



King County

Department of Transportation
Metro Transit Division

Service Planning

October 6, 2011

TO: February 2012 Service Change-Service Package Recipients

FM: David Hull, Service Planning Supervisor
Service Development Section

RE: Spring Service Implementation Package "A"

Attached is service change Package "A" for the February 2012 service change. The service change begins on Saturday, February 18, 2012. Included in this service change package are revisions that respond to the Congestion Relief Charge ordinance requirement for implementation of alternative service delivery strategies. In response, a South King County route and an Eastside route that serve areas within or adjacent to low density rural areas are being transitioned from fixed-route service to Dial-a-Ride-Transit (DART), and Route 186 midday service between Auburn and Enumclaw will transition to DART operation. These changes fulfill Metro's requirement to scale 5,000 to 20,000 hours to the market served and the mobility needs of the community by June 2012.

This package includes changes associated with the completion of the new 1st Avenue South on-ramp to the Spokane Street viaduct. Multiple routes serving West Seattle have been operating an alternate route since May 2010 when the old ramp was closed and demolished. The City of Seattle expects that construction will be completed and the new ramp opened by the end of this year. When the ramp is available, all routes affected by the closure should immediately be shifted from the construction reroute to the path described in this package.

Southwest Seattle and Vashon Island

Routes 21, 22, 35, 56L, 57, 85, 116/118/119: Return outbound trips to preconstruction routing upon completion of the new 1st Avenue South on-ramp to the Spokane Street.

South King County

Route 143: Operate 6:31 p.m. northbound trip from Black Diamond.

Routes 149, 907: Transition to DART and renumber as Route 907.

Routes 186, 915: Continue Route 186 peak service, midday and Saturday service to DART and renumber as Route 915.

Route 910: Add a second DART area to the route.

East King County

Route 221: Revise routing in Redmond (new street).

Route 224: Reschedule to maintain connections in Redmond and Fall City as a result of unhooking from Route 251.

Route 240: Increase frequency to 15 minutes for a portion of the morning and afternoon peak

Route 251: Transition to DART and renumber as Route 931.

Sound Transit

Route 510, 511, 513: Adjust trip times (information only service operated by Community Transit).

Route 522: Adjust weekend trip times.

Route 540, 542, 550: Re-block and adjust trip times.

Routes 522, 540, 542, 545, 550, 554, 555, 556, 560: Make holiday service level adjustment.

Route 560: Revise trip times and termination points of specific trips.

Route:	149, 907	Prepared by:	Doug Johnson
District:	South King County	Phone:	684-1597

Action

Transition Route 149 to DART and renumber to Route 907.

Service would follow the same fixed routing as the 149 and also operate into three dial-a-ride (DART) areas:

- In Black Diamond, between Third Avenue (SR-169) and Roberts Drive, Morgan and Baker Streets.
- In Enumclaw, including the neighborhood around St. Elizabeth Hospital in the north part of town, the neighborhood around Safeway and the multifamily in the east, and the neighborhood between the High School and the edge of downtown at Lincoln Avenue E and Cole Street.
- in Renton, extending beyond the Transit Center along S 2nd/3rd Streets to serve an area between Rainier Ave S, SW Grady Way, Powell Avenue SW, SW 7th Street, and Hardie Avenue SW..

On weekdays, northbound 907 trips would depart from Semanski Street/McDougall Avenue at about 7:31 AM, 8:01 AM, 9:16 AM, 10:46 AM, 12:16 PM, 1:46 PM, 3:16 PM and 4:33 PM and southbound trips would depart from the Renton Transit Center at about 6:26 AM, 9:24 AM, 10:54 AM, 12:24 PM, 1:54 PM, and 3:24 PM.

Note: The northbound 149 trip from Black Diamond at 6:31 PM would be renumbered/signed as 143 (to Renton).

Objectives

Provide a more personalized service, at a level commensurate with the level of ridership on this route, and achieve operational economies as directed by Ordinance.

Background

Route 149 is among several fixed routes operating on the urban area fringe that would be reconfigured to provide dial-a-ride (DART) service in selected areas. Most trips operate during the midday when ridership is lower and schedule time would allow for off route deviations into the three designated DART areas serving Renton, Black Diamond and Enumclaw neighborhoods.

Impact Area

Enumclaw, Black Diamond, Maple Valley, Renton

Impact on ADA Service

NONE

Budget Impact

Mode	Day	Annual Hours	Net Change in Coaches			
			AM	MID	PM	Night
Dart	M-F	4762	2	2	2	
Diesel	M-F	-5499	-2	-2	-1	-1

Facilities

#149 should be removed from all zone signs. #907 would replace #149 on all signs , except for the two zones on Baker Street in Black Diamond (#'s 52353 & 52358).

Layover Impact

No impact.

Signage Change Instructions (for through-routes only)

Service Levels

All 149 trips would be continued through DART operation (Route 907), except for the northbound trip from Black Diamond at 6:31 PM, which would become a 143 trip (to Renton) and the northbound trip from Enumclaw at 7:31 PM, which would be discontinued. .

A new northbound trip from Enumclaw would be added at about 3:16 PM.

Public Information & Signage Recommendations

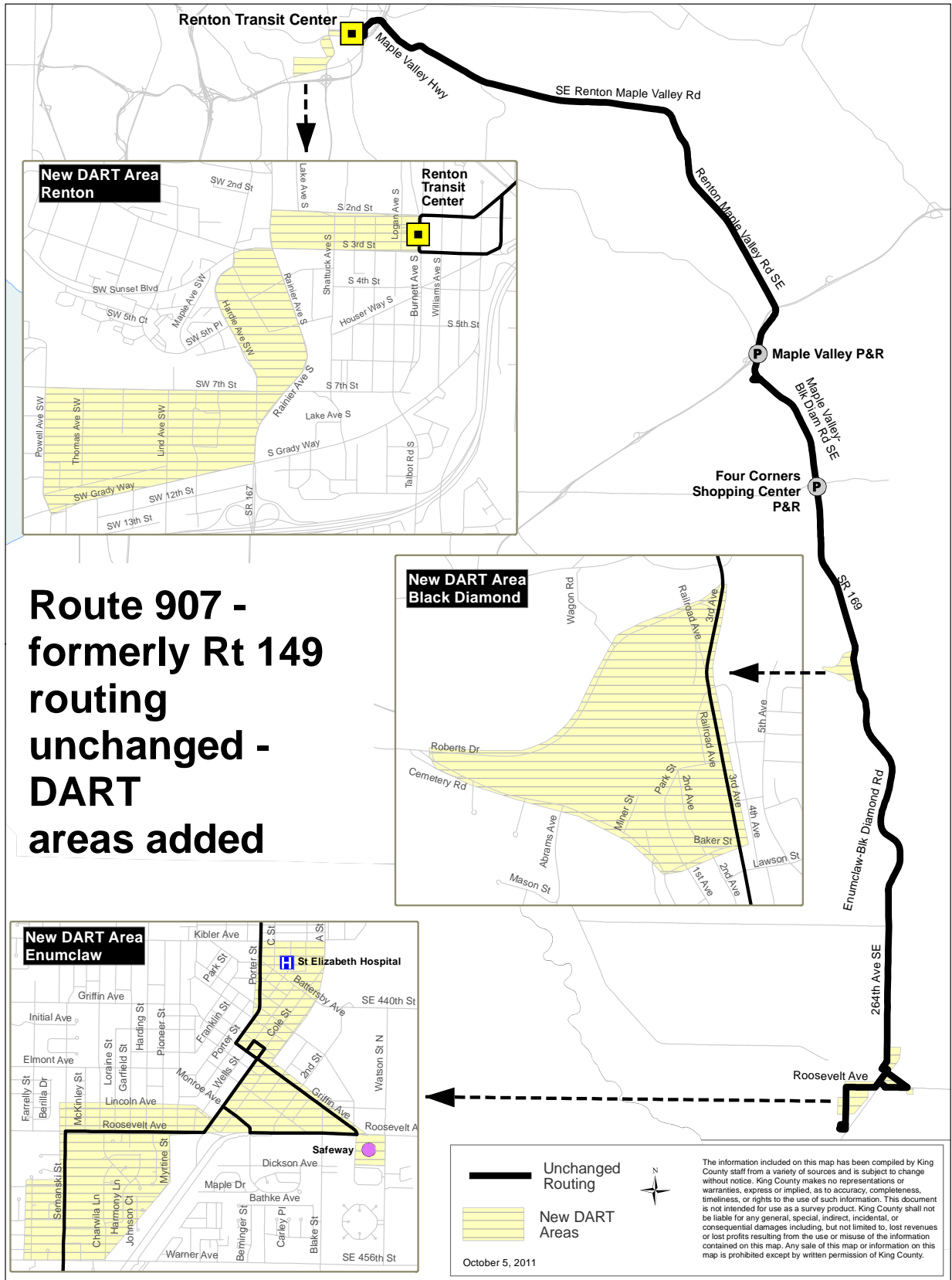
Information regarding the transition of service on Route 149 to dial-a-ride Route 907 should be included in the February 2012 Special Rider Alert Brochure. Marketing and community outreach activities should take place to help explain and promote the new DART service areas, including news releases in local media.

Destination Signage

Route	Dir	To	Destination Display	“Via” Display
907 DART	IB	Renton Transit Center	Renton	Blk Diamond
907 DART	OB	Enumclaw Pool	Enumclaw	Blk Diamond

Additional Information about Destination Signage

Street by Street Route Description



Route:	186, 915	Prepared by:	Doug Johnson
District:	South King County	Phone:	684-1597

Action

Transition weekday-midday and Saturday service on Route 186 to DART and renumber to Route 915.

Service would follow the same fixed routing as the 186 between the Auburn Transit Center and Wells Street/Griffin Avenue in Enumclaw and also operate into three dial-a-ride (DART) areas:

- Downtown Auburn, north of 1st Street SW/SE, including the Auburn Regional Medical Center.
- The Auburn Senior Center, on 9th Street SE, east of Auburn Way South.
- In Enumclaw, north of Griffin Avenue including St. Elizabeth Hospital, and east of Cole Street, including the Safeway/retail center and multifamily neighborhood south of Roosevelt Avenue (Hwy 410) along Watson Street and Dickerson Avenue.

On weekdays, 915 outbound trips would depart from Auburn Station at about 9:13 AM, 10:43 AM, 12:13 PM, 1:43 PM, and 3:12 PM and inbound from Griffin Avenue/Wells Street in /Enumclaw at about 9:57 AM, 11:27 AM, 12:58 PM, 2:28 PM, and 3:58 PM.

On Saturday, 915 outbound trips would depart from Auburn Station at about 9:50 AM, 11:20 AM, 12:50 PM, 2:20 PM, 3:50 PM, and 5:20 PM and inbound from Griffin Avenue/Wells Street in Enumclaw at about 10:39 AM, 12:09 PM, 1:39 PM, 3:09 PM, 4:39 PM, and 6:09 PM.

Objectives

Provide more personalized service, at a level commensurate with the level of ridership on this route, and achieve operational economies as directed by Ordinance.

Background

Route 186 is among several fixed routes operating on the urban area fringe that would be reconfigured to provide partial dial-a-ride (DART) service in selected areas. The 915 would provide weekday/midday and Saturday DART service when ridership is lower and schedule time would allow for off route deviations into the two designated DART areas in Auburn serving the Auburn Regional Medical Center and Auburn Senior Center, and in Enumclaw, including St. Elizabeth Hospital on the north side of town and the Safeway and multifamily housing on the east side of town. Weekday 186 peak trips will continue to operate as is, due to higher ridership and connections with Sounder trains at Auburn Station.

Impact Area

Auburn, Enumclaw

Impact on ADA Service

NONE

Budget Impact

Mode	Day	Annual Hours	Net Change in Coaches			
			AM	MID	PM	Night
Dart	M-F	1833		1	1	
Dart	SAT	457	1	1	1	
Diesel	M-F	-2002		-1	-1	
Diesel	SAT	-510	-1	-1	-1	

Facilities

Add #915 to all zone signs now served by Route 186, except for the following bus zones in Enumclaw: EB Griffin Ave farside Porter St (# 59029), EB Griffin Ave farside 1st St (#59031), EB Griffin Ave nearside Roosevelt Ave (#59033), WB Monroe Ave nearside Railroad St (#99474), and NB Cole St farside Stevenson Ave (#59041).

Layover Impact

No impact.

Signage Change Instructions (for through-routes only)

Service Levels

Weekday/midday and Saturday 186 trips would be continued through DART operation (Route 915). There is no change to the existing 186 weekday peak schedule.

Public Information & Signage Recommendations

Information regarding the transition of weekday-midday and Saturday service on Route 186 to dial-a-ride Route 915, should be included in the February 2012 Special Rider Alert Brochure. Marketing and community outreach activities should take place to help explain and promote the new DART service areas, including news releases in local media.

Destination Signage

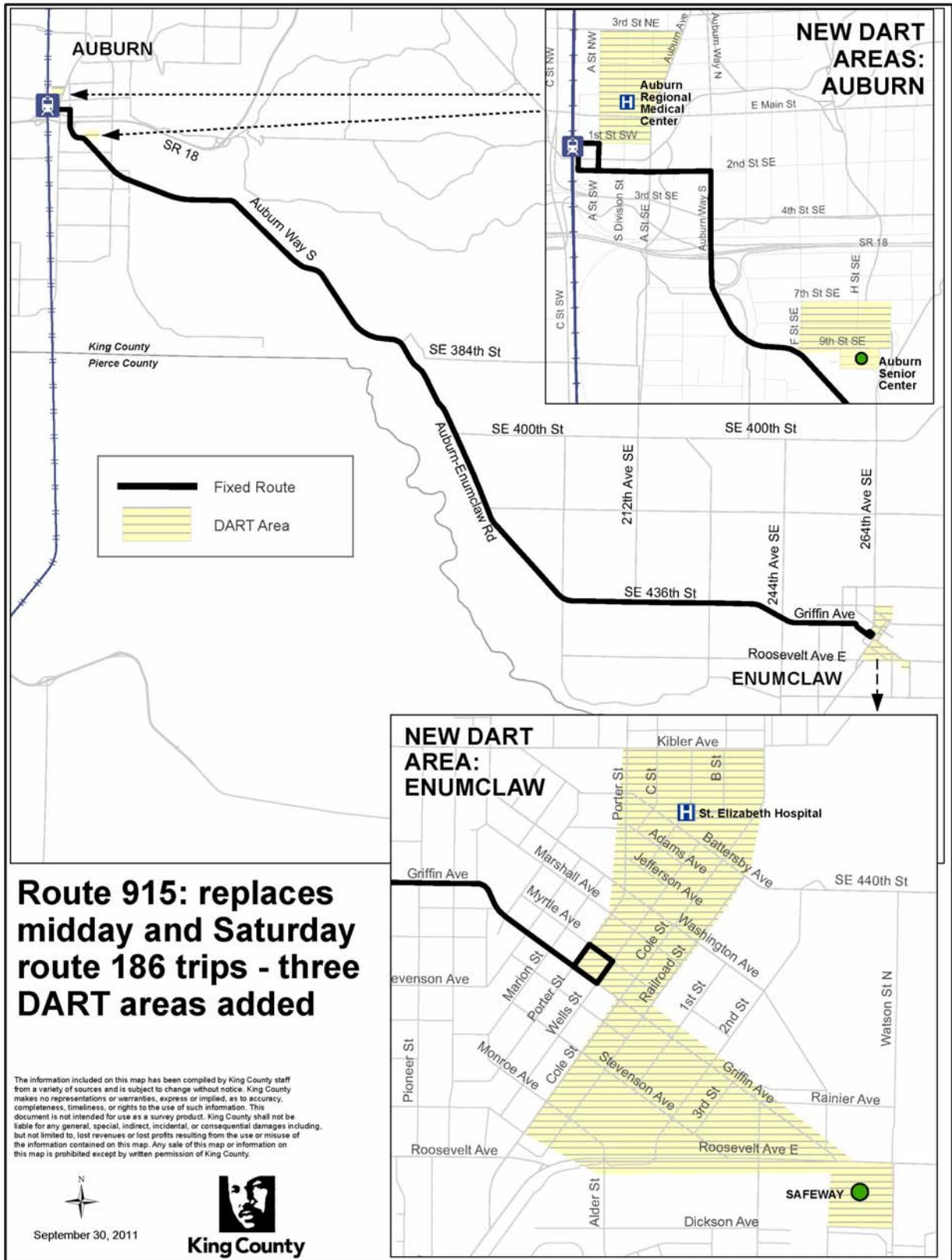
Route	Dir	To	Destination Display	“Via” Display
915 DART	IB	Auburn Station	Auburn	
915 DART	OB	Griffin Av/Wells St	Enumclaw	

Additional Information about Destination Signage

Street by Street Route Description

TO: (Pkg A) Auburn Station Bay 2
 FROM: (Pkg A) Griffin Av/Wells St
 Begin (Pkg A) Wells St
 R (Pkg A) Griffin Av (SR-164)
 C (Pkg A) SE 436 Wy (SR-164)
 C (Pkg A) SE 436 St (SR-164)
 C (Pkg A) Auburn-Enumclaw Rd (SR-164)
 C (Pkg A) Auburn Wy S (SR-164)
 L (Pkg A) 2 St SE
 C (Pkg A) 2 St SW
 R (Pkg A) A St SW
 L (Pkg A) Auburn Station transit rdwy
 2 (Pkg A) Bay 2

TO: (Pkg A) Griffin Av/Wells St
 FROM: (Pkg A) Auburn Station Bay 2
 Begin (Pkg A) Bay 2 (transit rdwy)
 L (Pkg A) 2 St SW
 C (Pkg A) 2 St SE
 R (Pkg A) Auburn Wy S (SR-164)
 C (Pkg A) Auburn-Enumclaw Rd (SR-164)
 C (Pkg A) SE 436 St (SR-164)
 C (Pkg A) SE 436 Wy (SR-164)
 C (Pkg A) Griffin Av (SR-164)
 L (Pkg A) Porter St
 R (Pkg A) Myrtle St
 R (Pkg A) Wells St
 S (Pkg A)



Route:	251, 931	Prepared by:	Jim Arrowsmith
District:	East King County	Phone:	684-1606

Action

Transition Route 251 to DART operation, and renumber as Route 931. This also breaks the interlining with Route 224. The demand responsive area will be in the area between North Creek and downtown Bothell. For Rt 931, use routing that is identical with current Route 251 except for 1) the addition of the DART area, and 2) routing will stay on NE 195th Street, and not operate via 120th NE or North Creek Pkwy.

The schedule for Route 931 should be designed so that the majority of recovery time occurs at the Bothell end in order to accommodate DART deviations. It is estimated that recoveries at Bothell would range between 15 and 20 minutes and at Redmond between 5 and 10 minutes.

Frequencies should be as follows:

Departing Redmond (actual trips times can fluctuate at Scheduler's discretion):

- 30-minutes between 6:15 a.m. and 8:45 a.m.
- 60-minutes between 8:45 a.m. and 2:45 p.m.
- 30-minutes between 2:45 p.m. and 6:15 p.m.
- 60-minutes between 6:15 p.m. and 7:15 p.m.
- On Saturdays, 60-minutes between 8:35 a.m. and 6:35 p.m.

Departing UWB/CCC (actual trips times can fluctuate at Scheduler's discretion):

- 30-minutes between 6:20 a.m. and 8:50 a.m.
- 60-minutes between 8:50 a.m. and 2:50 p.m.
- 30-minutes between 2:50 p.m. and 6:20 p.m.
- 60-minutes between 6:20 p.m. and 7:20 p.m.
- On Saturdays, 60-minutes between 8:45 a.m. and 5:45 p.m.

Objectives

Provide more personalized service, at a level commensurate with the level of ridership on this route (average of ~10 riders per trip; no decent data exists), and achieve operational economies ("reduced operating costs") as directed by Ordinance.

Design a schedule that is operated by four vehicles during the peak periods and two vehicles during the midday (and on Saturday). Departure times can vary in order to make this happen.

Background

Route 251 has a relatively low level of ridership. The Congestion Relief Charge Ordinance calls for "right sizing" between 5 and 20 thousand annual hours of service in east and south King County, along the urban growth area boundary. This transition from regular transit vans to DART vans addresses that mandate.

Route 931 is to have same span, frequency and number of trips as current Rt 251.

The increased coverage and convenience that DART service provides should be attractive to current and new riders alike.

Impact Area

Bothell, Woodinville, Redmond

Impact on ADA Service

NONE

Budget Impact

Mode	Day	Annual Hours	Net Change in Coaches			
			AM	MID	PM	Night
Dart	M-F	9812	4	2	4	2
Dart	SAT	1053	2	2	2	

Diesel	M-F	-12022	-4	-2	-4	-3
Diesel	SAT	-1129	-2	-2	-2	

Facilities

All existing Rt 251 signs will have the number changed to 931. Delete three sets of stops along 120th NE and North Creek Pkwy, and add "251" to stops along NE 195th.

Layover Impact

no impact on layover

Signage Change Instructions (for through-routes only)**Service Levels**

No change in frequency or span of service.

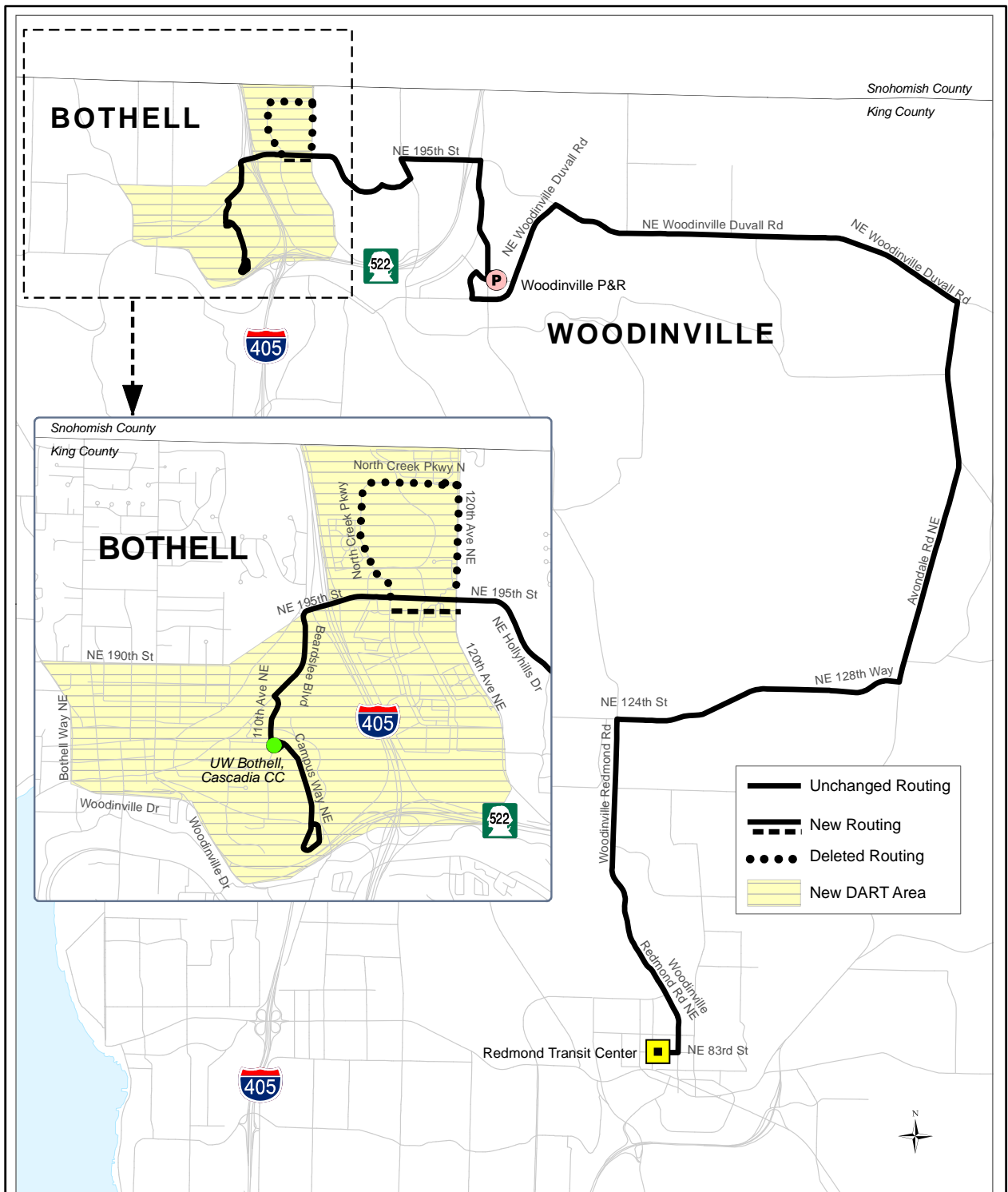
Public Information & Signage Recommendations

Route 251 is being transitioned and renumbered as new DART route 931, which will have the ability to go off route and to pick up and drop off, upon request (on a limited first come-first served basis) in downtown Bothell and North Creek. Marketing and community outreach activities should take place to help explain and promote the new DART service area, including new releases in local media.

Destination Signage

Route	Dir	To	Destination Display	"Via" Display
931	IB	RDTC	Redmond Transit Cntr	Woodinville
931	OB	UW S CCC	UW/Cascadia	Woodinville

Additional Information about Destination Signage**Street by Street Route Description**



Route 931 - formerly route 251
Routing unchanged east of 120th Ave NE
New DART area added

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, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, 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 this map is prohibited except by written permission of King County.

King County
 October 7, 2011