



CITY OF KIRKLAND

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www.ci.kirkland.wa.us

MEMORANDUM

To: Dave Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
David Godfrey, P.E. Transportation Engineering Manager

Date: May 4, 2006

Subject: Transit Service Alternatives

RECOMMENDATION:

It is recommended that the Council authorize the Mayor to sign the attached letter with comments on the proposed Metro Transit and Sound Transit service change. The letter is based on comments that were generated by the Transportation Commission. It has been reviewed and approved by the Transportation Commission.

BACKGROUND DISCUSSION:

Metro Transit is currently exploring alternatives for service changes in the Bellevue-Kirkland-Redmond area. A Sounding Board has been assembled to help with that process and it includes six Kirkland residents. A tabloid which explains the potential service changes, reasons for the changes and schedule of public meetings has been produced and has been distributed by mail to residents of Kirkland and other eastside cities. The tabloid material is included as an attachment to this memo. *The route proposals in the tabloid are not the final route changes. They are concepts on which people are being asked to comment.* The service change that is being contemplated is broad and covers many eastside routes. This memo focuses on service that operates in Kirkland.

On March 7, Council reviewed the service change and asked that a group of Councilmembers meet with a group of Transportation Commissioners to discuss the proposal. That meeting took place on March 28th. On March 7 Council also requested that the Transportation Commission review the proposal once the Tabloid became available and make a recommendation to Council. The Transportation Commission met on April 26th with Metro staff and sounding board members to prepare recommended comments for Council consideration.

Process

- The Sounding Board is a group of 20 or so citizens assembled by Metro to review potential service changes. It is made up of volunteers from affected communities throughout the Eastside, selected to represent riders of different routes and

representatives of different interest groups. Six members live within Kirkland or the annexation area.

- The Sounding Board has been meeting regularly to offer comments to Metro planners to help shape concepts for new service.
- The comment period closes nominally on May 12. Citizens can comment by mail, by phone, by email or by completing an online questionnaire. Metro staff has indicated that Council's comments are welcome after May 12.
- Sounding Board began meeting last Fall.
- Sounding Board last met on February 8, and is taking a break until public comment has been received .
- Public outreach is currently taking place; including a public meeting at the Kirkland Senior Center on May 4 from 5:30 to 8:00.
- Sounding Board is scheduled to meet 4 to 5 more times through June
- Recommendations complete in June/July.
- Metro staff is responsible for making recommendation to County Executive for possible recommendation to the County Council. Sound Transit changes will require Board approval.
- Changes implemented no sooner than February 2007 and will be phased as resources become available and capital projects are implemented.

Issues reviewed by the Transportation Commission

At the April 26 meeting, the Transportation Commission prepared comments based on the following issues. The comments were then combined into a letter to Metro for Council's consideration.

Issue: Route 540 is proposed for deletion between Kirkland and Bear-Creek (Tabloid page 11, column 3) in order to improve service on the highly productive Route 545 between Redmond and Seattle via Overlake. Route 248 is proposed as a substitute route which will make more stops and offer a longer span of service. Route 248 also replaces the function of Routes 251 and 254 between Kirkland and Redmond. Routes 251 and 254 will be routed outside Kirkland. Riders traveling between Rose Hill and the U-district will have to transfer at Kirkland Transit Center between 248 and the remaining 540 service. On weekends, two transfers will be required between Rose Hill and the U-district. One at the Kirkland transit center between 248 and 255 and another at Evergreen Point on SR 520 between 255 and service such as 271 that connects to the U-District. Alternatively, Rose Hill riders could use routes 238 or 230 to connect with 540 or 255 in Houghton.

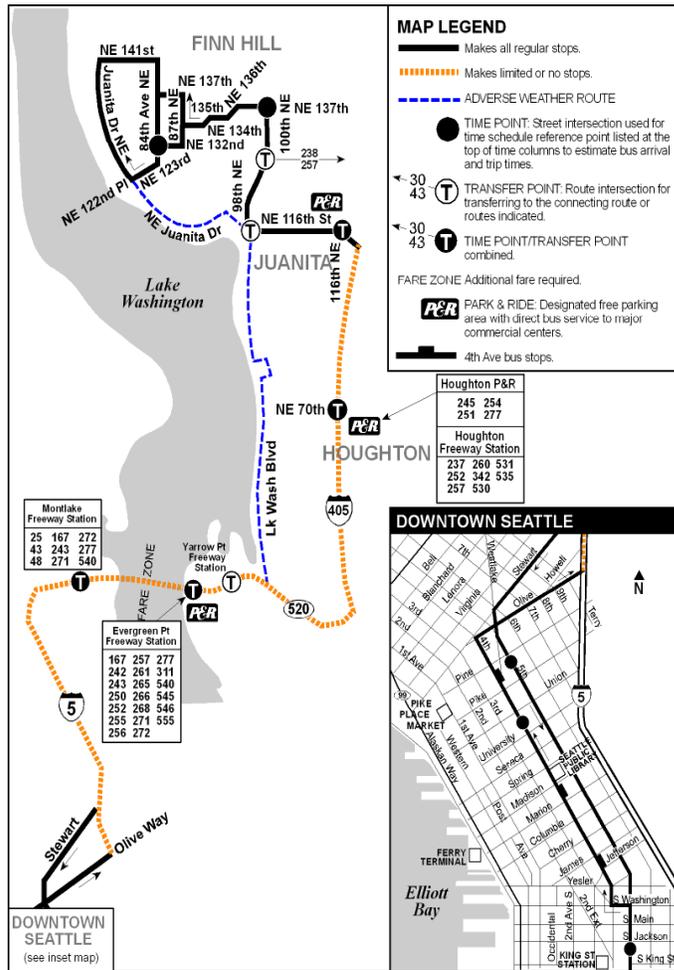


Figure 1 Map of Route 260

Issue: Route 260 (see Figure 1 left) between Kenmore and Seattle via Juanita is proposed for deletion (Tabloid page 13 column 1). Riders can use 255 to Seattle from Juanita or 252/257 (see Tabloid page 13) from Totem Lake/Kingsgate P&R. 260 currently runs on NE 116th Street and future connections along NE 116 could be made via 236 or 935. Current 260 riders lose their one-seat ride to Seattle, and those on NE 116th are concerned about the ability to make a connection at NE 98th/116th NE to travel east up the hill in the afternoon or west down the hill in the morning. Also, travel time is longer via 255 than via current 260. They have also expressed concern at Metro’s characterization of ridership, arguing that the 260 has good ridership. Performance of the 260 is slightly below average according to the 2004 Route Performance Report¹

Issue: Changes in service frequency and routing are proposed between Kirkland and Bellevue. (Tabloid Page 10, column 1) Route 230 currently operates at 15 minute peak frequency between downtown Kirkland and downtown Bellevue via Lake Washington Blvd and Bellevue Way. Route 234 currently operates at 30 minute peak frequency between Kirkland and downtown Bellevue via 108th Avenue NE, Overlake Hospital, and NE 8th Street. The tabloid proposal is to:

- Route both the 230 and the 234 on State Street and Lakeview Dr. then to Lake Washington Blvd at Carillon Point. Between South Kirkland Park & Ride and downtown Kirkland, both routes would maintain current routing.
- Decrease frequency on 230 to 30 minute peak service.

With proper scheduling, the 234-230 combination will still provide 15 minute service all day between Kirkland and Bellevue. Even if the 234 is routed off 108th Avenue NE, both 540 and 255

¹ In a comparison of east subarea peak routes, the route effectiveness sum for the 260 was -0.9 where 0.0 is average. For all eastside peak routes scores ranged from 8.7 to -5.8. Source: Metro 2004 Route Performance Report, July 2005.

remain there to provide 15 minute all day service; again if scheduling is properly managed. The re-route gives more balance; two routes on Lake Washington Blvd, two on 108th Avenue NE.

Issue: Service to Kirkland schools is changing. Currently Lake Washington and Juanita High Schools are served by peak-only routes and one or two deviations of all day routes. Proposed re-routing of 238 (Tabloid page 9) offers all day service connecting both high schools, Lake Washington Technical College and UW Bothell/Cascadia Community College with one route. Connections can be made on Rose Hill with Route 245 which serves Bellevue Community College. Deviations of 236 that currently serve students on Forbes Creek Drive will remain.

Issue: Other changes in service span and frequency. Changes to span and frequency are summarized in Table 1. Besides routes that are proposed for deletion (Routes 260, 277, 256) the main reductions in service in Kirkland are to Routes 540, 251, 254. Besides new route 248, frequency increases are proposed for Route 255, with span increases for Route 234

Issue: General comments. The Transportation Commission felt it was important to emphasize the need for high frequencies and good transfer facilities as the system moves away from one-seat rides to more transfers. Also, they wanted to highlight the need to serve Totem Lake.

Table 1 Proposed and Existing Route span and frequency

Route	Hours of Operation (Span)			Minutes Between Trips; Peak-only is the number of trips: (AM trips, PM trips) Frequency				
	Weekday	Sat	Sun	Peak	Midday	Eve.	Sat.	Sun.
Exist. 230	5:00 am - 12:00 am	6:30 am - 11:30 pm	6:30 am - 11:30 pm	15 Bellevue-Kirkland, 30 elsewhere	30	60	60	60
Proposed 230	No Change			30 everywhere	No Change			
Exist. 234	5:30 am – 7:00 pm	8:00 am - 8:00 pm	No service	30	30	None	60	No Service
Proposed 234	5:30 am- 11:00 PM	7:00 am - 11:00 pm	7:00 am - 11:00 pm	No change		60	No change	60
236 No change	5:30 am - 9:00 pm	8:00 am - 7:00 pm	9:00 am - 5:00 pm	30	30	30	60	60
238 No change	5:30 am - 10:00 pm	8:00 am - 7:00 pm	10:00 am - 6:00 pm	30	30	30-60	60	60

Table 1 Continued

Route	Hours of Operation			Minutes Between Trips; Peak-only is the number of trips: (AM trips, PM trips)				
	Weekday	Sat	Sun	Peak	Midday	Eve.	Sat.	Sun.
245 No changes	6:00 am - 11:00 pm	7:00 am - 11:00 pm	7:00 am - 11:00 pm	30	30	60	30	60
Existing 540 Kirkland TC to Bear Creek Proposed for deletion	6:00 am - 10:30 pm	6:30 am-6:00 pm		30	30	60	60	60
Existing 251 compare to proposed 245 and 248	6:00 am- 7:00 pm	9:00 am- 6:00	No service	60	60	None	60	None
Existing 254 compare to proposed 245 and 248	5:00 am – 8:00 pm	8:00 am – 11:00 pm	8:00 am – 9:00 pm	60	60	60	60	120
New route 248 replaces part of 540 and routes 251 and 254	5:00 am - 10:30 pm	7:00 am - 10:30 pm		30	30	60	30	60
Existing 255	5:00 am - 12:00 am	5:30 am - 11:00 pm	5:30 am - 11:00 pm	15 peak direction Seattle-Kirkland 30 elsewhere	30	30-60	30-60	30-60
Proposed 255	No change			15	No change			

Table 1 Continued

Route	Hours of Operation			Minutes Between Trips; Peak-only is the number of trips: (AM trips, PM trips)				
	Weekday	Sat	Sun	Peak	Midday	Eve.	Sat.	Sun.
252 no change	Peak	—	—	(7,8) trips				
257 no change	Peak	—	—	(6,6) trips				
Existing 540 Kirkland Transit Center to U-District	6:00 am - 9:45 pm	7:30 am – 6:30 pm		15 peak direction	30	30	60	60
Proposed 540 ST Kirkland Transit Center To U-District	6:00 am - 9:45 pm	—	—	15	30	30-60	—	—
935 no change	5:00 am - 7:15 pm	—	—	30	60	—	—	—
256 proposed for deletion	Peak	—	—	(5,5) trips				
260 proposed for deletion	Peak	—	—	(3,3) trips				
277 proposed for deletion	Peak	—	—	(6,6) trips				

King County Metro Transit and Sound Transit want to hear from you about potential bus service changes

Changes to bus service are being considered for the following areas:

- **Bellevue**
- **Kirkland**
- **Redmond**
- **Juanita**
- **Finn Hill**
- **Kingsgate**
- **Woodinville**
- **Duvall**

King County Metro and Sound Transit are working together to propose potential changes to bus service in Bellevue, Kirkland, Redmond, Juanita, Finn Hill, Kingsgate, Woodinville and Duvall. These changes, which will be phased in as resources allow, include new service in some areas and changes to existing routes. Some service might be shifted to under-served areas. Your comments will help Metro and Sound Transit decide which, if any, of these changes to make.

In this newsletter, you will find:

- descriptions of the potential changes;
- maps showing the potential changes;
- the reasons behind each potential change;
- a postage-paid questionnaire to fill out and return to us with your comments; and

- a list of other ways for you to tell us what you think about the potential changes.

Questionnaire and comments are due by May 12, 2006.

Please tell us what you think about the potential changes outlined in this newsletter. They include:

- **changes** to routes 222, 230, 232, 233, 234, 236, 238, 249, 251, 252, 253, 254, 255, 257, 265, 271, 272, 311, 540, 545, and 935;
- **new routes** 221, 224, 227, 235, 244, and 248;
- **replacement** of routes 225, 229, and 926 with new service; and
- **discontinuation** of routes 220, 237, 243, 247, 250, 256, 260, 261, 266, 277, 291, and 922.
- **No changes** are being considered for routes 240, 242, 245, 268, 269, 280, 306, 312, 342, 522, 554, 555, 556, 560, 564, 565, and 921.

Ways to comment on these potential changes

In addition to completing the enclosed questionnaire and returning it to us by mail, or filling it out online at <http://transit.metrokc.gov>, you can:

- **attend a drop-in open house** (see dates, places and times below);
- **E-mail your comments** to barbara.demichele@metrokc.gov;
- **Call our message line** at 206-684-1146 to record your comments; or
- **Send written comments** to:
King County
Department of Transportation
Community Relations
and Communications
KSC-TR-0824
201 S. Jackson St.
Seattle, WA 98104

Public meetings schedule

Drop in at an open house or stop by an information table to share your ideas with Metro Transit planners.

Information Table

Tuesday, April 25, 11 a.m. to 6 p.m.
Bellevue Transit Center
108th Avenue NE & NE 6th Street in Bellevue
Served by routes 220, 222, 230, 232, 233, 234, 237, 240, 243, 249, 253, 261, 271, 342, 530, 532, 535, 555, 556, 560, 564, 565, 630, 921

Open House

Wednesday, April 26, 5:30 to 8 p.m.
new Redmond City Hall, foyer
15670 NE 85th St., Redmond
Also featuring City of Redmond transportation plans.

Served by routes 220, 230, 232, 249, 250, 251, 253, 254, 265, 266, 291, 540, 545, 922 and 929

Open House

Thursday, April 27, 5:30 to 8 p.m.
new Bellevue City Hall, IE-108
450 110th Ave. NE, Bellevue
Also featuring City of Bellevue transportation plans.

Served by routes 220, 222, 230, 232, 233, 234, 237, 240, 243, 249, 253, 261, 271, 342, 530, 532, 535, 555, 556, 560, 564, 565, 630, 921

Information Table

Saturday, April 29, 10 a.m. to noon
Duvall Safeway Food & Drug
14020 Main St., Duvall

Open House

Wednesday, May 3, 5:30 to 8 p.m.
Kirkland Senior Center
352 Kirkland Ave., Kirkland

Also featuring City of Kirkland transportation plans.

Served by routes 230, 234, 236, 238, 245, 251, 254, 255 and 540

Information Table

Saturday, May 6, noon to 3 p.m.
Crossroads Mall at Bellevue, Market Stage
15600 NE 8th St., Bellevue

Served by routes 230, 245 and 253

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King County Department of Transportation
Community Relations and Communications
201 S. Jackson St.
Seattle, WA 98104



Why make changes?

Under the guidance of King County's Six-Year Transit Development Plan, Metro redesigns bus service in response to changes in where people live, work, and travel. Since September 2001, when Metro undertook its last major service redesign on the Eastside, Sound Transit has introduced significant additional service, and the Overlake Transit Center and two projects near Totem Lake will open soon. By continuing to work together, to plan their routes together, and by responding to changing conditions, Metro and Sound Transit hope to provide Eastsiders with more efficient, accessible bus service.

What's the difference between Metro and Sound Transit?

King County Metro provides transit service within King County. In the 1990s, the state legislature enabled the creation of the Regional Transit Authority (RTA) to serve cross-county needs. After its 1996 approval by voters in its three-county district, the RTA changed its name to Sound

Transit. Through ST Express, Sound Transit provides over 400,000 hours of bus service in East King County, and is also making major investments in transit centers, center access ramps, and park-and-ride lots.

Metro and Sound Transit are committed to working together to provide a seamless transit system.

Overall goals of this service review

During this Eastside service public outreach, Metro and Sound Transit are looking for ways to:

- make the best use of existing resources;
- respond to needs identified by bus riders in a fall 2005 public outreach effort;
- provide better transit connections at Eastgate Park-and-Ride, Bellevue Transit Center, and Overlake Transit Center;
- integrate bus service with new facilities at Overlake, Totem Lake, and NE 128th Street;

- better serve growing areas such as Overlake, Redmond Town Center, and Totem Lake;
- move bus service to areas with greater potential ridership; and
- improve bus stop facilities.

What happens next?

Metro and Sound Transit are gathering public comments on proposed changes. At the end of the comment period, Metro staff members will review all comments and produce a staff recommendation. The recommendation will be reviewed by a citizen Sounding Board composed of bus riders and key stakeholders.

Proposed improvements will be phased in between 2007 and 2009, as new service resources become available. When appropriate, the staff and Sounding Board recommendations will be forwarded to the King County Executive, who, after review, will forward his recommendations to the King County Council Transportation Committee. Similarly, Sound Transit staff will make recommendations to their management and board. The King County Council and Sound Transit board will either approve or reject the proposed changes to their agency's service.

If you would like to receive notices about King County Council and Sound Transit board meetings related to these service changes, please include your name and address when you fill out the enclosed questionnaire or complete it online at <http://transit.metrokc.gov>.

How to use this publication

This publication includes several maps and descriptions. Study the maps and descriptions carefully, looking for how your particular trip may change.

Begin by reading the chart on page 3. This chart lists current routes and how the service on each route will be improved, replaced, or discontinued. The chart also points you to the page where you can read more detailed descriptions of the proposed changes, as well as review a route map.

After you have studied the potential changes, please fill out the questionnaire and return it to King County Metro Transit by **May 12, 2006**.

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How new service might replace current service

Letter from Kevin Desmond

Current Route	Potential Change	New Route or transfer connection (transfer = /)	Page	Map # and Option
220	Discontinued	224	8,10	Maps 3 and 4
222	Bellevue TC to Eastgate	222	12	Map 8
	Eastgate P&R to Overlake	221	12	Map 8
225	Discontinued	212/227	4-7, 14	Maps 1 and 2
229	Discontinued	212/245	12, 14	Map 8
230	Bellevue TC - new Totem Lake TC	230	9	Map 5
	Bellevue TC - Crossroads (NE 8th St) - Option A	253	4-5	Map 1
	Bellevue TC - Crossroads (NE 8th St) - Option B	227, 235, 249	6-7	Map 2
	Crossroads to Overlake TC - Option A	235, 253	4-5	Map 1
	Crossroads to Overlake TC - Option B	235	6-7	Map 2
	Overlake TC - Redmond P&R via 156th Avenue NE	221, 233 or 253	4-7, 12	Maps 1, 2, 8
232	English Hill and west of Avondale Rd. NE	251	10-11	Map 7
	Revised routing via Avondale Rd. NE	232	10-11	Map 7
233	Avondale Rd. - Bear Creek P&R	232, 248	10-11	Maps 6 and 7
	Bear Creek P&R - Overlake TC at NE 40th Street	268, 269, 545	10-11	Map 7
	Bel-Red Rd west of 148th Ave NE	233	4-7	Maps 1 and 2
234	Revised Kirkland TC - S Kirkland P&R	255, 540	9	Map 5
236	Revised Kingsgate-Totem Lake-Brickyard	230, 238	9	Map 5
237	Discontinued	311/532-535	13	(no map)
238	NE 85th St	230,248	9	Map 5
	Revised routing via Houghton P&R	238	9-10	Maps 5 and 6
243	Discontinued	68, 372/271, 555	14	(no map)
247	Discontinued	564-565	14	(no map)
249	Discontinued - Option A	224, 227	4-5, 8	Maps 1 and 4
	Restructured - Option B	224, 249	6-8	Maps 2 and 3
250	Discontinued - Option A	227/545, 268	4-5, 14	Maps 1 and 4
	Discontinued - Option B	249/545, 268	6-7, 14	Map 2
251	Univ. of Washington - Bothell/Cascadia Comm. College - Woodinville P&R - Redmond P&R	251	10-11	Map 7
	Kirkland TC - Redmond P&R - Avondale Rd. NE	232,248	10-11	Map 6
252	Revised routing - Kingsgate P&R - Brickyard P&R	252	13	Map 9
253	Bear Creek P&R - Redmond P&R	248, 254, 545	10-11	Maps 6 and 7
	Redmond P&R - 148th Ave NE at NE 40th St - Option A	253	4-5	Map 1
	Redmond P&R - 148th Ave NE at NE 40th St - Option B	233	6-7	Map 2
	Crossroads - Bellevue TC (NE 8th St) - Option A	253	4-5	Map 1
	Crossroads - Bellevue TC (NE 8th St) - Option B	227, 235, 249	6-7	Map 2
254	Education Hill - Redmond P&R	254	10-11	Map 7
	Kirkland TC - Redmond P&R	248	10-11	Maps 6 and 7
255	Totem Lake - Seattle	255	14	Current routing
	Totem Lake - Brickyard	236	9	Map 5
256	Discontinued	224/255	8, 14	Maps 3 and 4
257	Revised routing - Kingsgate P&R - Brickyard P&R	252	13	Map 9
260	Discontinued	234/255, 935/255	9, 13	Map 5
261	Crossroads - Bellevue TC (NE 8th St) - Option A	253/545-550	4-5, 14	Map 1
	Crossroads - Bellevue TC (NE 8th St) - Option B	227-235-249/545-550	6-7, 14	Map 2
	Bellevue TC - Seattle	271/545-550	14	(no map)
265	Peak trip reductions	265	15	Current routing
266	Discontinued - Redmond P&R - Seattle - Option A	221, 245/268-545	4-5, 14	Map 1
	Discontinued - Redmond P&R - Seattle - Option B	221, 233, 245/268-545	6-7, 14	Map 2
271	University District - Eastgate P&R frequency change	271	14	Current routing
272	Midday trip reductions	272	15	Current routing
277	Discontinued	230-236-238-255/540	9-10, 13	Maps 5 and 6
291	Discontinued	No replacement service	10	(no map)
311	Duvall - Woodinville trip reductions	311	13	Current routing
540	Bear Creek P&R - Kirkland TC	248	10-11	Maps 6 and 7
	Kirkland TC - University District	540	10-11	Map 6
545	Frequency Improvement	545	11	Map 7
922	Discontinued	No replacement service	10	(no map)
926	Discontinued	227	4-7	Maps 1 and 2
935	Revised Routing: Totem Lake - Juanita	255, 935	9	Map 5

Dear Eastside resident,

King County Metro Transit is pleased to send you this tabloid detailing potential changes to bus service in Bellevue, Kirkland, Redmond, Woodinville and Duvall. I hope you will participate in this service planning project by completing the enclosed questionnaire and returning it to us soon. You may also want to attend one of the open houses or information tables listed in this publication.

Why is Metro sponsoring a public planning process now? The Eastside is growing rapidly, causing severe problems across a range of transportation issues. Eastside employment is growing at a much faster rate than Metro's ability to respond with new services. The nature of Eastside service is slowly evolving from a commuter-only focus to one that also serves people who live, work, shop and travel only on the Eastside. From past experience, we know that people increase their use of transit when they have the right choices, service and connections available. For these reasons, it is very important for Metro planners to identify and prioritize the right types of transit improvements that can be phased in over the next few years as resources become available.



Kevin Desmond

During this process, we are looking first to make bus service offered on our Eastside network as efficient as possible. Last fall, during the first phase of the planning process, over 1,200 people sent comments to Metro. These comments gave us invaluable information about which routes you like best, about where service improvements and new connections need to be made, and about the location of important capital improvements, such as bus stop shelters, benches, improved lighting, and park-and-ride lots.

By responding to these comments, we believe we will provide Eastsiders with more efficient, convenient bus service that will get them where they want to go, and attract many more riders. We are working cooperatively with Sound Transit on this outreach, because we both recognize that our two agencies need to integrate services into a single seamless network.

Please help us in this effort to thoroughly understand and develop better service on the Eastside. I am looking forward to hearing from you.

Sincerely,

Kevin Desmond, General Manager
King County Metro Transit

Bellevue and Redmond connections via Overlake, East Bellevue, and NE 8th Street

Maps 1 and 2 (pages 5 and 7) show two different ways of organizing bus service between Bellevue and Redmond and in the East Bellevue area. Option A (Map 1) shows the transit network organized around increased service on Route 253, which would be revised to serve the Overlake Transit Center. In Option B (Map 2), Route 253's lost coverage would be replaced by a combination of increased service on revised Route 233 and three routes on NE 8th Street that would provide direct connections between East Bellevue and downtown Bellevue.

Specific connections under each option are discussed below.

Option A: Map 1

Bellevue-Overlake-Redmond service: Routes 233 (revised), and 253 (revised)

Rationale

- Combine routes connecting Bellevue and Redmond via Crossroads and Overlake to provide more frequency.
- Make service more direct between downtown Bellevue and Redmond.
- Improve connections between 148th Avenue NE and other destinations by serving the Overlake Transit Center.
- Make service more direct between Bel-Red Road and Overlake Transit Center.

Potential changes

- Revise Route 253 to serve the Overlake Transit Center at NE 40th Street, traveling 156th Avenue NE between NE 24th Street and the Overlake Transit Center; Route 253 would no longer serve the Overlake Park-and-Ride and 148th Avenue NE between NE 24th and 40th streets.
- Route 253 would start and end at the Redmond Park-and-Ride. (For replacement service between Redmond Park-and-Ride and Bear Creek Park-and-Ride, see revised Route 254, page 11.)

- Revise Route 233 to serve 148th Avenue NE south of NE 40th Street; and start and end all trips at Overlake Transit Center; for service along Avondale Road NE, see revised Route 232, page 11, and new Route 248, page 10.
- New Route 224 would serve Overlake Park-and-Ride and the Microsoft campus streets.

Frequency and hours of service

- Revised Route 253: Every 15 minutes weekdays and Saturdays until about 7 p.m., and every 30 minutes evenings and Sundays.
- Revised Route 233: Every 30 minutes weekdays until 7 p.m., and every 60 minutes evenings and weekends.

Advantages

- Maintains the high-ridership Route 253 connection between downtown Bellevue and downtown Redmond via NE 8th Street, Crossroads, and Overlake.
- Provides more direct service between Redmond and Bellevue.
- Connects Route 253 with ST Express routes and Microsoft shuttle services at Overlake Transit Center.
- Operates Route 253 more frequently at all times.
- Route 248 would provide longer span of service to Avondale Road NE than current Route 233.

Disadvantages

- Transfers may be required for some existing Route 253 riders traveling to and from 148th Avenue NE between NE 24th and NE 40th streets, and along NE 24th Street.
- Trips between downtown Redmond east of the Redmond Park-and-Ride and Route 253 would require transfers at the park-and-ride.
- Trips between Avondale Road NE and Overlake, Bel-Red Road, and downtown Bellevue would require a transfer at the Redmond Park-and-Ride.

NE 8th Street and east Bellevue service: Routes 227 (new), 235 (new), and 253 (revised)

Rationale

- Provide more frequent service along NE 8th Street west of 156th Avenue NE.
- Provide full-time service to east Bellevue. (Currently, Route 249 does not run on Sundays and holidays, Route 926 does not run on weekends, and neither runs in the evenings.)
- Provide connections to Crossroads and service hubs at Eastgate and Overlake Transit Center.

Potential changes

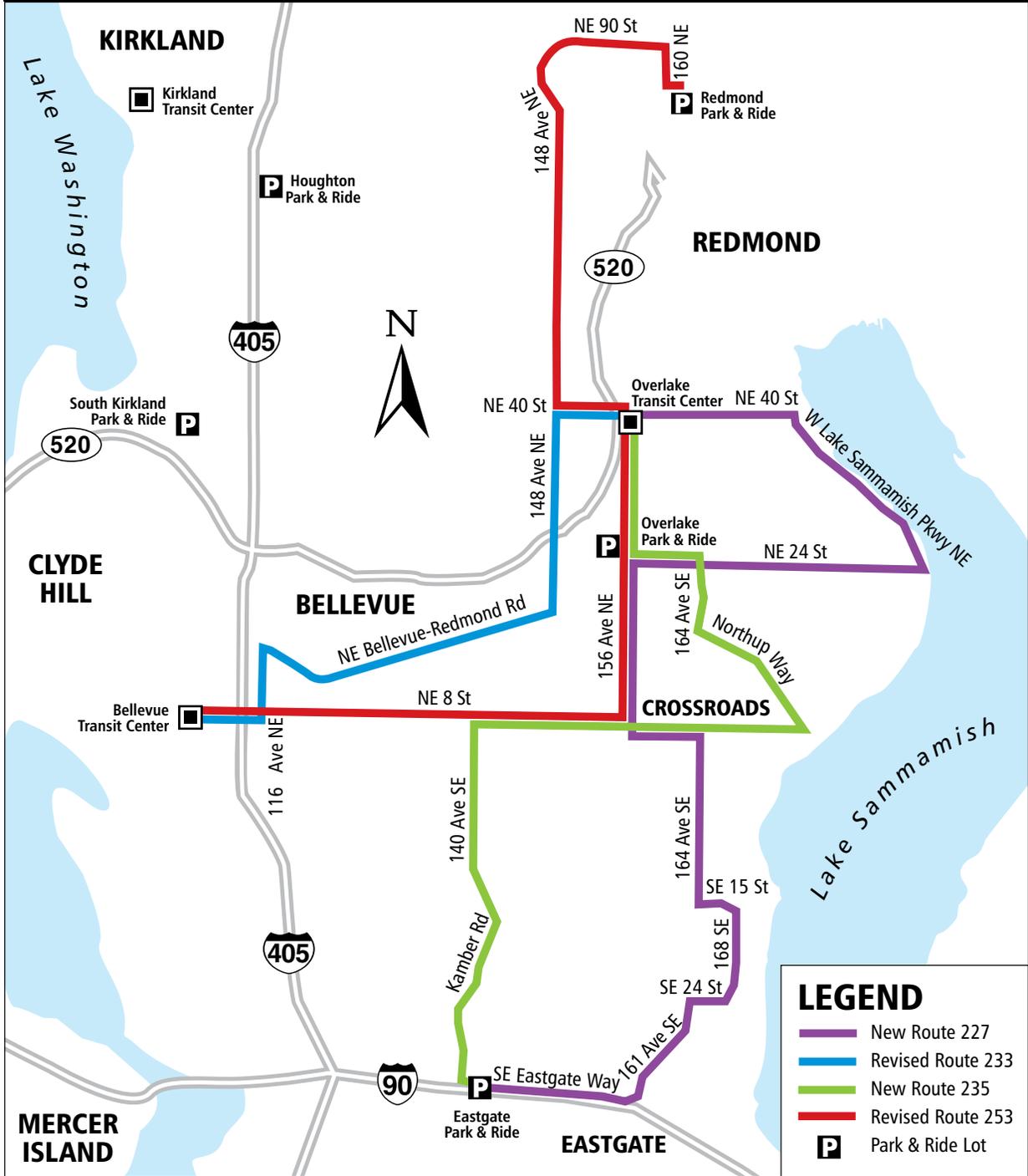
- Route 253 would continue to operate on NE 8th Street between downtown Bellevue and 156th Avenue NE, but would operate more frequently (for other changes to Route 253 under Option A, see previous section).
- Replace existing Route 926 DART and a portion of existing Route 249 with new Route 227 between Eastgate and Overlake Transit Center via the 164th Avenue corridor and Crossroads, NE 24th Street, West Lake Sammamish, and NE 40th Street; for service west of 152nd Avenue NE along NE 20th Street, NE 24th Street, and Northup Way, see new Route 224 (page 8).
- Replace the eastern portion of existing Route 230 with new Route 235, which would operate between Overlake Transit Center and Eastgate Park-and-Ride via 140th Avenue NE south of NE 8th Street.

Frequency and hours of service

- New Route 227: Every 30 minutes Monday through Saturday daytimes, and every 60 minutes evenings, Sundays, and holidays.
- New Route 235: Every 30 minutes on weekdays, Saturdays, and early evening hours, and every 60 minutes on Sundays until 11 p.m.
- Revised Route 253: Every 15 minutes weekdays and Saturdays

MAP 1

Option A: Routes 227, 233, 235, and 253



until about 7 p.m., and every 30 minutes evenings and Sundays.

Advantages

- Route 227 would provide a more complete span of service and connect neighborhoods to Crossroads and transfer points at the Overlake Transit Center and Eastgate Park-and-Ride.
- New Route 235 would serve Overlake Transit Center, provide

all-day service to Sammamish High School and Interlake High School, and would provide new service to 140th/145th avenues SE south of NE 8th Street, connecting this area to Crossroads.

- Service on NE 8th Street west of 156th Avenue NE would be consolidated into a single, more frequent service on Route 253.

Disadvantages

- More riders traveling between East Bellevue and downtown Bellevue would have to transfer.
- SE 22nd Street between 148th and 156th avenues would no longer have bus service.
- Riders who use existing DART service on Route 926 may have to walk farther to access service on new Route 227.

Bellevue and Redmond connections via Overlake, East Bellevue, and NE 8th Street

continued

Option B: Map 2

Bellevue-Overlake-Redmond service: Route 233 (revised)

Rationale

- Combine routes connecting Bellevue and Redmond via Overlake to provide more frequency.
- Make service more direct between downtown Bellevue and Redmond.
- Improve connections from 148th Avenue NE to other destinations by serving the Overlake Transit Center.

Potential changes

- Revise Route 233 to travel between Bellevue Transit Center and Redmond via Bel-Red Road, 148th Avenue NE, NE 40th Street; 156th Avenue NE, Overlake Transit Center, NE 51st Street; 148th Avenue NE, NE 90th Street, and downtown Redmond.
- Route 253 would be discontinued; for replacement service, see the following revised and new routes:
- Revised Route 233 along 148th Avenue NE and NE 90th Street;
- Revised Route 245 along 156th Avenue NE (page 12);
- Revised Route 249 and new routes 227 and 235 along NE 8th Street and 156th Avenue NE (page 7); and
- Revised Route 254 for service between Bear Creek and downtown Redmond (page 11).

Frequency and hours of service

- Revised Route 233: Every 15 minutes on weekdays until 7 p.m., and every 30 minutes in the evening and on weekends.

Advantages

- The connection between downtown Bellevue and downtown Redmond would be more direct and faster, and the connection for most riders along 148th Avenue NE to downtown Bellevue would be faster.
- Revised Route 233 would provide a more direct trip between Bellevue Transit Center and Overlake Transit Center.
- Revised Route 233 would connect 148th Avenue NE with the Overlake Transit Center and numerous bus routes.
- Bel-Red Road would have more frequent service.

Disadvantages

- Transfers would be required for travel between areas north of NE 40th Street and Crossroads and NE 8th Street.
- Off-peak trips between Avondale Road NE and Overlake, Bel-Red Road, and downtown Bellevue would require a transfer at the Redmond Park-and-Ride. Peak-period trips could be made on revised Route 232.

NE 8th Street and east Bellevue service: Routes 227 (new), 235 (new), 249 (revised)

Rationale

- Combine routes connecting Bellevue and Crossroads via NE 8th Street.
- Provide better service and improved connections between downtown Bellevue and east Bellevue.
- Provide more frequent service along NE 8th Street.
- Improve connections to Crossroads and transfers at Overlake Transit

- Center to routes 268, 545, 564, and 565 at Overlake Transit Center.
- Improve north-south service in East Bellevue on 164th Avenue.

Potential changes

- Provide three routes (Route 249 and new routes 227 and 235) along NE 8th Street between 156th Avenue NE and downtown Bellevue. Combined, they would provide a trip every ten minutes on weekdays during the day.
- New Route 235 would connect the Bellevue and Overlake transit centers.
- New Route 227 would replace most of DART Route 926 service, connecting NE 8th Street to Eastgate Park-and-Ride via 164th, 166th, and 161st avenues and SE Eastgate Way.
- Route 249 would operate via 156th Avenue NE and NE 8th Street.

Frequency and hours of service

- Along their common NE 8th Street segment, routes 227, 235, and 249 would combine to run every ten minutes during weekday daytime hours.
- New routes 227 and 235 and revised Route 249 would run every 30 minutes during the day on weekdays and Saturdays, and every 60 minutes at other times.

Advantages

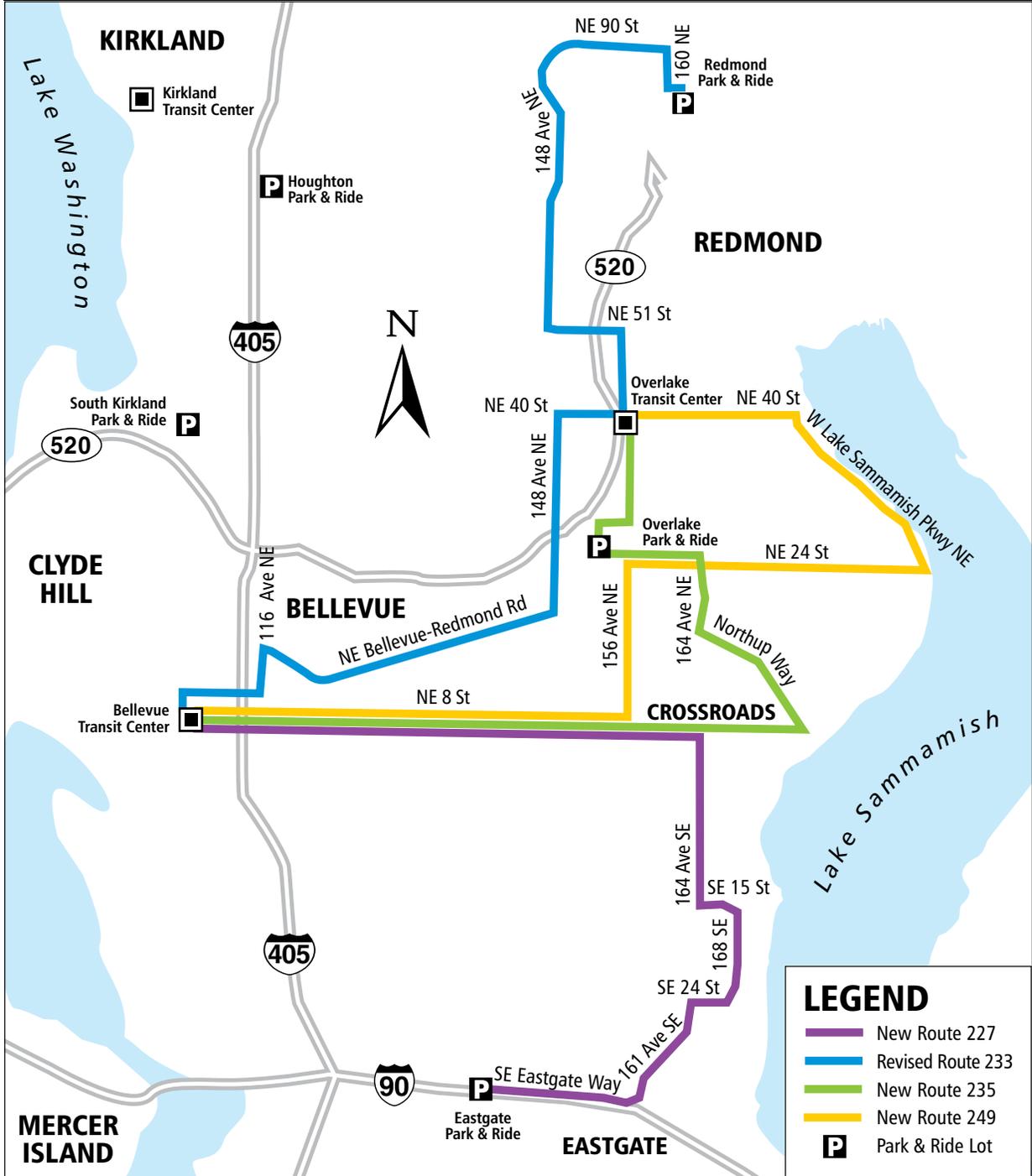
- Routes 227, 235, and 249 would provide a direct connection between neighborhoods east of 156th Avenue NE, Crossroads, and downtown Bellevue.
- Routes 227, 235, and 249 would provide frequent east-west service along NE 8th Street between Bellevue Transit Center and Crossroads.

“Now is our chance to tell Metro the improvements we want on our transit routes, and what would encourage us to commute by bus.”

Holly Plackett, member Central-Eastside Transit Sounding Board

MAP 2

Option B: Routes 227, 233, 235, and 249



- Route 227 would provide more regular service than does the current DART Route for the Phantom Lake neighborhood and riders along 164th Avenue NE.
- Service would be available in east Bellevue later in the evening and on Saturday, Sunday, and holidays.
- Route 249 would provide a new connection to and from routes 268, 545, 564, and 565 at the Overlake Transit Center.

Disadvantages

- Route 230 riders would have to transfer to revised routes 221, 233, or 245 in order to reach Overlake destinations north of the Overlake Transit Center and downtown Redmond.
- No door-to-door service for current Route 926 riders.
- SE 22nd Street between 148th and 156th avenues NE would no longer have service.

- Route 249 riders east of 156th Avenue NE would have to transfer to reach NE 20th Street and Northup Way.

Northup Way revised service options

Two options have been identified to provide restructured service along Northup Way: Under both options, new Route 224 would replace portions of existing routes 220 and 256, which would be discontinued.

Frequency and hours of service

Under both options, new Route 224 would operate every 30 minutes on weekdays until about 7 p.m., and every 60 minutes at other times.

Option A: Map 3

Operate new Route 224 between the Overlake and Bellevue transit centers via 156th Avenue NE, NE 20th Street, Northup Way, and 116th Avenue NE. During peak periods, route would extend to the South Kirkland Park-and-Ride in the reverse peak direction (eastbound in the morning and westbound in the afternoon).

Advantages

- New Route 224 would provide connections between South Kirkland Park-and-Ride and the Overlake Transit Center during peak periods.
- Northup Way and portions of NE 20th and 24th streets would have bus service seven days a week.

Disadvantages

- Riders traveling between downtown Seattle and Northup Way during weekday peak hours would have to transfer at either South Kirkland Park-and-Ride or the Overlake Transit Center.
- Riders along NE 24th Street and at the Overlake Park-and-Ride would have to transfer to reach downtown Bellevue.

MAP 3

Route 224 Option A



Option B: Map 4

Operate new Route 224 between the South Kirkland and Eastgate park-and-rides via Northup Way and 140th Avenue SE.

Advantages

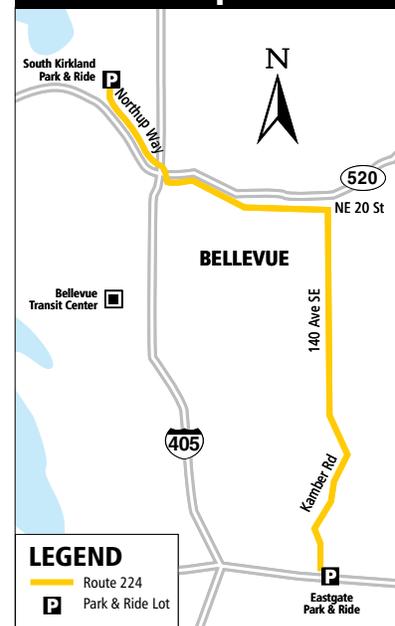
- New Route 224 would provide connections with service at South Kirkland and Eastgate park-and-rides.
- Northup Way and portions of NE 20th and 24th streets as well as 140th Avenue SE and Kamber Road would have bus service seven days a week.

Disadvantages

- No transit service on NE 20th Street between 140th NE and 148th NE.

MAP 4

Route 224 Option B



"I became involved with the Sounding Board process because I'm a potential daily bus rider but in practice I am only an occasional rider. I want to design a bus system that people like me will use to get out of their cars and into mass transit vehicles."

Ravi Shahani, member
Central-Eastside Transit Sounding Board

Kirkland service

Two Sound Transit projects near Totem Lake will allow improved transfers and reliability. In fall 2006, a new overcrossing of I-405 at NE 128th Street, center access ramps, freeway stops, and a covered walkway connecting the Kingsgate Park-and-Ride with the NE 128th Street bus stops will open. In about 2008, the Totem Lake Transit Center will open.

Potential changes for routes 230, 236, 255, and 935

Rationale

- Improve connections to I-405 service.
- Use improved transfer facilities at NE 128th Street ramps and at Totem Lake Transit Center.

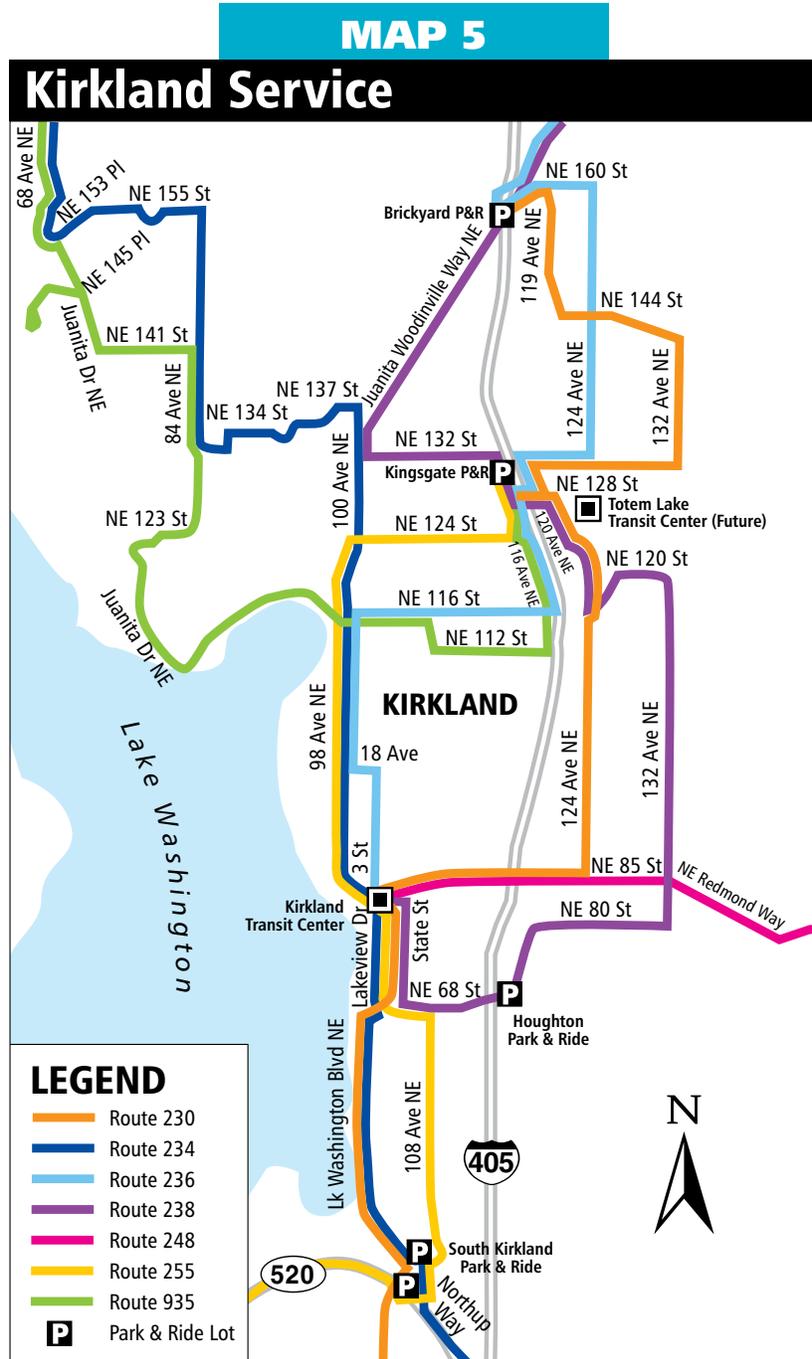
Potential changes

The following changes could be made after the new Totem Lake Transit Center opens in 2008:

- Start and end all Route 255 and 935 trips at the new Totem Lake Transit Center.
- Revise routes 230, 236, 238, 255, and 935 to cross I-405 via NE 128th Street and serve the new Totem Lake Transit Center when it opens; shift Route 236 from NE 116th Street; shift routes 230, 238, 255, and 935 from NE 132nd Street.
- Revise Route 236 in Kingsgate to serve 124th Avenue NE between NE 132nd and NE 160th streets instead of 132nd Avenue NE, and revise Route 230 to serve 132nd Avenue NE, NE 144th Street, and 119th Avenue NE.
- Revise Route 935 to operate via NE 112th and 116th streets instead of NE 124th Street.
- *For information on Sound Transit Route 540, see page 11.*

Frequency and hours of service

- Route 255: Every 15 minutes in both directions during weekday peak hours; no change in frequencies or hours of operation at other times.
- Routes 230, 236, 238, and 935: No change to frequencies or hours of operation.



Advantages

- Offers new connections to and from I-405 services at the new NE 128th Street freeway stops.
- Provides more service on NE 116th Street.
- Provides faster service via 124th Avenue NE for riders traveling between Woodinville and Kirkland.
- Provides more reliable local service between Brickyard and Totem Lake, as compared to existing Route 255 service.

Disadvantages

- Route 236 would no longer serve the Totem Lake Mall; riders would have to either walk or transfer to routes 230 or 238 at the Totem Lake Transit Center.
- Route 236 would use 124th Avenue NE in Kingsgate, requiring some riders to transfer or walk further.
- Riders of Route 255 north of Totem Lake Transit Center would have to transfer to and from revised Route 236.

Continued on Page 10

Kirkland-Bellevue routes 230 and 234

Rationale

- Improve service reliability.
- Improve midday service frequency.
- Provide Route 234 service on Sundays and holidays.

Potential changes

- Shift both routes 230 and 234 to new common path between Kirkland Transit Center and South Kirkland Park-and-Ride via State Street, NE 68th Street, Lakeview Drive NE, and Lake Washington Boulevard NE.
- Discontinue the extra peak-period trips on Route 230 between Kirkland and Bellevue.
- Add Route 234 service on Sundays and holidays; there is none now.

Advantages

- Route 230 would be more reliable as it would miss traffic congestion on Lake Street and Lake Washington Boulevard NE.
- Connections between Kirkland and Bellevue would be more frequent weekday evenings and on Sundays and holidays.
- New common corridor would have better service frequency.
- Route 234, between Kenmore and Bellevue via Finn Hill and Kirkland, would have Sunday and holiday service.

Disadvantages

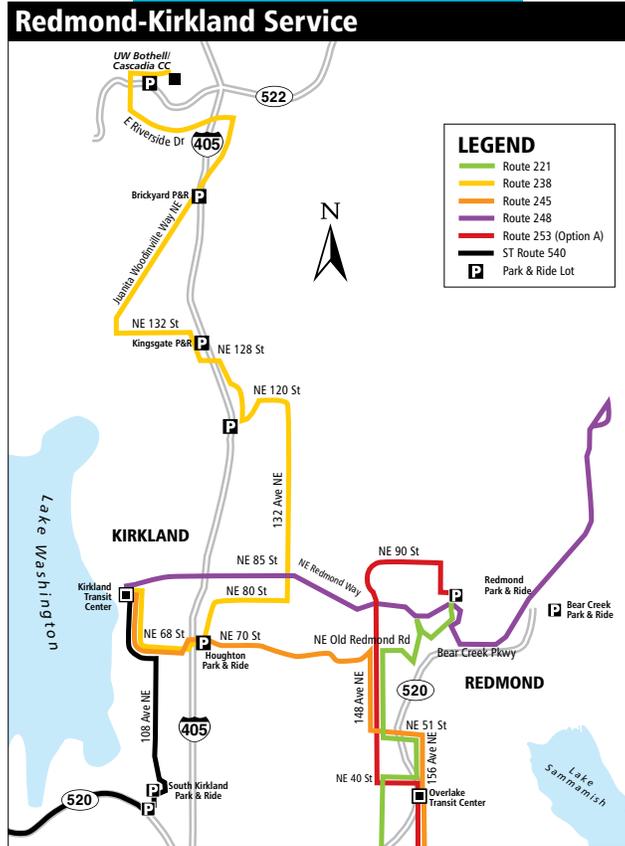
- Those riding between Bellevue and 6th Street and 108th Avenue NE would have to transfer at South Kirkland Park-and-Ride.
- Bellevue Way NE between Northrup Way and NE 8th Street would have less service frequency during weekday peak periods.

“Given limited resources, we’re looking for efficiencies that can help Metro extend service. Where can we start? We need input from all citizens to help guide these decisions.”

Katherine Casseday, member
Central-Eastside Transit Sounding Board

Sound Transit service and the Kirkland-Redmond-Duvall Network

MAP 6



Routes 220 (discontinued), 232 (revised), 238 (revised), 248 (new), 251 (revised), 254 (revised), 265 (revised) 277 (discontinued), 291 (discontinued), and 922 (discontinued)

Rationale

- Improve service frequency between Kirkland and Redmond.
- Provide more service to Redmond Town Center.
- Match service levels to use at Houghton Park-and-Ride.
- Shift resources to where ridership is growing.
- Provide frequent all-day express service on Route 545.

Potential changes

- Replace routes 251, 254, and 540 between Kirkland Transit Center and Redmond Park-and-Ride with new Route 248 via NE 85th Street and Redmond Town Center; Route 248 would also replace Route 233 along Avondale Road NE.

- Revise Route 238 to serve NE 80th Street, Lake Washington High School, and Houghton Park-and-Ride.
- Revise routes 251 and 254 to serve Redmond Town Center and downtown Redmond.
- Revise Route 254 on Education Hill, and extend service to Bear Creek Park-and-Ride.
- Revise peak Route 232 to operate via Avondale Road to and from Redmond Park-and-Ride, and adjust service levels.
- Discontinue routes 220, 277, 291, and 922, and use those resources to support other Eastside service changes.
- Delete Kirkland-Redmond segment of Route 540 and all weekend service due to low ridership, and use those resources to improve weekday service on Route 545.

Frequency and hours of service

- Route 232: Five morning and five afternoon trips in each direction.
- Route 248: Every 30 minutes Monday through Saturday until about 7 p.m. and every 60 minutes evenings and Sundays.

Factoria-Overlake-Redmond service

Routes 221 (new), 222 (revised), and 245

Rationale

- Improve service reliability in congested areas.
- Provide more frequent service between Overlake and Eastgate via Bellevue Community College, while maintaining service in south Bellevue and Beaux Arts.

Potential changes

- Divide Route 222 at Eastgate Park-and-Ride. The western part of the route traveling between downtown Bellevue and Eastgate Park-and-Ride via Bellevue Way, Beaux Arts, and Factoria would operate without changes.
- New Route 221, replacing the eastern part of Route 222, would connect Eastgate and Redmond town centers via Overlake Transit Center and Redmond Town Center.
- There would be no changes to Route 245.

Frequency and hours of service

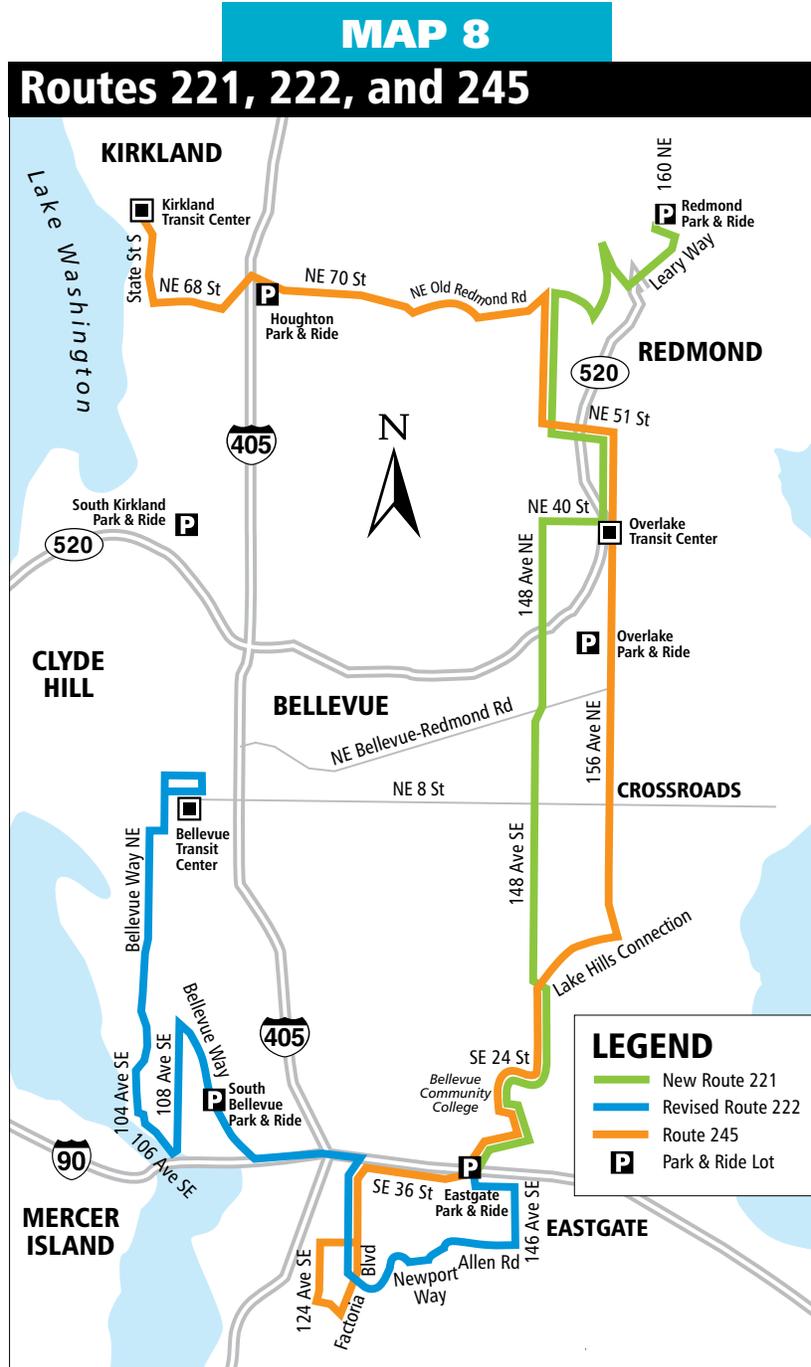
- Route 221 between Eastgate and Overlake: Every 15 to 30 minutes on weekdays between about 6 a.m. and 9 a.m. and between 4 p.m. and 7 p.m. Every 30 minutes midday hours and Saturdays, and every 60 minutes on Sundays.
- There would be no change in the hours and frequency of Route 245 and the remaining western part of Route 222.

Advantages

- Route 222 would be shorter and more reliable, and would provide more dependable transfers with other routes at Bellevue Transit Center, South Bellevue Park-and-Ride, and Eastgate Park-and-Ride.
- Shorter waits and faster service along 148th Avenue NE provided by new Route 221.

Disadvantages

- Some existing Route 222 riders traveling between Factoria and Overlake would have to transfer at Eastgate Park-and-Ride.



I-405 north peak-only services

Routes 237 (discontinued), 252, 257, 260 (discontinued), 277 (discontinued), and 311

Rationale

- Improve connections to I-405 service.
- Match service levels to current ridership.

Potential changes

- Revise the schedules of routes 252, 257, and 311 to improve service and coordinate with local routes at the NE 128th Street transfer point.
- Revise routes 252 and 257 to begin and end at Brickyard Park-and-Ride; Route 252 would serve area east of I-405, and Route 257 would serve area west of I-405.
- Discontinue routes 237, 260, and 277.

Frequency and hours of service

- Routes 252 and 257: No change to current service levels.
- Maintain current service between Woodinville Park-and-Ride and downtown Seattle; reduce the number of trips between Duvall and downtown Seattle to three in the morning and four in the afternoon.

Advantages

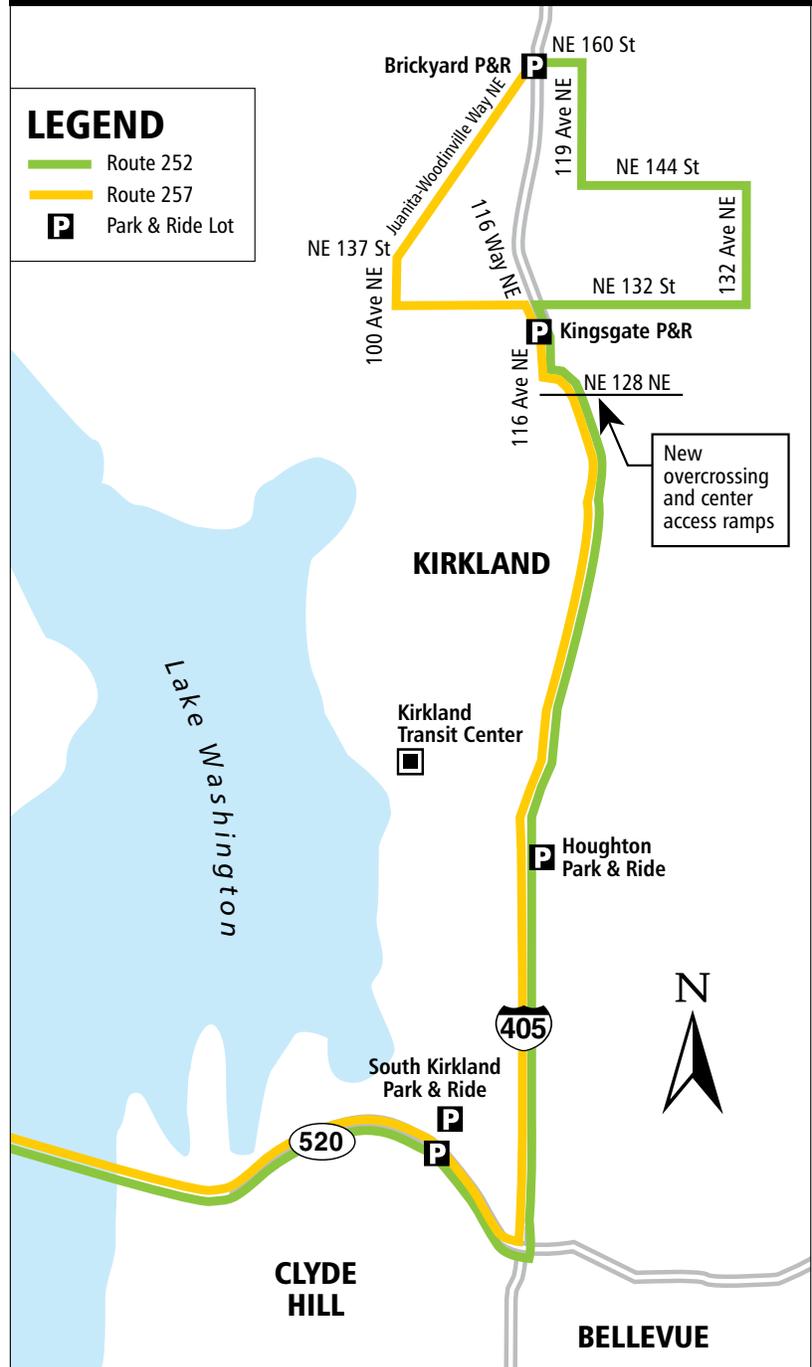
- Improved connections via the new NE 128th Street transfer point with downtown Seattle, downtown Bellevue, and Overlake.
- Streamlined routing for routes 252 and 257.
- Better match of service levels and coverage with ridership.

Disadvantages

- Route 237 riders to and from Bellevue would have to transfer between Route 311 and routes 530, 532, and 535 at the NE 128th Street stops.
- Route 260 riders would have to take routes 234, 236, or 935 and transfer to or from Route 255.
- Route 277 riders would have to transfer to and from other University District routes at Kirkland Transit Center, South Kirkland, Evergreen Point, or Montlake.
- Route 311 riders east of the Woodinville Park-and-Ride would have fewer trips.

MAP 9

Routes 252 and 257



"I'm interested in creating the most efficient and broad-reaching transit service possible because that will improve Eastside transportation as a whole. We are working to include a wide range of views and interests."

Hank Myers, member
Central-Eastside Transit Sounding Board

Discontinued peak-only routes

Routes 225, 229, 247, 250, 261, and 266

Rationale

- Peak-only routes 247, 250, 261, and 266 have attracted fewer riders since Sound Transit's ST Express routes 545, 564, and 565 have been available.
- Improved two-way, all-day service would provide alternatives for riders of discontinued peak-only routes.

Potential changes

- Routes 225 and 229 would be discontinued; between Eastgate and downtown Seattle, they would be replaced by new Route 212 trips.
- Routes 247, 250, 261 and 266 would be discontinued.

Alternatives to discontinued service

- Routes 225 and 229: New Route 227 and existing Route 245 would provide connections with routes 212 and 554 at Eastgate.
- Route 247: Alternative service is available on ST Express routes 564 and 565, with connections to Metro Transit routes 153 and 918.
- Route 250: New Route 227 or revised Route 249 would connect with routes 268 and 545 at Overlake Transit Center.

- Routes 261 and 266: Alternative service every 15 minutes or better would be available along NE 8th Street and 148th Avenue NE connecting with frequent services at the Overlake and Bellevue transit centers.
- Route 261 west of Bellevue Transit Center: Existing Route 271 would provide connections with service to and from downtown Seattle at Evergreen Point Freeway Station along SR-520.
- Route 266 east of Redmond Transit Center: Alternative service would be available on routes 268 or 545.
- Route 266 south of NE 40th Street: New Route 221 would provide transfer connections at SR-520/NE 40th Street to and from routes 268 or 545.

Advantages

- More frequent service on eastside routes.
- Less duplication with all-day network.
- Better match of service levels and coverage with ridership.

Disadvantages

- A transfer would be required for some Route 225 and 229 riders who currently travel through Eastgate Park-and-Ride.
- Riders along SE 26th Street, W Lake Sammamish Parkway SE, and SE 34th/35th streets would no longer have bus service.
- Longer trips and transfers for routes 247, 250, 261 and 266 riders.

Routes 243 and 256

Rationale

- Improve two-way all-day service between the University District and Bellevue to decrease wait times.

Potential changes

- Improve Route 255 to every 15 minutes in both directions during weekday peak periods.
- Improve Route 271 to operate every 15 minutes on weekdays all day until approximately 7 p.m. (evening and weekend frequencies would not change).
- Discontinue Route 243. Riders could access Route 555 at Northgate Transit Center or take Route 68 or 372 and transfer to and from Route 271 on NE Pacific Street.
- Discontinue Route 256; partial replacement service would be available on new Route 224 via a transfer at South Kirkland Park-and-Ride (see page 8 for options).

Advantages

- More frequent Route 255 service would help reduce wait times and provide more service between downtown Seattle, downtown Kirkland, and Totem Lake employment areas.
- More frequent service on Route 271 would help reduce wait times and provide convenient access between the University District, other SR-520 routes, and downtown Bellevue.
- Resources would attract more riders and improve mobility if used on intra-eastside routes.

Disadvantages

- Current Route 243 riders would have to transfer between either Route 68 or Route 372 and Route 271 in the University District.
- Current Route 256 riders would have to transfer between Route 255 and new Route 224 at the South Kirkland Park-and-Ride.



Potential service changes: Route frequency and span

-Route #	Hours of Operation			Minutes Between Trips; Peak-only is the number of trips: (AM trips, PM trips)				
	Weekday	Saturday	Sunday	Peak	Midday	Eve.	Sat.	Sun.
212	Peak	—	—	(22, 21) trips	—	—	—	—
221	6:00 AM - 10:00 PM	7:00 AM - 10:00 PM	8:00 AM - 10:00 PM	15-30	30	60	30	60
222	6:00 AM - 10:00 PM	7:00 AM - 10:00 PM	8:00 AM - 10:00 PM	30	30	60	60	60
224 OPTION A	6:00 AM - 6:30 PM	7:00 AM - 6:30 PM	—	30	30	—	60	—
224 OPTION B	6:00 AM - 6:30 PM	7:00 AM - 7:00 PM	8:00 AM - 7:00 PM	30	30	—	60	60
227 OPTION A	5:30 AM - 12:00 AM	6:00 AM - 12:00 AM	6:00 AM - 12:00 AM	30	30	60	60	60
227 OPTION B	6:00 AM - 12:00 AM	6:00 AM - 12:00 AM	6:00 AM - 12:00 AM	30	30	60	60	60
230	5:00 AM - 12:00 AM	6:30 AM - 11:30 PM	6:30 AM - 11:30 PM	30	30	60	60	60
227-B 235-B 249	5:00 AM - 12:00 AM	6:00 AM - 12:00 AM	6:00 AM - 12:00 AM	10	10	20	10	20
232	Peak	—	—	(5, 5) trips	—	—	—	—
233 OPTION A	6:00 AM - 9:30 PM	7:30 AM - 9:30 PM	7:30 AM - 9:30 PM	30	30	60	60	60
233 OPTION B	5:30 AM - 12:00 AM	5:30 AM - 12:00 AM	5:30 AM - 12:00 AM	15	15	30	30	30
234	5:30 AM - 11:00 PM	7:00 AM - 11:00 PM	7:00 AM - 11:00 PM	30	30	60	60	60
235 OPTION A	6:00 AM - 11:00 PM	6:00 AM - 11:00 PM	6:00 AM - 11:00 PM	30	30	60	30	60
235 OPTION B	5:00 AM - 12:00 AM	6:00 AM - 12:00 AM	6:00 AM - 12:00 AM	30	30	60	30	60
236	5:30 AM - 9:00 PM	8:00 AM - 7:00 PM	9:00 AM - 5:00 PM	30	30	30	60	60
238	5:30 AM - 10:00 PM	8:00 AM - 7:00 PM	10:00 AM - 6:00 PM	30	30	30-60	60	60
245	6:00 AM - 11:00 PM	7:00 AM - 11:00 PM	7:00 AM - 11:00 PM	30	30	60	30	60
248	5:00 AM - 10:30 PM	7:00 AM - 10:30 PM	7:00 AM - 10:30 PM	30	30	60	30	60
249 OPTION B	6:00 AM - 11:30 PM	6:30 AM - 11:30 PM	6:30 AM - 11:30 PM	30	30	60	60	60
251	5:00 AM - 7:00 PM	7:00 AM - 7:00 PM	7:00 AM - 7:00 PM	30	60	—	60	60
252	Peak	—	—	(7, 8) trips	—	—	—	—
253 OPTION A	5:00 AM - 1:00 AM	5:30 AM - 12:30 AM	5:30 AM - 12:30 AM	15	15	30	15	30
254	5:00 AM - 10:00 PM	7:00 AM - 10:00 PM	7:00 AM - 10:00 PM	30	30	60	60	60
255	5:00 AM - 12:00 AM	5:30 AM - 11:00 PM	5:30 AM - 11:00 PM	15	30	30-60	30-60	30-60
257	Peak	—	—	(6, 6) trips	—	—	—	—
265	Peak	—	—	(5, 5) trips	—	—	—	—
271	5:30 AM - 10:30 PM	6:30 AM - 10:30 PM	7:30 AM - 10:30 PM	15-30	15-30	60	30	60
272	Peak	—	—	(5, 5) trips	—	—	—	—
311	Peak	—	—	(9, 8) trips, Duvall (4,4) trips	—	—	—	—
540 ST	6:00 AM - 9:45 PM	—	—	15	30	30-60	—	—
545 ST	5:00 AM - 12:00 AM	6:30 AM - 11:30 PM	6:30 AM - 11:30 PM	7-10	15	30-60	30	30
935	5:00 AM - 7:15 PM	—	—	30	60	—	—	—

Coming in June

New Metro bus service for Kenmore, Kingsgate, Overlake, Totem Lake, Kirkland and Brickyard Park-and-Ride

To help ease traffic impacts caused by construction along I-405, the Washington State Department of Transportation (WSDOT) is working with King County Metro Transit to help provide additional bus service to key areas impacted by the project.

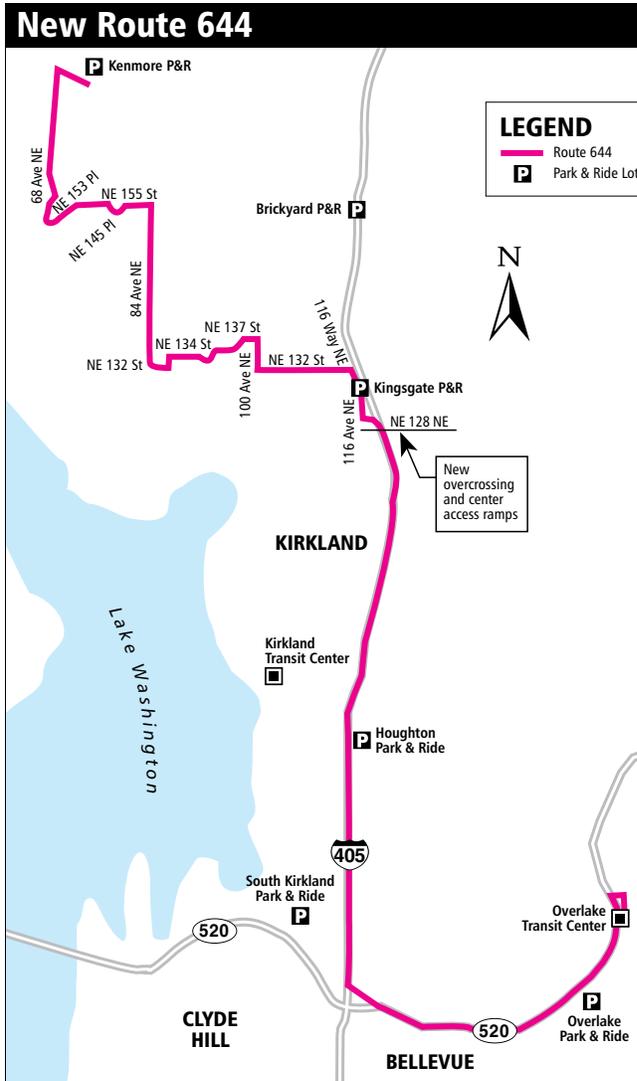
A brand new bus route, Route 644, will operate during the peak commute hours to connect the Kenmore Park-and-Ride lot with the Overlake Transit Center via Finn Hill, Kingsgate, I-405, and SR-520. It will operate southbound in the morning and northbound in the afternoon.

Select peak-hour trips will be extended on Route 255 to the Brickyard Park-and-Ride from the Kirkland Transit Center. All a.m. peak Route 255 trips will begin at the Brickyard Park-and-Ride instead of the Kirkland Transit Center. This change will allow more riders a direct trip through the Kirkland Transit Center to and from north Kirkland, Juanita and Kingsgate.

Printed timetables for these routes will be available beginning May 25, 2006, at timetable kiosks and on buses. At that time you may also call Metro Rider Information at 206-553-3000 (TTY users call 206-684-1739) for trip planning assistance and further information. Online timetables will be available June 2, 2006, on Metro Online, <http://transit.metrokc.gov>. For online trip planning using these routes, visit the Metro Trip Planner web page, <http://tripplanner.metrokc.gov>, beginning May 25.

It is anticipated that both services will continue with WSDOT funding until mid-2008, when construction is expected to be completed.

There are various additional commute options available to I-405 commuters. For instance, VanShare will provide a vehicle for you and other bus riders for the ride from your neighborhood to the bus or from your bus destination on to your work site.



RideshareOnline.com can help you find other commuters for your VanShare group. For more details call 206-625-4500 or visit <http://transit.metrokc.gov/tops/van-car/vanshare.html>.

Is Downtown Bellevue your home or your destination?

In partnership with the City of Bellevue and the Bellevue Downtown Association, King County Metro is promoting incentives and programs to make the bus, vanpool, or other shared rides your choice for transportation. Watch for news on special programs over the Summer and Fall at your residence or place of employment.



Department of Transportation
Metro Transit Division
Community Relations and Communications
KSC-TR-0824
201 S. Jackson St.
Seattle, WA 98104

This publication and questionnaire are available on the Metro Online Web site, <http://transit.metrokc.gov>

Alternate Formats Available

206-263-3703 TTY Relay: 711

May 17, 2006

DRAFT

Mr. Kevin Desmond, General Manager
King County Metro Transit
KSC-TR-0824
201 S. Jackson St.
Seattle, WA 98104

Dear Mr. Desmond:

Thank you for the opportunity to comment on Metro's proposed service change for the Eastside. We appreciate the high level of outreach that Metro has built into this process including use of the Sounding Board with its members from Kirkland and the May 4 open house in Kirkland. Our comments are as follows:

Route 540

We realize that changes to Sound Transit service ultimately require decisions by the Sound Transit Board, but because any changes to Metro or Sound Transit must be coordinated, we have included our comments here. The performance of the eastern part of the route 540 between Kirkland and Bear Creek Park & Ride is poorer than performance on the rest of the route. Perhaps performance would be better if more stops and a higher level of service had been put in place as was originally anticipated in *Sound Move*.

If the eastern portion of the 540 is deleted as proposed, we prefer that hours removed be redeployed to improve service between Kirkland and the University of Washington. It is critical that scheduling be carefully planned to allow seamless transfers at the Kirkland Transit Center from route 248 to 540 on weekdays and from 248, to 255 on weekends. Timed transfers should also be available between 230 and 238 to routes 540 and 255 to compensate for the loss of service.

We have been assured by both Metro and Sound Transit service planners that the 540 will not be discontinued until the 248 is available and that if the 540 is discontinued, the 248 will be put in place. This is a condition of our acceptance of the proposal.

Route 260

While we understand that the overall goal of the service proposal requires that certain routes be discontinued, it is important that discontinued routes have viable alternatives. This is particularly important in the case of Route 260. As with other routes, scheduling is important to minimize impact to current 260 riders. To the extent possible, scheduling of routes 234, 236 and 935 should allow easy connections between 255, 252 and 257 as appropriate to mitigate impacts to current 260 riders on NE 116th Street. We suggest that one or two extra runs of route 236 be added to the system in the morning and afternoon to help with transfers. One of the key eastbound morning runs of 236 that could be used to transfer is re-routed to Forbes Creek Drive to help with school service. While we support that deviation and ask that it remain (see School Service section below) its impacts to service on NE 116th Street could be mitigated through the scheduling of extra 236 runs at critical times in the morning. Also, we support an idea

Letter to Kevin Desmond

May 17, 2006

Page 2

suggested by current 260 riders which is as follows: route 935 proposed to operate on NE 112th Street, should operate instead on NE 116th Street to provide additional coverage on NE 116th Street.

Service to Bellevue

The changes proposed for the 230 and 234 between Kirkland and Bellevue can be successful if scheduling can be implemented properly. It is important the 230/234 combination be scheduled to provide the equivalent of 15 minute service throughout the day on Lake Washington Blvd/Lakeview Drive and that the ST540/255 combination be similarly scheduled to provide 15 minute service on 108th Avenue NE throughout the day.

School Service

We appreciate the proposed changes to Route 238 to better serve students by linking major schools with a single route. As mentioned above, it is important that school related service remain on Forbes Creek Drive.

Span and Frequency increases

Increases in service on Route 255 and better weekend and evening service on Route 234 will be helpful in making transit service more usable for both commute and non-commute trips in Kirkland.

General Comments

As we move to a system with more transfers and fewer one-seat rides, service frequency on key routes becomes more important. Successful transfers require good scheduling and safe, comfortable transfer facilities. Such facilities include shelters, lighting, and real-time route information at key locations. We look forward to a time when all key connection points are linked with service that operates at least every 15 minutes.

We are pleased to see that the new service changes focus service on Totem Lake. It is an important location for good transit service with new employment, shopping and transit facilities soon to be in place

Again, thank you for the opportunity to comment on the proposed service change. We look forward to rapid implementation of a system that will increase transit convenience and coverage for our citizens.

Sincerely,
Kirkland City Council

James L. Lauinger
Mayor

cc King County Councilmember Jane Hague