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SIX-YEAR TRANSIT DEVELOPMENT PLAN

King County embarking on ambitious transit plan

*Our region is at the beginning of a
dramatic change in its public
transportation system.*



The Six-Year Plan envisions a multicentered transit system that will offer consistent, reliable and high-quality service to more people and communities.

The county's current transit system works well for some trips but not so well for others.

For example, if you live in Federal Way, you may have good bus service to downtown Seattle but not to Auburn. If you live on the Eastside, it may be easier for you to take the bus to the University of Washington than to Bellevue Community College. If you live in Shoreline, traveling to Northgate on the bus may be easier than traveling across Shoreline. If you live in south Seattle, you may have more convenient bus service to downtown Seattle than across Rainier Valley.

Those patterns are beginning to change. The Six-Year Transit Development Plan, adopted by the Metropolitan King County Council in December 1995, is the new framework for a restructured system. The broad concepts of the plan were developed with extensive public involvement. But now it is important for Metro Transit riders and others interested in our transportation system to come together again to work out the details. The more people get involved, the better the system can be shaped to meet their needs.

Water Pollution Control
and Transit Library
821 Second Avenue
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**METRO
TRANSIT**



New approach to offer better service

The Six-Year Plan envisions a multicentered transit system that will offer consistent, reliable and high-quality service to more people and communities. The transit system will change from one that focuses primarily on one main regional center, downtown Seattle, to one that offers connections to many regional, suburban and employment centers. By 2001, the Six-Year Plan will add \$20 million of new service annually.

The Six-Year Plan includes four key strategies that will guide Metro in restructuring service:

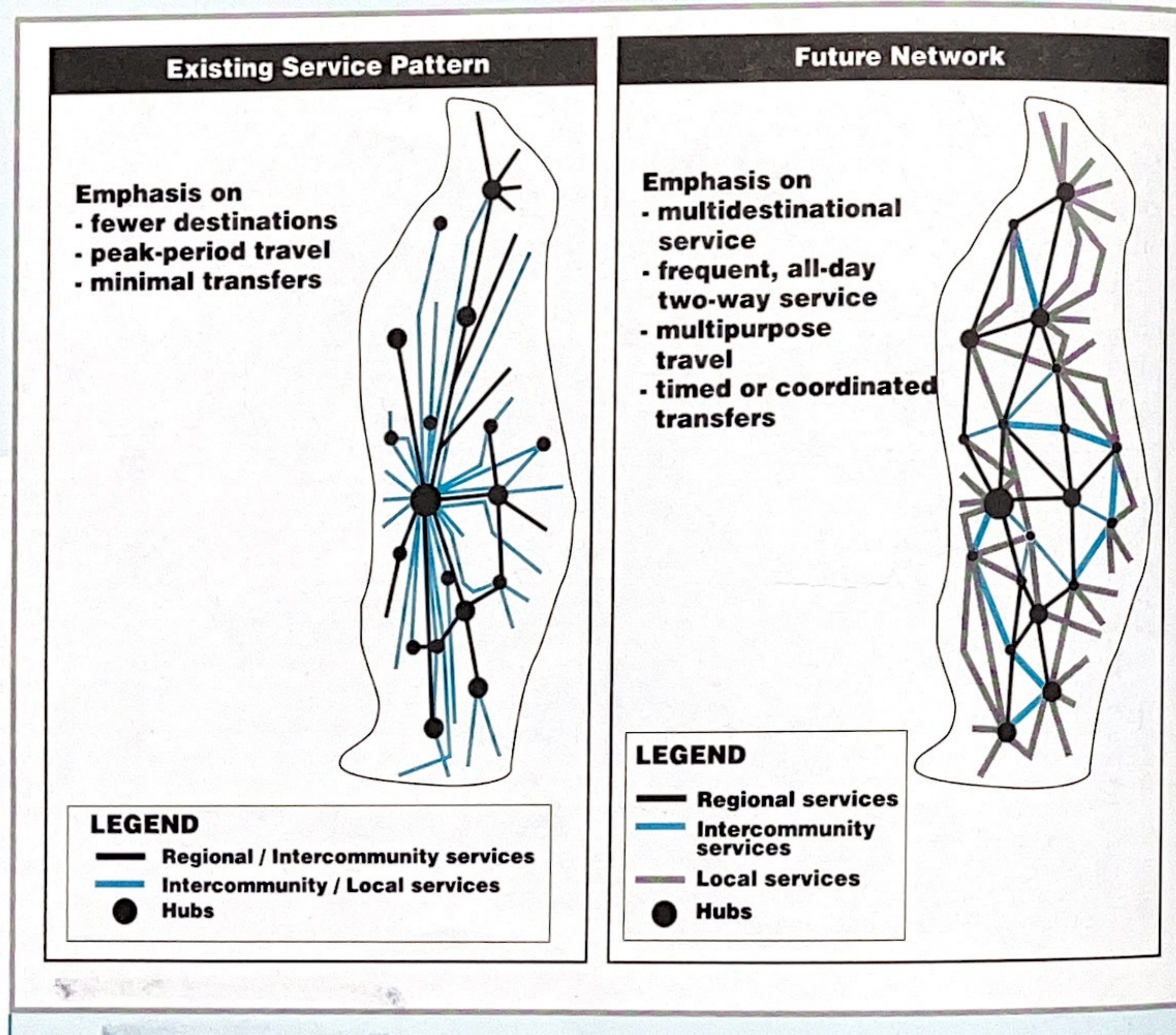
■ Consolidate and streamline routes.

With the current system, buses often run half-empty along the same regional corridors for some trips. Consolidating routes in those corridors will save money, which Metro can redirect to new and expanded services. Some customers may lose their one-seat rides into downtown Seattle. But they and their neighbors will benefit from new and more frequent service to more suburban cities and employment centers.

■ Create a core network of routes with frequent service.

Metro will increase service on a core network of key regional and intercommunity bus routes. Buses between major county destinations will run more frequently throughout the day, making the system easier and more convenient to use. At existing and new transit hubs, customers will transfer

The new transportation system will go from a system of few destinations to one of many.



Important features of the new system

- More direct connections between suburban destinations in east and south King County, and more crosstown connections within Seattle and north King County.
- More convenient transfers through more frequent service and schedule coordination — thus reducing wait times.
- Improved safety with more lighting, passenger shelters, walkways, signs and other facilities at transfer points.
- New transit hubs to provide focal points for connections between communities.
- More frequent service all day, not just during rush hours.
- Extended hours of service earlier in the morning, later in the evening and on weekends.
- Shuttles or on-call services within neighborhoods or smaller business areas to provide new transportation options.
- A commitment to work with local communities and employers to address service needs.

between local service and these key regional and intercommunity bus routes. Transfers will be easier because there will be less waiting time between connections.

■ Design new approaches to neighborhood service.

Traditional large buses on fixed routes work well in some urban neighborhoods. But in other neighborhoods, other types of service and vehicles might be a better match. Smaller buses, on-call vans or custom vanpools could be used. They could operate on fixed routes, or they could follow fixed routes but also be allowed to deviate from them at the request of passengers. They could operate on set schedules or respond to telephone reservations. The services would connect to intercommunity and regional routes at transit hubs. Metro will work with communities to tailor local service to local needs.

■ Design new approaches to commuter service.

Service to job sites not served well by the regular transit system will improve under the new system. Examples of new types of services include special shuttles, circulators, vanpool subsidies, custom buses and innovative partnerships with employers.



New transit hubs, more frequent service and new types of vehicles are some of the Six-Year Plan's features.

Plan requires tradeoffs

The Six-Year Plan involves choices and tradeoffs. To help create a more efficient system and stretch limited resources, Metro will consolidate and restructure routes, replace routes with less costly service and, in some cases, eliminate routes with few riders. Most current riders will benefit from these changes, enjoying more frequent service and new connections to major employment centers and population centers.

In some areas, current riders might have to change how they use the transit system, because their direct one-seat rides could change to ones requiring transfers. These customers might ride neighborhood buses and then transfer to service connecting major employment centers, downtown Seattle and suburban cities. By coordinating bus schedules and increasing frequency of service, Metro will make transfers more convenient, safe and easy. Metro will also make improvements at transfer hubs, such as updated lighting and new passenger shelters, walkways and signs.

Transit system redesign under way

Metro is taking the first steps to test and carry out parts of the Six-Year Plan in Renton, the Eastside and Seattle/north King County. Improvements in these areas are proposed to take effect in September 1996. Metro will make most service improvements in 1997 and 1998, adding about \$18 million of new service per year. This effort will meet King County Executive Gary Locke's goal to have 90 percent of the plan's new service on the road by late 1998.

Planning for 1997 service improvements began in March 1996. Planning for most 1998 service improvements will begin next year, in spring 1997. This next section describes the planning and public outreach process.

1996

Improved service is proposed for three communities, Renton, the Eastside and Seattle/North King County, to take effect in September 1996.

■ Renton

The first demonstration of the Six-Year Plan's concepts and strategies is taking place in the Renton area. Metro and City of Renton staff worked with a sounding board of area residents to plan the service. Bus riders and the general public have been involved through a series of public meetings, open houses and

questionnaires. The proposals involve about 30,000 annual hours of new transit services at a direct cost of \$1.4 million per year.

The proposals include new bus routes, more convenient connections to nearby suburban cities, new neighborhood van and small-bus service, innovative services for commuters, some consolidated and streamlined routes, new all-day express service to Seattle, more frequent service and longer hours of operation for some routes.

■ Eastside

Metro is adding 10,000 hours of new bus service on the Eastside. A sounding board has been formed for the north Kirkland area, and citizens there are helping design new neighborhood van service. Also on the Eastside, Metro staff are

working with employers, employees and school administrators to design new two-way rush-hour service between Overlake and Totem Lake.

■ Seattle/North King County

Metro is adding 10,000 hours of new bus service in Seattle and Shoreline. A new intercounty connection between Northgate and Edmonds, an extension of Route 317, is proposed. In addition, more frequent service is proposed for routes 8, 36, 62 and 99 (Waterfront Streetcar).

1997

Planning began in March 1996 for the extensive changes that will take effect in June and September 1997. Public outreach will include sounding boards, questionnaires on service options, and special information tables at libraries and shopping centers. Metro will base its planning on the lessons learned in designing the 1996 improvements.

Four sounding boards or community advisory groups will work on service proposals for north King County, the Eastside, south King County and central/southeast Seattle. The map on this page shows the service areas. The sounding boards include bus riders, residents, employees, business owners and others who live and work within the service areas.

■ North King County

Aurora Avenue corridor, Bothell, Lake Forest Park, Seattle (Eastlake, Lake City, Northgate and Roosevelt neighborhoods), Shoreline, Woodinville and unincorporated communities of Finn Hill, Juanita and Kenmore.

■ Eastside

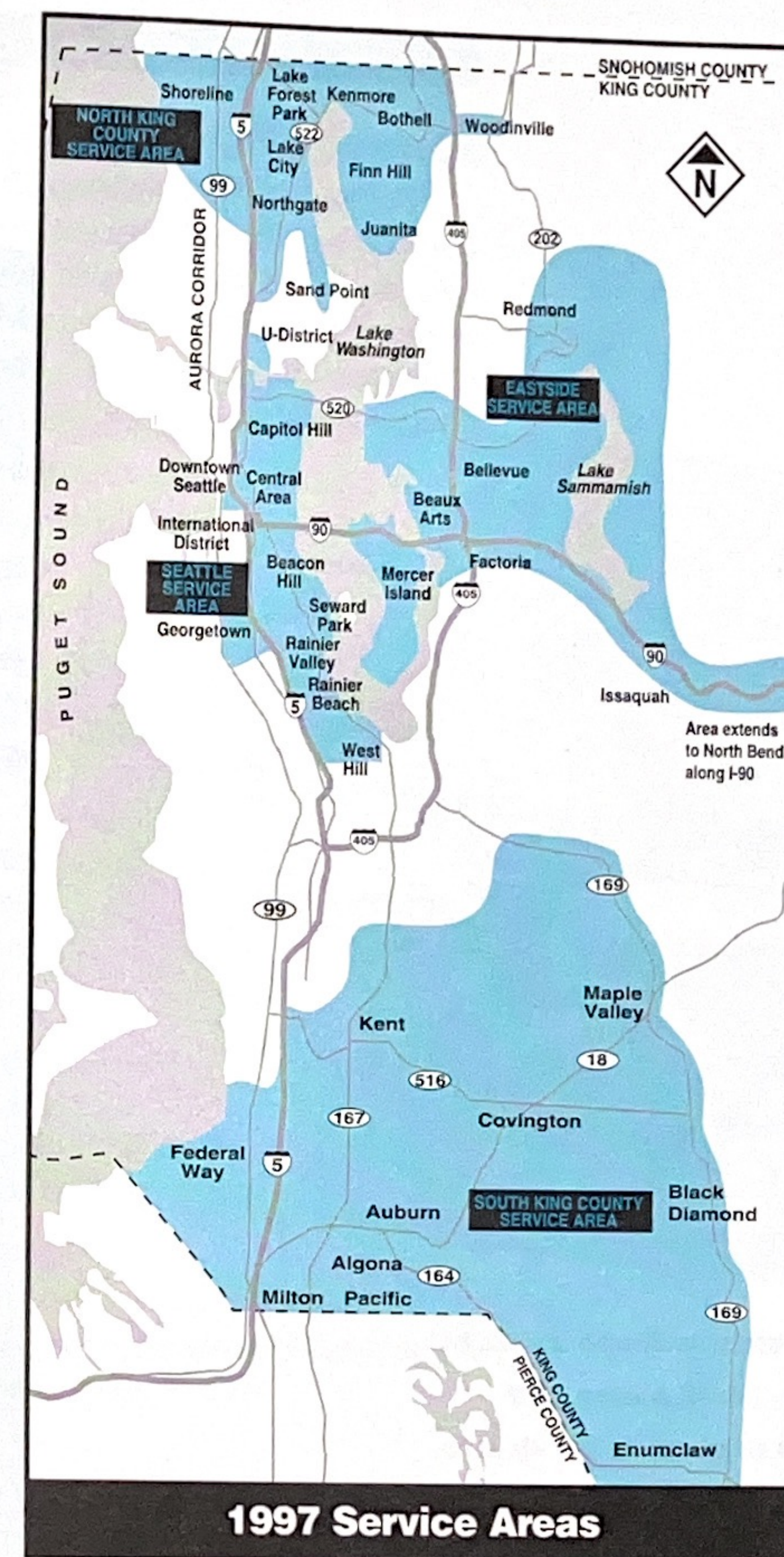
Interstate 90 corridor (Beaux Arts, Bellevue, Issaquah, Mercer Island, North Bend and unincorporated community of Eastgate), south Redmond and unincorporated Sammamish Plateau.

■ South King County

Algona, Auburn, Black Diamond, Enumclaw, Federal Way, Kent, Milton, Pacific and unincorporated communities of Covington and Maple Valley.

■ Central/Southeast Seattle

Beacon Hill, Capitol Hill, Central Area, First Hill, Georgetown, International District, Montlake, Pioneer Square, Rainier Beach, Rainier Valley, Seward Park, University District and West Hill (note: in the Seattle service area, planning and implementation of service changes are scheduled for both 1997 and 1998).



A sounding board of Renton-area residents helped Metro planners design new service for 1996.

Spring 1996 outreach

The sounding boards will begin meeting in May 1996. The sounding board members will discuss options such as streamlined bus routes, neighborhood shuttles, and new connections between Seattle communities or nearby suburban cities. In May and June, they will ask for public comments on service needs and then work with Metro planners to design alternative proposals for revised and improved service.

Fall 1996 outreach

In September, the public will be asked to comment on the alternatives. Each sounding board will use these comments to make a recommendation on service changes to Metro in October.

Executive and council action

King County Executive Locke will review sounding board and Metro staff recommendations in November. The Metropolitan King County Council will hold public hearings and adopt the service changes in late 1996 or early 1997.

1997 implementation

New and restructured service will begin in June and September 1997.



The new system will use a mix of large buses, small buses and transit vans to provide service to more areas of the county.

Public outreach planned for 1997 and 1998

	1997 service changes			
	SPRING 1996	SUMMER 1996	FALL 1996	WINTER 1996-97
Public comments on service needs			Public comments on service alternatives	
			Sounding board recommendations	County Council review & approval
1998 service changes			County Executive review	

Planning for 1998 changes will begin in 1997. An extensive public outreach effort will involve both bus riders and people who don't ride the bus.

Metro plans to convene new sounding boards in 1997 to work on this phase. They will focus on the following areas:

■ Eastside

Interstate 405 corridor (service to Canyon Park and Lynnwood); Bellevue Community College and Bellevue neighborhoods of Education Hill, English Hill and Northeast Bellevue; Kirkland, Overlake, Redmond and Woodinville; and unincorporated communities of Eastgate and Kenmore.

■ South King County

Burien, Des Moines, Normandy Park, SeaTac, Tukwila and the unincorporated communities of South Park, White Center and Vashon Island.

■ Seattle

Fremont, Magnolia, northwest Seattle (including the Aurora Avenue corridor), Queen Anne, greater University District, Wallingford, West Seattle and the central/southeast Seattle communities listed in the 1997 section.

Public outreach

In spring 1997, the sounding boards will ask for public comments on service needs and then help Metro planners to design alternative proposals for new and revised service. In early fall, the public will be asked to comment on the alternatives. Each sounding board will use these comments to make a recommendation on service changes to Metro.

Executive and council action

The King County Executive will review the proposals and submit them to the Metropolitan King County Council for adoption in early 1998.

1998 implementation

New and restructured service will begin in June and September 1998.



Community advisory groups, called sounding boards, will help Metro design new and restructured service for 1997 and 1998.

	June service changes		September service changes		June service changes		September service changes	
	SPRING 1997	SUMMER 1997	FALL 1997	WINTER 1997-98	SPRING 1998	SUMMER 1998	FALL 1998	
Public comment on service needs	Three new sounding boards convene		Public comment on alternatives	County Council review & approval		June service changes	September service changes	
			Sounding board recommendations					
			County Executive review					



**Public comment will help
shape the new transit
system in King County.
Call 684-1146 to find out
how to get involved.**



For more information

To find out more about the Six-Year Transit Development Plan and what it could mean for your community, call the Community Relations Hot Line at 684-1146 (voice), 684-1682 (TTY users only) or 800-325-6165 toll-free (please ask to be transferred to 684-1146).

You also can mail comments, concerns or questions to the following address:

**Community Relations
King County Department of Transportation
821 Second Ave., M.S. 92
Seattle, WA 98104-1598.**

If you would like to receive information on transit planning and implementation of the Six-Year Plan, please send us your name and address (if you received this publication in the mail, you are already on our mailing list).

Name _____
Address _____
_____ Zip _____

**For this information in accessible formats, please
call 684-1146 (voice) or 684-1682 (TTY users only).**

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