

## **2009 SERVICE IMPLEMENTATION PLAN (SIP) AMENDMENT SUMMARY**

### ***Potential Revision to Implementation Schedule***

Following voter approval of Sound Transit 2 (ST2) in November 2008, Sound Transit staff prepared a preliminary schedule for implementing the express bus improvements included in the ST2 plan. The added service, together with the implementation timeline through February 2010, was described in the winter 2009 edition of *Regional Transit News*, which was distributed on board Sound Transit buses and trains, at open houses and posted on Sound Transit's web site.

Since that time, sales tax revenue has declined as a result of the economic recession, and the Sound Transit Board has been evaluating strategic trade-offs that would allow the full ST2 program, including major transit capital improvements, to proceed as originally planned. As a result, Sound Transit staff has developed an alternative schedule for ST2 bus service that reduces costs by stretching the implementation timeline over a longer time frame. Compared with the proposals described in *Regional Transit News*, this alternative delays the off-peak service improvements originally proposed for September 2009 by two years. In addition, service improvements for South King County and North Pierce County, originally scheduled for full implementation in February 2010, would instead be phased in over two service changes, February 2010 and September 2011.

### ***Public Outreach Results: February 2010 Service Change Proposals***

Sound Transit has received over 800 e-mails, letters and phone calls about the proposed February 2010 bus service changes in South King County and North Pierce County. This feedback has resulted in two key modifications to the original proposals:

- **Route 560 Bellevue-West Seattle:** The original proposal would have deleted the segment of this route between West Seattle Junction and White Center. This has been replaced with a new proposal that would reduce Burien-West Seattle service levels from every 30 minutes to every 60 minutes between 9 a.m. and 3 p.m. No changes would be made to routing.
- **Route 584 Federal Way- Tacoma via Puyallup:** This route would have replaced existing ST Express Route 582. Instead, Route 582 would be replaced by Sounder train service between Sumner and Tacoma and new Route 578, which would operate from Federal Way to Tacoma during rush hours, with intermediate stops in Auburn and Sumner.

### ***New Map Shows South King/North Pierce Service Proposals***

Click here to see two maps, [one showing the existing routes in South King County/North Pierce County](#) and the second showing the [proposed route network with the latest revisions](#).

### ***Upcoming Sound Transit Board Meetings***

The Sound Transit Finance Committee will discuss the schedule of ST2 bus implementation and the proposed bus service changes at their regular meeting starting at 12 noon on Thursday, May 7. The Finance Committee meets in the Ruth Fisher Boardroom at Union Station, 401 South Jackson Street, Seattle. On Thursday, May 28, the full Board is scheduled to take action on the ST2 bus implementation schedule and proposed service changes. The Board meets at 1:30 p.m. in the Ruth Fisher Boardroom.

### ***Proposed Service Changes in Detail***

The following section describes the service that would be implemented under the two schedule alternatives in detail:

#### **ALTERNATIVE 1: Full Implementation in Shortest Time Frame**

Alternative 1 is a four-phase implementation plan starting in September 2009 and concluding in February 2011. It assumes that all 60 new buses and the 100,000 annual bus hours called for in ST2 can be implemented by that date.

#### ***June 2009 (+13,000 annual bus hours)***

The June 2009 service change consists of added trips on existing ST Express routes targeted at high-ridership time periods. *These changes are affordable within the approved 2009 budget and will be implemented administratively:*

- **Route 510 Everett-Seattle:** Add one new weekday trip.
- **Route 511 Lynnwood-Seattle:** Add four new weekday trips
- **Route 513 Everett-Seattle via Eastmont:** Add three new weekday trips
- **Route 522 Woodinville-Seattle:** Add three new weekday trips
- **Route 532 Everett-Bellevue:** Add six new weekday trips
- **Route 535 Lynnwood-Bellevue:** Add one new weekday trip
- **Route 545 Redmond-Seattle:** Add five new weekday trips
- **Route 550 Bellevue-Seattle:** Add three new weekday trips
- **Route 555 Issaquah-Northgate:** Add one new weekday trip
- **Route 556 Issaquah-Northgate via UW:** Add one new weekday trip
- **Route 599 Lakewood-Tacoma Dome:** Add two new weekday trips

In addition, a new bus route, **Route 578**, will provide one early evening weekday trip between Seattle, Federal Way, Auburn, Sumner and Puyallup, complementing the revised Sounder train schedule effective June 1.

#### ***September 2009 (+11,000 annual bus hours)***

The September 2009 service change would implement added off-peak service on the following ST Express routes:

- **Route 510 Everett-Seattle:** Increase Sunday service from every 60 minutes to every 30 minutes
- **Route 511 Lynnwood-Seattle:** Increase weekday midday service from every 30 minutes to every 15 minutes
- **Route 550 Bellevue-Seattle:** Increase Saturday daytime service from every 30 minutes to every 15 minutes.
- **Route 554 Issaquah-Seattle:** Increase Sunday morning service from every 60 minutes to every 30 minutes.

**February 2010 (+24,000 annual bus hours)**

The February 2010 bus service changes would restructure bus service in South King County and North Pierce County areas to achieve these objectives:

- A significant increase in overall transit service levels
- Coordination between bus and rail services to optimize the advantages of each mode
- Faster travel times and better on-time performance
- Increased ridership
- Increased productivity through route consolidation, replacing some bus route segments with rail service, and reduced service duplication in corridors where Sound Transit and partner transit agencies operate nearly identical routes

The February 2010 proposals support the opening of light rail service to Sea-Tac Airport and are closely interconnected with proposed changes to King County Metro bus service. Subject to approval by the King County Council, King County Metro plans to discontinue **Metro Route 194** between Seattle, Sea-Tac Airport and Federal Way in February 2010, with replacement service provided by Link light rail between downtown Seattle and the airport, ST Route 574 between the airport and Federal Way, and ST Routes 577 and 578 between Federal Way and downtown Seattle. These and other proposed changes to Sound Transit service are described in detail below:

- **Airport Link:** Direct light rail service from downtown Seattle to Sea-Tac Airport, approved by the Board in the 2009 Service Implementation Plan, is expected to open in December 2009, about six weeks in advance of the proposed bus service changes.
- **Route 560 Bellevue-West Seattle via SeaTac:** Weekday midday service between West Seattle Junction and Burien Transit Center would be reduced from every 30 minutes to every hour due to low ridership. In Bellevue, the route would no longer serve the Wilburton Park-and-Ride but a new stop would be added near the Bellefield Office Park.
- **NEW Route 566 Auburn-Overlake:** This new route, replacing Routes 564 and 565, would provide all-day weekday service between Auburn Station and Overlake Transit Center with stops at Kent, Renton and downtown Bellevue. Very frequent service (every 8 minutes) would be provided between Kent and Overlake during peak periods to address overloads.
- **DISCONTINUED Route 564 South Hill-Overlake:** This route would be replaced by new ST Route 566, which would be identical to Route 564 except it would not serve Sumner Station and the South Hill area in Pierce County. Pierce County passengers would use Sounder trains or ST Route 578 to connect with Route 566 at Auburn Station.
- **DISCONTINUED Route 565 Federal Way-Overlake:** This route would be replaced by new ST Route 566, which would be identical to Route 565 except it would not serve the Federal Way stop. ST Route 578 would replace current Route 565 service between Federal Way and Auburn.
- **Route 574 Lakewood-SeaTac Airport:** Weekday and weekend service levels would be increased significantly on Route 574, since this route would replace Metro Route 194 service south of the airport. Buses would run at least every 30 minutes during all time periods, and every 10 to 15 minutes in the early morning hours and in the afternoon between the airport and Federal Way.

- **Route 577 Seattle-Federal Way:** This route currently provides peak period, peak direction express service between downtown Seattle and Federal Way Transit Center. In combination with Route 578, Seattle-Federal Way express service would be expanded to serve all time periods currently covered by Metro Route 194 (approximately 5 p.m. to 10 p.m. seven days a week). Route 577 would provide 2-way hourly service between Seattle and Federal Way on weekends, while Route 578 would be expanded to provide reverse-peak, midday and early evening Seattle-Federal Way service on weekdays. Unlike Metro Route 194, ST Routes 577 and 578 do not stop at the airport, so off-peak travel time between Federal Way and Seattle would be cut from 60 minutes to about 37 minutes.
- **Route 578 Seattle-Tacoma via Puyallup:** This route would connect Seattle with Federal Way, Auburn, Sumner and Puyallup, with reverse-peak trips continuing beyond Puyallup to Tacoma Dome Station. In combination with Route 577, Seattle-Federal Way express service would be expanded to cover all time periods currently served by Metro Route 194 between Seattle and Federal Way. Route 578 would provide 30 minute reverse-peak service on weekdays (southbound from Seattle to Tacoma in the AM peak, northbound from Tacoma to Seattle in the PM peak), together with 2-way 60-minute service during the midday and early evening. Midday and evening buses would only operate between Seattle and Puyallup Station. The new bus service between Seattle and Auburn/Sumner/Puyallup would help develop the market for future Sounder midday trains and provide an option for current Sounder commuters to return home earlier in the afternoon.
- **DISCONTINUED Route 582 Bonney Lake-Tacoma via Puyallup:** Route 582 has the lowest ridership and productivity of any ST Express route. It would be replaced with existing reverse-peak Sounder trains operating between Auburn/Sumner/Puyallup and Tacoma, and new Route 578 which would extend to Tacoma southbound in the AM peak and start in Tacoma northbound in the PM peak. Train and bus schedules would be coordinated to provide peak period departures about every 30 minutes between Auburn/Sumner/Puyallup and Tacoma. Route 582 currently serves the Bonney Lake Park-and-Ride; Sound Transit would no longer serve this facility directly, but Pierce Transit Routes 408 and 496 would continue to connect the park-and-ride with Sounder trains and ST Express buses at Sumner Station.

***September 2010 (+9,000 annual hours)***

Under Alternative 1, the remaining ST2 service improvements would be implemented in September 2010 assuming base capacity was available and all 60 new buses were delivered and ready for service. The September 2010 improvements are not fully detailed but are likely to include added trips during peak demand periods and a new route connecting Redmond with the University of Washington. Strong candidates for added service based on the 2007 Latent Demand Study include the following routes:

- **Route 522 Woodinville-Seattle:** Add four new trips (two AM and two PM) during peak periods.
- **Route 566 Auburn-Overlake:** Extend route from Overlake Transit Center to downtown Redmond.
- **Route 590 Tacoma-Seattle:** Improve service to every 5 to 6 minutes through most of the peak period.
- **Route 592 Lakewood-Seattle:** Improve service to every 8 minutes through most of the peak period.

**February 2011 (+43,000 annual hours)**

- **Route 511 Lynnwood-Seattle:** Improve peak period service from every 30 minutes to every 15 minutes.
- **Route 513 Everett-Seattle via Eastmont:** Add four new trips (two AM and two PM) during peak periods.
- **Route 532 Everett-Bellevue:** Add six new trips (three AM and three PM) during peak periods.
- **Route 542 Redmond-University District:** Implement new Redmond-University route with 15-minute peak and 30-minute midday/early evening service on weekdays.
- **Route 550 Bellevue-Seattle:** Improve service to every 6 minutes through most of the peak period and improve early evening service from every 30 minutes to every 15 minutes. Extend route from downtown Bellevue to Overlake Hospital & Medical Center.
- 

**Summary of Alternative 1 Schedule**

<b>Service Start Date</b>	<b>Proposed Changes</b>	<b>Increase in Annual Bus Hours</b>	<b>Board Action Date</b>
June 2009	30 new trips implemented system-wide, mostly during off-peak periods.	13,000	Implemented administratively
September 2009	Midday and weekend frequency improvements on Snohomish and East King routes	11,000	May 14, 2009
February 2010	Bus service changes in South King and Pierce County with opening of Airport Link and expanded South Sounder service	24,000	May 14, 2009
September 2010	Added peak service on Routes 522,590 and 592; extend Route 566 from Overlake to Downtown Redmond	9,000	Dec. 10, 2009
February 2011	Added peak service on Routes 511, 513, 532 and 550; new Route 542 service between Redmond and U-District; all other ST2 additions	43,000	Dec. 10, 2009

## **ALTERNATIVE 2: Stretched Implementation Timeline**

Alternative 2 would stretch the implementation timeline for ST2 bus service improvements to achieve savings estimated at \$10.0 million through the end of 2011. Service would be implemented in four phases over approximately 28 months. The 60 new buses and 100,000 annual bus hours called for in ST2 would be fully implemented by September 2011 instead of September 2010.

### ***June 2009 (+13,000 bus hours)***

The service improvements proposed for June 2009 are identical to those proposed in Alternative 1. *These changes are affordable within the approved 2009 budget and will be implemented administratively.*

### ***September 2009***

The service improvements originally proposed for September 2009 would be delayed until June and September 2011.

### ***February 2010 (+14,000 bus hours)***

The service changes proposed for February 2010 are identical to those proposed in Alternative 1, except the initial level of service on Route 574 would be reduced, resulting in a savings of about 10,000 annual hours. Full planned service levels on Route 574 would be delayed until September 2011.

### ***September 2010***

The service improvements originally proposed for September 2010 would be delayed by one year until June and September of 2011.

### ***June 2011 (+29,000 annual hours)***

Snohomish County service improvements originally proposed for September 2009 and September 2010 would be delayed until June 2011 (Routes 511, 513 and 532). These improvements would instead be implemented about the same time the Mountlake Terrace Freeway Station is scheduled to open for service.

### ***September 2011 (+44,000 annual hours)***

All the remaining ST2 service improvements would be implemented at this time, including the improvements described in Alternative 1 for September 2009 and September 2010. The remaining 10,000 hours originally budgeted for the South King/Pierce restructure in February 2010 would also be implemented at this time, providing full planned service levels on Route 574.

**Summary of Alternative 2 Schedule**

<b>Service Start Date</b>	<b>Proposed Changes</b>	<b>Increase in Annual Bus Hours</b>	<b>Board Action Date</b>
June 1, 2009	30 new bus trips implemented system-wide, mostly during off-peak periods	13,000	Implemented administratively
Feb. 6, 2010	Bus service changes in South King and Pierce County with opening of Airport Link and expanded South Sounder service	14,000	May 14, 2009
June 11, 2011	Snohomish County improvements (Routes 511, 513 and 532)	29,000	December 2010
Sept. 30, 2011	Remaining ST2 bus improvements	44,000	December 2010