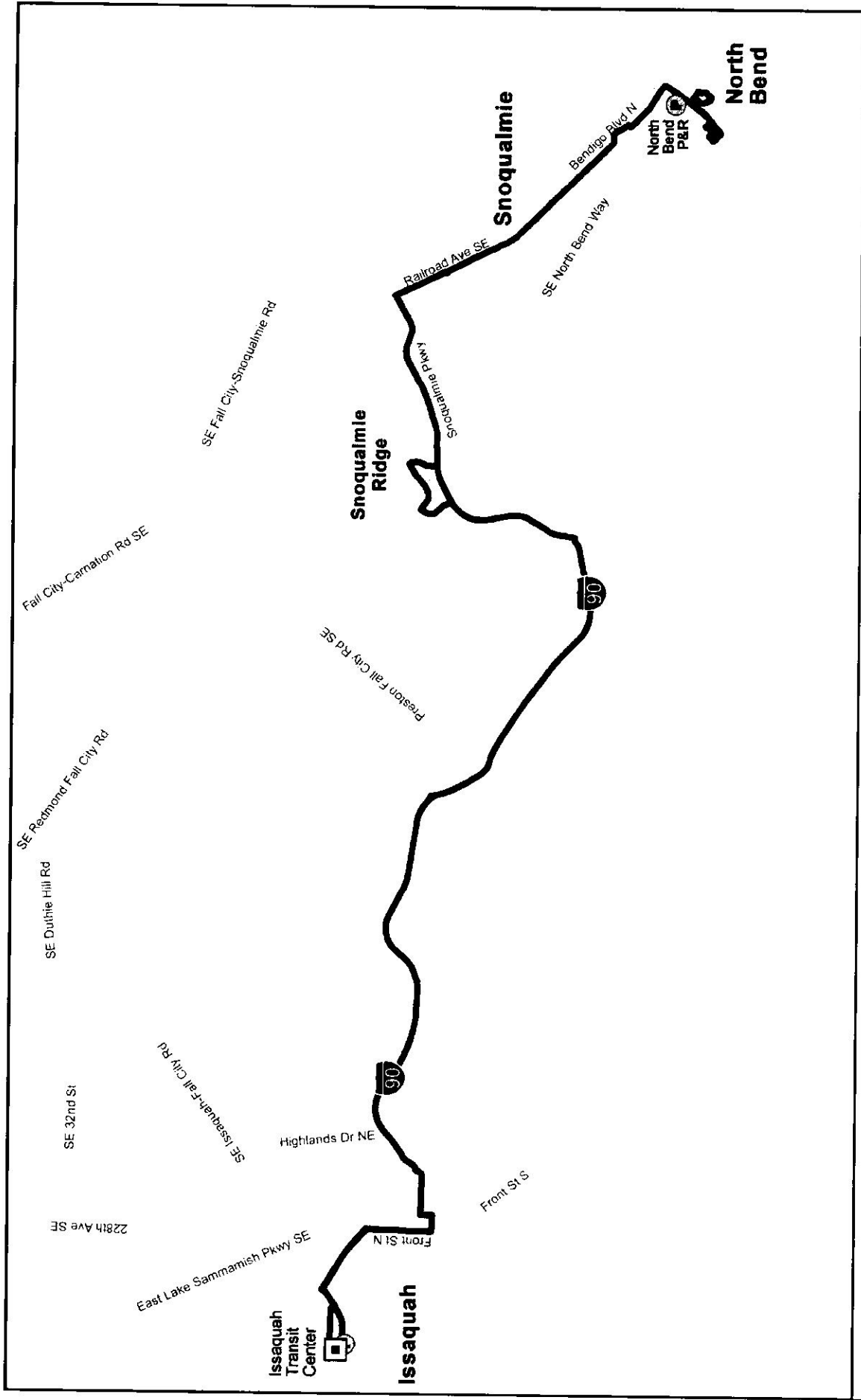
- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic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

IMPACTED SERVICE AREA:

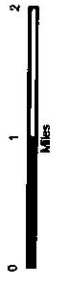
North Bend, Snoqualmie, and Issaquah

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.



NEW ROUTE 208



February 28, 2013
 RC208_Ord.pdf

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King County

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*

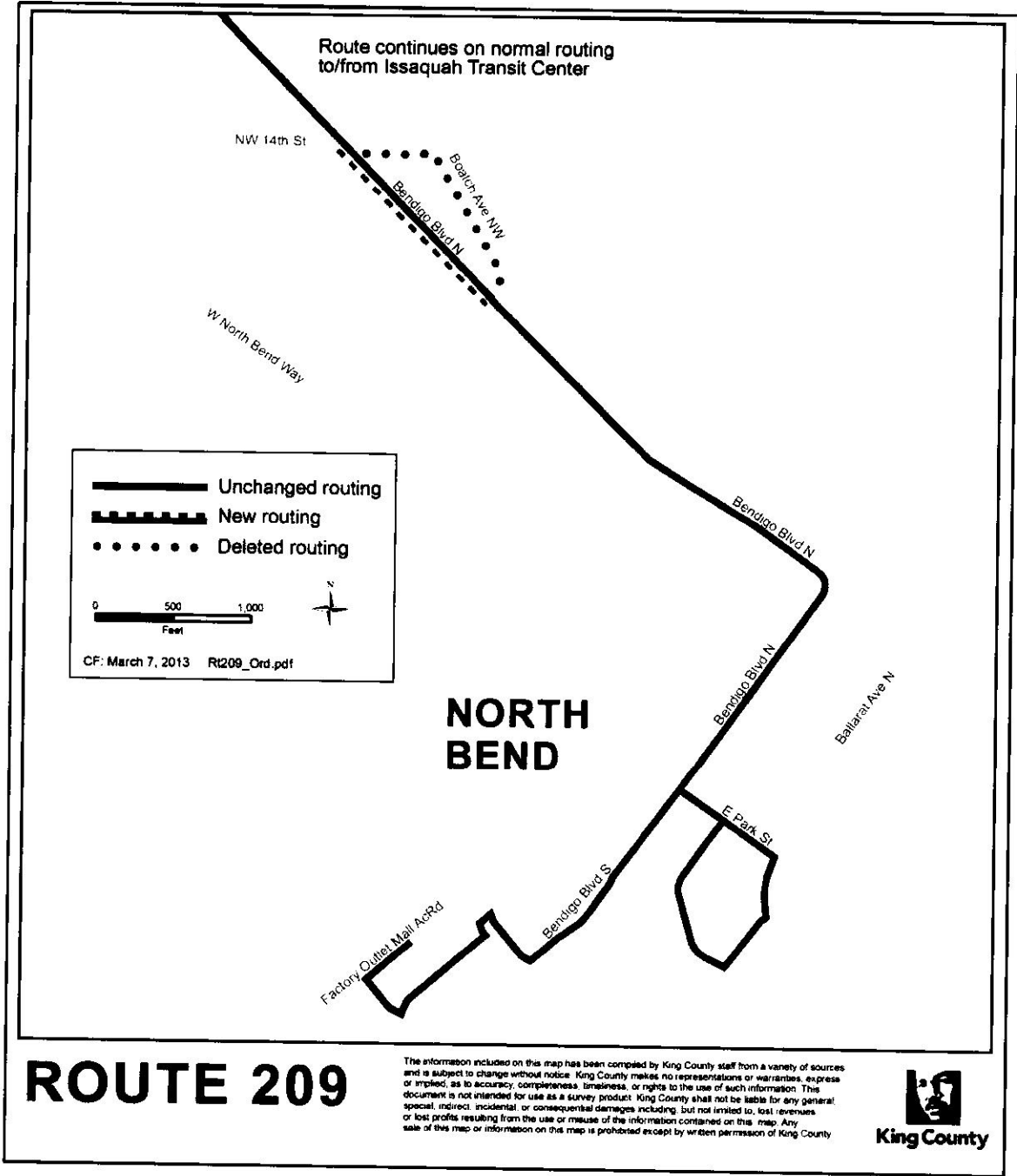
IMPACTED SERVICE AREA:

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: 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.

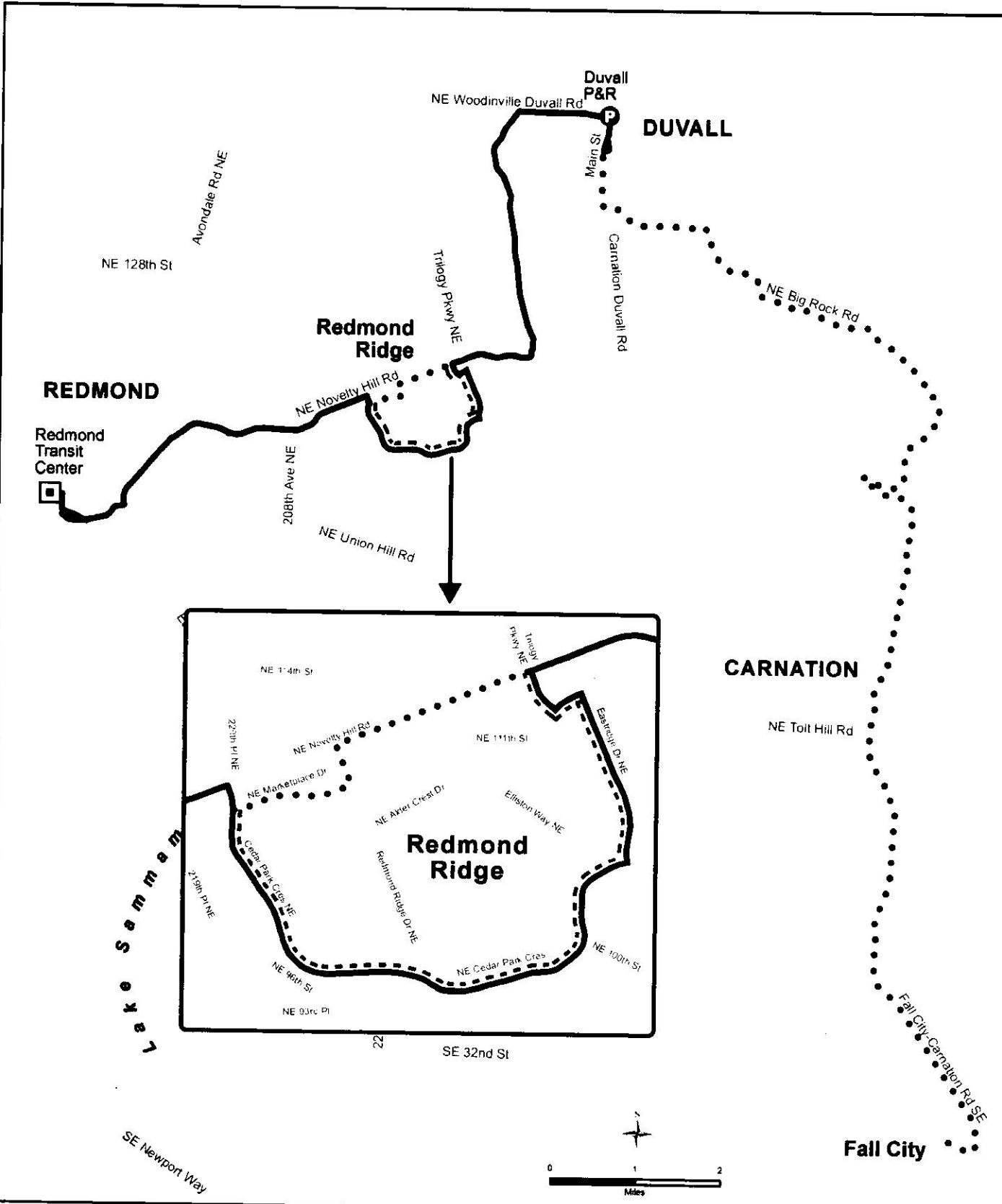
- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, 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 RI224_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.

