

City of Kent
Transportation Master Plan

Transit Master Plan



Prepared by:

Nelson | Nygaard
consulting associates

917 SW Oak Street, Suite 312, Portland, OR 97205-2806
503-228-2152 Phone 502-228-2320 FAX

Updated December 2007

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EXECUTIVE SUMMARY

Introduction

The City of Kent has recognized improvements for all transportation systems as a top priority for meeting livability and economic development goals. Recent surges in growth have led to increased congestion on Kent roadways and have increased maintenance and capital budget requirements. The City recognizes that attempting to meet travel demand growth through roadway development and traffic management alone is not economically viable and would have adverse impacts on resident health and livability. Transit solutions are an increasingly important element of the Kent local transportation system and the regional system. Improved transit services and new capital investments are integral in meeting the City's land use goals and reducing the magnitude of capital investment needed to maintain roadway level-of-service.

The Kent Transit Master Plan recommends service improvements that provide local circulation in the City of Kent and that connect Kent residents to other regional communities. Recommendations are based on an extensive needs assessment. Capital improvements and pedestrian projects that support transit service goals are also detailed, as are transit-supportive land use policies.

Planning Context

The City of Kent has actively pursued policies that encourage mixed-use development, the integration of transit facilities in new development and lowered minimum parking requirements; all critical factors in reducing Single Occupancy Vehicle (SOV) trips and encouraging transit use.

Key goals of the Kent Transit Master Plan are to:

- Identify transit needs to support recent growth and future development;
- Strengthen transit service to neighboring South County communities, particularly where there is significant commute travel;
- Coordinate with KC Metro in improving local route structure and access to bus and commuter rail service at Kent Transit Center;
- Coordinate with KC Metro to improve downtown circulation;
- Make transit a viable component of the City's concurrency program; and
- Coordinate long-range land use planning with future transit investment.

Project Oversight

The Kent Transit Master Plan was developed as an integral component of the City of Kent Transportation Master Plan Update. Direct project oversight was provided by the City of Kent Department of Public Works. Agency staff at King County Metro Transit and Sound Transit were used as resources throughout the project.

Public and Stakeholder Involvement

Public outreach conducted for the Kent Transit Master Plan was done in conjunction with the Kent Transportation Master Plan. Key outreach activities and opportunities for citizen feedback included:

- Presentations and working sessions with the Kent Transportation Master Plan Task Force;
- One-on-one interviews with key stakeholders identified by the City of Kent;
- Internet surveys and outreach;
- Public forums; and
- Presentations to Kent City Council.

Community Profile

The City of Kent is located between Seattle and Tacoma along the Interstate 5 (I-5) corridor. It has the sixth largest concentration of jobs and residents in the region, according to the Puget Sound Regional Council (PSRC). The City has grown at a rapid pace over the last three decades. This trend has also changed local travel patterns, including an increase in auto commuting, which has increased the traffic burden on the local and arterial street network. In particular, significant residential development east of Downtown Kent has put a substantial burden on the arterial roadway system, including regional highways (SR 167 and I-5).

The largest concentration of jobs in the City is located in the manufacturing and industrial area bounded by Valley Freeway, West Valley Highway, James Street, and SW 43rd Street. The City of Kent has small pockets of high-density residential development, including several multi-family developments in the downtown area, the Lakes At Kent, and to the southeast on Kent-Kangley Road.

Recognizing the potential of Kent's historic downtown, the City participated in a countywide process facilitated by PSRC to designate the downtown as a regional growth center. The City has oriented mixed-use development and high density housing around the downtown core, and surrounding areas. The majority of

housing in Kent is single family (between six and eight units per acre) and is located east of downtown.¹

Downtown Kent has seen major investment in recent years, spurred in part by the introduction of Sounder Commuter Rail service at the Kent Transit Center. Kent Station is now one of the busiest stops on the Sounder line and there has been extensive commercial development surrounding it. Kent residents have stressed repeatedly the desire for more frequent service on the Sounder commuter rail line to support their transportation needs and to achieve the vision for the downtown area.²

Major Employers in Kent

Major employers in the City of Kent include: the Boeing Company, Kent School District, the City of Kent, and REI. Although the majority of the City of Kent's current employment is in manufacturing, the highest levels of future growth are expected in the service and retail sectors, according to the City's Comprehensive Plan.

Journey to Work

According to the 2000 Census, about 73 percent of respondents in the City of Kent drive alone and 15 percent carpool. Kent's commute trip mode split (percentage of residents who drive alone, take transit, bike, and walk) is comparable to the State of Washington and neighboring cities, like Auburn and Federal Way. The City of Kent had a slightly higher percentage of residents who carpool than the state average.

Existing Transit Services

King County Metro Transit and Sound Transit serve the City of Kent with fixed route transit and commuter rail service. In addition to regional bus service, KC Metro operates Dial-A-Ride (DART 914/916 and 918) variable routing service in the City of Kent. The 914/916 shopper shuttle is funded through an agreement with the City of Kent, and is operated by the non-profit provider Hopelink. Sound Transit operates both regional bus service and Sounder commuter rail to the Kent Transit Center. KC Metro's Access Transportation Services program offers demand responsive service to those residents that are eligible under the Americans with Disabilities Act (ADA). The following sections describe existing transit service in the City of Kent.

¹ 2002 Regional Growth Centers Report, Kent Puget Sound Regional Council
<http://www.psrc.org/projects/growth/toolkit/kent.htm>

² <http://www.psrc.org/projects/growth/toolkit/kent.htm>

Fixed-Route Service

Existing fixed-route services operating in or through the City of Kent fall into three primary categories:

Regional Routes – These services cross Metro subarea (Seattle or East County) and/or King County lines - connecting the City of Kent with other regional destinations within King, Snohomish, and Pierce Counties (routes to Seattle are considered regional routes).

South County Routes – These services provide connectivity between the City of Kent and other South King County communities, such as Renton, Auburn, Tukwila, Des Moines, Covington, and Federal Way.

Local Routes – These routes exclusively serve the City of Kent - connecting Kent neighborhoods to each other and with downtown Kent and/or with major employment sites.

Table ES-1 details the KC Metro Transit and Sound Transit routes that operate in the above service categories (as of September 2006).

Table ES-1 Transit Serving the City of Kent

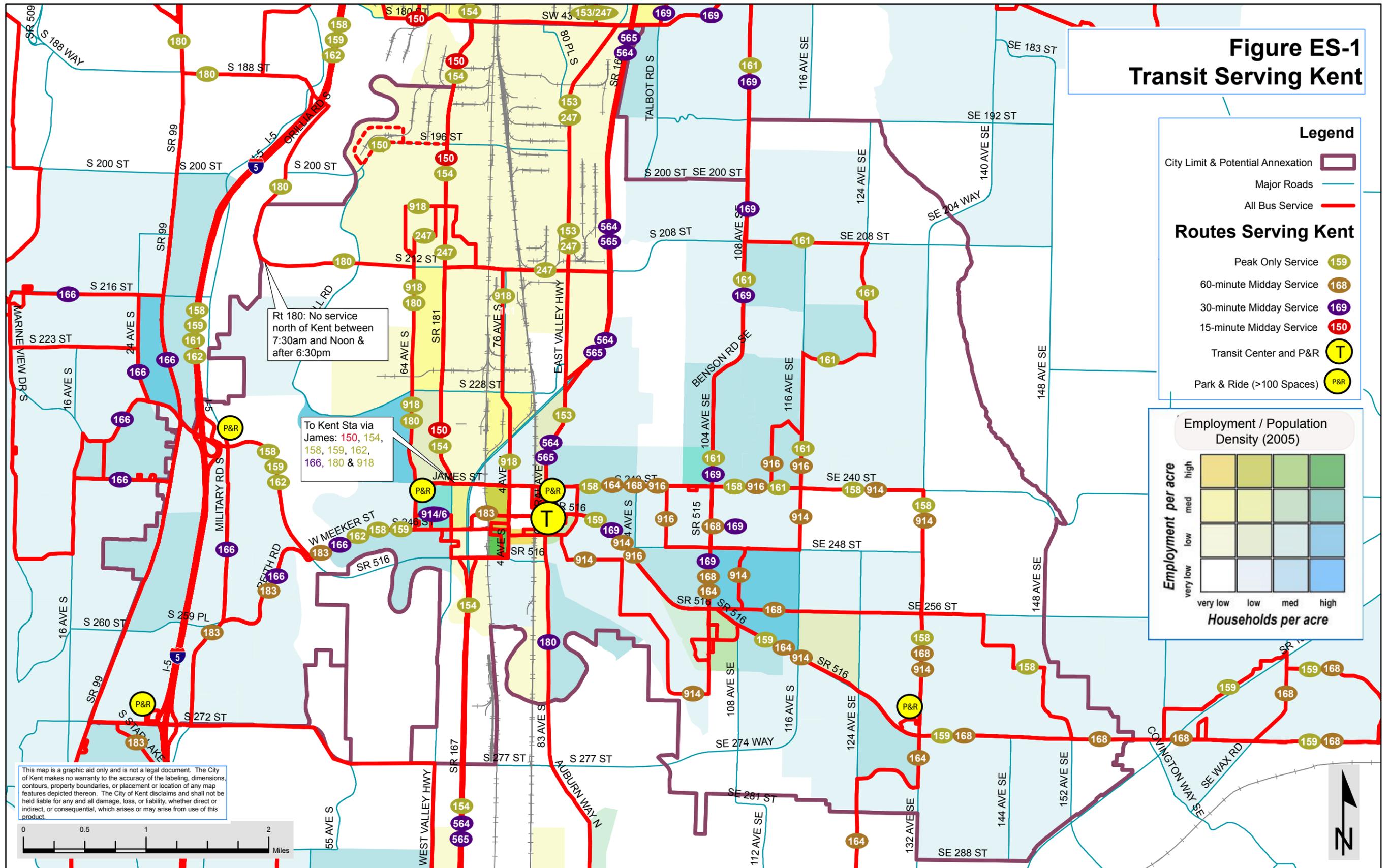
Regional Services	South County Routes	Local Routes
<p>Metro Bus Routes: 150, 154, 158, 159, 161, 162, 173, 174, 175, 190, 191, 192, 194, 197, 941, 952 (Boeing Shuttle-Everett)</p> <p>Sound Transit Express: 564, 565, 574</p> <p>Souder Commuter Rail</p>	<p>Metro Bus Routes: 153, 164, 166, 168, 169, 180, 183, 247</p>	<p>Kent DART Shuttles 914, 916, 918</p>

Figure ES-1 graphically displays the KC Metro bus routes serving the City of Kent. A one-quarter mile buffer is shown for each route. Transit service is considered to be within reasonable walking distance if it is within one-quarter mile of a trip origin or destination.

The majority of the routes operating in Kent are peak-only services oriented towards commuters, particularly those bound for Seattle. Total coverage is the greatest during the weekday peak and midday periods. Residential areas northeast of Lake Meridian and north of North Meridian Park, along with the industrial area along 84th Avenue have peak-only service. The Downtown shopper shuttles provide additional midday coverage in downtown and along Meeker Street to the west. Evening and Sunday service is limited to the major corridors with a loss of service in East Hill (east of 104th Street).

The map background shows the current distribution of population and employment in the City of Kent. Research has shown that land use density (population and employment) are by far the two most crucial factors in determining ridership demand in a transit corridor or service area.

Figure ES-1 Transit Serving Kent



RELATIONSHIP TO LAND USE

Several areas in the City of Kent have moderate to high population or employment densities, indicating a strong level of transit demand. However, there is little or no transit service available in some of the densest neighborhoods. Areas that fall under this description include:

- The Lakes at Kent development south of Russell Road/228th Street at 54th Avenue is identified as a high population density zone but is not directly served by transit. This area is characterized by a concentration of high-density multi-family units.
- Some moderately dense neighborhoods (East of 104th/108th Avenues, between 208th and 240th Streets) only have peak service with many residents living more than one-quarter mile from any transit route.
- The principal east side routes operate on 240th Street and Kent Kangley Road out to 132nd Avenue. There are pockets of dense residential and commercial development at the center of, and around the perimeter of this triangular route configuration.
- On the Westside, between I-5 and SR 99 and north of 260th Street, an area with moderate residential densities and a several large multifamily units is not served. Route 166 provides service nearby, but runs on the other side of the interstate.

LEVEL OF SERVICE

Table ES-2 shows the routes serving the City of Kent, and the level of service during peak, midday, evening, night, Saturday, and Sunday periods. Service frequency greatly affects the viability of transit service. Low frequency of service often leads to long wait times for bus riders and becomes a deterrent to the use of public transportation, especially for those passengers with other travel options. This is the case east of 108th Avenue where there is no midday service with 30-minute or better headways.

Table ES-2 Service Levels

Route	Destination	Weekday				Saturday			Sunday		
		Peak	Mid	Eve	Night	Day	Eve	Night	Day	Eve	Night
150	Kent-Seattle	15	15	30	30/60	15	30	30/60	30	30	30/60
153	Kent-Renton	30									
154	Auburn-Kent- Kent Boeing	2 am/ pm runs									
158	Kent-East Hill- Seattle	30									
159	Kent-Timberlane- Seattle	30									
161	Kent-East Hill- Seattle	30									
162	Kent- Seattle (PM Peak)	30									
164	Kent Transit Center- Green River CC	60	60	60	60						
166	Kent-Des-Moines	30	30	60		30	60		60	60	
168	Kent-Timberlane	60	60	60	60	60	60		60	60	
169	Kent-Renton	30	30	30/60	60	30	30/60	60	30	30/60	60
173*	Federal Way-Boeing- Kent Des Moines P&R	2 am/ pm runs									
174*	Federal Way- Kent Des-Moines P&R- Sea-Tac	20	30	30	30	30	30	30	30	30	30
175*	Kent Des-Moines P&R- Downtown Seattle	30									
180	Auburn- Kent- Sea-Tac	30	30 Auburn-Kent Only	30 Auburn-Kent Only	30/60 Auburn-Kent Only	30 Auburn-Kent Only	30 Auburn-Kent Only	30/60 Auburn-Kent Only	30 Auburn-Kent Only	30/60 Auburn-Kent Only	60 Auburn-Kent Only
183	Kent-Federal Way	30	60			60					

Transit Master Plan

Route	Destination	Weekday				Saturday			Sunday		
		Peak	Mid	Eve	Night	Day	Eve	Night	Day	Eve	Night
190*	Star Lake-Kent Des-Moines P&R-Seattle	20/30									
191*	Redondo Heights P&R-Kent Des-Moines P&R-Seattle	30									
192*	Kent Des-Moines P&R-Seattle	30									
194*	Federal Way-Kent Des Moines P&R-Seattle	15/30	30	30		30	30		30		
197*	Twin Lakes P&R-Kent Des Moines P&R-University District	30									
247	Overlake-Kent	3 am/ pm runs									
564/565ST	Auburn-Kent-Bellevue	15/30	30	30/60							
564/565ST	Federal Way/South Hill-Overlake	30/60	60	30/60							
574*ST	Lakewood-Kent Des-Moines P&R-Sea-Tac Airport	30	30/60	60		30	60		30	60	
914	Kent Shopper Shuttle		60			60					
916	Kent Shopper Shuttle		60			60					
918	Kent Commuter Shuttle	30									
941*	First Hill-Kent Des Moines P&R	30									
952	Metro Boeing Custom Bus (Auburn-Kent-Everett Boeing)	4 am/ pm runs									

*= These routes only serve the Kent Des Moines Park and Ride

RIDERSHIP

Figure ES-2 shows ridership levels on the King County Metro routes (the downtown and commuter shuttle ridership by stop is not available). The greatest numbers of boardings occur where a high level of service is provided and moderate to high population and/or employment densities exist. High levels of boarding activity also occur at locations where convenient transfers are possible between routes and where automobile drivers can access the transit system via Park and Ride facilities. The highest boarding activity is at Kent Transit Center. Other high boarding areas include James Street, 104th/Benson Road (SR 515), 132nd Avenue SE / Kent-Kangley Road and the Kent-Des Moines Park and Ride. Routes 150, 166, 168 and 169 have the highest ridership.

Figure ES-2 Transit Boarding Map

Legend

- City Limit & Potential Annexation
- Major Roads
- All Bus Service

Bus Stop Boardings

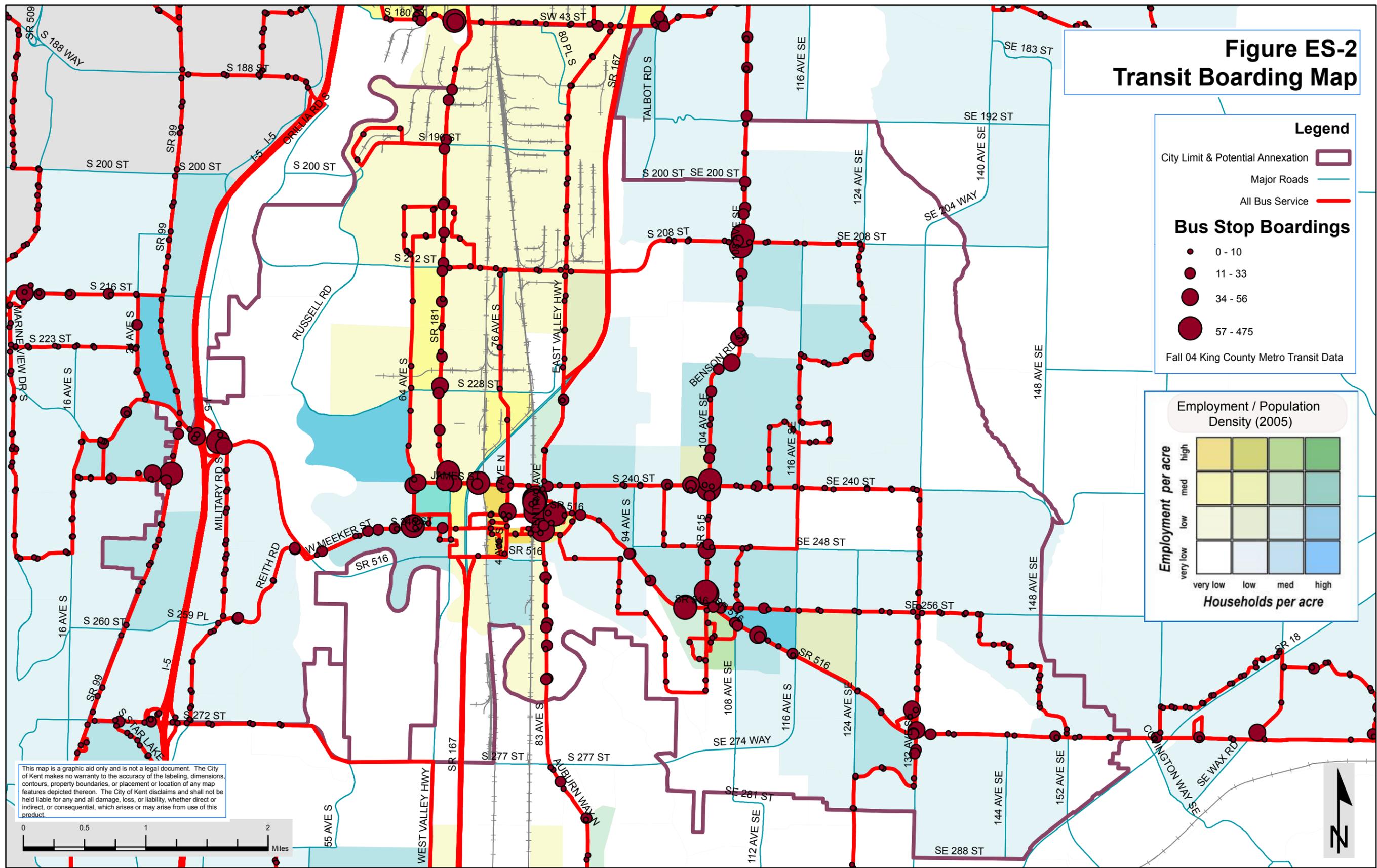
- 0 - 10
- 11 - 33
- 34 - 56
- 57 - 475

Fall 04 King County Metro Transit Data

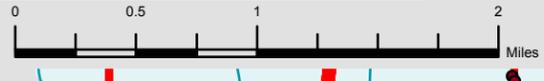
Employment / Population Density (2005)

Employment per acre	high				
	med				
	low				
	very low				
		very low	low	med	high

Households per acre



This map is a graphic aid only and is not a legal document. The City of Kent makes no warranty to the accuracy of the labeling, dimensions, contours, property boundaries, or placement or location of any map features depicted thereon. The City of Kent disclaims and shall not be held liable for any and all damage, loss, or liability, whether direct or indirect, or consequential, which arises or may arise from use of this product.



Kent Shopper Shuttles (DART 914 and 916)

The Kent Shopper Shuttles, (DART 914/916) are a free shuttle service funded jointly by King County Metro and the City of Kent, and operated by the non-profit Hopelink. The DART 914/916 offer two transportation services to Kent riders: fixed and (limited) variable routing outside of downtown. All of the scheduled DART 914/916 routes pass through the Kent Transit Center, City Hall, the Senior Center and the Regional Justice Center. These routes operate from 9:00 am until 5:00 pm on weekdays and Saturdays.

Hopelink estimates that 60 percent of the DART 914/916 rides start and end within the downtown. Hopelink also estimates that about 80 percent of the current Shopper Shuttle (914/916) ridership is comprised of seniors and people with disabilities. Despite being eligible for ACCESS, some passengers prefer the 914/916 Dial-A-Ride service as they do not need a reservation, and there is more flexibility in using the shuttle.

Kent Commuter Shuttle (DART 918)

The City of Kent funds a local circulation service that connects the industrial area to downtown and Kent Transit Center. This route provides peak-only service on weekdays. Despite limited hours of operation the route has been successful, carrying over 100 passengers each day.

ACCESS Transportation Service

KC Metro provides paratransit service within its service area through its ACCESS Transportation Service. This service is available to individuals who meet Americans with Disabilities Act (ADA) eligibility requirements. ACCESS provides service to the City of Kent, which exceeds the ADA $\frac{3}{4}$ mile requirement (from fixed bus routes) as mandated by King County, between the hours of 6:00 am and 10:00 pm Monday through Friday. On the weekends ACCESS adheres to the ADA minimum requirements, providing service only within $\frac{3}{4}$ -of-a-mile on either side of KC Metro fixed route bus service during the times they operate.

ACCESS Transportation Service provides about 7,350 trips per month in the City of Kent. Just over a third of ACCESS trips within Kent are described as “work trips.” Only nine percent of ACCESS riders described “Non-Emergency Medical” as their trip purpose, which correlates with the various medical trips cited in the demand center data.

Fares

KC Metro and Sound Transit have a zone system to capture fares for long-distance travel. KC Metro also charges a higher fare during peak travel times. Base fares range from \$1.25 (Metro off-peak) to \$4.00 (three-zone Sounder commuter rail). Discounts may be available for youth, seniors and residents with

disabilities. KC Metro sells the one-month PugetPass for \$45 (off-peak) to \$72 (two-zone peak). The PugetPass is accepted as valid fare payment on King County Metro Transit, Community Transit of Snohomish County, Pierce Transit, Everett Transit and Sound Transit service – up to the fare value purchased on the pass.

Transit Performance

KC Metro Transit and Sound Transit use performance measurement systems to monitor bus and shuttle services. Following a summary of these guidelines is a review of performance data for routes operating in the City of Kent.

KING COUNTY METRO PERFORMANCE MEASURES

Performance measures, along with guidelines or standards, are often used to monitor the operation of individual bus routes and to identify services requiring special attention. KC Metro uses two performance categories when reviewing results against defined measures – “below minimum” and “strong.” Those “below minimum” should be evaluated for modification or termination if changes cannot improve performance. Services rated as “strong” may be considered for expansion. KC Metro’s primary performance measures are:

- Riders per Revenue Hour;
- Fare Revenue to Operating Expense Ratio;
- Passenger Miles per Revenue Hour;
- Passenger Miles per Platform Mile; and
- Route Effectiveness Rating.

SOUND TRANSIT EXPRESS BUS PERFORMANCE MEASURES

Sound Transit employs *ST Express Service Standards and Performance Measures* to rate the performance of individual ST Express routes and to help determine when remedial actions may be needed. The key Sound Transit performance measures are:

- Passengers per revenue hour;
- Passengers per one-way trip; and
- Farebox recovery.

In addition to the Service Standards, Sound Transit evaluates each route using the following criteria:

- Consistency with Sound Move, Sound Transit’s master plan;
- Impacts on existing and future riders with each alternative;

- Likelihood of ridership growth and improved system productivity; and
- Affordability.

ROUTE PERFORMANCE

Data from the *2005 Annual Route Performance Report – South Planning Subarea* (October 2006) show Routes 153, 154 and 167 under performing relative to other peak services; Routes 150 and 169 performing well during peak, midday and at nighttime periods. Route 162 only operates during peak periods and is the best performing service during commute times.

The Sound Transit *2006 Service Improvement Plan* (SIP) reviews route-level performance using the previously defined standards along with other assessments. The SIP acknowledges the unsatisfactory performance of Route 564 on an overall basis. It highlights the role of Route 564 in providing additional peak service and capacity when combined with Route 565 and that ridership has been steadily growing. The Sound Transit 2006 service changes include the extension of Route 564 south of Auburn to South Hill Mall (replacing service currently provided by Route 585) and the SIP suggests these changes should raise the unsatisfactory performance to the marginal level. In response to Route 574's low productivity, late morning service was reduced from every 30 minutes to every 60 minutes in June 2005.

Transit-Related Infrastructure

The City of Kent, State of Washington and the regional transit agencies have invested in transit-related infrastructure in and around the City of Kent.

Kent Transit Center

In June 2005, King County Metro moved the Kent Transit Center at West James Street to Sound Transit's Kent Station on Railroad Avenue North (between West James Street and West Smith Street). The new center was designed to be a multi-modal transfer station for Sound Transit's express routes in Kent as well as the Sounder Commuter Rail and KC Metro routes serving the City of Kent.

It has increased parking capacity to 994 spaces (surface and garage) and improved passenger amenities such as bus shelters, lighting, sidewalks, bicycle racks and lockers, as well as rider information. In addition, the new Kent Transit Center is also more centrally located for riders to access key destinations such as the Regional Justice Center, the Kent Library, and downtown businesses.

Stop Amenities

King County Metro is responsible for bus shelters and has specific criteria for which KC Metro routes merit a shelter. The minimum number of daily passenger boardings to qualify for shelter placement is 25. Stops meeting this

first cut are further prioritized based on ridership (highest ridership zones) and ease of construction or right-of-way (ROW) availability. Additional shelters may be sited at stops with special needs such as large concentration of elderly, proximity to health facilities, etc. All approved and built shelters include benches and litter receptacles, which are attached to the adjacent concrete pad or sidewalk.

Based on November 2005 boarding data, there were roughly 20 stops in Kent that exceeded 25 daily boardings but did not have a shelter. Based on the Ridership Criteria and/or the Six Year Plan or Partnerships program, KC Metro has seven shelter projects planned for Kent stops during 2006 and 2007. Similarly, stops with greater than 15 boardings qualify for a standalone bench. KC Metro is proposing benches at five Kent locations and investigating another five for future installation.

Kent Park and Rides

KC Metro and Sound Transit provide transit patrons with nine park and rides, with varying levels of transit service and parking capacity. **Table ES-3** details the Kent park and rides capacity, utilization and routes served.

Table ES-3 Park and Ride Lots Serving the City of Kent

Park and Ride Lot	Parking Spaces	Utilization (2005)	Routes Served
Kent Transit Center** 301 Railroad Ave N			Metro: 150, 153, 154, 158, 159, 162, 164, 166, 167, 168, 169, 183, 952
P&R Garage	869	36%	DART: 914, 916, 918
Surface Lot	125	91%	Sound Transit: 564, 565 Sonder Commuter Rail
Kent/James St P&R** 902 W James St, N. Lincoln Ave/ W. James St	713	34%	Metro: 150, 154, 158, 159, 162, 166, DART: 918
Star Lake P&R 27015 26th Ave S I-5/ 272nd St	540	83%	Metro: 152, 183, 190, 192, 194, 197, 941 Sound Transit: 574
Kent-Des Moines P&R* 23405 Military Rd S I-5/ Kent-Des Moines Rd	370	96%	Metro: 158, 159, 162, 166, 173, 175, 192, 194, 197, 941, 949 Sound Transit: 574
Lake Meridian P&R 26805 132nd Ave SE/ SE 272nd St	172	27%	Metro: 158, 159, 168, DART: 914
Kent United Methodist Church SE 248th St/ 110th Ave SE	23	13%	Metro: 163, DART: 914
Kent Covenant Church 12010 SE 240th St	20	25%	Metro: 158, DART: 914 916
Valley View Christian Church 124th Ave SE/ SE 256th St	20	5%	Metro: 168, DART: 914
St. Columba's Episcopal Church 26715 Military Rd S	15	20%	Metro: 183, 192

Source: Source: PSRC 2005 P&R Data, and King County Metro.

* Lot is filled to or above 90% by 9:00 am on weekdays.

**Bike Lockers on site

Pedestrian Access

All transit trips start and end as walking trips. Missing, narrow or deteriorated sidewalks are deterrents to the use of transit. Similarly, dangerous intersections or a lack of crosswalks put transit riders at risk and also cut down on the number of residents willing to use transit when they otherwise could. As part of the City of Kent Transportation Master Plan Update, The Transpo Group conducted an inventory of the pedestrian network in the City of Kent, identifying missing sidewalks, poor sidewalk surfaces, narrow sidewalks and missing curb ramps. **Figure ES-3** shows streets within one-quarter mile of transit service that are missing sidewalks. Results from this inventory and subsequent analysis are guiding the selection of projects for the Non-Motorized Plan.

Outreach

Transit Stakeholder Interviews

Project team staff spoke with major employers, politicians, business owners, and community representatives in the City of Kent to gather their feedback on major transit issues, needs and gaps in service. All stakeholders interviewed felt that transit improvements were critical to meeting future transportation demand and accommodating growth in a sustainable manner. Stakeholders identified a number of deficiencies in the transit services offered in Kent.

Critical needed improvements cited were:

- Increase frequency – particularly on Sounder commuter rail;
- Extend service hours – particularly for shift workers in the industrial area;
- Limit transfers;
- Decrease travel time;
- Decrease transfer waiting time;
- Add bus shelters;
- Improve east-west service;
- Increase Auburn service;
- Improve passenger information for immigrant/low-income populations;
- Promote bike use;
- Reduce employee parking;
- Improve pedestrian access – particularly in the areas outside of the downtown core;
- Enhance safety at bus stops and park and rides; and
- Increase parking at park and rides.

Specific service improvements cited for the Kent Shopper Shuttle (DART 914/916) were:

- Expand service area;
- Better serve senior housing;
- Provide more senior shopping;
- Better promote Kent Shopper Shuttle;
- Add bus stop at great wall mall; and
- Increase medical stops.

Public Transportation Household Survey

A random public household telephone survey was conducted to assess Kent residents' use of and opinions about public transportation. Survey respondents were questioned about their:

- Household demographics;
- Commutes to work and/or school;
- Current use of transit within Kent and the region;
- Suggestions for improving transit within Kent; and
- Opinions on public transportation.

The following are key findings from the general public telephone survey:

- **Single occupancy trips-** More than 80 percent of Kent residents drive alone to work or school;
- **Carpooling-** Carpooling is the most common alternative to driving alone for both work/school commute trips (8 percent) and non-commute trips (14 percent). Fixed route transit is the second most common alternative to driving alone (6 percent);
- **Commuting-** Two-thirds of respondents commuting outside of Kent do not travel to Seattle, which is the focal point for most transit serving the community;
- **Transit use-** Out of the 30 percent of survey respondents who said they use transit, the majority only use it a few times a year;
- **Pedestrian access-** Slightly more than half of transit users walk to their transit stop;

- **Service frequency-** Approximately 57 percent of respondents agreed that they would be more likely to ride the bus or train if service was offered every 15 minutes. Respondents are sensitive to frequency, indicating that improvements in this area could positively impact ridership;
- **Stop proximity-** Almost half of respondents said they would be more likely to ride the bus or train if there was a stop near their home;
- **Travel time-** About 45 percent of respondents would be more likely to take the bus or train if travel time to their destination was no more than 30 percent longer via the bus, showing that travel time is an important consideration for potential riders and that many non-riders view the travel time difference between transit and drive alone as considerable;
- **Passenger information-** While many respondents knew where to get information about bus and rail service, there is a substantial gap (25 percent) in knowledge about where to access information needed to use the transit systems;
- **Traffic congestion-** Congestion is the major transportation issue facing Kent in the next five years, according to the majority of respondents; and
- **Tax increase/fee hike-** Over 60 percent of respondents said they would support some increases in taxes or fees to fix the transportation system.

Top responses for needed transit service improvements include:

- Frequent service- More frequent service on bus as well as Sounder commuter rail services;
- Travel Time- Reduce travel time; and
- Pedestrian and passenger safety- Improve safety at stops, stations, and Park and rides.

Goals and Policies

The City of Kent recognized the importance of transit as a means for improving livability, enhancing mobility and increasing economic development. Transit is prioritized in the City of Kent Comprehensive Plan as well as local plans and ordinances dictating the nature of development in the City of Kent.

Comprehensive Plan

The recently updated (May 2006) City of Kent Comprehensive Plan promotes transit supportive land uses, including higher densities and enhanced pedestrian circulation, and has the stated transportation goal to “Encourage the development and use of alternatives to single- occupancy vehicles.” A set of ten

comprehensive plan policy statements support this goal. These statements provide policy language in the following five areas:

- Coordination with regional public transportation providers and Washington State Department of Transportation for high quality transit services and supportive facilities and programs;
- Transit investments that address the needs of local residents and businesses;
- Provision of park-and-ride facilities in non-Central Business District (CBD) residential neighborhoods for regional travel;
- Coordination between CBD park-and-rides and downtown parking programs; and
- Coordination with major employers to meet Commute Trip Reduction (CTR) goals.

The existing policy statements focus on regional commute trips by City of Kent residents and the Comprehensive Plan will benefit from additional policies that address local transit needs and associated land use interactions. The following policy statements are suggested to clarify the original policy language and to address the identified gaps in coverage.

- 1) Work with regional transit providers to implement the Kent Transit Master Plan and provide high quality travel options for local residents, employees, students, visitors, businesses, and other users of regional facilities.
- 2) Work with regional transit providers to establish a hierarchy of transit services focused on three major elements:
 - a. Kent-Kent Connections
 - b. Kent-South County Connections
 - c. Kent-Regional Connections
- 3) Emphasize transit service and capital investments that provide mobility and access within the City of Kent and make it possible for citizens to access local services and support local businesses while reducing auto-dependent travel.
- 4) Work with transit providers to maintain and expand direct and frequent regional bus routes to support the City of Kent's land use and mode split goals.

- 5) Coordinate with transit providers and the Washington State Department of Transportation to develop network of park-and-ride facilities in support of regional connections.
- 6) Work with regional transit providers to ensure that the regional transit system includes park and ride lots in outlying areas of SE King County which could:
 - a. Intercept trips by single occupant vehicles closer to the trip origins;
 - b. Reduce traffic congestion; and
 - c. Reduce total vehicle miles traveled
- 7) Secure a share of regional transit system facilities and service priorities for Kent residents proportional to the City of Kent's contributed share of regional transit revenues.
- 8) Work with private developers and transit providers to integrate transit facilities into residential, retail, manufacturing, commercial, office and other types of development in support of local and regional land use and mode-split goals. Include considerations of:
 - a. Land uses that support transit, including mixed-use and night-time activities;
 - b. Transit-oriented development opportunities with the private and public sectors;
 - c. Integrating multiple access modes, including buses, carpools, vanpools, bicycles and pedestrians;
 - d. Urban design and community character that support and facilitate transit use.
- 9) Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.
- 10) Develop the Kent Transit Center with full center components, including timed transfers between most routes, passenger waiting areas, ITS bus arrival notification, on-site route information, and other amenities.
- 11) Coordinate with transit providers in the design and placement of bus shelters and transit supportive facilities. This will include the facilities that are needed at both ends of the transit trip when the transit rider becomes a pedestrian or a bike rider. These include but are not limited to transit shelters, bike racks or lockers, good (illuminated) pedestrian paths to and from transit stops and covered walkways wherever

possible. The city will work with transit agencies and developers to design transit facilities that are compatible with neighborhood character.

- 12) Develop, and coordinate with regional, Transportation Demand Management (TDM) strategies in support of mode-split goals. These include, but are not limited to, parking management, individualized marketing, ridesharing and support of non-motorized travel.
- 13) Coordinate with adjacent jurisdictions on regional projects in support of the Regional Transportation Plan and in response to regional transit funding opportunities.

Commute Trip Reduction Program

In 1991 the State of Washington passed legislation to create the Commute Trip Reduction (CTR) program to develop partnerships among large employers, local jurisdictions, planning organizations, transit providers and the state to encourage employees to reduce their reliance on single-occupant vehicle trips. The program sought to encourage the use of transit, ridesharing, walking, biking and telecommuting to:

- Reduce Congestion;
- Conserve energy; and
- Improve air quality.

Chapter 6, Title 12 of the City of Kent City Code defines the City's roles in working with local employers and other program partners in meeting these goals. The 35 affected employers or worksites are located in the commute trip reduction zone known as the "South King County Zone." The City Code specifies that affected employers shall reduce both the vehicle miles traveled per employee and the proportion of single-occupant vehicle trips relative to 1992 base levels. Reductions are expected to increase over a 12-year period. Most of the employers in the City of Kent program are encountering difficulties in meeting their goals.

A Governor-appointed task force reported to the Legislature in December 2005 and recommended that CTR be continued, with modifications to make the program more effective, efficient, and targeted. In 2006, the Legislature passed the CTR Efficiency Act to move in this direction. The new law establishes a state CTR planning framework that attempts to better integrate CTR with local, regional, and state transportation and land use planning and investment. The City of Kent is developing a CTR plan that will detail goals and policies, facility and service improvements and marketing strategies that support reductions in

drive-alone trips and vehicle miles traveled by 2011. Consistency between the CTR plan, the City of Kent Comprehensive Plan, this Transit Master Plan, zoning code, design standards, concurrency regulations and other applicable City of Kent land use and transportation plans/code is a key element of the CTR planning process.

Land Use and Parking Policies

A city's land use and planning policies can serve to encourage or discourage the use of transit, dictating the impact of transit investment in vehicle trip reduction. In assessing existing service and possible service improvements it is possible to see how the City of Kent's current policies impact transit use in the City. The City of Kent has implemented several strategies to encourage transit, which are reviewed in this section. However, in many areas land use patterns, street design issues and low residential densities have prohibited public transportation from having a more meaningful role in vehicle trip reduction.

TRANSIT EFFICIENT LAND USE

The City's Comprehensive Plan Land Use Map indicates several mixed-use zones; these areas typically have good proximity to transit. The City, throughout its Comprehensive Plan, emphasizes mixed-use development and its role in reducing future traffic demand. However, the majority of new owner-occupied housing units remain single-family residences.

Through its Comprehensive Plan, the City of Kent has emphasized mixed-use development as a priority; "Mixed-use development shall be encouraged in designated areas within the planning area (UG-5)". Goal LU-4 in the City's Comprehensive plan details the importance of developing and funding transportation in mixed-use corridors. The City, in the map for the Comprehensive plan, details that it has developed several mixed-use corridors served well by transit; two in particular are: the Mixed-Use Zone at SE 250/Hwy 515 southeast of downtown (urban center) on the map, and the Mixed-Use zone at SR 167/ Meeker Street directly west of the downtown (urban center) on the map.

CONCURRENCY MANAGEMENT

The Washington Growth Management Act (GMA) requires that adequate street capacity be provided concurrently with development to handle the increased traffic projected to result from growth and development in the city and region. The City of Kent Municipal Code Section 12.11 deals with Concurrency Management at the local level.

Most relevant to the transit element of this plan are available mitigation measures, which allow applicants to establish Transportation Demand Management (TDM) strategies to reduce single occupant vehicle trips generated

by a project. Although mitigation proposals require documentation and the City retains the right to receive documentation of effectiveness, it can be difficult to measure TDM effectiveness and its role in vehicle trip reduction; this is particularly true for residential developments. Accepted mitigation proposals that do not meet achieved results can adversely impact roadway level of service and be detrimental to the transportation system. Proposals for improving Concurrency Management policies are addressed in the City of Kent Transportation Master Plan.

PARKING POLICIES

The City of Kent has enacted progressive policies related to parking, intended to reduce minimum parking requirements as a means to encourage transit and reduce the single occupancy vehicle in the downtown area. The City gives the Planning Director the authority to waive or modify minimum parking requirements; to impose additional off-street parking requirements in unique circumstances; and to allow for flexibility and innovation in design. These provisions allow developers to build less parking, saving costs and increasing useable square footage, when developing in areas where good transit service allows residents or employees to travel without a private vehicle.

2005 DOWNTOWN STRATEGIC PLAN

The City of Kent's 2005 Downtown Strategic Plan discusses the City's goal to concentrate growth in the downtown core and to facilitate public transportation as a means to reduce dependency on the automobile. The Plan envisions downtown Kent as a pedestrian-oriented business, shopping and residential destination, accessible by multiple transportation modes (including pedestrian, bicycle, and transit). The Plan suggests new levels of service standards for all modes, designed to facilitate a more balanced downtown transportation system. The Plan recommends improvements, such as increased commuter rail service, improved transit circulation, better pedestrian and bicycle connections, and housing development close to jobs that will help mitigate the probable adverse environmental impacts on traffic levels and service in and near downtown.

Needs Assessment

During the development of this plan, the City of Kent Transportation Master Plan Task Force, the public, City of Kent staff and various stakeholders identified what they consider unmet needs with respect to public transportation. A number of issues came up repeatedly, represent gaps in the existing transit system and concur agreement with analyses completed for this plan. These common concerns also address services and improvements needed to be in place in order to fulfill the City of Kent land use and transportation goals and policies.

The City of Kent Transportation Master Plan Task Force was asked to assist in finalizing the needs assessment based on the finding to date. The Task Force considered a number of factors when determining unmet needs including: community stakeholder inputs; the household survey of Kent residents; and technical analyses of land use patterns, community demographics, transit service and transit supportive infrastructure.

At the June 2006 task force meeting, the Task Force discussed the gaps in transit and voted on the set of priorities, which are detailed in **Table ES-4**. These needs provide the basis for recommended actions by the City of Kent and regional transit providers.

Table ES-4 Task Force Priority Needs

Identified Need
Provide more local circulation service connecting residential neighborhoods to Kent Transit Center
Add new midday service on Sounder Commuter Rail
Improve pedestrian crossings on 104th/ Benson
Add more peak hour trains on Sounder Commuter Rail (more frequency)
Improve sidewalk connections to transit stops
Provide more local circulation service connecting industrial area to Kent Transit Center
Decrease transit travel time to Seattle
Rapidly developing areas around 108th-274th underserved by transit
Provide direct transit service to SeaTac
Provide better route and schedule information at stops and other locations.

KC Metro and Sound Transit Service Improvements

Recent and pending service changes by King County Metro Transit and Sound Transit address a variety of problems and opportunities in the Puget Sound region. Many of these service changes impact the City of Kent and have the opportunity to address specific needs identified in this plan.

King County Metro Short-Term Service Improvements

In response to service performance and/or changes in population and employment patterns, KC Metro restructures service every few years, under the guidance of King County’s Six-Year Transit Development Plan. In 2006 KC Metro addressed service changes in South County services.

Due to budget constraints, a very limited number of new service hours were available for new service in all of South King County. Kent’s allocation of new service was minimal and left a number of needs and issues raised by the Sounding Board unaddressed. Several of the September 2006 service changes involved the reallocation of service hours from poorly performing services to meet high priority transit needs.

Sound Transit Short-Term Service Improvements

Sound Move, Sound Transit’s master plan, calls for the Sounder Commuter Rail service to provide nine round trips each day, up from the current number of four on the South Line serving the City of Kent. The 2007 Draft Service Improvement Plan details the addition of the fifth and six round trips during September 2007. Preliminary 2008 –2012 planning efforts call for the implementation of the seventh, eighth and ninth round trips on Sounder’s South Line.

Long-Range Transit Improvements

There are a number of long-range transit plans and unfunded initiatives that will impact how public transportation is delivered in South King County and in the City of Kent in the future. Sound Transit Phase II and King County Metro's *Transit Now* initiative could have considerable impacts on the quality of public transportation services available to Kent residents. However, the regional focus of these initiatives may put resources needed for local and South County service improvements in direct competition with expensive high capacity services that meet interregional travel needs and focus investment in a more limited number of corridors.

KING COUNTY METRO *TRANSIT NOW*

Transit Now is a five-point initiative approved by King County voters in November 2006. The initiative is intended to develop transit services that will attract 21 million more annual rides within ten years, helping the region keep pace with employment and population growth and addressing congestion. *Transit Now* funding comes from a one-tenth of one percent sales tax. The initiative's four-point strategy includes:

- Development of a "bus rapid transit" (BRT) system (RapidRide)
- Improvements to current services
- Provision of new service in growing areas
- Development of service partnerships with major employers and cities
- Additional improvements in support of the 2002-2007 six-year transit development plan by improving paratransit, vanpool and ridematch programs

HOW DOES *TRANSIT NOW* SERVE KENT

Transit Now improvements proposed for South King County include

- A new east-west route connecting Kent to Des Moines and Sea-Tac would provide new service that has been identified by Kent stakeholders as a critical service gap.
- Kent would receive span and frequency improvements on key north-south services to Renton, Seattle and Sea-Tac. East-west connections would improve with new frequency improvements to Maple Valley and Covington service and frequency and span improvements on Kent - Kangley/124th.
- Opportunities for partnerships with KC Metro for new or expanded local and/or regional service. The City of Kent is currently exploring

partnership opportunities for new shuttle service (proposed Route 913) to the Lakes and Riverview communities as well as for midday service on Route 153 to Renton.

SOUND TRANSIT 2

Sound Transit has worked extensively with the public and communities throughout the Puget Sound region to set the priorities for Sound Transit 2 (ST2), which is the next set of public transit investments to improve and increase the service that Sound Transit offers today. ST2 outlines priority projects that would increase service levels and expand the coverage of Link Light Rail, Sounder Commuter Rail and ST express bus services.

The proposed light rail extension between Sea-Tac and Tacoma along SR 99 provides benefits to City of Kent residents, especially for high-frequency service to Tacoma. The draft package does not include a number of Sounder and express bus projects that were previously considered. Expanded Sounder service during peak, off-peak and weekend service required extensive track improvements and significant increases in operating costs. Other projects that did not advance to the draft package include Transit Signal Priority (TSP) on SR 161 and HOV access ramps at Smith Street to improve the reliability of express bus service and new express bus service shadowing Sounder service during off-peak times.

Transit Recommendations

This section presents as a set of regional and local service improvements and capital projects to address the identified transit needs. Service recommendations are presented by route type. Bus routes in the City of Kent can be categorized into three route types based on the markets they serve:

Primary Transit Network (PTN) service provides frequent service (typically 15 minute or better) over a long service span, in a market where there is high demand for travel throughout the day. It is narrowly focused on the densest corridors in the region, because that's where potential ridership is highest. More than just bus service, the PTN is a joint commitment, by both the City of Kent and KC Metro Transit to protect the speed and reliability of transit operations in identified corridors. It is also a policy tool to help focus transit-oriented development around corridors where transit can be provided cost-effectively

Local Urban service provides all-day service but at lower frequencies (20 to 60 minute) in lower density areas. These services should provide connections from moderately dense areas to PTN services as well as local destinations.

Specialized Commute service runs at very specific high-demand times and only operate at the times of day when that demand exists.

Recommended Transit Projects

Plan recommendations focus on current and expected gaps in PTN and local urban services. In some cases, recommendations enhance existing commuter service, creating all-day PTN service to address the need for reverse-commute travel and off-peak connections. Service recommendations are presented by route type and by implementation timeframe. Short-term projects are envisioned in the next 5 years, mid-term in a 6 to 15 year timeframe and long-term in the 16 to 25 year period.

Table ES-5 presents a summary of the transit recommendations in response to the needs identified in this Transit Master Plan. Chapter 10 of this Transit Master Plan further details each project. The table includes initial costs estimates. Costs for the Sound Transit 2 projects are from the project estimates used during ST2 evaluation. Other service improvements are estimated at \$80.54 per hour. This represents KC Metro's marginal operating cost for 2007 and is used when KC Metro provides additional service to a local jurisdiction. **Figure ES-4** and **Figure ES-5** highlight potential project corridors for service improvement projects in the mid- and long-term timeframes.

Table ES-5 Transit Recommendations

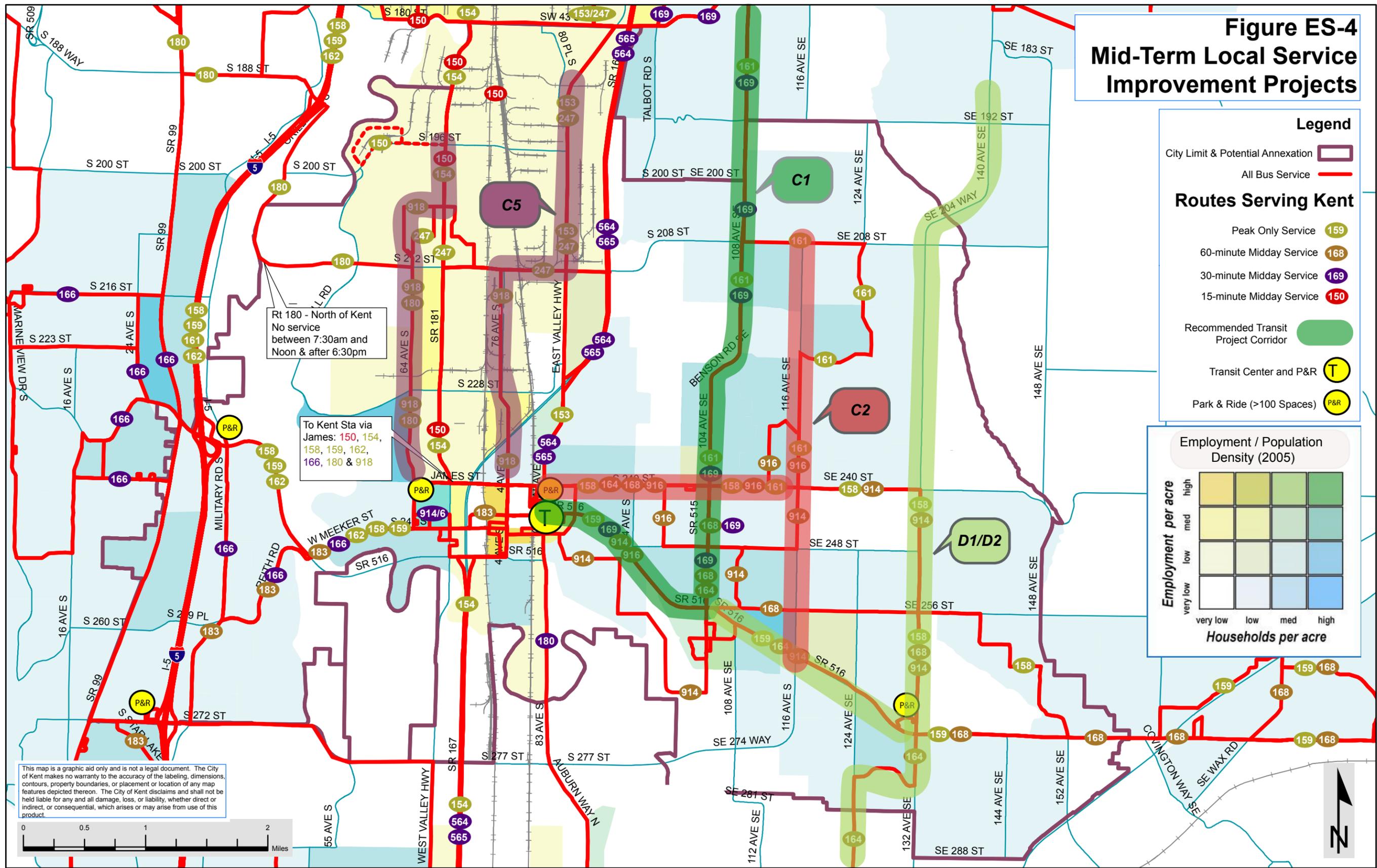
Project Category	Project Details	Time frame (1)	Costs
A) Add midday express service from Kent Transit Center to downtown Seattle	A1a) Midday ST express bus per ST 2 Project S11 ("shadow" bus service between Tacoma and Seattle serving all Sounder rail stations) Not identified in the July 06 set of three investment options	MT	\$1,300,000
	A1b) Metro operated Kent-Seattle Express (4 round trips/weekday)	MT	\$126,000
	A2) Sounder service per ST 2 Project S24 (6 additional round trips on top of 9 peak roundtrips in place by 2008) Not identified in the July 06 set of three investment options	LT	\$11.4 M O/M; \$163.5 to \$188.0 M Capital
B) Regional Primary Transit Network	B1) Renton: Increase frequency of Route 169	LT	\$1,100,000
	B2) Auburn: Increase frequency of Route 180	LT	\$1,100,000
	B3) Bellevue: Add 15-minute frequency for reverse-commute times on 564/565	LT	\$190,000
	B4) SeaTac: Increase frequency of Route 180 to 15-minute	LT	\$750,000
C) Local Primary Transit Network	C1) Canyon/104th/108th: Increase frequency of Route 169 (part of regional PTN project) or create short line with turn around at 208th St. (<i>Transit Now</i> improvement identified for Route 169)	MT	\$750,000
	C2) James/240th St from Kent TC to north and south 116th Ave. Two routes combing on east/west segment for 30-minute frequency of service	MT	\$480,000
	C3) James/240th St from Kent TC to north and south 116th Ave. Two routes combing on east/west segment for 15-minute frequency of service	LT	\$ 390,000 (plus Proj C2)
	C4) Increase frequency of Route 166 to 15-minute M-Sa, 30-minute Sundays	LT	\$840,000
	C5) Replace Route 918 with two weekday all-day services - east and west industrial areas. 30-minutes all-day with limited 60-minute night service	MT	\$1,100,000
D) Local Service Improvements	D1) Add 30-minute all day service on 132nd Ave, connecting with other services at Kent Kangley Road. (<i>Transit Now</i> improvement identified for Route 164)	MT	\$430,000
	D2) Increase frequency of Route 164 to 30 minutes and add Sa service	MT	\$480,000

Transit Master Plan

Project Category	Project Details	Time frame (1)	Costs (2)
E) Bus Shelters	E1) Construct shelters at 15 stops identified for possible stops in 2008 along with 7 not identified, yet exceeding standards.	ST	\$770,000 @ \$35,000 ea (05\$)
F) East Kent Interceptor P&R	F1) Expand capacity in/near Lake Meridian P&R by 200 spaces	LT	\$1 M plus land acquisition for surface lot expansion , \$4 M for structured parking
G) Sidewalk improvements	Identification of potential projects pending review of non-motorized and roadway improvements	ST	

(1) ST refers to Short Term (0-5 year timeframe), MT to Medium Term (6-15 years) and LT to Long Term (16-25 years).

Figure ES-4 Mid-Term Local Service Improvement Projects



Legend

- City Limit & Potential Annexation
- All Bus Service

Routes Serving Kent

- Peak Only Service
- 60-minute Midday Service
- 30-minute Midday Service
- 15-minute Midday Service

Recommended Transit Project Corridor

Transit Center and P&R

Park & Ride (>100 Spaces)

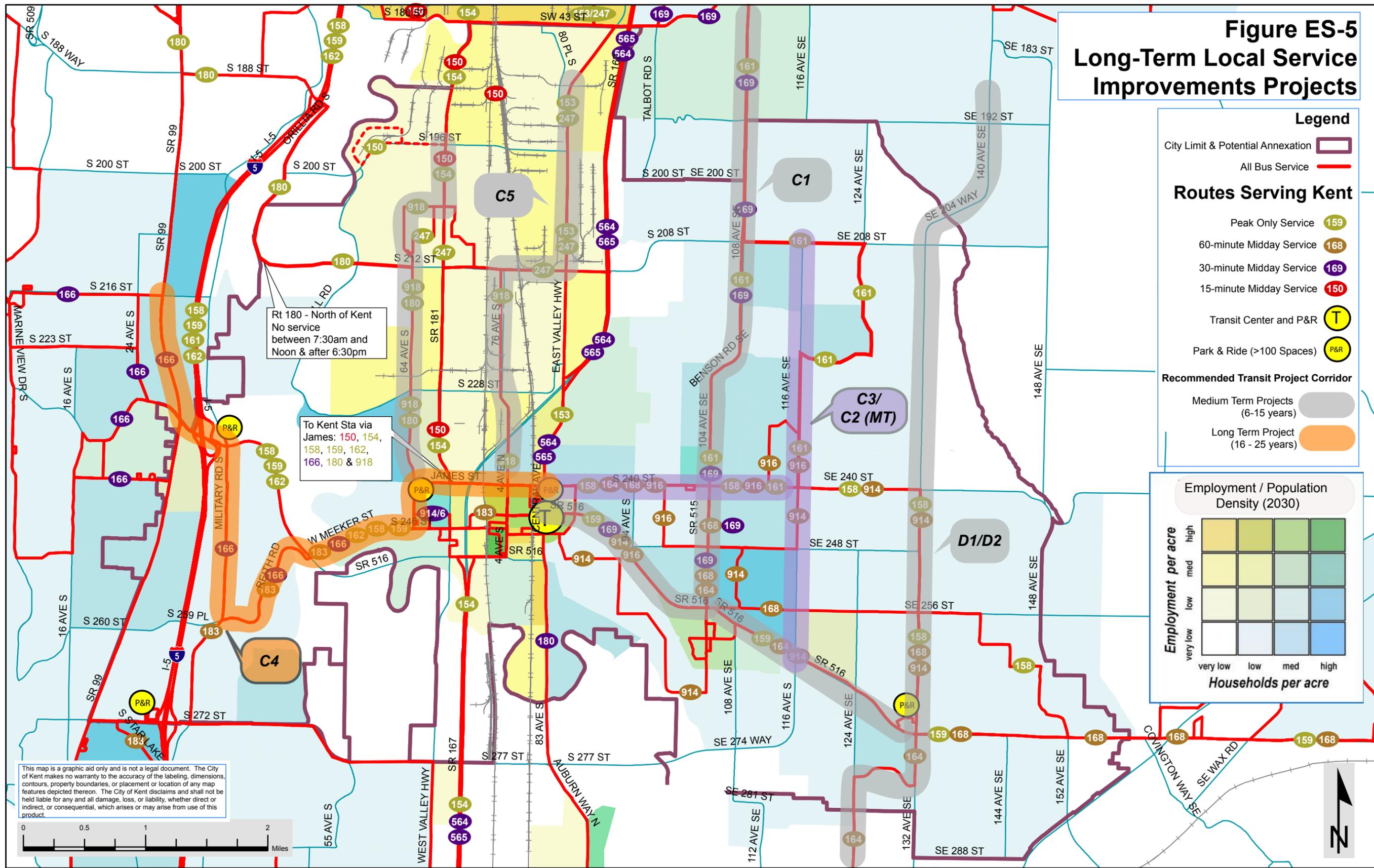
Employment / Population Density (2005)

Employment per acre	high				
	med				
	low				
	very low				
		very low	low	med	high
Households per acre					

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Figure ES-5 Long-Term Local Service Improvements Projects



Legend

- City Limit & Potential Annexation
- All Bus Service

Routes Serving Kent

- Peak Only Service
- 60-minute Midday Service
- 30-minute Midday Service
- 15-minute Midday Service
- Transit Center and P&R
- Park & Ride (>100 Spaces)

Recommended Transit Project Corridor

- Medium Term Projects (6-15 years)
- Long Term Project (16-25 years)

Employment / Population Density (2030)

Employment per acre	high				
	med				
	low				
	very low				
		very low	low	med	high
Households per acre					

Rt 180 - North of Kent
No service
between 7:30am and
Noon & after 6:30pm

To Kent Sta via
James: 150, 154,
158, 159, 162,
166, 180 & 918

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Transit Funding

Operating funding for transit services primarily comes from local (regional) sales tax revenues, farebox revenues and in the case of Sound Transit, a Motor Vehicle Excise Tax. Capital funding primarily comes from federal grants. KC Metro bus service is allocated to three subareas of the County, the East, South, and West (Seattle/north suburban) subareas. The West subarea has 63 percent of the bus service, and the current Six Year Transit Development Plan provides that every 200,000 hours of additional bus service will be allocated among the three subareas on a 40:40:20 basis with the East and South subareas each receiving 40 percent of service hours and the West subarea receiving 20 percent.

Local sources

Local funding for transit in Washington is primarily derived from a share of local sales tax revenues. These are collected by the county, city or Public Transportation Benefit Areas (PTBA) providing transit service. King County Metro Transit currently has a 0.9 percent sales which was increased from 0.6 percent prior to 2000. In November 2000, the rate was increased by 0.2 percent in response to Initiative 695 in 1999 which eliminated Motor Vehicle Excise Tax (MVET) funding as a major revenue source for transit operations. In addition, KC Metro recently obtained an incremental 0.1 percent increase to fund additional services to accommodate growth in demand over the next ten years as part of the *Transit Now* initiative. Sound Transit, operating as a Regional Transit Authority collects an additional 0.4 percent sales tax and a 0.3 percent MVET to provide regional service in Puget Sound communities. Sound Transit is seeking an additional 0.5 percent as part of the ST 2 initiative. Local governments may also fund transit services and capital expenditures, augmenting state and federal funds where appropriate. Local sources may include general fund allocations and/or special fees.

The City of Kent currently contributes \$21,265 annually toward the farebox replacement for the Shopper Shuttles. In 2006 the City paid \$43,174 for 10 months of operation of the Commuter Shuttle. Estimated 2007 expenses are \$70,250 to provide two addition runs, meeting up with the additional sounder trains.

Federal Programs

Federal funding sources are available in/to the Puget Sound to support expanded transit services and help pay for capital improvements. Federal funding for transit systems is distributed primarily through the Federal Transit Administration (FTA). FTA funds are distributed to the county, city or transit district/authority providing transit service in urban areas and to the states for

rural areas. In south King County, King County Metro Transit and Sound Transit are the primary recipients of federal funding. These funds are allocated regionally and are not available for receipt or use directly by cities such as Kent that are served as part of a transit district.

1. INTRODUCTION

Background

The City of Kent has recognized improvements for all transportation systems as a top priority for meeting livability and economic development goals. Recent surges in growth have led to increased congestion on Kent roadways and have increased maintenance and capital budget requirements. The City recognizes that attempting to meet travel demand growth through roadway development and traffic management alone is not economically viable and would have adverse impacts on resident health and livability. Transit solutions are an increasingly important element of the Kent local transportation system and the regional system. Improved transit services and new capital investments are integral in meeting the City's land use goals and reducing the magnitude of capital investment needed to maintain roadway level-of-service.

The Kent Transit Master Plan recommends service improvements that provide local circulation in the City of Kent and that connect Kent residents to other regional communities. Recommendations are based on an extensive needs assessment. Capital improvements and pedestrian projects that support transit service goals are also detailed, as are transit supportive land use policies.

Planning Context

The growth in demand for all types of transportation in Kent are a result of the economic success and residential growth the City has experienced in recent years. This growth, combined with recent annexations, has made Kent one of the most populous cities in the Puget Sound region.

Kent's suburban, industrial history presents challenges for transit service providers. Low-density land use patterns, ample free parking in commercial areas, discontinuous street patterns in residential areas and gaps in the pedestrian system, are among the characteristics that make it difficult to deliver effective transit service outside of primary arterial streets and the downtown.

The largest concentration of jobs in the City is in the manufacturing and industrial area between the Valley Freeway (SR167) to the Green River and James Street and the northern City Limits (S 180th Street). Transit accessibility from these sites varies based on the proximity to major north-south transit carrying streets, such as the West Valley Highway. Business stakeholders would like to see better transit circulation within this district. The City of Kent has several pockets of high-density residential development, including several multi-family developments in the downtown area, the Lakes At Kent, and to the southeast on

Kent-Kangley Road. These areas are served via primary and secondary arterial streets, but in few cases does transit penetrate residential or commercial developments. Heavy traffic volumes and a low level of pedestrian amenities and safety features on major transit carrying arterials is a serious impediment to growth in transit ridership.

The City of Kent has actively pursued policies that encourage mixed-use development, the integration of transit facilities in new development and lowered minimum parking requirements; all critical factors in reducing SOV trips and encouraging transit use.

In light of this background, key goals of the Kent Transit Master Plan are to:

- Identify transit needs to support recent growth and future development
- Strengthen transit service to neighboring South County communities, particularly where there is significant commute travel
- Coordinate with KC Metro in improving local route structure and access to bus and commuter rail service at Kent Transit Center
- Coordinate with KC Metro in improving downtown circulation
- Make transit a viable component of the City's concurrency program
- Coordinate long-range land use planning with future transit investment

Project Oversight

The Kent Transit Master Plan was developed as an integral component of the City of Kent Transportation Master Plan Update. This stand-alone report was developed and summarized for the Final Transportation Master Plan. Direct project oversight was provided by the City of Kent Department of Public Works. Agency staff at King County Metro Transit and Sound Transit were used as resources throughout the project.

Public and Stakeholder Involvement

Public outreach conducted for the Kent Transit Master Plan was done in conjunction with the Kent Transportation Master Plan. Key outreach activities and opportunities for citizen feedback included:

- Presentations and working sessions with the Kent Transportation Master Plan Task Force
- One-on-one interviews with key stakeholders identified by the City of Kent
- Telephone survey of the general public

- Internet surveys and outreach
- Public forums
- Presentations to Kent City Council

Report Organization

Existing Conditions

Chapters 2 through 6 of his report provide a summary of existing public transit services and conditions in the City of Kent.

- **Chapter 2** profiles the City of Kent with respect to transit demand and use.
- **Chapter 3** summarizes fixed-route and demand-responsive services currently deployed in the City of Kent.
- **Chapter 4** details the performance of fixed-route services against regional standards.
- **Chapter 5** highlights the infrastructure in place to support the use of transit in the City of Kent.
- **Chapter 6** summarizes community member opinions on transit service based on stakeholder interviews and a random telephone survey conducted for this study.

Goals and Policies

- **Chapter 7** presents current City of Kent goals in support of transit. It also highlights policies in place to meet these goals. The chapter includes suggested updates to both goals and policies to increase transit use.

Needs Assessment

- **Chapter 8** details operations and capital transit needs in light of the existing conditions findings, City of Kent goals and outreach inputs.

Regional Transit Improvements and Programs

- **Chapter 9** highlights transit improvement potentially available through King County Metro Transit Now and the Sound Transit 2 initiatives.³

³ King County Metro's Transit Now initiative was approved by voters in November 2006. Sound Transit Phase II will require future voter approval.

Recommendations

- **Chapter 10** presents a set of operations and capital improvement to address the identified needs.
- **Chapter 11** discusses operating and capital funding sources available to implement the recommendations set forth in this plan.

2. COMMUNITY PROFILE

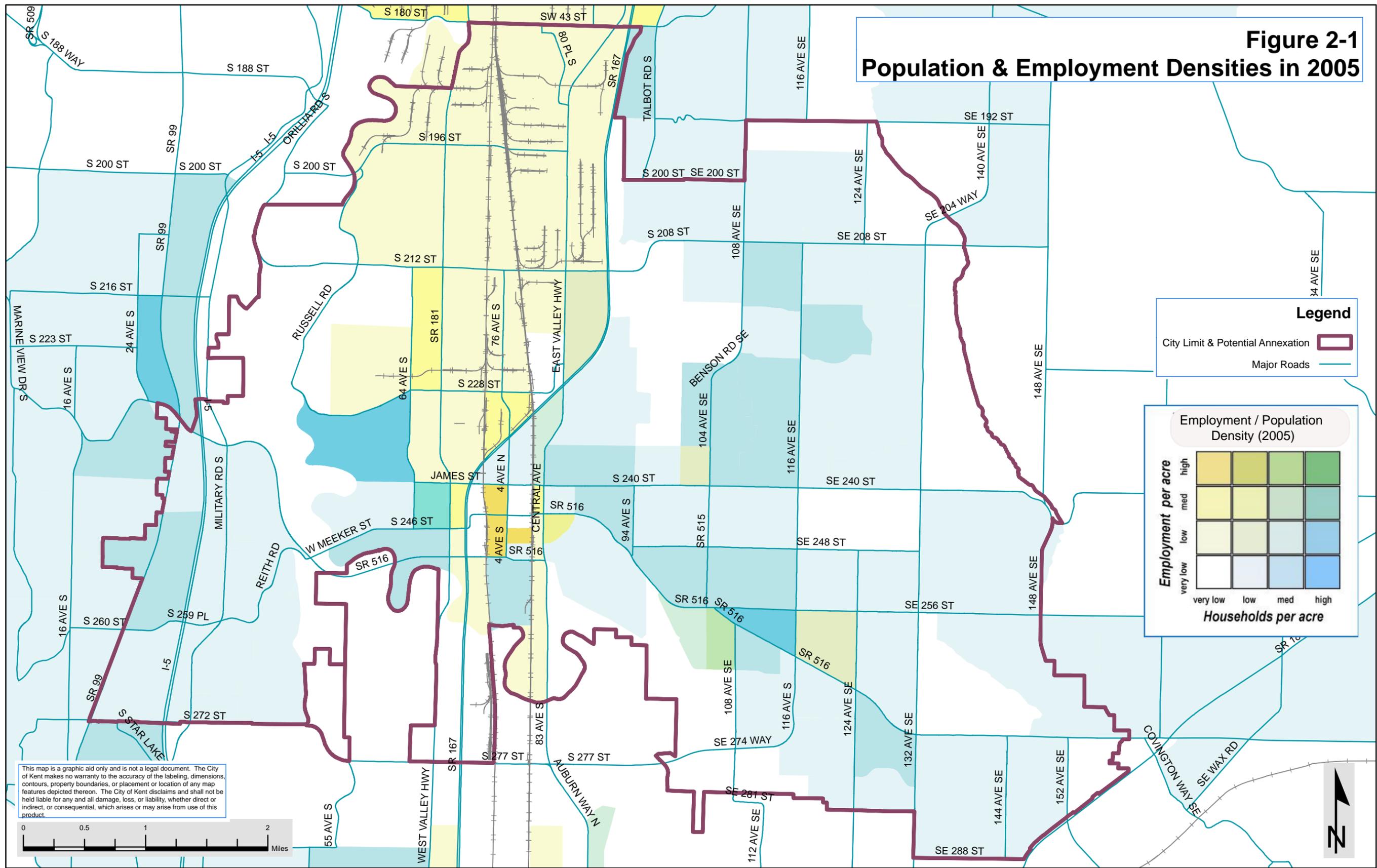
The City of Kent is located between Seattle and Tacoma along the Interstate 5 (I-5) corridor. The City has the sixth largest concentration of jobs and residents in the region, according to the Puget Sound Regional Council (PSRC). Kent is one of the older cities in the Puget Sound region growing from an agricultural community, into a major industrial center for warehouse, customer service and distribution companies. The City of Kent has grown at a rapid pace over the last three decades, providing more balance between residential living and commercial activity.⁴ This trend has also changed local travel patterns, including an increase in auto commuting, which has increased the traffic burden on the local and arterial street network. In particular, significant residential development east of Downtown Kent has put a substantial burden on the arterial roadway system as residents connect to regional highways (SR 167 and I-5).

The largest concentration of jobs in the City is located in the manufacturing and industrial area bounded by Valley Freeway (SR167) to the Green River and James Street and the northern City Limits (S 180th Street). The City of Kent has small pockets of high-density residential development, including several multi-family developments in the downtown area, the Lakes At Kent, and to the southeast on Kent-Kangley Road.

Figure 2-1 shows the current distribution of population and employment in the City of Kent. Research has shown that land use density (population and employment) are by far the two most crucial factors in determining ridership demand in a transit corridor or service area. Here, density information is presented with the use of a bi-chromatic density map that illustrates combined employment and population density by planning zone (K-Zone) to illustrate the relationship between land use and transit demand. Population (or household) densities are displayed using four gradations of blue. Similarly, employment densities are shown via shades of yellow. When combined, gradations of green indicate the intensity of combined population and employment activity.

⁴ <http://www.psrc.org/projects/growth/toolkit/kent.htm>

**Figure 2-1
Population & Employment Densities in 2005**



Legend
 City Limit & Potential Annexation
 Major Roads

Employment / Population Density (2005)

Employment per acre	high				
	med				
	low				
	very low				
		very low	low	med	high
Households per acre					

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Recognizing the potential of Kent's historic downtown, the City participated in a countywide process facilitated by PSRC to designate the downtown as a regional growth center. The City has oriented mixed-use development and high density housing around the downtown core, and surrounding areas. The majority of housing in Kent is single family (between six and eight units per acre) and is located east of downtown.⁵

Downtown Kent has seen major investment in recent years, spurred in part by the introduction of Sounder Commuter Rail service at the Kent Transit Center. Kent Station is now one of the busiest stops on the Sounder line and extensive commercial development around the Kent Transit Center reflects the importance of transit in building a vital downtown. Kent residents surveyed by PSRC and during this process have stressed repeatedly the desire for more frequent service on the Sounder commuter rail line to support their transportation needs and to achieve the vision for the downtown area.⁶

Population Growth

The City of Kent has grown rapidly in the last thirty years, increasing in population by 125 percent between 1970 and 1990, and by another 109 percent between 1990 and 2000. According to the City, much of this growth can be attributed to the annexation of unincorporated areas surrounding Kent. The City population grew by 6 percent between the 2000 US Census and the recent population estimates developed in 2005. The City is projected to grow by a total of 15 percent between 2000 and 2020 from 79,524 to 93,937.⁷ **Table 2-1** shows real and projected population change between 2000 and 2020.

⁵ 2002 Regional Growth Centers Report, Kent Puget Sound Regional Council
<http://www.psrc.org/projects/growth/toolkit/kent.htm>

⁶ <http://www.psrc.org/projects/growth/toolkit/kent.htm>

⁷ City of Kent, Kent Community Profile, Chapter 2, p. 1-2
<http://www.ci.kent.wa.us/planning/longrangesection/compplanupdate/index.asp>

Table 2-1. City of Kent Population Change 2000-2020

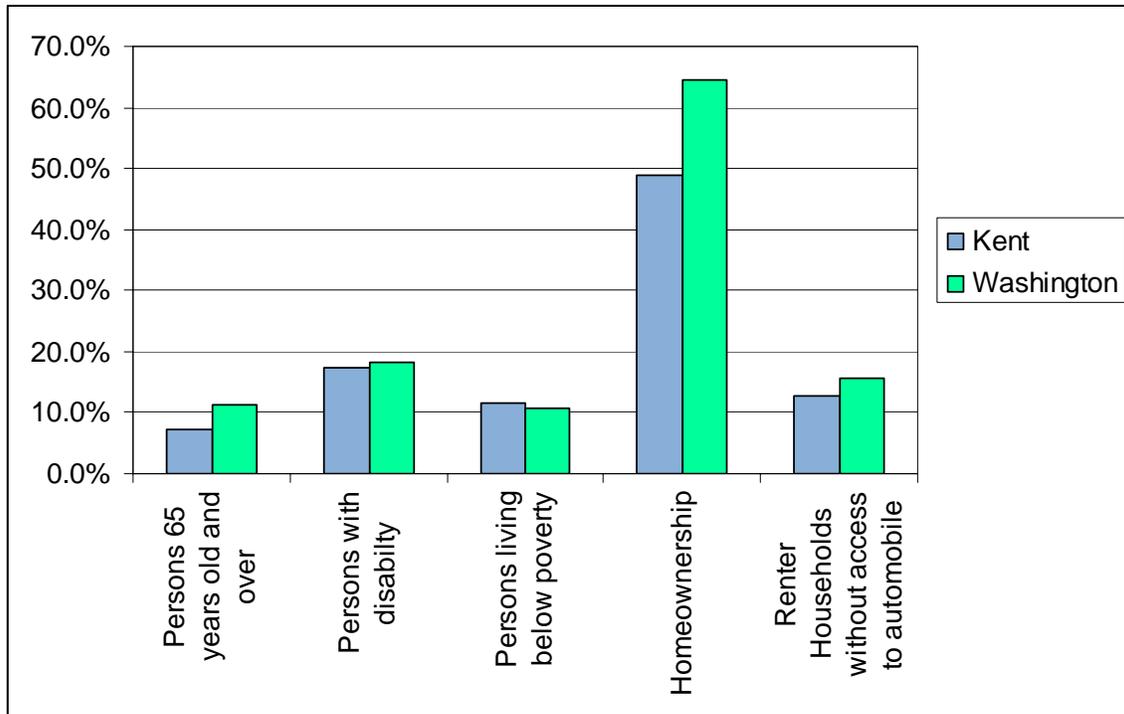
Population 2000	Population 2005	Estimated Population 2020	Percent Change between 2000-2005	Percent Change between 2000-2020
79,524	84,920	93,937	6%	15 %

Source: City of Kent Community Profile, Puget Sound Regional Council, State of Washington Office of Financial Management.

Key Transit Demographics

Public transit performance can be linked to a number of demographics. These include: seniors over 65 years of age; persons with disabilities; residents living below the poverty level; households without access to an automobile (either by choice or due to financial constraints). All these groups tend toward higher than average utilization of transit services. Figure 2-2 shows these populations in the City of Kent in comparison to statewide averages.

Figure 2-2. Key Transit Demographics



Source: 2000 Census

The City of Kent is home to slightly less seniors than the rest of Washington, has roughly the same percentage of residents with a disability and a slightly higher percent earning below the poverty level. As mentioned in the community

profile, much of the senior population in the City is concentrated in the downtown area and overall makes up seven percent of the population. Just over 17 percent of the City of Kent's population is defined as disabled according to the 2000 US Census. The US Census defines disability as "a long-lasting physical, mental, or emotional condition that makes it difficult for a person to do normal activities"⁸ including driving an automobile. Almost twelve percent of the City of Kent population lived below the poverty level in 1999 making it difficult for them to afford to own and operate an automobile. The figure also shows the level of homeownership in the City of Kent. While renting itself is not directly correlated to the use of transit, higher densities of affordable, multi-family housing increase the number of transit dependent residents in a location. The City of Kent is home to a high number of renters with less than half of the households owning their own homes; 13 percent of these households do not have access to an automobile.

Major Employers in Kent

Major employers in the City of Kent include: the Boeing Company, Kent School District, the City of Kent, and REI, as shown in **Table 2-2**. Although the majority of the City of Kent's current employment is in manufacturing, the highest levels of future growth are expected in the service and retail sectors, according to the City's Comprehensive Plan.

Employers in the City of Kent with 100 or more full-time employees are required to participate in the Washington State Commute Trip Reduction (CTR) program. There are currently 35 employers or worksites in the City of Kent participating in the CTR program. These employers or worksites are required to provide the City with annual reports and survey their employees every two years to determine progress towards meeting the CTR goals (see Chapter 7).

⁸ The U.S. Census Definition of a Disability is: A long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.

Table 2-2. Top Employers in Kent

Company	Employees	Type of Business
The Boeing Company	4,540	Space research
City Of Kent	780	City government
King County Regional Justice Center	701	Courthouse-detention facility
R.E.I.	612	Outdoor equipment
Mikron Industries	600	Mfg vinyl extrusions
Sysco Food Services Of Seattle Inc	596	Food service distributor
Oberto Sausage Company	535	Spec meat sales/mfg
Alaska Distributors (Coming in 2006)	500	Beverage distribution
Patient Accounting Service Center Llc	490	Process medical accounts
Kent School District	338	School district Administration

Source: City of Kent Commuter Trip Reduction Program (2007)

Journey to Work

According to the 2000 Census about 73 percent of respondents in the City of Kent drive alone, 15 percent carpool, and 12 percent carpool with more than two people. Kent’s commute trip mode split (percentage of residents who drive alone, take transit, bike, and walk) is comparable to the State of Washington and neighboring cities, like Auburn and Federal Way. The City of Kent had a slightly higher percentage of residents who carpool (15 percent) than the state average (13 percent). In the household survey analysis discussed later in this report there is a more detailed description of commute patterns for Kent residents.

Table 2-3 shows the comparison of mode split between Kent and neighboring cities as well as the state average.

Table 2-3. Comparison of Mode Split

	State of Washington	Washington Percentage	Auburn	Auburn Percentage	Federal Way	Federal Way Percentage	Kent	Kent Percentage
Drove alone	2,040,833	73%	13,800	73%	30,445	74%	29,113	73%
Carpooled	357,742	13%	2,873	15%	6,351	15%	5,883	15%
Public transportation	136,278	5%	938	5%	2,422	6%	2,251	6%
Bicycle	16,205	1%	95	1%	72	0%	92	0%
Walked	89,739	3%	566	3%	524	1%	763	2%
Other means	19,499	1%	101	1%	216	1%	200	1%
Worked at home	120,830	4%	543	3%	1,190	3%	1,286	3%
Total:	2,785,479	100%	18,922	100%	41,259	100%	39,629	100%

Source: 2000 US Census

3. EXISTING TRANSIT SERVICES

King County Metro Transit and Sound Transit serve the City of Kent with fixed route transit and commuter rail service. In addition to regional bus service, KC Metro operates Dial-A-Ride (DART 914/916 and 918) variable routing service in the City of Kent. The 914/916 shopper shuttle is funded through an agreement with the City of Kent, and is operated by the non-profit provider Hopelink. Sound Transit operates both regional bus service and Sounder commuter rail to the Kent Transit Center. KC Metro's Access Transportation Services program offers demand responsive service to those residents that are eligible under the Americans with Disabilities Act (ADA). The following sections describe existing transit service in the City of Kent.

Fixed-Route Service

This section profiles existing fixed route services operating in or through the City of Kent. Route services generally fall into three primary categories:

Regional Routes – These services cross KC Metro subarea (Seattle or East County) and/or King County lines - connecting the City of Kent with other regional destinations within King, Snohomish, and Pierce Counties (routes to Seattle are considered regional routes).

South County Routes – These services provide connectivity between the City of Kent and other South King County communities, such as Renton, Auburn, Tukwila, Des Moines, Covington and Federal Way.

Local Routes – These routes exclusively serve the City of Kent - connecting Kent neighborhoods to each other and with downtown Kent and/or with major employment sites.

Table 3-1 details the KC Metro Transit and Sound Transit routes that operate in the above categories (as of September 2006). A more detailed description of the fall 2005 routes and service levels is presented in Appendix A. Chapter 9 highlights the route restructuring that took place in September 2006.

Table 3-1. Transit Serving the City of Kent

Regional Services	South County Routes	Local Routes
<p>Metro Bus Routes: 150, 154, 158, 159, 161, 162, 173, 174, 175, 190, 191, 192, 194, 197, 941, 952 (Boeing Shuttle-Everett)</p> <p>Sound Transit Express: 564, 565, 574</p> <p>Souder Commuter Rail</p>	<p>Metro Bus Routes: 153, 164, 166, 168, 169, 180, 183, 247</p>	<p>Kent DART Shuttles 914, 916, 918</p>

The following figures highlight the fixed-route bus service in the City of Kent. **Figure 3-1** details the KC Metro routes serving Kent. The following sections provide detailed descriptions of each route. The majority of the routes operating in Kent are peak-only services oriented towards commuters, particularly those bound for Seattle.

Figure 3-2 isolates the services that are only available during these peak commute times. **Figure 3-3** presents those routes that provide midday service and **Figure 3-4** shows the services that operate on evenings and Sundays. These figures illustrate the coverage provided by time of day/day of week. A one-quarter mile buffer is shown for each route operating during the particular time period. Transit service is considered within reasonable walking distance if within one-quarter mile of a trip origin or destination. Total coverage is the greatest during the weekday peak and midday periods. Residential areas northeast of Lake Meridian and north of North Meridian Park, along with the industrial area along 84th Avenue have peak-only service. The Downtown shopper shuttles provide additional midday coverage in downtown and along Meeker Street to the west. Evening and Sunday service is limited to the major corridors with a loss of service in East Hill (east of 104th Street).

Relationship to Land Use

Figures 3-2 through 3-4 show several areas of the City where there are moderate to high population or employment densities. This level of density indicates a strong level of transit demand; however, there is little or no transit service available in these neighborhoods. Areas that fall under this description include:

- The Lakes at Kent development south of Russell Road/228th Street at 54th Avenue is identified as a high population density zone but is not directly served by transit. This area is characterized by a concentration of high-density multi-family units.
- Some moderately dense neighborhoods (East of 104th/108th Avenues, between 208th and 240th Streets) only have peak service with many residents living more than one-quarter mile from any transit route.
- The principal east side routes operate on 240th Street and Kent Kangley Road out to 132nd Avenue. There are pockets of dense residential and commercial development at the center of, and around the perimeter of this triangular route configuration.
- On the Westside, between I-5 and SR 99 and north of 260th Street, an area with moderate residential densities and a several large multifamily units is not served. Route 166 provides service nearby, but runs on the other side of the interstate.

Figure 3-1 Transit Serving Kent

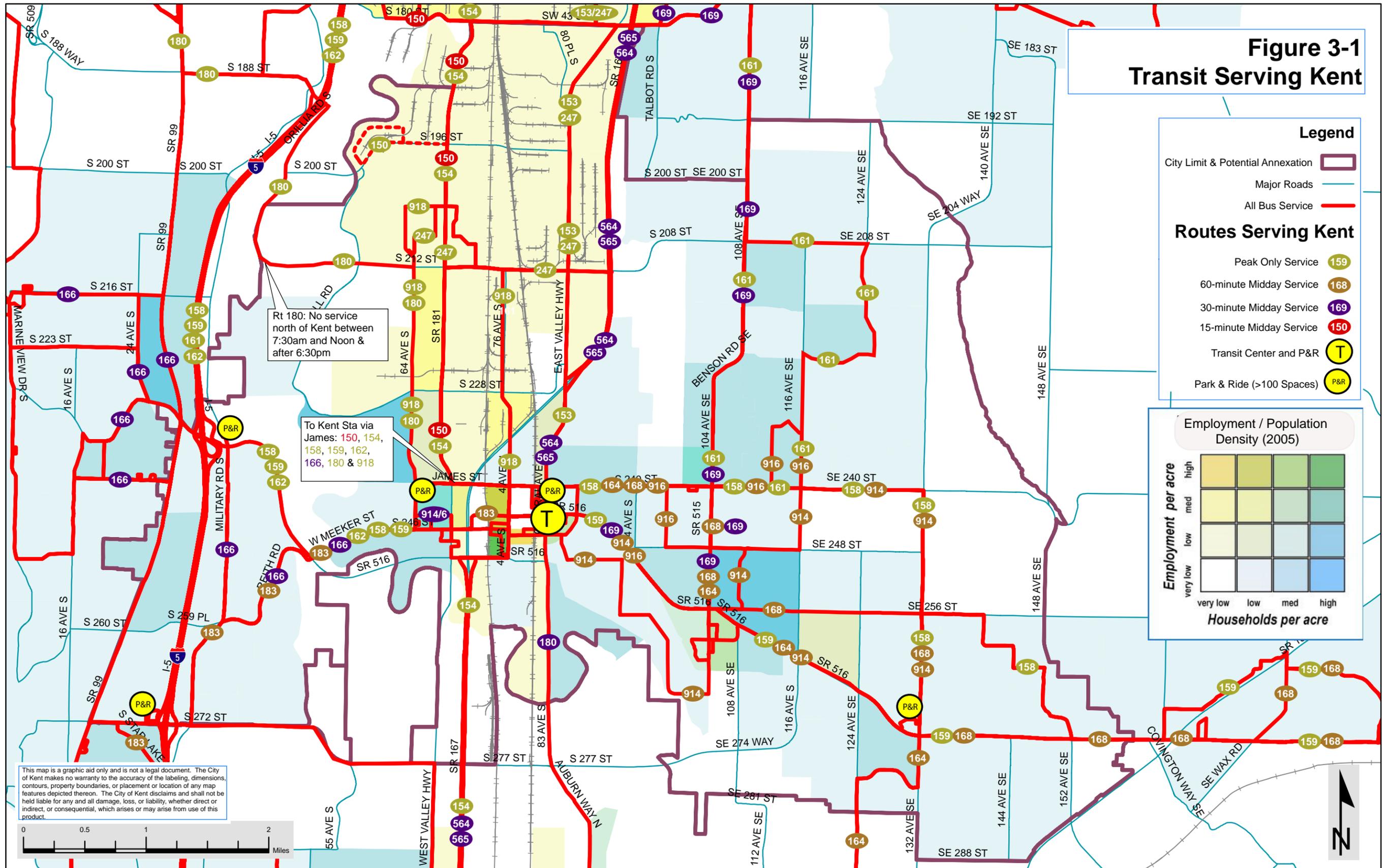
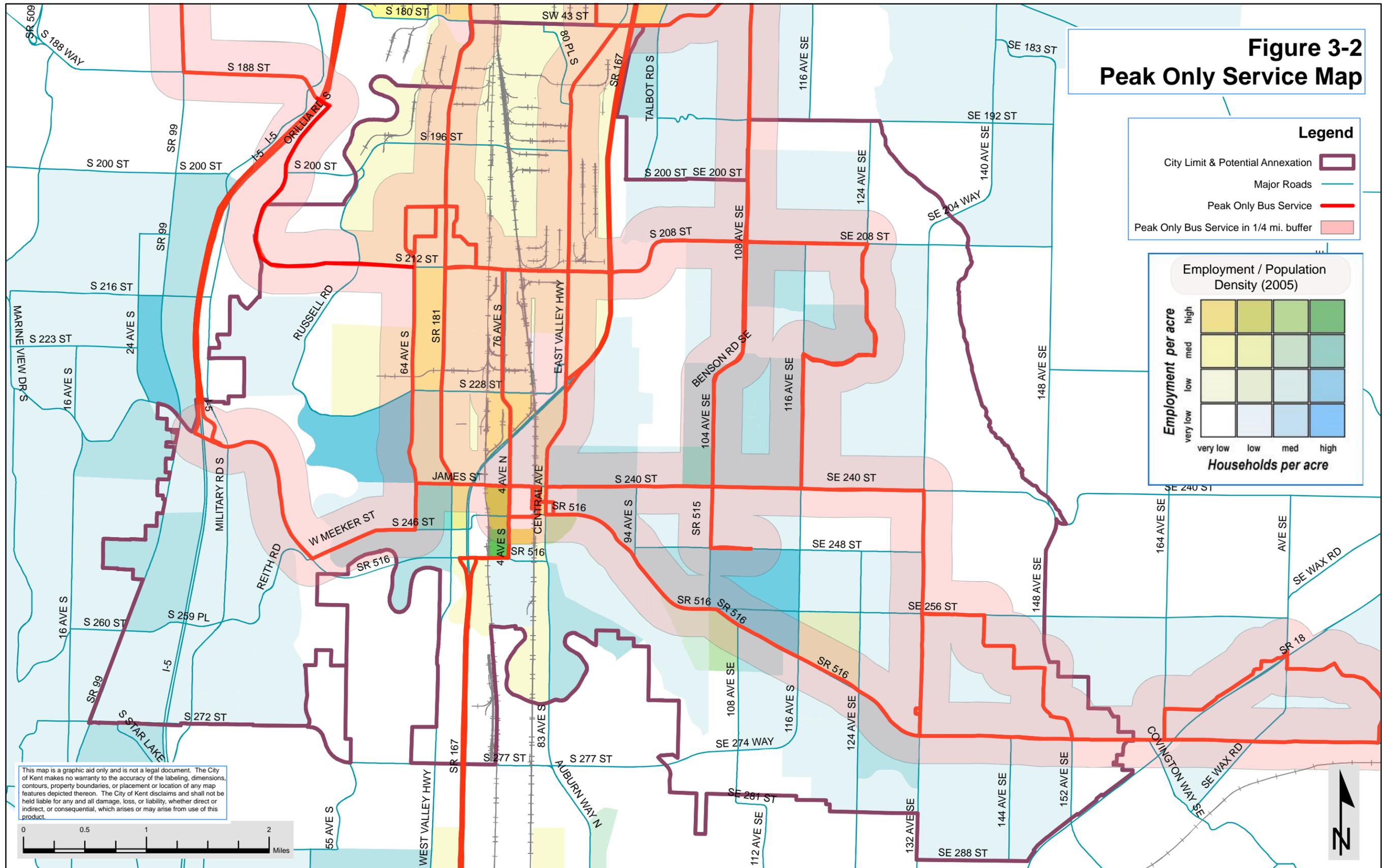


Figure 3-2 Peak Only Service Map



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Figure 3-3 Midday Service Map

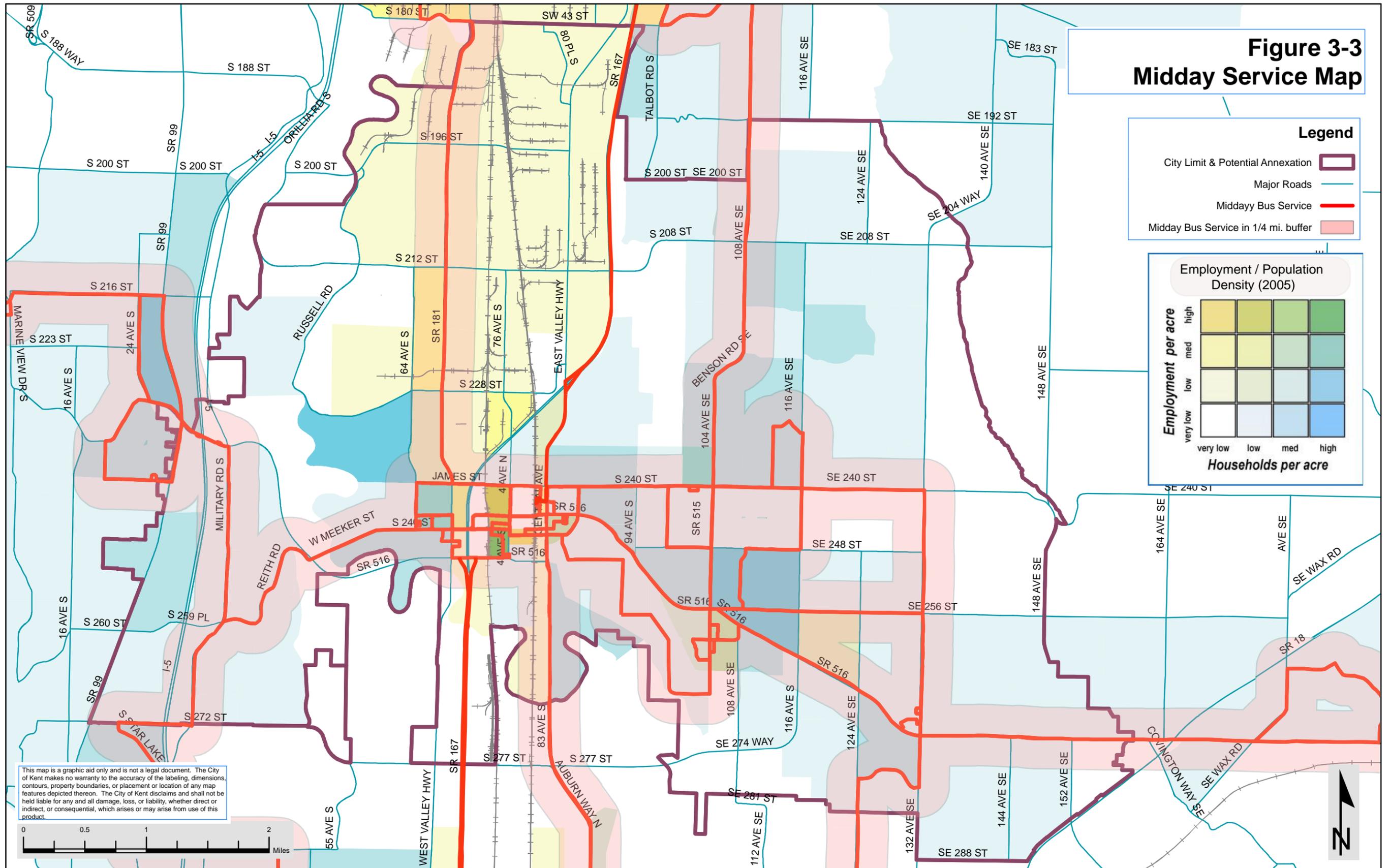
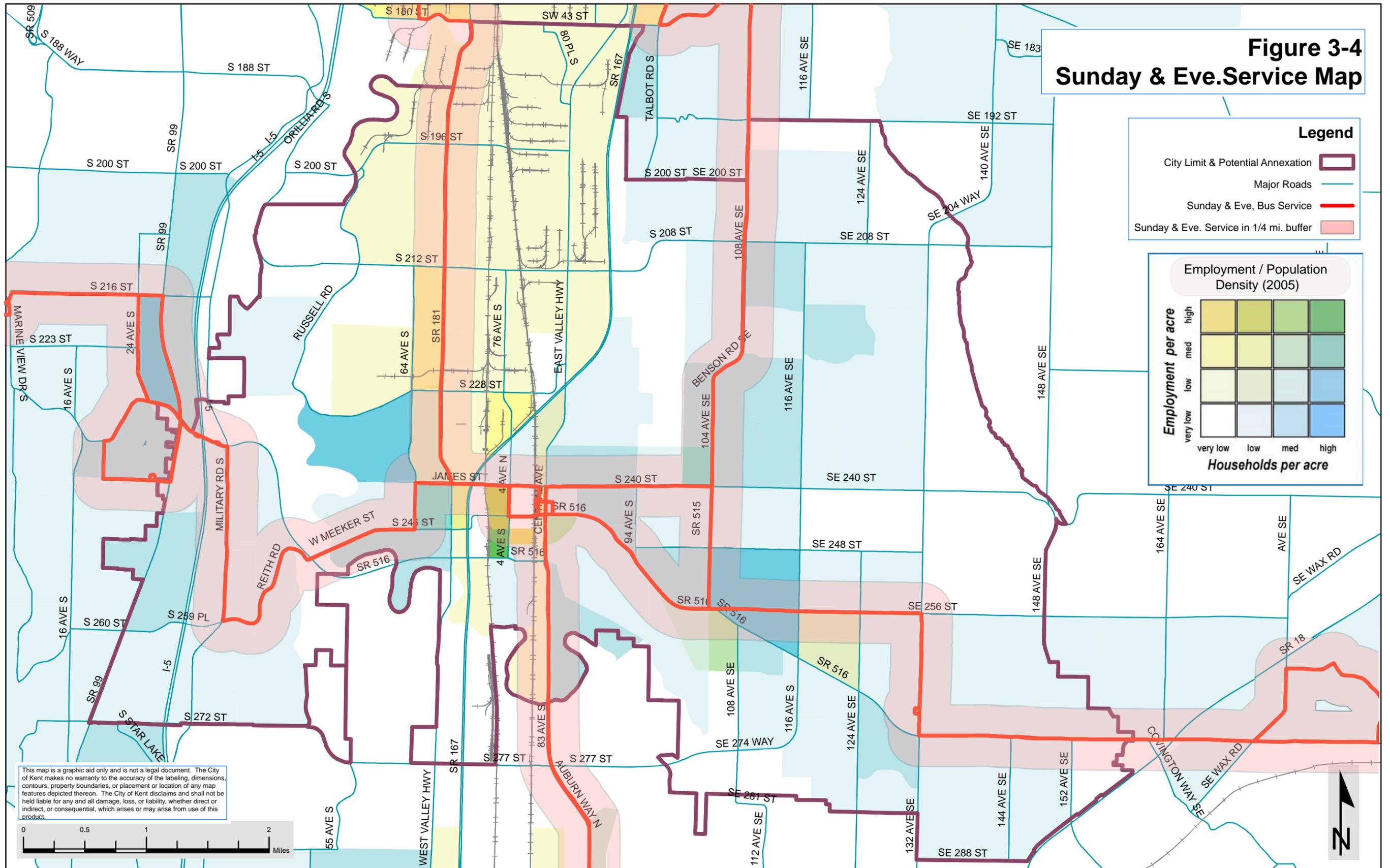


Figure 3-4 Sunday & Eve. Service Map



Level of Service

Table 3-2 shows the routes serving the City of Kent (as of Fall 2006), and the level of service during peak, midday, evening, night, Saturday, and Sunday periods. Frequency of service, or headway between buses, greatly affects the viability of transit service. Low frequency of service often leads to long wait times for bus riders and becomes a deterrent to the use of public transportation, especially for those passengers with other travel options. Reliable bus service allows some passengers to wait at home or work before arriving at their bus stop, but to some degree they will still feel that the bus schedule determines their personal schedule if the headways are large. This is especially a concern for passengers running a short errand or if transfers are required. **Figure 3-5** shows that there is no midday service with 30-minute or better headways east of 108th Avenue. As a result, transit is often not an option for travelers who need to make a trip during the midday, commuters working non-traditional shifts, and peak hour commuters who are concerned that there is no safety net service should they need to travel during the midday.

Table 3-2. Service Levels

Route	Destination	Weekday				Saturday			Sunday		
		Peak	Mid	Eve	Night	Day	Eve	Night	Day	Eve	Night
150	Kent-Seattle	15	15	30	30/60	15	30	30/60	30	30	30/60
153	Kent-Renton	30									
154	Auburn-Kent- Kent Boeing	2 am/ pm runs									
158	Kent-East Hill- Seattle	30									
159	Kent-Timberlane- Seattle	30									
161	Kent-East Hill- Seattle	30									
162	Kent- Seattle (PM Peak)	30									
164	Kent Transit Center- Green River CC	60	60	60	60						
166	Kent-Des-Moines	30	30	60		30	60		60	60	
168	Kent-Timberlane	60	60	60	60	60	60		60	60	
169	Kent-Renton	30	30	30/60	60	30	30/60	60	30	30/60	60
173*	Federal Way-Boeing- Kent Des Moines P&R	2 am/ pm runs									
174*	Federal Way- Kent Des-Moines P&R- Sea-Tac	20	30	30	30	30	30	30	30	30	30
175*	Kent Des-Moines P&R- Downtown Seattle	30									
180	Auburn- Kent- Sea-Tac	30	30 Auburn-Kent Only	30 Auburn-Kent Only	30/60 Auburn-Kent Only	30 Auburn-Kent Only	30 Auburn-Kent Only	30/60 Auburn-Kent Only	30 Auburn-Kent Only	30/60 Auburn-Kent Only	60 Auburn-Kent Only
183	Kent-Federal Way	30	60			60					

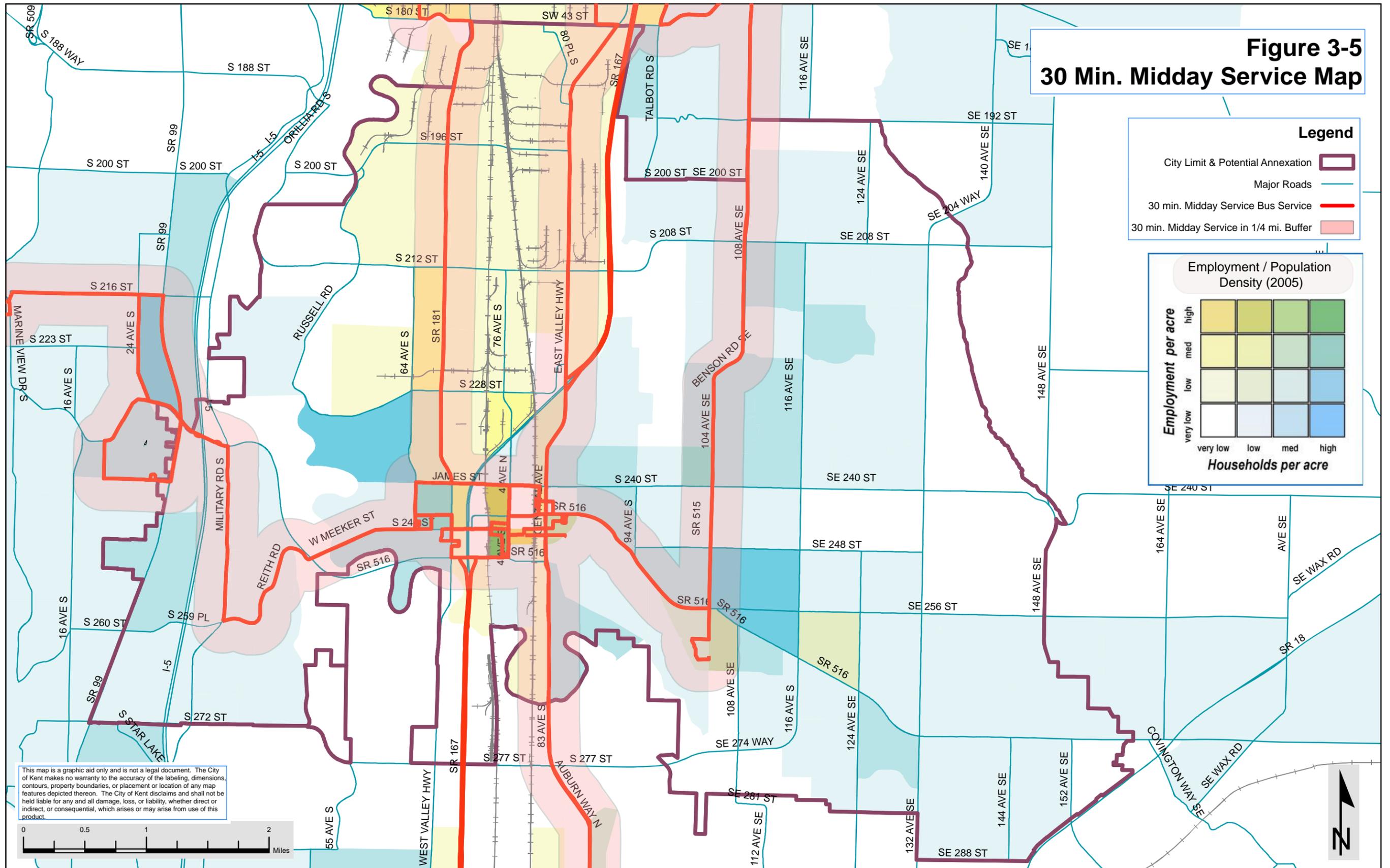
Transit Master Plan

Route	Destination	Weekday				Saturday			Sunday		
		Peak	Mid	Eve	Night	Day	Eve	Night	Day	Eve	Night
190*	Star Lake-Kent Des-Moines P&R-Seattle	20/30									
191*	Redondo Heights P&R-Kent Des-Moines P&R-Seattle	30									
192*	Kent Des-Moines P&R-Seattle	30									
194*	Federal Way-Kent Des Moines P&R-Seattle	15/30	30	30		30	30		30		
197*	Twin Lakes P&R-Kent Des Moines P&R-University District	30									
247	Overlake-Kent	3 am/ pm runs									
564/565ST	Auburn-Kent-Bellevue	15/30	30	30/60							
564/565ST	Federal Way/South Hill-Overlake	30/60	60	30/60							
574*ST	Lakewood-Kent Des-Moines P&R-Sea-Tac Airport	30	30/60	60		30	60		30	60	
914	Kent Shopper Shuttle		60			60					
916	Kent Shopper Shuttle		60			60					
918	Kent Commuter Shuttle	30									
941*	First Hill-Kent Des Moines P&R	30									
952	Metro Boeing Custom Bus (Auburn-Kent-Everett Boeing)	4 am/ pm runs									

*= These routes only serve the Kent Des Moines Park and Ride

Sounder Commuter Rail					
Destination	Peak	Mid	Early Eve	Late Eve	Early Morn
Kent Transit Center-Seattle	4 am runs				
Seattle- Kent Transit Center	4 pm runs				

Figure 3-5
30 Min. Midday Service Map



Ridership

Figure 3-6 shows ridership levels on the King County Metro routes (the downtown and commuter shuttle ridership by stop is not available). The greatest numbers of boardings occur where a high level of service is provided and moderate to high population and/or employment densities exist. High levels of boarding activity also occur at locations where convenient transfers are possible between routes and where automobile drivers can access the transit system via Park and Ride facilities. Not surprisingly, the highest boarding activity is at Kent Transit Center. Other high boarding areas include James Street, 104th/Benson Road (SR 515), 132nd Avenue SE / Kent-Kangley Road and the Kent-Des Moines Park and Ride.

Table 3-3 highlights the average boarding activity by route for the KC Metro and Sound Transit services in Kent. The Table also indicates what portion of each route’s weekday boardings occurs in the Kent area. For most routes, Saturday boarding activity is roughly 60 percent of that on weekdays. Route 183 Saturday ridership is only about one-third of weekday ridership while the Shopper Shuttle Saturday ridership is 90 percent of that on weekdays. Sunday ridership ranges between 33 and 55 percent of weekday ridership.

Table 3-3. Ridership by Route

Route	Annual Boardings			Average Weekday Route-Level Boardings		Average Weekday Kent-Area Boardings	
	Weekdays	Saturdays	Sundays	Inbound	Outbound	Inbound	Outbound
150	1,417,800	167,440	137,460	3,039	3,323	1,014	570
153	102,000			143	188	108	45
154	17,850			28	45	12	2
158	135,150			270	297	256	43
159	114,750			261	227	254	54
160	56,100			144	98	95	6
162	51,000			140	91	127	6
163	71,400			139	125	60	8
164	198,900			353	336	169	173
166	385,050	46,280	29,580	550	701	476	371
167	104,550			228	189	26	2
168	219,300	35,360	28,420	386	353	386	353
169	652,800	93,080	83,520	1,233	1,134	485	898
183	158,100	9,360		307	236	161	153
247	22,950			49	40	1	14
914/916	70,635	12,896		289		289	
918	23,715	-	-	101		101	
564/565				1,952		216	92
574				1,716		39	29
Sounder				3,730		258	94

Note: Inbound refers to northbound travel, except for Routes 164, 168, 169, 183 and 247 where inbound is for travel to Kent or Route 166 where inbound is for travel to Des Moines.

Data Sources: Fall 05 King County Metro Transit APC boarding data (100 and 200 series routes), March 06 boarding data (900 series routes), March 06 Routes 564.565, Spring 05 Route 574 and Summer 05 Sounder (with three train schedule).

Kent Shopper Shuttles (DART 914 and 916)

The Kent Shopper Shuttles, (DART 914/916) are jointly funded by King County Metro and the City of Kent, and operated by the non-profit Hopelink. KC Metro pays the primary operating cost, and the City of Kent reimburses KC Metro for the amount normally expected in farebox revenue, thereby allowing residents to ride for free. Kent's fareless Dial-A-Ride (DART) program is unique from the programs Hopelink operates in Auburn and Federal Way where a KC Metro one-zone fare is charged to riders. The City of Kent was responsible for initiating these services, originally supporting them through grant monies. The DART 914/916 offer two transportation services to Kent riders: fixed and (limited) variable routing outside of downtown. If riders would like a customized trip they are required to give at least two hours advance notice, but can schedule a trip up to 30 days in advance. All of the scheduled DART 914/916 routes pass through the Kent Transit Center, City Hall, the Senior Center and the Regional Justice Center. These routes operate from 9:00 am until 5:00 pm on weekdays and Saturdays.

According to KC Metro and Hopelink staff, wheelchair boardings have increased by more than 300 percent in the last year. This rapid increase in lift ridership has created serious on-time performance issues for the DART 914/916 routes, due to the time involved in raising and securing mobility devices. Hopelink estimates that 60 percent of the DART 914/916 rides start and end within the downtown, and many boarding delays are amplified by the need for drivers to make several stops in close proximity to board and alight lift riders. Drivers have recorded using their lifts as many as 20 times in a single day. Extensive lift deployments have led to serious issues with on-time performance. In response to growing on-time performance problems, Hopelink and KC Metro implemented a third "shadow" vehicle which will remain in the downtown area and help relieve the capacity constraints on the other two vehicles by picking up wheelchair passengers and others using mobility devices.

Although Hopelink does not collect data on ADA eligibility, based on lift demand on the 914/916 it is reasonable to assume that some of the riders may be eligible for ACCESS. Hopelink estimates that about 80 percent of the current Shopper Shuttle (914/916) ridership is comprised of seniors and people with disabilities. Despite being eligible for ACCESS, some passengers prefer the 914/916 Dial-A-Ride service as they do not need a reservation, and there is more flexibility in using the shuttle.

Based on Hopelink's estimate of ADA eligible shuttle riders, an approximate cost savings to ACCESS can be determined. The operating cost per trip for ACCESS is \$25.45⁹, which means ACCESS potentially saves as much as \$35,000 a week based on current shuttle ridership.¹⁰

Beyond adding a third vehicle, the only other proposed change to the DART services is a decision to eliminate the K-Mart stop (68th Avenue / Meeker). Shuttles will still serve K-Mart upon request.

KC Metro is responsible for the implementation and maintenance of bus shelters and amenities at KC Metro facilities, including the 914/916. Hopelink passes on requests from passengers for new shelters or stops to KC Metro, which would be considered and approved based on KC Metro's standards. Later in the report, the specific criteria considered by KC Metro in siting bus shelters are discussed.

Kent Commuter Shuttle (DART 918)

Several years ago, frustrated with the level of investment in local circulation service provided by KC Metro, the City of Kent lobbied the State Legislature to allow it to operate its own internal circulation service. The request was denied, but it generated enough interest to help the City obtain earmarked grant funds to operate a local circulation service that connects the industrial area to downtown and Kent Transit Center. After the City received the grant funds, KC Metro agreed to pay for the first year of operations; subsequent years have been funded in full by the City. This route provides peak-only service on weekdays. Despite limited hours of operation the route has been successful, carrying over 100 passengers each day.

ACCESS Transportation Service

KC Metro provides paratransit service within its service area through its ACCESS Transportation Service. This service is available to individuals who are found eligible through the Americans with Disabilities Act (ADA). The ACCESS program serves persons age six and older who are found to be ADA eligible. King County passed an ordinance a few years ago that mandates additional service beyond the 3/4-mile ADA requirement (from fixed bus routes). ACCESS now serves the entire Urban Growth Boundary between the hours of 6:00 am and 10:00 pm on weekdays, which means all of Kent is served Monday through

⁹ 2004 National Transit Database (NTD), King County Metro Transit, Demand Response data. <http://www.ntdprogram.com/NTD/Profiles.nsf>

¹⁰ Hopelink estimates 80% of 914/916 riders are persons with disabilities, x 289 daily riders, x \$25.45 operating cost per ride, equals \$5,884.04 x 6 days=\$35,304 estimated weekly cost savings to Access.

Friday. On the weekends ACCESS adheres to the ADA minimum requirements, which mandate service ¾-of-a-mile on either side of KC Metro fixed route bus service during the times they operate.

Eligibility for ACCESS is based on whether a disability prevents a person from performing the tasks needed to ride the fixed route bus some or all of the time, and must be determined before an individual can use ACCESS. Potential applicants must complete a pre-application prior to receiving an application; it must be co-signed by a health care professional. For some applications an in-person evaluation at a medical center may be part of the determination process. An eligibility determination can take up to 21 days once a completed application is received by ACCESS. Written notification of the decision is provided to applicants and an appeal process is available if eligibility is denied.

ACCESS riders must provide a minimum of 24-hour advance notice, but can reserve a trip up to three days in advance. Same-day trips are not available on ACCESS. Reservations can be made daily through the ACCESS rideline between 8:00 am to 5:00 pm.

ACCESS Transportation Service provides about 7,350 trips per month in the City of Kent. Just over a third of ACCESS trips within Kent are described as “work trips.” This correlates with the data for the largest ACCESS trip generator in Kent, SKCAC Industries (South King County Activity Center), which provides employment for persons with disabilities. According to ACCESS, hourly demand peaks at 3:00 pm during the weekdays due to South King County Activity Center workers finishing their shifts. Just 17 percent of ACCESS trips are “personal” trips according to data collected by ACCESS Transportation. About 16 percent of ACCESS riders cited “None” as their trip purpose, which again could be various personal trips that riders do not want to specify. Only nine percent of ACCESS riders described “Non-Emergency Medical” as their trip purpose, which correlates with the various medical trips cited in the demand center data. SKCAC Industries averages approximately 2,620 monthly trip destinations. In addition to SKCAC Industries, the major demand centers in Kent are: Davita Kent Dialysis Center (370 trips), Kent Resources Center (367 trips), Kent Senior Center (316 trips), and Northwest Center Industries (205 trips).

Fares

King County Metro Transit

KC Metro has a zone system to capture fares for long distance travel during peak travel times. KC Metro charges a slightly higher fare during peak periods,

(Monday-Friday approximately 6 to 9 am and 3 to 6 pm). KC Metro defines its zones as the City of Seattle being one zone, and all other areas outside the city, but within King County, as a second zone. Travel within Seattle's downtown core is fareless between 6 am and 7 pm daily.

Passengers can buy KC Metro ticket books at face value from \$0.25 to \$2.00, in lieu of the cash fare. For those customers that prefer a pass, KC Metro sells the one, three, or twelve month PugetPass. **Tables 3-4 and 3-5** describe KC Metro's fare structure.

Table 3-4. King County Metro Bus Fares

Metro Fare Type	Cash Fare Per Trip	One-Month PugetPass Price	Three-Month PugetPass Price	Annual (12-month) PugetPass Price
Metro Youth fare (age 6-17)	\$0.50	\$18.00		
Metro One- and Two-zone <u>Off-peak</u>	\$1.25	\$45.00		\$495.00
Metro <u>One-zone Peak</u>	\$1.50	\$54.00	\$162.00	\$594.00
Metro <u>Two-zone Peak</u>	\$2.00	\$72.00	\$216.00	\$792.00

Table 3-5. Reduced Fares for Seniors/ Individuals with Disability

Metro Fare Type	Cash Fare Per Trip	Metro-only Monthly RRF* Sticker	Metro-only Annual RRF* Sticker
Reduced Fare (bus) <u>Off-peak</u>	\$.25	\$5.50	\$66.00
Reduced Fare (bus) <u>Peak</u>	\$.50	\$5.50	\$66.00

* Regional Reduced Fare Permit (King County Metro Only)

REGIONAL DAY PASS (WEEKENDS/HOLIDAYS)

KC Metro sells a regional day pass on weekends and holidays (when a Sunday schedule is operated) for \$2.50. The pass allows unlimited rides on KC Metro and they can apply the pass for \$1.25 toward fare payment on Community Transit, Pierce Transit, Everett Transit, and Sound Transit. The pass is available on all KC Metro buses.

Special or Reduced Fares

REDUCED FARES FOR CHILDREN

KC Metro allows up to four children age five and under to ride for free when accompanied by a paying adult. Additional children must pay the youth fare. Also, on Sundays and holidays when a Sunday schedule is operated, up to four children age 17 and under may ride free when accompanied by any customer paying an adult fare.

ROUTE 952 (BOEING CUSTOM BUS) FARES

KC Metro charges a special fare of \$2.50 or \$3.00 for the Boeing custom bus depending on whether you are traveling northbound or southbound and at which stops you are boarding and alighting. The fare structure by direction and stop is detailed on the website and in the route schedule.

REGIONAL REDUCED FARE PERMIT

There is a multi-agency reduced fare pass available for seniors or persons with disabilities as well as personal care attendants; the cost is \$3.00 per day. The Fare Permit entitles an individual to reduced fares on KC Metro Transit, Washington State Ferries, Community Transit, Everett Transit, Intercity Transit, Jefferson Transit, Kitsap Transit, Mason Transit, Pierce Transit, Skagit Transit and Sound Transit. Each transit agency sets their own reduced fare structure, and a person would have to apply for the permit.

ACCESS Transportation Services

ACCESS Transportation Service, KC Metro's ADA paratransit program, charges eligible riders \$0.75 for a one-way fare. Companions are also charged the \$0.75 fare, but Personal Care Attendants and service animals ride free.

ACCESS Transportation also offers a monthly pass for \$13.50, which is also valid for the peak and off-peak reduced fare on regular KC Metro bus service (when presented with a Regional Reduced Fare Permit).

Sound Transit

Sound Transit (ST) operates a zone fare system for both ST express routes and the Sounder Commuter Rail. Sound Transit's fare levels are based on the number of zones a rider travels through and fare type (adult, youth or senior/disabled). The zone boundaries are: the Pierce/King County boundary, southern Seattle city limits (defining North and South King County) and the Snohomish/King County boundary for Sounder. For express bus service, King County is further divided into east and west zones at Lake Washington. The fare on Sound Transit Express Bus service never exceeds a three zone adult fare.

Sound Transit charges a slightly higher fare for Sounder Commuter Rail. In June 2007, Sound Transit will make two changes to Sounder commuter rail fares. The first is to change the fare structure from a zone-based fare structure to a distance-based fare structure. The second is to increase Sounder fare revenues by 10 percent. Fares will be based on a base fare of \$2.55 plus 5.5 cents per mile traveled. For example, an adult fare between Kent and Seattle will be \$3.50.

ST Express buses honor the PugetPass, however riders must purchase the passes from KC Metro or other partners, as Sound Transit does not sell them directly. Passengers can purchase the Sounder Commuter Rail pass from Sound Transit, and all ST passes are eligible for the Regional Reduced Fare Permit. Sound Transit does offer a slight discount for the Sounder Commuter Rail Pass.

Tables 3-6 through 3-7 detail the fares and pass programs for Sound Transit Express Bus.

Table 3-6. Sound Transit Express Bus Fares

Single Trip	Adult 19 - 64 yr	Youth 6 - 18 yr	Senior Citizen (65+) or Disabled*
One-Zone	\$1.50	\$1.00	\$0.50
Two-Zones	\$2.50	\$1.75	\$1.25
Three-Zones	\$3.00	\$2.50	\$1.50

*Requires Regional Reduced Fare Permit. Medicare cardholders are eligible to receive a permit.

Table 3-7. Sound Transit Express Bus Monthly PugetPass

Monthly Passes	Adult 19 - 64 yr	Youth 6 - 18 yr	Senior Citizen (65+) or Disabled*
One-Zone	\$54.00	\$36.00	\$18.00
Two-Zones	\$90.00	\$63.00	\$45.00
Three-Zones	\$108.00	\$90.00	\$54.00

* Requires Regional Reduced Fare Permit. Medicare cardholders are eligible to receive a permit

Multi Agency Pass Programs

PUGETPASS

The PugetPass is a regional transit pass, which both KC Metro Transit and Sound Transit use for their pass programs. The PugetPass is available in various pass types, and is accepted as valid fare payment on KC Metro, Community Transit of Snohomish County, Pierce Transit, Everett Transit and Sound Transit service.

All three agencies sell the passes to riders, except for Sound Transit. Riders who purchase a twelve month pass are offered a month for free, but the per trip, one month, and three month passes are offered at face value. **Table 3-8** describes the fare values for the PugetPass.

Table 3-8. PugetPass Fare Types

Per Trip Value	One-Month PugetPass	Three-Month Puget Pass	Twelve-month PugetPass
50¢	\$18.00		
75¢	\$27.00		
\$1.00	\$36.00		\$396.00
\$1.25	\$45.00		\$495.00
\$1.50	\$54.00	\$162.00	\$594.00
\$1.75	\$63.00		
\$2.00	\$72.00	\$216.00	\$792.00
\$2.25	\$81.00		
\$2.50	\$90.00		\$990.00
\$2.75	\$99.00		
\$3.00	\$108.00		\$1188.00
\$3.75	\$135.00		\$1485.00
\$4.00	\$144.00		\$1584.00

SMART CARD

KC Metro Transit, Community Transit, Kitsap Transit, Pierce Transit, Everett Transit, Washington State Ferries, and Sound Transit have worked together to plan and implement a regional fare collection program. The “Smart Card” will enable customers to use one fare card on multiple systems throughout the four county Central Puget Sound area. Smart Card fare collection technology will be used to allow linked trips between transit, ferries and rail and to greatly expand each agency’s strategic fare policy capabilities. The Central Puget Sound Regional Fare Coordination Project began in 2003, and the Smart Card is currently being tested (Revenue Service Beta Test).

4. TRANSIT PERFORMANCE

This section reviews performance measurement systems used by KC Metro Transit and Sound Transit to monitor bus and shuttle services. Following a summary of these guidelines is a review of performance data for routes operating in the City of Kent.

King County Metro Performance Measures

Performance measures, along with guidelines or standards, are often used to monitor the operation of individual bus routes and to identify services requiring special attention. Routes may be looked at for possible expansion, modification or termination based on how they perform to specified guidelines. KC Metro uses two performance categories when reviewing results against defined measures – “below minimum” and “strong.” Those “below minimum” should be evaluated for modification, or termination if changes cannot improve performance. Services rated as “strong” may be considered for expansion. Thresholds for determining these two categories result in most KC Metro routes exhibiting moderate performance, neither “below minimum” or “strong.” The thresholds are kept constant over several years and allow for tracking changes in individual route operation.

As part of KC Metro’s long range planning process, routes are analyzed by subarea and time of day. Routes serving Kent are compared to all routes allocated to the south planning subarea and for peak, off-peak (midday) and night operation. Special routes, such as the DART services, are measured, but excluded from the formal evaluation. KC Metro has adopted the following measures on which to base service reviews.

Riders per Revenue Hour

Riders per revenue hour is the traditional measure of productivity. This measure addresses both ridership and speed when gauging a service’s return for a unit of investment. Routes with many boardings and alightings at many stops tend to perform well against this measurement. Services along high-density corridors and/or with strong anchors at route terminations do the best against this measure. Express or limited-stop routes tend to carry fewer passengers over longer distances. Unless they run at capacity, travel short distances and/or travel at high rates of speed, they may appear to under perform against this ratio. In 2005, KC Metro routes ranged between 7 and 96 riders per revenue hour.

Fare Revenue to Operating Expense Ratio

The percent of operating costs funded by fares, or farebox recovery, measures a service's need for subsidy. Fare policy, including level of fares, transfer procedures and multi-use pass discounts, determine an average fare per boarding and the level to which fares cover costs. Systems with the same fares for local and express routes will tend to see a high correlation between productivity and farebox recovery measures as there are fewer opportunities for passenger turnover and fare generation. Fares based on zones, or length of trip, will help recover a little more of the costs for long-distance travel. In 2005, KC Metro route recovery ratios ranged widely between 1 percent and 56 percent.

Passenger Miles per Revenue Hour

The passenger miles per revenue hour measure captures the level to which buses carry large numbers of passengers over long distances. This measure values those express routes with limited number of boarding locations but carry large numbers of passengers for great distances. The measure also values speed as the number of revenue hours is reduced to carry these passengers over a given distance. In 2005, KC Metro routes ranged between 24 and 750 passenger miles per revenue hour.

Passenger Miles per Platform Mile

Passenger miles per platform mile is the ratio KC Metro currently uses to assess the degree to which transit service contributes to the reduction of total vehicle miles traveled. This is a system usage measure and an indication of the number of (non-transit) vehicle miles removed from the roadways.

Route Effectiveness Rating

The route effectiveness rating provides an overall look by summarizing route performance against the other four measures. It is defined as the sum of the standard deviation for each of the four performance measures within a route grouping. The effectiveness measure only indicates relative performance within one grouping and is useful when comparing services within a given geographic subarea and over given time of operation. For instance, a score of 3.1 in the midday grouping for the East subarea is not the same as a score of 3.1 in the East peak or South midday groupings.

Sound Transit Express Bus Performance Measures

Sound Transit employs *ST Express Service Standards and Performance Measures* to rate the performance of individual ST Express routes and to help determine when remedial actions may be needed. The Sound Transit Board approved these guidelines in 1999 and Sound Transit is currently reviewing them for a possible update.

The performance rating process follows two key steps: the first step is to identify how each route performs in terms of ridership and cost effectiveness compared with the performance standards; the second step is a detailed evaluation of each route that is either not performing up to standard or is performing well above average. Continuous substandard performance for more than two years could result in a number of potential actions including frequency reduction, service span revision, rescheduling, route restructuring, extensive marketing efforts, or elimination. Conversely, above-average performance could result in increased service levels or a route restructuring to provide more capacity, particularly if ridership shows a continuing upward trend and the improvements are affordable.

Passengers per revenue hour and passengers per one-way trip are the key productivity measures used in the Service Standards. Farebox recovery is used to gauge the subsidy required for each route. Performance measures are calculated over varying time periods to satisfy internal and external reporting requirements. Therefore, the measures are compiled on a monthly and quarterly basis, except for the fare revenue/cost ratio, which is calculated annually. Comparisons with the previous month, the same month for the previous year, and with a two or three year running average are tallied to identify trends.

Sound Transit uses the average system wide performance as a comparison point to rate individual routes. Routes categorized as "Good" exceed 125 percent of the system average for the particular measure. "Acceptable" routes are those falling between the system average and 125 percent of the system average. "Marginal" routes are between 75 percent of the system average and the system average, while "Unacceptable" routes are below 75 percent of the system average. Routes that fall in the unacceptable category in two of the three principle measures will be subject to a detailed analysis after two years of operation. The overall route performance rating reflects service provided at all times including night, Saturday and Sunday time periods. Some routes may have acceptable performance during weekday daytime periods but their overall rating may be reduced by low ridership and productivity at other times. **Table 4-1** indicates the level of performance for each ST Express performance measure:

Table 4-1. ST Productivity Performance Standards

Standard	Productivity Performance Measure	
	Passengers per Trip	Passengers per Revenue Hour
Good	> 30.18	> 26.34
Satisfactory	24.14 – 30.18	21.07 – 26.34
Marginal	18.11 – 24.14	15.80 – 21.07
Unsatisfactory	< 18.11	<15.80

In addition to the Service Standards, Sound Transit evaluates each route using the following criteria:

- Consistency with Sound Move, Sound Transit’s master plan;
- Impacts on existing and future riders with each alternative;
- Likelihood of ridership growth and improved system productivity; and
- Affordability.

Kent Route Performance

Table 4-2 presents the KC Metro routes serving the City of Kent prior to the September 2006 changes. Recent annual revenue hours and average daily boardings are included to show the relative intensity of service provided and patronage by riders. Of the regular routes operating with midday service, routes 150, 164 and 169 have the best productivities and carry the most passengers for a given hour of service. Route 183 provides the least number of rides per hour of service. Of the peak-only services, routes 158, 159 and 162 have the best productivities while routes 154 and 247 have the lowest. Saturday and Sunday productivities are lower for the routes with weekend service indicating that ridership decreases are greater than the reduction in service hours. Only Route 183 shows a sharp decrease in weekend performance relative to that on weekdays.

Table 4-2. King County Metro Kent Service Ridership

Route	Span Of Service	Annual Hours			Avg. Daily Ridership			Est. Riders/Hour		
		Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
150	Daily 5AM - 2AM	53,775	7,300	6,800	5,560	3,220	2,370	26.9	22.9	20.2
153	Weekday - Peak	4,665			400			22.3		
154	Weekday - Peak	1,998			70			9.1		
158	Weekday - Peak	6,913			530			19.9		
159	Weekday - Peak	6,485			450			18.0		
160	Weekday - Peak	3,323			220			17.2		
162	Weekday - Peak	2,557			200			20.3		
163	Weekday - Peak	4,225			280			17.2		
164	Weekday 5:30AM - 10:30PM	6,426			780			31.6		
166	Daily 5:30AM - 11PM	14,217	2,500	1,600	1,510	890	510	27.6	18.5	18.5
167	Peak	6,193			410			17.2		
168	Daily 5AM - 11:30PM	8,029	1,900	1,700	860	680	490	27.8	18.6	16.7
169	Daily 5AM - 11:30PM	19,705	3,300	3,600	2,560	1,790	1,440	33.8	28.2	23.2
183	Weekday/Saturday 6AM-7PM	8,486	1,100		620	180		19.0	8.5	
247	Weekday - Peak	3,171			90			7.4		
914/916	Weekday/Saturday 9AM-5PM	5,500	1,100		277	248		13.1	11.7	
918	Weekday Peak	1,126			93			21.5		

Source: Metro Productivity estimates based on a 255 weekday, 52 Saturday and 58 Sunday/Holiday year.

The KC Metro route performance evaluation for routes serving Kent and the Kent-Des Moines Park and Ride are presented in **Table 4-3**. Performance data above the “strong” threshold for each time period are lightly shaded and those categorized as “below minimum” are shaded dark. These data are from the *2005 Annual Route Performance Report – South Planning Subarea* (October 2006). The results show a similar trend with: Routes 153, 154 and 167 under performing relative to other peak services; Routes 150 and 169 performing well during peak, midday and at nighttime periods. Route 162 only operates during peak periods and is the best performing service during commute times.

Table 4-3. King County Metro Route Performance Analysis

	Route	Rides per Revenue Hour	Fare Revenue per Operating Expense	Passenger Miles per Revenue Hour	Passenger Miles per Platform Mile	Route Effectiveness	
						2006	2005
Peak Service							
"Strong" Threshold		44.3	25%	503	14.5	3.1	3.3
"Below Minimum" Threshold		24.7	12%	113	5.3	-3.1	-3.3
	168	52.5	25%	206	7.78	1.9	-0.3
	164	47.5	29%	210	9.67	2.4	0.8
	169	46.6	25%	177	9.38	1.4	1.9
	166	41.6	26%	145	7.50	0.4	-1.6
	150	38.4	25%	420	19.62	4.1	4.5
	162	37.0	19%	690	14.93	3.4	4.7
	160	32.7	16%	466	10.47	0.4	-1.1
	158	32.7	18%	597	15.03	2.3	4.4
	163	31.5	17%	409	10.04	0.0	-0.9
	159	30.5	15%	502	12.21	0.5	2.7
	183	29.5	18%	131	5.08	-2.6	-2.3
	153	28.7	20%	101	5.25	-2.4	-3.8
	167	26.2	7%	413	9.61	-2.2	-2.8
	154	16.6	6%	174	3.92	-5.7	-4.5
Off-peak Service							
"Strong" Threshold		49.2	24%	358	17.6	3.5	3.5
"Below Minimum" Threshold		22.1	9%	61	3.4	-3.5	-3.5
	164	56.8	26%	261	13.96	3.7	2.4
	169	48.5	22%	209	11.93	1.9	1.9
	168	45.2	17%	208	9.36	0.7	0.6
	150	40.3	18%	505	26.00	4.7	5.6
	166	39.3	19%	152	8.68	0.0	-1.2
	183	23.4	11%	131	6.82	-2.8	-2.7
Night Service							
"Strong" Threshold		35.0	14%	287	11.2	3.4	3.4
"Below Minimum" Threshold		19.8	7%	63	3.0	-3.4	-3.4
	169	42.4	15%	177	7.65	3.4	3.0
	168	30.0	10%	123	4.47	-1.0	-0.8
	164	29.3	13%	228	12.30	3.0	-0.7
	166	25.5	10%	106	4.30	-1.7	-1.4
	150	24.0	10%	336	13.29	2.1	3.7
Exception Routes - Peak							
	918	26.0		41	2.75		
Exception Routes – Off-peak							
	914	16.0		66	4.87		
	916	14.7		70	5.39		

Source: Metro 2004 and 2005 Annual Route Performance Reports

The Sound Transit 2006 *Service Improvement Plan* (SIP) reviews route-level performance using the previously defined standards along with other assessments. **Table 4-4** highlights the performance of the three express routes serving Kent. The Performance Rank is the relative ranking between the 18 weekday and 12 weekend ranked routes. The SIP acknowledges the unsatisfactory performance of Route 564 on an overall basis. It highlights the role of Route 564 in providing additional peak service and capacity when combined with Route 565 and that ridership has been steadily growing. The Sound Transit 2006 service changes include the extension of Route 564 south of Auburn to South Hill Mall (replacing service currently provided by Route 585) and the SIP suggests these changes should raise the unsatisfactory performance to the marginal level. In response to Route 574's low productivity, late morning service was reduced from every 30 minutes to every 60 minutes in June 2005.

Table 4-4. Sound Transit Kent Route Performance Analysis

Performance Measure	Overall	Weekday	Saturday	Sunday
Route 564				
Passengers/Day		236		
Passengers/Trip	23.18	Marginal	23.18	
Passengers/Rev Hr	10.53	Unsatisfactory	10.53	
Performance Rank	13	14		
Route 565				
Passengers/Day		1,716		
Passengers/Trip	26.81	Satisfactory	26.81	
Passengers/Rev	21.83	Satisfactory	21.83	
Performance	7	8		
Route 574				
Passengers/Day		1,327	1,165	999
Passengers/Trip	19.3	Marginal	19.73	19.55
Passengers/Rev	14.04	Unsatisfactory	14.49	13.91
Performance	15	14	8	8

Source: Sound Transit 2006 *Service Implementation Plan*, April 5, 2006
 Performance measures based on 2nd quarter 2005 Data

5. TRANSIT-RELATED INFRASTRUCTURE

Capital projects ranging from bus stop improvements to High Occupancy Vehicle (HOV) lanes improve quality of transit service and promote the use of public transportation. The City of Kent, State of Washington and the regional transit agencies have invested in transit-related infrastructure in and around the City of Kent. This chapter summarizes some of these projects and needs associated with them.

Kent Transit Center

In June 2005 King County Metro moved the Kent Transit Center at West James Street, to Sound Transit's Kent Station at 301 Railroad Avenue North (between West James Street and West Smith Street). The Kent Transit Center was designed to be a multi-modal transfer station for Sound Transit's express routes in Kent as well as the Sounder Commuter Rail and KC Metro routes serving the City of Kent. The Kent Transit Center increased parking capacity at the park and ride to 994 spaces (surface and garage), as well as improving passenger amenities at the station such as bus shelters, lighting, sidewalks, bicycle racks and lockers, as well as rider information. The new Kent Transit Center is also more centrally located for riders to access key destinations such as: the Regional Justice Center, the Kent Library, and downtown businesses. Significant retail development is already open immediately west of the tracks and adjacent to the new commuter rail station. Additional retail development is under construction and residential units are also planned to complete what is expected to be a vital mixed-use downtown district.

Stop Amenities

King County Metro is responsible for bus shelters and has specific criteria for which KC Metro routes merit a shelter. The minimum number of daily passenger boardings to qualify for shelter placement in a zone is 25. Stops meeting this first cut are further prioritized based on ridership (highest ridership zones) and ease of construction or right-of-way (ROW) availability. Additional shelters may be sited at stops with special needs such as large concentration of elderly, proximity to health facilities, etc. All approved and built shelters include benches and litter receptacles, which are attached to the adjacent concrete pad or sidewalk.

KC Metro has worked with property owners to install building canopies, awnings, leaning rails, benches and/or pedestrian scaled lighting to provide a pleasant waiting environment and weather protection in lieu of the mounted standard shelter units. These agreements are usually in areas where population

density is high, and the standard KC Metro bus shelter may not be the best means of providing a waiting environment acceptable to both passengers and adjacent properties.

KC Metro notes in its standards that lighting for bus shelters is increasing in importance, not only for customer comfort but also as a security issue, particularly at night. KC Metro has used several methods to improve lighting at bus shelters including: increasing the wattage of adjacent street lights, installing a directed flood light to an existing utility pole, installing pedestrian level light poles, and providing interior shelter illumination by hard wired or solar powered lighting.

KC Metro maintains a list of requests for shelters, which are received from riders, operators, businesses, other transit agencies or jurisdictions. According to a May 2006 KC Metro analysis, approximately 481 bus stops currently meet ridership criteria to site a shelter. **Figure 5-1** highlights the roughly 20 stops in Kent that have in excess of 25 daily boards but do not have a shelter based on November 2005 boarding data. Based on the Ridership Criteria and/or the Six Year Plan or Partnerships program, KC Metro has seven shelter projects planned for Kent stops during 2006 and 2007. Another 19 stops will be scoped out for potential 2008 projects. The 2006/2007 planned projects are at:

- E James Street/ Central Avenue North;
- SE Kent-Kangley Rd/ 111 Av Southeast;
- Central Avenue South/ E Meeker Street;
- W James Street/ Washington Avenue North;
- 4th Avenue North/ W Smith Street;
- W James Street/ 4th Avenue North; and
- Kent Kangley Rd/ 111th Avenue Southeast

The minimum number of daily passenger boardings to qualify for a standalone bench placement at a stop is 15. Additionally, the bench location must be in a public ROW and be located a minimum of three feet from the curb when adjacent to a lane of travel and cannot block the accessible landing area of the bus stop. Additional prioritization criteria would be the same as those for shelters KC Metro does not usually place litter receptacles with benches.

Currently, there is only one standalone bench maintained by KC Metro in Kent. The agency is proposing benches at:

- West James Street/ Washington Avenue North;
- Central Avenue South/ South 266th Street;
- Central Avenue North/ East Meeker Street;
- Central Avenue South/ South 262nd Street; and
- 68th Avenue South/ South 196th Street.

In addition, the following intersections are under investigation for possible standalone bench placement:

- 104th Avenue South East/ South East 240th Street;
- Central Avenue South/ East Meeker Street;
- South East 240th Street/ 102nd Avenue South East;
- West Meeker Street/ 64th Avenue South; and
- Pacific Highway South/ South 260th Street

Kent Park and Rides

KC Metro and Sound Transit provide transit patrons with nine park and rides, with varying levels of transit service and parking capacity.

The Kent Transit Center has the greatest parking capacity of the Kent park and rides, with 994 spaces (garage and surface lot, see **Table 5-1**). The Kent Transit Center is the primary transfer point for KC Metro and Sound Transit bus routes, as well as Sounder Commuter Rail. The Kent Transit Center garage is open weekdays from 5:30 am to 2:30 am, and weekends and holidays from 6:30 am to 2:00 am. The surface parking lot currently operates at higher capacity than the garage, in part due to delays associated with exiting the garage after a train unloads. The eventual displacement of surface lot parking will increase the occupancy of the Kent Transit Center garage. The Kent Transit Center Park and Ride has bicycle lockers on site available for transit patrons.

The Kent/James Street and Star Lake Park and Ride also have considerable parking capacity at 715 and 540 spaces respectively. Star Lake has one of the highest occupancy rates of the park and ride facilities in Kent at 83 percent. The James Street Park and Ride also has bicycle lockers on site available for transit patrons.

The Kent-Des Moines Park and Ride has 370 parking spaces available for transit patrons, and serves both KC Metro and Sound Transit routes. The Kent-Des Moines Park and Ride is popular and, according to KC Metro, is at or above 90 percent capacity by 9:00 am weekdays. Lake Meridian Park and Ride has 172 spaces, and is served by KC Metro.

Kent United Methodist Church, Kent Covenant Church, Valley View Christian Church, and St. Columbia's Episcopal Church make their lots available for limited parking Monday through Saturday. The lots average around twenty spaces, and serve the KC Metro express routes, DART, and some intercity service.

Table 5-1 details the Kent park and rides capacity, utilization and routes served.

Table 5-1. Park and Ride Lots Serving the City of Kent

Park and Ride Lot	Parking Spaces	Utilization (2005)	Routes Served
Kent Transit Center** 301 Railroad Ave N			Metro: 150, 153, 154, 158, 159, 162, 164, 166, 168, 169, 183, 952
P&R Garage	869	36%	DART: 914, 916, 918
Surface Lot	125	91%	Sound Transit: 564, 565 Sonder Commuter Rail
Kent/James St P&R** 902 W James St, N. Lincoln Ave/ W. James St	713	34%	Metro: 150, 154, 158, 159, 162, 166, DART: 918
Star Lake P&R 27015 26th Ave S I-5/ 272nd St	540	83%	Metro: 152, 183, 190, 192, 194, 197, 941 Sound Transit: 574
Kent-Des Moines P&R* 23405 Military Rd S I-5/ Kent-Des Moines Rd	370	96%	Metro: 158, 159, 162, 166, 173, 175, 192, 194, 197, 941, 949 Sound Transit: 574
Lake Meridian P&R 26805 132nd Ave SE/ SE 272nd St	172	27%	Metro: 158, 159, 168, DART: 914
Kent United Methodist Church SE 248th St/ 110th Ave SE	23	13%	Metro: 163, DART: 914
Kent Covenant Church 12010 SE 240th St	20	25%	Metro: 158, DART: 914 916
Valley View Christian Church 124th Ave SE/ SE 256th St	20	5%	Metro: 168, DART: 914
St. Columba's Episcopal Church 26715 Military Rd S	15	20%	Metro: 183, 192

Source: Source: PSRC 2005 P&R Data, and King County Metro.

* Lot is filled to or above 90% by 9:00 am on weekdays.

**Bike Lockers on site

Pedestrian Access

All transit trips start and end as walking trips. Missing, narrow or deteriorated sidewalks are deterrents to the use of transit. Similarly, dangerous intersections or a lack of crosswalks put transit riders at risk and also cut down on the number of residents willing to use transit when they otherwise could. As part of the City of Kent Transportation Master Plan Update, The Transpo Group conducted an inventory of the pedestrian network in the City of Kent, identifying missing sidewalks, poor sidewalk surfaces, narrow sidewalks and missing curb ramps. **Figure 5-2** shows streets within one-quarter mile of transit service that are missing sidewalks. Results from this inventory and subsequent analysis are guiding the selection of projects for the Non-Motorized Plan.

Various stakeholders in the transit planning process have expressed a concern over unsafe intersections, even when sidewalks are available. Bus stops are typically on opposing sides of a street requiring a street crossing for either an outbound or inbound trip. Wide streets without pedestrian improvement or traffic control signals with short pedestrian crossing times make it difficult to cross safely. Long distances between stops and controlled intersections often create situations where pedestrians attempt to save time by crossing mid block or at uncontrolled intersections. The stretch of 108th Avenue SE/Benson Road SE/104th Avenue SE is often cited with respect to dangerous crossings.

6. OUTREACH

Transit Stakeholder Interviews

Project team staff spoke with major employers, politicians, business owners, and community representatives in the City of Kent to gather their feedback on major transit issues, needs and gaps in service. All stakeholders interviewed felt that transit improvements were critical to meeting future transportation demand and accommodating growth in a sustainable manner. Stakeholders identified a number of deficiencies in the transit services offered in Kent.

Critical needed improvements cited were:

- **Increase Frequency-** Stakeholders felt there is a need for more frequent service throughout the system, but particularly on Sounder commuter rail. Business representatives, commuters and seniors alike echoed this sentiment.
- **Limit Transfers-** Business representatives and commuters repeatedly stated that too many transfers are required on current routes to reach final destination.
- **Decrease Travel Time-** Many commuters and business representatives commented that travel times are too long on the bus.
- **Decrease Transfer Waiting Time-** Stakeholders commented that the transfer waiting times are too long for seniors and, in addition to long waiting times, seating is not available at many stops which makes waiting even more difficult for seniors.
- **Increase Service Span-** Limited hours of service is a barrier for some potential customers, particularly shift workers in the industrial area.
- **Add Bus Shelters-** Stakeholders expressed a need for more KC Metro shelters for senior and disabled riders to comfortably wait for their bus, as well as be protected from the weather. Two stops in particular that were mentioned were Harrison House and Senior Center)
- **Improve East West Service-** Stakeholders generally agreed that service between Seattle and Kent was good, but that transit was not a viable option for east-west travel in South County.
- **Decrease Travel Time to South King and Pierce County-** The travel time on South King and Pierce County routes (e.g. 2.5 hours to Tacoma) are too long to be a viable travel option, according to several stakeholders

- **Maintain Enumclaw/Maple Valley Service-** Several stakeholders commented on this specific proposal discussed during the KC Metro service restructuring process that to reduce service to/from Enumclaw and Maple Valley was not acceptable.
- **Increase Auburn Service-** More service to and from Auburn is needed, according to stakeholders.
- **Reduce Travel Time on Route 150-** Stakeholders expressed a desire to see the travel time on Route 150 reduced and suggested eliminating stops at Southcenter.
- **Improve Information for Immigrant/Low-Income Populations-** Immigrant populations in the City are not well served by current service (stop location), and information provided (not enough translations). Stakeholders believe KC Metro should increase bus stops around immigrant housing, as well as improving information distributed in other languages.
- **Promote Bike Use-** Increasing the bicycle carrying capacity on buses was a need cited by some stakeholders.
- **Increase Service in Industrial Area-** Several business representatives in the industrial section of Kent commented that the current KC Metro routes do not serve their employees. They would like to see service oriented towards their worksites, as currently many of the stops are too far a walk from the actual worksite. In addition, KC Metro does not serve many industrial shift schedules and creates an additional barrier for employee use of transit to the worksite.
- **Employee Parking-** Many stakeholders commented that parking was plentiful at most worksites, which is another barrier to transit use.
- **Extend Service Hours-** Business Representatives and other stakeholders commented that service hours need to be extended to serve more people. In particular, in the industrial section of Kent, the swing shift ends after KC Metro routes have stopped running. Also, there is an issue at many worksites with day shifts that begin before 5:00 am when there is no transit service available.
- **Improve Pedestrian Access-** Many stakeholders commented on the poor pedestrian access to bus stops in the areas outside of the downtown core.
- **More Sidewalks-** Some newer residential areas do not have sidewalks, so walking to the bus stop is or is perceived as very dangerous. Riders are

often required to walk along busy arterials to access a route, which is a barrier for most people in using transit.

- **Safety-** Several stakeholders expressed safety concerns at bus stops and park and rides. Stakeholders mentioned improving safety or the perception of safety at bus stops, and park and rides, particularly at night (i.e., Smith at night feels dangerous).
- **Increase Parking at Park and Rides-** insufficient supply at the park and rides in Kent was an issue for some stakeholders, and increasing parking was a need that was expressed to address the problem.

Specific service improvements cited for the Kent Shopper Shuttle (DART 914/916) were:

- **Expand Service Area-** Many Stakeholders felt that the Shopper Shuttle had potential to achieve more ridership if it would expand the area it served. Business representatives in the manufacturing sector commented that the shuttles primarily serve the downtown area and do not meet the needs of their employees; particularly in providing connections from Kent Transit Center to their worksite, at enough frequency to serve employees needs.
- **Better Serve Senior Housing-** Some Stakeholders expressed a need to better serve senior housing facilities, although they did not specifically state which ones. The shuttle is a Dial-A-Ride (DART) service that allows seniors to request specific pick up and drop off locations and times, but when busy, it may not be able to accommodate all service requests at the exact times requested. Further, Stakeholders may have been requesting expanded service on the scheduled runs the 914/916 make, and to serve newer senior facilities and not just the downtown core.
- **Provide more Senior Shopping Service-** Demand for shuttle rides by customers with mobility devices has exceeded capacity at times and/or has caused delays. Hopelink has added a shadow vehicle to address some of the capacity constraints in the downtown portion for the routes.
- **Promote Kent Shopper Shuttle -** Several Stakeholders expressed a desire to see more of the general public use the Kent Shopper Shuttles than the current ridership. There is a perception according to Stakeholders, that the service is available only to seniors and the disabled and not to the general public.
- **Add Bus Stop at Great Wall Mall-** Some Stakeholders requested the Kent Shopper Shuttle add a stop at the Great Wall Mall.

- **Increase Medical Stops-** Although the Shopper Shuttle is a Dial-A-Ride, for which riders can request specific destinations outside of downtown, several Stakeholders expressed a need for the shuttle to serve more medical facilities although they did not specifically state which ones.

Many Stakeholders commented on the excitement created by the introduction of Sounder service at Kent Station. While the Kent Station stop on the Sounder has been one of the most successful from a ridership standpoint, many Stakeholders felt that the service had not met its potential. Some of the issues and needs identified by stakeholders include:

- **Increase Frequency-** Trains are not frequent enough to serve needs, particularly for those with off-peak travel needs. Additionally, the lack of evening and midday service provides no “safety net” for commuters who need to get home at off-peak times.
- **Expand Service South/East of Kent-** The current northbound-southbound service to Seattle does not serve Kent residents who need to travel to South or East County. Although a number of Kent residents work in Seattle, there are many that work in Tacoma and Pierce County locations as well. Similarly, Kent residents need to commute to Bellevue and Redmond.
- **Expand Peak Service South of Seattle-** The current northbound service from Kent to Seattle, does not serve the employees that are commuting from Seattle to Kent. There is a need for expanded peak southbound service from Seattle to Kent, as well as from Everett to Kent.
- **Increase Feeders at Kent Transit Center-** There is not enough feeder service to and from the Kent Transit Center to access the Sounder. Stakeholders would like to see feeder service increased at the Kent Transit Center to better serve the Sounder schedules.
- **Expand Sounder Schedule-** The current Sounder schedules which are limited to peak am/pm commute hours, do not meet the needs of many retail, service and multi-shift manufacturing businesses, according to Stakeholders.
- **Sounder Too Expensive-** Some Stakeholders commented that the Sounder was too expensive, particularly for lower wage employees.

Public Transportation Household Survey

On February 23, 2006, Strategic Consulting & Research, under the direction of Nelson\Nygaard Consulting Associates, conducted a random public household

telephone survey to assess Kent residents' use of and opinions about public transportation. A copy of the survey instrument is available in Appendix D.

Survey respondents were questioned about their:

- Household demographics;
- Commutes to work and/or school;
- Current use of transit within Kent and the region;
- Suggestions for improving transit within Kent; and
- Opinions on public transportation.

A total of 401 households participated in the telephone survey, providing a sample of Kent households valid at the 95 percent confidence level with a +/-5 percent margin of error. Efforts were made to distribute calls geographically across the City of Kent and to sample an equitable number of male and female respondents. **Table 6-1** details the demographics of survey respondents.

The following are key findings from the general public telephone survey:

- More than 80 percent of Kent residents drive alone to work or school;
- Carpooling is the most common alternative to driving alone for both work/school commute trips (8 percent) and non-commute trips (14 percent). Fixed route transit is the second most common alternative to driving alone (6 percent);
- Two-thirds of respondents commuting outside of Kent do not travel to Seattle, which is the focal point for most transit serving the community;
- Out of the 30 percent of survey respondents who said they use transit, the majority only use it a few times a year;
- Slightly more than half of transit users walk to their transit stop;
- Approximately 57 percent of respondents agreed that they would be more likely to ride the bus or train if service was offered every 15 minutes. Respondents are sensitive to frequency, indicating that improvements in this area could positively impact ridership;
- Almost half (49 percent) of respondents said they would be more likely to ride the bus or train if there was a stop near their home;
- About 45 percent of respondents would be more likely to take the bus or train if travel time to their destination was no more than 30 percent longer via the bus, showing that travel time is an important consideration for potential riders and that many non-riders view the travel time difference between transit and drive alone as considerable;

- More than 75 percent of respondents believe that the purpose of transit is to get people out of their cars and to provide transportation for those who don't have other alternatives. This indicates that residents recognize both the social service and congestion mitigation purpose of public transit;
- While many respondents knew where to get information about bus and rail service, there is a substantial gap (25 percent) in knowledge about where to access information needed to use the transit systems;
- Congestion is the major transportation issue facing Kent in the next five years, according to the majority of respondents; and
- Over 61 percent of respondents said they would support some increases in taxes or fees to fix the transportation system.

Top responses for needed transit service improvements include:

- More frequent service on bus as well as Sounder commuter rail services;
- Reduce travel time; and
- Improve safety at stops, stations, and Park and rides.

Table 6-1. Telephone Survey Respondents

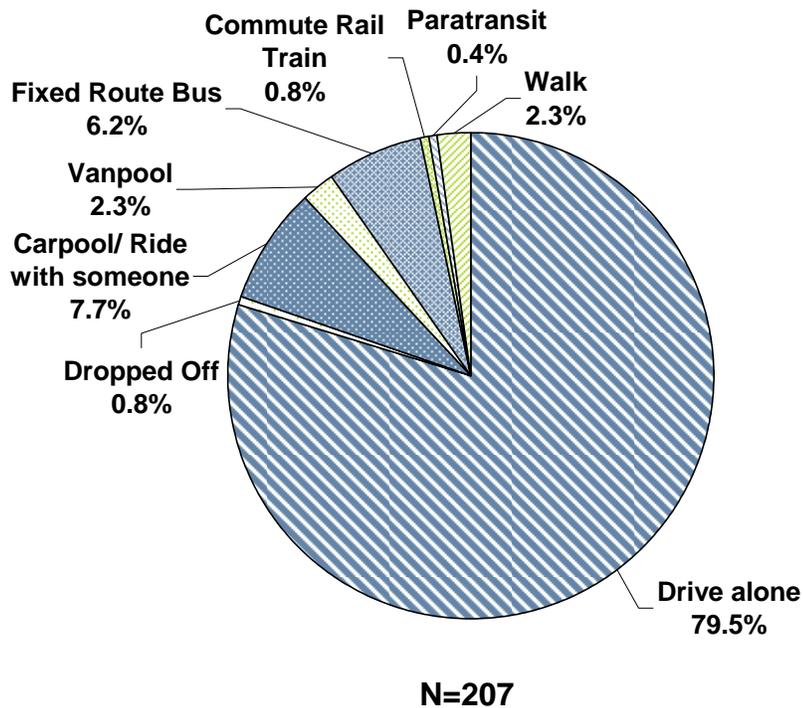
	Number of Respondents	Percent of Total
Total Survey Sample	401	100%
Kent Zip Code (Cross Streets)		
98030 (SE Kent, Kangley Rd/ 108 AVE SE)	120	30%
98031 (SE 220th PL/ Benson RD SE)	88	22%
98032 (56th CT S/ Lakeside BLVD W)	86	21%
98042 (170th AVE SE/ SE 268th ST.)	107	27%
Households (HH) with Youth and Seniors		
HH with children under 18	155	39%
HH 60 and over	128	32%
HH with adults over 18 but under 60	118	29%
Gender		
Male	201	50%
Female	200	50%
Automobile Ownership		
HH with no operational vehicles	15	4%
HH with one operational vehicles	106	26%
HH with two operational vehicles	168	42%
HH with three or more operational vehicles	112	28%

Travel Characteristics

TRAVEL MODE

Respondents were asked how they travel to work or school. **Figure 6-1** shows the majority (80 percent) drives alone to reach work or school. Carpool was the largest alternative commute mode, with 8 percent of respondents identifying it as their primary commute mode. About 6 percent of respondents use fixed-route bus service, and the remaining 6 percent walk, vanpool, take the train, or are dropped off to reach their final destination.

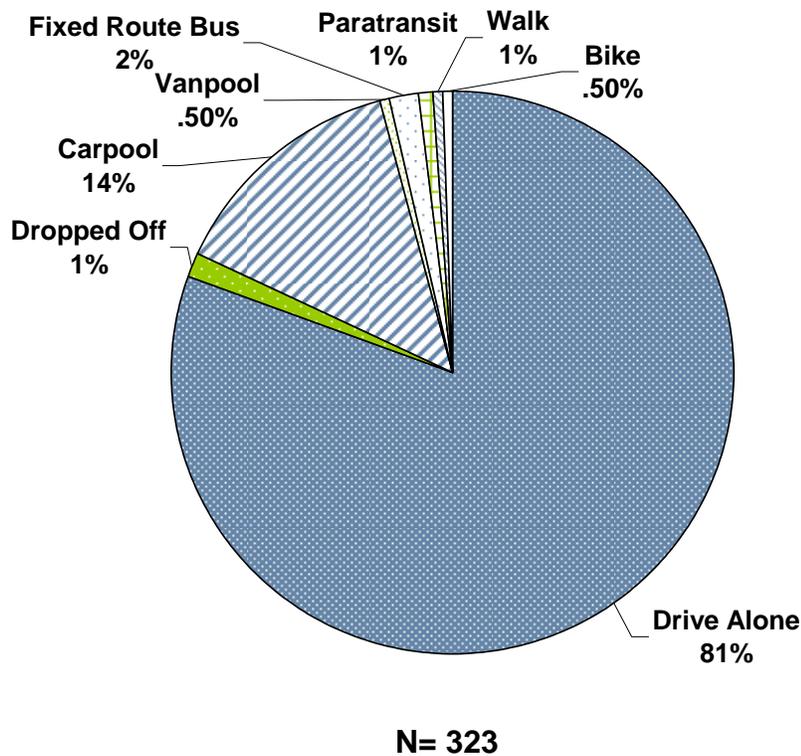
Figure 6-1. Mode of Travel for Work or School



MODE OF TRAVEL FOR PERSONAL TRIPS

Respondents were also asked to describe how they made personal trips such as shopping or medical appointments. Again, most respondents (81 percent) stated they drive to make personal trips. However, 14 percent said they carpool or share a ride for personal trips, which is more than those that carpool for work or school (8 percent). Only 2 percent of respondents said they took fixed-route transit to make personal trips. **Figure 6-2** provides details on travel modes for personal trips.

Figure 6-2. Mode of Travel for Personal Trips

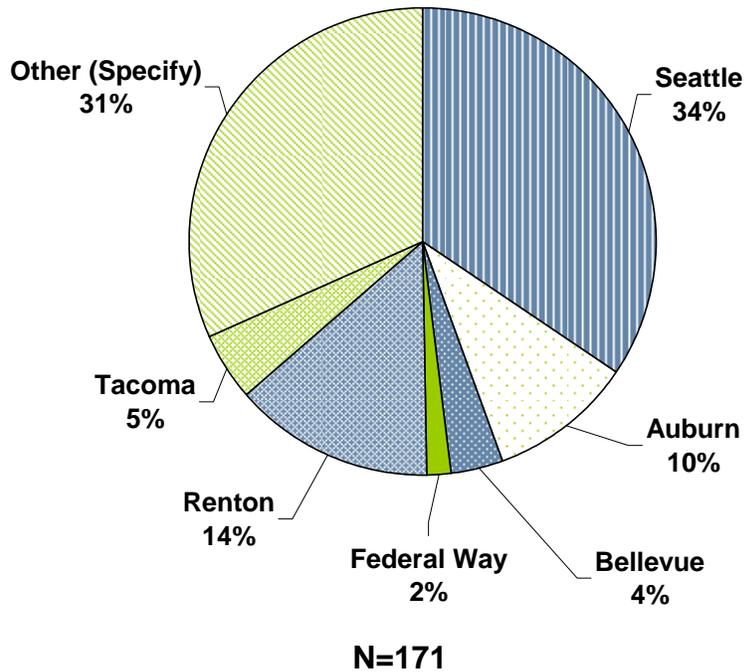


DESTINATIONS

Two-thirds of the commuters surveyed travel to workplaces outside of Kent (66 percent); over a third of respondents (34 percent) work within the City of Kent. It is important to note that just over half of the 401 respondents answered this question, in part because not all respondents are regular commuters.

Of the 66 percent of respondents that commute to workplaces outside of Kent, about a third are traveling to Seattle for work (34 percent). **Figure 6-3** details the destinations for respondents who work outside of the City of Kent

Figure 6-3. Work Destinations Outside of Kent



In addition to Seattle, respondents also cited surrounding communities such as Renton (14 percent) and Auburn (10 percent) as top commute destinations. More than a third of respondents (31 percent) stated “other” for their commute destination. The “other” cities were diverse, and too numerous to list, so the top eight cities were selected to represent a sample of commute destinations as **Table 6-2** details.

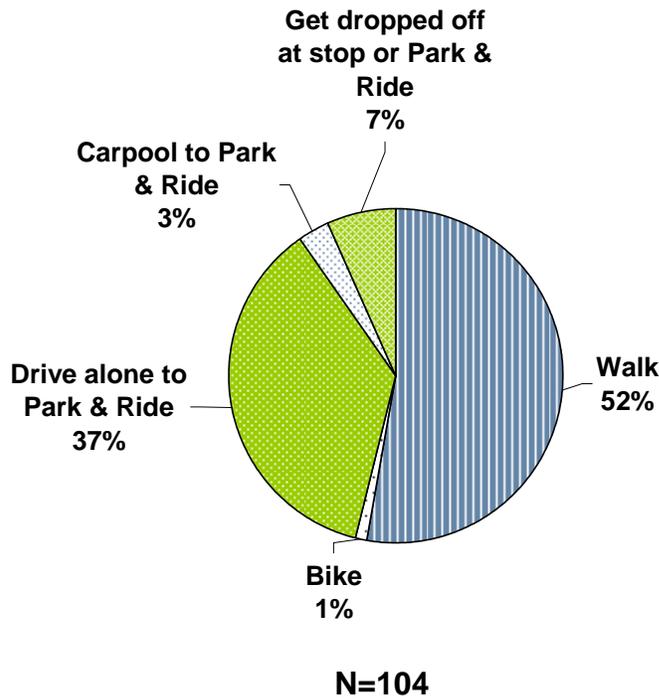
Table 6-2. “Other” Cities Traveled To

Cities	Percent of Commuters
Tukwila	5%
SeaTac	4%
Covington	3%
Des Moines	2%
Redmond	2%
Kirkland	2%
Burien	1%
Fort Lewis	1%

TRAVEL MODE TO TRANSIT

Respondents who used transit were asked their travel mode to reach transit; just over half of transit users (52 percent) said they walk to the bus. About 37 percent of respondents said they drive alone to the park and ride. A small number of respondents said they are dropped off at the park and ride (7 percent), carpool (3 percent), or bike (1 percent) to their transit connection. **Figure 6-4** details respondents travel mode to transit.

Figure 6-4. Travel Mode to Transit



USE OF SOUNDER COMMUTER RAIL

The majority of survey respondents stated they have not ridden Sounder Commuter Rail in the last year (91 percent). As discussed later in the survey analysis, when respondents were asked for suggestions about improving transit in Kent, many focused on improvements to Sounder service. Some of those suggestions were: increasing frequency of Sounder to offer more hours of service, expanding service to weekend days, and offering new service to other communities. The most pervasive comment was that Sounder service was not frequent enough to meet respondents travel needs.

USE OF TRANSIT IN KENT

Bus transit is the more commonly used transit mode; 31 percent of respondents indicated they had ridden a KC Metro or Sound Transit bus in the last year. Of those respondents, almost a quarter said they used KC Metro Route 150. The second most used KC Metro route was 162; tied for the third most used route were KC Metro Routes 158, 159, 160 and 168. Only 12 percent of those respondents who rode a bus in the last year, have used a DART shopper shuttle. **Table 6-3** shows the top routes cited by survey respondents.

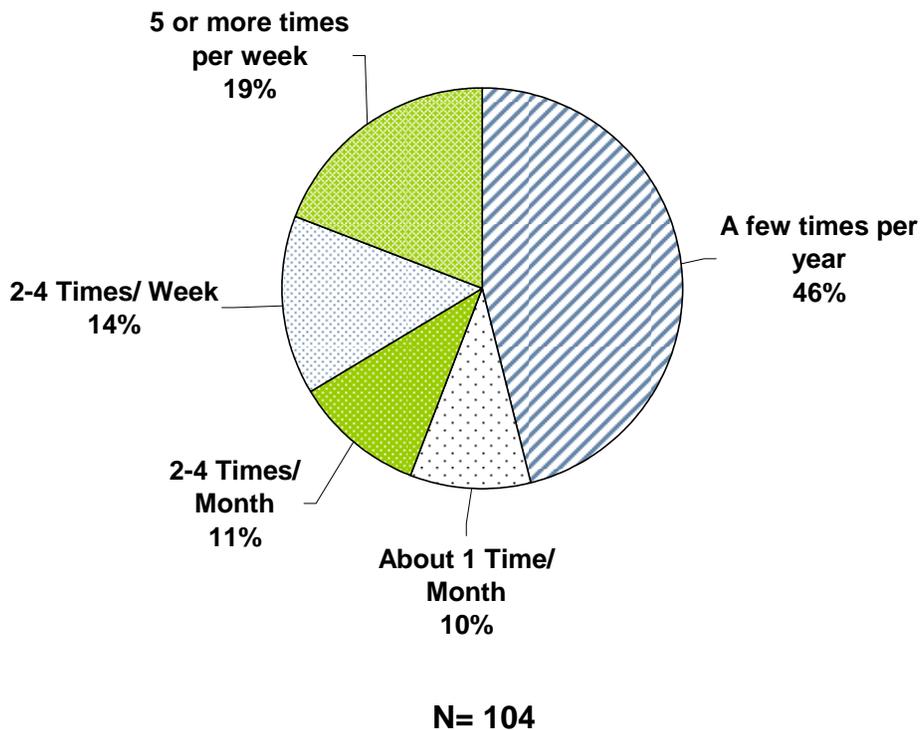
Table 6-3. Top Five Routes

Metro Route	Percent of Responses
Route 150 Auburn-Kent Seattle	23%
Route 162 Kent-Seattle (PM Peak Only)	14%
Route 158 Kent-East Hill-Seattle (Peak Only)	9%
Route 159 Kent-Timberlane-Seattle (Peak Only)	9%
Route 160 Kent-Glencarin-Seattle (Peak Only)	9%
Route 168 Kent-Timberlane	9%

FREQUENCY OF TRANSIT USE

Of the subset of respondents who had used transit in the last year, most were not frequent riders. About 46 percent of respondents indicated that they use transit just a few times a year; 19 percent use transit five or more times a week; and 14 percent use transit 2-4 times a week. The remainder use transit a few times a month or less. **Figure 6-5** shows the frequency of transit use by respondents.

Figure 6-5. Frequency of Transit Use



Barriers to Transit Use

Respondents were asked to share their opinion on why they do not use the bus and the majority said they prefer to drive alone (43 percent of responses). Multiple responses were allowed and the question received 500 responses. The top five reasons for not using the bus are described in **Table 6-4**.

Table 6-4. Use of Transit in Kent

Top Five Reasons for not using bus	Percent of Responses
I prefer to drive alone	43%
The bus does not go where I want to go	6%
No bus stop near my home	6%
Travel Time on bus is too long	5%
It is inconvenient to wait at bus/train stop	5%

Other reasons respondents cited for not using the bus were:

- Bus is not frequent enough, wait times too long;
- Bus is unreliable or does not come on time;
- Need car for work or errands during the day;
- Bus or bus stop is unsafe; and
- Lack of a proximate stop.

Respondents commented several times that travel times on the bus are too long, and the bus does not meet their travel needs (i.e. not early or late enough), as reasons they choose to drive alone. Safety also seems to be a concern for some respondents, both on the bus and at the stop. Safety at the park and ride lots for people and vehicles is also a concern. Several respondents commented that they only use the bus for commute purposes, so they only used it at peak travel times and would not use it to travel around Kent.

As a follow up question to why they do not use the bus, respondents were also asked where it was they wanted to go that the bus does not serve. The responses were varied but several respondents cited Boeing and Sea-Tac Airport. Both places have bus service, but travel times may be too long or service isn't frequent enough to meet the needs of respondents traveling to these destinations.

Bus Stop Access

As very few respondents identified bus stop access as a barrier to using transit, the survey was not able to identify perceived impediments to stop access (no sidewalk, busy streets, etc.). This does not indicate that these issues do not exist, simply that they were not primary reasons that respondents did not use transit.

Suggestions for Improving Transit

Respondents were asked which bus routes they would like to have more service. Sounder Commuter Rail was also included as an option and was the most common choice; one fifth of respondents (20 percent) said they would like to have more service on the Sounder. This response was supported by other questions where respondents indicated they would like to see the frequency of Sounder service increased and schedule expanded to serve more stops.

Respondents also requested more service on:

- Route 150, which provides daily service every 15 minutes from Auburn to Seattle, and serves Kent;
- Route 159, which provides peak am service between East Hill and downtown Seattle;
- Route 160, which provides peak am/pm service between East Hill and downtown Seattle;
- Route 164, providing 30 minute service weekdays between Kent and Green River Community College; and
- Route 168, which provides hourly service seven days a week between Kent and Timberlane.

Respondents were asked how transit could be improved in the City of Kent. The 480 responses received varied greatly; the choices receiving the largest percentage of total responses were:

- Improving the frequency of service (11 percent);
- New local routes (7 percent);
- Better route and schedule information (3 percent); and
- Better accessibility to the bus stop (3 percent).

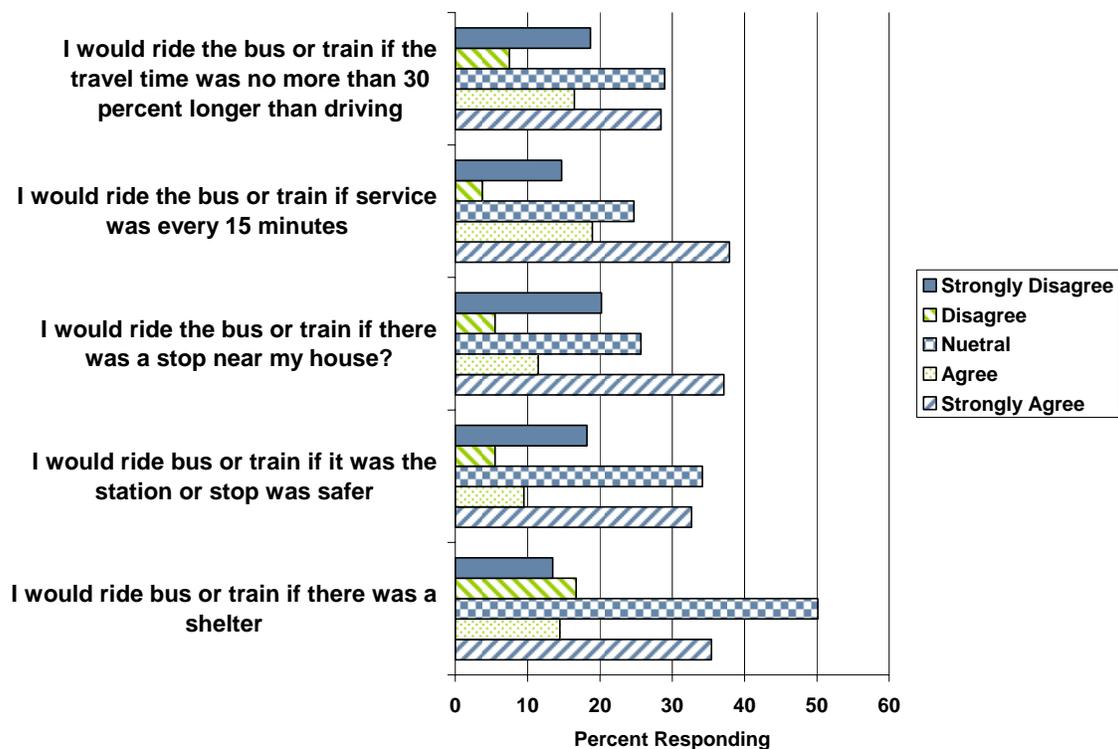
Of the 12 percent who cited “other” in their response to suggestions for improvements, many responses cited safety as a concern; on the bus, at park and rides, and at bus stops. Although the numbers may not represent a meaningful sample, the issue of safety was mentioned by respondents in answers to other survey questions. Safety concerns, real or perceived, appear to influence some residents’ willingness to use public transit. A small number of respondents suggested improving schedules or the information provided to the public to be more “user friendly”.

TRANSIT IMPROVEMENTS IMPACT ON BEHAVIOR

Respondents were asked five questions to measure their opinions on transit in Kent, and how their travel behavior might be influenced if certain improvements were made. Approximately 57 percent of respondents agreed that they would be more likely to ride the bus or train if service was offered every 15 minutes. Respondents are sensitive to frequency and indicated that improvements in this area could positively impact ridership. About 45 percent of respondents indicated they would be more likely to take the bus or train if travel time to their destination was no more than 30 percent longer via the bus, while only 26 percent disagreed with this statement. This shows that travel time is an important consideration for potential riders and that many non-riders view the travel time difference between transit and drive alone as an issue.

Respondents' proximity to bus or train stops also influences their travel choices, as almost half (49 percent) said they would be more likely to ride the bus or train if there was a stop near their home. Although safety was mentioned throughout the survey as a concern, when asked whether they would be more likely to ride the bus if it was safer to walk to and from the station there was almost a tie between those that were neutral on the statement (34 percent), or strongly agreed (33 percent) with the statement. Improving safety at the stops or stations, seems important to many respondents and could have an influence on whether residents are willing to switch from driving alone to using transit. The majority of respondents were neutral on whether a shelter for the bus or train station would influence whether they rode the bus. **Figure 6-6** provides more detail on respondents' opinions on transit improvements.

Figure 6-6. Opinions on Transit Improvements

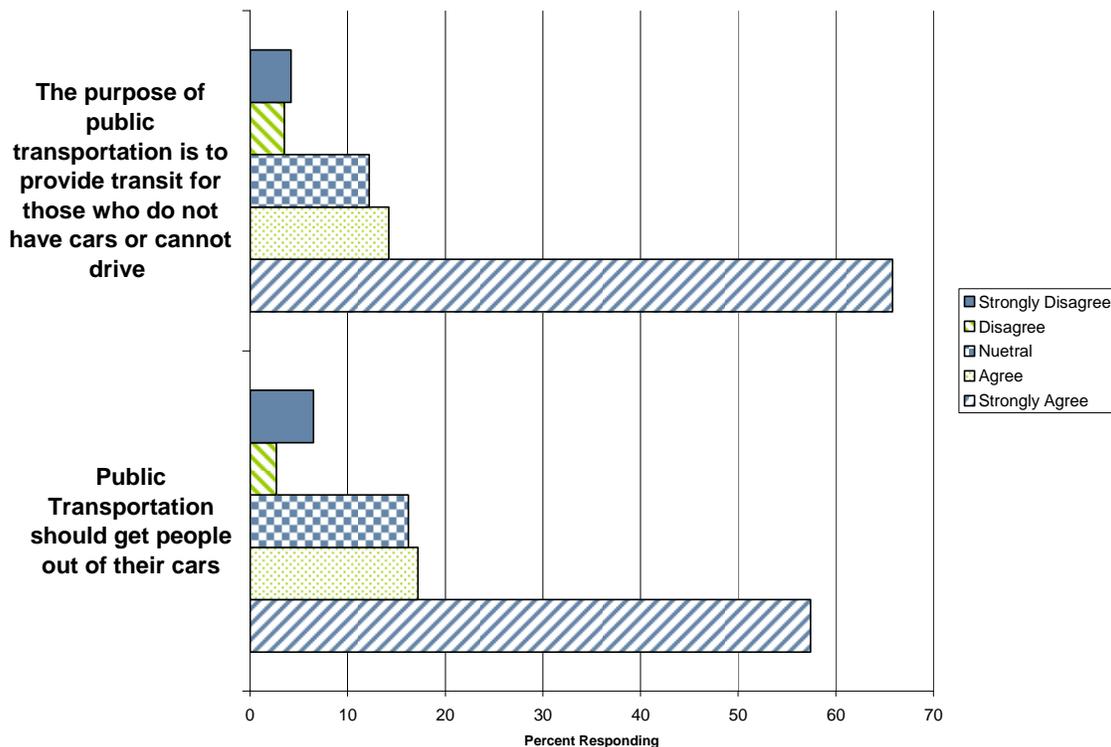


Role of Transit

In a follow up set of questions respondents were asked their opinions about the purpose of public transit so as to better understand their perceptions about why transit exists and its primary customer markets. As **Figure 6-7** shows, a little more than three quarters of respondents (80 percent) believe that the purpose of public transportation is to provide transportation for those who do not have cars or cannot drive. This indicates that many residents view transit as a social service, designed to provide transportation for those who don't have other alternatives. Just slightly fewer respondents (75 percent) believe the purpose of public transportation is to get people out of their cars. This typically indicates recognition of transit as an alternative for commute travel, designed to reduce roadway congestion and negative environmental factors associated with driving alone. Neither of these responses is more appropriate, they simply gauge public attitudes toward transit. Relatively high positive response to both statements indicates that Kent residents largely recognize the dual mission of public transit.

In looking more closely at the responses to both statements by the subgroups of transit users and automobile users, it appears that the level of support for both statements was slightly higher among the transit user group.

Figure 6-7. Role of Transit

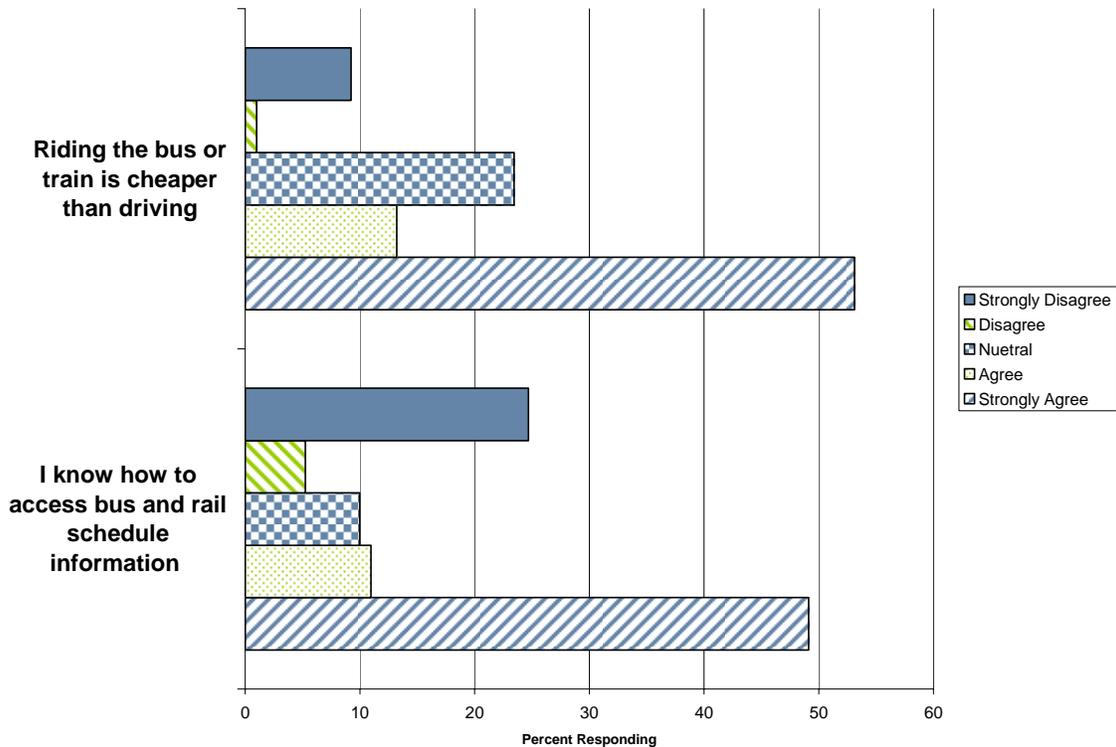


Familiarity with Bus System Fares and Public Information

Two-thirds of the respondents (66 percent) believed that riding the bus is cheaper than driving. For most, the cost differential is not large enough to influence travel habits; the majority of survey respondents drive alone to work, school, and for personal trips.

Approximately 60 percent of respondents said they were familiar with how to access bus and rail schedule information, although some respondents seem to think the schedules could be made more accessible or easier to read, particularly for newer users of the system. A quarter of respondents (25 percent) strongly disagreed with this statement, indicating that there is a real need for better public information. (See Figure 6-8.)

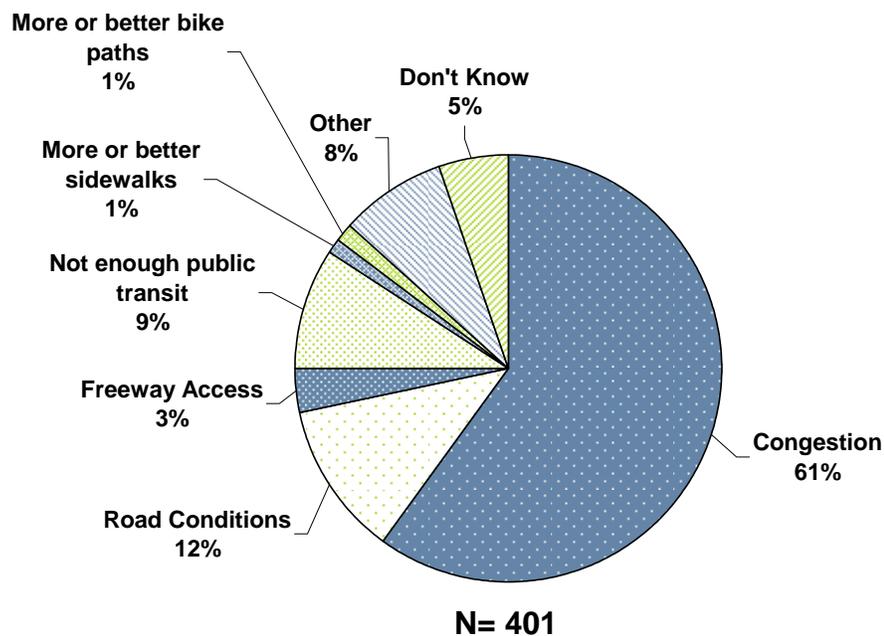
Figure 6-8. Familiarity with Transit



Transportation Issues in Kent

The most prominent transportation issue for respondents is congestion; 61 percent stated congestion is the biggest issue facing Kent in the next five years. In general, transportation issues related to driving seem to be the major concern of respondents, with road conditions (12 percent) and freeway access (3 percent) also registering with survey takers. Approximately, 9 percent of respondents felt there was insufficient public transit. The 8 percent of respondents who cited “other” listed various responses for what was the greatest transportation issue in the next five years, but several mentioned the rapid growth in Kent and in particular residential development as a transportation need that needs to be addressed with public transit. A few respondents also mentioned the traffic delays due to the trains and suggested tunneling the tracks to decrease congestion. About 2 percent of respondents mentioned improving bike paths and sidewalks. **Figure 6-9** provides detail on respondents’ opinions on the biggest transportation issue facing Kent in the next five years.

Figure 6-9. Biggest Transportation Issue in Next Five Years



Support for Tax and Fee Increase

Respondents were asked whether they would support some increase in taxes or fees to improve the transportation system. The majority of respondents (61 percent) said the transportation system should be fixed and they would support some increase in taxes or fees to enable the improvements. A little more than a third said they would not support taxes or fees, and they understood that would mean the system would continue to have problems. **Table 6-5** provides detail on public support for increasing fees to support improvements to the transportation system.

Table 6-5. Support for Tax and Fee Increase

Support for Increased Taxes	Percent
The Transportation System should be fixed, even if it means some increases in taxes or fees	61%
Taxes and fees should not be increased, even if it means the transportation system will continue to have problems	35%
Don't Know	4%

7. GOALS AND POLICIES

The City of Kent recognized the importance of transit as a means for improving livability, enhancing mobility and increasing economic development. Transit is prioritized in the City of Kent Comprehensive Plan as well as local plans and ordinances dictating the nature of development in the City of Kent.

Comprehensive Plan

The recently updated (May 2006) City of Kent Comprehensive Plan promotes transit supportive land uses, including higher densities and enhanced pedestrian circulation, and has the stated transportation goal to “Encourage the development and use of alternatives to single- occupancy vehicles.” See Appendix B for the full listing of the current transit goal and supporting policies. A set of ten comprehensive plan policy statements support this goal. These statements provide policy language in the following five areas:

- Coordination with regional public transportation providers and Washington State Department of Transportation for high quality transit services and supportive facilities and programs;
- Transit investments that address the needs of local residents and businesses;
- Provision of park-and-ride facilities in non-Central Business District (CBD) residential neighborhoods for regional travel;
- Coordination between CBD park-and-rides and downtown parking programs; and
- Coordination with major employers to meet Commute Trip Reduction (CTR) goals.

The existing policy statements focus on regional commute trips by City of Kent residents and the Comprehensive Plan will benefit from additional policies in the following areas:

- Coordination with City of Kent land use goals, policies and plans;
- Reductions in automobile traffic and congestion from outlying areas by providing intercept park-and-ride facilities;
- Provision of improvements at the Kent Transit Center to support use of transit;
- Support for programs to achieve mode-split goals in accordance with City of Kent and regional goals and programs;
- Support for Transportation Demand Management (TDM) programs that support mode-split and CTR goals;

- Emphasis on projects that provide service levels in proportion to City of Kent investments in transit;
- Coordination with adjacent jurisdictions on regional projects.

The following policy statements are suggested to clarify the original policy language and to address the identified gaps in coverage. In addition, the following section of this chapter summarizes an update to the CTR program in the State of Washington.

In 2006, the state legislature passed the Commute Trip Reduction (CTR) Efficiency Act which will require the City of Kent to develop a CTR Plan. The City of Kent may need to develop additional Comprehensive Plan language in support of the resulting CTR plan.

- 1) Work with regional transit providers to implement the Kent Transit Master Plan and provide high quality travel options for local residents, employees, students, visitors, businesses, and other users of regional facilities.
- 2) Work with regional transit providers to establish a hierarchy of transit services focused on three major elements:
 - a. Kent-Kent Connections
 - b. Kent-South County Connections
 - c. Kent-Regional Connections
- 3) Emphasize transit service and capital investments that provide mobility and access within the City of Kent and make it possible for citizens to access local services and support local businesses while reducing auto-dependent travel.
- 4) Work with transit providers to maintain and expand direct and frequent regional bus routes to support the City of Kent's land use and mode split goals.
- 5) Coordinate with transit providers and the Washington State Department of Transportation to develop network of park-and-ride facilities in support of regional connections.

- 6) Work with regional transit providers to ensure that the regional transit system includes park and ride lots in outlying areas of SE King County which could:
 - a. Intercept trips by single occupant vehicles closer to the trip origins;
 - b. Reduce traffic congestion; and
 - c. Reduce total vehicle miles traveled
- 7) Secure a share of regional transit system facilities and service priorities for Kent residents proportional to the City of Kent's contributed share of regional transit revenues.
- 8) Work with private developers and transit providers to integrate transit facilities into residential, retail, manufacturing, commercial, office and other types of development in support of local and regional land use and mode-split goals. Include considerations of:
 - a. Land uses that support transit, including mixed-use and night-time activities;
 - b. Transit-oriented development opportunities with the private and public sectors;
 - c. Integrating multiple access modes, including buses, carpools, vanpools, bicycles and pedestrians;
 - d. Urban design and community character that support and facilitate transit use.
- 9) Coordinate with transit providers to enhance transit service information and provide incentives to encourage and facilitate transit use.
- 10) Develop the Kent Transit Center with full center components, including timed transfers between most routes, passenger waiting areas, ITS bus arrival notification, on-site route information, and other amenities.
- 11) Coordinate with transit providers in the design and placement of bus shelters and transit supportive facilities. This will include the facilities that are needed at both ends of the transit trip when the transit rider becomes a pedestrian or a bike rider. These include but are not limited to transit shelters, bike racks or lockers, good (illuminated) pedestrian paths to and from transit stops and covered walkways wherever

possible. The city will work with transit agencies and developers to design transit facilities that are compatible with neighborhood character.

- 12) Develop, and coordinate with regional, Transportation Demand Management (TDM) strategies in support of mode-split goals. These include, but are not limited to, parking management, individualized marketing, ridesharing and support of non-motorized travel.
- 13) Coordinate with adjacent jurisdictions on regional projects in support of the Regional Transportation Plan and in response to regional transit funding opportunities.

Commute Trip Reduction Program

In 1991 the State of Washington passed legislation to create the Commute Trip Reduction (CTR) program to develop partnerships among large employers, local jurisdictions, planning organizations, transit providers and the state to encourage employees to reduce their reliance on single-occupant vehicle trips. The program sought to encourage the use of transit, ridesharing, walking, biking and telecommuting to:

- Reduce Congestion;
- Conserve energy; and
- Improve air quality.

Chapter 6, Title 12 of the City of Kent City Code defines the City's roles in working with local employers and other program partners in meeting these goals. The 35 affected employers or worksites are located in the commute trip reduction zone known as the "South King County Zone." The City Code specifies that affected employers shall reduce both the vehicle miles traveled per employee and the proportion of single-occupant vehicle trips relative to 1992 base levels. Reductions are expected to increase over a 12-year period:

- Fifteen (15) percent reduction after two (2) years
- Twenty (20) percent reduction after four (4) years
- Twenty-five (25) percent reduction after six (6) years
- Thirty-five (35) percent reduction after twelve (12) years

Most of the employers in the City of Kent program are encountering difficulties in meeting their goals. Statewide, the program has been successful as the drive-

alone rate at worksites participating in CTR decreased from 70.8 percent in 1993 to 65.7 percent in 2005. Employees commuting to CTR worksites made over 20,000 fewer vehicle trips each weekday morning in 2005 than they did when they entered the program.

A Governor-appointed task force reported to the Legislature in December 2005 and recommended that CTR be continued, with modifications to make the program more effective, efficient, and targeted. In 2006, the Legislature passed the CTR Efficiency Act to move in this direction. The new CTR law shifts the program from the ten most populous counties to those urban growth areas that contain the most congested state highways and therefore the City of Kent remains as a targeted area. The new law establishes a state CTR planning framework that attempts to better integrate CTR with local, regional, and state transportation and land use planning and investment.

The City of Kent is developing a CTR plan that will detail goals and policies, facility and service improvements and marketing strategies that support reductions in drive-alone trips and vehicle miles traveled by 2011. The CTR plan will also describe requirements for major employers, document the public involvement process, present a sustainable financing plan, and lay out the implementation structure for the CTR program. Consistency between the CTR plan, the City of Kent Comprehensive Plan, this Transit Master Plan, zoning code, design standards, concurrency regulations and other applicable City of Kent land use and transportation plans/code is a key element of the CTR planning process.

Land Use and Parking Policies

A city's land use and planning policies can serve to encourage or discourage the use of transit, dictating the impact of transit investment in vehicle trip reduction. In assessing existing service and possible service improvements it is possible to see how the City of Kent's current policies impact transit use in the City. The City of Kent has implemented several strategies to encourage transit, which are reviewed in this section. However, in many areas land use patterns, street design issues and low residential densities have prohibited public transportation from having a more meaningful role in vehicle trip reduction.

Transit Efficient Land Use

Every transit trip has a pedestrian trip on one or both ends. Safe and inviting street design and good pedestrian connectivity is critical to building transit

ridership. Encouraging uses to “mix” can help to reduce auto trips by putting complementary uses within a short distance of one another. Another benefit of mixed-use development is that it creates strong transit markets by providing a variety of demands for travel throughout the day at a single site.

The City’s Comprehensive Plan Land Use Map indicates several mixed-use zones; these areas typically have good proximity to transit. The City, throughout its Comprehensive Plan, emphasizes mixed-use development and its role in reducing future traffic demand. However, the majority of new owner-occupied housing units remain single-family residences.

Through its Comprehensive Plan, the City of Kent has emphasized mixed-use development as a priority; “Mixed-use development shall be encouraged in designated areas within the planning area (UG-5)”. The City of Kent throughout the plan details the kind of mixed-use development, including transit, that they would like to see for retail, office and residential uses. Transit Oriented Development (TOD) can promote not only a diverse and vibrant mixed-use zone but makes transit viable. Goal LU-4 in the City’s Comprehensive plan details the importance of developing and funding transportation in mixed-use corridors. The City, in the map for the Comprehensive plan, details that it has developed several mixed-use corridors served well by transit; two in particular are: the Mixed-Use Zone at SE 250/Hwy 515 southeast of downtown (urban center) on the map, and the Mixed-Use zone at SR 167/ Meeker Street directly west of the downtown (urban center) on the map.

Concurrency Management

The Washington Growth Management Act (GMA) requires that adequate street capacity be provided concurrently with development to handle the increased traffic projected to result from growth and development in the city and region. The City of Kent Municipal Code Section 12.11 deals with Concurrency Management at the local level.

Section 12.11 requires that there is sufficient capacity remaining on public facilities to meet the level of service standards for the impacts of existing development in conjunction with the impacts of proposed new development. Most relevant to the transit element of this plan are available mitigation measures, which allow applicants to establish Transportation Demand Management (TDM) strategies to reduce single occupant vehicle trips generated by a project. Although mitigation proposals require documentation and the City retains the right to receive documentation of effectiveness, it can be difficult to measure TDM effectiveness and its role in vehicle trip reduction; this is particularly true for residential developments. Accepted mitigation proposals

that do not meet achieved results can adversely impact roadway level of service and be detrimental to the transportation system.

Proposals for improving Concurrency Management policies are addressed in the City of Kent Transportation Master Plan.

Parking Policies

The City of Kent has enacted progressive policies related to parking, intended to reduce minimum parking requirements as a means to encourage transit and reduce the single occupancy vehicle in the downtown area. The City gives the Planning Director the authority to waive or modify minimum parking requirements; to impose additional off-street parking requirements in unique circumstances; and to allow for flexibility and innovation in design.

Some examples of specific Kent City Code¹¹ parking provisions which allow for the reduction of parking requirements include:

15.05.040- 2a. Allows parking reductions for multi-family and low income elderly units

15.05.040- 2b. The requirement of one (1) space per dwelling unit may be reduced to no less than one (1) space for every two (2) dwelling units plus employee parking as determined by the planning director

15.05.040- B. Reductions for Mixed-Use or Joint-Use Developments subject to the approval of the Planning Director

15.05.040- G. Transit and Rideshare provisions- the planning director may reduce the minimum number of off-street parking stalls for businesses which have a commute trip reduction program filed with the city.

These provisions allow developers to build less parking, saving costs and increasing useable square footage, when developing in areas where good transit service allows residents or employees to travel without a private vehicle.

2005 Downtown Strategic Plan

The City of Kent's 2005 Downtown Strategic Plan discusses the City's goal to concentrate growth in the downtown core and to facilitate public transportation as a means to reduce dependency on the automobile. The Plan envisions downtown Kent as a pedestrian-oriented business, shopping and residential destination, accessible by multiple transportation modes (including pedestrian, bicycle, and transit). The Plan suggests new levels of service standards for all modes, designed to facilitate a more balanced downtown transportation system.

¹¹ 15.05.040 Parking standards for specific activities

The Plan also assumes there will be traffic impacts due to the development recommended in the Plan, and that it will impact streets and intersections around the study area. The Plan recommends improvements, such as increased commuter rail service, improved transit circulation, better pedestrian and bicycle connections, and housing development close to jobs that will help mitigate the probable adverse environmental impacts on traffic levels and service in and near downtown.

The City states in the Plan that, unless the adverse impacts of growth in overall traffic can be mitigated, the City's level-of service (LOS) thresholds will be exceeded, and more severe congestion and delay will result. The City of Kent is also considering traffic mitigation measures such as creation of turning lanes along 4th Avenue South, Smith Street, James Street, and Central Avenue. It could also include improvements to promote transit use (such as park and ride lots in the East Hill area, increased transit service and incentive programs for Valley Floor employers).¹² Throughout the Downtown Strategic Plan, the focus of the redevelopment of the downtown area is to make it pedestrian friendly, with a transit focus, and to reduce the dominance of the single occupancy vehicle.

¹² City of Kent Downtown Strategic Action Plan, p. 6-23,
<http://www.ci.kent.wa.us/planning/longrangesection/dsap/Adopted/DSAP.pdf>

8. NEEDS ASSESSMENT

During the development of this plan, the City of Kent Transportation Master Plan Task Force, the public, City of Kent staff and various stakeholders identified what they consider unmet needs with respect to public transportation. A number of issues came up repeatedly, represent gaps in the existing transit system and concur agreement with analyses completed for this plan. These common concerns also address services and improvements needed to be in place in order to fulfill the City of Kent land use and transportation goals and policies. The following actions were identified as potential strategies to address key unmet needs:

- Add new all-day service east of 104th/Benson
- Decrease transit travel time to Seattle
- Decrease transit travel time to Tacoma
- Provide direct transit service to SeaTac
- Provide more peak hour trains on Sounder Commuter Rail Line (more frequency)
- Add new midday service on Sounder Commuter Rail
- Provide better route and schedule information available at stops & other locations
- Provide more local circulation service connecting industrial area to Kent Transit Center
- Provide more local circulation service connecting residential neighborhoods to Kent Transit Center
- Improve pedestrian crossings on 104th/Benson
- Improve sidewalk connections to transit stops
- Add midday service on Routes 159/160 (East Hill - Downtown Seattle) (now peak only)
- Improve service frequency on Route 164 (Kent - Green River Community College) to 30-minutes all day
- Improve service frequency on Route 168 (Kent and Timberlane) to 30-minutes all day

The City of Kent Transportation Master Plan Task Force was asked to assist in finalizing the needs assessment based on the findings to date. The Task Force considered a number of factors when determining unmet needs including: community stakeholder inputs; the household survey of Kent residents; and technical analyses of land use patterns, community demographics, transit service and transit supportive infrastructure.

At the June 2006 task force meeting, the Task Force discussed the gaps in transit and voted on the set of priorities, which are detailed in **Table 8-1**. These needs provide the basis for recommend actions by the City of Kent and regional transit providers. The enhancement of Route 150 between the City of Kent and Seattle to 15-minute service all day on weekdays and Saturdays addressed an often-raised issue, but was not considered during the prioritization process as this improvement was pending (see Chapter 9).

Table 8-1. Task Force Priority Needs

Identified Need	Task Force Priority Votes
Provide more local circulation service connecting residential neighborhoods to Kent Transit Center	14
Add new midday service on Sounder Commuter Rail	12
Improve pedestrian crossings on 104th/ Benson	10
Add more peak hour trains on Sounder Commuter Rail (more frequency)	10
Improve sidewalk connections to transit stops	8
Provide more local circulation service connecting industrial area to Kent Transit Center	8
Decrease transit travel time to Seattle	4
Rapidly developing areas around 108th-274th underserved by transit	4
Provide direct transit service to SeaTac	3
Provide better route and schedule information at stops and other locations.	2

9. KC METRO AND SOUND TRANSIT SERVICE IMPROVEMENTS

Recent and pending service changes by King County Metro Transit and Sound Transit address a variety of problems and opportunities in the Puget Sound region. Many of these service changes impact the City of Kent and have the opportunity to address specific needs identified in this plan.

King County Metro Short-Term Service Improvements

In response to service performance and/or changes in population and employment patterns, KC Metro restructures service every few years, under the guidance of King County's Six-Year Transit Development Plan. In 2006 KC Metro addressed service changes in South County services.

Public outreach was sought during this process, including public open-house meetings, household mailings and resident surveys. The South County Sounding Board Committee, which included Kent residents, participated in the development and finalization of service changes. Due to budget constraints, a very limited number of new service hours were available for new service in all of South King County. Kent's allocation of new service was minimal and left a number of needs and issues raised by the Sounding Board unaddressed. Several of the following service changes involve the reallocation of service hours from poorly performing services to meet high priority transit needs. The following service changes effecting Kent were implemented in South County in September 2006:

Route 150- Due to increased congestion between Kent and Auburn, and taking into consideration that only 10 percent of Route 150 ridership uses this portion of the route, KC Metro cut this portion of the route to provide faster and more reliable service. All trips now begin and end at the Kent Transit Center. KC Metro replaced lost service on Route 150 and 151, between Auburn and Kent, with a new Route 180. The frequency of service on the new Route 150, from the Kent Transit Center to Seattle, was improved on weekdays and Saturdays to every 15 minutes until 7 p.m.

Route 151- This route was discontinued and service replaced by new Route 180.

Route 160- This route was discontinued and portions of the service replaced by new Route 161

Route 161- This new route replaces the weekday commuter service on routes 160 and 163 into a single new route.

Route 163- This route was discontinued and portions of the service replaced by new Route 161.

Route 167- This route no longer provides service south of Renton to the Kent Transit Center and Auburn due to low ridership. Alternative service between Auburn, Kent, and Renton Transit Center is available every 15 to 30 minutes on weekdays on Sound Transit Routes 564 and 565. The new Route 167 provides connections with the Sound Transit service at the Renton Transit Center. This makes travel to destinations such as the University of Washington more difficult for City of Kent residents, requiring additional transfers and longer travel times.

Route 180- This new route replaces service currently being provided on Routes 150 and 151 between Auburn and Kent Transit Center. The new Route 180 provides direct service between Auburn and Sea-Tac Airport, as well as linking Auburn and Kent. The fall 2006 schedule provides all-day 30-minute service between Auburn and the Kent Transit Center, but only expanded peak service to Sea-Tac and Burien on weekdays.

In 2007, KC Metro made minor changes to South County services including:

- Add two new trips to Route 918, connecting with morning and afternoon Sounder trains at the Kent Transit Center;
- Expanded Route 180 service, adding midday and weekend service until 6 p.m. between Kent, SeaTac, and Burien.

Sound Transit Short-Term Service Improvements

Sound Move, Sound Transit's master plan, calls for the Sounder Commuter Rail service to provide nine round trips each day, up from the current number of four on the South Line serving the City of Kent. The 2007 Draft Service Improvement Plan details the addition of the fifth and six round trips during September 2007. Plans call for one additional weekday round-trip operating northbound in the morning and southbound in the afternoon. In addition, there will be one new weekday "reverse peak" round-trip operating southbound in the morning and northbound in the afternoon. Preliminary 2008 -2012 planning efforts call for the implementation of the seventh, eighth and ninth round trips on Sounder's South Line. These expansions are independent of the Sound Transit 2 program described later in this chapter.

Long-Range Transit Improvements

There are a number of long-range transit plans and unfunded initiatives that will impact how public transportation is delivered in South King County and in the City of Kent in the future. Sound Transit Phase II and King County Metro's *Transit Now* initiative could have considerable impacts on the quality of public transportation services available to Kent residents. However, the regional focus

of these initiatives may put resources needed for local and South County service improvements in direct competition with expensive high capacity services that meet interregional travel needs and focus investment in a more limited number of corridors.

King County Metro *Transit Now*

Transit Now is a five-point initiative approved by King County voters in November 2006. The initiative is intended to develop transit services that will attract 21 million more annual rides within ten years, helping the region keep pace with employment and population growth and addressing congestion.

Transit Now funding comes from a one-tenth of one percent sales tax. The initiative's four-point strategy includes:

- **The development of a "bus rapid transit" (BRT) system (RapidRide)** that would provide frequent all-day service and faster travel times on five key travel corridors: three in Seattle; one connecting Bellevue and Redmond; and one serving SeaTac, Des Moines and Federal Way.
- **Improvements to current services**, including the enhancement of major KC Metro routes with the highest ridership with the goal of providing more frequent two-way, all-day service between key cities and neighborhoods.
- **Provide new service in growing areas.** The primary intent would be to develop new peak and midday service for residential areas in East and South King County that are not currently served.
- **Develop service partnerships** with major employers and cities, with the goal of leveraging additional funding to add new service in rapidly expanding employment centers. Initially, up to 90,000 annual service hours are reserved for the service partnership program. After 2009, this level may increase by another 30,000 annual service hours if the countywide demand merits it. Two forms of partnerships are available, direct financial participation and transit speed and reliability project participation. Direct financial participation allow local jurisdictions or private companies to directly fund service in conjunction with a 66 percent match from KC Metro. A \$100,000 annual commitment is required for five years for expansion of existing service while a \$200,000 annual commitment is needed for five years for new service. Transit speed and reliability project participation requires a local jurisdiction to make capital investments that improve transit operation in identified *RapidRide* "core service connection" corridors in return for a KC Metro match of 5,000 annual service hours for each route in the corridor. The

relatively high commitments for direct financing partnerships may necessitate partnering with neighboring communities. Additionally, transit speed and reliability projects require improvements over entire corridors. See Appendix C for additional details.

- **Additional Improvements** aimed at implementing Strategy S-8 of the 2002-2007 Six-Year Transit Development Plan by improving paratransit, vanpool and ridematch programs. Additional targeted investments should increase convenience for pedestrians and cyclists and park-and-ride and transit center facilities.

HOW DOES *TRANSIT NOW* SERVE KENT

The map in **Figure 9-1** illustrates service improvements proposed for South King County under the *Transit Now* initiative. Appendix C presents the improvements to be funded by the initiative as presented to the voters.

- *RapidRide* BRT, as proposed, is to operate on Pacific Highway and would only benefit a limited number of Kent residents living on the City's Westside and/or those accessing transit via park and ride lots in Des Moines or other communities. The siting of stop locations will further impact the relevance of this high frequency bus line to Kent residents.
- A new east-west route connecting Kent to Des Moines and Sea-Tac would provide new service that has been identified by Kent stakeholders as a critical service gap.
- Kent would receive span and frequency improvements on key north-south services to Renton, Seattle and Sea-Tac. East-west connections would improve with new frequency improvements to Maple Valley and Covington service and frequency and span improvements on Kent - Kangle/124th.
- Specific improvements to be completed by 2016 include:
 - Route 164 – 30-minute weekday service, improved weekend service
 - Route 166 – Extension to Burien; improved Sunday frequency to every 30 minutes.
 - Route 168 – 30-minute weekday service; extension to Four Corners area.
 - Route 169 – 15-minute weekday service; extended weekend span of service

- Route 180 – expansion to full-time service including midday, evening, night, and weekend service between Kent, SeaTac, and Burien
- The City of Kent is currently exploring Transit Now partnership opportunities for new shuttle service (proposed Route 913) to the Lakes and Riverview communities as well as for midday service on Route 153 to Renton.

Transit Now will help to meet some critical transit needs in Kent. However, the high level of proposed investment in Pacific Highway BRT service could mean that Kent will receive a disproportionately small benefit from a South County service investment. Competition for other projects and for partnership opportunities will also require the City of Kent's attention.

Figure 9-1. South King County Metro Service Improvements



Sound Transit 2

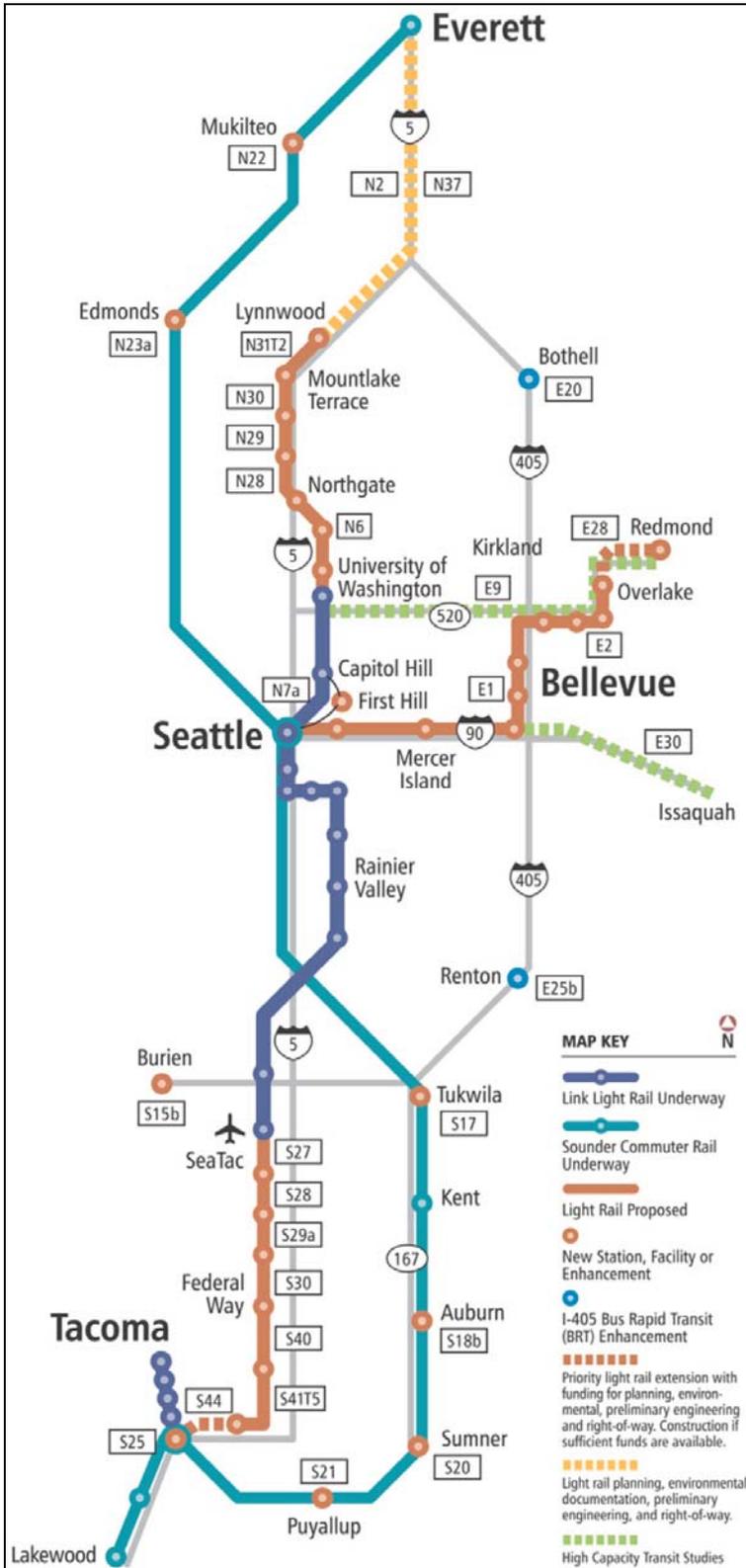
Sound Transit has worked extensively with the public and communities throughout the Puget Sound region to set the priorities for Sound Transit 2 (ST2), which is the next set of public transit investments to improve and increase the service that Sound Transit offers today. ST2 outlines priority projects that would increase service levels and expand the coverage of Link Light Rail, Sounder Commuter Rail and ST express bus services. ST2 would improve supporting facilities at the most utilized ST transit centers and park and ride lots. Sound Transit conducted extensive public outreach for ST2, from late 2004 through early 2006.

On January 11, 2007, the Sound Transit Board adopted a ST2 draft package that proposes specific investments in the regional transit system, including 40 miles of light rail extensions. These \$11 billion worth of investments will expand the daily regional transit ridership to more than 350,000 by 2030. Incremental funding for these projects will come from a sales tax increase of five-tenths of one percent if approved by the voters. The draft package is the result of a two-year evaluation process that reviewed hundreds of commuter rail, express bus and

light rail projects and sought to provide the greatest impacts within a contained budget. **Figure 9-2** provides a map of the projects included in the draft package. South Corridor projects include:

- **S15b:** Express Bus--Shared Funding for Parking Garage at Burien Transit Center
- **S17:** Sounder--Permanent Station at Tukwila
- **S18b:** Sounder--Parking Garage at Auburn Station (Alternative)
- **S20:** Sounder--Parking Garage and Pedestrian Bridge at Sumner Station
- **S21:** Sounder--Parking Garage and Pedestrian Bridge at Puyallup Station
- **S25:** Sounder--Track and Structure Upgrades between Tacoma Dome Station and Reservation Junction
- **S27:** Link LRT--Extension from Sea-Tac Airport to South 200th Street
- **S28:** Link LRT--Extension from South 200th to Kent-Des Moines Road via SR 99
- **S29a:** Link LRT--Extension from Kent-Des Moines Road to S 272nd Street via SR 99
- **S30:** Link LRT--Extension from S 272nd Street to Federal Way Transit Center via SR 99
- **S40:** Link LRT--Extension from Federal Way Transit Center to S 348th Street via I-5
- **S41t5:** Link LRT--Extension from S 348th Street to Port of Tacoma via I-5 - Terminal
- **S44:** Link LRT--Preliminary Engineering and Right-of-Way Preservation from Port of Tacoma Station to Tacoma Dome Station

Figure 9-2. ST 2 Project Map



The proposed light rail extension between Sea-Tac and Tacoma along SR 99 provides benefits to City of Kent residents, especially for high-frequency service to Tacoma. The draft package does not include a number of Sounder and express bus projects that were previously considered. Expanded Sounder service during peak, off-peak and weekend service required extensive track improvements and significant increases in operating costs. Other projects that did not advance to the draft package include Transit Signal Priority (TSP) on SR 161 and HOV access ramps at Smith Street to improve the reliability of express bus service and new express bus service shadowing Sounder service during off-peak times.

Sound Transit, together with the Regional Transportation Investment District (RTID), placed a package of transit (ST2) and road investments before voters in November 2007. Voters in the Central Puget Sound region voted against Proposition 1, the combined roads and transit measure leaving the future of ST2 uncertain.

10. TRANSIT RECOMMENDATIONS

This chapter presents as a set of regional and local service improvements and capital projects to address the identified transit needs. Service recommendations are presented by route type. Bus routes in the City of Kent can be categorized into three route types based on the markets they serve:

Primary Transit Network (PTN) service provides frequent service (typically 15 minute or better) over a long service span, in a market where there is high demand for travel throughout the day. It is narrowly focused on the densest corridors in the region, because that's where potential ridership is highest. PTN service achieves high productivity by being useful to many people for many trip purposes.

Local Urban service provides all-day service but at lower frequencies (20 to 60 minute) in lower density areas. These services should provide connections from moderately dense areas to PTN services as well as local destinations.

Specialized Commute service runs at very specific high-demand times and only operate at the times of day when that demand exists.

Plan recommendations focus on current and expected gaps in PTN and local urban services. In some cases, recommendations enhance existing commuter service, creating all-day PTN service to address the need for reverse-commute travel and off-peak connections

Developing a Primary Transit Network (PTN)

What is the PTN?

Within the City of Kent and the neighboring region, the greatest ridership and citywide benefit will come from the PTN – the network of routes that run every 15 minutes all day. This chapter describes the specific corridors that will create a functional PTN for the City of Kent. The PTN includes not just an investment in frequent bus/rail service, but also serves as the foundation of a new joint commitment to urban transit in which the City of Kent, King County Metro Transit and Sound Transit must act as equal partners.

The PTN is several things at once:

- A joint commitment, by both the City of Kent and KC Metro Transit to:
 - protect the speed and reliability of transit operations on these streets
 - sustain the basic 15-minute frequency all day, and for as much of the evening and weekend as can be afforded

- market the network as the mobility solution for dense parts of Kent
- A policy tool to help focus transit-oriented development around corridors where transit can be provided cost-effectively
- A basis for prioritizing physical amenities and other capital expenditures within the City of Kent, with the goal of creating a physical infrastructure that:
 - Supports the effort to protect operating speed and reliability
 - Provides an appropriate level of amenity given the intensive ridership at most stops
 - Creates a visibly distinct public infrastructure that visually conveys the permanence of transit in these corridors.
- A foundation for the eventual development of other high frequency modes

Why is the PTN Important?

The PTN has several key features which distinguish it from other local and regional services and help to establish its role as a long-term foundation for the system:

Ridership and Productivity Potential: The 15-minute headway represents the point at which you no longer need to consult a schedule to use transit service. It also permits transfers to be made rapidly even without timing of connections. For these reasons, lines operating at this frequency or greater have the highest ridership potential.

Magnified Effects of Small Changes: PTN services generate the greatest ridership but require the greatest investments from local jurisdictions and transit providers. Because of this, any changes that affect transit operations or attractiveness will be magnified. An amenity – such as a shelter – placed on the PTN will probably be used by more people, and will therefore have a greater positive impact, than the same shelter placed elsewhere. On the other hand, a delay imposed on a PTN line will cost the agency more, in terms of both running time and ridership, than the same delay imposed on a less frequent service.

Permanence: The PTN is not just service; it's infrastructure. Integrated into the fabric of the community through good design and amenities, the PTN will be visibly permanent, something around which the community can continue to build with confidence.

Potential Synergy with Land Use: The PTN should provide a level of service that makes it possible to live without a car, or to have fewer cars than adults in a household, or for businesses to require fewer parking spaces. The PTN also establishes a land-use transportation nexus, identifying corridors where it is most cost effective to site new transit-dependent development, in terms of transit costs, because a high level of service is already there. In general, the PTN requires density to support the high level of service, and it also provides the opportunity for further densification.

How Can the PTN Enhance Ridership through Land Use Synergies?

The successful development of a PTN network will represent a profound investment in specific streets, expressed in both fixed capital costs and eternal operating costs. As KC Metro improves service in these corridors, the City of Kent must make a commitment to maximize the value of this investment. There are two aspects of this:

- **Maximize ridership potential of the catchment area of PTN stops.** PTN corridors should be selected, in part, for the presence of high-density development and other transit-oriented uses, such as commercial. Future development on these corridors should also be high-density and transit-oriented, so as to maximize the value of the PTN investment. This requires the City to examine and modify long-term land use plans and zoning policies.
- **Avoid creating new transit demand away from the PTN.** Like the transit network as a whole, the PTN's quality will always be inversely related to its size, so it is important to have the minimum necessary network mileage, but no more. Two important recommendations arise from this:
 - New transit-oriented development, and high-density development in general, will not reach its potential if it is not on the PTN. If the market needs more such development than the PTN can support, then plans should be made to expand the PTN into new areas, but with the commitment to developing a PTN corridor in all its aspects.
 - Transit-dependent uses should locate on the PTN, or in other areas with established service. Sometimes, an agency will locate a transit-dependent function (such as a social service office, a disabled workshop, etc.) in a place with no transit, and then demand that transit go there. There should be no such guarantee

by the City of Kent or KC Metro. The best way to ensure quality transit service must be to locate on the PTN. The next best way is to locate on another existing transit route.

What are PTN Service Goals?

SPAN OF SERVICE

Even PTN service may have low-ridership trips and low-ridership periods, but these periods are important for maintaining the overall high productivity of a line. When cutting service, for example, transit agencies often try cutting individual trips because their ridership is low, but this is always a recipe for the gradual destruction of PTN service. For example, ridership on a 10 PM trip may be low in isolation, but if you cut the trip, you also lose the ridership of people who commuted to a job at, say, 3 am and then got off at 10 pm. Customers are also very reluctant to ride the last trip of the day because of the fear of being stranded if they miss it. For this reason, cutting the last trip usually kills the ridership on the preceding trip, which becomes the last. Service span, then, must be set in relationship to the economic life of the community. Service running 24 hours is ideal, but realistically, service spans should be generous enough to permit a rich and diverse life to be led relying on PTN service for all transportation. This “voluntary transit dependence,” which is much more common than it appears, is a crucial element of the long-term growth of PTN service, and of transit-oriented sustainability in the surrounding community.

The targeted span should look at the prevailing hours of service-sector businesses in the community – such as large-scale retail, typical restaurants, etc. - - and run PTN service from at least an hour before they open until an hour after they close, seven days a week. PTN service should also operate when people need to make connections to other transit services or local attractions when in operation. These services are also aimed at the “voluntary transit dependent” if the goal is to reduce local dependence on single occupant vehicles and therefore must operate seven days a week and over the economic life of the areas served.

FREQUENCY OF SERVICE

The goal for the PTN service should be a 15-minute frequency over a long service span. This frequency represents a well-established threshold where the psychology of transit use changes: where service is less frequent, passengers must plan their trip around the schedule; at this frequency or above, passengers can go to a stop and expect that service will be along soon. This frequency also

permits a more spontaneous connectivity between lines without the need for timed connections.

Recommended Transit Projects

The following sections detail plan recommendations. Service recommendations are presented by route type and by implementation timeframe. Short-term projects are envisioned in the next 5 years, mid-term in a 6 to 15 year timeframe and long-term in the 16 to 25 year period. The projects are uniquely identified and summarized in a table at the end of this chapter.

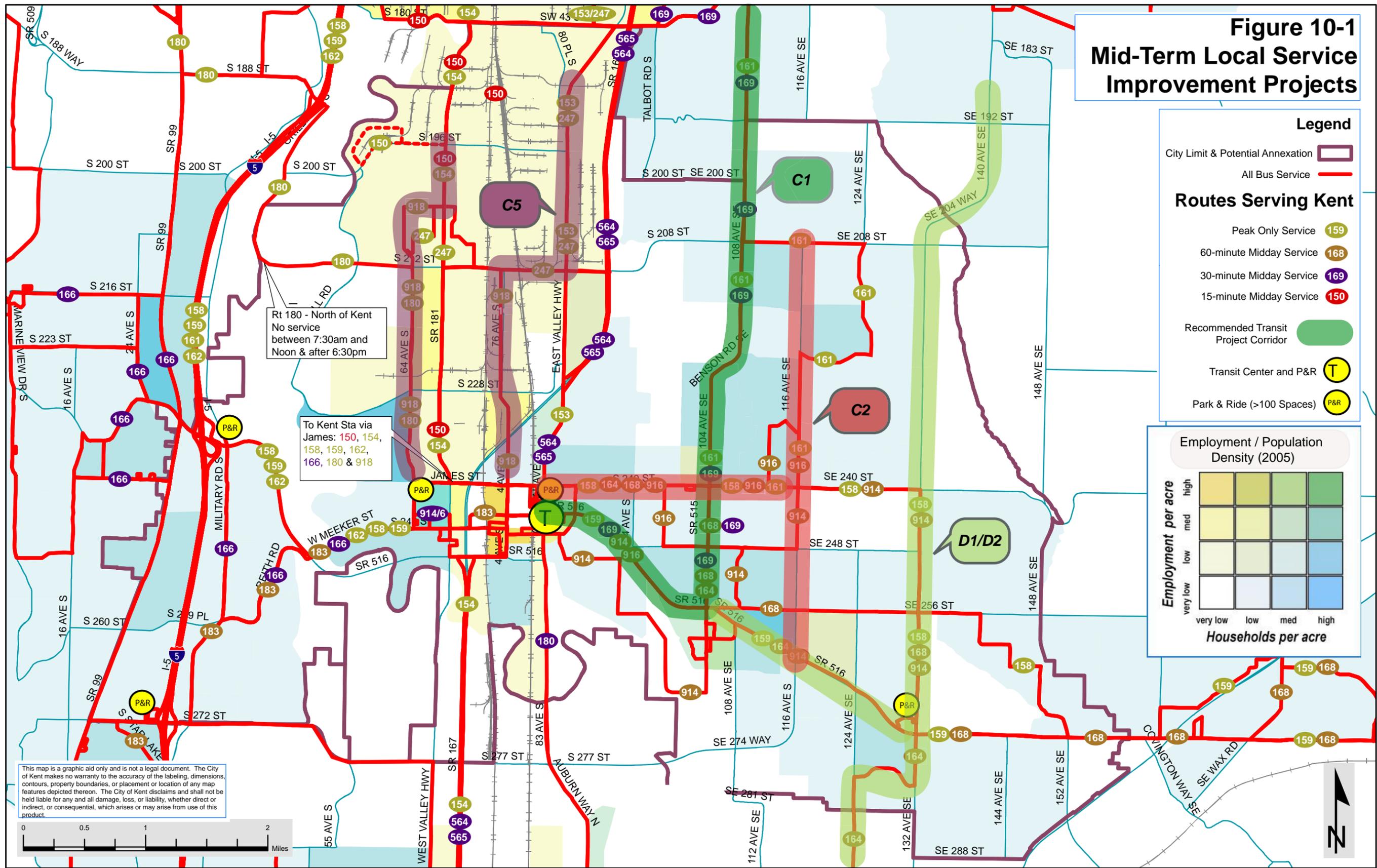
Mid-Term Service Improvements

The following sections describe recommended projects over the next 15 years. **Figure 10.1** highlights potential project corridors for service improvement projects.

REGIONAL PTN SERVICE

Currently, only KC Metro Route 150 provides midday service to Seattle. While this route has been improved to 15-minute service, it takes over 60 minutes to complete the trip, as compared to roughly 25 minutes for auto travel and 45 minutes for peak express transit services. Mid-term regional PTN improvement recommendations are focused on this connection; two express bus projects are suggested to decrease this travel time.

Figure 10-1 Mid-Term Local Service Improvement Projects



Legend

- City Limit & Potential Annexation
- All Bus Service

Routes Serving Kent

- Peak Only Service
- 60-minute Midday Service
- 30-minute Midday Service
- 15-minute Midday Service

Recommended Transit Project Corridor

Transit Center and P&R

Park & Ride (>100 Spaces)

Employment / Population Density (2005)

Employment per acre	high				
	med				
	low				
	very low				
		very low	low	med	high
Households per acre					

Rt 180 - North of Kent
No service
between 7:30am and
Noon & after 6:30pm

To Kent Sta via
James: 150, 154,
158, 159, 162,
166, 180 & 918

This map is a graphic aid only and is not a legal document. The City of Kent makes no warranty to the accuracy of the labeling, dimensions, contours, property boundaries, or placement or location of any map features depicted thereon. The City of Kent disclaims and shall not be held liable for any and all damage, loss, or liability, whether direct or indirect, or consequential, which arises or may arise from use of this product.



A1A) MIDDAY ST EXPRESS BUS TO SEATTLE

This project would implement Sound Transit project S11 that did not make it to the draft package (see Chapter 9). This project called for "shadow" bus service between Tacoma and Seattle serving all Sounder rail stations during off-peak times when Sounder is not in operation. The proposed project called for 45-minute headway during midday, evening and night periods and requires 13,100 annual service hours.

A1B) KENT TO SEATTLE MIDDAY EXPRESS BUS

As an alternative to meet City of Kent resident and employee needs, this project would institute midday-only express service to Seattle. This option calls for four round trips to fill in the gap between am and pm peak services and requires about 1,600 annual service hours.

LOCAL PTN SERVICE

Today, there are pockets of density (population and employment) in the East Hill area that merit all-day 30-minute or better service. Growth along 104th Avenue SE and Benson Road will support 15-minute service in the mid-term timeframe.

C1) CANYON/104TH/108TH SERVICE

A long-term regional PTN recommendation will call for increasing the frequency of Route 169 to Renton. This 30-minute route is currently one of the better performing routes in south King County and growth in the corridor will merit enhancements to the service during the mid-term. Project C1 calls for overlaid services, possibly turning around at 208th Street to meeting the City of Kent needs if the regional service is not adequate at that time. Short-line overlay service in this corridor will require roughly 9,200 annual service hours. The *Transit Now* improvements to Route 169 are supportive of this recommendation.

C5) ALL-DAY INDUSTRIAL AREA SERVICE

Increased employment in the Kent industrial area will increase the need to provide connections to City of Kent neighborhoods and the Kent Transit Center at peak commute as well as the traditional off-peak times. This recommendation replaces Route 918 with two weekday all-day services - west and east industrial areas along 64th Avenue South and 76th Avenue South respectively. Thirty-

minute all-day with limited sixty-minute night service on weekdays will require over 13,000 annual service hours.

LOCAL SERVICE

C2) JAMES/240TH ST FROM KENT TC TO NORTH AND SOUTH 116TH AVE

This project provides all-day service in the east-west corridor along James and SE 240th Street and the north-south corridor along 116th Avenue SE between SE 208th Street and SE Kent Kangley Road. The mid-term recommendation is for alternating service north and south of SE 240th Street yielding 30-minute service on the east-west segment and 60-minute service on the two north-south sections. New service in these corridors will require about 6,000 annual service hours.

Increased development along 132nd Avenue SE will create travel demand in corridor between Renton, Kent, Auburn and Green River Community College and to downtown Kent. The following two projects combine to serve the north-south corridor along 132nd Avenue SE and provide connections to the Kent Transit Center at the Lake Meridian park-and-ride.

D1) 30-MINUTE ALL DAY SERVICE ON 132ND AVE

This project focuses on the segment north from the Lake Meridian park-and-ride connecting with other services at Kent Kangley Road. Weekday and Saturday service with 30-minute frequencies on this segment will require 5,200 annual service hours. The *Transit Now* improvements to Route 164 are supportive of this recommendation.

D2) ENHANCE ROUTE 164

This project increases the frequency of Route 164 to 30 minutes and adds Saturday service. This provides enhanced service to the community college and allows for more convenient connections to downtown from the Lake Meridian park-and-ride.

Long-Term Service Improvements

The following sections describe recommended projects for the 16 to 25 year timeframe. The need for many of these projects suggests that they could be implemented sooner if funding becomes available; however, they are included in this timeframe due to likely funding constraints and regional priorities. **Figure 10.2** highlights potential project corridors for new service improvement projects.

REGIONAL PTN SERVICE

A2) MIDDAY SOUNDER COMMUTER RAIL TO SEATTLE

New commuter rail service in the off-peak times is the preferred long-term solution to address the need for shortened travel times to Seattle. Project S24 from the Sound Transit 2 initiative would provide six additional weekday round trips on top of nine peak roundtrips that will be in place by 2012. For weekend service, four northbound and four southbound trips would be provided each day. Significant infrastructure improvements are required to add capacity in support the additional weekday service.

Many of the corridors identified for improved service are currently served by existing peak-only or limited frequency routes. The following projects enhance service in these corridors to provide PTN-levels of service

B1) RENTON: INCREASE FREQUENCY OF ROUTE 169

Seven-day, 15-minute service on Route 169 to Renton will require an additional 14,000 annual service hours. Once in place, this service eliminates the need for project C1 as an enhanced Route 169 will provide primary service along 104th/108th Avenues.

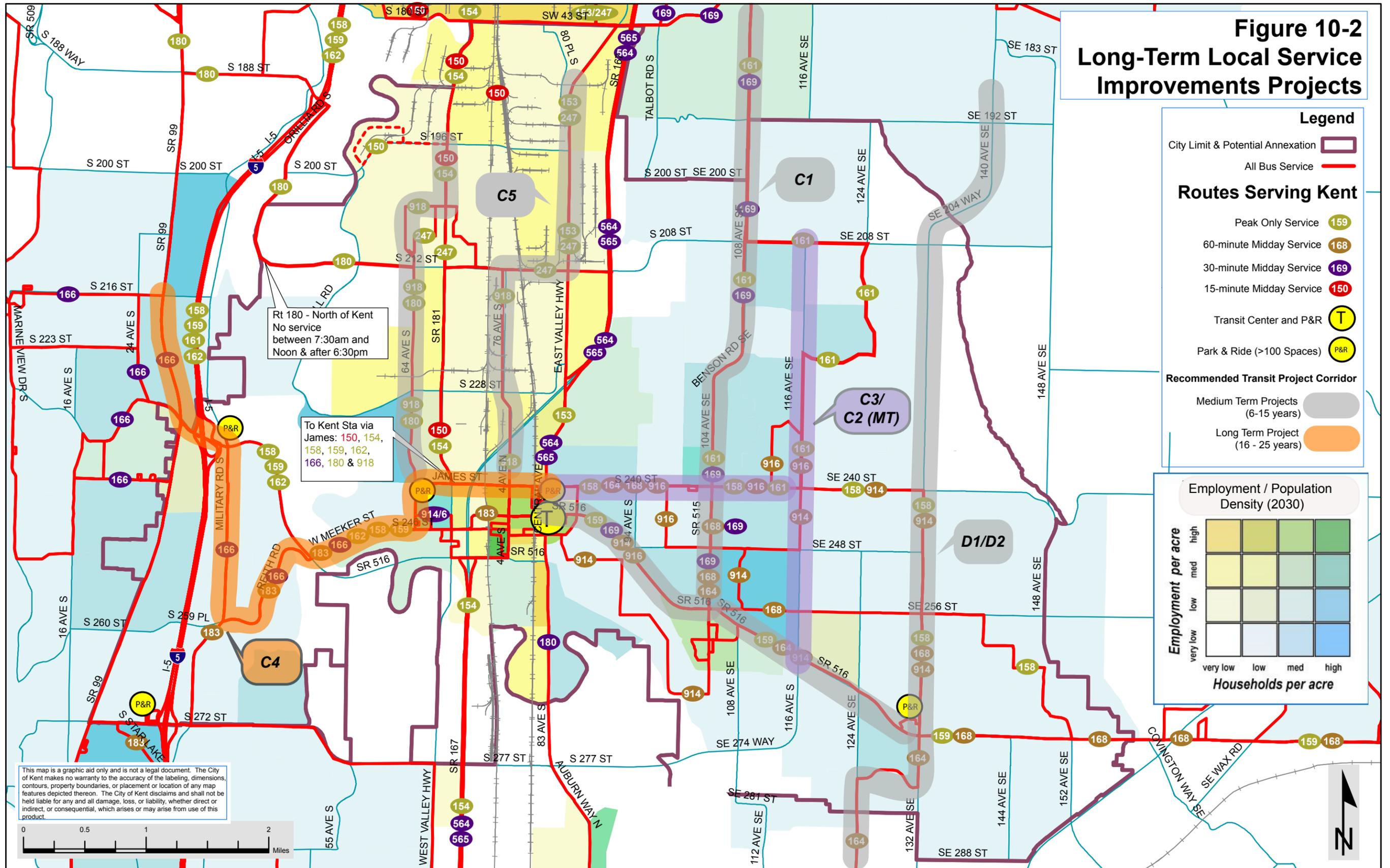
B2) AUBURN: INCREASE FREQUENCY OF ROUTE 180

Seven-day, 15-minute service on Route 180 to Auburn will require an additional 14,000 annual service hours.

B3) BELLEVUE: ADD 15-MINUTE FREQUENCY FOR REVERSE-COMMUTE TIMES ON 564/565

Sound Transit Routes 564/565 provide adequate service for the foreseeable future for northbound am and southbound pm trips on weekdays. Filling in trips to bring the reverse commutes to 15-minute headways requires 2,300 annual service hours for weekdays.

Figure 10-2 Long-Term Local Service Improvements Projects



B4) SEATAC: INCREASE FREQUENCY OF ROUTE 180 TO 15-MINUTE

Increasing Route 180 from the Kent Transit Center to Sea-Tac to 15-minute service will require 9,200 annual service hours. This assumes that short-term improvements by KC Metro fill in the mid-morning and evening service gaps that currently exist in the 30-minute service.

C3) JAMES/240TH ST FROM KENT TC TO NORTH AND SOUTH 116TH AVE

This project is similar to project C2, but with 15-minute all-day service in response to continued growth in the East Hill area. An additional 10,800 annual service hours are required to enhance service in these proposed corridors from 30 to 15 minutes.

C4) ENHANCE ROUTE 166

The (south) west side will see marginal growth between James and Meeker west of 64th Avenue. Potential high-density development(s) west of I-5 may create increased transit demand in this area. This project increases service on Route 166 to 15 minute Monday through Saturday and 30-minutes on Sundays. These improvements will require 10,400 annual service hours.

Capital Improvements

As a general policy the City should invest in and promote priority investment from KC Metro and Sound Transit in capital improvements, including stop amenities, along corridors that form part of Kent's future local and regional PTN.

TRANSIT FACILITY IMPROVEMENTS

E1) CONSTRUCT SHELTERS (SHORT TERM)

This project addresses those bus stops identified as shelter deficient per KC Metro standards. The analysis conducted for this plan identified 15 stops listed by KC Metro for possible stops in 2008 and ascertained that another 7 apparently had boarding levels in excess of the standards required for shelters.

F1) LAKE MERIDIAN P&R (LONG TERM)

The Lake Meridian park-and-ride has a 172 vehicle capacity and is currently (2005) 27 percent utilized. Potential growth in Covington/Timberline over 25 years may exceed capacity and create cut through traffic to the Kent Transit Center. This project expands the capacity in/near the facility by 200 spaces

PEDESTRIAN FACILITY IMPROVEMENTS

The non-motorized portion of the City of Kent Transportation Master Plan update includes new sidewalks, sidewalk repairs and curb ramps along all the arterials and many residential streets where access to transit barriers exist.

Table 10.1 presents a summary of the transit recommendations in response to the needs identified in this Transit Master Plan. The table includes initial costs estimates. Costs for the Sound Transit 2 projects are from the project estimates used during ST2 evaluation. Other service improvements are estimated at \$80.54 per hour. This represents KC Metro's marginal operating cost for 2007 and is used when KC Metro provides additional service to a local jurisdiction.

Table 10.1 Transit Recommendations

Project Category	Project Details	Time frame (1)	Costs
A) Add midday express service from Kent Transit Center to downtown Seattle	A1a) Midday ST express bus per ST 2 Project S11 ("shadow" bus service between Tacoma and Seattle serving all Sounder rail stations) Not identified in the July 06 set of three investment options	MT	\$1,300,000
	A1b) Metro operated Kent-Seattle Express (4 round trips/weekday)	MT	\$126,000
	A2) Sounder service per ST 2 Project S24 (6 additional round trips on top of 9 peak roundtrips in place by 2008) Not identified in the July 06 set of three investment options	LT	\$11.4 M O/M; \$163.5 to \$188.0 M Capital
	B) Regional Primary Transit Network		
	B1) Renton: Increase frequency of Route 169	LT	\$1,100,000
	B2) Auburn: Increase frequency of Route 180	LT	\$1,100,000
	B3) Bellevue: Add 15-minute frequency for reverse-commute times on 564/565	LT	\$190,000
	B4) SeaTac: Increase frequency of Route 180 to 15-minute	LT	\$750,000
C) Local Primary Transit Network	C1) Canyon/104th/108th: Increase frequency of Route 169 (part of regional PTN project) or create short line with turn around at 208th St. (<i>Transit Now</i> improvement identified for Route 169)	MT	\$750,000
	C2) James/240th St from Kent TC to north and south 116th Ave. Two routes combing on east/west segment for 30-minute frequency of service	MT	\$480,000
	C3) James/240th St from Kent TC to north and south 116th Ave. Two routes combing on east/west segment for 15-minute frequency of service	LT	\$ 390,000 (plus Proj C2)
	C4) Increase frequency of Route 166 to 15-minute M-Sa, 30-minute Sundays	LT	\$840,000
	C5) Replace Route 918 with two weekday all-day services - east and west industrial areas. 30-minutes all-day with limited 60-minute night service	MT	\$1,100,000
D) Local Service Improvements	D1) Add 30-minute all day service on 132nd Ave, connecting with other services at Kent Kangley Road. (<i>Transit Now</i> improvement identified for Route 164)	MT	\$430,000
	D2) Increase frequency of Route 164 to 30 minutes and add Sa service	MT	\$480,000

Transit Master Plan

Project Category	Project Details	Time frame (1)	Costs (2)
E) Bus Shelters	E1) Construct shelters at 15 stops identified for possible stops in 2008 along with 7 not identified, yet exceeding standards.	ST	\$770,000 @ \$35,000 ea (05\$)
F) East Kent Interceptor P&R	F1) Expand capacity in/near Lake Meridian P&R by 200 spaces	LT	\$1 M plus land acquisition for surface lot expansion , \$4 M for structured parking
G) Sidewalk improvements	Identification of potential projects pending review of non-motorized and roadway improvements	ST	

(1) ST refers to Short Term (0-5 year timeframe), MT to Medium Term (6-15 years) and LT to Long Term (16-25 years).

11. TRANSIT FUNDING

This chapter introduces the primary sources of funding available for transit operations and capital projects. Operating funding primarily comes from local (regional) sales tax revenues, farebox revenues and in the case of Sound Transit, a Motor Vehicle Excise Tax. Capital funding primarily comes from federal grants. As discussed in Chapter 9, KC Metro and Sound Transit have obtained, or are seeking, increases in sale tax rates to fund currently identified projects.

KC Metro bus service is allocated to three subareas of the County, the East, South, and West (Seattle/north suburban) subareas. The West subarea has 63 percent of the bus service, and the current Six Year Transit Development Plan provides that every 200,000 hours of additional bus service will be allocated among the three subareas on a 40:40:20 basis with the East and South subareas each receiving 40 percent of service hours and the West subarea receiving 20 percent.

Local sources

Local funding for transit in Washington is primarily derived from a share of local sales tax revenues. These are collected by the county, city or Public Transportation Benefit Areas (PTBA) providing transit service. King County Metro Transit currently has a 0.9 percent sales which was increased from 0.6 percent prior to 2000. In November 2000, the rate was increased by 0.2 percent in response to Initiative 695 in 1999 which eliminated Motor Vehicle Excise Tax (MVET) funding as a major revenue source for transit operations. In addition, KC Metro recently obtained an incremental 0.1 percent increase to fund additional services to accommodate growth in demand over the next ten years as part of the *Transit Now* initiative. Sound Transit, operating as a Regional Transit Authority collects an additional 0.4 percent sales tax and a 0.3 percent MVET to provide regional service in Puget Sound communities. Sound Transit is seeking an additional 0.5 percent as part of the ST 2 initiative. Local governments may also fund transit services and capital expenditures, augmenting state and federal funds where appropriate. Local sources may include general fund allocations and/or special fees.

The City of Kent currently contributes \$21,265 annually toward the farebox replacement for the Shopper Shuttles. In 2006 the City paid \$43,174 for 10 months of operation of the Commuter Shuttle. Estimated 2007 expenses are \$70,250 to provide two additional runs, meeting up with the additional sounder trains.

Federal Programs

The section identifies federal funding sources available in/to the Puget Sound to support expanded transit services and help pay for capital improvements. Federal funding for transit systems is distributed primarily through the Federal Transit Administration (FTA). FTA funds are distributed to the county, city or transit district/authority providing transit service in urban areas and to the states for rural areas. In south King County, King County Metro Transit and Sound Transit are the primary recipients of federal funding. These funds are allocated regionally and are not available for receipt or use directly by cities such as Kent that are served as part of a transit district.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) transportation bill provides funding for federal surface transportation programs over six years through FY 2009. All recipients of federal funds must make certain certifications to the FTA, file regular reports and submit to periodic audits. Under SAFETEA-LU, some sources also require a human services transportation coordination plan. There are many funding sources under FTA's umbrella, but a select few form the bulk of available operating and capital assistance.

- FTA Section 5307 – Urbanized Area Grant Program
- FTA Section 5309 – Bus, Bus Facility and New Starts Program
- FTA Section 5310 – Elderly and Disabled Program
- FTA Section 5311 – Rural and Small Urban Areas Program
- FTA Section 5316 – Job Access/Reverse Commute (JARC)
- FTA Section 5317 – New Freedom Program

FTA Section 5307 – Urbanized Area Grant Program

Section 5307, the Urbanized Area Grant Program is the largest single component of FTA grants available to support bus transit in urban areas with a population of at least 50,000 people. The funds are available to any transit service meeting basic federal requirements. These funds are distributed by formula to urbanized areas, not individual cities. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Urbanized Area (“UZA”) is a US Census designation describing separate urban agglomerations, and the boundaries of urbanized areas are adjusted after the completion of each decennial US census.

The UZA designations for Section 5307 funds are divided into two main categories:

- Between 50,000 and 200,000 population (small)
- Greater than 200,000 (large)

Eligible uses of 5307 Grants include:

- Purchase of buses and other capital needs;
- Preventive maintenance of capital assets;
- One percent of the total UZA’s apportionment must be used for “transit enhancements” such as bus shelters, landscaping, bikeways, or historic preservation;
- Operating support is not an allowed use in UZAs larger than 200,000; and
- Up to 10 percent of funds may be used to support the operations of ADA paratransit.

Different application processes, use of funds and reporting guidelines may apply depending on the size of the urbanized area. Applicable projects are included in the region’s Transportation Improvement Program (TIP) project lists developed and approved by the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization (MPO) for the area.

The Seattle urbanized area received over \$79.5 Million of Section 5307 funds in FY2005.

FTA Section 5309 – Bus, Bus Facility and New Starts Program

Funds in this program are limited to capital purchases and maintenance of capital, and fall into three categories: 1) bus/bus facilities, 2) New Starts (major fixed guideway capital investment projects) and 3) rail modernization. These funds are distributed directly from FTA to support capital transit needs including vehicle acquisition, bus rebuilds, maintenance facilities, transfer facilities, terminals, passenger shelters and computers. Starting in FY 2007, a portion of new starts funding will be dedicated to “small starts” projects, with a federal share of less than \$75 million, for streetcar, trolley, bus rapid transit and similar investments. Except for a portion of the bus and bus facility funding, Section 5309 funds are fully discretionary and can be somewhat difficult to acquire. New starts grants under this program require a 20 percent local match.

However, a higher federal match is possible for those projects whose cost and ridership estimates are within 10 percent of original forecasts. New Starts funds are usually earmarked and appropriated by Congress. The applications process is extensive for New Starts funding and includes:

- Alternatives Analysis and Preliminary Engineering
- Project Justification, including analysis of:
 - Mobility Improvements
 - Environmental Benefits
 - Operating Efficiencies
 - Cost Effectiveness
 - Economic Development
 - Transit Supportive Land Use and Future Patterns
 - Other Factors, including, among other things, the technical capability of the project sponsor to implement and operate the proposed investment.
- Demonstrated Local Financial Commitment.

The Seattle urbanized area received over \$21.7 Million of Section 5309 funds in FY2005

FTA Section 5310 – Elderly and Disabled Program

The formula grants for Special Needs of Elderly Individuals and Individuals with Disabilities provides transit capital assistance, through the states, to organizations that provide specialized transportation services to elderly persons and to persons with disabilities. Funding is approximately \$100 million per year, nationwide. Section 5310 funds are allocated to states based on the state's population of these specialized groups. Private non-profit agencies and under certain circumstances, public agencies, may apply for this statewide discretionary funding program.

Allocated through the state according to area population, these funds are most often used for capital purchases. However, Section 5310 program grants can be submitted for "contract service to operate" transportation programs for the elderly and persons with disabilities and SAFETEA-LU authorized pilot projects in seven states to determine if the use of Section 5310 funding for direct operations improves the mobility for the elderly and persons with disabilities. Section 5310 provides up to an 80 percent contribution for funded capital programs.

Grantees of federal funding through Section 5310 (along with the Job Access and Reverse Commute (JARC) and New Freedom programs) are required to certify that funded projects are derived from a Coordinated Public Transit-Human Services Transportation Plan. Up to 10 percent of the total grant amount for all three sources of funds may be used to support planning and project selection activities. There is no match required, and the funds may be applied for in advance of completing the planning activities.

WSDOT was the recipient of over \$1.7 Million of Section 5310 funds in FY2005.

FTA Section 5311 – Rural and Small Urban Areas Program

The formula funding for Rural and Small Urban Areas (population under 50,000) is apportioned in proportion to each state's non-urbanized population. Funding may be used for capital, operating, state administration, and project administration expenses. Each state must use 15 percent of its annual apportionment to support intercity bus service (Section 5311(f)), unless the Governor certifies that these needs of the state are adequately met. A primary objective of intercity bus service is to support the connection between nonurbanized areas and larger regional systems. Grant eligible intercity bus activities include planning and marketing for intercity bus transportation, capital grants for intercity bus shelters, joint-use stops and depots, operating grants through purchase-of-service agreements, user-side subsidies and demonstration projects, and coordination of rural connections between small transit operations and intercity bus carriers. Capital assistance may be provided to purchase vehicles or vehicle related equipment such as wheelchair lifts for use in intercity service.

Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs or 80 percent for capital and project administration. Under SAFETEA-LU, states with a very high percentage of federal lands may apply the federal highway program sliding scale federal match. Operating project match is 5/8th of the sliding scale share for capital projects.

Recipients of Section 5311 funds must submit annual data on service levels, costs, and revenues to the National Transit Database. These requirements will be tailored to the smaller size of the typical public transportation system in rural areas, while still providing enough information to judge the condition and performance of rural public transportation services.

SAFETEA-LU added Indian tribes eligible recipients, and a portion of funding is set aside each year for Indian tribes - \$8 million in FY 2006 and rising to \$15 million by FY 2009. The reauthorization bill also significantly increased funding for the 5311 program, especially for low-density states, which are allocated 20 percent of section 5311 funds.

WSDOT was the recipient of over \$4.5 Million of Section 5311 funds in FY2005.

FTA Section 5316 – Job Access/Reverse Commute (JARC)

This program was designed to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs. Under SAFETEA-LU, JARC changed to become a formula program rather than the prior competitive discretionary grants program. The formula is based on ratios involving the number of eligible low-income and welfare recipients with 60 percent of funds going to urban areas with more than 200,000 population, 20 percent for urban areas with fewer than 200,000 population, and 20 percent to rural areas.

Eligible projects include capital and operating costs of equipment, facilities and associated capital maintenance items, promoting transit use by workers with nontraditional work schedules and other employer provided benefits. This program has a 50 percent match requirement for operations and 20 percent for capital. Local contributions can be matched with federal (non-Department of Transportation) dollars. Matching funds could include Community Development Block Grants, Temporary Aid to Needy Families (TANF) or Department of Labor Welfare to Work. The program may provide new funds to “jump start” transit service if it can be demonstrated that the service transports workers transitioning from welfare to work.

Grantees of federal funding through the JARC program (along with the Section 5310 and New Freedom programs) are required to certify that funded projects are derived from a Coordinated Public Transit-Human Services Transportation Plan. Up to 10 percent of the total grant amount for all three sources of funds may be used to support planning and project selection activities. There is no match required, and the funds may be applied for in advance of completing the planning activities.

FTA Section 5317 – New Freedom Program

Under SAFETEA-LU, this program was created to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. Grants are available for associated capital and operating costs with 20 percent and 50 percent local match requirements respectively. Matching share requirements are

flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Agriculture.

Funds are allocated through a formula based upon population of persons with disabilities. Areas over 200,000 in population receive 60 percent of the funding, 20 percent goes to states for areas under 200,000 in population and 20 percent goes to states for non-urbanized areas. States and designated recipients must select grantees competitively.

Grantees of federal funding through the New Freedom Program (along with the Job Access and Reverse Commute (JARC) and Section 5310 programs) are required to certify that funded projects are derived from a Coordinated Public Transit-Human Services Transportation Plan. Up to 10 percent of the total grant amount for all three sources of funds may be used to support planning and project selection activities. There is no match required, and the funds may be applied for in advance of completing the planning activities.

JARC and New Freedom grants for small urban areas (50,000 to 199,999 in population) are appropriated to the state, which is to select grantees competitively.

Table 11.1 illustrates the estimated funding for the Seattle urbanized area under SAFETEA-LU

Table 11.1 FTA Formula Funding Growth for Seattle Urban Area

	Urban Area Funds (5307 and 5340)	Fixed-Guideway Modernization	JARC	New Freedom	Total
FY06	\$76,811,710	\$27,110,280	\$971,462	\$676,025	\$105,569,477
FY07	\$79,904,423	\$29,039,409	\$1,013,699	\$702,026	\$110,659,557
FY08	\$86,654,499	\$33,168,423	\$1,098,174	\$758,362	\$121,679,457
FY09	\$92,178,583	\$36,434,405	\$1,158,010	\$801,697	\$130,572,695

Source: FTA Estimated Apportionments

Washington State Programs

The Regional Mobility Grant Program is a new program designed to improve the coordination of transit services and to increase the use of transit to reduce congestion on the most heavily traveled highways. The grant program is funded at \$20 million in FY2005–07 and \$40 million in the following biennia. The program is designed to help local governments by funding projects such as:

- Inter-county connections between transit agencies;
- Park and ride lots;

- Rush hour transit service on congested roadways; and
- Projects that reduce delay for people and goods.

King County Metro received \$4.75 Million through this program in the 05-07 cycle to execute three projects.

WSDOT also administers the Paratransit/Special Needs Grant Program; this program is aimed at providing funding for special needs services. These grants support public transportation for persons who, because of their age (youth or seniors), disabilities, or income status, are unable to provide or purchase their own transportation. Specific program goals are to:

- Establish, preserve and improve public transportation services for persons with special transportation needs;
- Enhance access for special needs populations to shopping, healthcare, employment, education and other critical services;
- Enable communities to address special needs transportation demands;
- Encourage and facilitate the coordination of transportation resources and services; and
- Ensure efficient and effective use of resources.

These funds are most often used for operating and capital assistance, matching funds for federal grants and as project development funds for community coordination projects.

The WSDOT Consolidated Grant program pools funds from the 2003 Legislative Transportation Funding Package, the 2005 Transportation Partnership Package, and federal funds. For the FY05-07 cycle, King County Metro received over \$5.8 Million in formula funding for special needs transportation and local agencies/operations obtained another \$1 million in discretionary funding.

APPENDIX A FIXED-ROUTE SERVICES

Description of Routes (Fall 2005)

Metro Route 150 provides daily service from Auburn, Kent, Southcenter and downtown Seattle. Within Kent the route serves Kent Boeing, Kent Park and Ride and the Kent Transit Center where riders can transfer to Sounder Commuter Rail. Weekday service begins at 4:54 am and continues until 2:28 am with peak service operating every 15 minutes, followed by midday and evening service every 30 minutes. Saturday service is provided between the hours of 5:48 am until 2:26 am every 30 minutes, and hourly in the late evenings. Sunday service is provided between 6:51 am and 2:28 pm every 30 minutes, and hourly in the early evening.

Metro Route 153 provides service between Kent and Renton every 30 minutes Monday through Friday, from 5:56 am to 6:54 pm. The major stops served are: Kent Transit Center, East Valley Road, South Renton Park and Ride, Renton Transit Center. Riders can connect with the Sounder at the Kent Transit Center.

Metro Route 154 provides peak only service between Auburn and Kent-Boeing Monday through Friday, during the hours of 4:58 and 7:59 am, and again from 2:32 and 5:43 pm. Major stops served are: Federal Center South, Duwamish Boeing, Tukwila Park and Ride, Kent-Boeing, Kent Park and Ride, Kent Transit Center, Auburn Park and Ride, and Auburn Transit Center. Riders can transfer to the Sounder at the Auburn Transit Center and the Kent Transit Center.

Metro Route 158 provides peak only service Monday through Friday from Lake Meridian (132nd Avenue SE / SE 240th) to downtown Seattle. Service to Seattle is offered every 30 minutes from 4:54 am to 8:40 am and again from 3:27 pm until 7:26 pm. This route does not operate at time when Sounder Commuter Rail provides parallel service. Major stops served are: downtown Seattle, Kent-Des Moines Park and Ride, Kent Transit Center, and Lake Meridian Park and Ride. Riders can connect with the Sounder in Seattle to return to the Kent Transit Center.

Metro Route 159 provides peak AM only service, Monday through Friday, between Kent East Hill to downtown Seattle. Route 159 provides morning service to Seattle between the hours of 4:58 am to 6:54 am. This route does not operate at time when Sounder Commuter Rail provides parallel service. Major stops served are: downtown Seattle, Kent-Des Moines Park and Ride, Kent Transit Center, Lake Meridian Park and Ride, and Timberlane.

Metro Route 161 provides peak only service Monday through Friday between Kent East Hill and downtown Seattle. Service is offered from Kent to downtown Seattle between the hours of 5:30 am and 7:40 am, and again in the afternoon

from 3:30 pm to 5:40 pm. Major stops served are: downtown Seattle, Tukwila Park and Ride, Kent Boeing, and Glencarin.

Metro Route 162 provides a peak only PM service every 30 minutes, Monday through Friday, from downtown Seattle back to Kent. Service is provided from 4:20 pm to 6:27 pm, and brings commuters from downtown Seattle back to Kent Transit Center. Major stops served are: downtown Seattle, Kent-Des Moines Park and Ride, and Kent Transit Center.

Metro Route 164 provides service Monday through Friday from 5:29 am to 10:29 pm from Kent Transit Center to Green River Community College. Service is offered every 30 minutes from 6:29 to 7:29 am, and hourly for the remaining service hours. Connections with Sounder are available at the Kent Transit Center. Major Stops served are: Kent Transit Center, Kent East Hill, and Green River Community College.

Metro Route 166 provides service seven days a week between Kent and Des-Moines. Weekday service is offered from 4:48 am to 11:09 pm every 30 minutes throughout the day, except in the early morning and late evening when service is offered every 60 minutes. Saturday service is provided between the hours of 6:09 am to 10:13 pm with 30-minute service throughout the day, except in the late evening when service is every 60 minutes. Sunday service is provided hourly between the hours of 7:44 am to 8:51 pm. Major stops served are: Marine View Drive S, S 216th Street, Highline Community College, Midway, Kent-Des Moines Park and Ride, Kent Transit Center. Riders can transfer to the Sounder at the Kent Transit Center.

Metro Route 167 provides peak only service Monday through Friday from Kent to Seattle. Service is offered every 30 minutes from 5:32 am to 8:32 am from Kent to Seattle, and again in the afternoon from 2:46 pm to 6:34 pm. Major stops served are: University District, SR 520 Freeway Stops, Wilburton Park and Ride, Coal Creek Parkway Freeway Station, Newport Hills Park and Ride, Kennydale Freeway Station, Renton Boeing, South Renton Park and Ride, Kent Transit Center, and Auburn Park and Ride

Metro Route 168 provides daily service every 60 minutes from Kent to Timberlane. Weekday service is provided from 4:42 am to 11:56 pm, Saturdays from 5:33 am to 11:52 pm, and Sundays from 6:38 am to 9:04 pm. Major stops served are: Kent Transit Center, Lake Meridian Park and Ride, and Timberlane.

Metro Route 169 provides daily service every 30 minutes from Kent East Hill and Renton, until late evening when service is offered every 60 minutes. Weekday service is provided from 4:58 am to 11:32 pm, Saturday service is

provided from 5:54 am to 11:56 pm, and Sunday service is provided from 6:57 am to 11:20 pm until the late evening when service is offered hourly. Major stops served are: Renton Transit Center, South Renton Park and Ride, Valley Medical Center, Kent East Hill, and Kent Transit Center.

Metro Route 183 provides service every Monday through Saturday from Kent to Federal Way. Weekday service is offered from 5:22 am to 7:11 pm every 30 minutes during peak periods and hourly during the midday. On Saturday, service is offered every 60 minutes between the hours of 9:30 am and 6:59 pm. Major stops served are: Federal Way Transit Center, Camelot, Star Lake Park and Ride, and Kent Transit Center.

Metro Route 247 provides peak only service every 30 minutes Monday through Friday between Overlake and Kent. Service is provided from Kent to Overlake from 5:41 am to 7:46 am, and during the afternoon from 3:46 pm to 6:33 pm. Major stops served are: Redmond, Overlake, Overlake Transit Center, Overlake Park and Ride, Eastgate Park and Ride, Factoria, Newport Hills Park and Ride, Kennydale Freeway Station, Renton Boeing, Renton, South Renton Park and Ride, Kent, and Kent Boeing.

Sound Transit Route 564 provides express service from Auburn to Bellevue Monday through Friday, from 5:00 am to 11:00 pm. Service is offered from Kent Transit Center every 15 minutes during the morning and afternoon peak periods, every 30 minutes during the midday, and hourly during the late evening. Major stops served are: Auburn Transit Center, Auburn Commuter Rail Station, Kent Transit Center, Renton Transit Center, Renton Boeing, Bellevue Transit Center, and Overlake Transit Center.

Sound Transit Route 565 provides express service Monday through Friday from Federal Way to Overlake, and travels the same route as the 564 except that it serves Federal Way in addition to Auburn. Service is offered every 30 minutes from the Kent Transit Center from 5:00 am to 11:00 pm, except in the late evening when service is offered hourly. Major stops served are: Federal Way Transit Center, Auburn Transit Center, Auburn Commuter Rail Station, Kent Transit Center, Renton Transit Center, Renton Boeing, Bellevue Transit Center, and Overlake Transit Center.

Metro Route 914 is the local DART shopper shuttle, which operates Monday through Saturday from 9:00 am to 4:20 pm. Major stops served are; on the Kent Transit Center, Kent East Hill, Lake Meridian Park and Ride, DART. Routes 914, 916 and 918 are managed by Metro and operated under contract with non-profit (provided Hopelink); the City of Kent subsidizes passenger fares to allow the service to operate “fare free.” The City of Kent designed and operated both the

914 and 916 routes for three years as a grant demonstration project, and after great success Metro assumed operation.

Metro Route 916 is the second DART shopper shuttle, which connects with Route 914 to provide service around Kent, but covers more of the northeastern part of the city. Service is provided Monday through Saturday from 9:30 am to 4:27 pm. The 916 operates under the same arrangement as the Route 914.

Metro Route 918 is a DART commuter van providing service between Kent Transit Center and Kent Boeing. The service operates weekdays every 30 minutes during commute hours from 6:30 to 8:00 am and again in the afternoon from 4:30 to 6:00 pm. The City of Kent is currently running Route 918 through grant funding, and is handling all promotion of the service.

Metro Route 952 is a Metro Boeing Custom Bus, which provides peak service from Kent Transit Center to Boeing in Everett. Service is offered every 30 minutes from 4:17 am to 7:14 am and again in the afternoon from 2:35 pm to 6:18 pm. There is no midday service. Major stops served are: Auburn Park and Ride, Kent Transit Center, Renton Boeing Lot 10, Kennydale Freeway Station, Newport Hills Freeway Station, Wilburton Freeway Station, NE 70th Place Freeway Station, NE 160th Freeway Station, and Boeing Everett Gate E-77.

Sound Transit Sounder Commuter Rail provides peak only service Monday through Friday from the Kent Station stop at the Kent Transit Center to downtown Seattle. Service is provided from Kent Station to Seattle in the morning from 6:17 to 7:42 am, and again in the afternoon from Seattle back to Kent Station from 4:20 to 5:40 pm. The Sounder only provides four trips daily in each direction, and no service during the midday or late evening.

[ROUTES SERVING THE KENT-DES MOINES PARK AND RIDE](#)

Metro Route 190 provides peak only service every 30 minutes Monday through Friday from Star Lake to Seattle, and serves the Des Moines Park and Ride. Service is offered from 6:04 am to 8:29 am, and again in the afternoon from 3:22 pm to 6:16 pm. Major stops served are: downtown Seattle, SODO, Star Lake Park and Ride and Redondo Heights Park and Ride.

Metro Route 191 provides peak only service every 30 minutes Monday through Friday, from the Redondo Heights Park and Ride to Seattle. Service is offered from 5:44 am to 8:52 am, and again in the afternoon from 3:28 pm to 7:06 pm. Major Stops served on the route are: downtown Seattle, SODO Riverton Heights, Redondo Heights Park and Ride.

Metro Route 192 provides peak only service every 30 minutes Monday through Friday from the Kent-Des Moines Park and Ride to downtown Seattle. Service is

offered from 6:17 am to 8:22 am, and again in the afternoon from 3:31 pm to 6:13 pm. Major stops served are: Downtown Seattle, Kent-Des Moines Park and Ride, and Star Lake Park and Ride.

Metro Route 194 provides daily service from Federal Way to Sea-Tac Airport. Service is offered every 30 minutes from the Kent-Des Moines Park and Ride to Sea-Tac Airport from 5:51 am to 9:45 pm weekdays, and from Sea-Tac to Kent from 5:16 am to 10:59 pm. Saturday service is offered every 30 minutes from the Kent-Des Moines Park and Ride to Sea-Tac from 6:14 am to 9:27 pm, and from Sea-Tac to Kent from 6:47 am to 10:43 pm. Sunday service is offered every 30 minutes from Kent to Sea-Tac from 6:14 am to 8:01 pm and from Sea-Tac to Kent from 6:48 am to 7:34 pm. Major stops served are: downtown Seattle, SODO, Sea-Tac Airport, Kent-Des Moines Park and Ride, Star Lake Park and Ride, Federal Way Transit Center, and Federal Way/ S 320th Street Park and Ride.

Metro Route 197 provides service Monday through Friday between Twin Lakes Park and Ride and the University District. Service is provided from the Kent-Des Moines Park and Ride to Seattle every 15 minutes from 6:08 am to 8:46 am. Service from Seattle to Kent is provided every 30 minutes from 3:00 pm to 7:00 pm and hourly from 12:42 pm to 3:00 pm. Major stops served are: University District, Kent-Des Moines Freeway Station, Star Lake Freeway Station, Federal Way Transit Center, Sea-Tac Mall, and Twin Lakes Park and Ride.

Metro Route 173 provides service Monday through Friday between Federal Way and Boeing, serving the Kent-Des Moines Park and Ride. Service is provided at the Kent-Des Moines Park and Ride from 5:56 am to 7:22 am to Federal Way and again in the afternoon from 3:02 to 4:45 from Federal Way South back to Kent - Des Moines Park and Ride. Major stops served are: Federal Center South, Duwamish Boeing, Federal Way, Sea-Tac Mall, and Federal Way/ S 320th Street Park and Ride.

Metro Route 174 provides daily service between Federal Way and downtown Seattle, and also serves the Kent-Des Moines Park and Ride. Service is provided weekdays every 30 minutes between 4:15 am until 4:33 am the next day. On Saturdays, service is provided every 30 minutes from 5:15 am to 4:30 am, except after midnight service is offered hourly. On Sundays, service is provided from 6:19 am to 4:30 am every 30 minutes, but also shifts to hourly service after midnight. Major stops served are: downtown Seattle, SODO, and Federal Way Transit Center and S 320th Street Park and Ride.

Metro Route 175 provides peak only service every 30 minutes, Monday through Friday, from the Kent-Des Moines Park and Ride to downtown Seattle. Service is provided every 30 minutes from 6:05 am to 8:18 am, and again in the afternoon

from 3:11 pm to 6:52 pm. Major stops served are: downtown Seattle, Kent-Des Moines Park and Ride, Midway, Redondo Heights Park and Ride, and West Federal Way.

Metro Route 941 provides peak only service every 30 minutes, Monday through Friday, from the Kent-Des Moines Park and Ride to First Hill. Service is provided from 5:19 am to 8:52 am and again in the afternoon from 3:39 to 6:34 pm. Major stops served are: Providence Medical Center, Harborview Hospital, Swedish Hospital, and the Kent-Des Moines Park and Ride

Metro Route 949 is a custom bus provided by Metro to serve Boeing in Everett. Service is provided Monday through Friday between Federal Way and Boeing in Everett. The custom bus provides one morning run leaving Federal Way at 4:33 am and arriving at Boeing in Everett at 5:49 am, and serves the Kent Des Moines Park and Ride. The afternoon bus leaves Boeing in Everett at 2:36 pm and arrives at 3:55 pm at the Kent-Des Moines Park and Ride; there is only one run in the afternoon. Major stops served are: South Federal Way Park and Ride, Kent- Des Moines Park and Ride, and Boeing Everett.

Sound Transit Route 574 provides express service daily from 3:30 am to 10:30 pm from Lakewood to Sea-Tac Airport, and serves the Kent-Des Moines Park and Ride. Service is provided every 30 minutes until the late evening when hourly service is offered. Major Stops served are: SeaTac Airport, Kent-Des Moines Park and Ride, Star Lake Park and Ride, Federal Way Park and Ride, Tacoma Dome, Lakewood Park and Ride, and Lakewood Mall Transit Center.

**APPENDIX B 2004 CITY OF KENT COMPREHENSIVE PLAN TRANSIT GOALS
AND POLICIES**

TRANSIT/HIGH OCCUPANCY VEHICLE GOALS AND

POLICIES Goal TR-8 - Encourage the development and use of alternatives to single- occupancy vehicles.

Policy TR-8.1 - Work with regional transit providers to provide frequent, coordinated, and comprehensive public transit services and facilities in all residential and employment areas in the Kent Planning Area. (Public transit services and facilities include train service, bus service, vanpool services, vanshare services, Dial-A-Ride, Access, park and ride lots, car-sharing services, as well as marketing/promotional activities for all the above).

Policy TR-8.2 - Emphasize transit investments that provide mobility and access within the community and make it possible for citizens to access local services and support local businesses while reducing auto-dependent travel.

Policy TR-8.3 - Provide the non-Central Business District, residential portion of the transit system with parking, via park and ride lots or shared-use parking facilities, and provide convenient walking paths to connect residential development with transit service.

Policy TR-8.4 - Develop criteria for a network of park-and-ride lots to serve residential areas which feed into the regional transit system/commuter rail line located downtown.

Policy TR-8.5 - Coordinate park-and-ride facilities located near downtown with downtown parking programs for merchants and shoppers.

Policy TR-8.6 – Work with Washington State Department of Transportation and regional transit providers to identify appropriate sites for a network of park and ride lots which feed into the regional transit system.

Policy TR-8.7 - Support the completion of a comprehensive system of HOV improvements and programs on state highways and regional arterials which give high-occupancy vehicles reliable travel times.

Policy TR-8.8 - Promote measures to increase the use of high-occupancy vehicles, public transit, and non-motorized travel modes among employers located within the City who are not required to comply with commute trip reduction.

Policy TR-8.9 – Promote employer strategies and educational efforts that shift travel demand to off-peak travel periods.

Policy TR-8.10 - Support Transportation System Management programs and services which improve travel time reliability and transit’s ability to compete with single-occupant-vehicle travel times.

APPENDIX C IMPROVEMENTS FUNDED BY *TRANSIT NOW*

**Transit Now
Core Service Connections and High Ridership Corridors**

Description		
Between These Places		Via Primary Corridor and Destination
Auburn	Kent	Auburn Way
Auburn/GRCC	Federal Way	15th St. SW, Lea Hill Rd.
Ballard	University District	NW Market St., N. and NE 45th St.
Beacon Hill	Downtown Seattle	Othello/New Holly Station, Beacon Ave. S.
Bellevue	Bear Creek	Overlake
Bellevue	Eastgate/BCC	Lake Hills Connector, 148th Ave. SE
Bellevue	Renton	Coal Creek Parkway, Factoria, Newcastle
Bellevue	University District	SR-520
Burien	Downtown Seattle	Ambaum Blvd. SW, Delridge Way SW
Capitol Hill	Seattle Center	Denny Way
Des Moines ¹	Downtown Seattle	1st Ave. S., SR-509, E Marginal Way S
Issaquah	Bellevue	I-90, BCC
Issaquah	Redmond	228th Ave. SE, NE Sammamish
Kent	Burien	KDM rd., S 240th St., 1st Ave. S.
Kent ¹	Four Corners	SE Kent Kangley Rd.
Kent ¹	Green River CC	E James St., 124th Ave. SE
Kent	Renton	Smith St., Benson Rd., Carr Rd.
Kent	SeaTac	Orillia Rd., S. 212th St.
Kent	Downtown Seattle	W. Valley Hwy., Southcenter Blvd., Interurban Ave. S, I-5
Kirkland	Bellevue	Lake Washington Blvd. NE, Bellevue Way NE
Kirkland	Eastgate/Factoria	156th Ave., Overlake, Crossroads Mall, BCC, Eastgate
Kirkland ¹	Redmond	Avondale Rd. NE, NE 85th St.
Kirkland	Downtown Seattle	108th Ave. NE, SR-520
Northgate	Downtown Seattle	I-5
Queen Anne	Downtown Seattle	Queen Anne Ave. N
Redmond	Eastgate/Factoria	148th Ave., Crossroads Mall, BCC, Eastgate
Renton	Burien	SW Grady Way, S 154th St.
Renton	Downtown Seattle	Martin Luther King Jr. Way S, I-5
Shoreline ¹	Kenmore	SR 104/Ballinger Way, Lake Forest Park
University District	Downtown Seattle	Eastlake Ave. E., Fairview Ave. N.

¹ High Ridership Corridor not identified as a Core Service Connection in Metro's Six-Year Transit Development Plan for 2002 to 2007.

APPENDIX D HOUSEHOLD SURVEY QUESTIONS

QUESTIONNAIRE WITH SKIP PATTERNS

(17:52:00 23 FEB 2006)

QUESTIONNAIRE = KENT
VERSION : 5.0

*
* _____ APPROVED AS IS *
*
* _____ APPROVED WITH CHANGES AS NOTED *
*
* _____ SEND ANOTHER DRAFT *
*
* _____ *
* SIGNATURE *

HELLO, MY NAME IS _____. I AM CONDUCTING A SURVEY FOR THE CITY OF KENT. THE CITY WOULD LIKE TO IMPROVE TRANSPORTATION, INCLUDING TRANSIT SERVICES, FOR RESIDENTS AND BUSINESSES. TO DO SO THEY ARE LOOKING FOR INPUT TO DECIDE ON PRIORITIES. WOULD YOU BE WILLING TO ANSWER A FEW QUESTIONS TO HELP US UNDERSTAND YOUR NEEDS AND OPINIONS ABOUT BUS AND COMMUTER TRAIN SERVICE ?

ALL ANSWERS WILL BE KEPT STRICTLY CONFIDENTIAL.

1. DO YOU LIVE IN THE CITY OF KENT ?

- 1. YES
2. NO

SKIP AFTER Q1 IF Q<1> EQ 2 THEN GO END

2. AND ARE YOU 16 OR OLDER ?

- 1. YES
2. NO

SKIP AFTER Q2 IF Q<2> EQ 2 THEN GO END

3. WHAT IS YOUR HOME ZIP CODE ?

- 1. 98030
2. 98031
3. 98032
4. 98035
5. 98042
6. 98064
7. 98089
8. OTHER (CONFIRM IN CITY OF KENT AND SPECIFY)

OTHER LINE = 100

4. WHAT ARE THE CROSS-STREETS AT THE INTERSECTION CLOSEST TO YOUR HOME ?

5. INCLUDING YOURSELF, HOW MANY PEOPLE LIVE IN YOUR HOUSEHOLD ?

- 1. ONE
- 2. TWO
- 3. THREE
- 4. FOUR
- 5. FIVE
- 6. SIX OR MORE

6. AND HOW MANY OF THOSE ARE UNDER 18 ?

- 1. 1
- 2. 2
- 3. 3
- 4. 4
- 5. 5
- 6. 6 OR MORE
- 7. NONE

7. AND HOW MANY ARE OVER 60 ?

- 1. 1
- 2. 2
- 3. 3
- 4. 4
- 5. 5
- 6. 6 OR MORE
- 7. NONE

8. AND HOW MANY HAVE A VALID DRIVER'S LICENCSE ?

- 1. ONE
- 2. TWO
- 3. THREE
- 4. FOUR
- 5. FIVE
- 6. SIX OR MORE
- 7. NONE

9. HOW MANY WORKING CARS, TRUCKS, VANS OR MOTORCYCLES ARE OWNED OR LEASED BY HOUSEHOULD MEMBERS ?

- 1. ONE
- 2. TWO
- 3. THREE
- 4. FOUR
- 5. FIVE
- 6. SIX OR MORE
- 7. NONE

10. DO YOU COMMUTE THREE OR MORE DAYS PER WEEK TO WORK OR SCHOOL ?

- 1. YES - WORK ONLY
- 2. YES - SCHOOL ONLY
- 3. YES - WORK AND SCHOOL
- 4. NEITHER

SKIP AFTER Q10 IF Q<10> EQ 4 THEN GO 16

11. DO YOU COMMUTE TO A DESTINATION IN KENT ?

- 1. YES
- 2. NO

SKIP AFTER Q11 IF Q<11> EQ 1 THEN GO 13

12. WHICH CITY DO YOU COMMUTE TO ?

- 1. SEATTLE
- 2. AUBURN
- 3. BELLEVUE
- 4. FEDERAL WAY
- 5. RENTON
- 6. TACOMA
- 7. OTHER (SPECIFY)

OTHER LINE = 101

13. HOW DO YOU TYPICALLY GET TO WORK OR SCHOOL ?

- 1. DRIVE ALONE
- 2. DROPPED OFF
- 3. CARPOOL / RIDE WITH SOMEONE
- 4. VANPOOL / BUSPOOL
- 5. FIXED ROUTE BUS
- 6. COMMUTER RAIL TRAIN
- 7. SPECIALIZED TRANSPORTATION/PARATRANSIT BUS
- 8. WALK
- 9. BIKE
- 10. HITCH-HIKE
- 11. OTHER

OTHER LINE = 102

14. HOW MANY MILES IS YOUR AVERAGE ONE-WAY COMMUTE TO WORK OR SCHOOL ?

15. HOW MANY MINUTES DOES IT TAKE YOU TO COMMUTE ONE-WAY TO WORK OR SCHOOL ?

16. HOW DO YOU TYPICALLY MAKE TRIPS FOR SHOPPING, MEDICAL APPOINTMENTS, OR OTHER PERSONAL TRIPS ?

1. DRIVE ALONE
2. DROPPED OFF
3. CARPOOL / RIDE WITH SOMEONE
4. VANPOOL / BUSPOOL
5. FIXED ROUTE BUS
6. COMMUTER RAIL TRAIN
7. SPECIALIZED TRANSPORTATION/PARATRANSIT BUS
8. WALK
9. BIKE
10. HITCH-HIKE
11. OTHER

OTHER LINE = 103

17. HAVE YOU RIDDEN SOUNDER COMMUTER RAIL IN THE LAST YEAR ?

1. YES
2. NO

18. HAVE YOU RIDDEN A BUS IN THE LAST YEAR ?

1. YES
2. NO

SKIP AFTER Q18 IF Q<18> EQ 2 THEN GO 24

19. THE FOLLOWING QUESTIONS WILL IDENTIFY WHICH BUS ROUTES YOU HAVE RIDDEN IN THE LAST YEAR.

HAVE YOU RIDDEN THE 914 OR 916 KENT SHOPPER SHUTTLE ?

1. YES - 914
2. YES - 916
3. NO

(Multiple Response)

20. HAVE YOU RIDDEN ANY SOUND TRANSIT OR METRO TRANSIT ROUTES ?

1. YES
2. NO

SKIP AFTER Q20 IF Q<19> EQ 3
AND Q<20> EQ 2 THEN GO 24
SKIP AFTER Q20 IF Q<20> EQ 2 THEN GO 22

21. WHAT SOUND TRANSIT OR METRO TRANSIT ROUTES HAVE YOU RIDDEN ?

1. 564 SOUND TRANSIT
2. 565 SOUND TRANSIT
3. 154 METRO TRANSIT ROUTES
4. 158 METRO TRANSIT ROUTES
5. 159 METRO TRANSIT ROUTES
6. 160 METRO TRANSIT ROUTES
7. 162 METRO TRANSIT ROUTES
8. 163 METRO TRANSIT ROUTES
9. 167 METRO TRANSIT ROUTES
10. 247 METRO TRANSIT ROUTES
11. 912 METRO TRANSIT ROUTES
12. 918 METRO TRANSIT ROUTES
13. DON'T KNOW
14. OTHER

OTHER LINE = 105
(Multiple Response)

22. HOW DO YOU GET TO YOUR BUS ROUTE ?

1. WALK
2. BIKE
3. DRIVE ALONE TO PARK & RIDE
4. CARPOOL TO PARK & RIDE
5. GET DROPPED OFF AT STOP OR PARK & RIDE

23. HOW OFTEN DO YOU RIDE ?

(ROUND-TRIP COUNTS AS ONCE)

1. A FEW TIMES PER YEAR
2. ABOUT 1 TIME/MONTH
3. 2-4 TIMES/MONTH
4. 2-4 TIMES/WEEK
5. 5 OR MORE TIMES PER WEEK

SKIP AFTER Q23 IF Q<23> EQ 5 THEN GO 28

24. WHY DON'T YOU USE THE BUS OR USE IT MORE OFTEN ?

- | | |
|---|---|
| 1. I PREFER TO DRIVE ALONE | 12. TOO UNRELIABLE/DOESN'T COME ON TIME |
| 2. I DON'T KNOW HOW TO USE THE BUS/TRAIN | 13. TOO MANY TRANSFERS |
| 3. I DON'T KNOW WHERE TO GET INFORMATION ABOUT BUS/TRAIN | 14. I NEED MY CAR FOR WORK DURING THE DAY |
| 4. I DON'T KNOW WHERE THE BUS/TRAIN GOES | 15. I NEED MY CAR FOR ERRANDS DURING THE DAY |
| 5. THE BUS/TRAIN DOES NOT GO WHERE I WANT TO GO | 16. I NEED MY CAR TO GET HOME QUICKLY IN EMERGENCIES |
| 6. THERE ARE NOT GOOD CONNECTIONS BETWEEN DOWNTOWN STATION AND MY HOUSE | 17. DON'T FEEL SAFE ON THE BUS |
| 7. TRAVEL TIME ON THE BUS/TRAIN IS TOO LONG | 18. DON'T FEEL SAFE AT BUS STOP/TRANSIT |
| 8. DON'T RUN FREQUENTLY ENOUGH | 19. IT IS UNCOMFORTABLE/INCOVENIENT TO WAIT AT BUS STOP/TRAIN |
| 9. NO BUS/TRAIN STOP NEAR MY HOME | 20. OTHER |
| 10. IT IS TOO DIFFICULT TO PARK AT THE TRANSIT STATION/P&R | 21. DON'T KNOW/NO RESPONSE |
| 11. IT IS DIFFICULT TO WALK TO BUS STOP/TRAIN STATION | |

OTHER LINE = 107
(Multiple Response)

25. WHERE IS IT THAT YOU WANT TO GO THAT THE BUS DOES NOT GO ?

SKIP BEFORE Q25 IF Q<24> NE 5 THEN GO 26

26. IF BUS STOP IS DIFFICULT TO WALK TO, WHY ?

1. NO SIDEWALK
2. SIDEWALK IN NEED OF REPAIR
3. UNSAFE TO CROSS BUSY STREETS
4. THE WALK IS TOO STEEP
5. OTHER

OTHER LINE = 110

SKIP BEFORE Q26 IF Q<24> NE 11 THEN GO 28

27. IS IT DIFFICULT TO REACH THE STOP NEAREST YOUR HOME OR NEAR YOUR DESTINATION ?

1. HOME
2. DESTINATION
3. BOTH

28. DO YOU HAVE ANY SUGGESTIONS FOR IMPROVING PUBLIC TRANSPORTATION SERVICE IN KENT AND CONNECTING TO OTHER COMMUNITIES ?

1. MORE FREQUENT SERVICE
2. EARLIER MORNING SERVICE
3. LATER EVENING SERVICE
4. MORE SATURDAY SERVICE
5. MORE SUNDAY SERVICE
6. BETTER ON-TIME PERFORMANCE
7. BETTER ACCESSIBILITY TO BUS STOP
8. BETTER AMMENITIES AT BUS STOP (SHELTERS, BENCHES)
9. MORE COMFORTABLE VEHICLES
10. BETTER ROUTE AND SCHEDULE INFORMATION
11. ROUTE AND SCHEDULE INFORMATION IN ANOTHER LANGUAGE
12. NEW LOCAL ROUTES
13. NEW ROUTES THAT CONNECT RESIDENTIAL AREAS AND COMMUTER RAIL STATION
14. MORE CONNECTIONS TO COMMUTER RAIL SERVICE
15. FEWER STOPS DURING PEAK COMMUTE HOURS
16. OTHER
17. DON'T KNOW/NO RESPONSE

OTHER LINE = 108
(Multiple Response)

(DON'T READ PRECODED RESPONSES)

29. WHICH ROUTES WOULD YOU LIKE TO HAVE MORE SERVICE ON ?

1. SOUNDER COMMUTER RAIL
2. 914 KENT SHOPPER SHUTTLE
3. 916 KENT SHOPPER SHUTTLE
4. 564 SOUND TRANSIT
5. 565 SOUND TRANSIT
6. 154 METRO TRANSIT ROUTES
7. 158 METRO TRANSIT ROUTES
8. 159 METRO TRANSIT ROUTES
9. 160 METRO TRANSIT ROUTES
10. 162 METRO TRANSIT ROUTES
11. 163 METRO TRANSIT ROUTES
12. 167 METRO TRANSIT ROUTES
13. 247 METRO TRANSIT ROUTES
14. 912 METRO TRANSIT ROUTES
15. 918 METRO TRANSIT ROUTES
16. DON'T KNOW
17. OTHER

OTHER LINE = 111
(Multiple Response)

SKIP BEFORE Q29 IF Q<28> NE 1 THEN GO 30

30. NOW I AM GOING TO READ YOU A SHORT LIST OF STATEMENTS. PLEASE RATE YOUR LEVEL AGREEMENT ON A SCALE OF ONE TO FIVE, WHERE 1 MEANS YOU STRONGLY DISAGREE, THREE MEANS YOU ARE NEUTRAL, AND 5 MEANS YOU STRONGLY AGREE WITH THE STATEMENT.

ENTER 'XX' TO CONTINUE

QUESTIONS 31-39 ARE RANDOMLY ROTATED

31. I WOULD RIDE ON THE BUS OR TRAIN IF THE TRAVEL TIME TO MY DESTINATION TOOK NO MORE THAN 30 PERCENT LONGER THAN DRIVING

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

32. I WOULD BE MORE LIKELY TO RIDE THE BUS OR TRAIN IF IT RAN EVERY 15 MINUTES OR BETTER.

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

33. I WOULD BE MORE LIKELY TO RIDE THE BUS OR TRAIN IF THERE WAS A STOP CLOSER TO MY HOME.

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

34. I WOULD BE MORE LIKELY TO RIDE THE BUS OR TRAIN IF IT WAS SAFER TO WALK TO OR FROM THE STOP OR STATION.

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

35. IF I NEEDED TO MAKE A TRIP ON THE BUS OR TRAIN TODAY, I WOULD KNOW WHERE TO GET ROUTE AND SCHEDULE INFORMATION.

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

36. RIDING THE BUS OR TRAIN IS CHEAPER THAN DRIVING.

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

37. I WOULD BE MORE LIKELY TO RIDE THE BUS OR TRAIN IF MY STOP HAD .
A SHELTER.

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

38. THE PURPOSE OF PUBLIC TRANSPORTATION IS TO GET PEOPLE OUT OF THEIR
CARS.

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

39. THE PURPOSE OF PUBLIC TRANSPORTATION IS TO PROVIDE TRANSPORTATION
FOR PEOPLE WHO DO NOT HAVE CARS OR CANNOT DRIVE.

- 1. 1 STRONGLY DISAGREE
- 2. 2
- 3. 3 NEUTRAL
- 4. 4
- 5. 5 STRONGLY AGREE

40. JUST TWO MORE QUESTIONS. THESE FOCUS ON TRANSPORTATION IN
KENT MORE GENERALLY.

WHAT DO YOU SEE AS THE BIGGEST TRANSPORTATION ISSUE FACING KENT
OVER THE NEXT 5 YEARS ?

- 1. CONGESTION
- 2. ROAD CONDITIONS
- 3. FREEWAY ACCESS
- 4. NOT ENOUGH PUBLIC TRANSIT
- 5. MORE OR BETTER SIDEWALKS
- 6. MORE OR BETTER BIKE PATHS
- 7. OTHER (SPECIFY)
- 8. DON'T KNOW

OTHER LINE = 109

(DON'T READ PRECODED RESPONSES)

41. IF THE CITY OF KENT DOES NOT HAVE ENOUGH MONEY TO PAY FOR ALL IMPROVEMENTS NEEDED FOR THE TRANSPORTATION SYSTEM, WHICH OF THE FOLLOWING STATEMENTS BEST REPRESENTS YOUR OPINION ?

- 1. A - THE TRANSPORTATION SYSTEM SHOULD BE FIXED, EVEN IF IT MEANS SOME INCREASE IN TAXES OR FEES, OR
- 2. B - TAXES AND FEES SHOULD NOT BE INCREASED, EVEN IF IT MEANS THE TRANSPORTATION SYSTEM WILL CONTINUE TO HAVE PROBLEMS
- 3. DON'T KNOW

** SURVEYOR NOTE: IF DON'T KNOW/NOT SURE, MAKE SURE TO ASK IF YOU HAD TO CHOOSE ONE OF THE TWO OPTIONS WHICH WOULD IT BE **

42. RESPONDENT'S GENDER IS (DON'T ASK)

- 1. MALE
- 2. FEMALE
