



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

October 11, 2004

Ordinance 15047

Proposed No. 2004-0473.2

Sponsors McKenna

1 AN ORDINANCE relating to public transportation;
2 amending Ordinance 14464; adopting an update to the Six-
3 Year Transit Development Plan for 2002 – 2007.
4
5

6 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

7 SECTION 1. Findings.

8 A. Ordinance 14464 adopted a Six-Year Transit Development Plan for 2002-
9 2007, which has guided implementation of service changes and improvements in a way
10 consistent with the new public transportation service structure envisioned in the
11 Comprehensive Plan for public transportation.

12 B. The Six-Year Transit Development Plan for 2002-2007 update adopted by this
13 ordinance is intended to provide guidance related to waterborne transportation and
14 activity center mobility.

15 C. The Six-Year Transit Development Plan update adopted by this ordinance is
16 consistent with the Comprehensive Plan for public transportation and the King County
17 Comprehensive Plan.

18 SECTION 2. The Six-Year Transit Development Plan for 2002- 2007 is amended
19 and updated as follows:

20 A. Strategy S-13, Attachment A to this ordinance and labeled Exhibit A, is inserted
21 providing guidance on use of transit resources to enhance activity center mobility.

22 B. Strategy S-14, Attachment B to this ordinance and labeled Exhibit B, is inserted
23 describing a work program to provide information needed to determine King County's role
24 and policies regarding passenger ferry services.

25 C. Amended Strategy F-3 is Attachment C to this ordinance and labeled Exhibit C.
26 Strategy F-3 is amended to remove language regarding ride free areas that is superceded by
27 new Strategy S-13.

28 D. Amended Strategy M-3 is Attachment D to this ordinance and labeled Exhibit D.
29 Strategy M-3 is amended to remove language establishing reporting requirements that have

Ordinance 15047

30 been met and to add language calling for submittal of recommendations
31 to peer agency comparisons.
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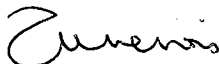
Ordinance 15047 was introduced on 10/4/2004 and passed by the Metropolitan King County Council on 10/11/2004, by the following vote:

Yes: 10 - Mr. Phillips, Ms. Edmonds, Mr. von Reichbauer, Ms. Lambert, Mr. McKenna, Mr. Ferguson, Mr. Hammond, Mr. Gossett, Mr. Irons and Mr. Constantine
No: 0
Excused: 3 - Mr. Pelz, Ms. Hague and Ms. Patterson

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

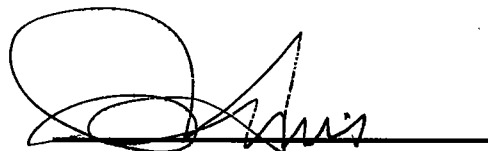

Larry Phillips, Chair

ATTEST:



Anne Noris, Clerk of the Council

APPROVED this 22 day of OCTOBER, 2004.



Ron Sims, County Executive

Attachments

A. Exhibit A - 2002 Six-Year Transit Development Plan Update, B. Exhibit B - 2002 Six-Year Transit Development Plan Update, C. Exhibit C - 2002 Six-Year Development Plan Update, D. Exhibit D - 2002 Six-Year Transit Development Plan Update

Exhibit A -- 2002 Six-Year Transit Development Plan Update

Activity Center Mobility

Strategy S-13

Enhance circulation within activity centers through changes in transit service design and other programs to encourage transit use including, but not limited to, proposals for consideration of ride free areas. Preserve existing revenues and encourage financial partnerships with others to cover additional expenses associated with the provision of new services and programs for this purpose.

Providing for circulation within activity centers extends the range of pedestrians and enhances livability of downtown areas. Fixed route transit service, ridesharing, vanpool and Access services all contribute to mobility within activity centers. Opportunities to improve circulation in activity centers will be a consideration when bus route changes are considered.

Expansion or Creation of New Ride Free Areas

Expansion or creation of new ride-free areas has been proposed as a means to make access to existing bus service in activity centers easier. The issues and impacts associated with this were evaluated during 2003. Fare collection in new ride free areas would be accomplished by collecting outbound fares on exiting the bus (as is done for routes serving the Seattle CBD). The 2003 analysis concluded that new ride free areas in Seattle would not be viable without significant or costly changes to current fare collection methods. Others may be feasible, but should be assessed in comparison with other options that would accomplish the same objectives.

Expanded or new ride free areas may be considered when:

- The likely mobility benefits outweigh impacts on existing riders and transit operators
- Routes do not serve more than one ride free area
- Ability to understand the fare payment system will not be significantly reduced
- Consideration of all options shows that a ride free area will be the most effective
- Full incremental cost is borne by local jurisdiction or public-private partnership

Expanded or new ride free areas are more favorable when:

- Using all doors for loading will speed operation or reduce costs
- All transit agencies serving the area agree to participate
- Significant increase in transit use will result within the activity center

Shuttles and Circulators

Metro has had mixed experience with shuttles and circulators. In many cases shuttles and circulators operated by Metro or in partnership with others have experienced low ridership and have failed to sustain partner financial participation.

Special routes that serve only a circulation function have been successful only in cases where they have been designed to do at least one thing well – they serve at least one demonstrable market need effectively. Ridership will be further enhanced if other travel needs can also be met without compromising this primary purpose.

Shuttles and circulators may be considered when:

- Services meet minimum productivity guidelines for regular transit routes
- Speed or design of regular transit service will be enhanced
- More expensive fixed-route service can be replaced or deferred
- VanShare and FlexCar options will not serve the same purpose at lower cost

Other Options

Several other options are available to local jurisdictions interested in enhancing activity center circulation. Options to be considered as alternatives to ride free areas and circulators include:

- A single route operated fare-free (with local funding replacing anticipated fare revenue)
- Broad application of employer transit pass incentives, making fares less of a barrier
- Residential pass programs
- Token programs providing transit fares to shoppers
- Shared-use parking programs that reduce auto trips between parking lots within a center
- Pedestrian and bicycle improvements and incentive programs
- Privately-operated and funded shuttles and circulators using vans or taxis
- Parking for Vanshare vans at transportation terminals to shuttle commuters to worksites

Exhibit B -- 2002 Six-Year Transit Development Plan Update

Waterborne Transit

Strategy S-14

Carry out a work program to determine the conditions when King County investment in waterborne transit may be appropriate and determine under what conditions and circumstances King County could choose to participate in the provision of passenger ferry service.

Coordinate the work program with appropriate stakeholders and others currently working on waterborne transportation issues.

The study will analyze costs, ridership, benefits and impacts of representative passenger ferry services under different operating, funding and policy assumptions. The study will assess the risks, costs and benefits of each option; and recommend next steps. The results will provide policy-makers with information needed to decide when County investment in waterborne transit is justified and under what terms.

The study will also analyze potential markets, operating and funding strategies, and possible public and private roles. Based on findings, staff will propose recommended policies, criteria, and potential next steps. This effort will be coordinated with the Discovery Institute's Cascadia Project work on waterborne transit. Additional stakeholder and industry input and comment will be solicited on the options to be considered, evaluation methods, and proposed study recommendations.

Work Program – January-June 2005

Task 1 – Inventory and synthesis of previous studies. Catalog work done to date on Puget Sound passenger ferry options to take maximum advantage of previous work. Include the history of passenger ferry service locally and nationally; a summary of previous studies; and a summary of analyses and findings related to passenger demand, operating models, financing options, fares, service levels, landside facilities, land access, etc.

Task 2 – Explore and review possible operating, financing and partnership options. Identify approaches to operating and financing passenger ferry services in King County. Operating options will include direct county operation, contracted, or franchised private operation, or purely private operation. Financing options will include use of transit funds (including implications of subarea service allocation policies), ferry district revenues, and use of different fare structures. Public-private partnership options will address possible terms of County participation, including provision of capital facilities, direct service or fare subsidies.

Task 3 – Develop sample routes and implementation strategies. Work with the stakeholders to develop representative passenger ferry routes to serve Vashon, West Seattle, Lake Union, and Lake Washington travel markets and reasonable implementation scenarios.

Task 4 – Assess relative costs and effectiveness of each option. For each combination of service and implementation strategies, identify service hours, vessel and terminal needs, projected usage, fare revenue, subsidy requirements, and other relevant evaluation data. Assess potential opportunity costs of waterborne investment vis-à-vis other public transportation solutions, and possible key criteria for determining which should be implemented. Summarize strengths, weaknesses, and issues related to each option.

Task 5 – Conduct stakeholder outreach. Conduct two workshops and other outreach to stakeholders including potential service providers, cities, major institutions, labor, regulatory agencies, the King County Council, and other interested parties. Stakeholders will assist in the development and analysis of options, and comment on proposed project recommendations.

Task 6 – Develop recommendations

- Conditions when County participation in water transportation should be considered
- Institutional and operating options and recommendations
- Financing and fare options and recommendations
- Source and nature of County subsidy, and expectations of other partners
- Next steps

Exhibit C -- 2002 Six-Year Transit Development Plan Update

Strategy F-3

Strategy F-3

Pursue opportunities for partnerships and economic development with communities, employers, other transit agencies, federal and state governments and vendors to expand resources to support transit services and supporting capital facilities. Explore the use of advertising to support shelter program expansion and enhancements.

~~To determine the viability of extending the current Ride Free Area (RFA) or entering into agreements for new RFA in additional King County communities, the Department of Transportation will provide a report to the Regional Transit Committee by June 2003, which identifies the issues associated with the implementation of additional RFA. The analysis will consider three potential scenarios: an extension of the existing downtown Seattle RFA, a RFA for another Seattle urban neighborhood, such as Ballard, Capitol Hill or the University District, and a RFA for one or more suburban cities. RFA analysis will include the following factors:~~

- ~~1. Operating cost impacts~~
- ~~2. Revenue impacts~~
- ~~3. Security and driver impacts~~
- ~~4. Revenue recovery from RFA "partners" or net cost (operations savings plus revenue loss)~~
- ~~5. Customer impacts~~
- ~~6. Partner agency impacts~~
- ~~7. Comparison with alternatives (e.g. free circulators, token/ticket program)~~
- ~~8. Or other factors as determined by the RTC.~~
- ~~9. The RFA analyses will be presented to the Regional Transit Committee by June 2003.~~

Exhibit D -- 2002 Six-Year Transit Development Plan Update

Service Performance Evaluation

Strategy M - 3

Regularly monitor and report bus service performance and ridership systemwide and at the route level to identify services that may require modification, expansion or termination based on their performance. ~~By April 1, 2003, d~~ Develop and recommend to the RTC a new process for reviewing and reporting performance against a peer group, using the National Transit Database's standard measures of performance in effectiveness, efficiency, cost-effectiveness and the four-part structure recommended by the 1999 Transit Management Audit. Develop progress targets for these measures. an approach to peer agency comparison that identifies:

- the appropriate measures of performance;
- the major factors, internal and external, that vary among transit agencies and affect performance;
- the extent to which those factors can be tracked for a small group of peer agencies to inform the performance comparisons, and
- a list of five peer agencies considered to be most comparable to King County Metro Transit based upon agency characteristics and the ability to track major performance-related factors.