



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Agenda

Transportation, Economy and Environment Committee

*Councilmembers: Rod Dembowski, Chair; Jane Hague, Vice Chair;
Kathy Lambert, Joe McDermott, Larry Phillips, Dave Upthegrove, Pete von Reichbauer*

*Staff: Mary Bourguignon, Lead Staff (206-477-0873)
Janice Mansfield, Committee Assistant (206-477-0882)*

1:30 PM

Wednesday, October 14, 2015

Room 1001

SPECIAL MEETING

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

To show a PDF of the written materials for an agenda item, click on the agenda item below.

1. [Call to Order](#)

2. [Roll Call](#)

3. [Approval of Minutes](#) ~~dd'' !%\$~~

*October 6, 2015 regular meeting minutes
October 6, 2015 special meeting minutes*

4. [Public Comment](#)

Discussion and Possible Action

5. [Proposed Ordinance No. 2015-0349](#) ~~Å] ÆFÊ Î~~

AN ORDINANCE approving public transportation service changes for March 2016 that include countywide service changes and the extension of RapidRide C and D Lines funded by the city of Seattle through the transit service funding agreement with King County.

Sponsors: Mr. Phillips

Leah Krekel-Zoppi, Council Staff



*Sign language and communication material in alternate formats can be arranged given sufficient notice (206-1000).
TDD Number 206-1024.
ASSISTIVE LISTENING DEVICES AVAILABLE IN THE COUNCIL CHAMBERS.*



6. [Proposed Ordinance No. 2015-0350](#) **Á] Ę ĩ Ę Fí**

AN ORDINANCE approving public transportation service changes to integrate with the Link light rail extension to Capitol Hill and the University of Washington.

Sponsors: Mr. Phillips

Paul Carlson, Council Staff

Adjournment



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Minutes Transportation, Economy and Environment Committee

*Councilmembers: Rod Dembowski, Chair; Jane Hague, Vice
Chair;
Kathy Lambert, Joe McDermott, Larry Phillips, Dave Upthegrove,
Pete von Reichbauer*

*Staff: Mary Bourguignon, Lead Staff (206-477-0873)
Janice Mansfield, Committee Assistant (206-477-0882)*

9:30 AM

Tuesday, October 6, 2015

Room 1001

DRAFT MINUTES

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

1. **Call to Order**

2. **Roll Call**

Present: 7 - Mr. Dembowski, Ms. Hague, Ms. Lambert, Mr. McDermott, Mr. Phillips, Mr. Upthegrove and Mr. von Reichbauer

3. **Approval of Minutes**

Councilmember Upthegrove moved approval of the meeting minutes of September 29, 2015. Seeing no objections, the minutes were approved as presented.

4. **Public Comment**

The following persons spoke:

- 1) Alex Zimmerman*
- 2) Michael Fuller*

Discussion and Possible Action

Consent

5. Proposed Ordinance No. 2015-0353

AN ORDINANCE approving and adopting the collective bargaining agreement negotiated by and between King County and International Brotherhood of Teamsters Local 117 (Wastewater Treatment Division, Professional & Technical and Administrative Support) representing employees in the department of natural resources and parks; and establishing the effective date of said agreement.

Sponsors: Mr. Dembowski and Mr. Phillips

This item passed out of committee subject to signature.

A motion was made by Councilmember Upthegrove that this Ordinance be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 6 - Mr. Dembowski, Ms. Hague, Ms. Lambert, Mr. McDermott, Mr. Phillips and Mr. Upthegrove

Excused: 1 - Mr. von Reichbauer

6. Proposed Ordinance No. 2015-0354

AN ORDINANCE approving and adopting the collective bargaining agreement negotiated by and between King County and Professional and Technical Employees, Local 17 (Transit Administrative Support) representing employees in the department of transportation; and establishing the effective date of said agreement.

Sponsors: Mr. Dembowski and Mr. Phillips

This item passed out of committee subject to signature.

A motion was made by Councilmember Upthegrove that this Ordinance be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 6 - Mr. Dembowski, Ms. Hague, Ms. Lambert, Mr. McDermott, Mr. Phillips and Mr. Upthegrove

Excused: 1 - Mr. von Reichbauer

Discussion and Possible Action

7. Proposed Motion No. 2015-0256

A MOTION relating to the treatment of individuals for transit violations.

Sponsors: Mr. Upthegrove

Scarlett Adlebot-Green, Council Staff, briefed the committee and answered questions of the members.

Rob Gannon, Deputy General Manager, General Manager's Office, Transit Division, King County Department of Transportation, presented comments.

Councilmember Upthegrove moved Do Pass amendments S1 and T1. The motions passed.

A motion was made by Councilmember Upthegrove that this Motion be Recommended Do Pass Substitute. The motion carried by the following vote:

Yes: 6 - Mr. Dembowski, Ms. Hague, Ms. Lambert, Mr. McDermott, Mr. Phillips and Mr. Upthegrove

Excused: 1 - Mr. von Reichbauer

Briefings

8. Proposed Ordinance No. 2015-0381

AN ORDINANCE authorizing the executive to execute an agreement between King County and Sound Transit for ST Express bus service operations and maintenance.

Sponsors: Mr. Phillips

Paul Carlson, Council Staff, briefed the committee and answered questions of the members.

Michael Perry, Deputy Executive Director, Transportation and Maintenance, Sound Transit, answered questions of the members.

Victor Obeso, Deputy General Manager, Planning and Customer Services, Transit Division, King County Department of Transportation, presented comments.

This matter was Deferred

9. Briefing No. 2015-B0144

Report on Recommendations of Women's Advisory Board

Kendall LeVan Hodson, Human Resources APPS Manager, Human Resource Division, Department of Executive Services briefed the committee by powerpoint presentation and answered questions of the members.

Annette Messitt, Co-Chair, Women's Advisory Board, presented comments.

This matter was Presented

10. Proposed Ordinance No. 2015-0350

AN ORDINANCE approving public transportation service changes to integrate with the Link light rail extension to Capitol Hill and the University of Washington.

Sponsors: Mr. Phillips

Paul Carlson, Council Staff, briefed the committee and answered questions of the members.

Jeremy Fichter, Transportation Planner, Transit Division, King County Department of Transportation, presented comments.

Mary Bourguignon, Council Staff, presented a summary on comments received by the committee regarding the 2016 transit service change.

Victor Obeso, Deputy General Manager, Planning and Customer Services, Transit Division, Department of Transportation, presented comments.

This matter was Deferred

Other Business

There was no other business to come before the committee.

Adjournment

The meeting was adjourned at 11:47 a.m.

Approved this _____ day of _____.

Clerk's Signature



King County

1200 King County
Courthouse
516 Third Avenue
Seattle, WA 98104

Meeting Minutes Transportation, Economy and Environment Committee

*Councilmembers: Rod Dembowski, Chair; Jane Hague, Vice
Chair;
Kathy Lambert, Joe McDermott, Larry Phillips, Dave Upthegrove,
Pete von Reichbauer*

*Staff: Mary Bourguignon, Lead Staff (206-477-0873)
Janice Mansfield, Committee Assistant (206-477-0882)*

7:00 PM

Tuesday, October 6, 2015

Mountaineers Club

DRAFT MINUTES

SPECIAL MEETING
Mountaineers Club at Magnuson Park,
7700 Sand Point Way NE,
Seattle, WA 98115

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

OPEN HOUSE - 6:30-7:00 p.m.

1. Call to Order

Chair Dembowski called the meeting to order at 6:55 p.m.

2. Roll Call

Also in attendance was Councilmember Larry Gossett

Present: 5 - Mr. Dembowski, Ms. Hague, Ms. Lambert, Mr. McDermott and Mr. Phillips

Excused: 2 - Mr. Upthegrove and Mr. von Reichbauer

3. Welcome from the Chair of the Transportation, Economy and Environment Committee

Chair welcomed the audience.

Councilmembers Jane Hague; Larry Phillips; Larry Gossett; Joe McDermott and Rod Dembowski introduced themselves and spoke regarding the districts they represent.

Discussion

John Resha, Council Staff, gave a PowerPoint presentation, briefing the audience on Proposed Ordinance 2015-0349 and 2015-0350.

4. Proposed Ordinance No. 2015-0349

AN ORDINANCE approving public transportation service changes for March 2016 that include countywide service changes and the extension of RapidRide C and D Lines funded by the city of Seattle through the transit service funding agreement with King County.

Sponsors: Mr. Phillips

This matter was Deferred

5. Proposed Ordinance No. 2015-0350

AN ORDINANCE approving public transportation service changes to integrate with the Link light rail extension to Capitol Hill and the University of Washington.

Sponsors: Mr. Phillips

This matter was Deferred

6. PUBLIC TESTIMONY on the Metro service changes (please sign in if you would like to testify; testimony will be limited to 2 minutes per person)

The following persons spoke:

1. Shannon Carey
2. Rachel Ben-Shmuel
3. Jack Papegaay
4. Eric Herde
5. David O'Hern
6. Jonathan Howard
7. Josh Kavanaugh
8. James McIntosh
9. Jeffrey Tucker
10. Judith Hance
11. John Davies
12. Pam Ferrel
13. Jeff Jaisun
14. Richard Smallwood
15. Susan Coldwell
16. John Hopkins
17. Nancy Gove
18. Keith Roraback
19. Thomas Noble
20. Timothy Gotlin
21. Drew Dresman
22. William Condon
23. Tracy Domingues
24. Did not give name
25. Richard fuhr
26. Carole Packard
27. Zachary Lubarsky
28. Gabriel Joseph
29. Gerry Pollet
30. Larry Senn
31. Becca Campestrini
32. Greg Dunn
33. Reverend Jenny Phillips
34. Robert Getch
35. Tamara Stephas
36. Marci Carpenter
37. Greg Eisen
38. Michael Jochimsen
39. Elizabeth Burns
40. Lisa Yost
41. Martin Dickey
42. Kay Landolt
43. Donald Tucker
44. Peter Leinenbach
45. Laurie Carter
46. Larry Fogdall
47. Matthew Johnson
48. Hendrik de Koce

- 49. *Rob Liebroice*
- 50. *Mike Birmingham*
- 51. *Tostein Haugerid*
- 52. *Gordon McHenry*
- 53. *Max Sevareid*
- 54. *Kris Shaw*
- 55. *Doug Martin*
- 56. *Diana Kincaid*
- 57. *Charles Bond*
- 58. *Andrew Martin*
- 59. *Erick Feiveston*
- 60. *Jim Arrowsmith*
- 61. *Jim Hanford*
- 62. *Rick Russotto*
- 63. *Richard Ellison*
- 64. *Brice Yadon*
- 65. *Lucas Simons*
- 66. *Reyes Oveda*
- 67. *Ezra Basem*
- 68. *Tim Gould*
- 69. *Andrew Austin*

Adjournment

The meeting was adjourned at 9:37 p.m.

Approved this _____ day of _____.

Clerk's Signature



King County

**Metropolitan King County Council
Transportation, Economy and Environment Committee**

STAFF REPORT

Agenda Item:	5	Name:	Leah Krekel-Zoppi
Proposed No.:	2015-0349	Date:	October 29, 2015

SUBJECT

An ordinance approving public transportation service changes for March 2016 that include countywide service changes and the extension of RapidRide C and D Lines funded by the city of Seattle.

SUMMARY

Proposed Ordinance 2015-0349 would make the following changes to the King County transit network in March 2016:

- Split the RapidRide C and D Lines and extend the C Line to South Lake Union and the D Line to Pioneer Square. The operating and capital costs associated with this change would be paid for by the City of Seattle through the Seattle Agreement approved through Ordinance 17978 and two Letters of Understanding.
- Modify Route 200 to add a connection to Swedish Hospital Issaquah and delete a low performing segment connecting to Issaquah High School.
- Increase peak service on Interstate 5 between Federal Way and Seattle through a state Regional Mobility Grant.
- Implement the first phase of an Alternative Services project in Southeast King County.

On September 15, 2015, the Transportation, Environment, and Economy Committee received a briefing providing an overview of these proposed transit service changes and the policy implications. More detailed background and analysis of the rider impacts, consistency with Council policy, long term fiscal impacts of revenue-backed service, and compatibility with other transit modes can be found in the September 15, 2015, staff report.

On September 29, 2015, the Transportation, Environment, and Economy Committee received a second briefing focused on questions raised by Councilmembers during the first briefing, including the policy basis for C and D Line investment, the policies for managing C and D Line costs after the Seattle Funding Agreement expires, rider and social justice impacts of proposed changes to Route 200, and considerations for

subsequent Southeast King County Alternative Service project service change proposals. Analysis of these issues can be found in the September 29, 2015, staff report.

BACKGROUND

Extension of RapidRide C and D Lines

The City of Seattle is proposing to fund splitting and extending the RapidRide C and D lines serving Ballard, Downtown Seattle, and West Seattle, as an amendment to the Transit Service Funding Agreement between Metro and the City of Seattle, dated February 5, 2015 (Ordinance 17978). This proposal would split the two currently interlined routes and extend RapidRide C Line to South Lake Union and RapidRide D Line to Pioneer Square.

This proposal is expected to add 51,200 annual service hours, require purchase of 17 additional coaches, and require capital improvements along Westlake Avenue North in South Lake Union for the RapidRide C Line extension. These costs would be covered by the City of Seattle, according to the Seattle Funding Agreement and two Letters of Understanding dated June 8, 2015, and July 17, 2015.

Modifications to Route 200

Metro has worked over a period of several months with the City of Issaquah to identify modifications to improve the performance of Route 200, serving the Issaquah Highlands, Issaquah Transit Center, Issaquah Community Center, and Issaquah High School.

This proposal would implement a second phase of changes to Route 200. Initial changes were made administratively on June 8, 2015, extending the route to the Issaquah Highlands Park-and-Ride. The second phase would extend Route 200 to serve Swedish Medical Center and delete a low ridership loop on Front Street South, south of Southeast Bush Street, and Second Avenue Southeast, near Issaquah High School. This change would be accomplished within the existing service hours for Route 200.

Southeast King County Alternative Services Project

Metro has engaged with communities in Southeast King County to identify opportunities to right-size transit services to the community's travel needs. This effort was the second of Metro's efforts to shape transit within lower-density communities in accordance with Metro's Five Year Alternative Services Plan (Motion 13736 as required by Ordinance 17143).

The proposed ordinance would add 2,100 annual service hours to Route 915, increasing weekday service on Route 915, serving Auburn and Enumclaw, to operate every 60 minutes and expanding the span of service to run until 5:00 p.m. rather than 4:30 p.m. It would also delete the current DART (Dial-a-Ride Transit) area in Downtown Auburn on Route 915. A second phase that would be enacted in September 2016 would

shorten DART Route 907, which currently serves Black Diamond, Enumclaw, Maple Valley, and Renton, to operate between the Renton Transit Center and Black Diamond. Low ridership service between Black Diamond and Enumclaw would be replaced with an alternative service such as a community van.

I-5 South Regional Mobility Grant

Routes 179 and 190, serving Federal Way and Downtown Seattle, would receive two additional AM peak and two additional PM peak trips each under this proposal, adding a total of 4,900 annual service hours to the two routes. These additions would be funded through a State Regional Mobility Grant that Metro was awarded, intended to relieve congestion on Interstate 5 between Federal Way and Downtown Seattle. The Regional Mobility Grant will also fund additional service for Sound Transit Route 577 in this corridor.

ANALYSIS

Policy Basis for C and D Line Investments

The proposed changes to RapidRide C and D Lines are consistent with the following Strategic Plan Strategies and Service Design Guidelines:

- *Strategic Plan Strategy 3.1.1: Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone that connect people to jobs, education and other destinations essential to King County's economic vitality.* Splitting and extending the C and D Lines would be done in partnership with the City of Seattle and would provide transportation alternatives for those living, working, and making other types of trips in the corridor.
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.* Extending the C Line to the growing population center in South Lake Union, as well as extending the D Line to Pioneer Square, would increase the number of jobs within a quarter mile of the routes by 40 percent (an additional 65,000), and the number of households within a quarter mile by 14 percent (or 6,000), according to Metro. The City of Seattle is providing transit facilities such as transit lanes and layover space in South Lake Union to support integration and efficiency.
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.* Extending the C and D Lines to serve South Lake Union and Pioneer Square, respectively, would increase the number of areas of concentrated activities served by each route.

- *Service Guideline: Routes should provide frequency and span appropriate to the market served.* The C and D Lines are identified by Metro’s Service Guidelines Report as needing additional investment to reach target service levels (see discussion below).
- *Service Guideline: Routes should be long enough to provide useful connections for riders and to be more attractive than other travel modes, but should not be so long that they have poor reliability.* Splitting and extending the C and D Lines would increase connections and reliability (see discussion below).

C and D Line Performance Measures

Metro’s annual Service Guidelines report measures route performance and applies Metro’s Service Guidelines to determine route investment needs. The Service Guidelines establish four priority categories for service investments:

- 1) Passenger loads leading to overcrowding,
- 2) Schedule reliability issues causing poor on-time performance,
- 3) All-day and peak network improvements needed to reach target service levels¹ for a corridor, and
- 4) Productivity investments to increase service on highest performing routes.

According to the 2014 Service Guidelines Report, the service investment needs shown in Table 1 were identified for the C and D Lines.

Table 1. C and D Line service investment needs

Route	Hours to reduce crowding (time period)	Hours to improve reliability (time period)	Hours to meet target service levels
C line	1,400 (weekday)	50 (Saturday)	6,200
D line	1,600 (weekday)	100 (Saturday)	9,100

As Table 1 shows, investment needs totaling **18,450** annual service hours were identified for the C and D Lines. Additionally, the D Line measured in the top 25 percent of routes on both productivity measures during all times of the day, indicating that it is a high-productivity route targeted for investment under Priority 4 of the Service Guidelines.

Subsequent to these investment needs being identified, a total of 12,391 annual hours were added to the C and D lines in June 2015 under the Seattle Funding Agreement to improve overall frequency and the reliability of Saturday service.

The 51,200 annual hours Seattle is proposing to invest would provide the additional hours of need identified in Metro’s Service Guidelines report, as well as invest in highly productive service consistent with Service Guidelines investment Priority 4.

¹ The target service level for a corridor is determined by evaluating the amount of jobs and residents, low income and minority populations, and activity centers served by that corridor.

C and D Line Reliability

According to Metro, one stated objective of splitting the C and D Lines is to improve reliability on the routes.

For the RapidRide C and D lines, Metro measures schedule reliability by the frequency with which trips adhere to the intended headways, defined as within two minutes for headways of one to seven minutes and within three minutes for headways of eight to 15 minutes.

Shown in Table 2 is the schedule reliability for the RapidRide C and D Lines, compared to the standards established in Metro's Service Guidelines. Only RapidRide C Line Saturday trips fall below the reliability threshold. However, average weekday trips for both the C and D Lines are right at the reliability threshold.

Table 2. Schedule reliability on the C and D Lines

Route	All-Day Weekday % Late	PM Peak Weekday % Late	Saturday % Late	Sunday % Late
Service Guidelines standard	>20%	>35%	>20%	>20%
C Line	20%	22%	22%	14%
D Line	19%	20%	14%	7%

Based on Metro's experience of splitting out interlined routes, it is reasonable to expect schedule reliability would improve if the C and D Lines were split. Metro would measure changes in schedule reliability for the two routes after implementation as part of the reporting requirements established by the City of Seattle.

C and D Line Costs after the Seattle Funding Agreement Expires

The Seattle Funding Agreement and Letters of Understanding commit the City of Seattle to fund the capital and operating costs of this proposal. However, Seattle's commitment to pay for the operating costs and annual contributions to fund the capital cost of purchasing RapidRide buses would end when the Seattle Funding Agreement ends. The term of the Seattle Funding Agreement is through December 31, 2017, extendable until December 31, 2020, by the Transit General Manager and the Seattle Department of Transportation Director. After 2020, Seattle's funding source for the agreement, Proposition 1, expires. Additional funding such as a voter-approved renewal would need to be secured in order to extend the agreement further.

Section 5 of the Seattle Funding Agreement provides for how bus capital costs for Seattle funded service will be calculated. The total cost of a new bus is calculated with debt financing at three percent interest and divided by 12 (the FTA's minimum lifespan) to determine Seattle's annual payment for a bus. When the Agreement expires or terminates, the County would retain the motor bus coaches in its fleet to use for other purposes, and Seattle would not have an additional financial obligation for the capital costs of these coaches. Metro's fleet replacement needs call for replacement of three

hundred 60-foot coaches by 2020, so the 17 coaches would be readily absorbed into Metro's fleet should the agreement end before the end of the useful life of the coaches. The County would also continue to have use of capital improvements such as transit lanes and stations fully funded by Seattle after the Agreement ends.

For the operating costs associated with the splitting and extending the C and D Lines after the Seattle Funding Agreement ends, the Agreement provides for managing Seattle investments as part of the overall system and anticipates if Seattle funding is reduced or eliminated, changes or reductions in proportion to the reduced funding would occur on Seattle routes in accordance to the Service Guidelines and route performance measures at the time the agreement ends.

According to Metro, Metro does not anticipate realigning the C and D Lines in the future because of the projected increase in ridership and connections, and the capital investments made. However, the Agreement and Metro's Service Guidelines do not prevent the routes from being interlined in the future. If Seattle funding ends, Metro would examine options including reductions or elimination of service on Seattle routes with lower ridership, and restructuring service, including interlining the C and D Lines, in accordance with the Service Guidelines and subject to Council approval.

Metro considers the proposal to separate the C and D Lines consistent with Metro-funded proposals in Proposed Ordinance 2015-0350 to improve reliability by splitting long cross-city Routes 8 and 48. For comparison, the cost of splitting and extending the C and D Lines is 51,200 annual service hours, while the cost of splitting Routes 8 and 48, without extensions, would total 33,000 annual service hours.

Rider and Social Justice Impacts of Route 200 Changes

Route 200 provides an average of 300 (or 600 ons and offs) rides per day. Survey results suggest that ridership could increase on the route as a result of the proposed changes, since 70 percent of respondents indicated they would be more likely or just as likely to use the route if it connected to Swedish Hospital Issaquah, compared to 13 percent who said they would use it less. An average of 13 ons and offs per day, representing approximately two percent of the daily ridership, occur on the segment proposed to be deleted. Of those 13 ons and offs, an average of three occur at stops adjacent to a low-income apartment complex. Under this proposal, the nearest bus stop to that facility would be approximately a half mile away. The connection to Swedish Hospital Issaquah is also expected to serve low-income and senior riders travelling to and from medical appointments.

Considerations for Future Southeast King County Alternative Service Phases

Councilmembers have raised questions about how alternative services proposed in the next phase of the Southeast King County Alternative Service project would be operated, whether that proposal would be aligned with the recommendations currently being developed by the Service Guidelines Task Force, and what feedback is provided by local jurisdictions impacted. Because the current proposal would only add service to Route 915 and would not implement any alternative services in Southeast King County,

these questions will be addressed when the next phase of the proposal is transmitted to the Council in February 2016 for proposed implementation in September 2016.

ATTACHMENTS

1. Proposed Ordinance 2015-0349 (and its attachments)
2. Transmittal Letter
3. Fiscal Note
4. Maps of Proposed Service Changes

INVITED

- Victor Obeso, Deputy General Manager, Metro Transit Division
- Marty Minkoff, Acting Manager, Service Development, Metro Transit Division
- Ashley Arai, Transit Planner III, Metro Transit Division

[Blank Page]



Signature Report

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

October 12, 2015

Ordinance

Proposed No. 2015-0349.1

Sponsors Phillips

1 AN ORDINANCE approving public transportation service
2 changes for March 2016 that include countywide service
3 changes and the extension of RapidRide C and D Lines
4 funded by the city of Seattle through the transit service
5 funding agreement with King County.

6 **STATEMENT OF FACTS:**

7 1. The proposed changes are consistent with the policy direction and
8 priorities adopted on August 30, 2013, in the 2013 update to King County
9 Metro's Strategic Plan for Public Transportation 2011-2021 and associated
10 Service Guidelines, adopted in Ordinance 17641.

11 2. In accordance with the strategic plan's direction to secure sustainable
12 funding for short-term transportation needs and identify partnerships with
13 local jurisdictions and businesses as a potential revenue source to support
14 transit service, Metro and the city of Seattle have entered into a fully
15 revenue-backed transit service funding agreement to provide city financial
16 support for transit service in the city of Seattle, approved in Ordinance
17 17978.

18 3. The proposed change to extend the RapidRide C and D Lines is being
19 requested by the city in accordance with the transit service funding
20 agreement.

21 4. In accordance with Metro’s Five Year Alternative Services Plan
22 adopted by Motion 13736 and Ordinance 17941 which established a
23 budget for Alternative Services, Metro conducted appropriate planning
24 and outreach with community stakeholders and local jurisdictions to
25 develop an alternative service proposal that restructures southeast King
26 County routes, including routes 915 and 907, to improve efficiency and
27 provide right-size services in that market.

28 5. Utilizing funding made available through a Washington State Regional
29 Mobility Grant will give Metro and Sound Transit the opportunity to
30 alleviate overcrowding in the Interstate 5 corridor by adding service on
31 routes 179 and 190.

32 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

33 SECTION 1. The March 2016 public transportation service changes for King
34 County, substantially as described in Attachment A to this ordinance, are hereby
35 approved and shall be implemented effective March 12, 2016.

36 SECTION 2. The March 2016 extension of RapidRide C and D Lines,
37 substantially as described in Attachment B to this ordinance, is hereby approved and shall
38 be implemented

39

40 effective March 26, 2016, in accordance with the transit service funding agreement
41 approved on February 17, 2015, in Ordinance 17978.
42

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Phillips, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this ____ day of _____, _____.

Dow Constantine, County Executive

Attachments: A. March 2016 Public Transportation Service Changes for King County, B. March 2016 Public Transportation Service Changes for King County - Rapidride C and D Line Extensions

[Blank Page]

August 18, 2015

**MARCH 2016
PUBLIC TRANSPORTATION SERVICE
CHANGES FOR KING COUNTY**

ROUTE: 200

OBJECTIVES:

Implement changes, developed in collaboration with the City of Issaquah, to Route 200 that would improve route performance and rider demand, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

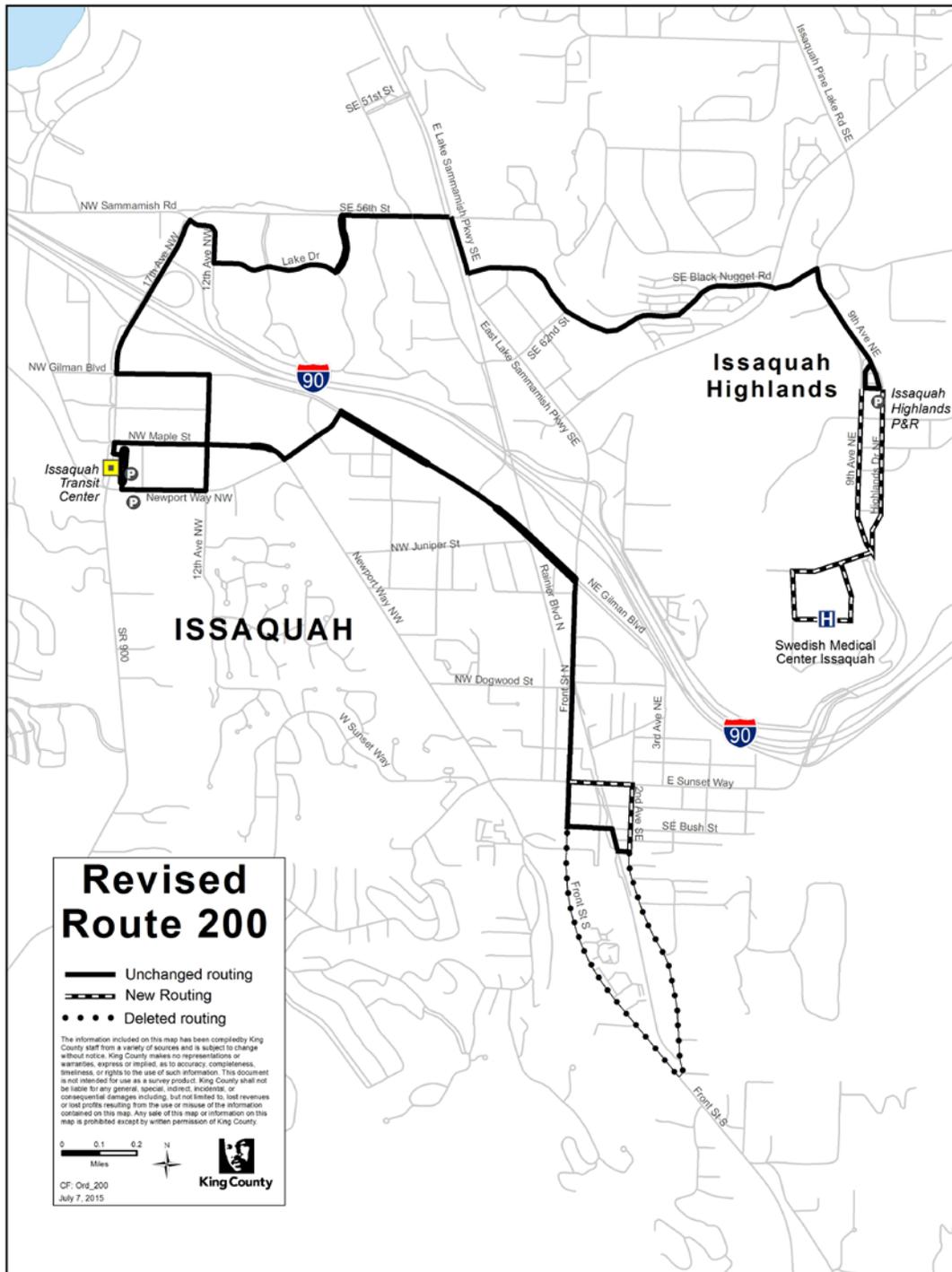
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Issaquah, Issaquah Highlands

SERVICE CHANGE:

Extend Route 200 to serve Swedish Medical Center - Issaquah, and delete loop segment on Front Street South (south of Southeast Bush Street) and 2nd Avenue Southeast, near Issaquah High School.



ROUTE: 179

OBJECTIVES:

Provide enhanced service along the I-5 South corridor by working with regional partners and utilizing funding made available through a Regional Mobility Grant, in accordance with the Strategic Plan for Public Transportation, 2011-2021:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets.

IMPACTED SERVICE AREA:

Federal Way, Star Lake, Midway, South Park, South Seattle, Seattle CBD

SERVICE CHANGE:

Improve service by adding about two AM and two PM peak trips.

ROUTE: 190

OBJECTIVES:

Provide enhanced service along the I-5 South corridor by working with regional partners and utilizing funding made available through a Regional Mobility Grant, in accordance with the Strategic Plan for Public Transportation, 2011-2021:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets.

IMPACTED SERVICE AREA:

Redondo, Midway, Tukwila, Skyway, South Park, South Seattle, Seattle CBD

SERVICE CHANGE:

Improve service by adding about two AM and two PM peak trips.

ROUTE: 915 DART

OBJECTIVES:

Restructure Southeast King County routes in order to improve efficiency and right-size services in their respective markets, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1:* Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- *Strategic Plan Strategy 2.1.4:* Seek to provide to the general public an extensive range of transportation alternatives to regular or fixed-route transit, such as ridesharing and other alternatives or “right-sized” services.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should provide frequency and span appropriate to the market served and should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.

IMPACTED SERVICE AREA:

Auburn, Enumclaw

SERVICE CHANGE:

Improve service frequency to approximately every 60 minutes. The number of trips would be increased from about 10 to 16, and the span of service would run later, until about 5:00 p.m. rather than 4:30 p.m.

August 25, 2015

**MARCH 2016
PUBLIC TRANSPORTATION SERVICE
CHANGES FOR KING COUNTY –
RAPIDRIDE C AND D LINE EXTENSIONS**

ROUTE: RapidRide C Line (673)

OBJECTIVES:

Invest in service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines¹:

- *Strategic Plan Strategy 3.1.1*: Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone that connect people to jobs, education and other destinations essential to King County's economic vitality.
- *Strategic Plan Strategy 3.2.1*: Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1*: Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 6.1.1*: Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should provide frequency and span appropriate to the market served.
 - *Service Design Guideline* – Routes should be long enough to provide useful connections for riders and to be more attractive than other travel modes, but should not be so long that they have poor reliability.

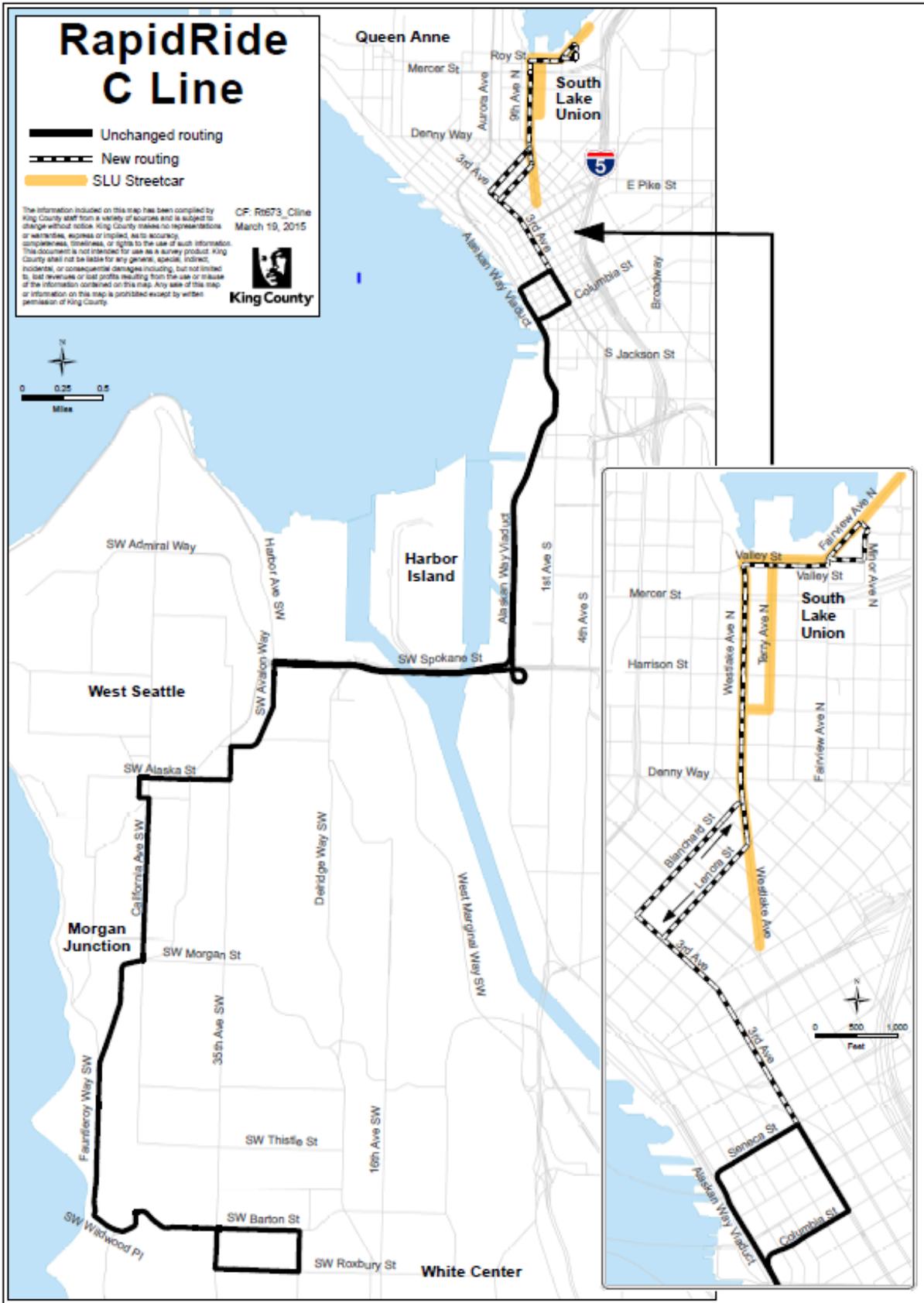
IMPACTED SERVICE AREA:

West Seattle, Seattle CBD, South Lake Union

SERVICE CHANGE:

Disconnect the RapidRide C Line from the RapidRide D Line and extend to South Lake Union.

¹King County Metro Transit – Strategic Plan for Public Transportation 2011-2021 – 2013 Update



ROUTE: RapidRide D Line (674)

OBJECTIVES:

Invest in service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

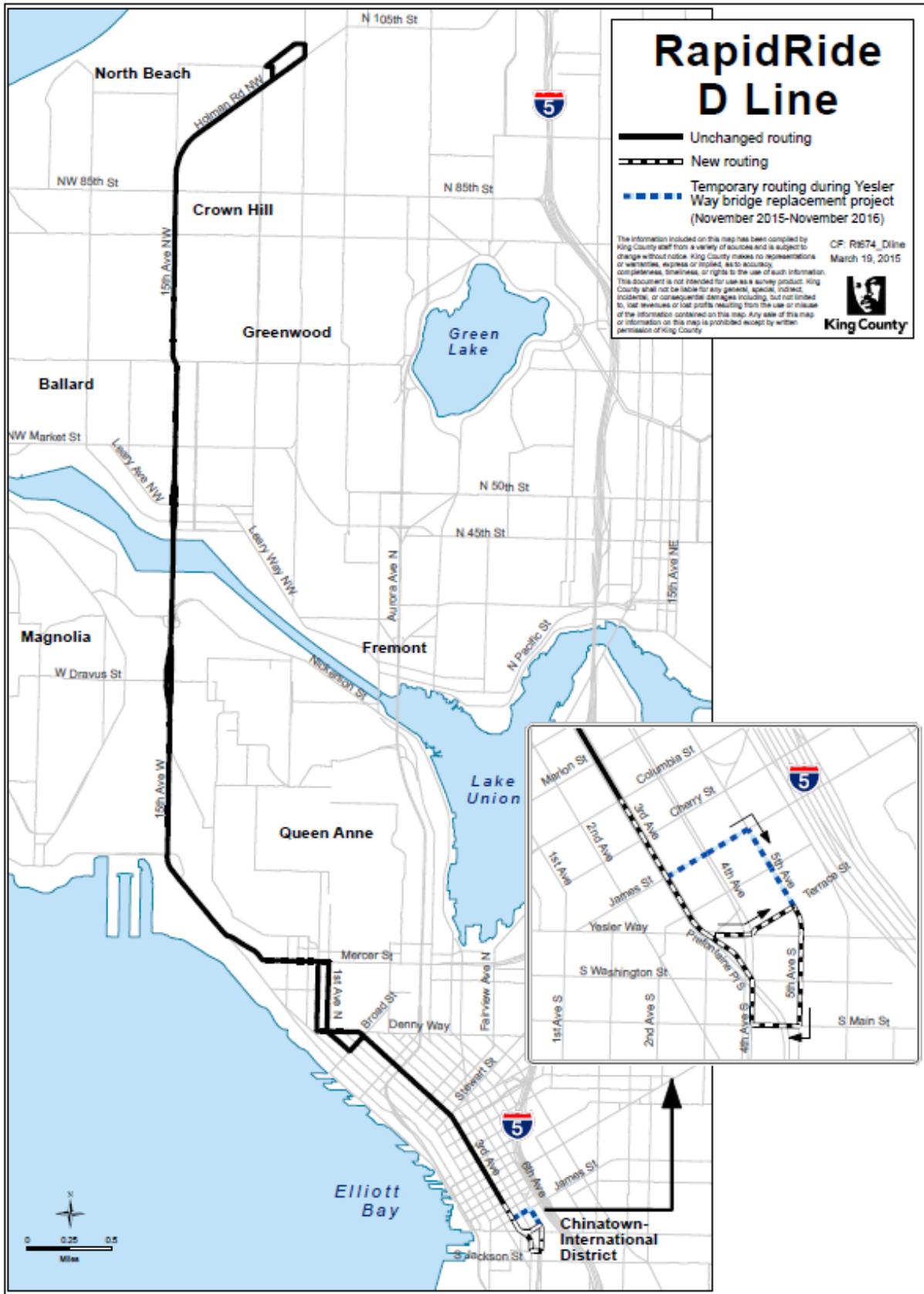
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone that connect people to jobs, education and other destinations essential to King County's economic vitality.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should provide frequency and span appropriate to the market served.
 - *Service Design Guideline* – Routes should be long enough to provide useful connections for riders and to be more attractive than other travel modes, but should not be so long that they have poor reliability.

IMPACTED SERVICE AREA:

Ballard, Uptown, Seattle CBD, Pioneer Square

SERVICE CHANGE:

Disconnect the RapidRide D Line from the RapidRide C Line and extend to Pioneer Square.



[Blank Page]

August 25, 2015

The Honorable Larry Phillips
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Phillips:

This letter transmits an ordinance that would implement a number of service improvements to the Metro Transit System, including:

- Extension of the RapidRide C and D Lines
- Modifications to Route 200 to improve productivity and be responsive to community concerns
- Implementation of the first phase of the Southeast King County Alternative Services project
- Addition of peak service in the Interstate 5 South corridor to implement a Washington State Department of Transportation Regional Mobility Grant

All of these changes would improve the efficiency and effectiveness of the transit system and demonstrate an ability to work with regional partners to enhance Metro's transit network. More background about the planning and public outreach for each of these changes is included in the enclosed attachments to this letter.

The extensions of RapidRide C and D Lines would be part of Metro's recently adopted Transit Service Funding Agreement with the City of Seattle that has already implemented service enhancements on nearly 60 routes that serve Seattle residents, employers, and visitors. Extending the RapidRide C Line to South Lake Union would connect a rapidly growing employment area and one of Seattle's oldest and most established neighborhoods. Extending the RapidRide D Line to Pioneer Square would re-establish an all-day connection between Ballard and Uptown with the southern part of downtown Seattle that was compromised when the RapidRide C and D Lines were initially implemented.

The Honorable Larry Phillips

August 25, 2015

Page 2

Metro is also proposing several route changes that are the result of jurisdiction and community collaboration. Over the past few months, Metro has worked extensively with the City of Issaquah to identify minor modifications to Route 200, which provides service between Issaquah Highlands, Issaquah Transit Center, Issaquah Community Center, and Issaquah High School. Route 200 has experienced poor performance over the past several years, and these changes are intended to improve performance and better meet rider demand in this area. The City of Issaquah is highly supportive of these proposed changes.

Metro has also been engaged with the communities in Southeast King County as a part of an alternative services project. Through a collaborative process of working with area jurisdictions and community stakeholders, Metro identified opportunities where community travel needs could be better met with a combination of alternative services and a modified fixed-route transit network. This ordinance package contains frequency improvements for DART Route 915, the first phase of implementation for this project. The second phase will include proposed revisions to Route 907, set to take place in September 2016.

Lastly, Metro is proposing service additions to peak period service on two routes in the I-5 South Corridor: routes 179 and 190. Metro was awarded State Regional Mobility Grant funding for these routes to relieve congestion on Interstate 5 between Federal Way and downtown Seattle, which accommodates over 150,000 vehicles every day, with very high volumes during peak periods. During peak periods, it can take commuters more than an hour to drive the 22 miles between these places due to congestion. Adding two AM and two PM peak trips to both routes 179 and 190 will enable Metro to serve more riders during these periods, relieve crowding on existing service, and reduce single occupancy vehicle traffic. Both Metro and Sound Transit partnered together in pursuing this grant funding. The Regional Mobility Grant will also fund additional service for Sound Transit Route 577.

These service investments will have a positive impact on Metro's countywide transit system as well as help support the efforts of the Strategic Climate Action Plan. A more robust transit system will encourage new and existing riders to reduce emissions by making it possible for residents to choose transit more often.

Also in accordance with U.S. Department of Transportation (USDOT) Title VI regulations (49 CFR Part 21) and King County Code and policy, Metro prepared the "March 2016 Service Change Title VI Service Equity Analysis," which is enclosed with this transmittal. In addition to ensuring compliance with USDOT Title VI regulations, the service equity analysis helps to ensure consistency with King County's goals related to equity and social justice. Identifying the relative impacts of proposed changes to low-income and minority communities is an important step in applying the "fair and just" principle as stated in the King County Strategic Plan 2010-2014.

Given the needs for transit service throughout King County, the funding from the City of Seattle's Proposition 1 and grants should not be seen as permanent solutions to meet the region's transportation needs. Metro's 2014 Service Guidelines Report identified over

The Honorable Larry Phillips
August 25, 2015
Page 3

550,000 hours of transit need throughout the system. I remain committed to working with the Council and other local jurisdictions to secure an acceptable and sustainable regional solution to public transportation funding. King County's prosperity depends on preserving and growing the transit system throughout the region to reduce crowding on buses, keep service reliable, and meet current and future rider demand.

Thank you for your consideration of this ordinance to approve the public transportation service changes for March 2016. If you have any questions, please contact Kevin Desmond, General Manager, King County Metro Transit Division, at 206-477-5910.

Sincerely,

Dow Constantine
King County Executive

Enclosures

cc: King County Councilmembers
ATTN: Carolyn Busch, Chief of Staff
Anne Noris, Clerk of the Council
Carrie S. Cihak, Chief of Policy Development, King County Executive Office
Dwight Dively, Director, Office of Performance, Strategy and Budget
Harold S. Taniguchi, Director, Department of Transportation (DOT)
Kevin Desmond, General Manager, Metro Transit Division, DOT
Victor Obeso, Deputy General Manager, Planning and Customer Services, Metro Transit Division, DOT
Marty Minkoff, Acting Manager, Service Development, Metro Transit Division, DOT
Mike Beck, Acting Supervisor, Service Planning, Service Development, Metro Transit Division, DOT

[Blank Page]

Project: RapidRide C and D Lines Extension Location: Seattle

BACKGROUND

The City of Seattle is proposing to fund the extension of the RapidRide C Line to South Lake Union, as well as the extension of the RapidRide D Line to Pioneer Square. These changes would improve the reliability of the two lines while connecting riders to growing employment markets.

Since implementation, the RapidRide C and D Lines have proven to be a heavily used transit service, growing by 78 percent and 51 percent respectively, and carrying nearly 20,000 riders each weekday. RapidRide C and D Lines were originally designed as a single operating route to save operating and fleet costs; however, reliability continues to be an issue and would be significantly improved if the lines were operated individually.

SERVICE PROPOSAL

The C Line would be extended to South Lake Union via Westlake Avenue, providing a new direct connection between West Seattle and South Lake Union. The northern layover station would be located along Valley Street. The D Line would be extended to Pioneer Square via 3rd Avenue, with temporary routing along James Street and 5th Avenue during the Yesler Way bridge replacement project. The D Line layover would be on 5th Avenue South, south of Terrace Street. For some riders, the separation of these lines will turn what has been a one-seat ride into a trip requiring a downtown transfer. Transfers between the two lines would be possible at common stops on 3rd Avenue at Virginia Street and Pike Street.

In order to successfully implement these changes, the City is investing in both service hours and capital improvements. The extension of the C and D lines would require approximately 51,000 additional annual service hours over what is operated today. The operating costs for the extension would be paid through Seattle's Proposition 1 funds in accordance with the recently approved Transit Service Funding Agreement. This includes service hours and an operating cost for the additional fleet that is required. Funds would be committed for five years, the period that is covered by Proposition 1. After five years, if the city does not



have new funds or chooses not to fund the extension, then if King County elected to preserve this extension, Metro would need to assume the cost of operating the service.

The additional capital improvements would be needed at stations and stops along the new C Line extension to brand them as RapidRide. In addition, customer information kiosks, with real-time arrival information and off-board ORCA card readers, would need to be installed at the busiest locations. The City of Seattle is paying for the capital improvements through a separate funding mechanism as called for in the approved Transit Service Funding Agreement.

Project: Metro Route 200
Location: Issaquah

BACKGROUND

Metro has been working closely with the City of Issaquah during the last six months to develop a set of proposals for Route 200 that would improve route performance and rider demand. Two phases of route modifications were originally proposed for this route. Phase 1 was implemented administratively on June 8, 2015, with the extension of this route to the Issaquah Highlands Park-and-Ride, providing connections between the Issaquah Transit Center, downtown Issaquah, north Issaquah, and the Issaquah Highlands.

SERVICE PROPOSAL

Phase 2 is Metro's current proposal for March 2016. This routing modification would extend Route 200 to serve a regional medical center (Swedish Medical Center - Issaquah), while deleting a low ridership loop section on Front Street South (south of Southeast Bush Street) and 2nd Avenue Southeast, near Issaquah High School.

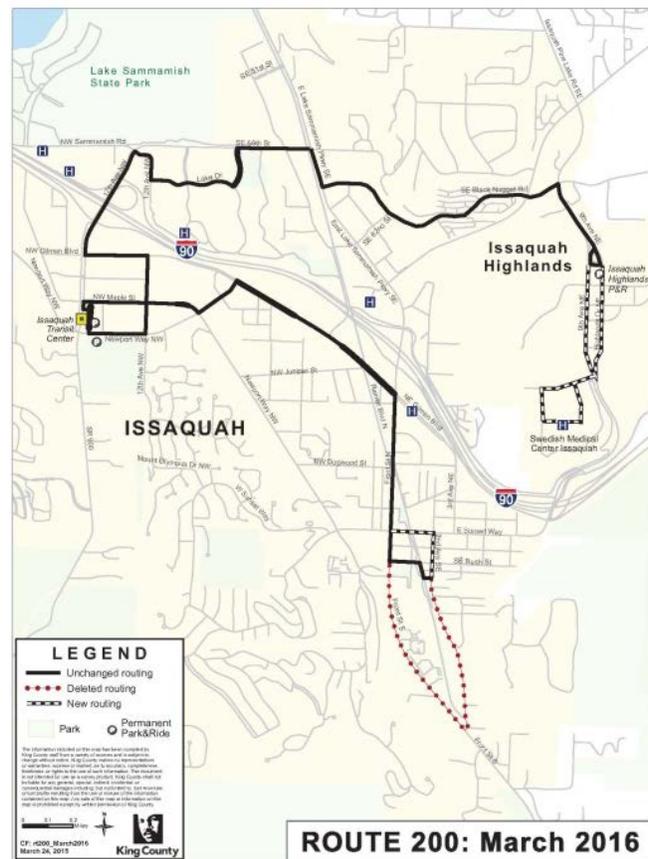
PUBLIC INVOLVEMENT

In addition to working directly with the City of Issaquah, an online survey was sent to community stakeholders and Route 200 transit alert subscribers. Face-to-face outreach was also performed with riders at stops along the route. Two alternatives were presented:

- Alternative 1 – Extension of the route to Swedish Medical Center with 40-minute frequency.
- Alternative 2 – Extension of the route to Issaquah Park-and-Ride with 30-minute frequency.

In all, 40 completed surveys were received, with respondents favoring Alternative 1 to Alternative 2 nearly **2:1**. Some concern was expressed regarding the loss of a stop near senior housing along the loop section proposed for deletion. There also existed a desire to potentially continue route service beyond Swedish Medical Center, linking back to downtown Issaquah along a southeastern corridor.

Phase 2 – Proposed for March 2016



[Blank Page]

Project: Alternative Services Project in Southeast King County
Location: Southeast King County, Renton - Enumclaw

BACKGROUND

Southeast King County is the second of several rural areas where Metro is shaping future service according to the county's adopted Alternative Services Plan. The plan is a framework for what fixed-route bus service, and potential lower cost and more efficient service alternatives, might look like in less-populated areas of the county as Metro seeks new ways to get the most out of every available transit dollar.

SERVICE PROPOSAL

In March 2016, Route 915 would be improved on weekdays, with service operating about every 60 minutes. The current DART area in downtown Auburn would be removed. Looking ahead to September 2016, the plan is to shorten DART Route 907 to operate between the Renton Transit Center and Black Diamond, with the service between Black Diamond and Enumclaw replaced with an alternative such as a community van. The reason this change is proposed to be implemented in fall 2016 is to allow for the development and implementation of the replacement alternative service. In addition to the routing change to Route 907, the current DART area in Renton would be removed and a new early evening trip from Renton to Black Diamond would be added.

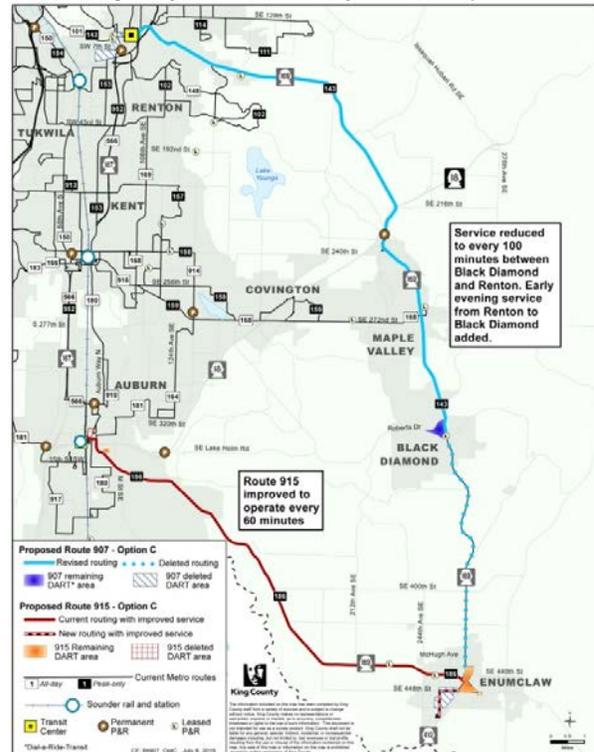
Benefits of these changes would include more frequent service along corridors where ridership is higher, the potential to implement new alternative service transportation options, and the reallocation of fixed route resources with no increase in service costs.

PUBLIC INVOLVEMENT

To provide review and guidance to Metro staff during the Southeast King County Alternatives Service project, a stakeholder working group was organized with representatives from local jurisdictions, organizations, and agencies. The working group held six meetings from April through June 2015, with members also participating in some of the outreach activities. The jurisdictions within the project area with representatives participating in the working group included Auburn, Enumclaw, Black Diamond, Covington, Maple Valley, and Renton.

Outreach was performed in the area in spring 2015 to inform riders of these potential changes. Metro hosted two public meetings in the area to present the service proposals: May 26 in Auburn

Southeast King County Alternative Service Project: Route 907 Option C



and May 28 in Maple Valley. Additional outreach and notification included emails/texts sent to Metro subscribers, take-away cards distributed at transit centers and events, and a news release provided to various local media. Feedback was received through an online survey, onboard conversations with riders, and conversations with individuals at the Renton Transit Center, Auburn Transit Center, Auburn YMCA, Green River College, Enumclaw Senior Center, and Greater Maple Valley Senior Center.

March 2016 Service Change

Title VI Service Equity Analysis

August 2015



Introduction

Federal Transit Administration (FTA) Circular 4702.1B, Chapter V, Section 7 requires transit agencies serving large urbanized areas to evaluate major service changes and to determine whether proposed changes would have a discriminatory impact as defined in the United States Department of Transportation's Title VI regulations.

In accordance with these FTA regulations, this report summarizes Metro's service equity analysis of service improvements planned for the March 2016 service change, submitted to the King County Council for approval, that are not related Sound Transit's University Link (U-Link) light rail extension. This analysis addresses four projects: the C Line and D Line extensions, added service on the I-5 South corridor provided through Regional Mobility Grant (RMG), Southeast King County Alternative Services project, and the realignment of Route 200 in Issaquah.

Equity and social justice are key priorities for the King County Executive and the King County Council. In addition to assuring compliance with federal Title VI regulations, the service equity analysis also helps to ensure consistency with King County's goals related to equity and social justice. Identifying the relative impacts of proposed changes to low-income and minority communities is an important step in applying the "fair and just" principle as stated in the King County Strategic Plan 2010-2014. This analysis is part of an integrated effort throughout King County to achieve equitable opportunities for all people and communities.

This report details the impacts of four projects proposed to be implemented in March 2016. The areas affected include Auburn, Enumclaw, Issaquah, Federal Way, Seattle, and parts of unincorporated King County. Details about each project are briefly described below:

C Line and D Line extensions – The City of Seattle is proposing to fund the extension of the RapidRide C Line to South Lake Union, as well as the extension of RapidRide D Line to Pioneer Square. These changes would improve the reliability of the two lines while connecting riders to growing employment markets.

Since implementation, the RapidRide C and D lines have proven to be heavily used transit services, growing by 78 percent and 51 percent respectively, and carrying nearly 20,000 riders each weekday. RapidRide C and D lines were originally designed as a single operating route to save operating and fleet costs; however, reliability continues to be an issue and would be significantly improved if the lines were operated individually. The C Line would be extended to South Lake Union via Westlake Ave, providing a new direct connection between West Seattle and South Lake Union. The D Line would be extended to Pioneer Square via 3rd Ave, with temporary routing along James St and 5th Ave during the Yesler Way bridge replacement project. Transfers between the two lines would be possible at common stops on 3rd Ave at Virginia St and Pike St.

I-5 Corridor (RMG) –By working with regional partners and utilizing funding made available through a State Regional Mobility Grant, Metro will be able to provide

enhanced service along the I-5 South corridor on routes 179 and 190 by providing additional AM and PM peak trips on both routes.

Route 200 - Metro worked with the City of Issaquah to develop a set of proposals for Route 200 that would improve route performance and rider demand. Two phases of route modifications were developed for this route. Phase 1 was implemented administratively on June 8, 2015 with the extension of the route to Issaquah Highlands Park-and-Ride, providing connections between the Issaquah Transit Center, downtown Issaquah, north Issaquah, and the Issaquah Highlands. Phase 2 is Metro's current proposal for March 2016. This routing modification would extend Route 200 to serve a regional medical center (Swedish Medical Center - Issaquah), while deleting a low ridership loop section on Front St S (south of SE Bush St) and 2nd Ave SE, near Issaquah High School.

SE King County Alternative Services - In March 2016, Route 915 would be improved on weekdays, with service operating about every 60 minutes. Looking ahead to September 2016, the plan is to shorten DART Route 907 to operate between the Renton Transit Center and Black Diamond, with service between Black Diamond and Enumclaw replaced with an alternative such as a community van. The reason this change is proposed to be implemented in fall 2016 is to allow for the development and implementation of the replacement alternative service. In addition to the routing change to Route 907, the current DART area in Renton would be removed and a new early evening trip from Renton to Black Diamond would be added. The DART areas in Black Diamond and Enumclaw would remain.

Benefits of these changes would include more frequent service along corridors where ridership is higher, the potential to implement new alternative service transportation options, and the reallocation of fixed route resources with no increase in service costs.

Service Guidelines Overview

The 2013 Update to King County Metro's *Strategic Plan for Public Transportation, 2011-2021* and related service guidelines outline the methodology Metro uses to evaluate service changes, consistent with FTA Title VI requirements (FTA Circular 4702.1B). The most relevant excerpts from the service guidelines are included below.

Implementation

Starting in 2016 Metro will be revising service two times each year in the spring and fall, per King County Council Ordinance 18041 adopting the most recent Local 587 Union contract. In cases of emergency or time-critical construction projects, Metro may make changes at times other than the regularly scheduled service changes. However, these situations are rare and are kept to a minimum because of the high level of disruption and

difficulty they create. Metro will identify and discuss service changes that address performance-related issues in its annual route performance report.

Any proposed changes to routes are subject to approval by the Metropolitan King County Council except as follows (per King County code 28.94.020):

- Any single change or cumulative changes in a service schedule which affect the established weekly service hours for a route by 25 percent or less.
- Any change in route location which does not move the location of any route stop by more than one-half mile.
- Any changes in route numbers.

Adverse Effect of a Major Service Change

An adverse effect of a major service change is defined as a reduction of 25 percent or more of the transit trips serving a census tract, or 25 percent or more of the service hours on a route.

Disparate Impact Threshold

A disparate impact occurs when a major service change results in adverse effects that are significantly greater for minority populations than for non-minority populations. Metro's threshold for determining whether adverse effects are significantly greater for minority compared with non-minority populations is 10 percent. Should Metro find a disparate impact, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disparate impacts of the proposed changes.

Metro will measure disparate impacts by comparing changes in the number of trips serving minority or non-minority census tracts, or by comparing changes in the number of service hours on minority or non-minority routes. Metro defines a minority census tract as one in which the percentage of minority population is greater than that of the county as a whole. For regular fixed route service, Metro defines a minority route as one for which the percentage of inbound weekday boardings in minority census tracts is greater than the average percentage of inbound weekday boardings in minority census tracts for all Metro routes.

Disproportionate Burden Threshold

A disproportionate burden occurs when a major service change results in adverse effects that are significantly greater for low-income populations than for non-low-income populations. Metro's threshold for determining whether adverse effects are significantly greater for low-income compared with non-low-income populations is 10 percent. Should Metro find a disproportionate burden, Metro will consider modifying the proposed changes

in order to avoid, minimize or mitigate the disproportionate burden of the proposed changes.

Metro will measure disproportionate burden by comparing changes in the number of trips serving low-income or non-low-income census tracts, or by comparing changes in the number of service hours on low-income or non-low-income routes. Metro defines a low-income census tract as one in which the percentage of low-income population is greater than that of the county as a whole. For regular fixed route service, Metro defines a low-income route as one for which the percentage of inbound weekday boardings in low-income census tracts is greater than the average percentage of inbound weekday boardings in low-income census tracts for all Metro routes.

I. Service Change Area and Routes

Affected Areas

The four project areas included a total of 34 census tracts with about 170,000 residents. Detailed information about each area is outlined below:

C Line and D Line extensions – The project affects the level of service provided in 6 census tracts with about 23,480 residents and affects routes in the jurisdiction of Seattle.

I-5 Corridor (RMG) – The project affects the level of service provided in 19 census tracts with about 96,110 residents and affects routes in the jurisdictions of Federal Way and Seattle.

Route 200 – The project affects the level of service provided in 2 census tracts with about 17,520 residents and affects one route in the jurisdiction of Issaquah.

SE King County Alternative Services – The project affects the level of service provided in 7 census tracts with 32,850 residents and affects routes in the jurisdictions of Auburn, Enumclaw and areas of unincorporated King County.

Affected Routes

Metro provides more than 131,000 annual service hours on routes with proposed changes for March 2016. Cumulatively, these routes generate more than 6.7 million annual rides based on spring 2015 ridership data. Annual service hour and ridership data are shown in Appendix A for affected routes.

II. Threshold 1: Is this a Major Service Change? YES

For the purposes of complying with FTA Circular 4702.1B, Chapter IV, Metro defines any change in service as “major” if King County Council approval of the change is required pursuant to KCC 28.94.020.

The four projects included in the March 2016 service change (not including U-Link) affect a total of six routes. A short summary of each project is outlined below:

C Line and D Line Extensions – Split through-routing of RapidRide C and D Lines: extend C Line north to South Lake Union and extend D Line south to Pioneer Square. In addition, both the C and D Lines would receive small service frequency increases.

I-5 Corridor (RMG) – Provide additional AM and PM peak trips on routes 179 and 190.

Route 200 - Extend Route 200 to serve Swedish Medical Center - Issaquah, and delete loop segment on Front St S (south of SE Bush St) and 2nd Ave SE, near Issaquah High School.

SE King County Alternative Services Project - Route 915 would be improved on weekdays, with service operating about every 60 minutes. The current DART area in downtown Auburn would be removed, but the DART area would still be served by the Route 915 with a small increase in service frequency.

The service change meets all criteria for a major service change by Metro and FTA definitions. Appendix B lists the specific routes being changed or receiving added service in March 2016. The service equity analysis is reflective of the proposed changes included in the service change ordinance to be submitted to the King County Council.

III. Threshold 2: Are Minority or Low-Income Tracts Affected? YES

Classifying minority and low income census tracts

Metro classifies census tracts as minority tracts if the percentage of the population that is minority within a tract is greater than the percentage for King County as a whole. Based on the American Community Survey five-year average for 2009-2013 data, 35.8 percent of the population is classified as minority within the county as a whole. Similarly, Metro classifies census tracts as low-income tracts if the percentage of the population classified as low-income (living at or below the poverty threshold) within a tract is greater than the percentage for King County as a whole. Based on the American Community Survey five-year average for 2009-2013, 11.5 percent of the population is classified as low-income within the county as a whole.

The service improvements and route alignment changes of the four projects addressed in this report will affect the level of service provided to 34 King County census tracts currently served by Metro. The low-income and minority characteristics of affected census tracts are provided in Table 1 below.

Table 1. Low-Income and Minority Characteristics of Affected Census Tracts

Service Change	Census Tract Classification				
	Total Census Tracts Affected	Minority & Low-income	Minority ONLY	Low-income ONLY	Neither Minority nor Low-income
C Line and D Line Extensions	6	2	0	3	1
I-5 Corridor (RMG)	19	13	3	3	0
Route 200	2	0	0	0	2
SE King County Alternative Services Project	7	2	0	4	1
All Service Changes	34	17	3	10	4

IV. Threshold 3: Is there a Disparate Impact on Minority Tracts or a Disproportionate Burden on Low-Income Tracts? NO

The determination as to whether the proposed changes in service would have a disparate impact on minority populations was made by comparing changes in the number of Metro bus trips serving minority or non-minority census tracts. Similarly, the determination as to whether the proposed changes in service would have a disproportionate burden on low-income populations was made by comparing changes in the number of Metro bus trips serving low-income and non-low-income census tracts.

For each of the four projects addressed in this report, the C Line and D Line extensions, added service on the I-5 South corridor provided through Regional Mobility Grant (RMG), Southeast King County Alternative Services project, and the realignment of Route 200 in Issaquah, no disparate impact on minority tracts or disproportionate burden on low-income tracts were identified because in each case, tracts for these four project areas are maintaining existing levels of service or seeing an increase in the number of trips.

Impacts are summarized in Tables 3-10 and in Figures 1 and 2 below. Metro's analysis of the four projects included in this report indicates that the impacts following the March 2016 service change would not have a disparate impact on minority populations or a disproportionate burden on low-income populations. Out of the four projects, only Census Tract 66 related to the C Line and D Line extensions receives a greater than 25% increase in service. Census Tract 66, covers the area directly southeast and east of Lake Union and is non-minority and non-low income. Census Tract 66 receives the largest increase in service due to the extension of the C Line into the South Lake Union area as this tract had not been previously served by the C Line. This extension will provide increased access to this area from other areas along the C Line, including minority and low-income tracts, that had not previously been able to access this part of South Lake Union via the C Line. In addition, other census tracts along the C Line will benefit from increases in service frequency implemented during this service change.

Notes for Tables 3 through 10

1. An adverse effect is defined as a reduction of 25 percent or more in trips per week serving a census tract.
2. Tracts are classified as low-income or minority when the percentage of low-income or minority persons in the tract is greater than the percentage of low-income or minority persons in the county as a whole.
3. A disproportionate burden occurs when the percentage of low-income tracts with adverse effects is more than 10 percentage points greater than the county-wide percentage of low-income tracts.
4. A disparate impact occurs when the percentage of minority tracts with adverse effects is more than 10 percentage points greater than the county-wide percentage of minority tracts.

Impacts of March 2016 Service Change - C Line and D Line Extensions

Table 3. Impacts of the March 2016 Service Change on Low-Income Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden ³ ?
Low-Income	0	N/A	37%	N/A	NO
Non-Low-Income	0	N/A	63%		
Total	0	N/A	100%		

Table 4. Impacts of the March 2016 Service Change on Minority Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact ⁴ ?
Minority	0	N/A	45%	N/A	NO
Non-Minority	0	N/A	55%		
Total	0	N/A	100%		

Figure 1. Impact of proposed changes on minority census tracts

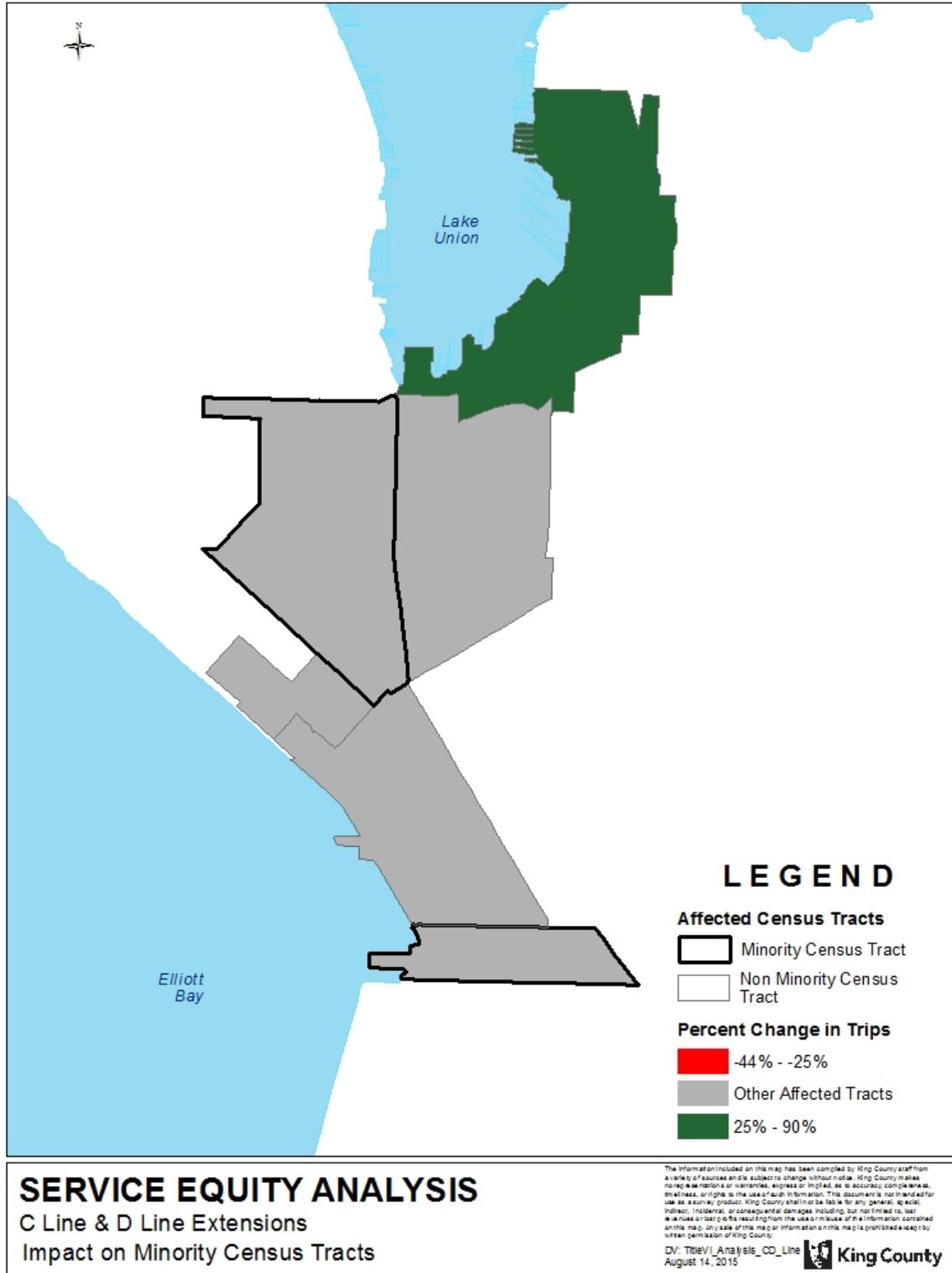
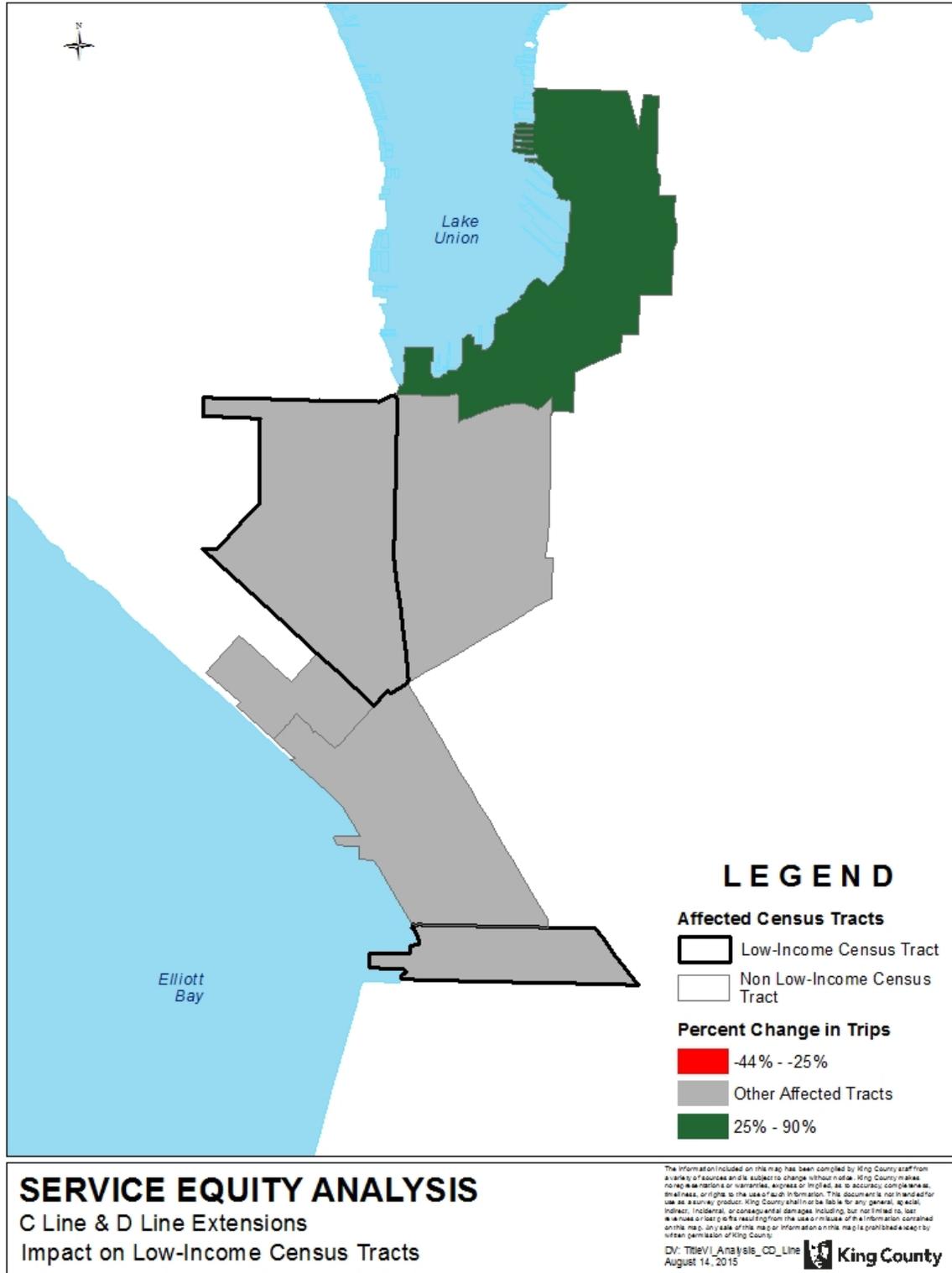


Figure 2. Impacts of proposed changes on low-income census tracts



Impacts of March 2016 Service Change - I-5 Corridor (RMG)

Table 5. Impacts of the March 2016 Service Change on Low-Income Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden ³ ?
Low-Income	0	N/A	37%	N/A	NO
Non-Low-Income	0	N/A	63%		
Total	0	N/A	100%		

Table 6. Impacts of the March 2016 Service Change on Minority Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact ⁴ ?
Minority	0	N/A	45%	N/A	NO
Non-Minority	0	N/A	55%		
Total	0	N/A	100%		

Impacts of March 2016 Service Change - Route 200

Table 7. Impacts of the March 2016 Service Change on Low-Income Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden ³ ?
Low-Income	0	N/A	37%	N/A	NO
Non-Low-Income	0	N/A	63%		
Total	0	N/A	100%		

Table 8. Impacts of the March 2016 Service Change on Minority Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact ⁴ ?
Minority	0	N/A	45%	N/A	NO
Non-Minority	0	N/A	55%		
Total	0	N/A	100%		

Impacts of March 2016 Service Change - SE King County Alternative Services

Table 9. Impacts of the March 2016 Service Change on Low-Income Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden ³ ?
Low-Income	0	N/A	37%	N/A	NO
Non-Low-Income	0	N/A	63%		
Total	0	N/A	100%		

Table 10. Impacts of the March 2016 Service Change on Minority Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact ⁴ ?
Minority	0	N/A	45%	N/A	NO
Non-Minority	0	N/A	55%		
Total	0	N/A	100%		

APPENDIX A: Service Hour and Ridership Data for Affected Routes

Route	Spring 2015 Annualized Platform Hours	Spring 2015 Annualized Rides
C Line	58,900	2,638,500
D Line	54,600	3,731,200
179	7,600	146,600
190	4,900	104,000
200	3,300	36,700
915	2,300	47,200
TOTAL	131,600	6,704,300

APPENDIX B: Summary of Changes Proposed for the March 2016 Service Change

Route	Action
C Line	Split through-routing of RapidRide C and D Lines and extend RapidRide C Line north to South Lake Union.
D Line	Split through-routing of RapidRide C and D Lines and extend RapidRide D Line south to Pioneer Square.
179	Provide 2 additional AM and 2 additional PM peak trips.
190	Provide 2 additional AM and 2 additional PM peak trips.
200	Extend route to serve Swedish Medical Center - Issaquah, and delete loop segment on Front St S (south of SE Bush St) and 2nd Ave SE, near Issaquah High school.
915	Improve route frequency on weekdays, with service operating about every 60 minutes. The current DART area in downtown Auburn would be removed.

[Blank Page]

2015/2016 FISCAL NOTE

Ordinance/Motion:
 Title: March 2016 Public Transportation Service for King County (non-U-Link changes)
 Affected Agency and/or Agencies: Transit Division
 Note Prepared By: David Vanderzee
 Date Prepared: 8.11.2015
 Note Reviewed By: Nitin Chadha/Jill Krecklow
 Date Reviewed: 8.11.2015

Description of request:
 This fiscal note provides the financial impacts of the package of bus service changes being proposed for March 2016. Detail on the individual route changes can be found in the supporting materials. The service change includes services associated with the Community Mobility Contract with the City of Seattle as well as some service funded by a Washington State Regional Mobility Grant

Revenue to:

Agency	Fund Code	Revenue Source	2015/2016	2017/2018	2019/2020
Public Transportation	0464	Fare Revenue	151,907	391,257	404,958
Public Transportation	0464	Regional Mobility Grant (State-funded 80% match)	289,310	760,567	402,095
Public Transportation	0464	Community Mobility Contract (City of Seattle)	6,238,285	15,486,217	15,486,220
TOTAL			6,679,502	16,638,041	16,293,273

Expenditures from:

Agency	Fund Code	Department	2015/2016	2017/2018	2019/2020
Public Transportation	464	Transportation	7,661,290	19,885,391	21,096,411
Public Transportation	3641	Transportation	375,430		
TOTAL			8,036,720	19,885,391	21,096,411

Expenditures by Categories

	2015/2016	2017/2018	2019/2020
Salaries & Benefits	5,362,903	13,919,774	14,767,488
Supplies and Services	2,298,387	5,965,617	6,328,923
Capital Outlay	375,430	0	0
Other	0	0	0
TOTAL	8,036,720	19,885,391	21,096,411

Does this legislation require a budget supplemental? **No**

Notes and Assumptions:

Net Hours

	2015 (Current Year)	2016	2017	
Hour changes in 2016, 2017 and 2018 are based on daily hours, including 206 weekdays, 43 Saturdays, and 46 Sunday/holidays in 2016; 256 weekdays, 52 Saturdays, and 57 Sunday/holidays in 2017; and 255 weekdays, 52 Saturdays and 58 Sunday/Holidays in 2018.	35 Diesel/Hybrid	0	0	0
	40 Diesel/Hybrid	0	1,951	2,425
	60 Diesel/Hybrid	0	1,951	2,425
	60 Diesel/Hybrid, RapidRide	0	41,240	51,187
	40 Trolley	0	0	0
	60 Trolley	0	0	0
	DART	0	1,666	2,070

Hourly Rate

	2015	2016	2017	
See notes below.	35 Diesel/Hybrid	\$138.09	\$142.23	\$146.50
	40 Diesel/Hybrid	\$141.66	\$145.91	\$150.29
	60 Diesel/Hybrid	\$160.82	\$165.64	\$170.61
	60 Diesel/Hybrid, RapidRide	\$160.91	\$165.74	\$170.71
	40 Trolley	\$145.09	\$149.44	\$153.93
	60 Trolley	\$171.32	\$176.46	\$181.75
	DART	\$127.26	\$131.08	\$135.01

Salaries and Benefits

	2015	2016	2017	
Salaries and benefits in each year's marginal cost are estimates based upon a system wide average of 70% of the hourly rate.	35 Diesel/Hybrid	\$96.66	\$99.56	\$102.55
	40 Diesel/Hybrid	\$99.16	\$102.14	\$105.20
	60 Diesel/Hybrid	\$112.57	\$115.95	\$119.43
	60 Diesel/Hybrid, RapidRide	\$112.64	\$116.02	\$119.50
	40 Trolley	\$101.56	\$104.61	\$107.75
	60 Trolley	\$119.92	\$123.52	\$127.23
	DART	\$89.08	\$91.75	\$94.51

Fare Revenue

	2015	2016	2017
The average system wide fare paying ridership is estimated to be 22 rides per service hour. The average system wide fare is assumed to be \$1.22 in 2015, \$1.24 in 2016 and \$1.24 in 2017. Average system-wide fares will rise to \$1.33 in 2018 because of an assumed adult fare increase.	1.22	1.24	1.24

Operating rates-

Rates are typically developed based on the adopted budget, and do not take into account any supplemental revisions that occur. Such changes are reflected in the annual reconciliation.

[Blank Page]

RapidRide C Line

-  Unchanged routing
-  New routing
-  SLU Streetcar

CF: Ord_673_Cline
July 7, 2015

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.



King County



0 0.25 0.5
Miles

Queen Anne
Mercer St
Denny Way
3rd Ave
Alaskan Way Viaduct
3rd Ave
South Lake Union

Roy St
Aurora Ave
9th Ave N
E Pike St
Columbia St
Broadway
S Jackson St



SW Admiral Way

Harbor Ave SW
Harbor Ave SW

Harbor Island

Alaskan Way Viaduct
1st Ave S
4th Ave S

West Seattle

SW Alaska St

Delridge Way SW

West Marginal Way SW

Morgan Junction

SW Morgan St

35th Ave SW

SW Thistle St

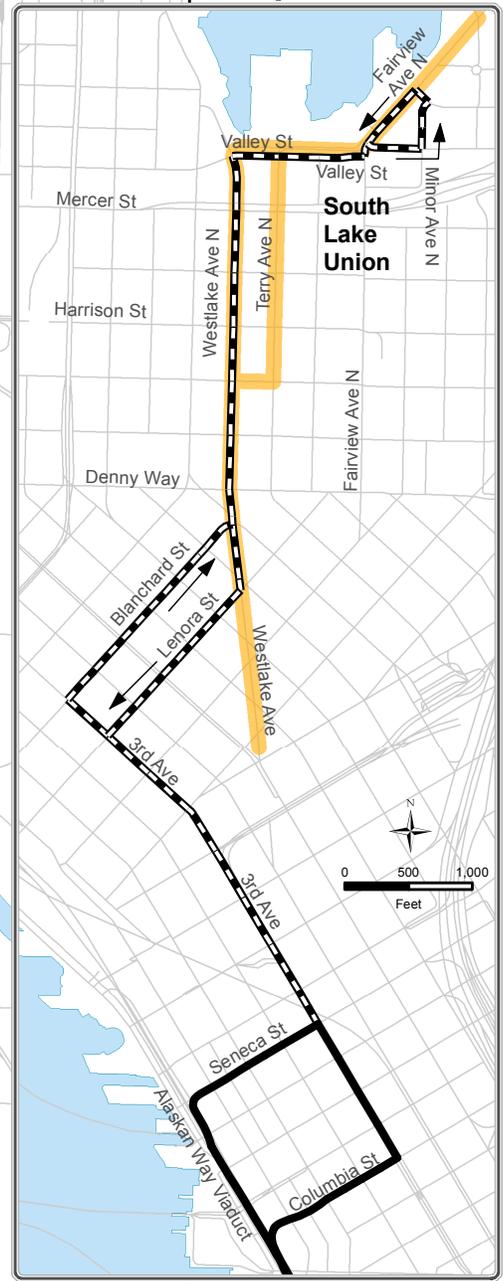
16th Ave SW

Fauntleroy Way SW

SW Barton St

SW Roxbury St

White Center



RapidRide D Line

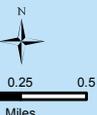
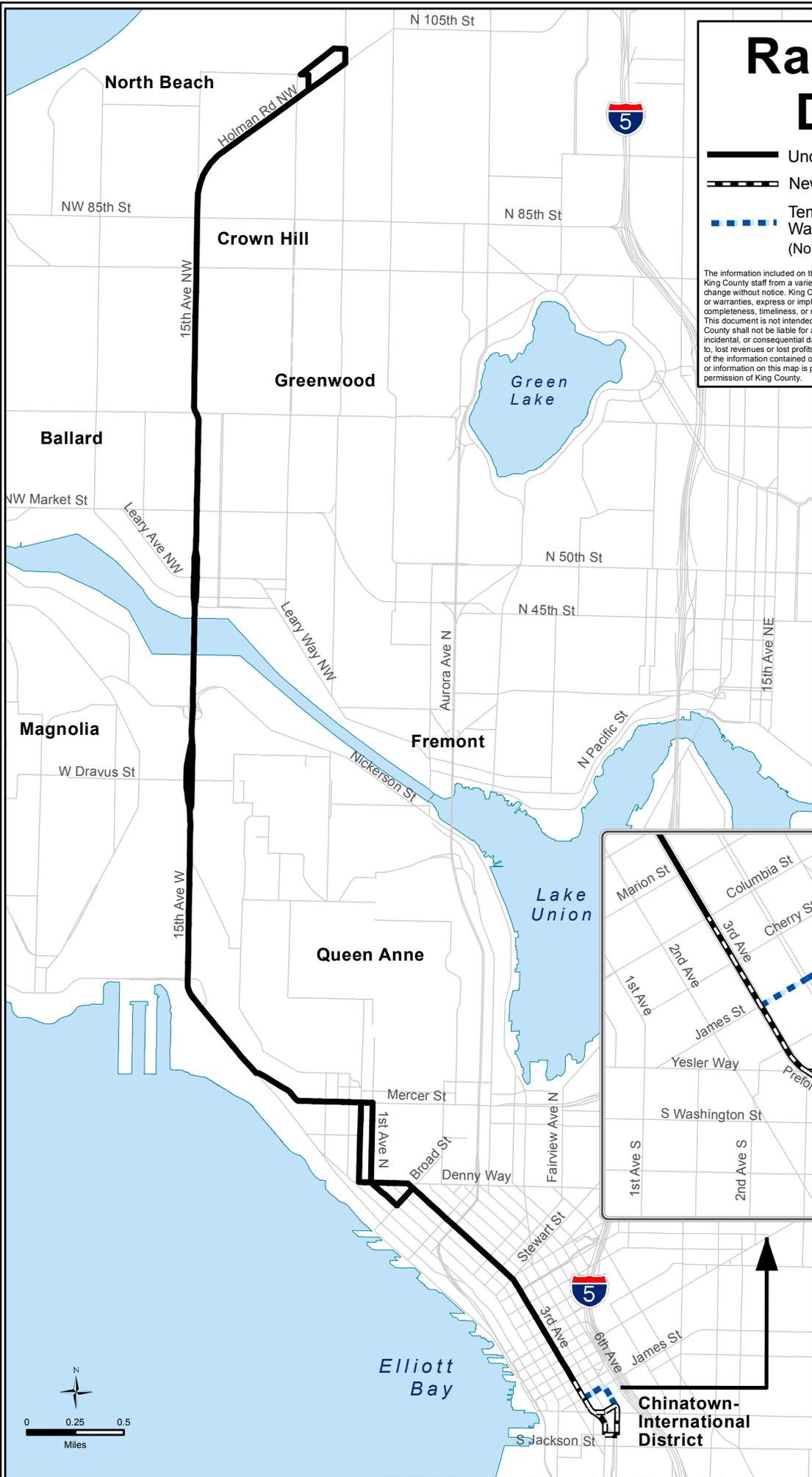
-  Unchanged routing
-  New routing
-  Temporary routing during Yesler Way bridge replacement project (November 2015-November 2016)

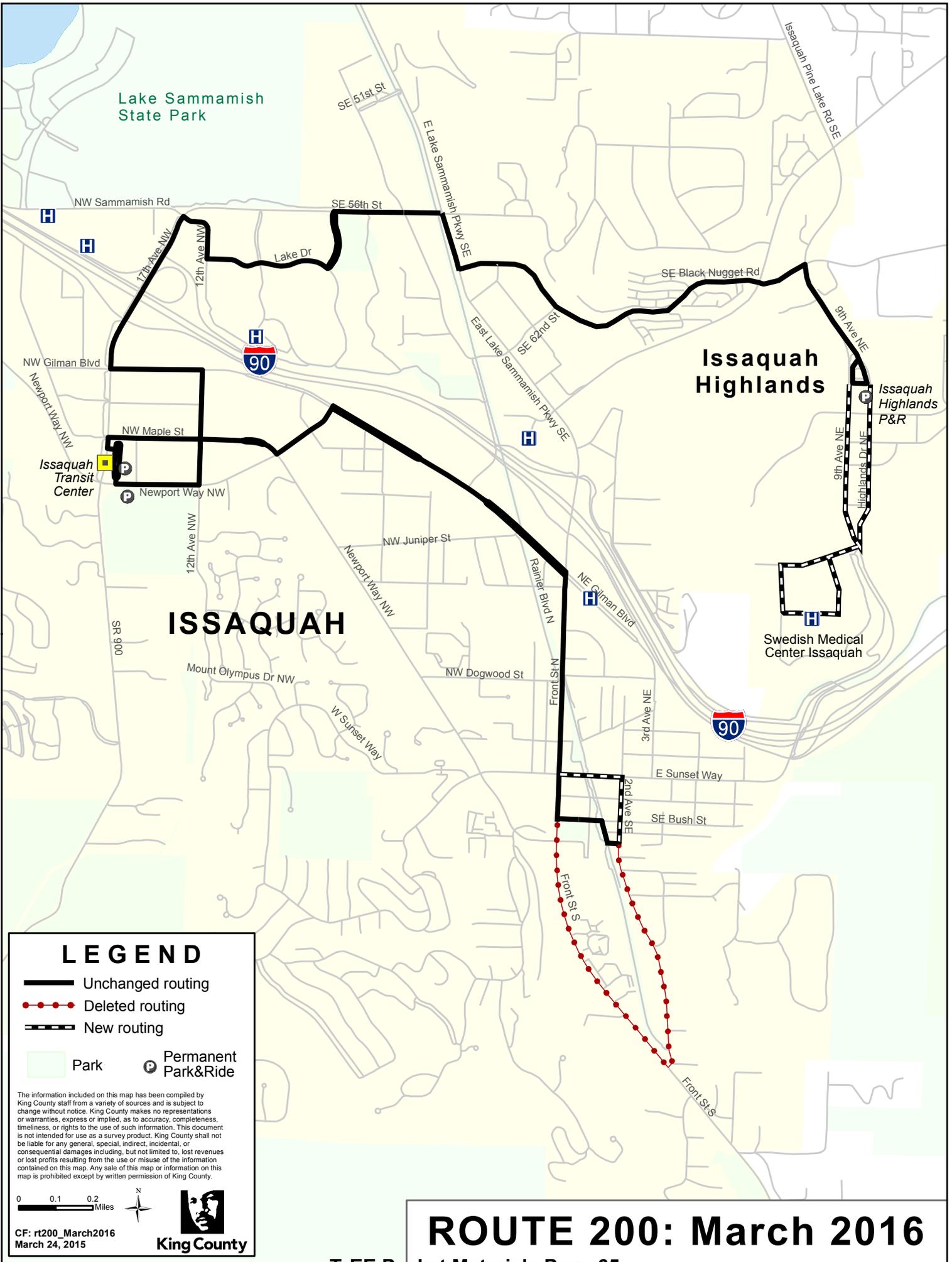
The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

CF: Ord_674_Dline
July 7, 2016



King County





LEGEND

- Unchanged routing
- Deleted routing
- New routing

- Park
- Permanent Park&Ride

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

0 0.1 0.2 Miles

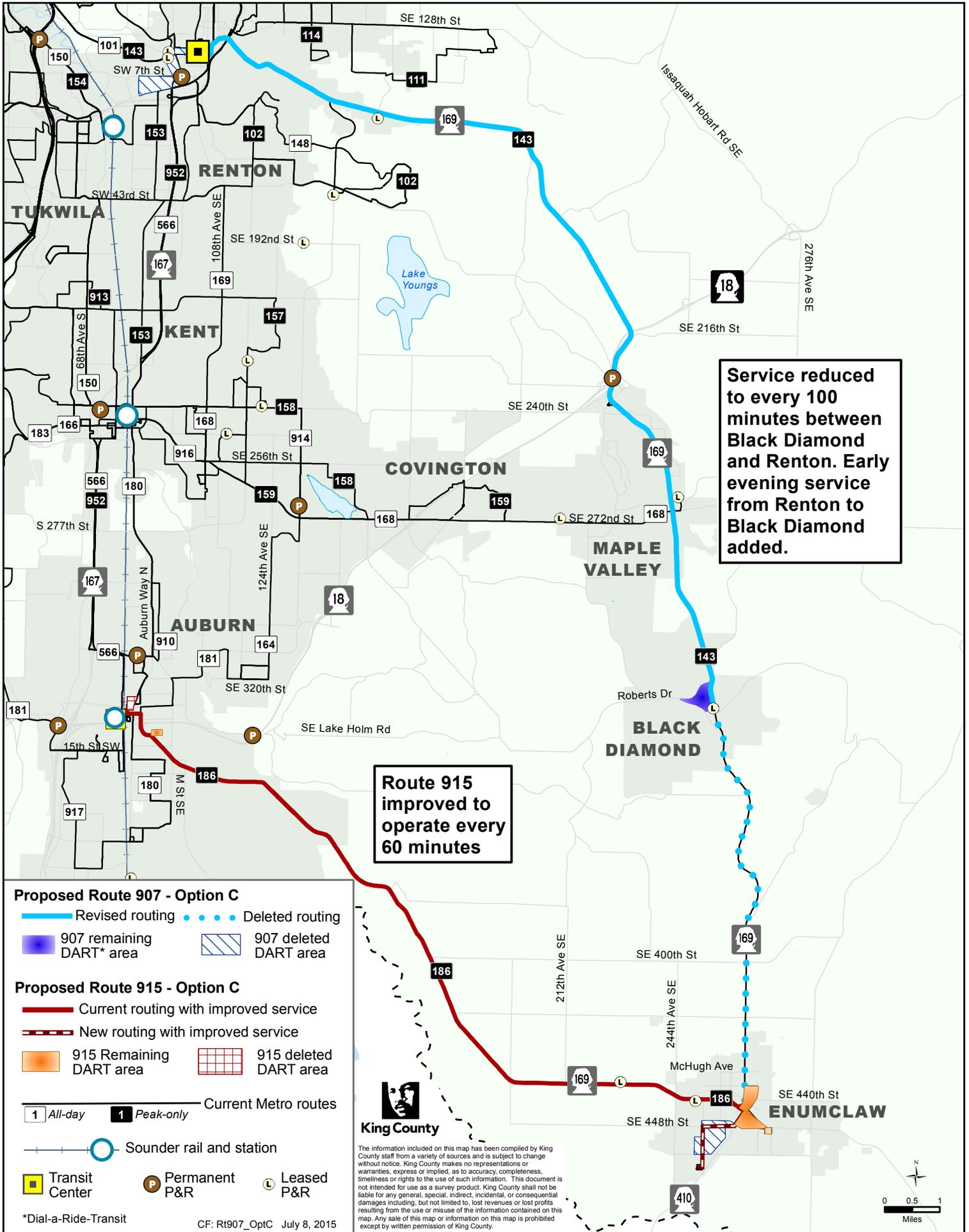


CF: rt200_March2016
March 24, 2015

King County

ROUTE 200: March 2016

Southeast King County Alternative Service Project: Route 907 Option C



Service reduced to every 100 minutes between Black Diamond and Renton. Early evening service from Renton to Black Diamond added.

Route 915 improved to operate every 60 minutes



King County

Transportation, Economy and Environment Committee

STAFF REPORT

Agenda Item:	6	Name:	Paul Carlson
Proposed No.:	2015-0350	Date:	October 14, 2015

SUBJECT

An ordinance approving public transportation service changes to integrate with the Link light rail extension to Capitol Hill and the University of Washington; changes would take effect in March 2016.

SUMMARY

On September 15, 2015, the Committee heard a briefing on the proposed University Link (U Link) restructure of King County Metro bus routes including: (1) a summary of the proposed changes; and (2) initial Council staff analysis of the potential impacts of the proposal. On September 29, 2015, the Committee heard a presentation by King County Metro staff describing the proposed changes. On October 6, 2015, the Committee heard Council staff response to questions posed at the September committee meetings. Also on October 6, 2015, the Committee held an evening special meeting to hear public comment on the proposed changes.

Today’s briefing will cover the additional Council staff analysis responding to Councilmembers’ comments and questions from October 6, 2015.

BACKGROUND

Proposed Ordinance 2015-0350 (Attachment 1) would approve changes to 31 bus routes effective March 26, 2016. The proposal would create five new bus routes, modify 14 bus routes, and delete 12 bus routes. Administrative changes, not subject to Council approval, would modify another seven routes. The proposed route changes are the product of a restructure that is designed to coordinate King County Metro bus routes with the two new Link Light Rail stations opening for service in March 2016.

Issues analyzed in this staff report include:

- Transfers – National Standards
- Regional Government Role in Service Investments
- Preview of Crowding and Schedule Reliability Needs
- All Day Pass Fare Media

- Factors Affecting Ridership Estimates
- Metrics to Determine Actual Ridership Impacts
- Transfer Locations

ANALYSIS

Transfers – National Standards

Councilmembers asked for information on national standards or best practices for mid-trip transfers.

Council staff has not been able to find a national standard relating to a bus-to-bus or bus-to-rail transfer as part of a complete transit trip. Review of all potentially relevant research would be a significant body of work. A few general comments:

The Transit Cooperative Research Program (TCRP), a branch of the National Academy of Sciences, conducts research on a wide range of transit-related topics. The *Transit Capacity and Quality of Service Manual, 3rd Edition*, Chapter 4, Quality of Service Concepts, discusses transit service factors that affect consumer choice including the conditions for linked trips – those involving transfers.

Frequency, reliability, and wait time are among the factors that motivate passengers, suggesting that the proposed restructure's emphasis on increasing frequency and reliability of bus service at the Link stations and along bus corridors would respond to some of the important rider motivations as U Link comes on line.

Some research suggests that passengers are more concerned about the time spent in mid-trip compared to the time spent in vehicles, giving transit agencies an incentive to make transfers as easy as possible and to minimize factors that make the transfer experience stressful, such as uncertainty about the length of the wait. This research would indicate that Council interest in the transfer environment is well placed.

King County Metro is working with the Puget Sound Regional Council (PSRC) on the Access to Transit Report, which has as its focus the challenges for riders at the start and end of transit trips; the Phase 2 Report is due to the Council at the end of the year. The Access to Transit Phase 1 Report includes discussion of pedestrian access to transit and a list of references at the end which includes non-motorized references:

<http://mkcclegisearch.kingcounty.gov/View.ashx?M=F&ID=3650277&GUID=B1E3BD2B-89F1-4F15-9A12-A580BFC4E8CE>

Similar challenges were reviewed in a nonmotorized study by King County and Sound Transit: <http://metro.kingcounty.gov/programs-projects/nmcs/>

Regional Government Role in Service Investments

Councilmembers asked how King County considers its responsibilities as a local government when new transit service hours come into the system.

King County Metro is the transit provider for all King County, including the cities and the unincorporated area for which King County is the local government. Proposed Ordinance 2015-0350, approving the U Link restructure, focuses on services within Seattle (the Route 316 serves Meridian Park in Shoreline and the Route 372X extends to Lake Forest Park, Kenmore, and Bothell). Proposed Ordinance 2015-0349, the non-U Link service change, includes a revision to routes in Southeast King County that is part of an alternative service package, now being planned. This Southeast King County project reflects policy direction in the original Five Year Implementation Plan for Alternatives to Traditional Transit Service; it is intended to provide “right-sized” service to the unincorporated area as well as Enumclaw, Black Diamond, and other communities.

Most transit service connects the most densely populated parts of the county, typically in cities, but Metro Transit addresses unincorporated area transit needs at each step of service development and implementation. In the planning process, Metro designates “transit activity centers” throughout the county including rural cities; these are linked by transit corridors to other parts of the county. Routes are planned to provide service on each transit corridor, several of which travel through unincorporated areas. Outreach includes unincorporated communities. With the recent development of alternative services, unincorporated area needs are considered. The Snoqualmie Valley Shuttle, for example, connects cities via the unincorporated area. Planning on Vashon Island is under way now.

Preview of Crowding and Schedule Reliability Needs

Councilmembers asked if it would be possible to receive a preview of the 2015 Service Guidelines Report analysis of crowding and scheduling reliability needs to determine whether the restructure proposal is responsive to the latest data. The 2015 Service Guidelines Report, due to the Council on October 31, 2015, reflects Spring 2015 performance data.

As discussed in the previous staff report, the Service Guidelines’ priorities for service hour investments are: (1) Passenger loads (overcrowding); (2) Schedule reliability (on-time performance); (3) All-Day and Peak Network (adjusting under-served and over-served corridors)¹; and (4) Productivity (additional service on productive corridors).

¹The TSP establishes 112 corridors connecting key destinations (Transit Activity Centers), which comprise the All-Day and Peak Network. Each corridor is assigned a desired target level of service frequency based on productivity (land use) accounting for 50% of the score, social equity with 25% of the score, and geographic value with 25% of the score. This 50-25-25 ratio was mentioned at the September 15 Committee meeting. This third priority for service hour reinvestments is intended to show the corridors that need additional service as to reach their target frequencies.

For the U Link restructure, crowding and schedule reliability needs would be addressed by creating new route schedules that reflect the travel time under current conditions and recovery time (when a bus is at a layover site between trips). On some routes, reliability would be addressed by splitting or by revising the alignment to avoid areas of congestion. The 8,000 hour reserve is proposed to deal with any immediate problems that arise when the service change goes into effect.

The following Metro statement provides more detail on this topic:

“The City of Seattle’s investments in crowding and reliability fully met the needs identified on Seattle routes as identified in the 2014 Service Guidelines Report. The 2015 Service Guidelines Report was prepared with a dataset spanning from February 14–June 5, well into the U Link restructure planning process. The 2015 analysis has identified routes where crowding and/or reliability has worsened and that need additional investment.

We expect the changes proposed in relation to the proposed U-Link to address needs identified on the routes noted below. Please note that the lists below do not include routes proposed for deletion.

- The U-Link restructure is expected to relieve overcrowding on routes 11, 16,² 32, 65, 75, 76, and 316.
- The U-Link restructures is expected to help improve schedule reliability on routes 8, 10, 11, 12, 16, 26, 28, 31, 32, 44, 48, 49, 64 Express, 65, 70, 73, 74 Express, 75, and 373 Express.

These and the other routes in the restructure are having new trip schedules built to ensure the network functions as intended. These service adjustments, which should help reduce crowding and improve reliability, are included as an integral part of the restructure plan.

The proposed restructure will alter travel patterns and customer choices. The U Link restructure is intended to anticipate these potential problems by shifting resources to routes that are likely to have higher ridership. Metro will be closely monitoring the system following the March 2016 service change to identify performance issues as part of our on-going management of the system. We have set aside a reserve of approximately 8,000 annual hours to address issues that we identify in relation to the U-Link restructure.”

Attachment 3 contains a preview of 2015 Service Guidelines Report data for routes serving the University District and Capitol Hill. The first table lists bus routes serving the

² New Route 62 is expected to address Route 16 crowding issues in Green Lake and Wallingford and reliability issues. [Council staff note.]

University District and Capitol Hill that are not addressed in the proposed restructure. A second table lists bus routes that are addressed in the proposed restructure.

All Day Pass Fare Media

Councilmembers asked if there is an All-Day Pass option, and whether it could offer a way for cash-paying customers to avoid paying for transfers between transit modes.

At the Committee meeting, King County Metro staff indicated that there is an All-Day ORCA card pass option. Here is some additional information:

In July 2015, the ORCA agencies introduced two Regional Day Passes that can be loaded onto ORCA cards:

- The full fare adult day pass costs \$8.00 and is valid for fares up to \$3.50; this would cover any Metro bus trip, any Central Link trip, and any single- or multi-county Sound Transit Express bus trip.
- The reduced fare day pass can be added to a Regional Reduced Fare Permit ORCA card; it costs \$4.00, and is valid for fares up to \$1.75. The reduced fare day pass would cover youth or senior-disabled trips on Metro bus, Central Link, and Sound Transit Express bus trips.

More information is available in Attachment 4.

The October 6, 2015, Staff Report discussed transit fares including the ORCA LIFT low-income fare. A sentence in that report needs to be clarified – new language is in italics:

In addition, Metro operates mobile ORCA-to-Go units that sell ORCA cards and offer enrollment for the ORCA LIFT program *if personnel from Public Health or other qualified eligibility-determination agencies are present to verify applicants' income eligibility.*

Factors Affecting Ridership Estimates

More information was requested about the factors contributing to the low and high range ridership estimates provided by Metro for the U-Link restructure. Metro's ridership projections for a "no change" alternative range from a loss of 3.9 million riders to a gain of about 500,000 riders. For the restructure, Metro's projected ridership range is from a loss of 3.2 million riders to a gain of 4.9 million. The estimated net difference is that Metro would gain 700,000 to 4.5 million more riders resulting from the proposed restructure compared to no change. These estimates do not include ridership on Link or Sound Transit buses.

Table 1. Assumptions made in U-Link restructure ridership estimates

Factor	Routes impacted	Low end	High end
Routes where Link will be a faster alternative	10, 11, 43, 49, 71, 72, 73, 74	2/3 switch to Link, of riders for whom Link is an option	1/3 switch to Link, of riders for whom Link is an option
Routes with structural changes	8, 16, 25, 26, 28, 30, 38, 43, 45, 48, 62, 64, 66, 67, 68, 71, 72, 73, 242, 372	Complete loss of ridership where routes or route segments are deleted	Complete loss of ridership where routes or route segments are deleted
Routes with service level changes³	8, 10, 12, 26, 28, 31, 32, 44, 45, 48, 49, 62, 64, 65, 67, 70, 73, 74, 75, 76, 316, 372	30% ridership gain for each doubling of service levels	100% ridership gain for each doubling of service levels
Routes with improved reliability⁴	8, 38, 45, 48, 65, 67, 73	3% ridership increase	5% ridership increase
Routes with riders switching from other eliminated routes	11, 26, 45, 48, 62, 65, 67, 70, 76, 78, 238, 316, 372,	50-100% ridership retention, based on comparability of service frequency	50-100% ridership retention, based on comparability of service frequency
Routes serving new markets⁵	62, 63, 64	1000 new daily riders	2000 new daily riders

Ridership changes based on the assumptions listed in the table above were made for each route impacted by the University Link restructure proposal. The total low and high estimates for all routes were combined to determine the low and high ends for estimated ridership associated with the proposal.

This was compared to a scenario of University Link opening but with the current route structure. The same assumptions were applied to generate low and high ridership changes associated with riders switching to Link and ridership gains for routes receiving service frequency improvements funded by Seattle.

Explanation of University Link Ridership Estimates, a short explanation of estimates was provided as an attachment to the October 6, 2015, staff report but not discussed in Committee. It is reprinted as Attachment 5 to this staff report.

Under either the “no change” or the restructure scenario, Link is estimated to draw riders from Metro and create Metro-Link transfer trips. The result is a revenue loss to Metro, which would vary depending on how many trips in each category (Metro-only, Metro-Link, and Link only) take place.

³ According to Metro, industry research recommends assuming a 30-100 percent ridership increase for each doubling of service.

⁴ According to Metro, limited industry research indicates a 10 percent improvement of reliability would result in a 3% to 5% increase in ridership

⁵ Metro based ridership estimates on existing routes serving these “new markets”

Metrics to Determine Actual Ridership Impacts

Councilmembers commented on the need to develop metrics to determine actual ridership impacts after the restructure (six months and one year) and test the accuracy of Metro's ridership assumptions to provide learning experiences for future Link related restructures.

In response, King County Metro staff notes that April 2015 ridership will be monitored through field checks to identify any necessary emergency adjustments. A similar approach was carried out when the RapidRide C and D Lines were implemented.

For the longer-term evaluation, Metro staff proposes to conduct an analysis similar to those carried out for the original Central Link Light Rail opening and the RapidRide C and D Line implementation. In this case, boardings/alightings would be evaluated at stops along segments in Northeast Seattle and Capitol Hill. An example of this analysis for the Link Light Rail opening is available on request.

King County Metro staff notes that it takes time for riders to adjust and for new travel patterns to emerge. Accordingly, they recommend conducting an initial comprehensive ridership assessment based on the Fall/Winter 2016-2017 service change, with a report available in about June 2017. Because it takes up to three years for ridership patterns to mature, a final comprehensive ridership assessment could be conducted based on the Fall/Winter 2018-2019 service change. This analysis would identify more and less successful elements of the restructure.

Transfer Locations

Councilmembers commented on the need for Metro to collaborate with Seattle Department of Transportation and Sound Transit to examine the transfer locations in the restructure area and determine what can be done to make transfer locations as efficient, safe, and convenient as possible, including such elements as lighting, benches, shelters, cross walks, trash receptacles, and next bus information). The need applies both to what can be done by service startup and what can be done within a time period following the startup.

Metro staff has provided a map showing the locations expected to see the greatest increase in transfer activity. This map is included as Attachment 2 to this staff report.

The staff report also includes an updated list of **Public Comments** (Attachment 6) with comments received via the Council's web site between October 6 and 11, 2015, as well as written comments submitted at the evening public hearing or emailed to the committee.

LINKS

Documents including background information for this proposed service change are available in electronic form at the links listed below:

County Council Legistar Website – Proposed Ordinance 2015-0350 and Attachments:
<http://mkcclegisearch.kingcounty.gov/LegislationDetail.aspx?ID=2445926&GUID=AD4E4566-858F-4670-A37A-C7F758459A24&Options=ID|Text|&Search=2015-0350>

County Council Service Change Summary Page (includes link to Comment Page):
<http://kingcounty.gov/council/issues/2016-transit-service-change.aspx>

County Council Comment Page – direct link to submit comments:
<http://kingcounty.gov/council/testimony/testimony-backup2.aspx>

King County Metro Website - Link Connections:
www.kingcounty.gov/metro/LinkConnections

King County Metro Website – Strategic Plan for Public Transportation 2011-2021:
<http://metro.kingcounty.gov/planning/strategic-plan/index.html>

ATTACHMENTS

1. Proposed Ordinance 2015-0350, including attachments
2. Transfer Environment
3. Routes with Needs
4. Regional Day Pass
5. Estimate of Ridership
6. Public Comments submitted to Council October 6-11, 2015
7. Transmittal Letter, including attachments
8. Fiscal Note

INVITED

- Kevin Desmond, General Manager, King County Metro Transit Division
- Jeremy Fichter, Planner, King County Metro Transit Division



Signature Report

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

October 12, 2015

Ordinance

Proposed No. 2015-0350.1

Sponsors Phillips

1 AN ORDINANCE approving public transportation service
2 changes to integrate with the Link light rail extension to
3 Capitol Hill and the University of Washington.

4 **STATEMENT OF FACTS:**

5 1. The proposed changes are consistent with the policy direction and
6 priorities adopted on August 30, 2013, in the 2013 update to King County
7 Metro's Strategic Plan for Public Transportation 2011-2021 and associated
8 Service Guidelines, adopted in Ordinance 17641.

9 2. The proposed changes to integrate Metro bus service with the extension
10 of Link light rail to Capitol Hill and the University of Washington are
11 consistent with Objective 3.2 of the strategic plan, which indicates Metro
12 will prepare for the region's growth by seeking opportunities to expand
13 service, by being more efficient, and by partnering with others to
14 maximize the travel options available.

15 3. The proposed changes are consistent with Objective 4.1 of the strategic
16 plan, which indicates Metro will work to increase the proportion of travel
17 in King County that is provided by public transportation products and
18 services.

19 4. The proposed changes are consistent with Objective 5.1 of the strategic
20 plan, which indicates Metro will work to provide service that is easy to
21 understand and will improve transit speed and reliability.

22 5. The proposed changes are consistent with Objective 6.1 of the strategic
23 plan, which indicates Metro should work to create a public transportation
24 system that emphasizes productivity, while ensuring social equity and
25 providing geographic value.

26 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

27 SECTION 1. The March 2016 University Link bus integration service changes,
28

29 substantially as described in Attachment A to this ordinance, are hereby approved and
30 shall be implemented effective March 26, 2016.

31

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Phillips, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this ____ day of _____, _____.

Dow Constantine, County Executive

Attachments: A. March 2016 University Link Bus Integration Service Changes

[Blank Page]

August 18, 2015

**MARCH 2016
UNIVERSITY LINK BUS INTEGRATION SERVICE
CHANGES**

ROUTE: 8

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines¹.

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Queen Anne, South Lake Union, Capitol Hill, Central District, Mount Baker, Columbia City, Rainier Valley, Rainier Beach

¹ King County Strategic Plan for Public Transportation 2011-2021 – 2013 Update

SERVICE CHANGE:

Shorten Route 8 to run between Mount Baker and Seattle Center to improve reliability. Link light rail and new Route 38 will provide alternative service between Rainier Beach and Mount Baker. Improve midday frequency on Route 8 to about every 12 minutes on weekdays.



ROUTE: 16

OBJECTIVES:

Alternative service to Route 16 will be provided by the modified Route 26X and the new Route 62.

Restructure service to focus frequency on the highest ridership and productivity segments of services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

Service restructures along a corridor or within an area, including serving new corridors, shall be done in a manner consistent with service design found in the service guidelines document. Restructures may be prompted for a variety of reasons and in general are made to improve the efficiency and effectiveness of transit service:

- Under all circumstances, whether adding, reducing or maintaining service hours invested, service restructures shall have a goal to focus service frequency on the highest ridership and productivity segments of restructured services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service.
- In managing the transit system, service restructures shall have a goal of increasing ridership.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Northgate, Green Lake, Wallingford, Fremont, South Lake Union, Seattle
CBD

SERVICE CHANGE:

Delete route. Alternative service will be provided by revised Route 26X between Northgate and Green Lake, new Route 62 between Green Lake and Wallingford and Route 5, RapidRide E Line, and revised Routes 26X and 28X on Aurora Avenue North between Wallingford and downtown Seattle.



ROUTE: 25

OBJECTIVES:

Alternative service to Route 25 will be provided by service on Route 48, new Route 78, Route 70, Route 75, and revised Route 65.

Service restructures along a corridor or within an area, including serving new corridors, shall be done in a manner consistent with service design found in the service guidelines document. Restructures may be prompted for a variety of reasons and in general are made to improve the efficiency and effectiveness of transit service:

- Under all circumstances, whether adding, reducing or maintaining service hours invested, service restructures shall have a goal to focus service frequency on the highest ridership and productivity segments of restructured services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service.
- In managing the transit system, service restructures shall have a goal of increasing ridership.

Restructure service to focus frequency on the highest ridership and productivity segments of services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

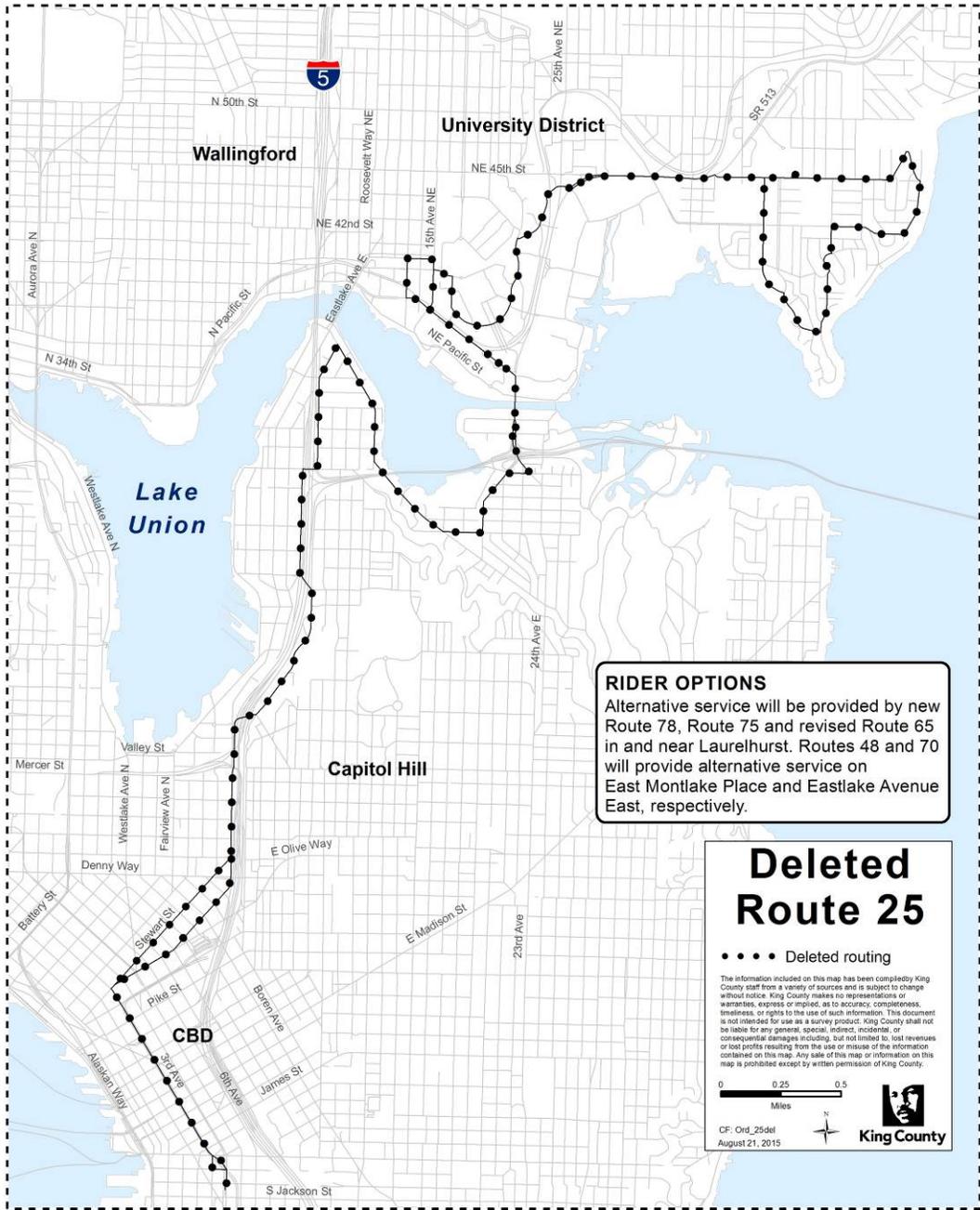
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Laurelhurst, University District, Montlake, Seattle CBD

SERVICE CHANGE:

Discontinue Route 25 and improve service in areas with higher ridership. Alternative service will be provided by new Route 78, Route 75 and revised Route 65 in and near Laurelhurst. Routes 48 and 70 will provide alternative service on East Montlake Place and Eastlake Avenue East, respectively.



RIDER OPTIONS
 Alternative service will be provided by new Route 78, Route 75 and revised Route 65 in and near Laurelhurst. Routes 48 and 70 will provide alternative service on East Montlake Place and Eastlake Avenue East, respectively.

Deleted Route 25

•••• Deleted routing

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

0 0.25 0.5
 Miles

CF_Ord_25del
 August 21, 2015

ROUTE: 26

OBJECTIVES:

Alternative service to current Route 26 will be provided by an all-day revised Route 26X.

Service restructures along a corridor or within an area, including serving new corridors, shall be done in a manner consistent with service design found in the service guidelines document. Restructures may be prompted for a variety of reasons and in general are made to improve the efficiency and effectiveness of transit service:

- Under all circumstances, whether adding, reducing or maintaining service hours invested, service restructures shall have a goal to focus service frequency on the highest ridership and productivity segments of restructured services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service.
- In managing the transit system, service restructures shall have a goal of increasing ridership.

Restructure service to focus frequency on the highest ridership and productivity segments of services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

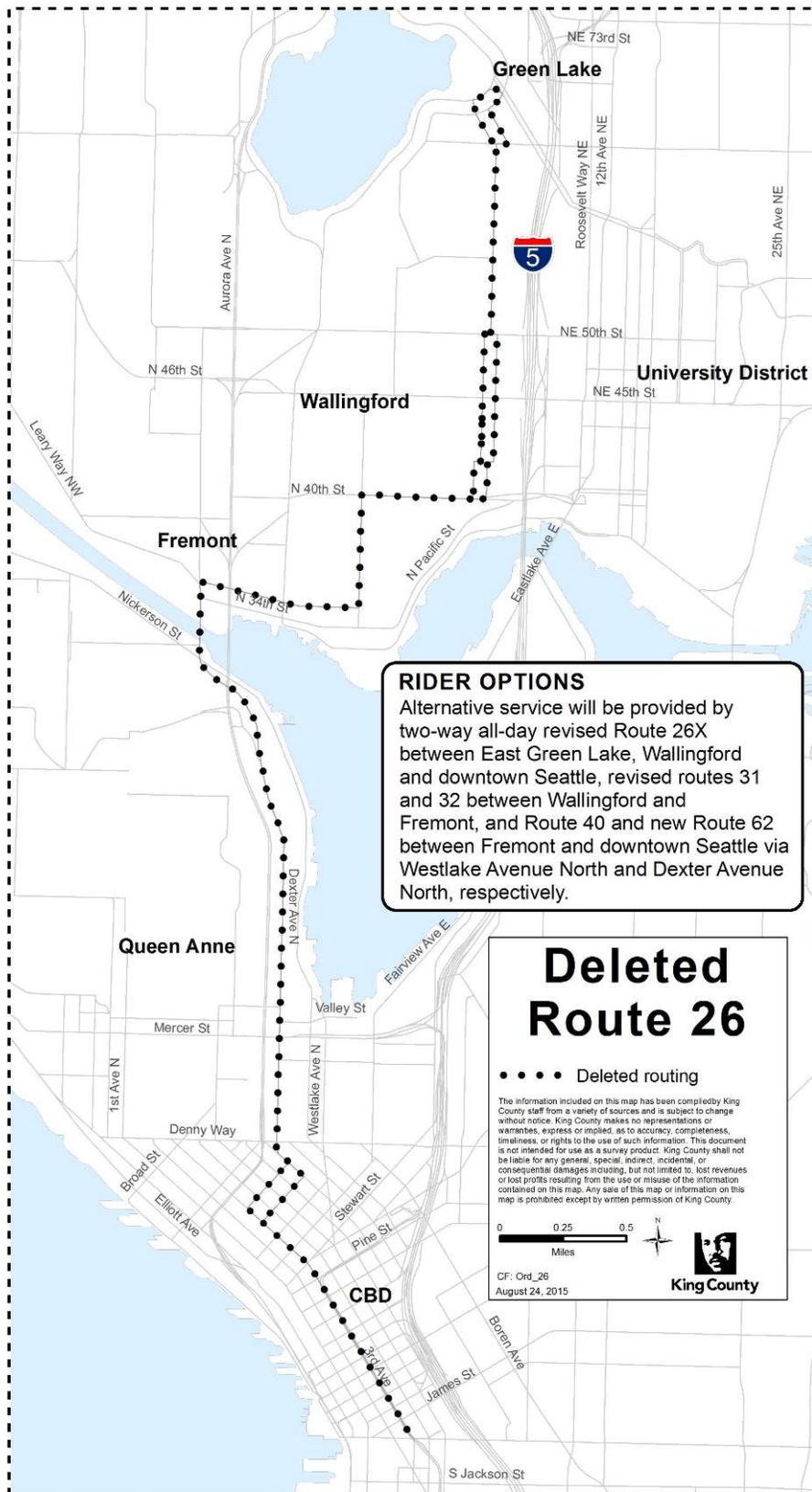
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Green Lake, Wallingford, Fremont, South Lake Union, Seattle CBD

SERVICE CHANGE:

Delete route to reduce duplicative service. Alternative service will be provided by two-way all-day revised Route 26X between East Green Lake, Wallingford and **Downtown** downtown Seattle, revised routes 31 and 32 between Wallingford and Fremont, and Route 40 and new Route 62 between Fremont and downtown Seattle via Westlake Avenue North and Dexter Avenue North, respectively.



ROUTE: 26X

OBJECTIVES:

Service restructures along a corridor or within an area, including serving new corridors, shall be done in a manner consistent with service design found in the service guidelines document. Restructures may be prompted for a variety of reasons and in general are made to improve the efficiency and effectiveness of transit service:

- Under all circumstances, whether adding, reducing or maintaining service hours invested, service restructures shall have a goal to focus service frequency on the highest ridership and productivity segments of restructured services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service.
- In managing the transit system, service restructures shall have a goal of increasing ridership.

Restructure service to focus frequency on the highest ridership and productivity segments of services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Green Lake, Wallingford, Fremont, South Lake Union, Seattle CBD

SERVICE CHANGE:

Combine Routes 26 and 26X into a new Route 26X. Extend Route 26X from Green Lake to Northgate to replace this connection currently provided by Route 16 and add all-day service on weekdays, with frequencies of about 10-30 minutes during the peak periods, and about every 30 minutes during the midday and at night on weekdays and all day on weekends.



ROUTE: 28

OBJECTIVES:

Alternative service to Route 28 will be provided by service on Route 28X, Route 40, new Route 62.

Service restructures along a corridor or within an area, including serving new corridors, shall be done in a manner consistent with service design found in the service guidelines document. Restructures may be prompted for a variety of reasons and in general are made to improve the efficiency and effectiveness of transit service:

- Under all circumstances, whether adding, reducing or maintaining service hours invested, service restructures shall have a goal to focus service frequency on the highest ridership and productivity segments of restructured services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service.
- In managing the transit system, service restructures shall have a goal of increasing ridership.

Restructure service to focus frequency on the highest ridership and productivity segments of services, to create convenient opportunities for transfer connections between services and to match service capacity to ridership demand to improve productivity and cost-effectiveness of service, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Crown Hill, Greenwood, Ballard, Fremont, South Lake Union, Seattle CBD

SERVICE CHANGE:

Delete route to reduce duplicative service. Alternative service will be provided by two-way all-day revised Route 28X between Crown Hill, Greenwood, Ballard, and downtown Seattle via Aurora Avenue North. Route 40 and new Route 62 will provide alternative service between Fremont and downtown Seattle via Westlake Avenue North and Dexter Avenue North, respectively.



ROUTE: 28X

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

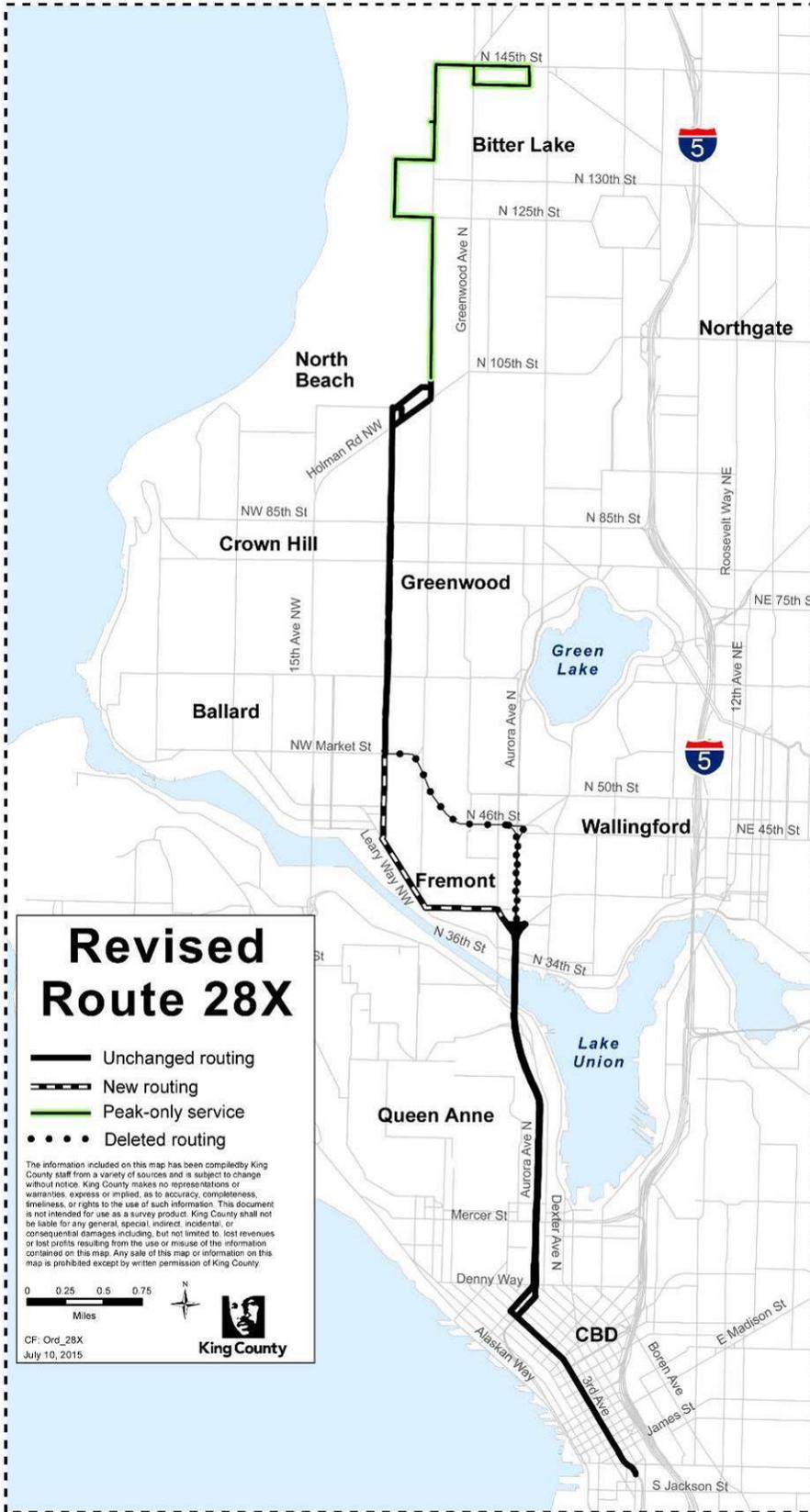
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Broadview, Crown Hill, Greenwood, Ballard, Fremont, South Lake Union, Seattle CBD

SERVICE CHANGE:

Combine Routes 28 and 28X into a revised Route 28X. Shift routing to North 39th Street and Aurora Avenue North from Northwest Market Street and North 46th Street. Add all-day service on weekdays between Crown Hill and downtown Seattle, with frequencies of about 10-30 minutes during the peak periods, and about every 30 minutes during the midday and night on weekdays and all day on weekends.



ROUTE: 30

OBJECTIVES:

Alternative service to Route 30 will be provided by routes 65, 74X, 75, 372X, and new Route 78.

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

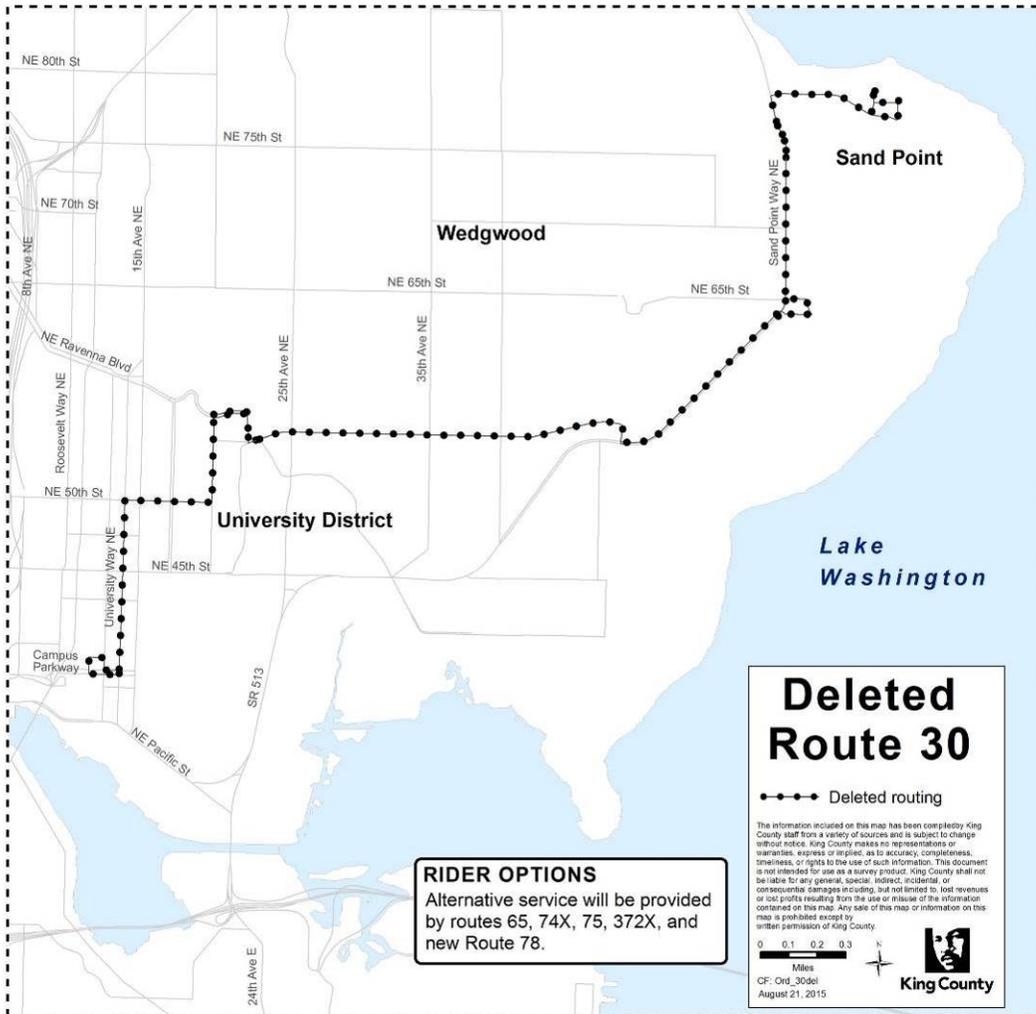
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Sand Point, Ravenna, University District

SERVICE CHANGE:

Delete Route 30 and use the resources to improve service in areas with higher ridership. Alternative service will be provided by routes 65, 74X, 75, 372X, and new Route 78.



ROUTE: 38

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

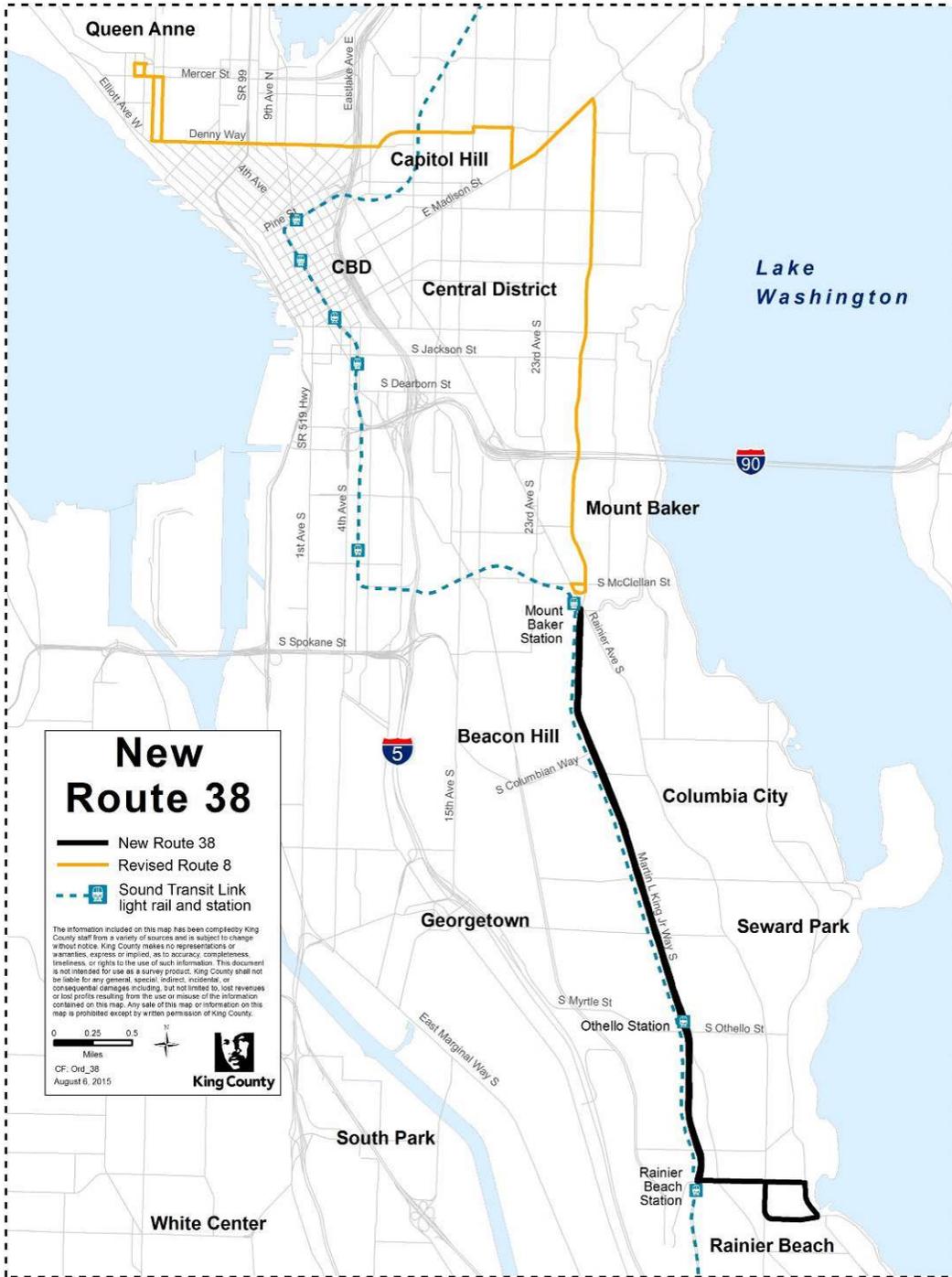
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Mount Baker, Columbia City, Rainier Valley, Rainier Beach

SERVICE CHANGE:

Implement new Route 38, replacing current Route 8 between Rainier Beach and Mount Baker, and follow the current Route 8 alignment via Martin Luther King, Jr. Way South. Route 38 will operate about every 10-15 minutes during the peak periods, about every 15 minutes during the midday, about every 30 minutes at night on weekdays, about every 15-30 minutes all day on Saturdays, and about every 30 minutes all day on Sundays.



ROUTE: 43

OBJECTIVES:

Alternative service to Route 43 will be provided by routes 8, 10, 11, 12, 47, 49, and revised Route 48.

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

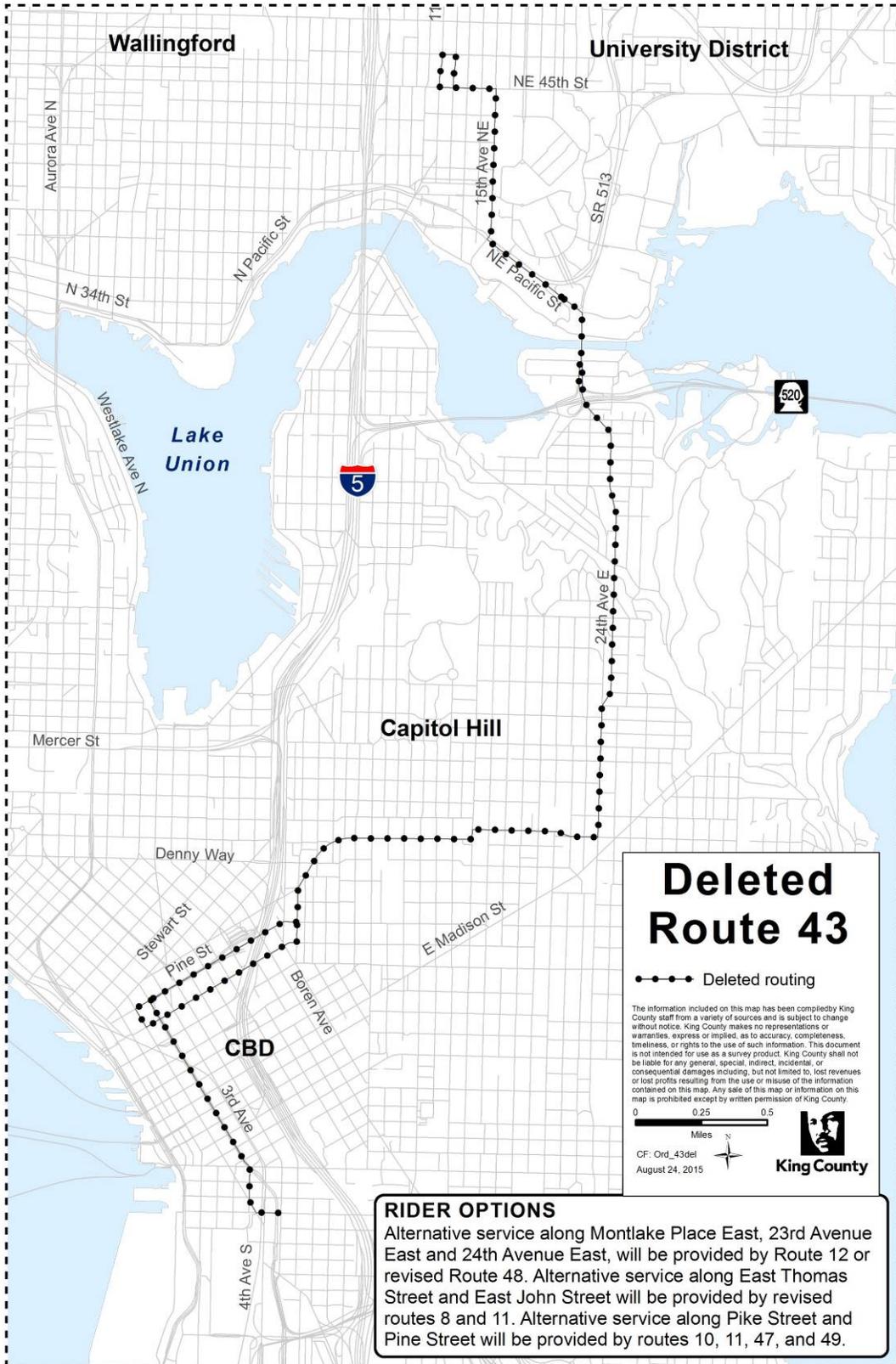
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

University District, Montlake, Capitol Hill, Seattle CBD

SERVICE CHANGE:

Delete Route 43 in order to reduce duplicative service. Alternative service along Montlake Place East, 23rd Avenue East and 24th Avenue East, will be provided by Route 12 or revised Route 48. Alternative service along East Thomas Street and East John Street will be provided by revised ~~Route-routes 8 or and~~ 11. Alternative service along Pike Street and Pine Street will be provided by routes 10, 11, 47, and 49.



Deleted Route 43

●—● Deleted routing

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.



CF: Ord_43del
August 24, 2015



RIDER OPTIONS

Alternative service along Montlake Place East, 23rd Avenue East and 24th Avenue East, will be provided by Route 12 or revised Route 48. Alternative service along East Thomas Street and East John Street will be provided by revised routes 8 and 11. Alternative service along Pike Street and Pine Street will be provided by routes 10, 11, 47, and 49.

ROUTE: 45

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

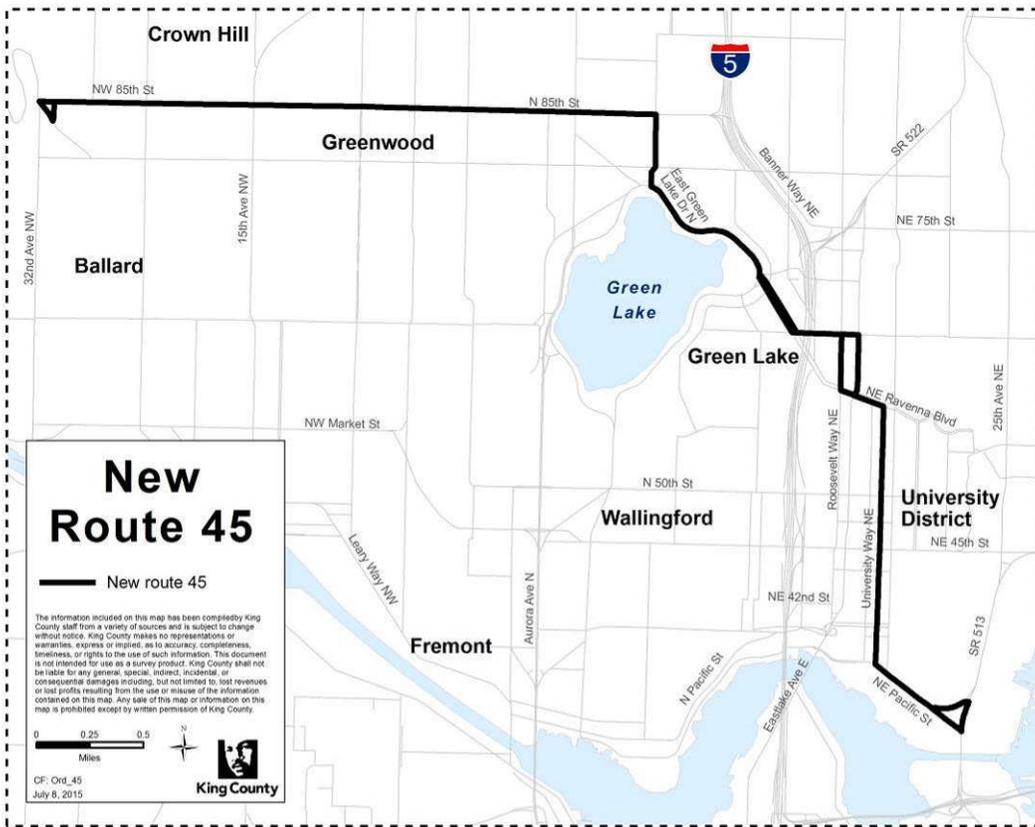
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Loyal Heights, Crown Hill, Greenwood, Green Lake, Roosevelt, University District

SERVICE CHANGE:

Implement new Route 45, which will replace current Route 48 between Loyal Heights and the University District. In the University District, Route 45 will operate on University Way Northeast instead of the current Route 48 path on 15th Avenue Northeast. Route 45 will operate about every 8-15 minutes during the peak periods, about every 15 minutes during the midday, and every 15-30 minutes at night on weekdays, and about every 15-30 minutes all day on weekends. Routes 45 and 67 will have coordinated schedules in order to provide 4-8 minute combined frequencies for most of the day between Roosevelt and the University of Washington Link Station.



ROUTE: 48

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Loyal Heights, Crown Hill, Greenwood, Roosevelt, University District, Capitol Hill, Central District, Mount Baker

SERVICE CHANGE:

Shorten Route 48 to operate between Mount Baker and the University District. New Route 45 will replace Route 48 between Loyal Heights and the University District. The shortened Route 48 will operate with improved frequency – about every 7-10 minutes during the peak periods; about every 10 minutes during the midday; about every 15-30 minutes at night on weekdays; about every 10-30 minutes all day on Saturday; and about every 15-30 minutes all day on Sunday.



ROUTE: 62

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

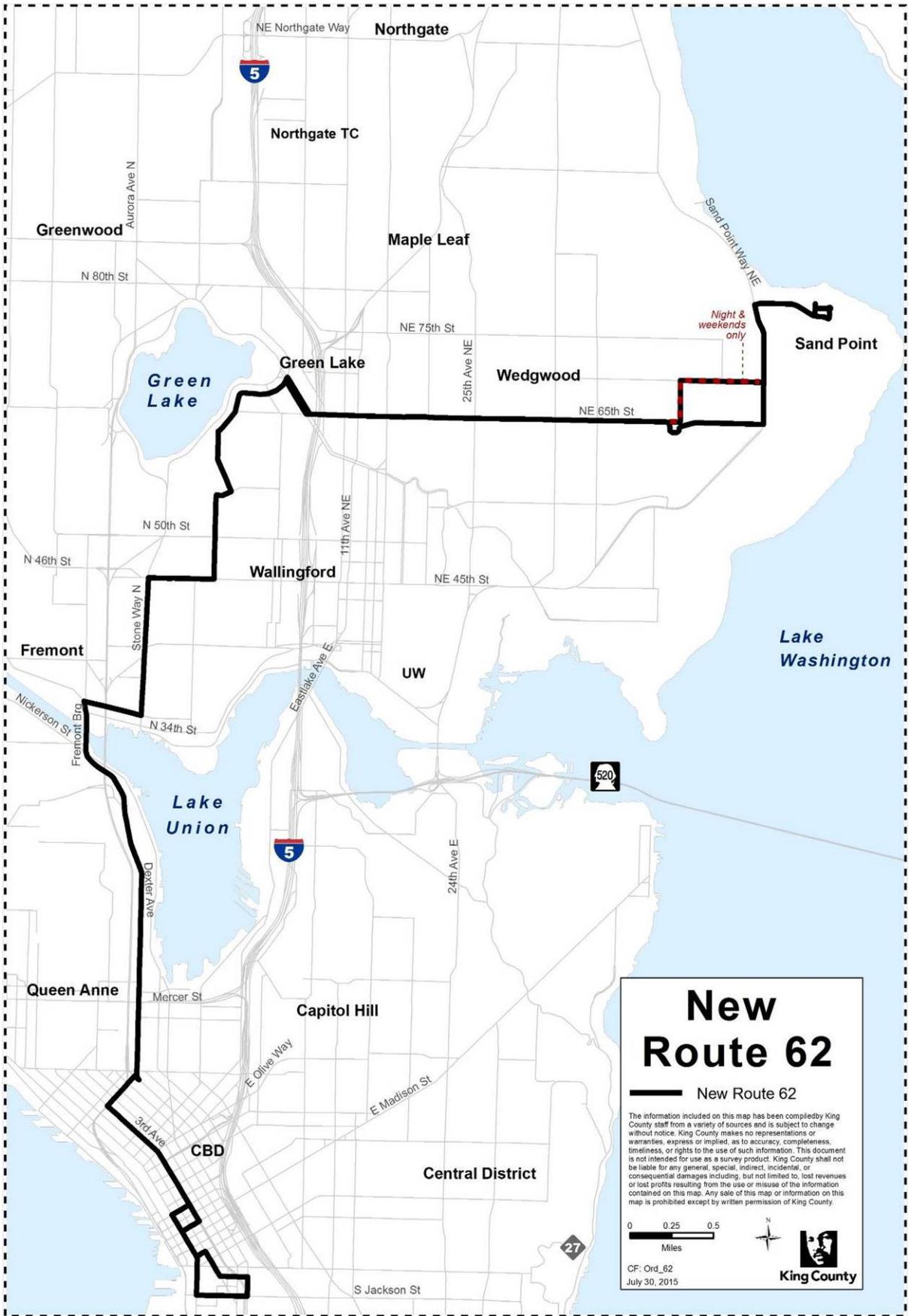
IMPACTED SERVICE AREA:

Sand Point, Wedgwood, Bryant, Ravenna, Roosevelt, Green Lake, Wallingford, Fremont, South Lake Union, Seattle CBD

SERVICE CHANGE:

Implement new Route 62 between Sand Point and downtown Seattle via Wedgwood, Bryant, Ravenna, Roosevelt, Green Lake, Wallingford, Fremont, and South Lake Union. On weekdays, Route 62 will operate about every 30 minutes between 5:00 a.m. and 6:00 a.m., every 7-15 minutes between about 6:00 a.m. and 9:00 a.m., every 15 minutes between about 9:00 a.m. and 3:00 p.m., every 10-15 minutes between 3:00 p.m. and 6:00 p.m., every 15 minutes between 6:00 p.m. and 10:00 p.m. and every 30-60 minutes between 10:00 p.m. and 1:00 a.m.

On weekends, Route 62 will operate about every 15-30 minutes from about 6:00 a.m. to 7:00 a.m., every 15 minutes from about 7:00 a.m. to 10:00 p.m. and every 30-60 minutes from 10:00 p.m. to 1:00 a.m.



ROUTE: 63

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

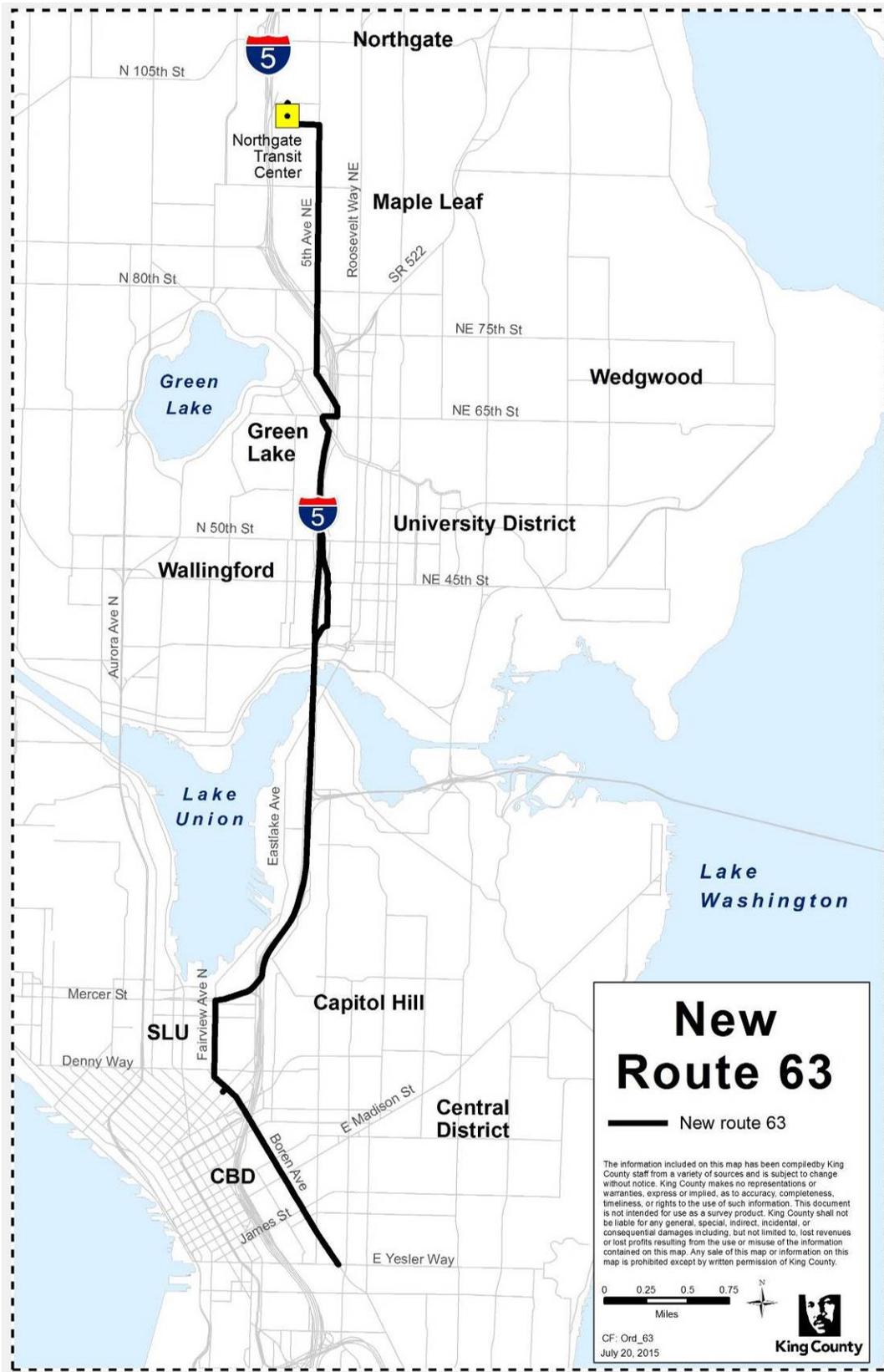
IMPACTED SERVICE AREA:

Northgate, Maple Leaf, Green Lake, South Lake Union, First Hill

SERVICE CHANGE:

Implement new Route 63 between Northgate and First Hill via Green Lake Park-and-Ride and South Lake Union. Route 62 will provide between 6-7 inbound trips to First Hill in the AM, and about seven to eight outbound trips to Northgate in the PM on weekdays.

New Route 63 would replace current routes 66 and 242 service along 5th Avenue Northeast in Maple Leaf.



ROUTE: 64X

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

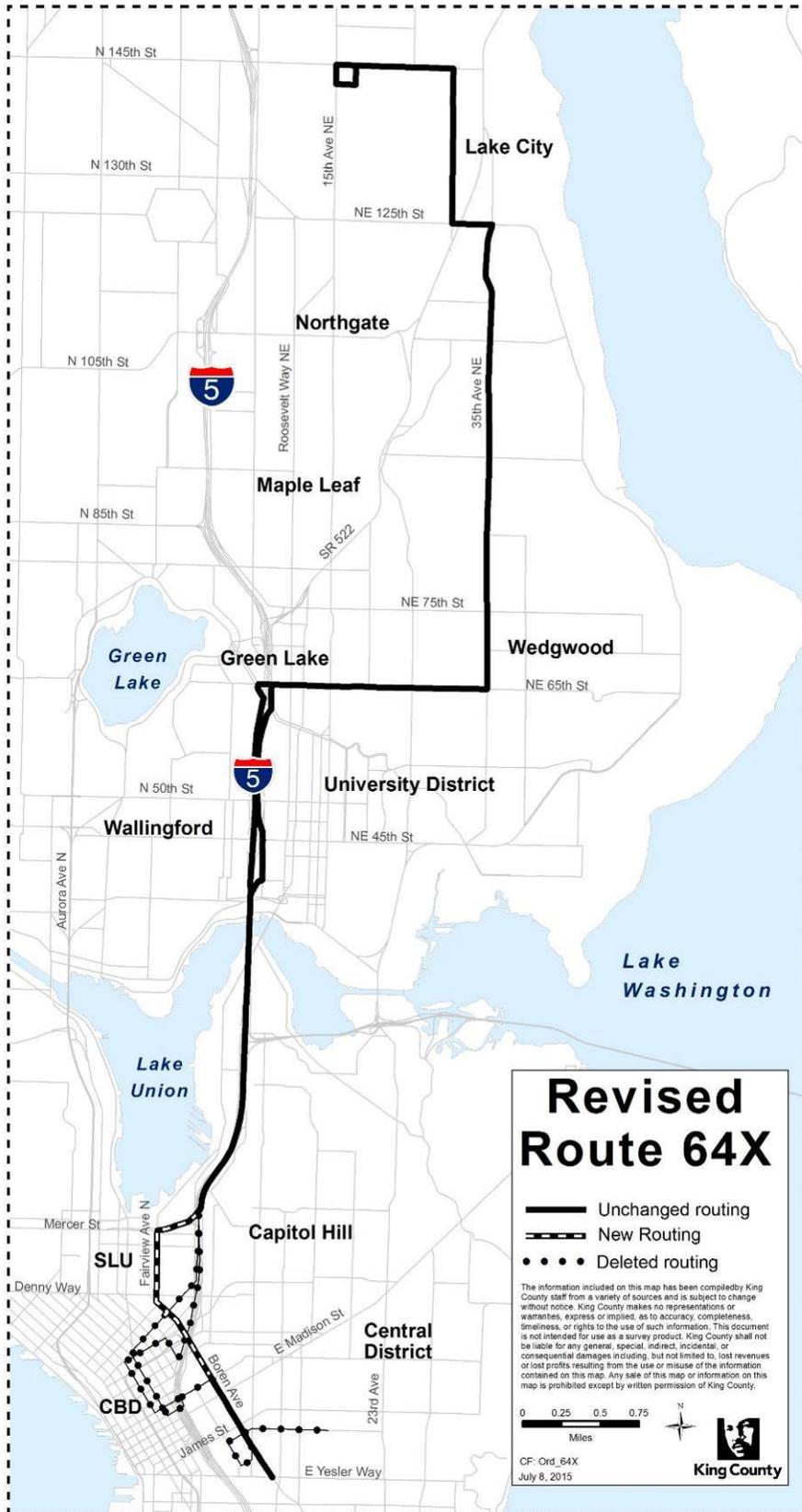
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Jackson Park, Lake City, Wedgwood, Bryant, Ravenna, Roosevelt, University District, Seattle CBD, South Lake Union, First Hill

SERVICE CHANGE:

Revise Route 64X to provide a direct connection to South Lake Union. Route 64X will no longer serve downtown Seattle. Alternative service to downtown Seattle will be provided by routes 76 and 316.



ROUTE: 65

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

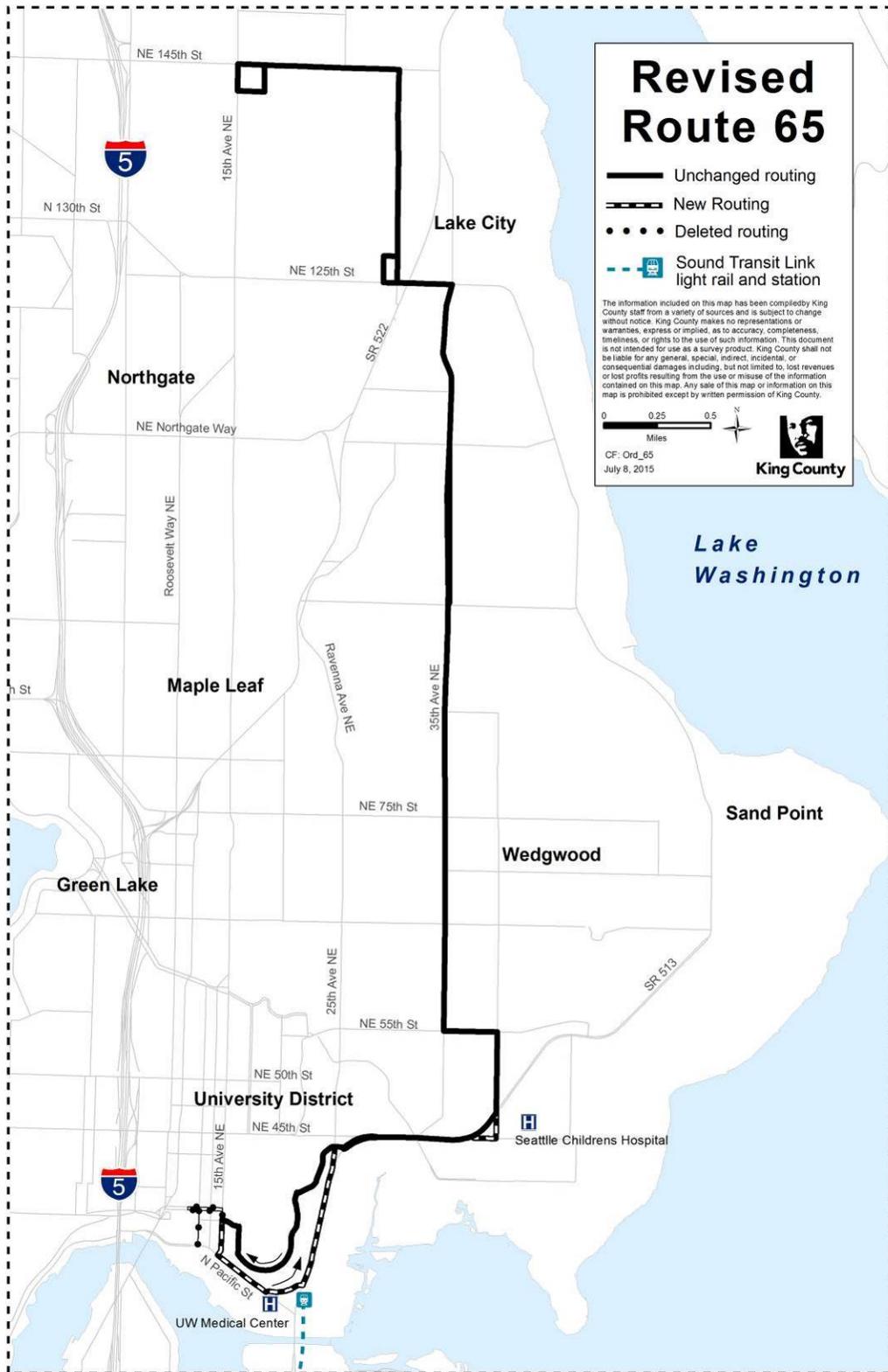
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Jackson Park, Lake City, Wedgwood, Ravenna, Bryant, University District

SERVICE CHANGE:

Improve midday frequency on Route 65 to about every 15 minutes on weekdays. A routing revision through the University District will connect Route 65 to the new University of Washington light rail station.



ROUTE: 66X

OBJECTIVES:

Alternative service to Route 66X will be provided by new Route 63, Route 70, and revised routes 67, 73, and 74X

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Northgate, Maple Leaf, University District, Eastlake, South Lake Union,
Seattle CBD

SERVICE CHANGE:

Delete Route 66X in order to reduce duplicative service. North of the University District, new Route 63 and revised Route 67 will provide alternative service. Within the University District, alternative service will be provided by revised routes 73 and 74X on 11th Avenue Northeast and Roosevelt Way Northeast. Route 70 will provide alternative service south of the University District on Eastlake Avenue East.



ROUTE: 67

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

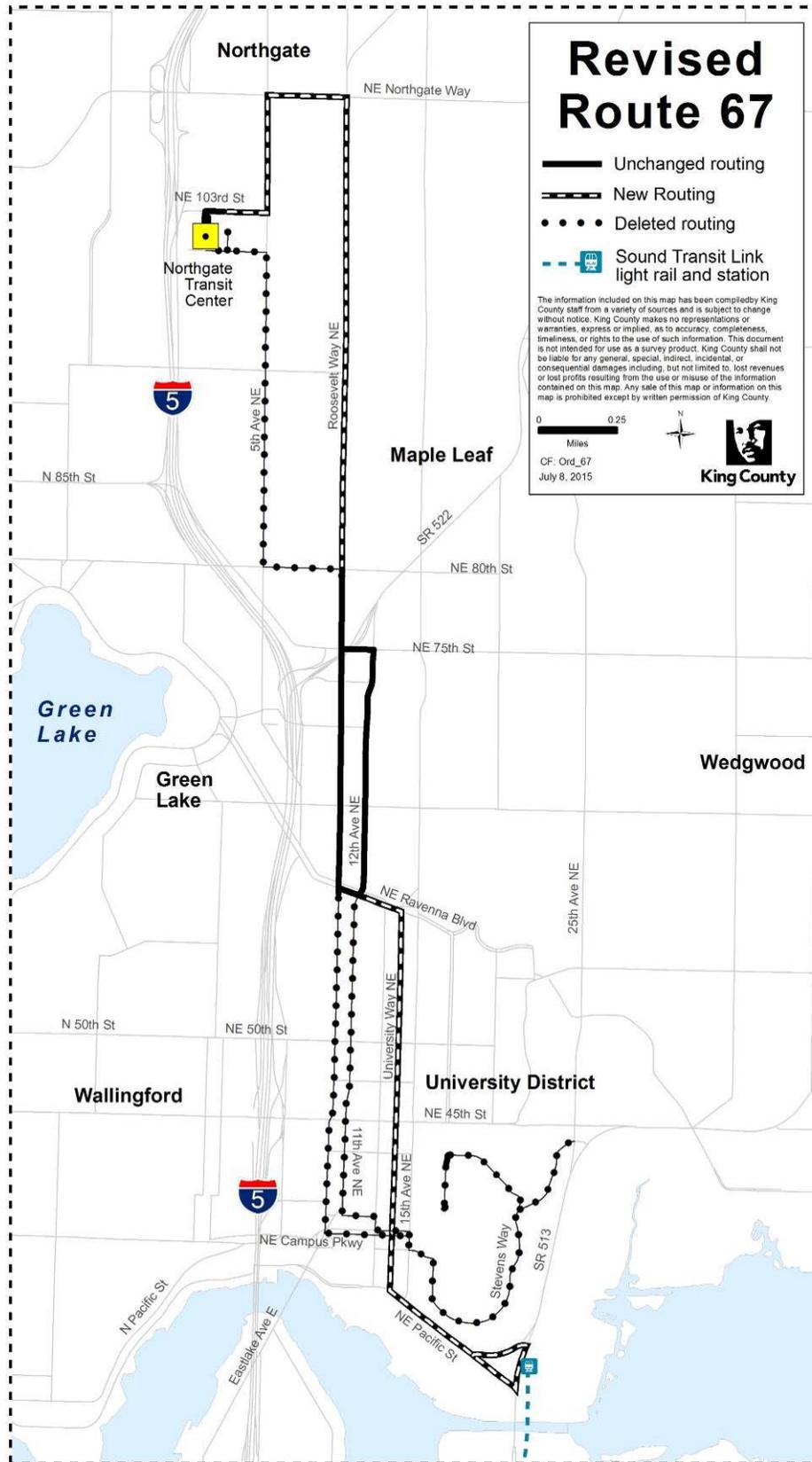
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Northgate, Pinehurst, Maple Leaf, Roosevelt, University District

SERVICE CHANGE:

Revise Route 67 to serve Roosevelt Way Northeast north of Northeast 80th Street and University Way Northeast south of Northeast Ravenna Boulevard. Route 67 will also be revised to serve Northeast Pacific Street to connect to the new University of Washington light rail station. Frequency will be improved on weekdays to about 8-15 minutes during peak periods, and about every 15 minutes during the midday and every 15-30 minutes at night. Weekend service will also be introduced, with service about every 15-30 minutes on Saturdays and about every 30 minutes on Sundays. New Route 63 and revised Route 67 will provide alternative service north of the University District. Within the University District, alternative service will be provided by revised Routes 73 and 74X on 11th Avenue Northeast and Roosevelt Way Northeast. Routes 45 and 67 will have coordinated schedules in order to provide 4-8 minute combined frequency for most of the day between Roosevelt and the University of Washington Link Station.



ROUTE: 68

OBJECTIVES:

Alternative service to Route 68 will be provided by revised routes 67, 73, and 373X.

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

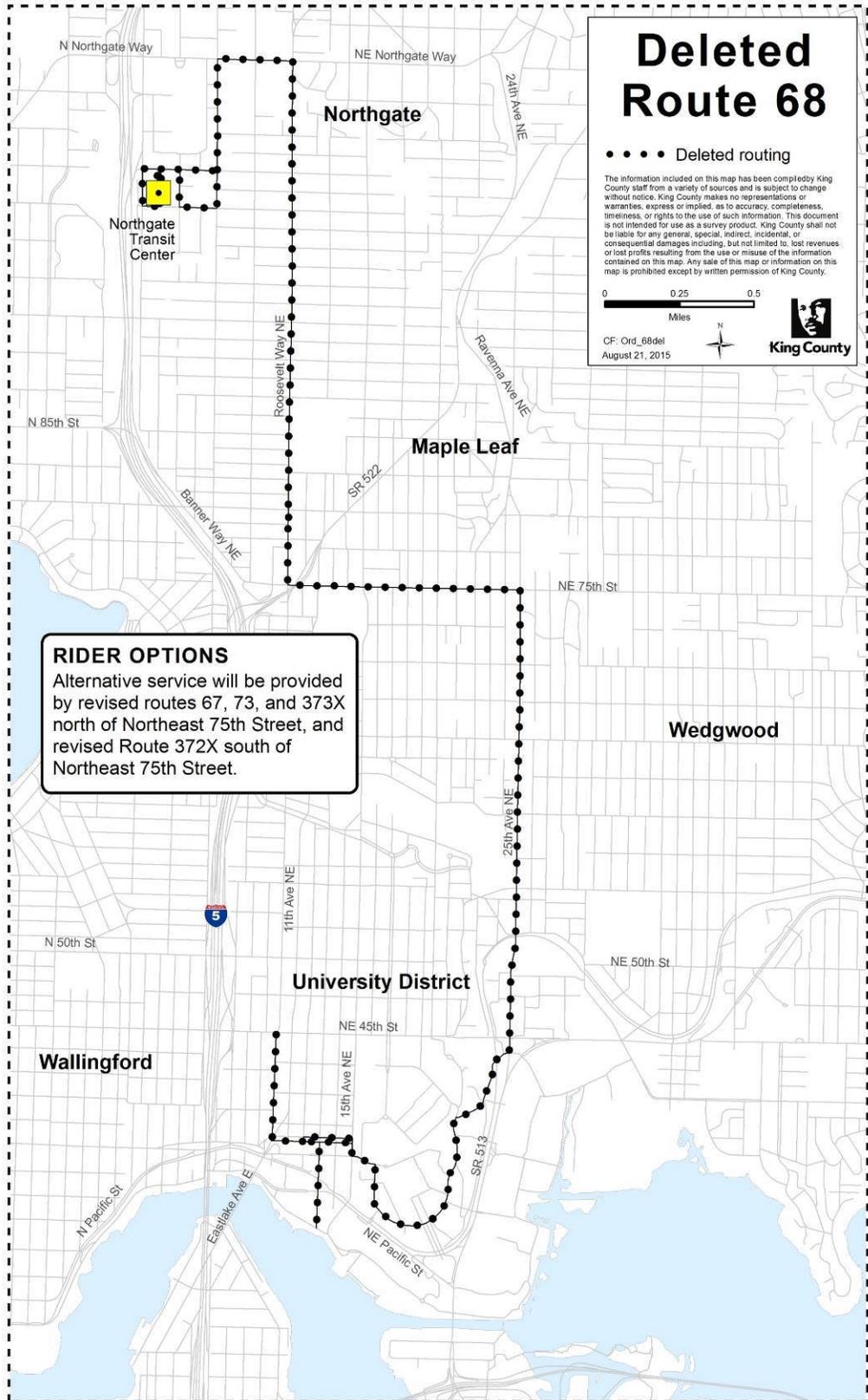
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Northgate, Maple Leaf, Ravenna, Bryant, University District

SERVICE CHANGE:

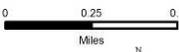
Delete Route 68 in order to reduce duplicative service. Alternative service will be provided by revised routes 67, 73, and 373X north of Northeast 75th Street, and revised Route 372X south of Northeast 75th Street.



Deleted Route 68

••• Deleted routing

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.



CF: Ord_68del
August 21, 2015



RIDER OPTIONS
Alternative service will be provided by revised routes 67, 73, and 373X north of Northeast 75th Street, and revised Route 372X south of Northeast 75th Street.

ROUTE: 71

OBJECTIVES:

Alternative service to Route 71 will be provided by service on revised Route 45, new Route 63, and routes 65, 73, 74X, 76, 78, and 372X.

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Wedgwood, View Ridge, Hawthorn Hills, Ravenna, Bryant, University District, Seattle CBD

SERVICE CHANGE:

Delete Route 71 in order to reduce duplicative service. Alternative service will be provided by revised routes 45 or 67 along University Way Northeast; routes 65, 73, 76, 372X, or new routes 62 or 78 along Northeast 65th Street; routes 65, 76, or new routes 63 or 78 north of Northeast 65th Street; and Link light rail and revised Route 74X between the University District and downtown Seattle.



ROUTE: 72

OBJECTIVES:

Alternative service to Route 72 will be provided by service on routes 45, 67, 73, 373X, revised Route 74X, and revised Route 372X.

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

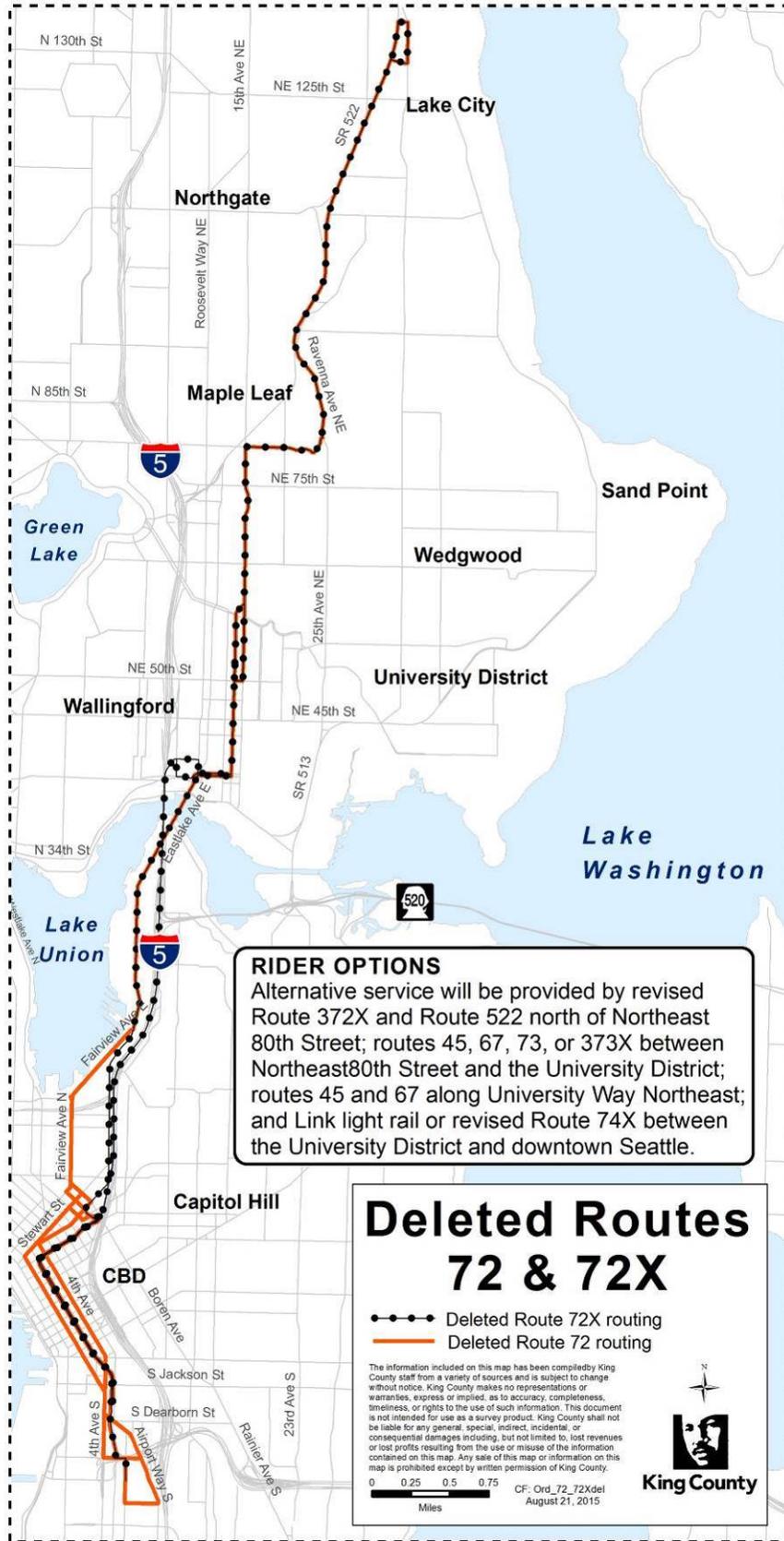
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Lake City, Ravenna, University District, Seattle CBD

SERVICE CHANGE:

Delete Route 72 to reduce duplicative service. Alternative service will be provided by revised Route 372X [and Route 522](#) north of Northeast 80th Street; routes 45, 67, 73, or 373X between Northeast 80th Street and the University District; routes 45 and 67 along University Way Northeast; and Link light rail or revised Route 74X between the University District and downtown Seattle.



ROUTE: 73

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

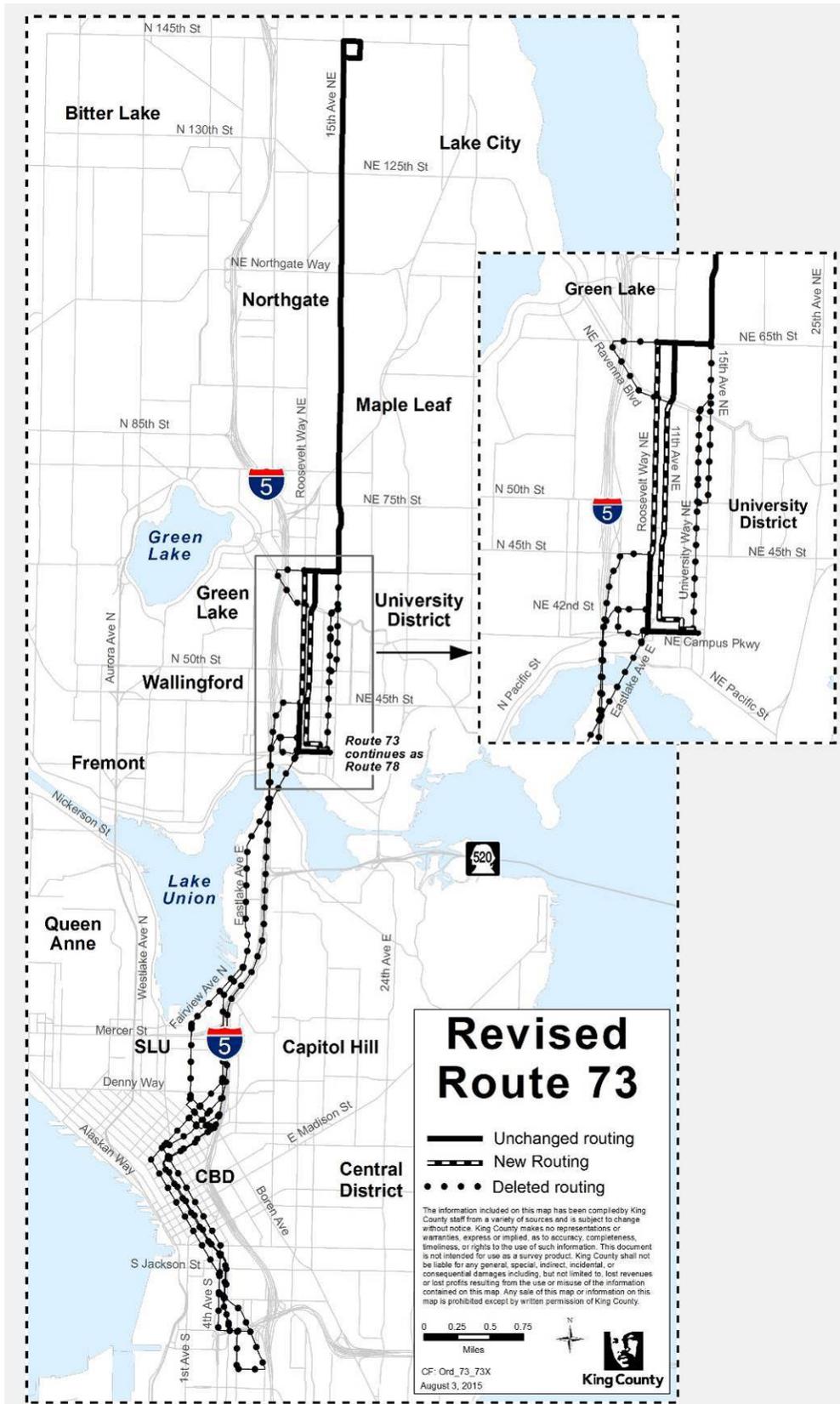
IMPACTED SERVICE AREA:

Jackson Park, Pinehurst, Maple Leaf, Roosevelt, University District, Seattle CBD

SERVICE CHANGE:

Revise Route 73 to operate between Jackson Park and the University of Washington campus. Between Northeast 65th Street and Northeast Campus Parkway, revise Route 73 to serve 11th Avenue Northeast and Roosevelt Way Northeast. Route 73 will operate about every 30 minutes between about 6:00 a.m. and 4:00 p.m. on weekdays. Delete weekend service.

Routes 45 and 67 will provide alternative service along University Way Northeast. Link light rail and Route 74X will provide alternative service between the University District and downtown Seattle.



ROUTE: 74X

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

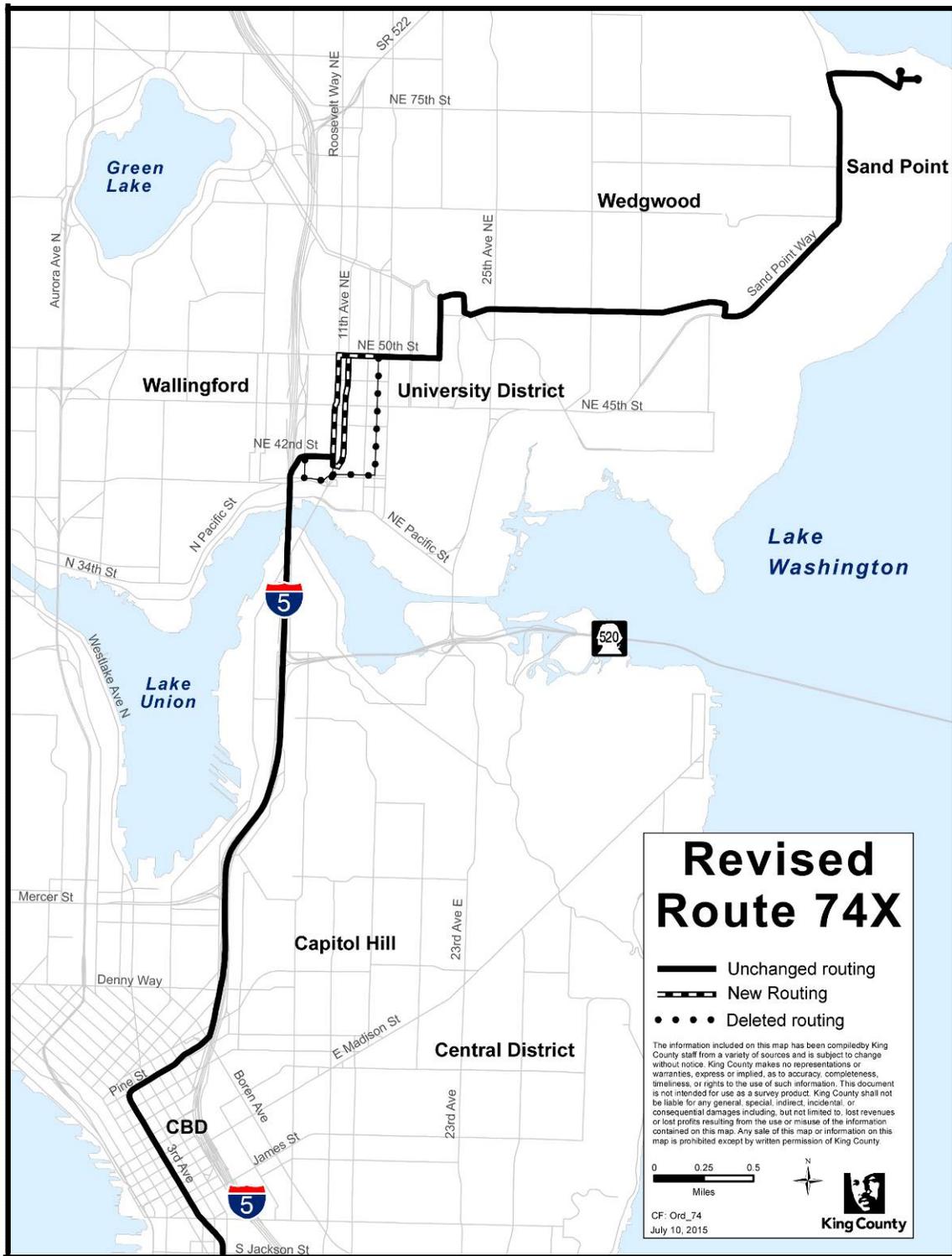
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Sand Point, Ravenna, University District, Seattle CBD

SERVICE CHANGE:

Revise Route 74 alignment to serve 11th Avenue Northeast and Roosevelt Way Northeast south of North 50th Street. Improve service by adding trips during the peak periods. Routes 45 and 67 will provide alternative service along University Way Northeast.



ROUTE: 75

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Northgate, Lake City, Sand Point, University District

SERVICE CHANGE:

Improve frequency to about every 10-15 minutes during the peak periods, about every 15 minutes during the midday on weekdays, and about every 15-30 minutes on Saturdays.

ROUTE: 76

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- Strategic Plan Strategy 3.1.1: Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.
- Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.
 - Service Design Guideline – Routes should be designed in the context of the entire transportation system.
 - Service Design Guideline – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - Service Design Guideline – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - Service Design Guideline – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Wedgwood, View Ridge, Ravenna, Seattle CBD

SERVICE CHANGE:

Improve service by extending the hours of operation such that trips will arrive in downtown Seattle between about 5:30 a.m. and 10:30 a.m. and depart downtown Seattle between about 2:15 p.m. and 7:30 p.m. Improve frequency by adding one trip in each direction during standard peak periods (6 a.m. to 9 a.m. and 3 p.m. to 6 p.m.).

ROUTE: 78

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

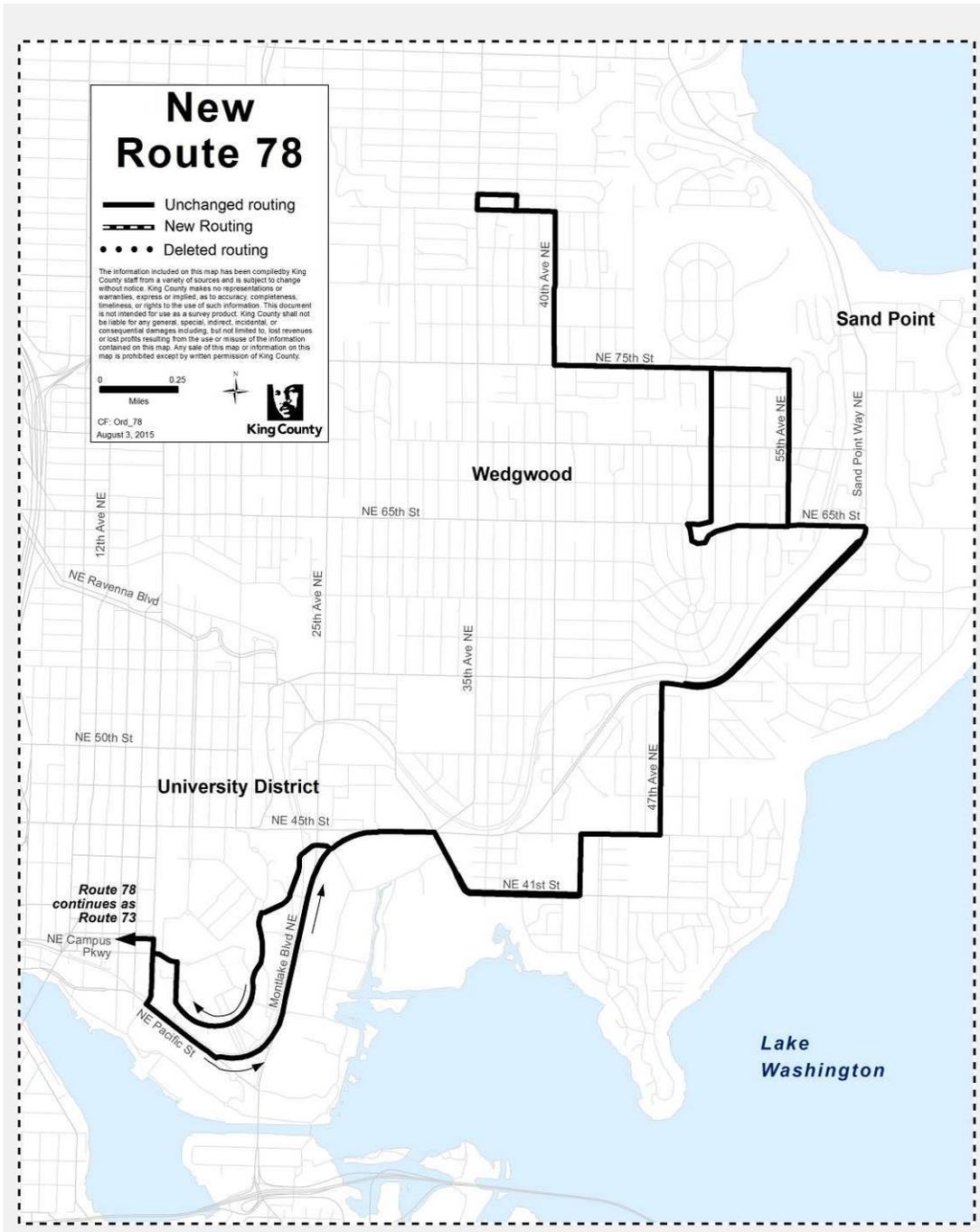
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Wedgwood, View Ridge, Sand Point, Laurelhurst, University District

SERVICE CHANGE:

Implement new Route 78, which will provide service between Wedgwood and the University District via View Ridge, Sand Point and Laurelhurst. Route 78 will operate about every 30 minutes from approximately 6:00 a.m. until 10:00 p.m. on weekdays only.



ROUTE: 242

OBJECTIVES:

Alternative service to Route 242 will be provided by routes 41, 347, 542, and new Route 63.

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

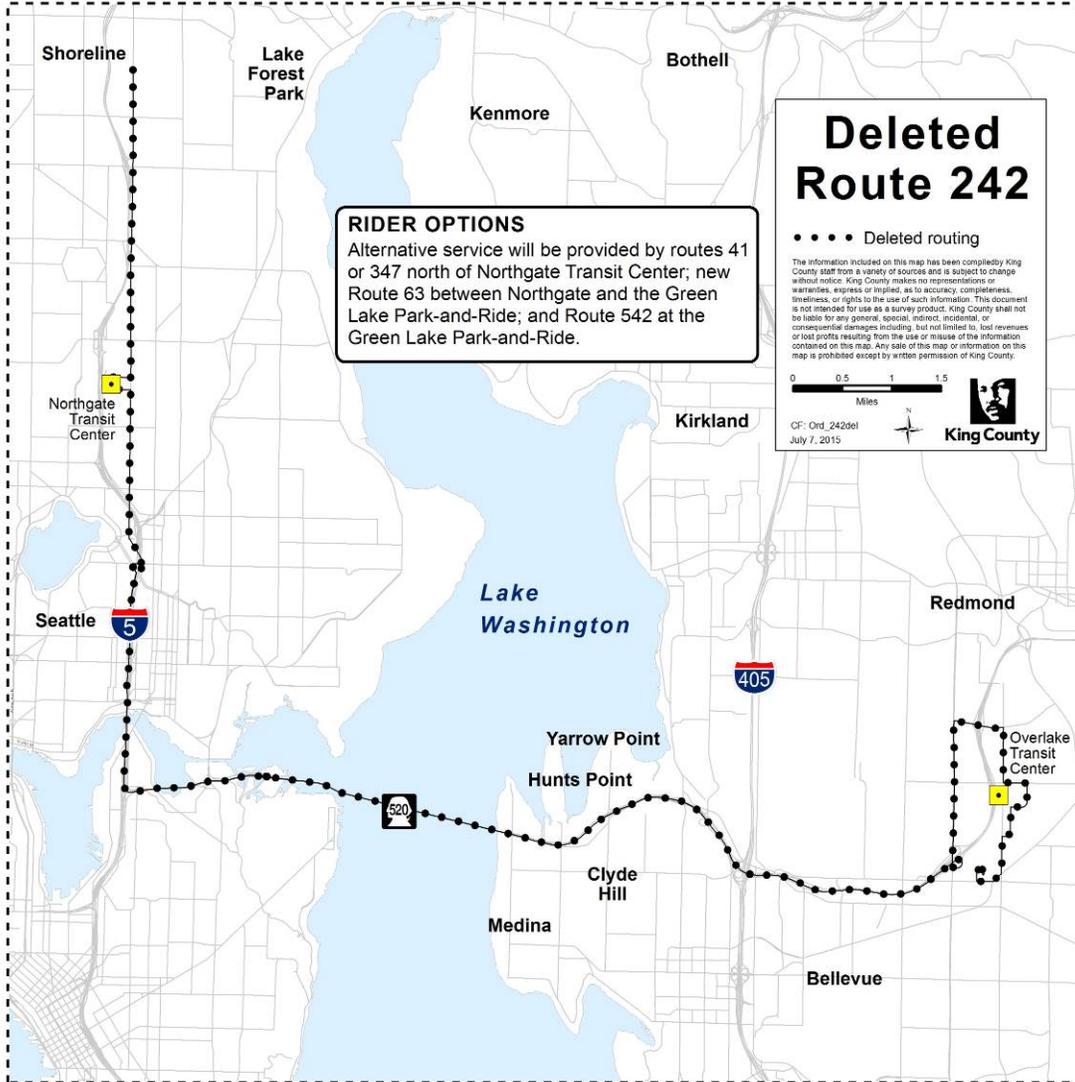
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Ridgecrest, Northgate, Ravenna, Montlake, Bellevue, Overlake

SERVICE CHANGE:

Delete Route 242 to reduce duplicative service. Alternative service will be provided by routes 41 or 347 north of Northgate Transit Center; new Route 63 between Northgate and the Green Lake Park-and-Ride; and Route 542 at the Green Lake Park-and-Ride.



ROUTE: 316

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Meridian Park, Haller Lake, Northgate, Green Lake, Seattle CBD

SERVICE CHANGE:

Improve service by adding up to seven trips on weekdays during the peak periods.

ROUTE: 372X

OBJECTIVES:

Restructure and integrate service to complement the extension of Sound Transit Link light rail service to Capitol Hill and the University of Washington, in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

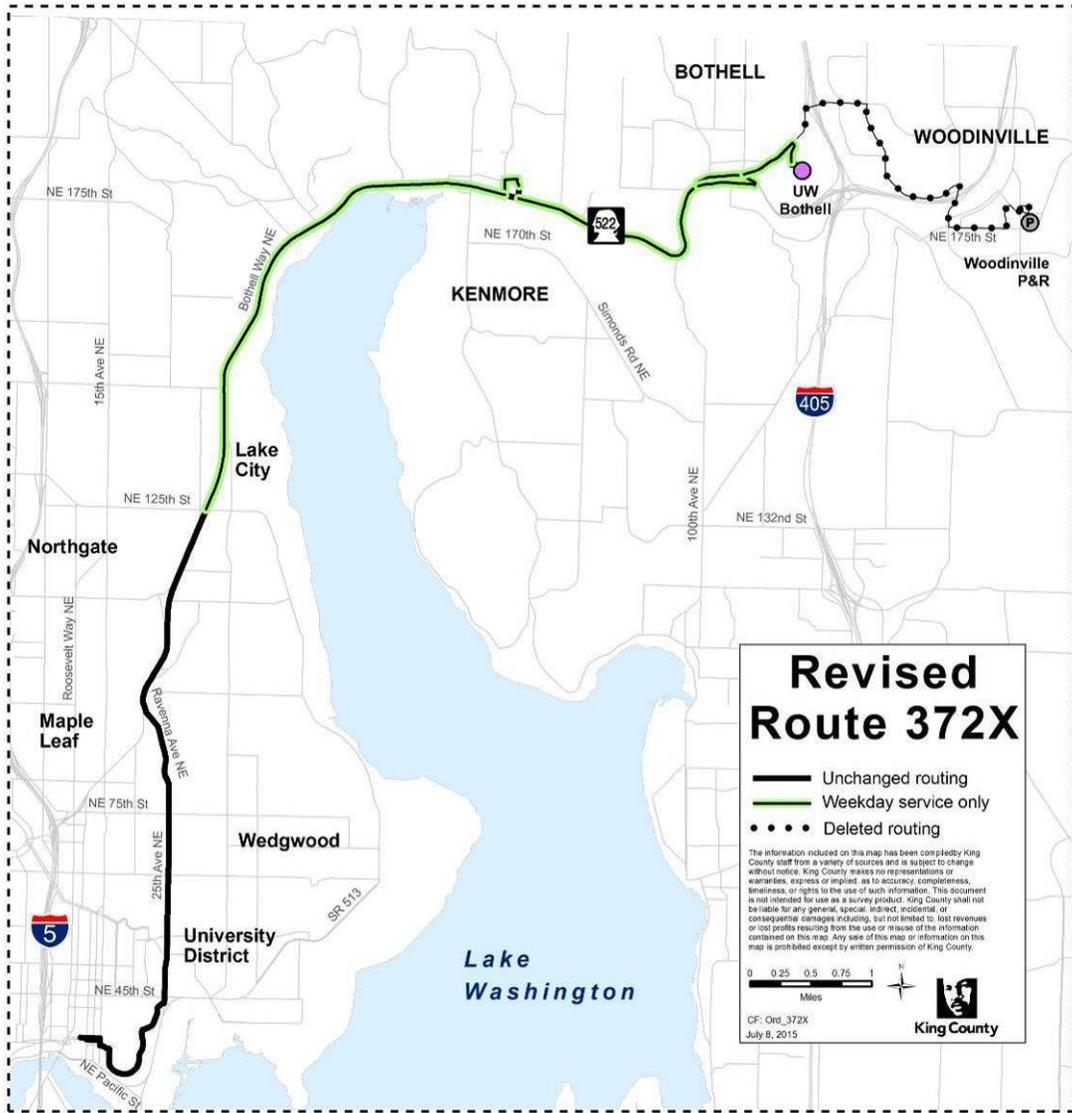
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

Woodinville, Bothell, Kenmore, Lake Forest Park, Lake City, Ravenna, University District

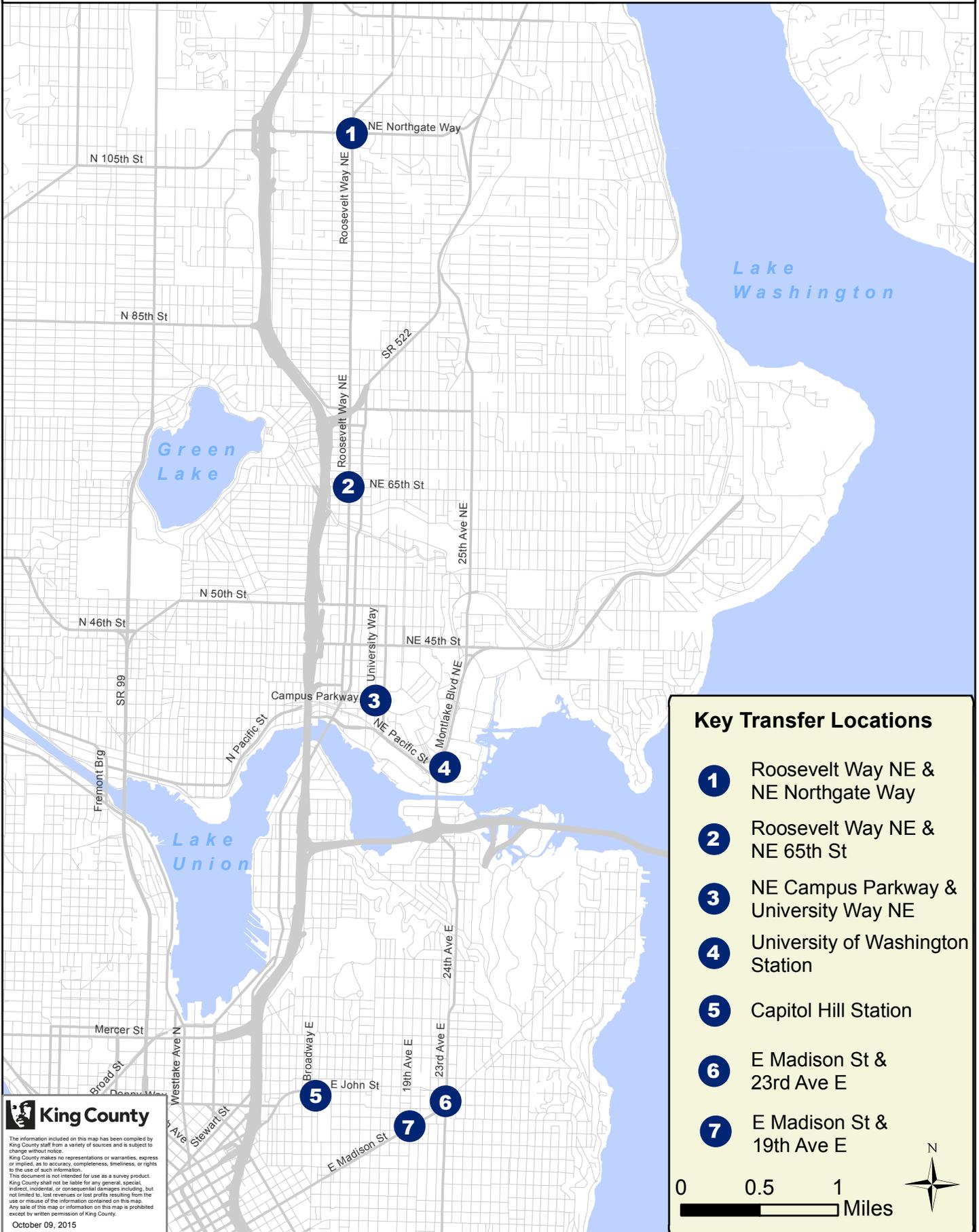
SERVICE CHANGE:

Revise Route 372X to no longer operate east of the University of Washington Bothell/Cascadia Community College campus. Between the University District and the University of Washington Bothell/Cascadia Community College campus, frequency will be improved to about every 5-15 minutes during the peak periods, about every 15 minutes during the midday, and about every 30 minutes at night during weekdays. Weekend service will be added between Lake City and the University District only, and operate about every 15-30 minutes all day on Saturdays and about every 30 minutes all day on Sundays. Revised Route 238 and Sound Transit Route 522 will provide alternative service between Woodinville and the University of Washington Bothell/Cascadia Community College campus.



[Blank Page]

Key Transfer Locations



Key Transfer Locations

- 1** Roosevelt Way NE & NE Northgate Way
- 2** Roosevelt Way NE & NE 65th St
- 3** NE Campus Parkway & University Way NE
- 4** University of Washington Station
- 5** Capitol Hill Station
- 6** E Madison St & 23rd Ave E
- 7** E Madison St & 19th Ave E

0 0.5 1 Miles

King County

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

October 09, 2015

[Blank Page]

Response: Question of which routes in the vicinity of the U Link restructure have identified needs but are not part of the restructure

This response provides investment need details from the 2015 Service Guidelines Report (currently under executive review) for certain routes running through the U Link restructure. Only routes that serve portions of the University District and/or Capitol Hill are included in the tables below (see right).



The route listings in these tables do not constitute a complete accounting of need systemwide, nor do they include all routes being revised as part of the U Link restructure.

Routes serving U District / Capitol Hill with investment need that are not part of the U Link restructure

Route	Description	Priority 1 Need	Priority 2 Need	Priority 3 Need
9EX	Rainier Beach – Capitol Hill		500	14,600
60	Westwood Village – Georgetown – Capitol Hill		700	17,800
83	Seattle CBD – Ravenna (Night Owl)		250	
197	Twin Lakes – University District		250	
252	Kingsgate – Seattle CBD		250	
255	Brickyard – Kirkland TC – Seattle CBD	1,200		
257	Brickyard – Seattle CBD		50	
268	Redmond – Seattle CBD		250	
Totals:		1,200	2,250	32,400
			Grand Total:	35,850

Routes serving U District / Capitol Hill with investment need that are part of the U Link restructure

Route	Description	Priority 1 Need	Priority 2 Need	Priority 3 Need
8	Seattle Center – Capitol Hill – Rainier Beach	200	1,800	
10	Capitol Hill – Seattle CBD		650	
11	Madison Park – Seattle CBD	200	400	3,500
12	Interlaken Park – Seattle CBD		400	
25*	Laurelhurst – University District – Seattle CBD		400	1,900
30*	Sand Point – University District			10,900
31	University District – Fremont – Magnolia		250	
32	University District – Fremont – Seattle Center	100	600	
43*	University District – Capitol Hill – Seattle CBD		200	
44	Ballard – Wallingford – Montlake		50	
48	Mount Baker – University District – Loyal Heights		100	
49	University District – Capitol Hill – Seattle CBD		350	4,900
64EX	Lake City – First Hill		150	
65	Lake City – University District	500	50	
66EX*	Northgate TC – Eastlake – Seattle CBD			2,400
67	Northgate TC – University District			2,400
68*	Northgate TC – Ravenna – University District		250	7,500
70	University District – Seattle CBD		100	
71/71EX*	Wedgwood – University District – Seattle CBD	400	800	
72/72EX*	Lake City – University District – Seattle CBD	700	850	
73/73EX	Jackson Park – University District – Seattle CBD		450	
74EX	Sand Point – Seattle CBD		50	
75	Northgate TC – Lake City – Seattle CBD	400	100	
76	Wedgewood – Seattle CBD	900		
316	Meridian Park – Seattle CBD	400		
373EX	Aurora Village – University Village		250	24,700
Totals:		3,800	8,250	58,200
			Grand Total:	70,250

* Proposed for deletion

Regional Day Pass

A regional transit pass valid for unlimited rides for a day. Two types are available:

\$8 REGIONAL DAY PASS

- For adult riders
- Unlimited rides on services with fares up to \$3.50

\$4 REGIONAL DAY PASS

- For ORCA Regional Reduced Fare Permit (RRFP) cardholders (seniors and riders with disabilities)
- Unlimited rides of services with fares up to \$1.75
- Regional day passes are loaded on ORCA cards
- Starts with first use and ends at 3 a.m. the next day.
- Accepted for regular service on public buses, trains, streetcars and water taxis throughout the Central Puget Sound region.
- Not valid on Washington State Ferries, King County Metro Access Transportation or paratransit services.
- If the cost of your trip is more than \$3.50 adult or \$1.75 RRFP, pay the difference with E-purse stored on the ORCA card. On a bus, additional fare can also be paid with cash.
- Can be purchased wherever ORCA cards are sold.
- ORCA card is not included in price. ORCA cards cost \$5 for an adult card; \$3 for seniors (65+) or riders with disabilities.

[Read the Frequently Asked Questions »](#)

Frequently Asked Questions

1. What is the Regional Day Pass?

The Regional Day Pass allows for unlimited rides during a service day for most local transit service. The service day begins when you first tap and ends at 3 a.m. the next morning.

When loaded on an adult ORCA card the pass is good for fares up to \$3.50. When loaded on a Regional Reduced Fare Permit (RRFP)* ORCA card, for eligible senior or disabled riders, the pass is good for fares up to \$1.75.

You can add up to 12 day passes on an ORCA card. Unused day passes are valid for one year from date of purchase.

*Proof of age or disability or a valid Medicare card is required to get the RRFP ORCA card. Contact any of the ORCA agencies for more information.

2. What transit rides are included?

The Regional Day Pass is valid on public buses, trains, streetcars and water taxis throughout the Central Puget Sound region. The Regional Day Pass is not valid on Washington State Ferries, King County Metro Access Transportation or paratransit services.

The Regional Day Pass is accepted on the following services:

- Community Transit*
- Everett Transit
- King County Metro Transit
- King County Water Taxi*
- Kitsap Transit (bus, foot ferry)
- Pierce Transit (bus)
- Seattle Streetcar
- Sound Transit (bus, Link, Sounder*)

*For some trips, additional fare may be required.

3. How does it work?

The pass covers unlimited rides for a "service day" starting at first use and expiring at 3 a.m. the next day. Each Regional Day Pass covers rides with a one-way adult fare up to \$3.50 (\$1.75 senior/disabled).

4. How do I pay if the trip cost more than the day pass value?

The Regional Day Pass covers any ride with one way adult fare of \$3.50 or less (\$1.75 or less for senior or disabled). A few longer routes cost more than \$3.50, such as Sounder commuter rail and Community Transit commuter bus service, and King County Water Taxi. Add money to the ORCA card's E-purse if additional fare is required. On a bus, additional fare can also be paid with cash.

5. How much does it cost?

The ORCA Regional Day Pass costs \$8. For seniors (65+) or disabled persons with an ORCA Regional Reduced Fare Permit (RRFP), the cost is \$4. The day pass must be loaded on an ORCA card. A new adult ORCA card costs \$5. For seniors (65+) or riders with qualifying disabilities, an ORCA RRFP costs \$3.

Example: When you buy a new adult ORCA card and one Regional Day Pass, your total cost is \$13. Then each additional day pass you load on that ORCA card is \$8.

At this time there is no youth or low income day pass product.

6. How do I add more Regional Day Passes or fares to the ORCA card?

The day pass is available at ticket vending machines (TVMs) located at train stations, some transit centers, in the downtown Seattle transit tunnel, and at ORCA retailers and transit customer service offices. When a pass is purchased at these locations, it is available for immediate use. Visit orcacard.com for complete lists of locations. You can buy multiple day passes at the same time (up to 12) and load them on your ORCA card.

You can also add day passes by phone at 888-988-6722 or online at orcacard.com. Passes added by phone or online will be available for use in 24-48 hours.

7. Can I purchase the Regional Day Pass in advance?

Yes, the Regional Day Pass can be purchased in advance either online, at a ticket vending machine, or at a retail location. If you buy the pass online you need to wait 24-48 hours for the pass to be processed. Then tap at an ORCA card reader to use the pass.

For immediate use, add the day pass at a TVM, retail outlet or customer service office. Then tap on an ORCA card reader to use the pass.

8. How does the Regional Day Pass get activated?

When you tap at the ORCA card reader on the bus, at the train platform or on a hand-held reader, the day pass will be activated and ready for use.

9. Can the Regional Day Pass be used for more than one person at a time?

No. Only one rider can use the pass for their trip. And only one day pass can be active on the card for that day.

10. If I have both E-purse and a Regional Day Pass on my ORCA card, which gets used first?

The day pass will be used first. E-purse will be used only if you need to pay a fare upgrade. For example, the Regional Day Pass is good for one way adult fare up to \$3.50. If the one way fare is \$4, the E-purse would be used to cover the \$.50 difference. It is not possible to use the E-purse first if you have a valid day pass on the card.

11. What happens if I have another pass on my ORCA card?

Products available in the ORCA system have a hierarchy. Regional monthly passes, agency-specific monthly passes or a business or employer issued pass will be used BEFORE the Regional Day Pass. We do not recommend loading a Regional Day Pass on a card that already has one of these monthly passes.

If you normally use a monthly pass but want to use the Regional Day Pass, make sure the monthly pass has expired, then load the Regional Day Pass. If a monthly pass product is already on the card the Regional Day Pass will not activate until the monthly pass expires.

12. Are there other 'day passes' available for transit services in the area?

Pierce Transit, Seattle Streetcar, and Sound Transit (for Link light rail and Sounder trains) offer day passes for their specific service. The agency-specific day passes are not valid on other agencies' services.

orcacard.com
888-988-6722
TTY Relay: 711

[Blank Page]

Explanation of University Link Ridership Estimates

Introduction

University Link Light Rail is slated to begin service in the First Quarter of 2016. University Link Light Rail will provide a fast, frequent and reliable connection between the University District, Capitol Hill, Downtown Seattle, Rainier Valley, Tukwila and SeaTac. Because of this we expect to see major changes in travel patterns as riders flock to Link Light Rail. This will result in a loss of ridership on existing routes that connect the University District, Capitol Hill and Downtown Seattle. At the same time we expect that Link Light Rail will generate new travel patterns within Northeast Seattle, the University District and Capitol Hill as riders wish to use bus service to reach a Link station. This document explains the methodology used to estimate changes in ridership under both a “no action” scenario where Metro does not change service and the current proposal where Metro would modify service to reduce duplication and add service to routes connecting riders to the Link stations.

Uncertainty of Estimates

Given the high uncertainty associated with making ridership estimates, a “low end” estimate and a “high end” estimate has been prepared. For the “low end” estimates the assumptions are tilted toward the negative where a large number of rides are lost and a small amount of rides gained, while the “high end” estimates assumes a small amount of rides are lost and a large amount of rides gained.

Factors Impacting Ridership

The following factors are what we expect to impact ridership on each route. Each route will have different factors influencing ridership. Many routes will have multiple factors leading to changes in ridership, some of which may serve to add rides while others serve to subtract rides from the route.

- *Rides switching to using Link Light Rail: For routes where Link Light Rail will provide a competitive option to the existing bus route, the percentage of rides on each route that would be subject to competition was calculated. For this group of rides we then assumed a “low end” estimate of two-thirds of rides who would switch and a “high-end” estimate of one-third of rides switching from bus to rail.*
- *Structural Changes to Routes: When a route is deleted or structurally changed so that existing riders can no longer make use of the service, ridership was assumed to be lost. In the case of a deleted service all rides on the route were assumed to be lost (some might be retained on other routes, but are accounted for on that other route). For a route that is significantly changed the rides in (both to and from) the segment losing that service was considered to be lost.*
- *Increases in Frequency/Additional Trips: Where trips are being added either as a part of the Seattle investments or Metro redeployment of service hours, an estimate of the riders gained for the additional service was generated. Industry research recommends*

assuming a 30% to 100% increase in ridership for each doubling of service, therefore our “low end” assumed only 30% gain and the “high-end” assumed 100% gain adjusted to the amount of service increased.

- Improved Reliability: Service would be more reliable on a number of routes as Metro shortens routes and revises them to avoid the worst congestion points. Metro consistently hears from riders that reliability is one of the most important factors to determining ridership. So improvements in reliability should also result in better ridership as current riders are retained and new ones attracted. We have assumed that shortening a route will improve reliability by about 10% and limited industry research indicates an improvement of reliability would result in a 3% to 5% increase in ridership for a 10% increase in reliability.
- Riders Switching from Existing Routes: Where a route is deleted or structurally changed and the remaining routes serve the same function as the other route, we have assumed those rides would switch to the other service. Based on the quality of the other option we assumed between 50% and 100% of the riders retained. If the quality is as good as the current then both the “low-” and “high-end” estimates assumed 100% retention.
- New Markets Served: Some of the resources freed up will allow Metro to provide new connections between Northeast Seattle and South Lake Union, First Hill, Wallingford, Green Lake, Fremont and Sand Point. For new connections, we considered comparable services and how many rides they attract for providing a similar trip function. For example, Route 309 which operates between the SR-522 corridor and South Lake Union/First Hill carries 480 daily rides on nine daily trips. The current proposal calls for 30 daily trips on Routes 64 and 66 between Northeast Seattle and South Lake Union/First Hill, likely providing for 1,000 to 2,000 daily commute trips.

Ridership Estimates		Retain Current Routes				Proposed Restructure							
Route	Current Annual Rides	R		Ridership Estimates		Factors impacting ridership change					Ridership Estimates		
		Link will be a faster alternative	SDOT investment in more trips	Change (Low end)	Change (High end)	Link will be a faster alternative	Structural Change in Route	Change in Number of Trips (SDOT and Metro)	Improved Reliability	Riders Switching From Other Routes	New Markets Served	Change (Low end)	Change (High end)
8	3,080,000		X	12,000	39,000		X	X	X			-545,000	-223,000
10	1,472,000	X	X	-412,000	-15,000	X		X				-412,000	-15,000
11	1,056,000	X	X	-87,000	243,000	X				X		666,000	1,084,000
12	1,024,000		X	46,000	153,000			X				46,000	153,000
16	1,495,000		X	48,000	162,000		X					-1,495,000	-1,495,000
25	139,000			7,000	23,000		X					-139,000	-139,000
26	1,057,000			0	0		X	X		X		-180,000	-42,000
28	1,182,000			0	0		X	X				-553,000	-582,000
30	130,000		X	5,000	18,000		X					-130,000	-130,000
31	524,000			0	0			X				5,000	17,000
32	902,000		X	4,000	12,000			X				14,000	46,000
38	0			0	0		X		X			1,233,000	1,268,000
43	2,467,000	X	X	-791,000	-382,000	X	X					-2,467,000	-2,467,000
44	2,352,000		X	69,000	230,000			X				69,000	230,000
45	0			0	0		X	X	X	X		2,979,000	3,482,000
48	3,594,000		X	46,000	153,000		X	X	X	X		-1,022,000	-715,000
49	2,507,000	X	X	-973,000	-341,000	X		X				-882,000	66,000
62	0			0	0		X	X		X	X	3,002,000	3,855,000
63	0			0	0					X		162,000	202,000
64	198,000			0	0		X	X			X	-2,000	23,000
65	923,000			0	0			X	X	X		282,000	717,000
66	1,026,000		X	35,000	116,000		X					-1,026,000	-1,026,000
67	426,000		X	12,000	39,000		X	X	X	X		1,049,000	2,006,000
68	582,000		X	27,000	89,000		X					-582,000	-582,000
70	1,236,000		X	188,000	628,000			X		X		473,000	1,055,000
71	1,633,000	X		-700,000	-345,000	X	X					-1,633,000	-1,633,000
72	1,507,000	X	X	-561,000	-99,000	X	X					-1,507,000	-1,507,000
73	1,904,000	X	X	-789,000	-276,000	X	X	X	X			-1,684,000	-1,631,000
74	335,000	X	X	-108,000	-39,000	X		X				-93,000	27,000
75	1,414,000			0	0			X				136,000	453,000
76	304,000		X	23,000	76,000			X		X		165,000	470,000
77	278,000			0	0							0	0
78	0			0	0					X		83,000	111,000
238	205,000			0	0					X		47,000	63,000
242	98,000			0	0		X					-98,000	-98,000
316	257,000			0	0			X		X		78,000	181,000
372	1,248,000			0	0		X	X		X		696,000	1,578,000
373	247,000			0	0							0	0
RUW	0			0	0			X				46,000	61,000
Contingency	0			0	0			X				14,000	23,000
TOTALS	36,802,000			-3,899,000	484,000							-3,205,000	4,886,000

[Blank Page]

**Comments on the Proposed Metro Service Change
Received by the King County Council
October 6-11, 2015**

On August 25, 2015, upon receipt of the Executive's proposed Metro service change for March 2016, the County Council launched a web page at which members of the public could submit written comments (<http://kingcounty.gov/council/testimony/testimony-backup2.aspx>).

People providing comments were asked to provide their name, email, street address, bus routes, and a written comment.

Between August 25 and October 5, 2015, the Council received **654** comments through this online form. Those comments have been printed as part of the committee packets during September and early October.

On October 6, 2016, the committee held an evening public hearing, at which several hundred people provided testimony. In addition, a number of people submitted handwritten, printed, or emailed comments to the committee, and an additional 198 people submitted comments via the online form between October 6 and October 11.

These comments, received between October 6 and October 11 are printed on the pages that follow.

Because many online commenters addressed multiple routes, staff has attempted to organize these comments by general subject area. Although many commenters addressed numerous subjects in their comments, staff identified the following predominant themes in the comments and organized the comments by those themes:

- **Distance and Convenience.** A number of commenters (121) expressed concern that the proposed service changes would require them to walk farther to a stop or to change their travel patterns. Several (6) expressed support for the service changes, noting that the new route patterns would be more convenient for them.
- **Frequency.** A total of 10 commenters expressed support for the additional frequency proposed with the restructure. However, three commenters expressed concern that routes they use would not run frequently enough to meet their needs.
- **Network Connections.** Twenty-nine commenters expressed support for the connections to light rail and the overall transit network that would be provided through the restructure. However, five expressed concern that they would not have adequate connections through the restructure.

- **Off-Peak Service.** Six commenters expressed concern that there would not be enough off-peak service, but four expressed support for the proposed increases to off-peak service.
- **Transfers.** The restructure as proposed would entail transfers to light rail or another bus for some transit riders. Sixteen commenters expressed concern about the need to transfer.

The remaining commenters offered comments on other aspects of Metro service, not necessarily related to the proposed restructure.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frname	Lname	Route	Dist	Comment
Distance and Convenience				
Ryan	Marques	65, 73, 347, 348	1	This area of Seattle would greatly benefit from having the amount of bus service that is being proposed. Currently it's rather difficult getting anywhere without planning very far in advance and leaving significantly earlier than would be needed. The proposed changes would vastly increase everyone's ability to get to school, work and other activities while lowering the amount of cars on the road.
Martha	Bean	74, 75, 30, all of the 70s	1	The proposed service changes for March 2016, as presented on October 6th at the Mountaineers, is a great improvement over the service I experience now. I don't ride the bus much because most of the time driving is much faster and I can usually afford to park. However, I will likely ride the bus a lot more when there are good connections to Link Light Rail, as proposed. A primary benefit will be the dependability. Predictable travel times will be a great improvement. As will frequent connections to the new Link light rail station. I believe more buses going a shorter distance (rather than having just a few buses that are 'one seat' all the way downtown) is a fabulous idea. We have been a one-car family for a long time. The proposed service program means that we can likely stay a one care family even if our jobs sites change. I sometimes volunteer at the housing programs in Magnuson Park, and know more frequent bus service will make a huge difference for these folks. I do have one major concern, and that is the distance from the stop within the UofW campus that will -- ostensibly -- be the 'close' one to the Link Light Rail. I hope you can negotiate more emphatically with the UofW and find a solution that gets riders closer to the Link Light Rail. What about having the new 78 line, when going south/west toward the Link Light Rail, end up a turn-around within the huge UofW parking lot (near the Alaska/Hec Ed pavillion)? Thank you, and great work.
Sheila	Hoffman	10, 11	2	I submit my testimony noting that I am unable to go to the evening meeting because of limited bus service to it. The proposed service increases would significantly improve my ability to get both downtown and to the UW more easily and more reliably. I imagine it will lead to even greater rewards once the Link light rail is expanded. But there will be real benefits for me as soon as the service starts. I strongly support the proposed extension of services.
Emiko	Takahashi	12	2	Thank you for keeping the #12 Bus. You listened and that's great! Residents make decisions on where to live/work/school and socialize based on their ability to use transit. These are major life and economic decisions and transit changes have profound affects. The #12 bus (which was threatened with elimination) nor restored will support the increased retail and neighborhood energy brought by new shops and restaurants. Your decision to keep the #12 bus has given the businesses a better chance to thrive. I also know that the elimination of buses would have adversely affected older folks in the neighborhood unable to walk long distances to get to a bus stop. Thanks for the opportunity to comment, for listening and don't think of residents as resistant to change, but we just depend on the stability of transit for our daily lives.
Maria	Jerome	32, 75, 62	4	I would use the 62 as an alternative option to the 75/32. I work at Seattle Childrens admin office of 70th and Sand Point and live in Lower Queen Anne. The additional option will be fantastic to get to down town and SLU which I travel at least once a week. The frequency increase to every 7-15 minute will also be welcome
Susan	Thomas	44, 62	4	I commute 7 miles each way from Ballard to Seattle Children's Hospital Admin Building (70th & Sand Point Way). It currently takes me at least 1.25 hours each way, and often 1.75 hours, to go 7 miles (route D, 44, and either 75 or 30). it's faster in the morning, only an hour, because buses are still on schedule then. The combination of the new route 62 and more frequent 44 service could reduce my evening trip time substantially. if you could also add some 44 buses that don't leak when it rains, that would be a treat.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Patricia	Allen	77, 72, 73	1	<p>Thank you for this opportunity to comment on the NE Seattle transit plan. I ride every weekday (77) and sometimes on weekends (72, 73). I would like to continue using transit as often as possible, as my whole family did for a baseball game last weekend. Unfortunately, the changes already implemented (77) and those planned (72, 73) will make it more difficult for me to consider transit as a viable tool for many trips. I hope that these comments will spur a reconsideration of some aspects of the plan. First, with regard to the 77, the changes starting in Sept. 2015 to that route have decreased an already shaky reliability on the afternoon buses (often at least one of the evening buses never arrives, but two and three buses have been missed per evening of late). Worse, the removal of the 77 from the downtown tunnel means that riders needing together up north timely (we have a 6pm child care pick up) have to split their time between the surface 77 and the tunnel 72 and 73, often with little chance of catching either. Meanwhile, 41s come at a rate of every 4 minutes, often with several back to back in the tunnel, and do not fit up. While Northgate is an important transit hub, not everyone should or could use it as the only option- parking is limited and those of us using a bus like the 77 never get in our cars during the day but would have to use the 41. Why create more car trips when the 77 is a top performing bus route? The 77 should displace a few (6 or so in total) 41s and go back to the tunnel to ensure reliable service with 1 able alternate routes. My second concern is the elimination of weekend 72 and/or 73 service with no other downtown route nearby on weekends. Again, Northgate (and UW) cannot answer for all needs. There are now going to be few routes near 15th to connect Maple Leaf to downtown without driving. The link will not solve this either, since there are no stops between Roosevelt and Northgate-a 40 block distance. Those not disabled to the point of qualifying for Access services yet without the ability or time to walk more than a mile for these stops are back to their cars to get there. This is directly opposed to transit goals of less car trips and more access. Overall, my neighborhood, which has in the past been provided adequate service and patronized that service regularly, appears to fall into a new doughnut hole in service around which old and new routes flow without enough stops in between. This could easily be avoided with the few and simple suggestions I have included here. I gave talked to county employees and bus riders who feel that the plan is settled and Metro is not open to public comments as to need. I hope this is untrue, and I trust that my comments will be weighed and accounted for in future service and planning. I urge the council to do the right thing for the many families that rely on the 15th ave corridor to gain car free access to downtown. Thank you again for listening and responding.</p> <p>I don't see any way to get to the new UW Link station from Northeast Seattle in the current proposal. In my case, from the Inverness neighborhood (Inverness Drive and Sand Point Way NE). Am I missing something?</p>
J Peter	Shapiro	--	1	<p>Changes to routes 72 and 73 will make it significantly more difficult for people in my neighborhood, many of whom work at or attend the UW, to reach the University District. I work at an office on University Ave. The elimination of weekend 73 service and buses running on 80th and 75th would make it hard for many people to get into the UDistrict on weekends when the Farmers Market happens. On weekdays, the rerouting of the 73 to Roosevelt, instead 15th NE or the Ave, would mean a significantly longer walk. The only bus near us that would go to the Ave would have to be caught at 80th and Roosevelt, a significantly longer walk than the current University Ave access at 15th Ave. NE -- and would require a very dangerous street crossing on 80th at Lake City Way. I don't see the logic of decreasing access to the University District business district and the west side of campus.</p>
Helen	Gilbert	72, 73	1	

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Adam	Sykulski	242	1	I would like to express my concern and disappointment regarding the proposed terminate of bus route 242. I would urge those in power to reconsider. I would like to highlight the following reasons why this route is a valuable addition to the network: Loss of service. Many residents of Green Lake / Northgate / Maple Leaf and others North Seattle communities lose a direct service to the eastside, and instead would have to take 2 or 3 buses. This is both impractical for the less mobile, and for the rest provides a strong disincentive from transit, and thus increasing congestion from the inevitable switch to personal cars this will cause. 242 avoids Montlake cut and university area. The 242 is an excellent service as it provides the only direct service from North Seattle to the Eastside which avoids the University district and Montlake Cut. This area will already be more congested from the new light rail station, and cutting 242 would force even more transit through this already overly congested area. Utilizing the I-5 to 520 connection to the Eastside is a practical way of linking North Seattle to the Eastside, and is an obvious way of relieving the inevitable Montlake cut bottleneck. 242 is the only bus to Seattle from 148th Ave NE. For those less mobile who reside or work on 148th Ave NE, they will no longer have a direct service across the bridge to Seattle. Instead having to take 2 buses, or making a long walk to 40th or 51st Street Freeway stations. Again, spreading buses, rather than concentrating, on the Eastside will relieve congestion bottlenecks. Popularity of service. The bus is nearly always full, so this affects many people, and I would not only urge this service to be saved, but if anything for the frequency and hours of operation to increase.
Lillian	Devine	71, 72, 73, 66	1	I am very disappointed in the changes to the buses into and out of the roosevelt neighborhood. Four buses that I can currently take will now no longer be an option for me to get to downtown for work. These changes double my current commute time of 20 minutes to 45 minutes with less buses running. I am very disappointed that there are now cuts to buses even with the additional tax payer money metro received.
Tim	McNeill	71	1	I am a very frequent traveller on route 71. Eliminating it means we no longer have a direct route to the University District or Eastlake or downtown. The new route 62 looks like it will take considerably longer to get downtown than the current route 71. An 8-minute ride between Husky Stadium and downtown is great, but what is being done to relieve congestion on Montlake so it doesn't take an hour+ in bumper-to-bumper traffic to get to Husky Stadium in order to board the downtown train?
Rick	Roth	68, 72	1	The proposed elimination of the 68 & 72 routes does not meet the stated goals of the project, for at least four reasons: 1) eliminating these routes will not improve existing transit networks in NE Seattle, since both the 68 & 72 are critical east-west routes, which are quite rare in this part of town networks 2) neither the 68 nor the 72 duplicate pending Link Rail Service 3) the north Seattle Link rail stations are opening in 2021. How can this be a transit "improvement" if riders are abandoned and not given any alternatives for six years? 4) eliminating these routes will not improve access to Link Rail stations: the 68 runs to Northgate and the UW, the 72 to Roosevelt and the U District. Having fewer routes serving those stations makes no sense. My wife and I are retired, and she is legally blind and I have back problems. We moved into this house 35 years ago to be near bus routes, and eliminating them will isolate us in a transit desert, with long, uphill walks to the remaining lines. Metro tried to eliminate these routes 15 or 20 years ago, and King County Council member Cynthia Sullivan saved the routes due to popular demand. I urge you to follow in her far-sighted preservation of a bus-friendly community.
Charles	Tiebout	69, 72, 312, 522	1	The north Ravenna and south Maple Leaf neighborhoods are losing service with the cancellation of the 72 & 68 bus. I would like to see the 522 use the bus zone at 20th NE & Lake City Way (used by the 309 & 312) to provide fast service from our neighborhood to downtown Seattle.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Shannon	Beasley-Bailey	71.72.73.76.77	1	<p>Thank you so much for asking for our input. I really feel like Metro put one over on us. I did attend the last of the 3 scheduled meetings for the route changes and gave my input then. OK. Routes changes were put into effect with very little adaptations. But it looked as if it might all be ok. Anad HOWEVER -- a few things were not made clear AT ALL. 1) that the 76 and 77 would be moving out of the tunnel IMMEDIATELY. Why that change was made IMMEDIATELY is not understood. There is no obvious need for the change to take place at all. It feels more as if riders are being punished if they chose to ride a route that is more convenient for them, rather than support the light rail. 2) the promised additions of the Route 76 are not coming on-line until March of next year. Overall, I think one of Metro's goal should be to never decrease the quality of the service - at least as long as funds are available. This is not so with upcoming changes in 2016. If we chose to ride the 71,72 or 73 this adds additional time to our commute AND we have to transfer. Both are a degradation in service, not an improvement. Since the light rail will be coming to Ravenna in 2021, I think we should still get the same level of bus service that we have been used to. Then, when we get better service by having the light rail immediately available, then we will take the steps needed for this improvement. But at least it should be an improvement. I wish I could attend the meeting, but I have previous commitments. But I really appreciate you taking the time to take our comments.</p>
Sheila	Roth	68, 72	1	<p>I will be severely impacted by Metro's plan to get rid of the 68 and 72 bus routes since these are my primary source of independent transportation. I am legally blind and have never been able to drive. I chose my neighborhood, in which I've lived independently since 1978 simply because it had the best bus coverage for the places I needed to go. As I age, my eyesight continues to deteriorate so it is even more important to me that my 72 bus stop is a half block away and the 68 is a block and a half away. Metro's plan, as I understand it, is to get rid of the 72 but add more buses on 15th Ave NE on the 73 route. This may work for the young and fit but there is a hill between my street and 15th which will be difficult for me and other older riders. The other alternative, the bus on 25th is even further away and, again, there is a big hill. I have no idea what I'll do without the 68 route either. There are so few cross-city buses already and the 68 goes directly to two places I often go--Northgate which has not only shopping but doctor and dentist offices, and UW. Apparently, to get to the Northgate area, I'll need to walk all the way over to 12th or Brooklyn to catch a bus. To get to the UW, I'll need to either walk up to 15th or down to 25th. Metro has been trying to get rid of bus routes in this area for many years but riders, once they are aware of the changes, band together to fight it. Metro says this will make routes more efficient and talk a lot about the light rail connection. But the closest light rail station to us, Husky Stadium, won't even open until sometime next year and it is hard to get to from here. The Roosevelt station won't open until 2021--what are we supposed to do for the next 6 years? Please keep in mind that the bus is not just for able-bodied commuters who have many choices as to how they get to work--they might walk, drive, bike or take the bus. But the bus serves a group of people like me who actually depend on it (yes, I know about the disabled van service but I don't need a van yet). I need the excellent bus service I've been getting for years to continue and not be cut in the name of someone's idea of efficiency.</p>
George	Bergantz	71	1	<p>I strongly oppose the changes on route 71, which would force rides to leave the bus and walk in all weather to catch a train that may or may not come on time. This adds a significant obstacle to both bike and elderly commuters. The route is already crowded and the train will be *extremely* crowded. That change should "only" be considered after the ridership of the new train and the reliability is well established after say, two years of service. Changing the 71 now is not warranted and is a disservice to the Wedgwood community which is composed of elderly, young families and bike commuters all of which would have a hard time making the switch. Vote NO on the proposed change at this time.</p>
Karen	Bachelder	72	1	<p>I oppose ending the # 72; keep it and route it over to lite rail at UW station</p>
Kellee	Moehring	71	1	<p>: I would like to speak against cancelling the bus #71 because it is vital for safety for getting home safely at night especially for women and for elderly, in addition ---please keep in mind that this world was not made for men only nor was it make only for young people; please think of the seniors and the women !!!!!</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Greg	Eisen	72, 71	1	Please don't cancel the 72. The walk from Stevens to Husky Stadium is absurd. Here's a better idea: KEEP the 72 for now as it is, UNTIL we open the 43rd and Brooklyn train station. THEN, we can require the 72 riders (and 71 also) to get off at 43rd and University, and transfer to the train. It's just a short block to the train station. THEN, have the 72 and 71 TERMINATE at Campus Parkway, turn around, and head back north. That way the 72 and 71 can provide more frequent service since they don't go downtown. AND the 72 and 71 can provide service to the AVE, which people want service to. So, Again, keep the 72 and steer riders to get off for the train at 43rd and Brooklyn. It's only a few years until that station will be open, and this way we keep traffic off Stevens, which is problematic because of Stevens itself being slow as well as the walk from Stevens to Husky Stadium being too onerous. Thank you.
Joe	Wallace	71	1	I live a block away from the #71 bus route which currently takes me to my most frequent destinations -- into the heart of the University District, down University Way, and on to downtown Seattle. It's a circuitous route, but for someone my age (I will soon be 69), it has the advantage of being a DIRECT route. When the #71 bus route is eliminated, I will have to transfer once, and (if I am properly interpreting the map of proposed changes) possibly twice, to reach either of my primary destinations. It's hard to conceive of this as an improvement. While I sympathize with the complexities of improving efficiency by revamping bus routes and integrating light rail into Metro Transit, my own commutes to the University District and downtown will be made more inconvenient by your proposed changes.
Terri	Constant	312, 77, 72, 73	1	King County Transit and the City of Seattle have long ignored the public transit needs of Northeast Seattle in favor of expending all resources on light rail to the U. District. Wait times for NE buses now average 20 - 40 minutes and passengers now regularly must watch multiple full buses pass before they can board for their destination. The changes currently posed by King County would make an already impossible situation even worse. It is hard to know how we will be better served by routing all passengers through the U District's light rail hub and then along the current Light Rail route through U District and Capital Hill before, eventually, ending up downtown. Rather than addressing the pressing needs of Seattle's current population we seem to be expending vast sums of money on a Light Rail system that fails to deliver solutions for most Seattle residents. In order to better serve Northeast Seattle, King County should be expanding express bus service to this area -- especially during peak hours -- rather than contracting this service. I am extremely unhappy with this proposal.
Molly	Hashimoto	--	1	I watched with dismay when the bike lanes were installed on 75th ST in northeast Seattle. They have made commuting onto the freeway entrance in the peak hours so much more difficult. Anyone trying to get on during the Chinese president's visit experienced a complete nightmare there. Why do we have bike lanes so that mostly young men can commute on them? I consider this a really unfair, sexist and age-discriminatory use of our taxpayer money. Bike lanes are not being used by older people, people with disabilities, people who have to dress for work, and many others. Why instead are we not spending more on busing? For me and people in my neighborhood, an express bus downtown during all hours, including evenings for events downtown would really increase ridership. It takes me at least 45 minutes to get downtown from my home near Sandpoint Way and 70th.
Iskra	Johnson	--	1	My concern is the lengthy walk necessary between stops, if bus service is cut back so as not to "duplicate" the path of light rail. This is not specific to one route, as my understanding is that it is happening on many routes. I would encourage that any cutback in the routes and number of stops be put through this filter: It is raining it is night You are carrying something You have a small child with you You ARE a child. You are female, it is night time, you are aware of assaults in the neighborhood You are elderly and cannot drive anymore, you walk with a cane Your (mother) (grandmother) (father) as above. Under all of these (very common) circumstances will it be a reasonable and helpful change to now have to walk 1/4 to 1/2 mile between bus stops/ to get to light rail? I think the answer is obvious: these changes are unrealistic and are not being proposed from the real life common sense of "boots on the ground" but out of economic and technological models that won't work for real people trying to use Metro. They will lead either to fewer people taking the bus or to people using cars to get to bus stops, which will create havoc in neighborhoods around the rail centers and other newly densified areas where there is very little parking for residents already. Thank you for your consideration.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Paul	Inghram	71, 78, 76	1	As a rider of the 71 and 76 I am keenly interested in the new 78. In general, the concept of "reversing" the north portion of the 71 route to head south to the light rail station makes sense. However, I'm concerned that the route alignment through a number of neighborhood streets will both make for a slower route and serve fewer people. Looking at a map, the proposed 47th Ave/41st St route would serve Laurelhurst Elementary, Laurelhurst Park and the Talaris Conference Center - reasonable destinations, but neither of these provide many transit users. The proposed route serves the the Center for Urban Horticulture and UW housing, but those areas would also have reasonable access from alternative alignments that were to run on either 45th Street or Sand Point Way. Considering Children's Hospital as the most prominent destination along the route, but also the Ronald McDonald Housing, professional offices, retail, multifamily housing, and UW housing, it would seem that running the route along Sand Point Way from 65th Street to 45th Street would be both the most efficient and serve the greatest number of users. Please consider modifying route 78 to run on Sand Point Way from NE 65th Street to NE 45th Street along the front/west side of Children's Hospital.
Susan	Binns	71	1	We must maintain bus service along 75th--neglecting to do so puts parts of Wedgwood and View Ridge into isolation from our transit system. 65th, and even 70th, are simply too far for some to walk. Remember not everyone is young. Many seniors depend on the bus system.
Peggy	Hernandez	72	1	We ride the metro bus everyday, the route 72 we use to get to my son's school, even considering there are other routes that will cover our destination, ride the bus with 2 little boys, with backpacks, stroller, umbrellas, homework,.. Make it very hard to walk more blocks to catch a different route and to transfer to a bus that leaves us near the school. We are not the only family with kids that ride this route everyday. Also there are more families that use this route to get to two food banks, to carry all the groceries they get and walk a longer distance would be so hard for them, many of them are old people or disabled. I would like to ask you one day, because many of you maybe don't ride the bus, or don't ride it with your kids to get to school or don't carry your 4 or more tote bags of groceries, to ride the bus with your kids and your bags in a rainy day, to see how hard it is, and how harder would be to do it, after you disappear the 72 route. You have done this, with the 79, 306,243, please don't disappear more routes in NE Seattle. Thank you, hope you listen to us, and to many of the riders that don't know you are planning to disappear the 72 route, or that can't attend to your meetings or that don't have access to internet. Thank you!
Darrell	Cowan	71, 78, 62	1	I attended the hearing last night at the Mountaineers but did not have a chance to speak. I want to reiterate the comment I have already made on-line after hearing testimony. I will not comment on the entire plan. I request that route 71 be kept as is, in its entirety. By eliminating this route, you are removing, not enhancing, service to the many riders, such as myself, that use it: to travel to and from the U-District at all hours, including late night service, and ** on weekends**, and to travel to and from downtown via express to the tunnel for whatever reasons, including same-platform transfer to light rail. Proposed 78 and 62 simply do not replace this service and are deficient in many ways. I just don't understand on what basis Metro and the Council can defend the deletion of 71.
Jeannette	Walkinshaw	72	1	My husband and I are retired and use #72 a few times weekly to reach downtown for Dr.'s apps., entertainment, dining and shopping. It takes us to the U district where our dentist has offices. Every time we get on the bus AND it is ALWAYS during "low-rider" hours, the bus fills almost to capacity, even on the rare occasions we were downtown "late" (i.e. 2230). Taking away this route will severely and negatively impact us and from observation, many other riders. I would like to know how the intelligencia came to the decision for elimination of route #72. Thank you for your prompt reply

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Tom	Reynolds	72, 372X	1	I've written a number of times to state my concerns about the elimination of the route #72, the only direct route to the Roosevelt area and the north part of the University District. I am retired and I don't take the light rail, except to go to the airport. But I do take and depend on the bus service, so it is concerning to see intra-neighborhood bus service degraded as part of Metro's reconfiguration of the bus service in NE Seattle. The prime example of this is elimination of the route #72. There is no "one bus" replacement for this route. Apparently, the idea is that travelers would take the #372X to 65th and then transfer to the route #62? This means waiting for a second bus. Also, the Route #372 is usually packed when it gets to upper Lake City Way during the months that University is in session. You will be adding more service, but regular bus riders know that one bus service is always quicker than two bus service. So what the elimination of the #72 means to me is longer travel times, and in the case of using the 372X using very crowded buses. I was also disappointed to see that the Route #71 was replaced with a route that does not follow same route (doesn't go to 65th and 15th), and that the Route #43 which goes by Group Health Cap Hill was eliminated. Metro staff have seemed to lose touch with riders who primarily use the bus service inside the city, even though that is an area where service and the demand for bus service is great and will continue to grow.
Lane	Gerber	71	1	Thank you for the meeting at the Mountaineers Club. 1. What you are trying to accomplish is laudable and clearly some new transportation plan is needed. 2. But the particulars, especially the deletion of route 71 is unfair and a real hardship for older adults, and Mom's with kids going to school. Transfers can be difficult both time wise and physical stamina wise. This will result in more older adults and others using their cars rather than bus and light rail. I don't think you figured this in your estimates of increased ridership. Older adults are people, not statistics. We, for example have used the 71 for decades to go to doctor's appts., concerts at Benaroya, SAM and baseball games. Taking the 76 back at night or afternoons isn't even possible given their running only peak hours, and transferring makes things too difficult. Maybe your ideas without modifications work for adults in their 20's and 30's without children, but modifications in your plans to accommodate older or infirm adults are clearly in order! Again, older adults are people, not statistics! 3. Think of all the buses from the northend lined up at Montlake for riders to take to the light rail; this just makes for more traffic tie-ups rather than fewer. 4. AFTER SO MANY TAX LEVIES FOR TRANSPORTATION AND MORE LEVIES TO COME, WHY ARE BUS ROUTES DELETED??? Add the light rail BUT don't delete the 71 and others from the northend. Thank you for this opportunity to submit testimony.
Sandi	Chelan	71, 78, 65	1	Am very concerned that the added Route #78 does not adequately address the elimination of service due to the cancellation of #71. There is no local service to Roosevelt/ North U district without several transfers, and this for a ride that typically takes 20-25 minutes from starting point in Wedgwood to University Way and NE 45th St. The proposed route for #78 is one of the worst "milk-runs" imaginable and even so, does not run on the weekends. It really seems local service has been sacrificed for the purpose of feeding commuters to link, making it impractical to rely on public transit to move between neighborhoods. My sense is that the vision is too limited and does not serve many of the people who actually use public transport. A comprehensive system cannot just do away with local service or make it unusable. Two or three transfers to travel two or three miles just doesn't make sense. I expect to be walking more. Not bad for me, but not good at all for elderly or parents of young children.
Cathy	Doane	73	1	I'm writing this for myself and my friend who doesn't own a computer. We both use the 73 route for work, food shopping, going to exercise programs, and social events. If you eliminate it we won't be able to do these necessary activities. She lives on 23rd & 137th ne & I live near 137th & 15th. She relies on the 73. I mainly use it for exercise programs for my back & social events. Please keep the bus..it would be difficult and time consuming to use the 347 to the 16 to get to these places as the 16 is a scenic route. please reconsider, Thanks

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Victoria	Podmajersky	242, 77, 73	1	<p>Dear Chair Dembowski and other committee members, I strongly urge you not to kill route 242. It has no bearing on the larger route changes. The 242 was purpose-built to take Microsofties who live from Shoreline to Green Lake, to and from work each day. It's a big success! The bus is full or nearly so, year-round. With just 12 trips each work day, it removes upwards of 53,000 peak-hour vehicle trips over the 520 bridge each year. There are no viable options in mass transit. The Microsoft Connector isn't open to vendors and non-Microsoft employees? half the 242 ridership. And neither the Connector nor Sound Transit's route 524 goes north of 65th Street. Metro's own data shows that over 50% of 242 riders live north of 80th Street, and would have to drive to the 65th Street Park & Ride, which is already overflowing and will get worse in the future. Metro's route a?oduplicationsa?? are meaningless overlaps. For many 242 riders, a two- or three-bus commute is not practical, which leaves the only viable optiona?"our cars. We don't want to drive to work, that's why we take the bus. Don't send us back to our cars. Don't kill the 242.</p>
William	Baslock	242	1	<p>I strongly urge you not to kill route 242. It has no bearing on the larger route changes. There are no viable options in mass transit. The required connections are highly impractical for anyone who lives north of Green Lake. Furthermore, the proposed change of shifting the 242 ridership on to the overcrowded 555 and 545 buses is impossible. There is no more capacity on these rides during peak commute hours. As an example: I live two blocks from the Northgate Transit Center and without the 242 I would have to drive to Redmond. Driving takes 30 minutes each way and costs just over \$10/day in tolls and gasoline. The 242 takes 45-50 minutes total and picks up/drops off closer to the actual offices (that is, within a block or two instead of at a highway off-ramp). To take the 555->545, it would take 1 hour, 15 minutes with the additional walk on both ends of the trip. If the connection is missed, it takes 30 minutes for another 555 to show up. The other alternative, 66->542, is the same or even more prone to schedule irregularities. The overall difference is an additional 60 sardine-cramped minutes per day. The difference over driving goes from 30 minutes to 90. Anyone living north of 65th street will make the obvious choice and burn gasoline. Nobody wants to drive down I-5 and across 520 but losing our beloved 242 would force us off the bus system. Please don't kill the 242.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Greg	Eisen	71, 72	1	<p>SAVE ROUTES 72 AND 71. Hon. Rod Dembowski King County Council Dear Councilmember Dembowski: I gave testimony on Wednesday night October 7th at the Mountaineers Club to the transportation committee of the King County Council. I'm writing to follow up on my comments to the County Council. I am hoping that in your position as the King County Councilmember for my district you will help support preserving Metro's service to an important part of your district. At the meeting Wednesday night I proposed that Metro KEEP Routes 72 and 71 AS IS, for just a while longer, until the next light rail station at 43rd and Brooklyn is completed. Then, once that station is completed, we can change Routes 72 and 71 so that they TERMINATE along Campus Parkway. This will incentivize users of the 72 and 71 to get off at 43rd and University, and BINGO - they are right next to the train station - and use the light rail to get to downtown from that station. The 72 and 71 buses would then proceed down University Way, turn right on Campus Parkway, and discharge any remaining riders there (since it's a transfer point too) and then turn around and go back North along their respective routes. These buses will never get on the freeway or go downtown, helping to fulfill Metro's goal of maximizing the density of the light rail. Also, since the buses don't go downtown, they can provide much more frequent service on their routes. My family and I reside along bus Route 72. We are also about a 10 minute walk from the northern terminus of Route 71. I believe the proposed elimination of Routes 72 and 71 is highly flawed, for a number of reasons. Part of the Metro plan is to have Route 72 riders take Route 372 instead, and get off on the UW campus on Stevens Way, then walk down Rainier Vista to the Husky Stadium train station. Here are some obvious flaws with that proposal: 1) The walk to the train station is quite long for anyone with limited abilities such as users of wheelchairs, crutches, elderly, or just less able. The walkway isn't covered so it's a long walk in the rain. 2) Route 372 does NOT stop along its route with the same frequency as Route 72. This represents a reduction of service. Again, it's an imposition on the less able. 3) Elimination of Routes 72 and 71 eliminates a convenient way for residents in Northeast Seattle to get to the University district. This hurts both the residents and the vibrancy of the U. district. 4) The buses on Route 372 are already packed during morning rush hours with students from as far away as Bothell going to campus. This plan would probably require more 372 buses placed in service. 5) The 372 does NOT run with much frequency on the weeks that school at the UW is not in session. 6) Route 72 runs right by Roosevelt High School and many students ride it to and from school. I can vouch that our son (Class of 2009) did just that. The alternative I am proposing will deposit commuters going downtown right next to a train station. It would maintain service into the U. district, as well as allow riders to transfer to cross town buses running along 45th St. Since the 72 and 71 will not run downtown, those routes could turn around and service their local neighborhoods with more frequency. I'd like to remind you that the purpose of a bus system is not to just get people to downtown and back, but to get them all over town. Service such as I'm proposing meets that goal of connecting key neighborhoods to each other. An added bonus of my proposal is, since the 72 won't go downtown, maybe it could run UP to 145th street instead of stopping around the Fred Meyer at 130th street? It may have the time to do just that. We recently passed a ballot initiative to tax ourselves more to "Save Metro". Well, Metro was "in the black" before the election, but we passed this tax anyway. Still, it seems wrong that we should then reduce service! Please help save Routes 72 and 71. The people of Northeast Seattle deserve it. Thank you.</p>
Helena	Smith	72, 73	1	<p>As a senior, I rely on the 72 bus to get me to the university district (banking, church, and shopping) and to downtown (shopping, restaurants, symphony, health care, and ferry connections). I can't drive to these places because of parking and besides, I think buses are a great idea. But, the new route map doesn't work for me. The notion that the 67 replaces the 72/73 routes is wrong. I have heard issues and cannot walk up the very steep hill to get to the 67 route. I can't carry items that far on my return trip. In essence, the only option would be for me to drive. Reinstate the 72 and run it on its current route southbound to the u district; at the south end of campus, the bus could go east to the light rail station.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Nancy	Gove	67, 68, 77	1	<p>After much thought I am against metro's new transit plan as it lacks some very basic sense. The fatal flaw in Metro's plan is that they are trying to force NE Seattle through the bottleneck that occurs on Montlake at Husky Stadium. Pushing NE Seattle through lightrail makes sense when the Northgate link is open, not before. Montlake southbound does not move. Walking is faster. Seriously! The back-up is largely due to drivers heading to 520 eastbound, and will not be improved by light rail. NE Pacific is a little better, but I seriously doubt that it has the capacity to handle the large number of additional buses they are talking about, even with the 3+ person carpool lane. W Stevens Way is better, but there is a point where it too will be clogged. For those who are able-bodied, the walk will likely add 5 minutes to the commute. The walk will be a problem for anyone who is mobility limited. The thing is that while life will be spiffy and dandy once you reach light rail, getting there is going to suck. Aside from getting to the U-district, I expect it to take an additional 15-20 minutes to get to the light rail station due to 1) going out of your way to get to the bus stop necessary to get to the station, 2) walking to the station, 3) getting down for the platform and waiting for the lightrail. Really, metro's plan will add congestion to the area, making it even slower to get to the station than it currently takes. For most of NE Seattle, I expect that trips will take longer, just because it takes that long to get to the station. I expect that the increase in transit time will massively piss off a large number of people that will lead to a backlash and a substantial decrease in funding for all transit. Metro transit planning needs to stop chasing unicorns that are farting rainbows and come back to reality. Additionally: 1. It is unacceptable for the small proportion of Seattle that is close to a light rail station to be prioritized over the rest of Seattle. The earlier plans said that my bus would be unchanged. It has now been kicked out of the tunnel with NO WARNING! This lack of process and outreach is unacceptable. Getting home takes 33-50% longer. The 77 has been unreliable with missed trips getting home. Decoupling the 77 from the 73 removes the back up for no-shows or really late buses. The improvement to commuting with transit from the \$80 car tab was a lie. Due to metro's deceptive practices, I want my money back. I regret voting for the fee. After 23 years of voting for transit, I am done. 2. Some of the aggregation of routes with more frequent service makes sense. It is a shame that the rest of the plan has such a basic lack of sense.</p>
David	Pleva	242	1	<p>I take this route to work Monday through Friday from Shoreline to Redmond due to its convenience and speed. Removing this route will require me to rely on three buses for my commute, which is not feasible. I will most likely resort to driving to work. This will add more congestion to our streets and increase our carbon footprint. These are the things I was trying to avoid by taking mass transportation.</p>
Michael	Shaver	72, 73	1	<p>Changes to routes 72 and 73 will make it significantly more difficult for people in my neighborhood, many of whom work at or attend the UW, to reach the University District. I work at an office on University Ave. The elimination of weekend 73 service and #72 buses running on 80th would make it hard for many people to get into the UDistrict on weekends when the Farmers Market happens. On weekdays, the rerouting of the 73 to Roosevelt, instead of 15th NE or the Ave, would mean a significantly longer walk to reach U District businesses. The only bus near us that would go to the Ave would have to be caught at 80th and Roosevelt, a significantly longer walk than the current access to buses serving University Way that stop at 15th Ave. NE -- and would require a very dangerous street crossing on 80th at Lake City Way. I don't see the logic of decreasing access to the University District business district and the west side of campus</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Christa	Valles	71, 76	1	<p>I do not support eliminating the 71 and a re-route to the Husky Stadium station. In short, it's an asinine idea. They say it will take 8 minutes to get downtown on light rail from there, but what they need to factor in is the total change in commute time that people will experience with this change, and for most people, I believe it will result in a net increase in commute time. For example, I get off in Pioneer Square station for work. I will not be downtown in 8 minutes (I have timed the 71 numerous times through the tunnel, it often takes at least 10 minutes just to go from Pioneer Square to Convention place stops going home in the evening, why would light rail be any faster?). Couple that with the change in route and the transfer time it would take people living in wedgwood and ravenna to get off the bus at husky stadium and get to the station and wait for light rail and it's highly doubtful commute times will be improved with this change (and for UW students, it will surely take longer than it does now). In addition, I also take the 76 to work. The recent changes to the 76 (which have been heralded as improvements) have actually increased the amount of time it takes for me to get to work. For commuter-only routes especially, Metro needs to be focused on decreasing already too long commute times (I can drive to work in half the time it takes to get there by bus, even in bad traffic). Metro added two 76 buses in the a.m. and p.m but they don't work to relieve peak load travel times. Thus, buses at certain times remain significantly overloaded and too-close-for-comfort standing room only, which adds a great deal to load and unload times, and thus commute times. For the 76, I would recommend adding the new buses at those times where buses are beyond standing room only, so maybe two buses would come 5 minutes apart at certain times. Adding new buses that don't get people downtown until well after 9am does nothing to improve commute times for the vast majority of people who need to be at work before 9am. This is not rocket science, just common sense.</p>
Nancy	Nourse	242	1	<p>Please don't cancel this route. For many, it's the only way to get to the east side (without multiple transfers or driving).</p>
Susan	Woods	43, 25	2	<p>I am a Montlake resident, now retired. I worked downtown and caught any of the buses going downtown from the eastside at the SR520 Montlake Freeway stop. When the west side of SR520 is finished, the freeway bus stop will be removed. Your proposal is that my options will be to walk to the new Sound Transit stop or take the 48 bus and transfer somewhere to go downtown or transfer somewhere else to get to Group Health. The 43 would be an easier way to get downtown (shorter walk) or to Group Health. Transfers are very time consuming and in bad weather unpleasant. Please do not eliminate #43 or #25.</p>
Christopher	Page	43	2	<p>Please do not eliminate the existing 43 route. The light rail does not replace the need for a bus line for the residents along 23rd/24th Ave, to access downtown.</p>
John	Lamb	25, 43	2	<p>My wife and I live in Montlake, and the #43 bus is our main link to downtown and to Group Health on Capitol Hill. Even so, it is nearly a 15 minute walk to the bus stop at 24th and Boyer. If this bus route is taken away, we will either have to walk nearly a half hour to the Husky Stadium light rail station or walk 15 minutes to 24th and catch a #48 bus and then transfer to the light rail. This is clearly unacceptable. We are 80 years old, and walking that far, especially in bad weather is a hardship. The #25 bus is convenient when it runs, but service is poor. It does not run in the evening nor on weekends and is therefore useless for transportation to concerts, shows, or sporting events downtown. It feels as though Montlake is being cut off from useable public transport even though we voted to tax ourselves for increased service. I suggest some serious rethinking the bus route plans and listening closely to the needs of the people who live here.</p>
Remy	De Weduwe	43	2	<p>Please maintain the Bus 43, it is the best way to go from Montlake to Capitol Hill to Downtown. Without this line, car will be the only option for me if I want to reach in reasonable time.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Patty	Naughton	11, 43, 8	2	<p>Since these proposed changes are divided by Metro into two areas, Northeast Seattle and Capitol Hill, it seems reasonable that you should be able to vote on them separately. I understand that the Northeast plan has been welcomed by most residents there, so I would not want to delay its implementation for that part of the city. The Capitol Hill proposal, however, is definitely a mixed bag. We get more frequent trips on the #11, but it doesn't go to many of our usual destinations. One popular route, the #43, is entirely deleted! Can't we wait until Metro sees the effect of the new Link stations before such radical changes are made? The proposed new route for the #11 attempts to partially make up for the loss of the #43 by turning off Madison. It thereby entirely misses the stop at 17th Ave. and E. Madison, which is a major boarding location, including, predictably, wheelchairs and a walker or two. That's natural; there is a large senior housing facility, Council House Retirement Home, a block away on 17th Ave. Other low-income apartments are also close by. Many people are carrying grocery bags from the Central Co-op and Trader Joe's. Even though the newest re-route has the #11 going as far up as 19th Ave, you must remember that Madison is an extremely steep hill, no mean trick by wheelchair or pushing carts or strollers. There is just no good reason to change the #11 route right now. This afternoon I took the #43 from 45th & University Way to Group Health on Capitol Hill. I realized, for the first time, that this easy, natural trip will in future take me 3 separate steps if the #43 is eliminated: 1) a bus to the UW Link Station, 2) the train and finally 3) a bus back up the hill to Group Health. It was a sad thought. The light rail will be wonderful, but Capitol Hill has a lot of territory, a lot of houses and a lot of destinations between those two new stations. The #43 is what connects them. I respectfully suggest that you keep the Northeast plan, but delay the Capitol Hill plan. Thank you for listening to us, the stakeholders.</p>
Catie	Chaplan	43	2	<p>Please don't eliminate the 43. If anything, increase it's frequency. Light rail bypasses a large part of Capitol hill and Montlake and the 43 is a crucial part of transportation in these areas. It connects downtown with the 15th ave e (and group health) and 19th ave e neighborhoods, university of Washington and the U District. According to Metro's time analyses, much of Capitol hill (the large part not near the light rail station) would have slower transit times, with more transfers to reach the U. For riders with limited mobility, many of the distances between transfers and grades are impassable. For everyone affected by the changes, this means having to transfer/wait for buses stuck in traffic in the dark and rain. We should be adding access to transit in one of the fasted growing neighborhoods in Seattle, not reducing it.</p>
Connie	Chaplan	43	2	<p>I am writing to ask you to consider keeping the #43 bus route in operation, as is. The current recommendations are to eliminate the route completely. The #43 bus route is one of the best routes in the city--connecting downtown, Capitol Hill, Montlake, and UDistrict WITH ONE MODE OF TRANSPORTATION ONLY--no changes/connections. The #43 is used by high school and middle school students (at public and private schools), elementary school kids, UW students and faculty, Seattle Central College students, patients at Group Health, people with young children, older people with disabilities. Capitol Hill is getting denser and denser--new developments, new retail and restaurants--it's becoming more popular destination, especially at night--this is not the time to eliminate a route--especially one that requires NO CHANGES OR CONNECTIONS. The proposed changes (to take the 8 to the 48/take the 8 to the light rail station on Broadway) means waiting (in the rain, in the dark, on unsafe corners) for connections (plus the 8 is always stuck on Denny somewhere) or walking up or down a steep hill to Broadway or 23rd Ave E--walks that are unsafe at night, unsafe for women walking alone, unsafe for kids traveling unaccompanied. For example: currently, to get to the main campus of UW, I walk outside of my house, hop on the 43, and get off at campus. The proposed changes would mean I walk outside my house, wait around for the 8 to go to 23rd Ave E, walk across a busy intersection (and one I wouldn't wait at alone at night, ever), wait for the 48, to get to UW. Or, I could walk down to Broadway (assuming the 8 is just never going to show up), hop on the light rail, get off at Husky Stadium, then walk however far it is from the station to the bus stop (which I would be hesitant to do alone, at night), and wait for a bus. With the 43--my incentive is to take the bus--it's easy, I can have heavy bags with me, I can have small children with me--it's easy. With the proposed changes, my incentive is to drive. I don't want to have to take 2-3 modes of transportation, with wait times in unsafe areas. Capitol Hill, in particular between 15th Ave E and 23rd Ave E, is unbelievably well served by the #43--and with the population in this neighborhood growing at an unprecedented rate, keeping this convenient and safe bus route makes sense. PLEASE SAVE THE #43. Thank you for considering this testimony.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frname	Lname	Route	Dist	Comment
Kate	Crisham	43, 25	2	I am a Montlake resident. I am writing to express to you my concern and frustration about the proposed elimination of Metro bus routes 43 and 25, as well as the proposal to limit the number of buses stopping at the Montlake Freeway station after the completion of the 520 project. I live at Boyer and 25th, and work downtown. I rely on the public transit options in our neighborhood to get to work everyday, and drop my daughter off at her school in Capitol Hill (we take the 43 every day), as well as to get home (I take an express bus to the Montlake Freeway station every evening). These public transit options make it possible for me to get to work every day in a timely manner, not have to pay an exorbitant amount in parking downtown, not contribute to the increasing gridlock on our highways and streets during rush hour, and also do what I can to help the environment. I know that I am not the only person in my neighborhood who relies on Metro to get to work, get our children to school, and have convenient access to downtown. Indeed, it is one of the top benefits to living in Montlake. The proposed elimination of the 43 and 25, as well as the proposed changes to the Montlake Freeway station, will have an extremely detrimental impact not only on my family, but also on the entire Montlake neighborhood. The 43 is absolutely necessary to keep Montlake connected to downtown and Capitol Hill. The suggestion to simply walk down to Husky Stadium and take the light rail shows a shocking lack of understanding for the realities of the morning commute, and a distressing lack of concern for our elderly neighbors and those with disabilities, who may not be able to walk a mile to the light rail station. Under the current proposals, my only way of getting downtown will be to walk 1.25 miles from my home to the light rail station. This adds at best 25 minutes and at worst 45 minutes to my current morning commute of 30 minutes. It means I will no longer be able to take my daughter to school. Quite frankly, it means that I will probably have no choice but to join those individuals who drive downtown every day, clogging up the highways and streets of downtown, and shelling out hundreds of dollars a month in parking. I voted for Proposition One with the understanding that the additional taxes would ensure that public transit in the city and county would continue to thrive. I am extremely disappointed that, despite Proposition 1 passing, Routes 43 and 25 are scheduled for elimination. Please consider the needs of Montlake residents, and those who voted for Proposition 1 believing that it would lead to improved transit option, not making it nearly impossible for citizens of this neighborhood to take transit downtown and to Capitol Hill.
TN	Torklep	8, 11, 43, 48	2	The population along East Madison from 20th to 25th will double in the next year. Much of the construction targets residents without cars (no changes to street parking and very few spaces in the new structure's garage, if any). Unfortunately the transit system does not support fewer cars as proposed. Why is there not a reliable, direct route east-west along Madison? Riding a bus (away from Madison) to the nearest transit or light rail station, then back into the city's core, is a waste of fuel, time and resources. Let's get the City Council, SDOT, DPD, Parking enforcement and Metro working together to coordinate an end-to-end plan: the permitting process, construction, parking and transit aligned in a proactive methodology. This is an example of short term changes for silo thinkers - NOTE Many of the incoming residents are not yet in their new buildings to comment - or park. In inclement weather, routes 8, 11, 43 and 48 are virtually cut-off. East Madison and 23rd Ave East shut down due the significant sloped streets in this area.
Aurelie	Evans	11	2	I live in the community and depend on Bus 11 current route. This new route does not accommodate our local community needs. Thank you for your time.
Ryan	O'Connor	43	2	If the goal of Metro Transit is to increase ridership, then deleting heavily used routes without providing a viable alternative is counter to this. I recommend continuing and increasing 43 service.
Carol	Fahrenbruch	25	2	This is to request some sort of continued service to the Laurelhurst loop area that I understand will be discontinued under the current plan. My preference would be a frequent neighborhood shuttle that would connect the Laurelhurst neighborhood to University Village, the UW Campus, and the tunnel station, and to other bus route transfer points, such as the new route on NE 45th Street. The proposed service changes will be a hardship to persons who don't drive or can't walk the hills to or from the new route up on NE 45th Street or walk even farther over to Sand Point Way. Currently the 25 doesn't run often enough to make the commuting connections I need, and I would like to be able to take a local bus to neighborhood shopping and transfer points without walking so far. With the opening of the tunnel station at Husky Stadium, there will be more demand for the 25, not less. I'd really like to ride the bus and my property taxes certainly support it, since I voted for the levy. Thank you for your consideration.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Carrie	Bogner	43	2	Please do not eliminate Route 43. I live on 24th and Route 43 is the only direct rout (21 minutes) to Downtown. If you eliminate, I will need to change buses and it will double my commute time to about 40 minutes. If you need to change the routing, please change it going North so I can go directly to University Village! There are no direct busses that connect us to the largest shopping area in our area. This seems out of touch with what our local needs are. Please keep 43 going into Seattle and give us better options to take the bus to the largest shopping area in our area.
Zarina	Parpia	71	2	I live on the 71 and I strongly urge the Council to avoid cutting this route. This is the only bus that goes directly to downtown and even though it is a bit slow and only comes every 30 minutes, it is still good service. It feels appalling to me that this route might be cut. Seattle needs more direct lines, not less. We need additional routes from Ravenna into both Capitol Hill and downtown, and it feels unacceptable to me that this route is considering being cut altogether. A shuttle to a light rail will not provide the same level of service as a direct bus. Please consider that switching and taking two different modes of transportation can make it much less viable for individuals than taking one direct bus. I hope that priorities can be re-evaluated and additional funding can be found for the bus and light rail system as a whole, and that bus service can be increased instead of cut.
Rachel	Ben-Shmuel	43, 25	2	I plan to attend the Open House at Magnuson Park tonight to express my opposition to the 43 and 25 route elimination, but wanted to make sure you had my letter as well. I appreciate your efforts to sort through Metro Transit route changes and would like your further consideration of proposed cuts to bus routes 43 and 25. I've lived in Montlake 30 years. While I was working, I used these routes, and the ones at the 520 interchange, to get downtown almost every weekday. Now that I'm retired, I still continue to use them for a direct trip to downtown or to First Hill. I am appalled to hear that they're going to be cut, and it's difficult not to perceive it as a direct affront to Montlake, which has withstood the tremendous changes going on at 520 only to also see its direct service to downtown being cut. While, at 67, I can still walk the mile to the new Light Rail station (since I won't be able to access west-bound buses at the interchange any more), what about two years from now? Or when it's pouring? The transfer locations on the 48 are not safe or desirable for seniors. I have long been a strong supporter of Metro Transit, and worked there in its early years. I understand that difficult decisions have to be made to allocate service. But these decisions, to eliminate ALL DIRECT SERVICE to downtown, seem highly unfair. Thank you for your consideration
Kay	Stimson	25, 78	2	Would like to see the 78 routed through Laurelhurst to encourage access to the Light Rail station. If there isn't bus access any closer than Sandpoint Wy. near CHMC or U Village, then either it won't be used as much or people will start parking in neighborhoods or U Village parking lot to use the bus to get to the U. light rail station. I was very encouraged when I first read about the bus changes to accommodate Light rail access, but this isn't much better than what it is now. Please rethink the removal of all bus runs within the Laurelhurst neighborhood. Or there needs to be parking available near the U Light Rail station for commuter use. Thank you.
Tressa	Mattioli Lewis	48	2	Please do not make modifications to route 48! The alterations will make it very difficult to its current riders/commuters.
Russell	Horan	48	2	Removing the 48 from service will be devastating to the northern parts of Capitol Hill, Roanoke Park, and the northern Part of Eastlake. People, including myself ride this bus nearly every day to get to one of the hottest parts of the city in capitol hill. The easy connections allows for one bus and direct connections to jobs, shopping, dining, bars, parks, and more without the need to go downtown. If the 48 is discontinued I will instead drive more places to replace the bus trips I currently use to ply the city. Eastlake, Roanoke Park, and Northern Capitol hill rely on this connection and it is necessary to get us to other parts of the city. Other bus lines currently offer do not offer the same service that the 48 does and removing it from service will be absolutely devastating
Mark	Shepherd	25	2	Route 25 should be eliminated through Laurelhurst. I see the bus daily. Ridership is extremely low, nearly nonexistent, once the bus passes Childrens. Occasionally there will be a rider on board. Rarely are there even 3 or 4 riders. Almost always the bus is empty. The current route wastes money and fuel. Our resources can be put to much better use with the proposed route 78 and DART.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Carley	Stixrood	25	2	I am opposed to elimination of the route 25. Using this route allowed me to commute to my job downtown for several years. The same service is not offered by the light rail. The commute between my Boyer Avenue neighborhood and downtown will be significantly longer if this route is eliminated. It will be more convenient to drive downtown than take transit if this route is eliminated. Boyer Avenue is narrow for a Bus route. I recommend using a smaller (narrower) vehicle similar to the Microsoft busses we see frequently on the road.
Rachel	McLellan	43	2	This is the route my young children and I use to get downtown. Currently we walk two blocks to the stop. If we have to take Light Rail, we will have to walk more than a mile to Husky Stadium or take a bus north to catch the Light Rail south. That's not happening with a 2 year old and a 5 year old. The 43 is not some obscure route. This is a major route that links the University District, Montlake and Capitol Hill to downtown. This is our direct connection to downtown. It follows major roads: 24th to John and then downtown to the Pike/Pine corridor. Maybe the U District and Capitol Hill will be served adequately by the new Light Rail stops, but I know my neighborhood will not be. We want to do the right thing and ride the bus. We want to keep traffic off the roads and emissions out of the sky. We want to avoid the hassle of parking downtown--thereby freeing up spots for others. We want to get downtown without paying exorbitant parking fees. I'm not trying to be dramatic, but I am being honest when I say that we will not take public transportation to get downtown if we have to go to Husky Stadium instead of walking a few blocks to catch a bus. In summary, please save the 43!
Tad	Sommerville	--	2	I want to access Montlake Station to ride Sounder to the airport. I always have luggage. Montlake Boulevard is usually a parking lot in the morning. I live in Laurelhurst. Here is the solution. Provide Jitney service from the Children's Hospital traffic circle on NE 45th Street to Montlake Station via Mary Gates and the dirt service road located behind the track, softball and soccer fields. This way, we can get to the station quickly without getting stuck in southbound Montlake traffic. Run the jitney service every half hour. Not only should it be available to the hospital staff and patients; but also, to the public. Charge the public \$1.00 if necessary. I spoke to Ted Day from Metro who was in attendance at the open house and he thought that it was an excellent idea. As it stands now, we airport bound travelers with luggage from Laurelhurst can neither access the station easily via private vehicles (there is no drop zone on southbound Montlake), nor can we easily access the station using existing or planned bus routes. The UW might resist, but remind them, they are getting there own light rail station. Besides, patients and staff from the hospital require a quick and traffic-free ride to the light rail station - and the public should be able to join them from the NE 45th traffic circle. Thank you. I look forward to hearing from you. Let's implement this now.
Ellen	Wijsman	71	2	I am concerned about the cancellation of the 71, and the re-routing of busses in the NE Seattle section currently served by the 71. I use both the 71 and the 30/74 because I live about half-way in-between the two routes. For my own commute, it probably will mean that I end up driving to work more often because there are fewer bus options, so that on days when I miss the obvious pickup by the 74 and can't afford to wait for the next one, I will have to take the car to work. When the proposed new routes came out, I looked to see what this would mean for someone who works in the U-District in the area of 45th St. and Brooklyn. This involves a quick walk to the University Ave bus stops, or the bus stops on 15th, but is somewhat far from the bus stops on Campus Parkway or Stevens Way on the UW campus (~15 minutes walk to either of these). Elimination of the 71 is going to make use of public transport quite inconvenient for anyone living between about NE 65th and 80th streets, and approximately 35th Ave and 50th Ave. There is now a big black hole in terms of direct bus lines to that area - which houses quite a lot of people who work in the U district. Once you start requiring either long walks to get a bus that has the right route, or a short commute requires a bus transfer, it starts being a lot less attractive.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Liz	Diether-Martin	16	2	My comments address not just 16 but the missing east-west service. In the Green Lake / Wallingford neighborhood we are overrun with traffic from Ballard to I-5. There are now traffic jams (3 or 4 light cycles) on Latona turning on to 50th and 65th. All the new residences built in Ballard and Green Lake have increased traffic thru our neighborhood. They need transit so they can get out of their cars and out of my neighborhood which is becoming less of a neighborhood and more of a parking lot and drive-through. The added 62 does add transit to the east on 65th. Great. But how to get the Ballard people to that light rail? I see nothing to address that. Next concern is the removal of transit from Wallingford green lake to north gate medical facilities and North Seattle College. This is well used route and I have heard from many neighbors that they need to get to north gate without that bus.
Shelley	Nixon Shepherd	25	2	Ridership within Laurelhurst is extremely low and non-existent for the most part and agree it needs to be deleted. A bus can be caught close to Sandpoint. Save these dollars for those requiring transportation
Kimberly	Kinchen	43	2	Seriously reconsider deletion of the 43 route, at least until you run it in conjunction with the new Link service for a 3 to 6 month period. This is the only direct route the 15th Ave E corridor on the east side of the hill has to the U-District. Walking 8 or more blocks to a Link train at Broadway already packed with riders who got on downtown is not improved service. There are large numbers of students, staff, and faculty who work at UW and live in the area for whom walking to Link or the 48 makes taking transit much less attractive and who will choose to drive. This should never be a result when you rearrange schedules and routes. This is a critical link to Montlake and the U-District and you need to keep it or, again, study actual ridership patterns, volumes, etc., before cutting this route. This also makes it harder for non-competitive/athletic cyclists who live on the hill and commute to the U-District by bike and put their bikes on the bus to get back up the hill. It means competition for racks on the 48 during peak hours, even with added service, and still includes a climb that is not ideal for average people who just need to get around by bike. (Also, Link capacity for bikes is really not fantastic, especially during rush hours and especially when compared to bus capacity for bikes). CH is a very "bikey" neighborhood so I think this is a real consideration. Retain route 43.
Annie	Stirood	25	2	I am an avid walker but elimination of the 25 as a connection to the new light rail station at Husky Stadium will be a significant inconvenience, at least a mile from my home. Bus service from the 49 is much closer but requires a very steep walk up a substandard stairway that is poorly lighted. The stairway will likely be unusable during 520 construction. Please consider a smaller bus connector to serve Montlake and Portage Bay for access to the new light rail.
Peter	Durkee	71	2	Am I correct in thinking that replacing all the bus routes that go downtown currently with a bus trip to Husky Stadium and a transfer to light rail will effectively double the price of the trip? If true, that would be unfortunate.
Isabel	Reeb	48, 71, 72, 73	2	As a frequent route 48, 71, 72, and 73 user I just want to say that there is not a time in the day where I would get onto one of those buses and it did not get full while I was riding. Taking these routes away and not giving all of those people an alternative will leave many without a way of getting to and from work, school, grocery shopping and many other essential daily activities. Please reconsider.
Cathy	Lander	68	2	I currently commute by bus to work (in Shoreline) and route 68 is one leg of my commute. The proposed changes include eliminating route 68 stating that route 372 offers alternate/duplicate service. This is not the case. 372 is strictly north/south whereas I, and many others that I see daily on the 68, need not just the north/south connection, but the east/west connection to Roosevelt and Northgate Transit Center. Walking through the UW campus early in the morning and fall/winter evenings in the dark to catch a new connection is not a safe option. The 75 also involves a long walk to a bus stop that is not quite as visible and safe. Taking a 3rd bus for my commute adds too much time to an already long commute (even in rush hour traffic, driving time is considerably less). I am unaware of any routes that can provide not just the north/south but also the east/west component that the 68 offers. With the lack of this option, I will be driving. Very disappointed after years of utilizing the bus and having chosen where I live because of the service. I hope you can reconsider keeping the 68. I do not think the reason for eliminating it is accurate.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Karim	Batthish	25, 43, 545	2	25 and 43 connect Montlake to the rest of Seattle. 25 already comes too seldom and connects us with Eastlake and Lake Union. 43 takes us up the very big hill. Walking and biking is not an option for many of us or for those with children. We are already losing the Montlake Flyer station during peak, which means the 545 won't stop during peak, when it is most valuable to our community of whom many work on the Eastside and travel there by transit to avoid peak traffic. We need the 25, 43 and 545 to continue service to Montlake - or suitable, frequent replacements must make up for the loss of each. The neighborhood is on its way to being a transit-free island
Andrew	Harris	71,72,73,16,43,66	2	The 71-73 Routes are my main bus to and from downtown. I also use the 71 to shop.
				I attended the King County transportation committee meeting on October 6 and I am now submitting my comments for the record. The University Link light rail is an extremely difficult station to provide feeder service to. Basically it is an intermediate stop that is being forced to accommodate connections many of which will not be necessary once the Link light rail is extended to Northgate. I think there should be recognition that this is a major access point for light rail only until Link is extended to Northgate and have less restructuring of north end service at this time. Accordingly, I oppose the recommended service changes. First, there is too much reliance on using Stevens Way on the University of Washington campus to connect to the light rail. The walk on Rainier Vista to the light rail station is too far for a comfortable transfer and will feel unsafe in the dark and rain. The walk required by this transfer does not meet industry standards. This will be a real hardship to many transit riders, especially the elderly and people with disabilities. As stated above, I would like Metro to rethink many of these recommended changes; I also am making the following if Metro goes ahead with these changes, I urge the following: In order to shorten the walk from Stevens Way to the light rail station, the transfer bus stop on Stevens Way should be at Rainier Vista itself not at one of the nearby stops such as the UW Medical Center stop. I have not seen information about a possible new stop at Rainier Vista. I support the new route 78. However, I don't think that the route 78 as currently proposed meets the objective of providing good service to the light station for these neighborhoods for the following reasons. First, half hour headways are not sufficient. Headways should be every 15 minutes. Second, weekday service only is not sufficient. There should be weekend service. Third, the proposed route 78 has a lot of service on neighborhood streets with a very a circuitous route through the neighborhood and this route will not get much ridership. With such limited service the route is being set up to fail. It will eventually be eliminated as an underperforming route. If the proposed 78 is to be successful it needs more frequent service and a more direct route. I would like to see additional service that connects to the light rail and doesn't rely on a transfer on Stevens Way and the walk on Rainier Vista. With this objective in mind, I would like to see Metro provide new service on 25th Ave N.E. that provides services to the light rail station, as perhaps as far north as University Prep at 80th Ave N.E. This route would provide direct service to the station on a major arterial and the new route could be through routed as the current 78 is proposed to be. Such a route would eliminate a number of transfers on the UW campus at Rainier Vista, providing better access to the light rail station. I also urge that you do not eliminate route 16. It is a solid route that provides needed access to North Seattle Community College and medical facilities in the Northgate area. It should remain on Aurora, rather than moving to Dexter. Thank you for consideration of my comments.
Patricia	Chapman	78, 16	2	
Helen	Matzger	43	2	Dear King County Council: I implore you to reconsider the deletion of the Bus 43 line. My 14 year old daughter goes to high school at Pike and Summit Ave and we live near Aloha and 23rd. She takes the 43 both ways (leaves for school around 7:15 am and returns between 3:30 and 5:30 depending on sports practice). The light rail will not help her for intra-Capitol Hill commute. The alternative being proposed means much additional time to get to and from the bus stop on streets that are not well lit (vs. what she does now to walk 2 blocks to well lit 23rd to wait for the bus). The added time and worry this means for us a family is substantial. Regular buses during commute hours would be well utilized. Thank you for your consideration.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Nicholas	Burmesiter	43	2	Please don't cut route 43. It is a well used route that can't be readily patched by the 48/8 routes without some inconvenience to travelers. You could perhaps cut the 48 a bit if you need to cut somewhere. There are always seems to be a ton of them, back to back.
Marla	Steinhoff	74, 75	2	I live in the Mount Baker neighborhood and work at the NOAA campus next to Magnuson Park in N. Seattle. I was interested in a viable option using the Mt Baker/UW light link connection followed by a bus to the NOAA campus/nearby on Sand Point Way NE (next to Magnuson Park). From what I can gather, I do not really see a viable option to connect the campus to the UW light link. I believe that route 30 which will be deleted may have worked best? The 74 does not come close to the UW link station and the 75 doesn't appear to come close to the NOAA campus. My current best option appears to be light link/two buses which will probably take twice as long as driving and costly. I hope KC will consider options to service commuters at NOAA/Magnuson Park.
Luis	Hernandez	242	2	I'm very surprised the 242 is on track to be cancelled. I ride it every day, and find it heavily used. I've spoken with various riders who are quite worried because of the difficulty the elimination of the route creates for (a) people who commute from north of Ravenna and (b) people who need to reach locations in Redmond not covered by the 542. A commute that is already 30-45 minutes is greatly increased and in some cases made untenable due to the large amount of transfers needed to rebuild a similar route without the 242. Please reconsider.
Caitlin	McClain	48, 43	2	I am writing on behalf of ~50+ high school student-athletes from Holy Names Academy who take the 48/43 from HNA to the UDistrict and transfer to the 31/32 to get to the Lake Union Crew boathouse at 2520 Westlake Ave N. for their daily crew practice. We rely on these routes as the quickest, most direct way for our team of 100 to get to practice by 3:30pm. The other routes that go that direction either arrive too late, or go through less safe areas of town. It would be a shame for these to be cut, unless there is a comparable replacement. Thank you for your consideration.
Marci	Foster	30, 74	2	In the 26 yrs I've lived here, 74 originally ran weekly all day and late eves. Then it became just Xprs with 30 added to provide local weekly day and eve service. Then 30 weekend and eve service was cut. Now there's to be no 30 at all?! How do you expect all the elderly and those who cannot drive or bike, who live along the 55th St corridor, get to the Ave area for shopping, transferring to crossstown buses, and/or recreation? In eliminating 30 here, you'd be doing a grievous disservice to Seattle citizens that equates to chopping off ones feet! PLEASE RECONSIDER THIS MOVE! Thank you!
Ellen	Bynum	71, 70	2	Please do not reduce the bus service capacity and frequency from Cowen Park to downtown. Residents of Park Vista Cooperative (49 units) depend on this service for transport to work, medical and dental care, grocery and other shopping as well as to attend various sports and entertainment activities. Many residents DO NOT own a car, bike or motorscooter. In the past some residents of Park Vista have needed accessible services as well. Often the buses are full when they arrive at the Cowen Park stops making access impossible. Also, night service returning from downtown is important to a number of residents at Park Vista and is also a huge safety issue for us. If you must reduce the frequency of services, please also consider the full bus problem which effectively gives NO SERVICE as the bus is filled. This problem needs to be fixed. Thank you for your time and public service.
Dolores	Mirabella	43	2	I am 71 years old. The elimination of the #43 bus route will be a major hardship for me and will likely result in my being housebound. Which way would you like your mother to get downtown? (I won't even get in to getting to Group Health on Capitol Hill) The Current #43 1. Wait for bus (5 minutes), get on bus and pay fare 2. Transit to downtown (25 minutes) 3. Get off the bus at 3rd and Pine Total time 30 minutes, no hassle. Or Is This Better? The #48 1. Wait for bus (5 minutes), get on bus and pay fare 2. Transit to the Montlake Station (5 minutes, 15 minutes or 30 minutes, depending on traffic/time of day. Longer if the bridge is up) 3. Cross major intersections and walk in the rain/dark to Link Light Rail station (10 minutes) 4. Wait for train (5 - 10 minutes) 5. Board train and pay 2nd fare. 6. Transit to downtown (8 minutes!) 7. Get off train in tunnel. Where? Is it safe? 8. Walk to my destination (How long? How far?) Total time: Minimally 38 minutes, more likely, 50 minutes, major hassle.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Jean	Hays	50	2	It makes sense to reduce the number of bus routes when the next Link Light Rail service begins, HOWEVER Metro really must consider adding feeder buses to feed into the Light Rail system. The feeder/shuttle buses should FREQUENTLY circulate in neighborhoods, moving passengers to and from Light Rail. That will make the whole system viable.
David	Anderson	43	2	I have nothing bad to say about expanding light rail. I look forward to the new stations opening up. However, to think that that "solves" transportation needs for those of us that live between stops on Capitol Hill, please, please, please reconsider! Light rail is no substitute for bus service. A nice complement, yes. But to eliminate bus service suddenly makes us "flyover" or rather, "roll-under" country. Seems like a decision to reallocate funds made by someone who doesn't even ride the bus. My daughter needs to ride the 43 to school in the morning and back home again at night. Dark at both ends of the day in the winter months. Please maintain bus service. Thank you!
Kristin	Ogren	71	2	I am writing to express dismay at the proposed deleting of Route 71. This will cause hardship for myself and my husband who are in our 70's as well as many other seniors and those with disabilities in our neighborhood. While we still drive, we prefer to take the bus when we go to the U District or downtown Seattle. We have lived in our home --- and paid property taxes --- for 46 years. We look forward to living in our home for years to come and having accessible public transportation is a crucial part of that plan. Currently we walk a half block to the #71 bus stop. The proposed #78 will not take us to the U District, will not run on weekends, and will require us to navigate the congested area at UW Station to get downtown. This is not user-friendly for older folks and, if enacted, will make us re-think our plan of aging in place in the city. I hope you will seriously reconsider saving #71. Thank you.
Carolyn	Fisher	30, 71	2	Bus service in my neighborhood has deteriorated over the last few years and with the elimination of routes 30 and 71 it will become much worse. You mention added peak hour service for bus 74 but I presume that will only run during the heavy commuting times on weekdays. Many people need bus service throughout the day and on weekends. Until 3 or 4 years ago I was able to catch bus #30, which ran every half hour, one block from my home and ride it to the U District and all the way to Seattle Center. Then the route for bus #30 was shortened to run between Magnuson Park and the U District only. They added bus 32 (which is also being revised) but it requires that you catch the bus by Children's Hospital which is a long walk if someone has health issues and it takes a long time to get through campus and all the way to Seattle Center. It is almost faster to take the Rapidride D bus to Ballard, transfer to bus #44 to the U District and catch bus #71 to get home. It is such a hassle that I've decided not to go to any Seattle Rep matinees this year. I know that doesn't really matter but it is disappointing. Next they changed the schedule so bus 30 runs only during commuting hours on weekdays so the best option became bus #71 which is 9 blocks away, slightly uphill. Now bus #30 and #71 are being eliminated so I wonder how we are supposed to get around by bus. I believe you should postpone these route changes until the light rail station in the U District is operating. Trying to bus everyone down to the football stadium and forcing them to transfer to the light rail will increase the often almost impossible bottleneck on Montlake. Forcing everyone to go there when their final destination is the U District or some other area will cause hardships for many people.
Tom	Ogren	71	2	Please reconsider canceling # 71. It is vital link to the "U" district, The Ave and down town. Taking #62 would add considerable time to WestLake and leave the NE area underserved if it is the only option. Our area has a high population of senior citizens and getting to a bus stop of more than a few blocks makes it impossible. I take the bus twice a week and depend on it to get downtown. My option would be to take a car and I really don't want to do that. Please leave #71 in service. Thanks.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
James	Hanford	71, 72, 73, 372X	2	<p>Dear Metro, and Representative Dembowski. I have comments on the proposed Metro changes. They are singular comments but all related. I think my concerns highlight what I see as a lack of understanding of what happens "on the ground" in the neighborhood bus routes. We live in the University District, by which I mean the area north and west of the UW, west of 20th Ave NE to Interstate 5, Ravenna Blvd on the North, and Portage Bay on the south. 1. We have good bus service here with connections to downtown, to the north, and to the east and west. We primarily use the 70 series buses. They are not always great - buses can be late, can be very crowded, etc. But I believe that the proposal actually diminishes the level of service to residents of the University District. This is ironic given that the University District and the neighboring Roosevelt area are seeing significant increases in housing density, and especially housing with no on-site parking. It seems a particularly bad time to be removing buses here. 2. Regarding elimination of the 72. My daughter takes the 72 to school at Nathan Hale. She walks 3 blocks to catch the bus in the morning. She walks about 3 blocks from Lake City Way to get to Nathan Hale. This is reasonable. The alternative has been for her to take the 65 and transfer to the 71 but the 71 is also being eliminated. I understand that the intent is that she take the 372X. This is not acceptable. Google maps shows it is over 6/10 of a mile to that bus route from our house. And the route is down the steepest hill in all of Seattle. The proximity of the 372X to the 72 also doesn't meet the criteria Metro established for eliminating routes, which is allowed when there is a parallel route within ? mile. 3. Currently the 72 connects the University District and Lake City. The U District is the densest part of the University District Urban Center. Lake City is an Urban Village. As I said, the U District is seeing rapid growth of housing and work. Lake City is also growing. These neighborhoods should be connected as they are now. The 372X connects Lake City with University Village and the UW Campus. The Village and the Campus are a long way from the residential and employment portions of the University District, so these are not the same thing. There are no reasonable alternate routes that get one from Lake City to the University District. 4. Regarding elimination of the 71, 72, and 73 buses (the 73 remains in name only - it is entirely different). These are the buses that local residents currently take to downtown Seattle. Arguably they are not great for that, since they also transport large amounts of students to and from campus. These buses are always full or overflow. They are often late, especially during rush hours. It appears the intent is to make residents who want to go downtown take a different bus (I am not sure which one) to the Link Light Rail station at Husky stadium. It is suggested that this will reduce delays and improve service. The problem is that the delays on the 70 series buses are generated as they pass through the U District, not elsewhere. Today while I waited on "The Ave," two buses passed our stop that were so full they didn't stop. The next one I got on but it too was soon full. Delays in service to downtown are not due to going downtown but are due to travelling through the U District and the areas near to the north. The new proposals will not solve that. Link might be faster but it won't matter. 5. Diversity of Options for going downtown. I believe other legitimate options for going downtown other than Link should be maintained. We shouldn't make a single route the only option. Multiple options make for a more resilient and diversified system. 6. I do not see legitimate real planning for getting the large number of feeder buses through the Montlake area accessing the Husky Stadium station. (This station is not in the U District - it is at Husky Stadium where it really just serves the Medical Center). During most of the day, Montlake is one of the most congested traffic areas in Seattle. More vehicles will make this worse, and connections of transit riders will be delayed. There needs to be bus-only lanes, shelters, etc. Without better planning and infrastructure I don't believe it is a viable option. Thank you for your attention.</p>
Sara	Hart	71, 72, 73, 48, 66, 67	2	<p>Your changes will make it much more difficult to live in Seattle without owning a car!!!! My autistic son who lives in the University district relies on the 71 to get to work in Wedgwood three days a week. You are taking away his ONLY means of transportation to work without providing an alternate route. My husband and I don't own a car. Until these changes take place, it's been easy to go carless in Seattle. These changes will make it much MORE difficult to move about Seattle. Not everyone takes the bus to get downtown. Your proposal doesn't seem to recognize that fact.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Craig	Loveland	43	2	I want to add my name to the chorus of Montlake and North Capitol Hill residents who are protesting the proposed discontinuation of Metro bus route #43. Metro planners are recommending that in the future, Montlake residents who want to travel downtown should ride the #48 bus northbound to the light rail station at Husky stadium and then transfer to a train which will take them downtown. They say that because the trains will run every eight minutes and get downtown with only two stops, this trip will actually be faster than it is today to ride the #43. This is wishful thinking on their part. It ignores what the radio station traffic reporters are now calling "the Montlake Mess," which is a polite name for the almost undrivable conditions since the new stoplight was installed for vehicles exiting westbound from highway 520. I currently catch the #43 bus outside the Montlake library. If I were to cross the street and catch the #48, so I could go north to Husky stadium, my bus would need to cross EIGHT STOPLIGHTS to travel less than 2 mile (at E McGraw, E Roanoke, Lake Washington Blvd, 520 offramp, E Hamlin, E Shelby, Montlake bridge, and Pacific Ave). At any given time of the day, at least two or three of those lights are red. Traffic backs up on 520, in both directions, just trying to get off the highway and go north across the Montlake Cut. I am a big fan of the light rail system and am anxiously awaiting the opening of the Husky stadium station. I plan to take it to the airport whenever I fly. But it simply won't work as alternative to the #43 bus to get downtown.
Charles	Hart	71, 72, 73	2	The primary reason we chose to purchase in this neighborhood was because of the excellent transportation options. We could catch a bus across the street headed to downtown or take the #72 to Lake City or the #71 to Wedgewood. In your proposed changes, Wedgewood will be almost impossible to reach unless we take a #48 to Husky Stadium, then a light rail to downtown to catch a third Northbound bus. These changes have made our neighborhood far less accessible to destinations North of downtown. The University district has been a transportation hub. That's why we moved here. The proposed changes are a gimmick to force people use the light rail link, even when it takes them out of their way. It will make travel more time consuming and far less convenient. I'm quite distraught and too old to consider moving. I don't know where in King County I could find better transportation options, except for downtown, which I can't afford. The proposed changes will essentially ruin my "urban village."
Lynn	Warner	25, 43, 255, 545	2	I live in Montlake and we are watching our bus routes disappear! With the 520 project, we will no longer be able to walk down to the 520 roadbed and pick up an express bus to downtown Seattle. And the 25 and 43 are both on the chopping block now, too! I have heard arguments that ridership on these routes is low (particularly the 25) but in all honesty, a bus that runs about once an hour trains potential riders to look elsewhere for transportation. Please reconsider the loss of these routes. To have a neighborhood served by only the 48 is utterly unfair.
Richard	Brown	43	2	Please do not eliminate route 43. Doing so will replace a very convenient one-bus ride from Montlake to Capitol Hill or downtown with a requirement to change buses, or to change from bus to light rail, thus increasing transit times considerably. Elimination of 43 will cause me to be much more likely to drive to Capitol Hill.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Mimi	Deburle	43, 25, 16	2	<p>My problem is that what is going on makes me understand why so many people do not trust government. I voted in good faith for the link light rail service because I was led to believe its purpose was to reduce automobile traffic, and it appears from what I heard at the meeting all it will really do is reduce bus service. I certainly will be driving more if I have to transfer to get to Group Health, 15th Ave to shop, and downtown, even though I am aware how bad automobile traffic is for the environment. I am a person who has used public transportation as much as possible just for that reason. I also voted to increase vehicle license fees which was supposed to be for the purpose of increasing bus service, specifically routes 25 and 43, so it comes as somewhat of a shock to find they are considering eliminating those routes. I am not sure how that would be considered improved service, and I would like to know where that money is going. My daughter lives in Wallingford and commutes on route 16. The proposed changes would increase her commute time by a good 20 minutes and she tells me by the time the 16 gets close to her work it is standing room only. We moved to Montlake 47 years ago. While many white folks were fleeing to the suburbs, we wanted to live in a close neighborhood, with good public transportation. That has deteriorated over the years, but it is still better than it would be if Metro was allowed to make the draconian cuts they are proposing. I know I am approaching the time when I will no longer be able to drive, and I hope I am not forced from my home because public transportation would be so difficult. Before Metro makes these changes there should be an independent committee to try the various ways that Metro is suggesting to actually test to see how great they supposedly are. I do know that the bus line that used to run to the airport was faster and way more convenient than light rail.</p>
Linda	Nash	70, 71, 72, 30	2	<p>RE: Proposed deletions of 71-72-73 along University Way NE I wrote to Metro approximately a year-and-a-half ago and attended two comment meetings to oppose the planned cuts to the 71-72-73 buses along University Way NE. I strongly supported the initiative to obtain new funding. Now I am dumbfounded that, after winning major new funding, Metro plans to continue with these cuts. The City/Metro should not cut service on one of the major NE transportation corridors at time when density in the neighborhood is exploding, much of it with no provisions for parking. Moreover, the proposed rider alternatives provide no meaningful connections to the north other than to Northgate. There will now be no reasonable connections between the University District and Lake City and the University District and Wedgwood. My (disabled) daughter depends upon the 72 or the 71+65 to reach her public high school (Nathan Hale). In the absence of this service, we are told that she should walk one mile down/up a very steep hill to access the 372 on 25th Ave NE. This is not a viable alternative. It is even less viable given that Metro is also proposing to cut Bus #30, which provides a non-peak connection (albeit infrequent) between Ravenna and 25th Ave NE/Sandpoint. It appears that even the proposed southbound service to the UW is inadequate for current and future needs. Currently during morning rush hour, 13-15 buses per hour head south from the upper Ave/15th Ave NE (the 70s plus #48); all are packed. Under the proposed plan, it seems there will be roughly 14 buses per hour on (headed toward Husky Stadium); moreover, it is not clear whether any of these will be double buses as the 70s are. It is hard for me to see how this plan addresses current overcrowding issues, much less plans for prospective rapid increases in ridership over the next 1-4 years. Essentially, this Metro proposal would gut the transit options and increase traffic problems in a neighborhood that has been chosen for massive increases in density because of the transit options. Many people who live in this neighborhood have selected it because of the transportation options that have, for decades, been available here, both to downtown and to north Seattle. Last year, the proposed deletions were offered with the explanation that the issue was funding. Now that more funding is in place, the reason is the imminent opening of the Husky Stadium light rail station. Light rail service between Husky stadium and downtown in no way compensates for these proposed route deletions. Politically, I am a left-liberal that has voted for every public transit bond initiative that has come my way (except for the monorail proposals). If this proposal is passed without significant revision, I will certainly vote against the upcoming Sound Transit initiative. I sincerely hope that Metro will reconsider.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Elizabeth	Anderson	66, 70	2	Dear King County Council, Thank you for the opportunity to submit comments about proposed changes to Metro service in Seattle. I live in the Eastlake neighborhood: one of the reasons I live here is because I do not have a car and the neighborhood is well-connected by bus to downtown and other sections of the city. Please do not diminish bus service to this neighborhood with the arrival of light rail to the University District. Eastlake would not be served by light rail, and the removal of bus routes such as the 66 would be a particular hardship for those of us who rely on transit not only for work but for necessary errands such as grocery shopping and health care. Moreover, this neighborhood is densely populated, and the number of people who live here will only increase due to the increasing number of large residential buildings that are being constructed all over the neighborhood. Buses of all kinds are already wildly over-crowded. If anything, we need increased transit service--for example an extension of the south Lake Union trolley--and not fewer options with fewer buses. I have voted repeatedly in favor of increasing funding for Metro and will continue to do so. I hope the county council will ensure that those of us who are committed to transit and sustainable transportation in this city continue to receive the service we need. Many thanks for your time and consideration,
Nancy	Nakatsu	43	2	Please do not scrap route 43. I understand that people going directly from the UW to Capitol Hill or Westlake Station could take the train. But I am a regular bus rider from Capitol Hill to downtown, and would be inconvenienced by the loss of route 43. Route 47 is an option, but its infrequent runs and bus stop locations are not ideal for me.
James	Pidgeon	25	2	I have a bad hip and knees and will have significant trouble walking down the 30% grade 1/4 mile to Sand Point, or the 40% grade 1/4 mile to 47th to meet whatever bus I can catch. The reason no-one rides the 25 is that it has incredibly inconvenient hours (especially in the evenings for those of us who work downtown (Harborview) past 6pm) and doesn't cycle through the neighborhood very frequently. Weekend service is dismal. It would be better to have a shorter run, shuttling through to the new UW station, to the U District and University Village and then back up through View Ridge and Laurelhurst so we could get some use out of it. Smaller more frequent buses taking us to transfer points would be an effective approach, and probably increase ridership. The proposed new routes mean that I will always have to drive to do shopping since I won't be carrying or dragging loads up these hills. And I will always be using my car to go to work, while I am still working. And I will be stuck when I retire and have a fixed income - effectively, this level of service means I will always have to drive, which is bad for me as well as the environment. If Metro is concerned about the costs of serving those in Laurelhurst who can't negotiate steep hills, especially slippery slopes during rainy months, an alternative suggestion is for you to establish an Uber account and allow those of us who will not have reasonable access to busses to simply call in and be picked up and then dropped off at the new UW station or a bus stop in the U District. I don't mind transferring, but I do mind negotiating these hills to get to the busses.
Joy	Jernigan	75	3	Let's make it easier for Seattle Children's patients/families and employees to get to and from the hospital with more frequent (8-12 minute) bus service. More frequent bus service would also help reduce congestion in the surrounding neighborhoods by getting more cars off the road. I commute from Redmond via Sound Transit 542 and then transfer to Metro 75. If bus service to the hospital and Sand Point Way were to be cut, I would have to start driving to work. Thank you for your consideration.
Joshua	Chittle	26, 31, 32	4	The changes to these routes will significantly impede my ability to get to work. The 26X route should be rolled into the 26, instead of the reverse.
Jeff	Waymack	16	4	We have lived at the above address for over 30 years and have regularly used the 16 to either go downtown, Green Lake or North Gate. I use the bus daily to go to my health club in the Green Lake area. My wife and I use the bus to go downtown since traffic is so bad and parking unavailable or more sometimes more expensive that what we might be buying. Just last night (10/5/15) we returned by plane from a trip to SF and used the light rail to Westlake Plaza and then took the 16 home. On the occasions when I have ridden the bus downtown in the morning, I am lucky to get a seat less than 1/3 the way through the 16's route. There are regularly lines of people waiting at stops after me trying to get on an already full bus. I would guess they have to wait for 2 or 3 buses before they can get a ride. We are both retired and with the deletion of the 16 route, there will be no immediate lines for us to use. Please seriously reconsider your plans to deleted route 16.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Valerie	Courtney	48	4	<p>I am strongly opposed to splitting route number 48. I live in Greenwood and the bus is perfect for our family. My children are able to take the bus with no transfers directly from their home, where the bustop is one and a half blocks away, to their school on Capitol Hill where the bus stops three short blocks from their school. As a parent I am comfortable with them making the commute on their own because there are no transfers. However as I understand the proposal, the number 48 would only go from =Loyal Heights to the U District at which point my children would have to transfer to a different bus to get to school on Capitol Hill, adding possible confusion, time, and posing greater safety issues. I also use the number 48 occasionally to commute to work. I must transfer in the University District reach my workplace on Sand Point Way. Therefore I can attest that making a transfer can add up to half-an-hour of time to the commute. Please do not make changes that split route number 48. Adding more buses to the existing line would be a better solution. Please do not increase the inconvenience factor for people, like my family, who would have to add extra transfers if the route were split. If this route was to split, it would put more cars on the road because people like us would opt to drive their children rather than allow them the freedom and learning opportunity of taking the bus. Thank you for your consideration</p>
Kimberly	Malone	16	4	<p>I object to the proposed changes to Route 16 due to road safety and noise issues. This route crosses in front of my house on a street that is not wide enough to allow for 2 way traffic. The buses have a difficult time making turns in our neighborhood often hold up traffic. Cars often have to pull over to allow the oncoming bus to go by because the bus regularly drives over the center line of a two way street. It is not safe for anyone in the neighborhood. I appreciate the problem is hard to solve but increasing the frequency of the runs makes the safety issues even worse. These must be addressed before running buses even more frequently in the Meridian - Kirkwood PI N - Woodlawn corridor in the Green Lake neighborhood.</p>
Forrest	Corbett	316, 76, 16	4	<p>Hello and thank you for your time and service to the county. For the most part, I ride route 316 on a daily basis. When it doesn't show up for the northbound route, I sometimes ride the 76. And when neither of those routes are running, I ride the 16. The changes to these routes result in a reduction of service level. For example, since the changes were made to take the 316 out of the tunnel, my commute has been extended by about 10-15 minutes each way. Whereas my previous commute had been about 40 minutes, it now often takes nearly an hour. On Monday it took over an hour. A friend of mine who lives east of Marysville (Snohomish county) can get downtown in 70 minutes by bus. Coworkers who live near Issaquah and Snoqualmie ridge can get to work in 20-30 minutes by bus. Changing the 316 so that it takes 50-55 minutes, is a change in the wrong direction. By bicycle, my entire trip to work is about 7.5 miles. The 316 has been the quickest route. The '16 takes at least an hour in good traffic. Removing that route and having to take the new 26 route, will take even longer. I'm sure you've heard it before, but I'll say it again: Seattle voters approved a measure to keep Metro from cutting service. At the very least, Metro should maintain the level of service it has been providing - not reduce it. Next, Green Lake is one of the designated Urban Village. This neighborhood has far exceeded growth goals and expectations. However, transit service has not increased proportionally. Many large developments have been built, and more are under construction. The city has been waving parking requirements citing transit and Metro increasing transit to urban villages. One apartment complex is going in with ZERO parking spaces for residents. I realize that's a different agency than you and you can't be expected to keep their promises. That said, please keep the past, present and planned growth of the area in mind when planning your changes. It seems like other urban villages have been getting Metro's attention, while Green Lake's has been ignored. Many hundreds of apartment units have gone in within the past couple years, and I haven't seen any increases in transit. The 316 always has many passengers standing, be it morning or evening. My requests are as follows: 1. At the very least, maintain the service level you had a month ago. Put the 316 and 76 back in the bus tunnel. Do not cut the 16. If you can't put it in the tunnel, increase the size of the covered area at the start of the route downtown. Add another stop farther south for the southbound route. 2. Increase the frequency of the 316 or add another route that provides similar service. 3. Increase the amount of time each day the 316 runs. Thank you for your care an attention to this matter.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Robert	Sibson	26, 26X	4	<p>I would like to add to previous comments submitted online. After attending the public meeting this evening it was clear to me that the central northern core of the city is not being catered to in your proposal. My initial comments about growth in the central northern corridor and the fact that changes in this section of the city have absolutely nothing to do with the link to the light rail remain. However, I would like to add a couple of more points. 1. You need to notify regular riders of the 26 about the impending cancellation of the route before the decision is final, not after. A large number of Route 26 riders are most likely unaware of the impending cancellation of the route. Your system of notification assumes an active 'consumer' rather than a citizen, which infers a different level of accountability on the County's part. The demographic in the area you are excluding from the 26 suggests a high level of ridership, as I have evidenced in the past several months. 2. An overall reduction in service levels in an area that quite clearly is in a growth phase. The general central northern core is being negatively impacted with no proposal to amend the service levels should you find you have made an error in judgement. If that is the case there will almost certainly be no money in the budget to bring service levels back to where they were. Please don't ignore this section of the city that is now contributing vast sums in revenue to the state, county and city. One way of ensuring downturns in your constituencies is to leave people dissatisfied with public service levels. Thank you for reading this submission, and I urge you to reconsider the cancellation of the route 26 in the south Wallingford precinct, at least modify the 26X to include this section of the route if possible.</p>
Sally	Sibson	26	4	<p>Three points for consideration by the Council 1. I, along with many other Seattle voters, voted for an increase in tax to fund preservation of routes within the city limits - including the 26. Reality now will be that I still pay the increased tax - for a reduction in service. 2. I would like to request that the Council take a good look at the scale of development that is occurring now in the area serviced by the 26 in Wallingford. Specifically, take a look at the corner of 34th and Wallingford, where large developments are under construction on three of the four corners. This level of activity is the norm in this area. The current 26 turns up Wallingford at 35th, providing a good commute option for the soon-to-be occupants, in their hundreds. (I am not exaggerating - take a drive along 35th and count the building projects.) I do not believe that these people will walk to a bus stop that will be 6 blocks away, uphill, so their cars will add to the overcrowding on our streets. 3. The logic for the cancellation of this service is faulty. The people who use this route are travelling north/south on the west side of I-5, the west side of Lake Union, miles away from the new light rail station, which is east of I-5 and east of the University district. Suggesting that the new service removes the need for the 26 is simply not true. The interrelatedness of these two services has not been established, and in fact, does not exist. I rode this bus yesterday, as I do every week day, morning and night. At the stop at 35th and Wallingford, 10 riders exited the bus - and all of them headed downhill, towards the growing area I have described. Five minutes later, as I was walking home, another 26 stopped at the same stop, with the same result. Please keep a route that swings through lower Wallingford - some version of the 26. It is needed now, and that need will only grow in the foreseeable future.</p>
Peter	Leinenbach	26	4	<p>Eliminating 26 (local) will cause massive problems in south Wallingford (between GasWorks park and 40th). This is the only bus service to downtown from this increasing dense neighborhood: Hundreds of new residents are in process of being added into this neighborhood as new condos and apartments are being (and recently been) built along 34th and Wallingford (over 750+ folks have moved (or will be able to move) into this neighbor since I purchased by home 13 years ago). The neighborhood is not growing like Ballard or Fremont, BUT IT IS A CLOSE SECOND (i.e., You can see the multiple construction cranes right now in our neighborhood). Most folks in this neighborhood work in downtown and rely on the 26 local to commute to the city and eliminating this route would result in a massive commuting "BLACK HOLE" to downtown, and as a result people will start to drive to downtown, which is exactly the opposite result we voted for when we approved Proposition 1 last November. Removing route 26 Local does not funnel more people to the new lite rail Montlake station, it only eliminates bus service. A simple solution is to maintain route 26 local. There is no rational reason to eliminate this service.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frname	Lname	Route	Dist	Comment
Erica	Weiland	16, 62, 43, 73	4	It is unclear to me how people who take the 16 to/from Northgate via Green Lake, Wallingford, or Fremont are supposed to make their connections with a new route 62. I am opposed to cutting the 43. Eliminating the 43 also cuts the connection the 43 provides for late-night easy transfers between 43 and 44 routes. Cutting the 43 actually cuts the amount of service between the east side of Capitol Hill/north Central District and the University District. Link is not an acceptable substitute for the residents and visitors to that area. Route 73 serves a large area. north of N 80th St, between the 66 and the 372 routes, and having no weekend service doesn't improve transit!
Sarah	Deburle	16, 43	4	Hi. I did go to the meeting last night but ended up leaving before I had an opportunity to speak because so many people went on and on. Anyhow, I have lived in Seattle 50 of my 51 yrs. I grew up in montlake, spent most of my adult years on Capitol Hill and 4 years ago bought my first house in Wallingford. I do not drive and have done very well using the bus. I work downtown and choose to live in the city and pay the price of doing so for the convenience it affords me as well as the fact that I don't need a car. My issue with the proposed changes are that as an inner city dweller I should not have to transfer buses to get downtown! I work downtown and should be able to take one bus to get there. The bus service on Capitol Hill was great along with the fact that I could walk downtown! My aging parents live in montlake and now they have to go to husky stadium to get downtown? That just isn't right! as for the 16, it is also a very busy bus. It takes me about half an hour to get downtown. If I have to go to the udub my commute will be closer to an hour! That is not ok. I voted for sound transit because I thought it was supposed to get people in and out of the city not make those of us who live in the city commutes worse! I also voted to pay more taxes for better bus service in the city. I feel betrayed and can tell you that if these changes occur I will never vote for another transportation initiative again. At the meeting last night there were quite a few people in favor of the changes. I don't know where those people come from. I can tell you that as a long time seattlite you have a large number of very angry constituents who are getting more angry by what's happening in this city by the day
Laura	Kolb	E	4	Please keep the full route on the E line. I use this exclusively to commute to/from work @ Northwest Hospital.
Connor	Zhang	48	4	I was recently informed that the 48 bus route would be changed to a different route. Speaking for vast numbers of Garfield High School students, I strongly oppose this action. Currently, I get up at 5:40 in the morning to be able to make it to school on time. Although this is quite early, the fact that the 48 runs directly to Garfield makes the trip far shorter than it would be. The 48 currently runs through many neighborhoods with large numbers of Garfield students, actually leading to heavy overcrowding. Eliminating the 48 would cause massive transportation difficulties for hundreds of students, and I urge you to reconsider this action.
Jeremy	Hubble	28X, 28	4	Please do not change the 28X as part of this restructure. The route is located on the northwest side of Seattle and far from the U-link service area. The changes will potentially have a negative impact on commute travel time. The 28X is the currently the fastest service from far Northwest Seattle, but can still be very slow. Having it continue as a local down to 39th would make this even slower. For riders at the northern portion of the route, this slow down comes without any benefits (as the northern portion is still slated to be rush hour only.) If Metro would like to route the 28 local down Aurora, an alternative would be to keep the 28X with its current Market/Aurora routing and have the new 28 go down Leary/39th/Aurora. This would keep travel times on the 28x the same as the are now. If Metro does choose to route the local buses down Aurora, the time savings should be used to extend the all day service back to 145th. This would allow much of the time saved to be used to improve the same route. Routing the 28 local down Aurora instead of Dexter has other areas of concern. Both Facebook and Pemco have new offices set to open on the Dexter portion of the route. The local route also provides closer service to employment centers and attractions in Fremont and South Lake Union. Eliminating this portion of the route could lengthen travel times for many riders. It may be worth seeing the demand for these areas before cutting off the local access.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Jonathan	Reiter	28, 28X	4	I understand that the 28 and 28 express routes will be reorganized to decrease bus availability outside of peak times. This is a terrible mistake. My household has disabled individuals who are dependent on public transit for access to the city. A reduction of the 28 would make it impossible for us to make transfers necessary to arrive at work. The alternative routes are inaccessible, both at least a mile away, and requiring negotiating difficult terrain. This is to say that if the 28's service were to be reduced, we would have no choice but to abandon the bus system and purchase a car. Service reduction for this route should be non-negotiable. Ballard is one of the fastest growing neighborhoods in Seattle. There is no reason to punish disabled residents, and there is no reason to further disincentivize adoption and use of public transit. Please stop this terrible idea
Ann	Sarna	16	4	we live in an area of Greenlake with poor bus service. There is no express service to downtown and the bus take surface streets. Can take an hour to do a trip that takes 10 min in a car. Eliminating the 16 route will make it even more difficult to use the bus. There is no bus from our neighborhood that goes to the U district, and the light rail doesn't serve our neighborhood. Please don't eliminate the 16 route. It will be a hardship for those who can't afford to park and drive to downtown and Northgate. There are elderly people in our neighborhood who can't walk to 65th transit area. It's far and The rain and bad weather in the winter will make it more difficult. Please don't take a step backward with public transportation in Greenlake. It is already bad and eliminating bus 16 will make it terrible.
				Dear Chair Dembowski and other committee members, I strongly urge you not to kill route 242. It has no bearing on the larger route changes. The 242 was purpose-built to take Microsofities who live from Shoreline to Green Lake, to and from work each day. It's a big success-the bus is full or nearly so, year-round. With just 12 trips each work day, it removes upwards of 53,000 peak-hour vehicle trips over the 520 bridge each year. There are no viable options in mass transit. The Microsoft Connector isn't open to vendors and non-Microsoft employees-half the 242 ridership. And neither the Connector nor Sound Transit's route 524 goes north of 65th Street. Metro's own data shows that over 50% of 242 riders live north of 80th Street, and would have to drive to the 65th Street Park & Ride, which is already overflowing and will get worse in the future. Metro's route "duplications" are meaningless overlaps. For many 242 riders, a two- or three-bus commute is not practical, which leaves the only viable option-our cars. We don't want to drive to work, that's why we take the bus. Don't send us back to our cars. Don't kill the 242.
Rachel	Williams	242	4	
				I ride the 28x every day. The proposed changes will instantly lengthen my commute. I chose to pay a lot more for housing to live close to the city and have a quick commute into town. I'm disappointed to say the least. This proposal was initially part of the 'cut backs' proposed if Metro didn't get extra funding. Now that the funding measure has passed, I'm confused as to why this revision would be proposed again. Its going to get extremely difficult to keep getting funding proposals passed if the tax payer gets the short end of the stick at the end of the day no matter what.
Chad	Stickel	28X	4	
Robert	Dalton	--	6	Why can't there be a direct bus going from new link station to Seattle Children's Hospital?
				It is very frustrating that buses do not go along Montlake but wrap up through the UW campus first then back down to Montlake, my bus commute takes atleast an additional 20minutes with this extra travel of the current routes. I would image this is the case for many additional commuters from the eastside. It would be wonderful if atleast 1 bus route would be considered that would connect sandpoint way all the way down montlake blvd.
Kelsey	Bierlein	540, 65, 31, 32	6	
				I think it would be great to keep a bus that runs the same route as the current 43 - just less frequently except for commuter hours. There are a lot of people, including my boyfriend who vehemently object to the 43 being deleted. However, I think a compromise can be reached. How about a new bus that serves those who live on montlake/23rd all the way up to e john and the roadway area. I realize the 48 goes partway, but one would have to transfer to the 8. There are also a lot of individuals with disabilities that would be put out by deleting the 43. Please reconsider for the sake of my relationship with my boyfriend and for the good of capital hills residents!
Jeffrey	Froome	43, 48, 8	8	

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frname	Lname	Route	Dist	Comment
Lee	Peterson			I submitted a testimony online but do not know if it was received. In brief: KUDOS: Extending 68's hours in the morning and running it on Sundays. About time! And that said, I think shutting down the 71 on evenings and weekends is a terrible idea. This seriously limits rider options going from my neighborhood (25 th and 65 th) to the U District after business hours. Since most of us in the neighborhood work during the day, it effectively cuts off our access to the U District. I don't think people in my neighborhood should have to walk over 1/2 mile to get to a bus stop that can take them to the U District. And I'm guessing the U District merchants feel as I do. It's too difficult to get to the District by bus (and not all of us have cars!), we'll have to relocate our business to places that are accessible by bus after working hours and on the weekends. I think limiting or shutting down the 64 is also a terrible idea. It fills a much-needed function in my neighborhood. It is the only way I can get to early-morning work appointments in a truly timely fashion. I think the 372 should be extended to run late at night and to have the same extended hours SEVEN DAYS A WEEK, say from 6 a.m. to a few minutes AFTER the last light rail train arrives at Husky Station. If there's no bus available to take people away from Husky Station after the last light rail arrives at night, then all of those people are STRANDED at the station. They'd have to walk very long distances (up to a mile or more, if they live in my neighborhood) along streets that are not safe for pedestrians. Elderly people, people in wheelchairs, people having to carry heavy things -- all of them would be SOL with no bus to get them away from that light rail and to buses that help them continue their trips home. Qualifier: I'm able-bodied, but I have to haul things quite a bit because I don't own a car. On a "hauling" day, my haul ranges from 15 to 30-plus pounds. It's wonderful to be able to take these things close to their destinations on the bus. Walking a mile after midnight with 30 pounds of dead weight does not constitute "good transportation service" in my opinion. Neither does having to negotiate a wheelchair or crutches or walker over a mile after midnight because no bus runs from Husky Stadium after the last train arrives.
Frequency				
Julia	Engel	65	1	My husband and neighbors use the 65 and would greatly benefit from increased service. My husband has to wait an hour at times coming home from the UW late in the evenings. His morning commute would be more reliable with more buses. Thanks.
Mary Ellen	Lee	65	1	I really like having service every 15 minutes and easy walk to UW Link Light Rail. Besides going downtown, I'll be connecting from light rail to the First Hill streetcar for medical appointments. Can't happen soon enough. Transfers to other bus routes and to regional transit are easy and a great way to accommodate growth. Go Metro !!! Grow Seattle !!!
Celeste	Steggall	62, 65, 75, 78	1	I am a regular bus commuter (5+ days a week), primarily using the 65 and 75 bus routes. I feel that the addition of expanded bus scheduled for these routes would be greatly beneficial in decreasing bus delays. Also, the addition of new Eas-West routes would be very useful, especially with the addition of the LINK light rail coming further North in Seattle.
Peter	Stewart	66, 67, 16, 73, 72	1	Please approve the restructure. It is not perfect, but it is a huge improvement over the status quo. We cannot afford to wait for Northgate Station to open. We need higher frequency and better reliability now. We need to update our out-dated bus system and we should not needlessly delay that process for years.
Jeffrey	Geyer	65	1	I use the 65 every work day to commute to Seattle Childrens Hospital, where I am a pediatric oncologist. I am very excited about the proposed changes, including increased frequency of service and access to the light rail. Great job!
Sarah	Kiel	65	2	I appreciate the changes that Metro Transit is considering in running bus route 65 more frequently on weekdays. This makes it much easier to reliably have an alternative car-free commute to/from work. Thank you!
Gustavo	Catalano	--	2	I think that the proposal is great. The only thing I would change is to not delete some routes if possible BUT KEEP THE FREQUENCY. I can't stress this enough. It seems like a council member is trying to stop this from happening even though it's great. The meeting they had at sandpoint was terrible. I took a bus there and then had to take an uber back, because guess what? There was no bus to take me back! I'm disappointed in Rod Dembowski. PASS THIS PLEASE. ADD MORE BUSES PLEASE. I want to be able to live without a car in NE Seattle!
Charles	Bond	16, 75, 67, 48	4	Please allow the restructure as proposed move forward. We need frequent buses in all of North Seattle.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Dale	Menchofer	16, 62	4	I am unable to attend tonight's public hearing. I am both negatively and positively affected by the proposed changes for Northeast Seattle. On balance, I feel that I (and most people) in Northeast Seattle would be better off if the changes are adopted. As for the Capitol Hill portion, I do use routes 8 and 49 often, but do not have a strong enough opinion of the changes to say one way or the other. For Northeast Seattle, the proposed changes will make many more routes operate every 15 minutes or less, improves east-west routes for a better grid, reduces the incidence of overloaded buses bypassing people waiting to board, and ought to result in a more used, more efficient system. It's a good package of changes. Please do not be timid or dilly-dally with implementing it. It is beyond ironic that I could reasonably attend the public hearing if the changes had already been made.
Marie	Augustine	62	4	So excited to have a better East/West route and that it happens to take me right to work! Not thrilled about increased frequency of buses through my neighborhood, but would deal if it meant this new route change from 16 to 62.
Peter	Nigh	10, 11	8	I support the proposed restructure. It is important to improve frequency to Capitol Hill and northeast Seattle. Please do it now. Do not wait until 2021. This makes people's lives better.
P	Treger	71, 65	1	In the conversation about rerouting new bus lines to the Husky Link station I am not seeing any buses that go directly to the UW as the 71 did. The 78 seems to go around the backend. The new #62 is on 65th and would require a transfer (?) to use it. There is the #65 and I saw that it will be maintained about the same in terms of the time schedule. In my experience with the 65, it is never on time, runs much less effectively than the 71, and doesn't run as much on weekends and nights. I rarely use the 65 as I can not count on it. The #64 is said to be going to be 'improved', but...? I am hoping access directly to the UW campus is addressed in that the service is efficient and useful. As the city gets more crowded with less parking anywhere, transportation to the UW must be an often occurrence, not only from anywhere in the city, but especially from Northeast Seattle. There are many students and professors living in this area. This neighborhood has always been a hub of runoff to the University. The reason some folks bought houses here. Personally, as a past inhabitant of a metro dependant large city (NYC & Chicago), the real answer is to have more buses more often, not less. Thank you for considering this carefully. I am sorry I didn't make the meeting at Sandpoint.
Maria	Leal	25, 75, 65	2	Run times for these buses should be more staggered for those of us that depend on this bus to Childrens. 75 could run more often. My home is 4.2 miles from Seattle Childrens it takes me 45 min. to get to work. If I take the 0810 #49 bus I miss 65, 75, 25. Have to wait over 20 minutes for next bus. #49 is always running late, not a dependable bus, if it's running early the drivers won't wait and just take off. I use one bus away app and the 49 going south is the least dependable, this especially holds true on weekends. This will be the only bus I can take to the new Cap hill station or else I will have to walk.
Network Connections				
John	Strick	67, 73	1	I'm a big supporter of this change! With the light rail opening to UW, it doesn't make sense to keep all the bus lines going through stuck traffic to downtown. For any peak trip downtown, I'd rather transfer at Husky Stadium for a more reliable, predictable trip. Please don't stay with the status quo and have buses continue to be stuck in traffic when we have this shiny, new light rail station open close by that won't ever be backed up due to traffic! The only change I would make to this proposal is to avoid the unnecessary jog that the 73 makes when it goes W on 65th, only to go back E on Campus Pkwy. That adds 5 minutes or so for every rider coming north of 65th. I agree we need bus service along Roosevelt/12th and the 67 (which already uses this route) would be ideal. Instead of having the 67 veer off at Ravenna and use 15th, it should continue on Roosevelt like it does today. It would be the same time to get to UW station and the 73 would then get near UW station more efficiently.
Robin	Lazar	68	1	In general, I like the plan and am very excited about the light rail coming to UW and Roosevelt. Current bus service is too slow and I'm glad to see Seattle moving towards a state where public transportation is more attractive than driving. The addition of east-west routes looks good. I live near Dahl Field and see that it will be easier to get to downtown, but I don't see how I can get to Northgate in any reasonable fashion using public transportation.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frname	Lname	Route	Dist	Comment
Joshua	Newman	72, 73	1	I am in full support of the focus of this proposal, even if some of the details change. The most vital piece of this proposal is to wisely use our tax dollars to provide efficient, frequent service throughout the day, night, and weekends. For the majority of people, these objectives provide the best service, and for those with physical impairments, Metro Access is a better overall service. We should not, we cannot wait until North Link opens to see a major restructuring of Metro. I don't want to to drive every, I want the freedom to take the bus and Link, to use the investments our city and county are making.
Linnea	Peterson-Bunker	71, 65, 76, 62, 78	1	I attended the public comment session this evening (10/6) but was unable to provide comments in person. My household is one of the 20,000 households in NE Seattle which would benefit enormously from the proposed network changes. We do not own any cars, and rely entirely on Metro for transit. This means riding Metro buses 7 days a week, at least twice per day. The 71 is the transportation backbone for my household. With that said, it suffers from chronic lateness and an infrequent schedule, making it difficult and frustrating to rely on. I whole-heartedly support a transition to heavier reliance on Link for downtown service. It's unrealistic to expect a route plagued with as many problems as the 71 to be a long-term solution. Expansion of service on the 76, 65, and other routes, as well as the new routes 62 and 78 would give us more options than ever before for commuting. They would also expand access to areas of the city that are currently inaccessible to us. This city is in desperate need of more east-west routes, and increased service frequency. Other neighborhoods have seen drastic overhauls of their transit networks in recent years, and NE Seattle is far, far overdue for a change. Many of the comments I heard at the public forum came from infrequent transit riders. As someone who relies on Metro heavily, I am thrilled with the current proposal's changes for my neighborhood. One commenter at the forum described the benefits of the proposal as "theoretical", but my testimony should show that for me and many others, there is a direct, immediate, practical benefit. If it were up to me, these changes would be implemented tomorrow. I am honestly shocked at the biased way this public hearing was carried out in the first place. The Mountaineers Club at Magnuson Park is grossly inaccessible to those who rely on transit (as evidenced by the number of people who drove to attend the meeting). In order to get home from this meeting, I had to walk 15 minutes on unit, unpaved portions of Sandpoint Way, up a steep hill, and then wait a further 15 minutes for the pitifully infrequent 71. If the newly proposed route 62 were running tonight, I could have been home within 15 minutes, rather than 45. People in my situation aren't able to make it to meetings like this, and the only way that I saw this meeting publicized was by Councilman Dembowski himself on a portion of the 71 that primarily serves higher income areas. I am concerned that this meeting did not represent the 20,000 households who will stand to gain immeasurably from these changes. We cannot wait until 2021 to improve people's lives, simply because the familiarity of an outdated system is more comfortable for those who don't have to rely on public transit.
Alexander	Burns	71	1	I am a frequent transit rider. I use Metro to commute to downtown every weekday, which brings my minimum number of usages to 14 rides a week. I would like to voice my support for the proposed changes, because I was unable to attend the meeting on 10/06/2015 do to work. I mostly use the 71 as the backbone of my transit need since it is the only option available. However, with the proposed changes there would be greater possibility for me to get around. Right now, it is difficult to go anywhere but to downtown and to the U District, because of the current transit system. The 71 only comes every half hour making it inconvenient to rely on. The changes would allow me to commute using a connection to the new light rail station, using the 78 or 65. It would also increase service along 65th St, due to the proposed 62, which would make it easier to go to Magnuson Park, Fremont, and Wallingford all of which are currently inaccessible. There is nothing that the 71 currently offers that the proposed changes would not cover, and they would do it more efficiently.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Thomas	DeMaria	75, 74X, 30	1	I am writing to you in favor of implementing the proposed changes for NE Seattle King county Metro service. Many bus riders in my neighborhood, Belvedere Terrace, are anxiously awaiting the opportunity to connect with Link light rail in an efficient and effective manner. The 74X bus is a one-seat, crowded, slow nightmare in the afternoons and at times too crowded to get on in the downtown tunnels. The 30 bus is redundant and no longer needed, please eliminate this route and put the funds elsewhere, like more trips for the proposed 78 bus and the heavily used 75. The voters and taxpayers of Belvedere Terrace are screaming for change, and if you choose not to have the courage to provide taxpayers from this neighborhood change now vs. waiting another 5 years and wasting our taxpayer dollars on preserving an antiquated, slow way of getting around Seattle, we'll see who has the courage when we go to vote the next time you're up for re-election. Trust the planners, trust the taxpayers overall desire to move forward now with the March 2016 Metro Transit service changes. Please do not scrap this plan for the sake of just one or two routes.
Brian	Halbert	65, 62	1	Having frequent connections between Lake City and Wallingford would cut my wife's current commute by about half, I'm guessing, and allow travel to Fremont.
John	Geyer	43, 49, 60	2	I agree with prioritization of routes to provide access to the light rail station. It is critical to develop a bus network that is frequent on Capitol Hill and uses the light rail as the primary modality between uw and downtown.
Brian	Harris	78, 25	2	As a Laurelhurst resident, I strongly urge the council to approve Metro's proposed service changes for March 2016, in anticipation of the U-link light rail station opening at Husky Stadium. The current route 25 is so infrequent and takes so long to get downtown it is essentially useless, as is evidenced by its low ridership. The new proposed 78 will be an excellent replacement and enable residents of Laurelhurst and other NE neighborhoods to access the Link station quickly. Beyond this, the entire restructure looks very beneficial in helping connect NE Seattle with the U-district and downtown. Though I do have an ORCA pass, I very rarely take transit to my job near the International District Tunnel station because the frequency and speed of transit in NE Seattle is poor. These changes along with the light rail will help enable me and many others to take transit more frequently. Thank you.
Mike	Bussell	30, 372	2	I support Metro's effort to reorganize bus service in NE Seattle. NE Seattle and the U. District have been under served by Metro for many years. The soon-to-be-open light rail station presents us with an excellent opportunity to make needed improvements. Convenient service to and from the new light rail station will be crucial. I support the proposed increase in 372 service, as I believe that route will become a major link to the new light rail station - both during the business week and on weekends. I also support eliminating route 30. My observations tell me that ridership is comparatively quite low. These resources can and should be reallocated to serve other routes in NE Seattle
Adam	Dodge	Link	2	This bus restructure is a wonderful opportunity to vastly increase the amount of residents with easy access to frequent transit service. Yes, some people may lose their one-seat rides to downtown, however this is more than canceled out by the huge amount of new riders this restructure will attract. I look forward to seeing the new routes going into effect upon the opening of U-Link. I support both this restructure and the continued planning for future similar restructures across the county.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Lawrence	Goldman	68, 372, 71, 62	2	<p>In general I am in favor of the proposed restructure for Northeast Seattle when Link extends to UW. A few specific comments: It's good that service is doubling along some routes - route 65 along 35th Ave NE, route 75 along Sand Point Way. And it's good that evening and weekend service is being expanded on buses serving 25th Ave NE. Some routes are being deleted such as the 68, 71, 72, and all day 66. Most of those routes are supplemented by others. Route 66 is being replaced by extra 67 service and route 68 is being replaced by extra 372 service. Route 72 to downtown can be handled by the 41 in Lake City and Link in the U District. Route 71 to downtown can be handled by taking the 65/372/67 to UW and transferring to Link. So overall I'm confident that there won't be any major service gaps with the restructure. If I had any concerns, they would be that the 372 is currently an express bus. Since the 68 and 72 are being deleted, some stops along 25th Ave and Lake City Way would lose all service unless the 372 becomes a local bus. Also, with the loss of the 68 there is less service from Ravenna/Wedgwood to Northgate. Though as long as the 67 and 62 are both frequent, that should make it relatively easy to get from Ravenna to Northgate. Finally, if there's any way for the walk between UW Station and Stevens Way on UW campus to be covered and without needing to cross Montlake Blvd or Pacific St at street level, that would make the walking transfer considerably less painful especially if it's raining. So overall, I'm enthusiastic about the proposed restructure of the NE Seattle buses and hope that the Council approves Metro's recommendations..</p>
David	Seater	8, 11, 43, 48	2	<p>Hello. My name is David Seater. I live in the Capitol Hill / Madison Valley area and I support this proposal. I'd like to thank the (council/committee) for holding this meeting to hear feedback on the proposal, although as a transit rider the location leaves a lot to be desired. I'll probably be spending more time riding on, or waiting for, buses than participating in the meeting tonight. That's actually a great example of the advantages of this proposal: it will be much easier to get here, and to many other places in NE Seattle, once this proposal is implemented. Thousands of people who don't have access to all-day frequent service today will get the freedom to travel around the city without having to worry about checking schedules. They'll be able to travel to places other than downtown, connecting to other frequent services (including Link) without being marooned at a bus stop because they just missed the bus that only comes twice an hour. Our transit system will become much more usable, and leverage the investment we've all made in Metro and Sound Transit. Of course, any restructure will have downsides for some riders. I know, because in this case I'm one of them. Service from my house to the Capitol Hill station will be less convenient after this proposal than it is today, mostly because of the deletion of the 43 and the bizarre re-routing of the 8 and 11. Buses will come a bit less often, and stop a bit farther away. However, I know that buses running to other destinations are coming more often than they do today, and that these changes provide significant benefits to a much larger number of riders, or potential riders, than today's service. This proposal may not be perfect, but it's a big improvement. I urge you to support it.</p>
Katherine	Sims	--	2	<p>As the Assistant Director of the Associated Students of the University of Washington's Office of Government Relations, representing the 40,000 person student body, I'm writing in support of these changes that will allow us to greater engage with our community. Many students rely exclusively on public transportation exclusively for jobs, internships, volunteering, reaching their families and of course, getting to class. As a fellow student testifying showed, not all students live in the U District. Expedient, reliable bus service is also a safety issue for students waiting late at night. We're excited to see the impact of these changes that will allow us to greater engage with our community, as well as continued opportunity for student engagement with King County Metro and the King County Council.</p>
Kenneth	Trease	25, 30, 74, 31, 32, 65, 75	2	<p>I can't wait for this proposal to happen. I heard legitimate concerns about some routes on the chopping block, and I think Metro/KC Council should spend some time attempting to address those concerns. But, using the scarce hours we have to move more people, and leverage the massive investment the region has made in light rail is a great idea. We should definitely not wait until 2021 to send our buses to the subway station. Our family of five lives with one car and one cargo bike, and some orca cards. This change would enable us to use our car far less often than we do. I could even see the frequencies it enacts enabling us to go car free. I understand that people are pensive about trading an infrequent one-seat ride for a much more frequent ride with a transfer. But, so many more people will be able to ride at all that I think this is a worthy tradeoff.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Rev. Jenny	Phillips	65, 71, 72	2	I serve The Pacific Northwest Conference of The United Methodist Church as Minister for Environmental Stewardship and Advocacy. I work with churches in the region to advocate for personal, community and systemic responses to climate change. We believe that clean air is a moral issue. Communities locally and globally are suffering the impacts of climate change as drought, forest fires, ocean acidification and more wreak havoc on our natural ecosystems and human communities. Car pollution is destroying our air, water and health, and the consequences of this destruction are most deeply felt by the most vulnerable among us. With this in mind, I heartily affirm the proposed March 2016 Metro Transit Service Changes. The proposal is bold and visionary, using available resources to dramatically increase access to Link light rail. The increases in bus service frequency and connections to Link will make it possible for thousands of commuters to leave their cars at home and choose fast, efficient public transportation instead. For the long-term health of the city and the earth, I urge you to adopt the plan and to make getting cars off the streets and people into trains your top priority in transportation planning. Thank you for your leadership.
Jacob	Lee	3, 4, 48, 27	2	I'm not currently a frequent user, but using busses as local/neighborhood transit, with LINK connecting the neighborhoods is much more valuable than having to ride a single bus for a long period of time. Not everyone is trying to get to downtown; if I can use the bus to get from my house to the local LINK, then the LINK to get to the next neighborhood, and the bus to my destination, that's the perfect multi-modal use case for me.
Elliot	Smith	71, 72, 73, 74, 76, 316	2	Please approve the changes Metro has proposed for North Seattle. From a system perspective, these changes make a lot of sense. It would be absolutely idiotic to not make any changes to the bus network in order to take advantage of the new light rail. Making no changes would mean a staggering number of busses providing redundant service along a much slower and more fickle corridor (1-5). By restructuring the bus network in North Seattle to use the new light rail, far more people can get to and from work everyday more quickly. Not taking advantage of this new resource would be asinine. From a personal perspective, it would help me get to and from work in a more timely manner. There are two things I care about in a bus route. One is how long it takes me to get to my destination and the other is how frequently the bus comes. I don't care about having to transfer if both routes are frequent and I don't care about whether it's two busses, two trains, or one of each. I just want a frequent, fast trip. These changes do not make my personal trip much faster, but they do double the frequency with which the busses come and extend the time of day during which there are frequent trips. This is nothing but an improvement for me. Please approve Metro's proposed changes.
George	Perantatos	372, 76	2	I really like the proposed transit changes. We need more neighborhood bus service that routes residents to our new Link Light Rail station at UW/Montlake. Thousands of residents will benefit from this change by enabling them to get to Downtown each day for work. Please implement the changes!
Michael	Bjork	16, 26X, 44, 70, E	4	As a resident of North Seattle and heavy transit user, please know I fully support the proposed March 2016 Metro restructure opening with University Link. It is critical that we restructure our bus network in March to meet the demands and opportunities created by Link Light Rail. As a civil engineer currently employed developing Seattle's transit infrastructure, it's my professional opinion that choosing to delay or not implement Metro's proposed changes in their proposed entirely would waste an outstanding opportunity taking advantage of Link's speed, grade separation, ease of use, and capital investment, and could represent a significant misuse of public resources and have overall negative impacts on North Seattle's transit grid. While it may be tempting to wait until 2021 when conditions are "perfect", that will be 5 long years of waiting. Don't let perfect later be the enemy of good today, and it will be a difficult decision to make such significant changes. People do not like changes, but recent changes in various systems, such as Houston, have greatly improved transit for the entire community. Please implement all the proposed Metro 2016 changes upon the opening of University Link Light Rail.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Doug	Kisker	48	4	<p>I am very pleased to see the number of routes that are being proposed to be added, in what looks like a very logical arrangement. As a long time resident of the Ballard neighborhood, and a tremendous fan of light rail service, I think there would be substantial impact to improved service out of far northwest Seattle (north of 55th/Market St. NW) towards the light rail stations. My work commute is one I feel has been distinctly underserved: from Loyal Heights (near 85th & 32nd), to near Magnuson Park (70th & Sanpoint Way). It appears that the proposed routes of 45 & 62 would be nearly door to door for my personal home to work commute, and I am simply thrilled to see this possibility. It is a major improvement of the current options I have, which are either very indirect, or have multiple transfers, or both. On a neighborhood basis, getting from Ballard & Greenwood to the University District and Wedgewood & Sandpoint neighborhoods is both difficult and time consuming currently. I believe moving people across these areas would create more opportunities for families to give up their cars, at least on a work day basis. I see opportunity to serve Ballard & Greenwood more directly to the UW Link Station as having room for improvement in the current plan. Thank you for your work in creating a plan that really does give people the option to leave their cars at home.</p>
Jonathan	Hopkins	70	4	<p>Good evening, members of the committee. Thanks for your time. I am Jonathan Hopkins, the political director of Seattle Subway. You are hearing tonight from some dozens of people who love their bus. Quite simply, this proposal will create TENS OF THOUSANDS of new people who will love their bus. To vote against this is to vote against THOUSANDS of new transit riders. In 1996 and 2008, we all voted to make increase capacity and make our system more efficient. Now has come the time to capitalize on this opportunity. This is not an action that takes courage. It simply takes a commitment to 3 simple principles: good governance, efficient use of taxpayer money, and a desire to provide the best transit service to the most people. Without spending more money; We have an opportunity to TRIPLE the number of people with service every 12 minutes. This is profound. Metro should be congratulated for their vision and leadership, seeking to use their resources in the most efficient way possible to serve the most people. I'm proud of them. Their proposal puts 5000 more riders per day on fast, 8 minute trains to downtown. It takes 4 trains to move this many people. Or take 50 buses and 50 bus drivers, stick them on clogged roads for their 30 minute trip to do the same. Is that the quality service you are voting for? To those concerned that we have not invested more in NE Seattle and the UDistrict, let's be clear: we have just invested \$1.8 BILLION to improve service here. Consider that fact, it would take many people 90 minutes to get home tonight under the current service structure. Change, and you can cut that in half. Others have said let's wait until 2021. But I ask you, does it make sense to spend 5 years with 10 times the operators running half empty buses all stuck on clogged streets providing unreliable service along the same route that's provided by 8-minute train trips downtown? It does not. Opposition to Metro's proposal simply results in spending more to do less. Instead, We implore you: Please provide visionary leadership. Don't lock us in a 1970s transit system that serves fewer people and does so relatively poorly. Please give us frequent reliable transit that serves more people, more often for lower cost. Let's capitalize on our \$1.8 billion investment and serve tens of thousands of more riders. We think that is the key responsibility of the committee-giving us a truly efficient, modern transportation system. If you're interested in good governance, stewardship of our taxpayer money, and providing the most people with the best transit service possible - you'll vote for this proposal. Do more, not less. Be visionary. Serve all the people. Make us proud of your leadership. Thank you.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Andrew	Martin	16, 26, 41, 48, 71, 72, 73, 74, 49	4	I believe that the U-link restructure proposal is mostly good and just needs some tweaks in order for it's already enormous benefits to current and future to be offset by few losses to current riders. The gains in all-day network frequency in NE Seattle are nothing short of revolutionary and open up the possibility of using transit for more than just commuting to work. While I was at first upset about the loss of one seat rides on the 71/72/73/74 I think that given today's overcrowded, hot, and unreliable rush hour service in the transit tunnel that most folks would prefer the 4-car Link trains with their air conditioning, more space, and highly reliable schedule. Also, you get out of downtown fast. Most residents in NE Seattle who suffer through these standing room only greenhouse routes would prefer the train. But, I do believe that some tweaks should be made. In particular: 1.) Look into retaining the 71/72/73 on their current service paths until they get to Campus Parkway and then continue onto the Link Station at Husky Stadium where they can drop-off and pick-up on Pacific street. 2.) Potentially provide a way for residents of Montlake to reach the top of Capital Hill without having to cross the cut and transfer from a bus to a train just to go a mile and a half. Overall fixing the current proposal - even if it might mean delaying things a bit - would be much more preferable to making no changes to the system till 2021 and would be both a waste of tax dollars and miss out an an opportunity to use the new light rail connections to get people out of downtown quickly, comfortably, and reliably.
Tom	Allen	E, 48, 355, 5, 40, 41	4	Please move forward with a restructure around light rail. A frequent grid of shorter routes terminating at grade separated light rail would do wonders for mobility in North Seattle.
Coral	Peterson	16	4	I am a bus rider who uses the 16 daily to get to and from work downtown. Even though the proposed changes would mean either a slower ride on the 16 (along Dexter), or a further walk to get to a faster bus (E/5/26X), I support the changes. It is essential to keep improving our transit infrastructure, and the new routes reach more people and concentrate more buses along arterials. Even if it inconveniences some, the benefits outweigh the costs. Please support the re-routes!

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Drew	Dresman	65, 75, 355, 28, 44, E, 31, 32, 40	4	<p>I attended the public hearing on Tuesday and thanked Metro for putting forward this package. I know there were a lot of folks upset about proposed changes to their routes, but I strongly urge the Council not to make drastic changes to a well thought out plan that will improve the lives of thousands of King County residents. Metro has already done a commendable job of seeking input and achieving a compromise between funneling people to Link and retaining the commuter oriented one seat rides to downtown. I understand that a package of many changes is difficult to assess, but the opening of U Link is a tremendous opportunity that warrants a new vision for Metro in NE Seattle. The benefits of actually being able to travel across the Montlake Cut in a reliable fashion at 5 pm will be the biggest improvement to transit in King County that I have seen in my lifetime. I can't overstate that. For the many folks from South Seattle who commute to Northeast Seattle and people like me who would like to be able to get to places south of the Cut after work, this will open up a whole new world of transit possibilities. Much of Tuesday night's hand-wringing over transfers reflects more upon current connections than on the proposed restructure. While I was upset at the distances between the bus stops and UW Station at first, I have been down on the ground testing them out and I strongly believe they will work well, given the level of service you will be able to access. No one can completely escape having to brave the weather to ride transit and despite the many concerns, I think people will come to deeply appreciate the benefits of connecting between light rail and frequent bus service. The County can also continue to dramatically improve the situation by working with SDOT and WSDOT to build a southbound Montlake HOV lane to bring more buses closer to the station. When I listened to the comments against the restructure, it struck me that today in Northeast Seattle, there are a lucky few who happen to live on the same block as a bus stop that serves that person well for certain trips. However, most people are not so lucky. For those that endure transfers today, this restructure will make many of those transfers much more palatable and allow them to use more than the one bus that happens to come near their home. The other issue that was raised consistently was personal mobility. My heart goes out to people who can't move themselves more than a block to get to a bus stop, but Metro is not nor will it ever be the best option for folks with severely limited mobility. In a county with as many cars as we have, those folks should be getting door to door service, whether that is taxi vouchers, Uber rides, Hyde shuttles, etc. Fixed route transit isn't the right tool for all trips and if we expect it to be the catch-all to serve anyone with any type of disability, we are doing a disservice to folks with disabilities. This restructure will make King County a more equitable and resilient place. Most importantly, it will make it easier to access Northeast Seattle from the south. Whether they are coming from Beacon Hill, Rainier Beach, or Tukwila, people trying to commute to a retail job at U Village, come clean homes in Viewridge, get to a night shift at Seattle Children's or come participate in a public meeting at the Mountaineers will have the freedom to do so on transit. Similarly, people like myself who travel between NW Seattle and NE Seattle daily will have an easier time doing so and people from the Eastside will more easily be able to get to places like U Village, Seattle Children's or Magnuson Park, thanks to better connecting service at the Montlake Triangle. If you feel you must amend the restructure, I think Route 43 is probably the most deserving of retaining some level of service. Their are a host of reasons that Metro planners can provide as to why Route 71 and 72 won't function well once Link opens so I strongly urge you to keep the NE changes intact. Metro already added the new Route 78 which aims to address concerns of 71 and 25 riders. Metro also bolstered peak express services. Despite hearing all the reasons why some people disagree on Tuesday night, I still strongly believe Metro has put forward a great package that should move forward. Thank you.</p>
Arielle	Benyo	8, 10, 11, 12, 48, 49, 62, 65, 67, 74, 75, 76, 316, 372	8	<p>Please go through with these changes! This restructure is a great opportunity to overhaul the bus system to be as helpful as it can be, and that bother buses and link light rail can help eachother meet the increasing demand for more frequency and better service! This is an excellent ideal!</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Andrew	Brick	71,72,73,74,49, .48,12,76,316, 10	8	I support the restructure. Waiting until north Link opens would be a wasted opportunity to make much-needed revisions to the network. Integrating with high-capacity transit and redistributing bus hours to increase overall mobility ought to be a no-brainer. Will it force transfers for some trips? Yes. Will those transfers be seamless? Much more so than they are now. Will people need to get ORCA to avoid paying too much? Yes. Should that be a concern? No, especially with LIFT in place. Listen: people fear change. But change is necessary for progress. This restructure represents progress. Don't let a fear of change stand in the way of progress. Lastly, this restructure is consistent with King County strategic goals and Executive Constantine's call for Metro and Sound Transit to increase the integration of their services.
Jacqueline	Nikodym	73	8	: I am an employee at Seattle Children's Hospital and currently am commuting from West Seattle to work. Right now I am only about to commute Mon-Fri while utilizing the hospital shuttle service to downtown. I would like to be able to have a safe commute 7 days a week, I am a night shift RN & can work anyday of the week. Right now, it would take me 90-120 mins & 3 buses to get from work to home not using the shuttle service. With the light rail opening at UW, a direct bus line from the station up to Laurelhurst would cut this commute time quite a bit, making the commute feasible 7 days a week, taking one more car off the road.
Rachel	Robertson	78, 75, 62	1	I work at NOAA and live across the street from Magnuson Park. I travel frequently to the airport, capitol hill, and downtown, so I'm very much looking forward to the new University of Washington Light Link Station opening up and improving access to Capitol Hill, downtown, and the airport. However, I am a little disappointed in the lack of light rail connectivity between Sand Point and the University of Washington station. The 78 comes very close, but goes just to the west and south of Sand Point. If the 78 went east at NE 65th St, it would be much more accessible to people working at NOAA and the people who live in the numerous condo and apartment buildings between NOAA and 65th St. Especially with the lack of a decent sidewalk along Sand Point Way for large portions of these sections, the 78 comes too far south. This is compounded by the fact that on nights and weekends the 62 will run further north, along 70th. This means there is a 5-block gap along Sand Point Way where neither the 62 or the 78 will run on nights and weekends. I do appreciate that the 75 will come very close to the University of Washington station, and it looks like a stop will be added at Rainier Vista to improve pedestrian connectivity with the light rail station (if that's not the case, I certainly encourage it!) I'm also glad to see that frequency of the 75 will be increased. However, it would be nice if the frequency were increased on nights and weekends to make up for the fact that there will also be neither a 62 nor a 78 between NE 70th St and NE 65th on nights and weekends. Thanks for the opportunity to comment.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Katja	Borchert	72, 73, 372	1	<p>Dear Councilmembers, My family lives in NE Seattle in North Ravenna. Right now, we are well connected to the University District and Downtown via the 72, 73 as well as the commuter buses 77, the 312 (if it isn't overcrowded) and 309 on Lake City Way. My husband works Downtown, and my office is on Capitol Hill. We both take public transportation to get us there. In fact, one of the reasons to move into our neighborhood was that it is - was?- well connected via Metro buses. Here are our concerns in regard to the proposed Metro changes for March 2016: 372: by increasing its service the 372 is proposed to "replace" the 72 and connect to the Light Rail at Husky Stadium. This sounds like a feasible plan BUT for the following reasons: (1) The purpose of the 372 seems to be that of a campus bus. Connecting the 372 to the Husky Stadium works well for people with campus as their final destination but it is not as efficient for people who would use the 372 as a Light Rail Connector to get Downtown/ SouthSeattle/ Airport. (2) Even worse, the 372 does not seem to offer EASY transfer/access to the Light Rail. In my opinion, a proposed "5" minute walk is far from ideal for a transfer station. Coming home late at night, I don't want to be stranded somewhere in the rain on campus - potentially with luggage- in the hope that at some point a bus will come to pick me up. And what about senior citizens (if all goes well that's us in the future) whose legs might not work all that well anymore? While the plan to use the 372 as a 72 alternative is good, we think more thought/planning has to go into its route connecting it to the Light Rail station at Husky Stadium to make it a viable alternative to the 72. 73: We like that the 73 is still routed to go on 15th Ave NE. This is more manageable for East Maple Leaf and North Ravenna than the long track over to Roosevelt Way. Here are our concerns: (1) The frequency of the 73 in the proposal is NOT increased despite the cancellation of route 72. A bus every 30 minutes is simply not frequent service. (2) Worse, weekend service is proposed to be cancelled reducing its frequency even more. Instead of turning the 73 into an efficient Light Rail Connector (either at Husky Station or Roosevelt Station in 2021), its usefulness to us in North Ravenna seems but a shadow of its current one. We are excited about the Light Rail coming to NE Seattle which is why we would like to be truly connected to it!</p>
Stephen	Fesler	16, 25, 26, 28, 30, 31, 32, 43, 48, 66, 67, 70, 71, 72, 73, 74, and 271	2	<p>I appreciate that you are considering changes to the Seattle network based around light rail. I firmly believe that making the best use of transit service hours and high quality services should be a priority of Metro. I was incredibly hopeful about early proposals to reorient service, particularly in the Northeast Seattle. There were wonderful ideas in a more grid-based transfer system, frequent corridors, and connections built into the original alternatives. I had some concerns with accessibility in the that first round, but I had not voiced. Many other did however. The second round of changes made some improvements to concepts, but showed a thorough lack of concern about Central Seattle connectivity in restructures. This final proposal however watered down all of the good concepts into the poorest outcomes. Sure, higher frequency is to be lauded, cross-town services like the 45, 62, and 38 are welcome, but the network in ultimately a mess. Buses on Capitol Hill take unnecessary jogs, north-south service through the U District is illegible, buses out in Wedgewood and Laurelhurst dance around absurdly, and Maple Leaf loses substantial service. For all the good that some of the changes might bring, the overall poor restructure doesn't make up for that. I would encourage the Council to either send this proposal back to Metro to consider more carefully and in the spirit of the first round of alternatives or pair down this service change substantially to key changes like modifying the 70 series, splitting the 8 and 48, and minor changes on routes passing through Fremont. I do not support the remainder of the changes offered by Metro.</p>
Randy	Shuman	25	2	<p>The elimination of route 25 will break the link of our neighborhood to the new UW light rail station. This will force residents to begin or continue to use their cars for commutes as the light rail station has no parking and with no bus service we will be forced to drive. From our house it is a 2 miles walk to light rail over a steep hill, not possible with any luggage, groceries, children or a work briefcase. This route must be maintained or an alternative provided.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frname	Lname	Route	Dist	Comment
Parker	Lindner	16, 62	4	The proposed changes for the #16 route would leave a big gap in transit for the middle of Wallingford. Travel to downtown would take much longer and be more complicated. We live in this neighborhood because of its convenience but the re routing would make it less likely that we'd take public transit - our routing would require longer walks to stops, transfers to get to most destinations (downtown, first hill, Seattle center) and force increased traffic on 45th St... Wondering why there's no route on 50th and little cross coverage from Latona to Stone Way. Please review anticipated travel times to core destinations from this area (mid Wallingford) before making changes ..thank you
Off-Peak Service				
Kristen	Smith	64,65,71,72,73,74,76	1	The proposed changes are desperately needed and long time coming. I've been a frequent bus rider since I moved to NE Seattle 14 years ago to attend UW. When residing off campus and still attending school, hours were definitely varied and required late-night bus service to attend evening classes, events, and work; it resulted in ending up having to drive to/from school, less than 3 miles down the road. (Weekend work, especially Sundays, was very hard! Travel to/from downtown on a Sunday? Even worse.) After graduating, and car-less, I moved to Wedgwood where, at the time, I saw every-half-hour bus as more convenient. Even now, being close enough to options of a few different routes, if one is late, it would have downstream effects (including missing transfers, which has happened to me many times, and still does to this day). I don't have a family, and am not in need of frequent doctor visits, but I can't even imagine how hard it is to live in Seattle and be solely reliant on the bus service today to get to necessary services such as doctor visits. Working downtown now, every afternoon I see there's bad traffic, cancelled or very-late buses, I just keep reminding myself that ULINK and new options are coming soon, and (hopefully) worth the wait. I hope that you, our Seattle City Council, approves the suggestions that King County Metro has put together for all of us, after receiving much feedback from all of our riders, through their and Sound Transit's online surveys and many community meetings
Kathryn	Bridger	65	1	Increasing the midday bus frequency to northeast Seattle would help me get home from work most days and get to work when I work midday shifts in a more timely manner. The proposed midday bus routes would shave 15-30 minutes off of my transit time and would make me more likely to take a bus than a single occupancy vehicle. Please consider funding the proposed changes.
Lisa	Yost	25	2	I understand that the #25 in Laurelhurst needs to be deleted; I ride it 4 times a week and there are usually only 4 of us on the bus. With the proposed 78 route, may be we have a bench and a shelter at 47th Ave NE & 45th street, at the northwest corner where Laurelhurst Elementary is? I am happy to walk over a mile to take the bus, but I need a bench to sit on while I wait for the bus! There was a suggestion that the new 78 only runs until 7:30 pm. Please don't do this; it does me no good to take the bus downtown in the evening only to be stranded at the U station during the night. There was also a suggestion to run the new #78 down 50th Ave NE. I live on this street and would be willing to have it drive down there. However, if it does, there cannot be a bus stop at 50th Ave NE & NE 41st street; the house there is already compromised for parking due to the stop sign at their corner and the chucklehead family next to them that took out their driveway and park their cars on 50th Ave NE.
Nathan	Deam	75, 30, 65, 62	4	I live in Ballard and bus daily to work at Seattle Children's Hospital, both the main campus and 70th and Sand Point locations. I am STRONGLY in favor of Metro's proposed changes, particularly the new route 62. These changes are needed to provide more reliable, higher frequency bus service to NE Seattle. Even though the 30, which I now use, will be deleted. I believe that all day service on route 62 will more than make up for it. PLEASE allow Metro to implement the service changes they have proposed!
Barry	Lia	78	1	I see that the new Route 78 will not run on Saturday and Sunday. Those are the days I'd be most likely to use it to the University Stadium Link station.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frame	Lname	Route	Dist	Comment
Scott	Meyering	62, 71, 78	1	<p>: I think the new changes are decent for day time and weekdays but service for the tail portion on nights and weekends is terrible. I love to take the bus on weekends and nights and I do a lot of late night trips and a decent amount of people get off in the Wedgwood area late at night. I think the easiest fix would be to have the 62 cover the tail portion of the 71 (at least on nights and weekends, preferable to be all day). the route 66 is not a great route at night like the 71 as it stops running early and comes infrequently and requires a much great walking distance which is not ideal at night. not to mention it has a lot of bottlenecks such as the lights on montlake, going slow through campus and the childrens hospital detour.</p> <p>Our little corner of Ravenna Park has been sorely abused by the bus system. Bus 30's runs have been cut severely and stop running before 7 p.m. That means I can't even catch the early movie and have a safe way home. Weekends the buses do not run at all. Bus 74 is an express so has minimal runs through our neighborhood. During the week it is packed with commuters. The lightrail will make no difference to us. It is two miles away with no connecting routes at this time. We need to go west, not south on our commutes to reach the U-District for work, shops, groceries, etc. It is important to keep the east/west routes. We have group retirement condos, and families all handicapped by the lack of transportation. We are isolated when the bus isn't running.</p>
Pamela	Clark	30, 74	2	<p>Thank you for last night's meeting at the Mountaineers Club. The material presented there, as well as the great amount of on-line material regarding the proposed changes, have been very helpful in educating me on this big change regarding NE Seattle transit. When I first heard that the 71 route was being eliminated, I thought, "Oh no!!" But I now see that the proposed changes will be better in so many ways. However, there is ONE THING I urge to consider regarding the new 78 route: PLEASE keep its hours / days of operation the same as the 71. Current hours of the 71 allow trips to Seatac for morning flights, and also trips home from the airport on early evening arriving flights. In addition, the current schedule allows using the bus to attend (and return from) evening events and weekend events or visits downtown. (The current proposal that the 78 runs weekdays only, and from 6:30 AM to 10:30 PM would really only benefit people who work downtown and would not serve the people who use transit to get to and from the airport and who attend downtown events on weekends and evenings: i.e. the greater population as a whole.) Thank you again for all of your work and the opportunity to comment on what is an overall great proposal.</p>
David	Rosenbaum	71, 78	2	<p>There are three factors why the new 78 route serving the Laurelhurst neighborhood is not neighborhood friendly: 1. It does not run on Saturdays or Sundays, times when bus ridership would be high for families going on outings or to sporting events. Please make the route a 7 day a week route. 2. The proposed 78 just brushes the outskirts of the neighborhood, making some residents climb multiple hills and trek 1/4 to 1/2 mile to catch a bus, or park on already crowded neighborhood streets. It does not enter the actual neighborhood. Please make the route cover more of the neighborhood. 3. There is no direct access to the University District. Please make every other bus go via NE 45th through the University district, then around via NE Pacific to Montlake and go north from there. 4. There is a real access problem for southbound buses and northbound, too, on Montlake. First is periodic congestion that will delay the buses up to a half hour on Montlake alone. Maybe you can build additional access lanes on Montlake to accommodate the buses??? Then there is a bridge near the Arena that requires buses to be in the inside lane southbound, then they will have to switch quickly into the far outside lane at the NE Pacific place stop. A new bridge will solve this problem. Please consider making my proposed changes to the new 78 route to make it more usable for neighborhood residents, and more efficient for all.</p>
Diana	Lull	25, 78	2	<p>We really need the #78 to run on weekends as well. For students and people who work at UWMC, 7 day per week service is critical if this is going to be a reasonable transportation option. We are still very sad about the elimination of the #25. The #25 would have been much more utilized if it had not been cut back to every 60 minutes M-F only. Before it was cut to every 30 minutes and on weekends, we used it much more frequently to work and downtown. Decreased service frequency and the loss of weekend service was definitely a major factor in the low ridership. This is very sad because Montlake/45th is one of the WORST areas of congestion in town (and has gotten worse since the #25 service was decreased). It can take > 45 minutes to get from Laurelhurst to Husky Stadium. If the #25 absolutely has to be eliminated, you need to provide access to Laurelhurst by having the #78 pass through the neighborhood. Thank you for your consideration.</p>
Charlotte	Smith	78, 25	2	

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Viviana	Bompadre	48	1	I can't join you this evening for your hearing on Metro realignments, but I want to offer my concern. My daughter, along with others in NE and NW Seattle, takes the Metro 48 to and from Garfield High School each day. The buses are full of students heading there as well as to Holy Names and Nova -- all regional-draw schools. I'm concerned about breaking the 48 route in two. This means that our kids, most of whom take one bus to get to the 48, will need to change buses twice en route to a 7:50 a.m. start time, which is already too early for teenagers. I'm unclear how the transfer will occur between what will become two buses driving the route of what is now done by one. If the connections are more frequent and reliable than they currently are, then this could be a satisfactory situation. But if kids are forced to wait for their connection because 1) one of the buses is off schedule and they've missed the connection; or 2) the schedule requires a significant delay during the transfer, this change will have a very negative impact in their life. What can Metro do or explain to me and other Garfield/Novato/Holy Names high school families to ease our concerns? Thank you very much for your time and consideration
DD	Dahms	71, 65	1	The 71 is a convenient way to get from my doorstep at the Jasper apts. downtown, as I DO NOT DRIVE DOWNTOWN under any circumstances!! The problem with requiring more transfers is extremely difficult: for the past several years, buses arriving at 'nodes' have been increasingly 'clustered' so they all arrive within a few minutes of each other. If the bus I'm on is delayed, I am stuck AT EACH TRANSFER POINT, many times MORE than what would be expected 1/2 hour with traffic and weather delays. I cut my Metro travel in 2012 when it took me 2 1/2 hours to go ONE WAY across town. In inclement weather, what passes for 'new shelters' are POOR protection - they drip water on riders, rain and wind blow in under them at will, and the disincentives just keep growing, as bus stops on my routes disappear. I don't want to walk carrying groceries to the 'perimeter' bus stops for University Village, so I drive. Increasingly, drivers will not wait, despite prospective passengers yelling a waving as traffic lights delay their crossing to the stop, or they are hobbling along 200 yards down the block, as the bus speeds by. Metro is NOT SERVING people who attempt to conduct their business and activities of daily living as residents IN SEATTLE!!! First they took away the day passes on weekends - they should be available EVERY DAY, so people can do multiple errands in a circuit without paying multiple fares. Then they made the elderly and disabled patrons they should be serving, walk increasingly far distances to access the bus at all. I DON'T WANT MORE TRANSFERS!!!! I DON'T WANT TO STAND IN INCLEMENT WEATHER OR IN THE DARK FOR OVER AN HOUR IN ORDER TO GO SOMEWHERE!!!! I DON'T WANT TO PAY 3 OR 4 FARES FOR A RETURN TRIP ACROSS TOWN AND A SHORT APPOINTMENT!!!! I DON'T WANT TO HAVE TO BUY A MONTHLY PASS IN ORDER TO AVOID INACCURATE ORCA CHARGES WHEN THE BUS IS STILL ON 'PEAK' TIME AT 7:30 AT NIGHT, OR SET ON 2 ZONES WHEN I ONLY WANT ONE, AND THE DRIVER HAS NO IDEA HOW TO CORRECT THE MISTAKE!!!! YOUR DRIVERS DO NOT KNOW HOW TO NAVIGATE THE ORCA SYSTEM!!!! THE 1 1/2 HOUR TRANSFER TIME IS WAY TOO SHORT, ESPECIALLY IF TRANSFERS ARE REQUIRED!!!! BRING BACK THE DAY PASSES!!!!
Leslie	Phillips	71	1	I will pay more for a nonstop flight, ditto for a nonstop route to work. I am extremely concerned that removing the route and making NE Seattle take two not one steps to work means most people will decide driving is the lesser of evils. I missed the meeting and would welcome anything you can share.
Regina	Wilhelm	73	1	Please do not remove the part of the 73 that goes downtown. I would like the OPTION of switching to Light Rail, but I don't want to be forced into it. A prime benefit of the 73 is that it goes from downtown all the way to Shoreline with no transfers in a relatively quick time. Transfers are awkward and difficult for me, and I don't wish to be forced into one, especially since one of the reasons I live where I do is because it has a direct line downtown currently. Don't remove that.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Jessica	Wagoner	71	2	<p>I live at NE 68th & 23rd Ave NE, which is about a brisk 10-minute walk from NE 65th & 15th Ave Ne. I often will find myself returning home from downtown Seattle in the evenings after the 76/64 routes are done operating and am very disappointed to know that I might now have to either walk from 65th & 15th or wait for the new east/west bus every time (I do often walk it, if I've taken a 72 or 73 home, but on rainy days or when I'm carrying something bulky or heavy it's nice to wait for the 71 and take just one bus home). I imagine this is more distressing for folks that live further east and for whom walking from 15th isn't really an option. Regarding my morning commute: I work on Capitol Hill and, after my commute was lengthened by 15+ minutes when the 76 was moved from 5th into the tunnel, I started busing to the Ave and taking the UW shuttle to Harborview - which saves me about five minutes (and the shuttle is more nimble and can avoid big traffic issues since it can vary its route). The thought of taking THREE buses to get to work (the east/west on 65th, something from there to the U. District, and the shuttle to HMC) seems ridiculous for a relatively small distance. I was looking forward to the 76 coming out of the tunnel, but it's now even further from my work in the mornings than when it was in the tunnel, and it still goes through town rather than getting off at 5th & James like it used to. The 64 actually takes me directly to my office, but just takes way too long to get to HMC after getting off I-5. I believe that route is being changed, however, and will be researching that as a hopeful commute option. I look forward to using the Roosevelt Link station when it opens, but was very surprised and dismayed to hear of the 71/72 cancellations slated to happen five years before that service comes into play. And finally, I hope there will be at least one route that runs south on 25th and stops somewhere very close to the stadium tunnel station. The 68 and 372 don't stop very close *and* take forever to move down 25th during the school year because so many students try to cram on at every stop; perhaps something that doesn't go to campus will not be as populated by students (although I imagine it would be heavily used by commuters).</p>
Stacy	Graves	48	2	<p>Regarding Metro Bus route #48: Our high school freshman son takes that bus to and from school with many other Garfield students who live in the north end of the city. Because it's the pathway school for the HCC program (formerly APP), there are kids from all over the city who attend Garfield High School. The 48 bus serves those in NE, N and NW Seattle all the way to and from Garfield. It's the perfect route for many students. Please consider these youngsters and do not allow the 48 route to be broken into two. Many of the kids already have another connection, so it would be terribly difficult for them to get to and from school if a 3rd bus was in play. Thank you.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Ashley	Donimirski	66, 49	2	I'm glad that there will be a lot of increased transit service, however I am extremely concerned about some of the routes being discontinued. I live in the University District near Ravenna and work in South Lake Union. The 66 is supposed to be discontinued, and the alternative would be to take the Link to downtown and then transfer to the South Lake Union streetcar. However, I do not live close to the U District Link Station and would have to either walk which is 45+ minutes or take the bus which is 20+ minutes. This means if I took the bus I would have two transfers just to get to work. If you live in Seattle and take public transit then you know that public transit is always either late or early, making the probability that you will miss your transfer extremely high. With two transfers I am almost guaranteed to miss one, if not both, transfers. In addition, my current commute takes 25 minutes taking the 66, while if you consider that taking the bus just to the Link station would be 20 minutes or more, then my commute would be dramatically longer after adding in the time that the Link and the South Lake Union streetcar take. The 66 is a very busy route that serves people who need to commute to South Lake Union, which is a rapidly growing area where many people work. Such a popular route should not be discontinued, especially when the proposed alternative does not seem feasible. I also have concerns about the 43, as I often travel to Capitol Hill. The 43 travels to the areas I frequent, while the 49 does not. The 49 is not a perfect substitute for the 43, and not everyone is going to be able to commute easily to the Husky Stadium Link station. In fact, I usually take the 43 in order to get to that area. Now I would be limited to the 44, which is almost always late due to traveling through Ballard and then along 45th, both which are constantly heavy traffic areas. Increasing the amount of 44s will help with waiting time to catch the bus, but will not decrease the transit time. Therefore, if you factor in that it will take me 20+ minutes just to get to the Link station, the time it takes for the Link to arrive and take me to Capitol Hill, and then the time it takes to walk to wherever I need to go will be much greater than the 25-30 minutes it takes the 43 to get me directly to my destination. The 43 is a popular route that serves a different route than the 49 and should not be discontinued.
Richard	Kielbowicz	71	2	Many residents of NE Seattle use Rt. 71 for its direct connection to downtown Seattle. It is especially valuable for older residents who want to avoid transfers. The new Rt. 16 is not a good substitute--the E-W routing is too circuitous for someone going downtown. DART 941 is an interesting substitute, but calling for service is an added burden, and to get downtown would still require a transfer to the train at the Montlake triangle. Thank you for considering my comments.
Nathan	Torgelson	48	4	I'm concerned about breaking Metro Bus Route 48 in two. My son, along with many, many others in Northwest and Northeast Seattle, takes the Metro 48 to and from Garfield High School each day. The buses are full of students heading to Garfield, Holy Names and Nova -- all regional-draw schools. Garfield starting time is 7:50am, already too early for teenagers. If our kids are forced to wait for their connection because one of the buses are off schedule, this will be problematic. One of the reasons my son chose Garfield was because of the Route 48. Furthermore, many students already take another bus to connect to the 48, and splitting the 48 in half will cause students to take 3 different buses to school with two connections. Could the 45 and 48 be recombined to be one route, with a stop at the Husky Stadium light rail station? Will splitting the route in 2 really improve service times? Thanks for your consideration
Wendy	Ostenson	48	4	Please reconsider splitting the 48 route into 2 lines entirely. The line is used by many high school kids to travel to and from the north end to attend schools in the Capital Hill and Central District areas, including Nova, Garfield, Seattle Girls School, and Holy Names. Splitting the line will mean that these kids will have to transfer buses early in the morning in the University District. I believe that this isn't the safest option for the kids, and is unnecessary because so many of this route's riders are going all the way on the line anyway. Furthermore, this is likely to cause students to be tardy unless the connections are timed perfectly every day, which is nearly impossible with unpredictable Seattle traffic. I urge you to review the ridership of this line and to act in the interest of the young riders who use it to get to their schools.
Joanne	Beaubien	48	4	I urge you not to split the 48 bus route. My son takes this route from Ballard to Garfield High school, already a long trip and splitting it would require transferring in the U district, involving further delays of unpredictable duration. There are number of Garfield students in the north end who use this route and would also be adversely affected.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frname	Lname	Route	Dist	Comment
Elise	Kim	48	4	<p>I am writing to urge you not to split the #48 Metro bus in to two routes, as it is currently being proposed. I am a parent of a student who attends Garfield High School and we live in Olympic Manor which is near to Blue Ridge, in NW Seattle. She is enrolled in a magnet program that feeds in to Garfield, which is why she is unable to attend our neighborhood school. My daughter relies on the #48 bus to get to and from school every day. Because the Seattle Public Schools does not provide yellow bus service to high school students, this is the only way that she can get to and from school. The #48 is the only bus that runs from the NW to the Central District that will get her to and from school. Currently, she leaves our house at 6:35am to catch the 6:45am bus which gets her to school around 7:45am. School starts at 7:50am. It currently takes her one hour to take the bus to school. After school, she catches the #48 around 2:20pm and she arrives home at 3:40pm. It takes her more than an hour to take the bus home from school. The 48 bus is always standing room only. It is a highly used route that obviously many people need to get across the town. The #48 bus picks up students from several area schools, like Seattle Prep, NOVA high school, O'Dea, and Holy Names as well as Garfield students. The bus is beyond FULL as it is. My daughter has always wondered why MORE buses aren't put into the route since it is always standing room only. There are not only students, but also people who work at the UW and the UW hospital who ride her bus. It is FULL. If the 48 is split in to two routes, my daughter's commute to and from school would greatly increase. She already leaves the house at 6:35am to catch the morning #48 to school. If it is split in to two routes, I don't want to think about how early she would have to leave. Maybe 6:00am??? In the afternoon, she would have to transfer at Montlake during rush hour and would have to wait with all of the other people from the UW and the UW hospital. I imagine her commute home would take close to two hours. That means that she will spend at least 3 hours a day on the bus.</p>
Kate	Ravenscroft	48	4	<p>We have 2 daughters who travel to and from Garfield via the 48 bus. Our understanding is that the 48 buses are quite popular and at dismissal often at capacity so students from garfield sometimes have to take the next bus as the first is full. The idea of unloading this many students at a stop and having to reload them on another bus seems risky and for time consuming. The ridership exists. Creating bus stops teeming with students from numerous schools on busy Montlake is not the safest idea. There are so many students from so schools who use the 48. To break the route in two will affect a very large number of youth in a detrimental way. My daughters have to catch the bus well before 7am to arrive at school on time. It's too early for them as is. In addition they like many teenagers don't dress for weather since they are on the bus. For safety of the students, efficiency of the route and use of their (students') time (given the hour of the journeys) and their physical health, we hope metro will decide to maintain a single route from ballard to at least Garfield. Thank you for considering our perspective as decisions are made.</p>
Marla	Smith-Nilson	48	4	<p>I understand that proposed changes to Metro's route are to support light rail routes running downtown. But this does not consider travelers who are not headed downtown but instead are simply trying to get to school in the morning. PLEASE DO NOT CHANGE ROUTE 48! My son, along with others in Ballard and northwest Seattle, takes the Metro 48 to and from Garfield High School each day. We cannot drive him. Both my husband and I work fulltime and cannot drive him to and from school. We cannot afford to move closer to the school. And, as you know, there is no yellow bus service for high school anymore. My son's bus is full of Garfield students and students heading to other school such as Holy Names and Nova -- all regional-draw schools. We have specifically selected Garfield for his specific academic needs. There is no other public high school in our city besides Garfield that can provide the education our son needs. Route 48 has served Garfield students living in our neighborhood since we moved there in 1998, and probably earlier than that. Our choice of this school was partially made knowing that our son would have reliable transportation to the school. PLEASE DO NOT BREAK THE METRO 48 ROUTE IN TWO! This means that our kids, most of whom take one bus to get to the 48, will need to change buses twice en route to a 7:50 a.m. start time, which is already too early for teenagers. My son is currently waking up at 5:50 am every day to ride the bus without transfers. Breaking the route in two means that he will get even less sleep as he will need to add to his commute time to make the transfer. And how will this proposed transfer be made - where on the route? Will it be a safe location for my son to make the transfer? Anyone who actually rides the Metro buses (I do every day) knows that making transfers is tricky. You can easily miss the connection if one of the buses is off schedule.</p>

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Frname	Lname	Route	Dist	Comment
--	--	--	--	I am a freshman at Garfield High school but I live in North East Seattle. I already have to take two buses tky get home, and if this change in buses means that I have to take three, it will dramatically affect my schedule and time to do homework and study.
Colby	Colhan	255, Link	2	I watched the video and reviewed the map explaining the streamlined routes by transferring from bus to link at Montlake, but I can't seem to find anything explaining how it will work for people like me who commute from the East side. I currently take the 255 to Westlake then switch to Link. I know eventually the 255 will be on a commuter lane on 520, but the slowest part of the commute is the connection between 520 to the 5 and then to the tunnel... Will East side busses also connect at Montlake? I think it would speed up my commute a ton of I could switch to the link at Montlake. I may have just missed it. Thank you for any information you can provide!
Miscellaneous				
Jeremy	Rudo	73	1	I ride Metro daily and I always vote pro-transit even though I have multiple properties and property taxes tend to be the primary funding mechanism for city and county revenues. I don't have a comment on a specific route. I have strong opinions that the Rapid Ride was large waste of money. I used to ride the 15 and 358, which were replaced by the Rapid Ride routes. As far as I can tell there is nothing rapid about Rapid Ride and as far as I can tell the money spent on Rapid Ride was spent on bells and whistles rather than improving or maintaining service. My point is that I would rather see public funds be used on enhancing an maintaining service rather than spending it on marketing BS like Rapid Ride. Most people have smart phones or computers and do not need a digital display at a bus stop o tell them when the bus will be there. I would consider those digital displays to be superfluous and not a good use of public money. What ever metro does with this routes. I ask that they use the money for essential elements to the bus system rather than spend money on bells and whistles.
Barry	Levine	66, 67	1	I won't be able to attend tonight, but thought you should at least hear what I have to say. Once upon a time it appeared that we in Seattle were going to take an aggressive approach to transit woes. Great concept. The ideas that were banded about intrigued the residents enough that we gave our blessings to the concepts of urban villages. But, we didn't expect to be turned into urban village idiots. There are many of us who feel that we were sold a bill of goods that we wouldn't have bought if the whole package had been told in the 1990's. What does the whole package represent vs. what we were told: We would have transit to move people through the growth period and thereafter. In truth it is we won't have enough transit until many of us will be dead given the slowness to move and the uncontrolled growth that we are seeing. Great concept, very poor execution. Fits (?) certain groups which are a small percentage of the population. Probably would work well if the other 90 % or so would move. Great idea to want less cars. Again extremely poor execution. Less bus routes and even more being forced to go through the U Dist as routes are being closed. Maybe seemed like a good idea, but because of the limited access to other parts of the city another very questionable decision about moving people around in the near and distant future. We need to offer the populace easy ways to get around rather than making this extended period of time even more painful. Also precludes what has made Seattle a quality place to live for those who engage in outdoor activities. We have many people with varied interest, soccer, tennis basketball, skating, you name it. Will they be able to get to where they are going with the transit we have now? What will that look like in the next few years? The future? Bad from my point of view. What is all this really about? We have lost a part of this city that makes it appealing on many levels. We are looking like a lot of other places that have serious traffic problems or worse. What about a comprehensive approach to growth and transit that tries to get more people to use their cars less, without creating pariahs. Walking, bicycling and a reduced use of cars good. No cars is ridiculous! No parking rules for apartments again ridiculous. What about handicapped people and the elderly? If you are trying to create something like New York, they already have good alternatives in place for moving people around. We don't. My questions for you are: Do you feel like you still have the pulse of a city that is losing its pulse? Do we care about all the people who already live here? Are we the new LA, Silicon Valley, etc. where the middle and lower class will not get any consideration because they are lower caste citizens? What about the talk of more green space? Many might even say we have already lost a lot of what made Seattle a great place to live. Out of control growth in a business usually leads to ruin. We depend on the council to be the group that monitors this. As close as we can, let's create a better Seattle for all. I don't see us even being close to this.

Comments received on Council's web site on Metro Service Changes October 6-11, 2015

Fname	Lname	Route	Dist	Comment
Roger	Pence	--	2	I saw the announcement of the Public Hearing tonight (http://kingcounty.gov/council.aspx) but I couldn't find the link to the two proposals, nor any link to your analyses of same. It sounds like this Public Hearing will be like most local government Public Hearings -- citizens get two minutes to talk, and the public officials sit mute and unengaged. If I have this wrong, please advise. Somewhere, sometime, we need an opportunity for citizens to ask questions and get answers in a public forum. Can we have some opportunities for citizen engagement, some public conversation, on this important topic? Please?
Brittany	Teague	Sounder, 14, 36, 7	--	It would be so amazing if we could have a space dedicated to nursing moms that need to pump on the buses or train. All that is required is a seat with a nearby outlet and the ability to ask for that seat. Just a sign would do for those seats that already have outlets on the train. I have had a hard time asking others to give up their seat so that I can use my breast pump even though I have every right to do so. My commute is about 2 hours and its absolutely necessary for me to be able to pump during that time.

Written comments received at Council's hearing on Metro Service Changes

Frame	Lname	Route	Dist	Comment
Mike	Orr	--	8	<p>What do Chicago, San Francisco and Vancouver BC have that we don't? A grid of frequent bus routes ,every 5-10 minutes daytime, 20 minutes evening, every day. We're a long way from this, but the U-Link reorganization is a good step in the right direction. Route 62 creates new crosstown service on 65th which has long been needed and it's frequent. Northeast Seattle would generally have twice as much frequency, which would make it twice as easy to get around without a car, which would make it easier to live in that area, an important consideration in light of our housing shortage and rising rents: we can no longer allow a fifth of Seattle to be hard to get to on transit. Capitol Hill is more difficult, and there are arguments for and against these routes, just as there were about all previous proposals and alternatives. That's because Capitol Hill is intrinsically difficult: you can't go very far in a straight line in any direction, and the denser areas are scattered. Metro spent six months refining the plan, with three rounds of public input and revisions to serve the most people. This is the best compromise Metro has been able to make, so let's just do it and have some certainty. If the County approves a Metro restructure it brings us a step closer to our long-term goal: a network like Chicago and San Francisco that have several times more ridership and make it easier to get around the city. If the Council rejects a restructure, it will make Metro shy to do anything in the future, as has happened too many times in the past. If the Council approves the restructure except one or two routes, it will have cascading effects on other routes, endangering the promised frequency increases. We can't wait six years for a better network.</p>
--	--	--	--	<p>All the service that has served View Ridge and Bryant for years is being removed. People want to get directly downtown. The 76 and 64 have served us well for years. The 71 grinds through the University. It is OK for weekends but not for working people. You are intent on making it easier for students (4 years temporary) or tourists (2 week visits) but not for the working class. Why make us walk from Stephens Way in early morning hours. Oh my gosh! And if a person cannot have easy bus access to a place as large and busy as the George W. Bush Federal Courthouse on 7th and Stewart – 19 floors of people, then your transit system is a failure. You have hoards of people – workers and jurors going to the Courthouse. You have ruined the 76 (letting people off at the Convention Center underpass) and you will demolish the 64 as we know it, for Amazonians on Lake Union. (They have massive parking garages) Many federal workers don't make what they do.</p>
Chane	Clark	16	4	<p>Deletion of Route 16 in favor of Route 62 and 26X is an outrage. The times being quoted are unrealistic and are destined to get longer with a 15-minute repetition. What happened to the petition signed between the citizens of Green Lake and Metro sponsored by Patricia Caffee? The Route 16 was promised to never be eliminated.</p>
Urania	Perez		71	<p>I believe that bus route 71 should not be eliminated. It's the only route that takes people directly to downtown from the NE Wedgwood View Ridge area during the daytime. In the past we already lost route 25 and now route 71. This is not acceptable. Not everybody wants to take the light rail all the time. Route 71 is not a duplicate route. Route 76 is only for peak hours.</p>
Keith	Roraback		25	<p>I've lived along the current route of the #25 bus in Laurelhurst for 15 years. I can verify from first hand observation that ridership is consistently low in this area. Route 25 should be discontinued, as least in Laurelhurst. Then if Route 78 is implemented, it would serve the Laurelhurst neighborhood better if it ran East on NE 45th St – from 47th Ave NE deeper into the neighborhood, then South on 50th Ave NE, which would take it to the bottom of the steep hill at NE 41st St, were Route 25 currently runs. The bus could then rejoin the proposed routing of #78. Doing this would add less than 10 blocks to the route, and serve the neighborhood better than what is currently proposed. Route 78 should only run M-F every 30 min until 7:30 PM. Apparently there is a proposal by Laurelhurst Community Club that route 78 run every 15 minutes, 7 days per week. I don't believe demand warrants this and do not support this proposal. Regardless of what happens with Route 25 or Route 78, the bus turn-around located on the SE perimeter of the hospital should be decommissioned. The disruption this turn-around causes the homes in the area outweighs the benefits provided by the turn-around. Any new bus stops needed on NE 45th St as a result of decommissioning the turn-around, should be placed between 45th Ave NE and 46th Ave NE which is between the park and the church. Placement in this area would minimize disruption to the homes in the area.</p>

Written comments received at Council's hearing on Metro Service Changes

Fname	Lname	Route	Dist	Comment
Pamela	Farrel	16	4	Deletion of route 16 would force me to drive or walk to work. Taking the route 16 and including it into the 26X adds 20 minutes additional time, the disabled 5 minutes on and off for each individual. This results in not taking one bus earlier, but four buses earlier. When you end up getting up at 4 AM to be at work at 8 AM with the proposed changes is not reasonable. Can drive downtown in 7 minutes, before disabled riders 15 minutes by bus, and can walk in an hour and a half. No point to take the bus. Rarely use the Link
David	Rosenbaum	71	2	Current days and times of 71 bus allow going and returning to SeaTac morning and evening flights. Also, attending downtown evening events. Proposal for new route 78 will severely limit these possibilities with its reduced hours of operation on weekdays and elimination of weekend service. Service should be expanded not curtailed!
Shirley	Grekin	16	4	Cutting bus #16's route in Wallingford to and from Northgate will cause great inconvenience to those who go to medical-oriented offices in that area. Many who use walkers with find it very difficult to change buses to get where they have to go. Also it will take longer to get downtown. Many of us use bus 16 to go to the concerts, plays, etc. downtown. Riding the #16 bus I see many school students go to Seattle community college, blanchette high school. Handicapped people also use the bus. Making changes would make life more difficult.
Sanora	Horowitz	16	4	Cutting the direct Northgate-Meridian route of Bus 16 will cause hardship to the many users of the many medical and dental offices for Wallingford seniors especially. The proposed cut will require one and two transfers. This is very difficult for frail and/or disabled riders who cannot easily walk between transfer points.
Barbara	Chin	43	2	I urge the County Council to retain the 43 route. My children take this route to school at Pike and Summit. Metro's proposal that they transfer will not work. Not only would the kids have to walk 1/2 mile to the bus (as they already do), they would have to take time and walk a few blocks to transfer, then walk a bit to get to school. That is more than children should have to handle. If the 43 is cut, not only will I lose my bus downtown (48 to light rail) is a non-starter given Montlake traffic) I will spend the next 7 years driving my children to school. One more car on the road...
R. Mike	Bloom		2	More benches and overhead shelters at bus stops so passengers won't have to stand in rain while we wait for buses. If Metro has no money for this, maybe businesses can fund this and provide ads. Fewer surface buses on 3 rd ave. More eve and weekend service in outlying areas 32 nd NW-Shilshole, Laurelhurst
Keith	Kyle		4	Seattle must progress toward using a transit gridded town. This change will give a level of service this town has never seen before improving commutes and reliability but more importantly speed and reliability. Please move forward with the U-Link restructure.
Kathy	Cullen	77, 43	2	So much for our \$60 car tab increase! I am 72, my husband is 77 and can't walk far. We rely on the #43 to get to GHC Central from our home in the U District. Even one transfer creates a hardship for us. We also use the #66 to downtown, but that is less of a problem as we can take the #44 to Husky Stadium, but again, it is a transfer and that is difficult. I'm very discouraged as the powers that be think we are all young!
Bette	Robbins	75, 32	1	I take the 75 to Northgate and 75/32 to Seattle Center and 75/71, 72, 73 to downtown. The first 2 have no transfer, the third (to downtown) does. I will prefer the 75/trains to downtown. However, the walk on the campus is too far. My only positive suggestion is to put a very well lighted covered walkway on from the Stevens Way stop to the train. Better yet, a closer connection between the 75/32 bus stop to the train. The 32 serves Children's Hospital, seems to me that a better connection between these and the train should be very important. Is there a plan in place for bus route changes when the next university area train station is done??
Sarah	Yeager	43, 71	1	First: The Mountaineers Club is a very difficult place for a person with limited mobility to reach by bus. Were you trying to discourage public attendance? Because that's how it feels. Second: again, for people with difficulty walking the vastly increased #s of transfers for most trips makes taking public transit much more difficult. We were told at a public meeting in November that there would be a bus stop at the Husky Station; now I see that is not true and riders will have to walk "2 minutes" (not at my pace!) in the weather. You are eliminating two of the routes I use most often and are not providing viable alternatives (71 & 43). I seems to me that travel from light rail stop to light rail stop will be wonderful and almost everything else will be much more complicated or impossible. As a person with limited mobility I feel disregarded and disrespected.

Written comments received at Council's hearing on Metro Service Changes

Fname	Lname	Route	Dist	Comment
Peter	Leinenbach	26	4	South Wallingford (south of 40 th) will not have a bus to downtown if bus 26 (local) is eliminated. There is a tremendous amount of dense apartment development near Gas Works Park and Wallingford which will make people (~1,500) drive to downtown for work and pleasure.
Carl	Linder	16	2	My beloved wife Julieta needs the #16 to visit PacMed on 5 th Ave NE when I can't drive her, and to visit me at NW Hospital during my semi-annual bouts with pneumonia. Please don't delete it
Howard	Good	242	1	Please save the 242! I ride it every day to work (as a temp at Microsoft) and it's usually full. Why cut it when there are empty (ish) buses like the 221 to cut? How do people get from Ridgecrest, etc. down to Green Lake to the 542? Thanks.
Bill	Sampson	71	1	I am excited about light rail expansion. However I was disappointed to see the proposed cutting the of the 71 bs. The 71 bus is just a block away from my house and is a great direct way to get to the UW campus and downtown Seattle. I am hoping that direct bus routes can be kept while feeding more buses into the light rail system. I understand this may be difficult to do.
PA	Burke	16, 41	1	#16: Ensure that its replacement #62 is routed on 5 th Ave N for safe access to Seattle Center events. Aurora Ave too far to walk from and to for seniors, handicapped, mobility challenged. #41: transfer times out of Northgate to #73, #347 and #348 need to be better scheduled both at Northgate and at 15 th Ave NE and 125 th St. Seniors are uncomfortable waiting to transfer after dark at Northgate due to rowdy teenagers (gangs in the past) to #347 & 348. More visibility and lighting is needed at the bus stop on 15 th Ave NE just north of 125 th St. Waiting there to transfer from #41 after dark is challenging to women. All Link Light Rail passengers from SeaTac Airport after dark want safe transfer points and minimal walking with luggage, especially with the new Capitol Hill and U District stops. The engineers at Metro need to consult single women, seniors, students in night school, and all mobility challenged riders who depend on Metro re how many blocks they can handle safely when transferring and in inclement weather. How do passengers get from U Dist Light Rail stop to #73 on Univ Ave after dark? Safety issue
Richard	Lewis	72	2	How are riders from the north end of the U Dist near 50 th and U Way area get to Lake City since you want to do away with the #72? That runs on the Ave to 15 th NE to 80 th to Ravenna Ave to Lake City. I would not be able to travel to Lake City to shop ect. (Fred Meyer ect.)
Gail	Treziise			After viewing the proposed pedestrian routes from bus to rail station at UW – these cross some of the widest and busiest streets around. This is unsafe, and will be impossible for anyone with mobility issues, such as wheelchair users, or slower-walking seniors, to attempt without putting their lives in danger. Other changes will make it difficult for such people. For instance, deleting routes and requiring people to go to a “corridor” several blocks away. Also very unsafe for single women to have to walk greater distances after dark.
Brie	Gyneild			The proposal isn't perfect, but it's a great start toward a new era of frequent, reliable service. It's a paradigm shift – and like all paradigm shifts, it's hard to grasp until it's occurred. We can't imagine what we've never had. Transfers have always been onerous – this restructure changes that, which opens up new paths and greater flexibility for transit users. Again, it's hard to imagine easy transfers, and I understand why people balk. But the proof is in the implementation – we have to go forward with the restructure to experience it. I served on the Sounding Board. We spent many many hours discussing, debating, and reviewing proposals. Our report identified areas of concern – many the same ones I heard tonight – and gave our recommendations to make sure it's successful. Please take the leap and move us into a better future for transit users.
Erik	Feiveson			A couple of weeks ago, I rode a 72X from downtown to the U District on a Saturday night for the first time. With the express lanes open this was the best possible scenario for the existing network. However, I had to watch 2 Link trains go by before the 72X showed up, and once it finally did show up, it was several more minutes just to get out of Westlake Station. While it's still better than the 72 local of before, it still does not compare with getting on the first Link train that comes and having a 5-minute connection at Husky Stadium. Please approve the change and give northeast Seattle the frequency it needs to make this work!



Dear King County Council:

The Capitol Hill Community Council is excited by the opportunities presented by the University Link light rail stations opening early next year. In addition to fast, frequent, 4-minute service from the Capitol Hill Station to both Westlake and the University of Washington, the Council is pleased that the introduction of light rail will enable Metro to boost bus frequency throughout Capitol Hill.

The Council is cautiously optimistic about the proposed changes, and we are pleased with the retained network on Routes 2, 3, 4, 9, and 60. Among routes proposed for changes, we are pleased with the following proposals:

- 25% more service on Route 8
- 7-day frequent service on Route 10
- 100% more service on Route 11
- More night service on Route 12
- 50% more service on Route 48
- 25% more service on Route 49

We are concerned about riders north of Thomas St who will be affected by the deletion of Route 43, and who will lack direct connections to the Capitol Hill light rail station on all three routes serving their neighborhood (Routes 10, 12, and 48). We are hopeful that boosted frequencies on Routes 8 and 11 will be satisfactory for the bulk of riders connecting to the station, but we encourage Metro to frequently analyze changing trip patterns in the year following the opening of the new light rail stations, and to be prepared to reinstate such connections if ridership drops in any corridor, but particularly on 23rd/24th Ave E.

We also urge Metro and Sound Transit to include station-level amenities such as weather-protected bus stops, real time arrival information, and adequate bicycle parking at Capitol Hill Station. To date, we have not seen what these amenities will look like.

Overall, we are broadly supportive of the proposed restructure and the substantial increase in frequency it would bring. We encourage Metro to see this as an ongoing process that does not end when the new stations open, to be flexible and responsive in adapting to new patterns that emerge, and to include the Council in that conversation.

Regards,

The Capitol Hill Community Council
Zachary Pullin, President
Elliot Helmbrecht, Vice President
Mike Archambault, Treasurer
Natalie Curtis, Secretary
Lauren Burgeson, At-Large
Reiny Cohen, At-Large
Jesse Perrin, At-Large

Mr. Kevin Desmond
General Manager, DOT/Transit
King Street Center
201 S Jackson St., Rm 415
Seattle, WA 98104-3856

December 5, 2014

Relocation of Bus Route No.16

Dear Mr. Desmond

We, the residents and homeowners (see attached list of 72 signatures and letters from residents), who reside on and adjacent to Meridian Ave. N, Kirkwood Place N and Woodlawn Ave. N from N 64th St. to N 56th Street ("Bottleneck Zone"; see map), are requesting that Metro move Bus Route No.16 off our residential street to a route more suitable for bus traffic (see map). The reasons for this request are:

- Streets in our neighborhood are too narrow (i.e., 24-ft wide) and are not designed to support safe two-way traffic and high-frequency transit with large-heavy-buses (see attached picture).
- Engine noise from buses is loud most of the time and wakes many residents at night due to the close proximity of homes to the street.
- Home foundations often shake and car alarms are frequently set-off when the heavy articulated buses rumble down this old street.
- Speeding is common on this thoroughfare and is extremely dangerous for pedestrians (especially children), bicyclists, and pets because of the obstructed views (see map) at turns, narrow streets, and dense street-side parking. Pets have been killed or injured by fast moving traffic in the bottleneck.
- Damage to parked cars by buses and other traffic is common. Residents have had their cars side-swiped, dented, mirrors broken off, and bumpers ripped off by the bus every year.
- The proposal to increase transit frequency in 2015 will exacerbate the problems described above and further degrade the residential quality of our neighborhood.

We support bus transit and will work with Metro to promote sensible solutions that provide rider access and maintain our residential neighborhoods. Many who signed this petition use metro and some don't live on the affect streets. However, all of the signers support the petition because they recognize the importance of neighbor connectivity and are willing to accept an alternative route to minimize impacts and promote a stronger/safer community.

We are a neighborhood on a residential street. We value and care for our old and young residents and take pride in our neighborhood, our families and our homes. To that end, we encourage Metro to evaluate options for moving Route 16 to other streets in the area that are wider, safer, and better suited for bus transit (see map).

We would like to meet with you to discuss our request. We appreciate your interest and timely cooperation in resolving this important issue. You may contact us at doug@martinenv.com

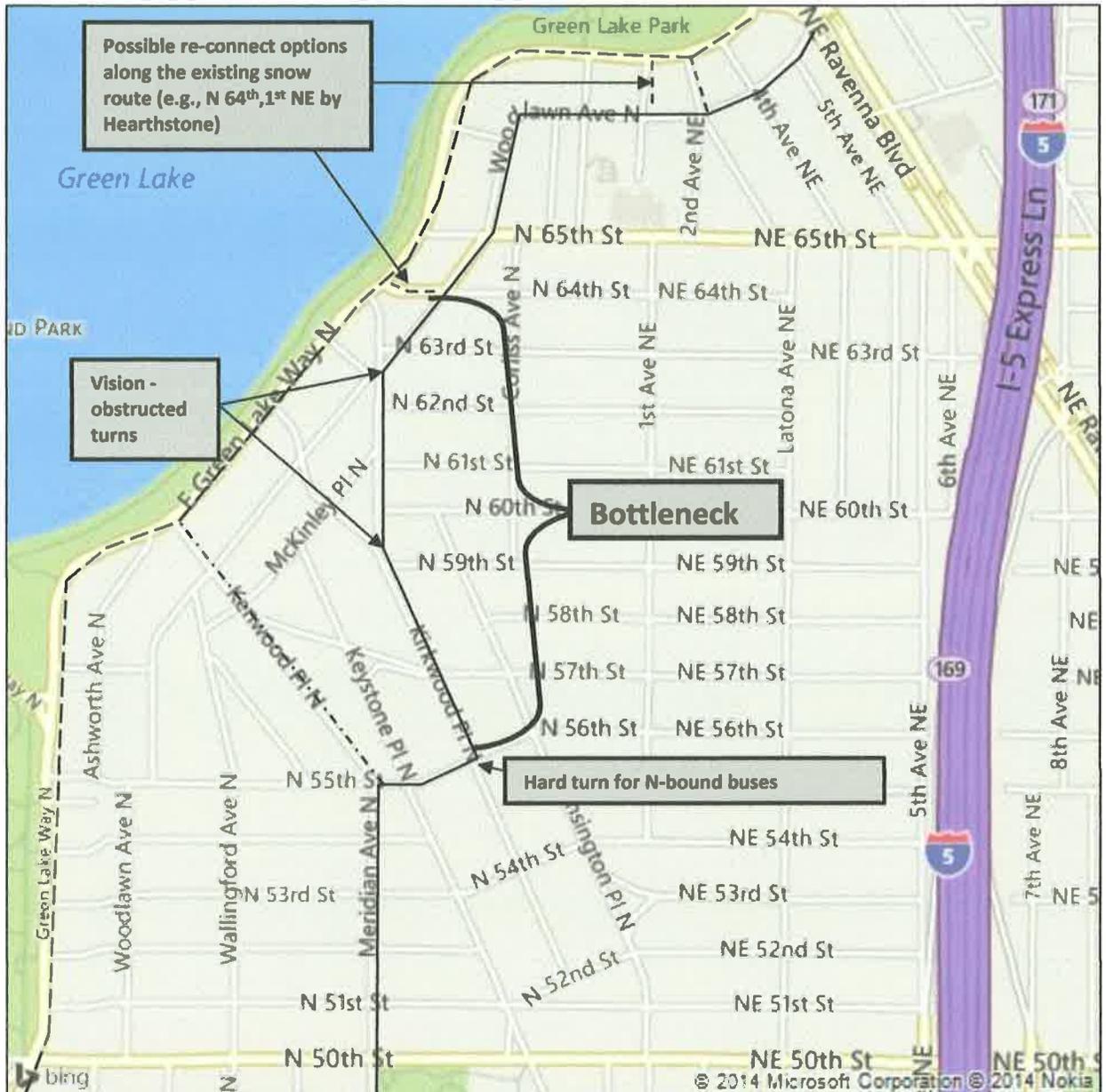
Sincerely,
Doug and Judy Martin (neighborhood representatives)



cc: Tom Rasmussen, Seattle City Council Chair of Transportation Committee
Mike O'Brien, Seattle City Council Co-chair of Transportation Committee
Scott Kubly, Director, Seattle Department of Transportation

Relocation of Bus Route No.16

1



Map showing exist Route 16 (solid line) and bottleneck zone. Streets in bottleneck are narrow (24 ft. wide), have obstructed vision for drivers, and do not allow two-way traffic for buses. Bus route alternatives that could avoid the Bottleneck include: the existing Snow Route 16 along East Green Lake Way with options for re-connecting to existing route (dashed lines) or a direct Green Lake-Meridan Ave. connection along Kenwood Pl. N. (dash-dot line). All of the alternative routes are located on wider streets which support two-way traffic and have unobstructed vision for drivers. Also, all options could provide service to the Hearthstone Home (e.g., connect to Woodlawn via 1st NE) and the Kenwood Pl option would maintain service to Tangle Town.

This service revision is wonderful. It makes a lot of sense and it makes responsible use of our transportation resources. I've ridden the bus over the years from West Seattle, Beacon Hill, Ballard, the International District and in recent years Wedgwood and Meadowbrook in the North East. I've also driven to work when the bus commute gets impractical. This restructure is probably the best thing I've seen to make the bus system usable since the tunnel opened and we got Orca cards.

The bus routes in NE Seattle are terribly outdated. Sure, you can cobble together a half-hour schedule by endlessly pouring over meandering routes, but who has the patience? I can take a 72 from Lake City Way, but if I miss that my only option might be waiting for a 372 and detouring through the U-District. Or I'll take the 65 and transfer to the 41 in Lake City via Northgate and Pronto bike from Downtown to my job. Or endless other variations. Every day. I have the trip planner bookmarked to figure out my commute based on when I leave home or work and the travel conditions. Most others just give up and just drive. Or they wait and wait and wait. Sometimes I give up and walk home and I pass kids waiting for a 65 that isn't coming because it's stuck in some other corner of the city. This restructure will allow me to take the 65 to the 70. Period. When I leave the house, I won't even have to check my watch or the calendar (because even this level of service gets reduced when UW is out of session). My neighbors will have different routes, but they will gain similar predictability. This kind of reliability might even allow me to run errands. Stop off on 35th at my in-laws. Get dinner in Lake City or U-Village or Northgate or Downtown. Work late if necessary. As it is, a seat on the bus is worth two on the schedule and I usually pass up the businesses on my route.

Many young families have moved to my neighborhood in recent years. And many of them are trying to be one-car families. This cuts down on air pollution, it reduces driving on neighborhood streets with no sidewalks, dangerous arterials like Lake City Way and expensive highways like I-5. It reduces road and parking congestion for everyone. Buses in our neighborhood go to Lake City for restaurants, or the Farmers' Market or the Library. They access U-Village and 35th street, Magnusson Park, Nathan Hale, Childrens' Hospital and the U District, but they do so unreliably, so often we just default to driving, clogging up the roads and using more parking.

Beyond NE Seattle, this plan will make transfers far more reliable. Over the last year I have been stuck in Fremont for waiting a few minutes past rush hour when frequency drops. I often stand on a corner in Lake City waiting a half hour or more for a transfer from the 41 to the 65 or a 75 (I'm not picky) that is stuck in distant traffic somewhere. Often they both arrive nearly at the same time, which is poor use of poor frequency. The changes in this plan might not give me a one seat ride home from Fremont any more (a very specific trip only available at certain times), but it will get me home and work more reliably and as fast or faster. By comparison my current 7-mile commute takes at least 70 minutes by bus with no delays. I can do it by bike in 40, but that is not something I can do year round. This plan will actually make the U-District,

Lake City and Northgate and even 65th Street or Magnusson Park effective as transit transfer points for NE Seattle. As it is, they are just barely transit destinations.

These are real improvements that will make a clear difference. The Proposition 1 service additions to route 70 made a night-and-day improvement to the usability of that route. Instead of waiting and waiting at evening rush hour for a full bus that couldn't even stop at Fred Hutch, it's now possible to get a bus without setting an alarm clock and having a backup plan. In the mornings Instead of seeing my 70 pull away just as my 65 got to UW in the morning, I now make the transfer reliably. The additional 70's continue to be full because that's just what the demand is nowadays. But they are reliably where they are scheduled to be, and the transfers at the UW match up, which wasn't the case back in August before prop 1. The U Link route changes would give that kind of service along the 66 corridor that serves rush-hour Roosevelt. It would make the transfers at Lake City, 35th street and Sand Point work. People will notice this is a positive change and they will also notice if the change is not made and the positive momentum is squandered.

So you see these changes are necessary for NE Seattle even without U Link opening. Am I looking forward to taking the Link from the airport to UW and transferring to the 65? Sure. I'll also be able to run errands Downtown and get back home reliably after work. It's even possible that the Link will be a better regular commute option for me than the 70. My family will probably start taking weekend trips to Capitol Hill again and not have to worry about parking. But these necessary changes are incredibly positive regardless of Link. It would be irresponsible to leave redundant service on the table when the U Link opens up.

In short, this service revision is a credit to King County Metro. It has been my light at the end of the tunnel since it was announced. I'm exhausted trying to make this commute work. Please don't leave the system unchanged and make me switch back to driving. That would be a waste for all of us.

Thank you,
Tim Fliss
10343 38th Ave NE,
Seattle WA 98125

My name is Jack Papegaay and I am here to object to the proposed cancellation of route # 72.

This route serves several neighborhoods including Lake City and Ravenna and provides direct service to downtown and to the upper part of the University District.

Now let me say up front that I don't have a problem in transferring to the Link Right Rail but I do object to what Metro is proposing in replacing route #72.

What Metro is proposing is that riders of route # 72 use instead route #372 which does not serve the Light Rail Station but instead goes through the University of Washington campus meaning that to transfer to Light Rail riders would have to walk across the campus from Stevens Way to do so. According to Metro that should take about 5 minutes. Well I have walked from Stevens Way to Husky Stadium when I have attended football games and used the Metro Husky bus service and it is a lot longer then 5 minutes. This is also not a covered walkway so riders would have to endure all kinds of weather to be able to make the transfer. This is ridiculous and yet Metro calls this an improvement.

If Metro considers this is an improvement in service then their definition of improvement is a heck of lot different then mine. This is not improvement in service but instead it is a degradation of service.

So not only do the riders lose their direct service to downtown that they currently have but to go to downtown in the future they have to walk across the campus. But only that the riders on route # 72 will also lose their direct service to the upper part of the University District and will have to transfer to do so in the future. Again Metro calls this an improvement in service but it is not. Again this is a degradation of service.

To me route #72 should be continued on the route it has now but when it arrives at University Way and Campus Parkway instead turning right as it does now it should continue down University Way to Pacific and turn left to the Link Light Rail and loop around the station. It would then go back the same way to University Way and then back to Lake City as it does now. By doing so it would provide a direct transfer to Light Rail but also continue to provide direct service to the University District. I have suggested this to Metro but they claim there is no room at the Light Rail Station for a layover point for that but what I am proposing is not a layover but just looping around the station. This is no different then routes 10, 11 and 47 that come from Capitol Hill down Pine Street to 2nd Ave turn left on Pike Street and returning to Capitol Hill without laying over.

I also like to point out that route # 372 during the school year on many of its trips to the campus is already standing room only when it has come by my stop and now Metro wants to add the riders of Route #72 to that. That makes no sense. Also route #372 serves the students and faculty on the campus while riders of route # 72 want to go to the University District and downtown. So these 2 routes serve two different sets of riders.

I am also frustrated that prior to the vote on the Seattle ballot issue earlier to support Metro the taxpayers were told that if we vote to raise our taxes Metro said that it would allow them to maintain current service and improve it in the future. Well this proposed cancellation of route # 72 is not

maintaining current service and it definitely not improving service. Also after looking at all of the proposed changes that Metro want to make to service in NE Seattle it seems that Metro lied to the taxpayers and instead is giving the middle finger to the riders of NE Seattle.

Thank you.

October 6, 2015

To the attention of King County's Transportation, Economy and Environment (TrEE) Committee

My name is Tracy Domingues. I represent the Montlake Community Council and the Montlake Neighborhood Greenways. I am here today in opposition of the elimination of the bus routes, 43 and 25, that serve the Montlake, Arboretum, and Portage Bay/Roanoke neighborhoods. Our neighborhoods strongly oppose the King County Proposal to eliminate bus routes #25 and #43 by March 2016.

A detailed explanation of why this proposal would cause a disservice and less safety for Montlake residents, has been put together by Montlake residents Lionel Job and Barbara Wright and presented on October 1st to Kamilah Brown, Aid to King County Councilmember Larry Gossett, and Bryndel Swift, Aid to King County Council Chair Larry Phillips. Their document also offers possible solutions to the problem.

Here are copies of the documents for your attention.

What I am about to read are some of the comments and complaints posted on the Montlake and NextDoor public forums by the residents of the Montlake, Arboretum and Portage Bay neighborhoods. You might have received most of these testimonies through e-mail and the King County online feedback form, but reading them aloud would make their voices louder and clearer.

- I take the 43 to the gym by REI three to five times a week. I already walk the last half mile because it's faster than taking two buses. If you cut the 43, there's no way I'm waiting at 23/John as I transfer from the 48 to take the 8 at 6:30 in the morning when I go to the gym. Seattle Police Department crime reports show that intersection has way more crime against property and individuals than where I currently take the bus. I'll drive my car and find parking by REI. Isn't this exactly what you don't want to happen?
- The #43 is the route my children can take to/from school, and a transfer from one line to the other is really not an option for a 12-year-old. If it goes away, I'll be driving every day...
- Proposition 1 which was passed last year was supposed to maintain bus service. Why are we even having this meeting? Isn't that what the tax

revenue increase was supposed to do? This sort of thing is exactly the reason why people don't trust politicians and why I am very likely to vote against further tax increases that are meant to serve transportation.

- I have long been a transit user and actively supported the transit increases. Now I find that my neighborhood will receive less service. My choices are to walk 1 mile to the Light Rail station or take route #48 and then transfer downtown. It will actually take me longer to get downtown than it currently does.
- The walk from mid-Montlake to the pedestrian overpass across from U Hospital and then to the Sound Transit station is not a reasonable walk for children, adults and seniors to make.
- We are currently a 1-car family, but if this route is eliminated we will certainly become a 2-car family.
- 1.15 mile walk or time and hassle of transferring busses will quite simply result in more SOV's in a neighborhood that is already plagued by impassable gridlock.
- Why are we having to "save" our neighborhood (Westside of Montlake, and Portage Bay) bus route seemingly every 6 or 12 months? We overwhelmingly passed a City initiative (Prop 1) last November for an increase in City taxes (0.1% sales tax plus additional \$60 vehicle tab fee, collected each year 2015-2020) slated not for some vague route "improvements", but primarily and specifically for restoring routes in Seattle proposed to be deleted by the County (Routes 25 and 43).
- Transferring from the #48 to the #11 at 23rd and Madison is dangerous! Drivers at that intersection are habitually "velocitized" and paying next to zero attention to pedestrians. It's a terrible intersection for pedestrians, and if they take away the #43 transferring there will be our only option for getting to most parts of Capitol Hill.

- My son got off the bus 48 today, crossed the crosswalk with the correct light and was almost taken out by a bicycle. The metro stops need to have more safety at 24th and Lake Washington Blvd.
- Please do not eliminate route #43! I have used it for over 30 years. It goes to all the places I need to go- Group Health, Safeway, and downtown. It will create a real hardship for me and my neighbors if it is eliminated. While I appreciate the new link light rail station to downtown, it does not travel to these other destinations.
- As a 30+ year resident of Montlake, I'm struck by the irony of the ads on the buses that tout more options and better service, while you are taking away the much used and incredibly convenient #43 route. I am excited about the light rail additions at Broadway and John, and the one in UW parking lot, BUT they do NOT replace the #43 for us folks who live along the 24th/23rd Avenue corridor.
Please do not take away our ability to take a bus downtown with no transfers and only a couple of blocks walk. Especially in rainy and cold weather, waiting for transfers or walking a mile to the light rail is not good transportation service.
If the goal is to encourage more people to use public transport, to create a city where everyone uses it (as in New York City or London or Paris, etc.), taking away the #43 is not the right direction to be going. In fact, it's likely to put more of us back into our cars.
- For those of us in Montlake and the Arboretum the loss of the 43 would mean taking TWO buses to get up to 15th Avenue East (Group Health, Safeway etc) with a transfer on 19th near Madison from the 48 to the 8 (not a great place to wait for another bus for 15 minutes in the dark and rain) and yet another bus (the 11, THREE BUSES) to get downtown. Once this change is made we will be stuck with this for a long time so please voice your opinions now if you want to prevent this. The small change recommended by Reg Newbeck would return the link between 19th and 23rd on Thomas/John and avoid the three bus trek!

- It makes no sense to eliminate the 43. Yes, the light rail will also go from the U-Dist to downtown "in only 8 minutes", but the light rail isn't going to cover the exact same route, which means we'll all have to take the time/another bus to actually GET to the light rail or downtown. It's ridiculous.
- I am a senior who has resided in Montlake for over 40 years and I have always taken Metro bus route 43 to get me directly, with one single bus, to my research position at the UW School of Medicine, to my medical health care facility at Group Health Capital Hill on 15th Avenue East, to grocery stores and drug stores on 15th Avenue East, to Broadway, and to downtown. For those of us who reside throughout Montlake and the Arboretum neighborhoods, anywhere east of 23rd and 24th Avenues East, the proposed elimination of Metro route 43 would be disastrous! It would require us to take TWO buses instead of one to get from 24th Avenue East to 15th Avenue East (Group Health, Safeway, QFC, etc) with a transfer necessitated to get from the 48 to the 8 on 19th near E. Madison (which is not a safe place to wait for another bus for 15 minutes in the dark and rain!!!). In addition, we would need to transfer to and take yet another bus (the 11, THREE BUSES) to get from Montlake to downtown. In essence, this proposed change neglects the public transportation needs of an entire neighborhood!!! I urge you to 1) maintain Route 43 OR 2) to restore the link between 23rd and 19th Avenue East along E John/Thomas so that we can continue to have access to all of the important places we need to go on a daily basis. And as a senior, please know that in the coming years the elimination of route 43 would make me completely dependent on cabs or personal vehicles.
- According to the Metro Trip Planner, from 23rd and Harrison, it takes 17 minutes to get to Westlake using the #43. If I have to take the #48 north to the light rail near UWMC, it takes 10 minutes according to Metro Trip Planner. Let's say I get lucky and catch the light rail perfectly. That will take 18 minutes to get downtown, which is fine. But, we all know how rare that will be. So worst case scenario, I have to wait 10 minutes for the light rail, which means it's 28 minutes, or 24 minutes if it's only a 6 minute wait. Not so ideal, but not totally awful. But wait, what if Montlake is a

mess? On Tuesday, it took me 34 minutes to get to the UWMC, today it was 25. Add another 18 minutes waiting for and taking the light rail, and that's a little over an hour for a trip that normally takes 17 minutes, maybe 25 if traffic is awful. What if the Montlake BRIDGE goes up? How many more minutes does that take?

- It takes us time and some amount of walking to get to the light rail station from Montlake near Boyer or south of that, especially during rush hour!! And the Capitol Hill stop is nowhere near 15th Ave E where I get health services and groceries! As a senior a 5 block walk in the dark and rain is not feasible.
- Taking the 48 and then waiting at E Madison near 19th in the cold or at night or in the rain or with groceries to transfer to another bus to get up to 15th Avenue East is a great loss to Montlake in terms of convenience, time and safety
- For those of us on Boyer/Fuhrman between the 5-way stop and the University Bridge, losing the #25 bus will leave some folks stranded (unless replaced with smaller Dart vehicles). I will be able to hike up the steep hill to the less convenient #49 bus at Roanoke & 10th Ave E (for now), but many who use the #25 to get to doctor appointments, downtown entertainment, the Airport Light Rail, etc. will be incapable of making the trek to Roanoke or Eastlake buses, and will find taxis a very pricey additional expense.
- The loss of Bus routes 43 and 25 combined with an interchange that will make foot access of the light rail station difficult needs to be addressed now. These routes must be maintained -at least until the effects of the interchange are experienced and understood.
- The University Village shopping center and Children's Hospital have grown enormously over the past five years, yet there is no direct public transit service to them from downtown, Capitol Hill, and Montlake. Why not keep the 43 bus and alter the route so that it proceeds from Husky Stadium to University Village and Children's? This would provide

needed direct access to these two important destinations, and potentially would remove many cars from the crowded Montlake corridor.

- Do not scrap the 43 route at all - at least not before it has been running in parallel with the future light rail service - for at least a year or more - before they could re-evaluate the necessity of having the 43 - speak in 2017 or 2018
- Every year, Seattle seems increasingly to care only about vehicular traffic, and moving it as fast as possible. Pedestrians must fend for themselves, dangerously, every day! We need to maintain the 43 to the U District!
- King County Metro Transit ignores the fact that the Montlake Bridge area is often very congested, and that the route 48 stops will be on NE Pacific Street in front of the University Hospital, not a particularly convenient or fast transfer to the Link entrance in the Husky stadium parking lot, and requiring street crossings, and the bus making the left turn onto NE Pacific St. It's unlikely that the loss of the 43 will result in time savings for anyone. Outside of rush hours it introduces the potential for Montlake Bridge openings. For those heading to the U-District, today there are 8-12 buses/hour, after the 43 is gone, there will be 6 buses/hour, so that's not an enhancement, either.
- We need a neighborhood transportation plan that is coordinated between the City, County and State. This should be a given, but it is not.
- Eliminating the 25 and 43 means that Montlake residents will be isolated from adjacent neighborhoods. This leaves us no good option to get from East Montlake to the Eastlake business district, over a mile away. Losing both the #25 and #43 would severely limit transport options for Montlake and Portage Bay residents to Capitol Hill, Eastlake and downtown. #25 is the route through our neighborhoods.
- The users of the 8, 10, 11, 12, 43 and 48 on Capitol Hill should be demanding that our County Council have a meeting that one can attend that is a transit friendly location like the Miller Community Center. We

need you to contact the County Council, since not all of have cars or the ability to get to the Meeting on Tuesday night the 6th

- Please listen to our community. This community has spent hours, weeks, years talking with, and writing to, WDOT & SDOT about the traffic and public transportation issues in Montlake; about congestion and speeds and difficulty navigating through our own neighborhood. It feels like WSDOT, SDOT, Metro and King and City Council just nod and go ahead and bulldoze through with what you want – to get people THROUGH this neighborhood – rather than think about the impacts on those of us trying to get around our neighborhood. The new Sound Transit station is basically a hub that serves the University of Washington. It doesn't really help people north of UW who are trying to get downtown (where's a stop at Sound Transit??), or the Montlake neighborhood get downtown or to northeast Seattle (University Village? Children's Hospital?). We need the city and county to stop thinking that people are only going to the University District or downtown. We need the city and county to cease thinking of Montlake/Portage Bay/Roanoke as an area to only get THROUGH, and start thinking of how residents get around.

1. We need a neighborhood transportation plan that is coordinated between the City, County and State. This should be a given.
2. It is not safe to walk from Montlake to the Light Rail Station. And about 80% of Montlake residents have over a one mile walk to the Station. Eliminating the current bus service and relying on Light Rail is not a good option for Montlake residents.
3. The 48 bus, recommended to reach Light Rail, will be stuck in the same traffic backups on Montlake Blvd and 24th Ave E that all the cars are stuck in.
4. Taking the 48 and transferring at Capitol Hill to get downtown from Montlake is a huge service cut and taking Light Rail will not be faster.
5. Eliminating the 25 and 43 means that Montlake residents will be isolated from adjacent neighborhoods with no good option to get from East Montlake to the Eastlake business district, over a mile away.
6. Eliminating the eastside bus service stop at Montlake is yet another disservice, not only to Eastside commuters to UW, but a huge disservice to Montlake residents travelling downtown.
7. Where is the transit option for a Montlake resident travelling to University Village? Children's Hospital? This is an important transportation corridor, yet no bus services this route.
8. We need a traffic speed and safety mitigation plan for Boyer Ave E and Fuhrman Ave E. Both streets are increasingly travelled arterials, biking streets and, more importantly, a neighborhood street. Speeding and backups are increasing, drivers are frustrated, cyclists and pedestrians are concerned about their safety
9. We need speed and safety mitigation on our side streets, increasingly used to zip through the neighborhood during increasingly frequent and extended traffic backups. WAZE currently routes cars past our elementary school!

Please listen to our community that has spent hours, weeks, years talking with, and writing to, WDOT & SDOT about the traffic and public transportation issues in Montlake; about congestion and speeds and difficulty navigating through our own neighborhood.

We need the city and county to cease thinking of Montlake/Portage Bay/Roanoke as an area to only get THROUGH, and start thinking of how residents get around.

To: Mr Kevin Desmond, General Manager King County Metro
 From: Dolores Mirabella
 Subject: Elimination of the #43 Bus Route
 Date: October 6, 2015

I recently learned of the planned elimination of the #43 bus route. I was shocked given the passage of Proposition I, which supposedly provides funds for improving mass transit.

I live on 24th Ave. E. between E. Lee and E. Galer. I am 71 years old and difficulty walking, and I frequently take the # 43 to Group Health or downtown. This elimination of the #43 will, in fact, be a hardship for me and the many others who rely on this route for direct service. I know that Ms. Barbara Wright has sent you an email outlining her concerns (and the concerns of all of us who rely on the #43), and that you responded to those concerns.

In your September 18th email response to her, you stated that “we conducted a nine-month outreach that involved the public in many ways.” Well, I’m amazed. As one who will be directly and negatively affected by this change of service, I will tell you that no one “reached out” to me. Upon further discussion with my neighbors, no one “reached out” to any of them. I question who those “thousands of people” were whom you supposedly contacted.

Ironically, you open your email with this statement: “We strive to give your community the best service possible...” You go on to offer numerous alternative for reaching Capitol Hill and downtown destination. All of them, unfortunately, require either taking two busses (the solution for those living near Aloha and 23rd), or taking the #48 to connect to Link light rail for a quick 8 minute trip downtown.

Do you have any idea how time-consuming and difficult these alternatives are? You even stated that “depending on where you start your trip in Montlake, Route 48 and Link light rail will get you downtown faster than the current Route 43, even though you would travel north in the beginning.”

Here is the reality: I live less than a mile from the Montlake Cut. In the past week on four separate trips, it has taken me between 15 and 30 minutes to get across the bridge to access the on-ramp to I-5. The times of day vary, but generally the hours are between 8:30 and 10:30 a.m., or in the evenings between 3:30 and 7:00. The Montlake Cut is a nightmare, and the #48 bus route will be stuck in these delays. Walk in the dark or in the rain from the bus stop to the Link light rail station is frightening.

The Current #43

The #48 and Link Rail

Wait for bus (5 minutes), get on bus and pay fare	Wait for bus (5 minutes), get on bus and pay fare.
Transit to Group Health (15minutes) or downtown (25 minutes)	Transit to the Montlake station (5minutes, 15 minutes or 30 minutes, depending on traffic.)
Get off the bus	Walk to Link light rail station (10 minutes)
Total Time : 30 minutes	Wait for train (5 – 10 minutes)
	Board train and pay 2 nd fare.
	Transit to downtown (8 minutes!)
	Get off train in tunnel. Where? Is it safe?
	Walk to my destination (How long? How far?)
	Total time: Minimally 38 minutes, more likely, 45 minutes

Any reasonable person can conclude which of the two options is in the public interest. In your September 18th email to Ms. Wright (cited above), you claim again: “ Our goal in redesigning bus service in Capitol Hill and northeast Seattle is to serve you better. We want to get people to Link for its fast, frequent service.”

While I appreciate the detailed response you gave to Ms Wright’s concerns, the plan, which looks good on paper, in no way serves us better. I urge you and the King County Council, to continue the #43 bus route. That, indeed, will serve us better.

Thank you.

Name Sally Sibson

Home address 3621 Wallingford Ave N 98103

Route 26

Three points for consideration by the Council

1. I, along with many other Seattle voters, voted for an increase in tax to fund preservation of routes within the city limits – including the 26. Reality now will be that I still pay the increased tax – for a reduction in service.
2. I would like to request that the Council take a good look at the scale of development that is occurring now in the area serviced by the 26 in Wallingford. Specifically, take a look at the corner of 34th and Wallingford, where large developments are under construction on three of the four corners. This level of activity is the norm in this area. The current 26 turns up Wallingford at 35th, providing a good commute option for the soon-to-be occupants, in their hundreds. (I am not exaggerating – take a drive along 35th and count the building projects.) I do not believe that these people will walk to a bus stop that will be 6 blocks away, uphill, so their cars will add to the overcrowding on our streets.
3. The logic for the cancellation of this service is faulty. The people who use this route are travelling north/south on the west side of I-5, the west side of Lake Union, miles away from the new light rail station, which is east of I-5 and east of the University district. Suggesting that the new service removes the need for the 26 is simply not true. The interrelatedness of these two services has not been established, and in fact, does not exist.

Meeting Comments 10/6/15

My specific concern is **deletion** of parts of the #16 bus route. I've filed written comments but don't want to repeat myself here, just a couple of points.

1.) Metro has done a lot of publicity, promotion, and outreach, but I submit that, even with their "thorough and robust public process" (as they call it), Metro has **still** been less than fully forthcoming about their proposed service **deletions**.

There's a good turnout of transit patrons here tonight, but I think it's just a fraction of those who would be affected by these changes had they been fully informed.

I am a frequent #16 bus rider, saw bus stop posters and notices on buses saying "more buses, faster better service, light rail connections, thank you taxpayers, how to comment", but I saw **zero** notices about proposed service deletions.

I'm not particularly civically active, I finally did hear something about these deletions, spent looking through the Metro Web site, did find some details... but how many other bus riders would have done that and how many are still even today **uninformed** about these deletion proposals.

I would suggest voting on these Metro proposals might be premature until you have heard **real feedback** from the large number of **still uninformed** bus patrons who would be adversely affected.

I would suggest using **specific clear future notifications** along the lines of "**future service deletions on this route are now being proposed. To learn more or comment:.....**"

2.) Whole issue of #16 deletions could perhaps be avoided by simply extending the present #26 (which now dead ends at Green Lake) out into NE Seattle as Metro proposes to do with their new #62.

I understand that there could be some academic or theoretical motivations for greater overall system efficiency by deleting parts of the #16 and entangling and interchanging the #16 & #26 as Metro proposes, but compare that to the very real and immediate disturbance and disruption to long-time #16 patrons. Is it worth it?

So my request: Please do not just simply rubber stamp Metro's proposals

Richard Smallwood 10/6/2015

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Charles Bond
1766 N Northgate Way #F
Seattle, Washington 98133
dar_swiftblade@hotmail.com

Dear King County Councilmembers,

It is time that King County Council begin treating Seattle like a real city and restructure its bus system to provide frequent transit to all parts of Seattle, at all times of day. Waiting until 2021 is unfeasible and shortsighted. Many of us who are newly arrived have come without cars or have sold our cars with the understanding that Seattle is a great city with great transit. Without these restructures, the King County Council will inevitably prove otherwise as it did with holding a significant public meeting in an area that was nearly inaccessible by public transit from anywhere outside of NE Seattle(except if these restructures were already in place).

I urge the King County Transportation, Economy and Environment Committee to approve each and every King County Metro route restructure proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Matthew Trecha
605 5th Ave N, Apt 314
Seattle, Washington 98109
mtrecha@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Gabriel Scheer
3710 34th Ave SW
Seattle, Washington 98126
arklyn@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Marjorie Cogan
6800 35th Ave NE
Seattle, Washington 98115-7334
marjiecogan@bethshalomseattle.org

Dear King County Councilmembers,

Really excited to see more frequent service on the 48! I support this change and all the others that help Seattle residents get around town faster. Form letter to follow:

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Devin Glaser
1504 18th Ave
Seattle, Washington 98122
BombasticMo@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Gordon Padelford
703 25th Ave S
Seattle, Washington 98144
gordon.padelford@gmail.com

From: Joanne Cleland

Subject: Route of Bus # 16

I implore you not to change the bus route of #16. I live in a retirement community where many people depend on the current route to access medical and educational pursuits.

ZIP : 98103

E-mail response requested: No

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Noelle Royer
3701 S Hudson Street, Apt 218
Seattle, Washington 98118
tallgirl@uw.edu

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Anna Bershteyn
7348 16th Ave NE
Seattle, Washington 98115
annabershteyn@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Gordon Werner
1105 Spring St #1203
Seattle, Washington 98104
gordon@wa98104.us

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Matthew White
6550 19th Ave NE
Seattle, Washington 98115
matt@neglect.us

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Steven Haak
11527 36th Ave NE
Seattle, Washington 98125
stevehaak@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Daniel Coslett
523 Broadway E.
Seattle, Washington 98102
dcoslett@uw.edu

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Tina Ilvonen
131 ne 54th
Seattle, Washington 98105
Tilvonen@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Adam Parast
1000 Union Street
Seattle, Washington 98101
bejan.p@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Margaret Berger
507 28th Ave
Seattle, Washington 98122-6209
MargaretRBerger@gmail.com

Dear King County Councilmembers,

As a resident of Seattle who works at the University of Washington and regularly commutes to the U-District, I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Patrick Lennon
715 2nd Ave W Apt 101
Seattle, Washington 98119
pil.lennon@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Matt Ferguson
2028 NW 61st St
Seattle, Washington 98107
mferg47@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Kari Nathan
1903 NE 85th st.
Seattle, Washington 98115
Knathan.tutor@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
David Watkins
613 NW 86th St
Seattle, Washington 98117
djw172@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Theodore Wiederhold
7107 32nd Ave NW
Seattle, Washington 98117
wiederhold@hotmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Laila Barr
6900 East Greenlake Way N., Apt 431
Seattle, Washington 98115
laila.barr@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Millie Magner
4228 28th Place West
Seattle, Washington 98199
milliemagner@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
William Roach
101 NE 58
Seattle, Washington 98105
wtroach41@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Cary Foster
4006 greenwood ave n
seattle, Washington 98103
caryfos@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Julie Nguyen
11829 4th ave w apt e15
Everett, Washington 98204
Juri_ngu@hotmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Chetan Chandrashekhar
4144 11th ave be
Seattle, Washington 98105
natehc1984@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Kristian Szobi
662B W Emerson st
Seattle, Washington 98119
kshockie@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Gil Cerise
6508 17th Avenue NW
Seattle, Washington 98117
gibcerise@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Brian Larson
6553 25th ave nw
Seattle, Washington 98117
rocnoggin@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Liz Campbell
605 n 64th street
Seattle, Washington 98103
zil@uw.edu

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Mark Blitzer
8047 Earl Avenue NW
Seattle, Washington 98117-4529
pfeffer828@comcast.net

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A six-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Chad Newton
2022 SW Thistle St
Seattle, Washington 98106
chadnewt@gmail.com

Dear King County Councilmembers,

I urge the King County Transportation, Economy and Environment Committee to approve the King County Metro route restructures proposed in Ordinance 2015-0350. The opening of University Link next year will transform the way people in this city and our region get around. A nine-minute trip from UW to Downtown, seven days a week, is going to radically change the way people who live, work, and visit here think about and use public transit.

Metro's proposed restructures removes service that duplicates U-link light rail service, thus, the agency is able to provide more and better bus service across central and north Seattle while facilitating faster and more reliable transit trips throughout the city and the region and between urban villages.

This proposal will also improve east-west connections, add peak-hour routes from NE Seattle directly to downtown, South Lake Union, and First Hill, double the amount of residents with access to 12-minute bus service in Capitol Hill, and triple the number of people with access to 15-minute service in NE Seattle.

The opening of U-link provides a timely opportunity to improve the system using these guidelines and performance measures in order to give more riders better service in the most financially prudent and efficient way possible.

I support Ordinance 2015-0350. It is a balanced approach that will drastically improve transit service for thousands of Metro's current and future users. Recognizing this will be a significant change for existing one-seat riders, Metro has already scaled back its proposal in response to initial concerns. No major bus restructure is perfect, but as a whole this proposal aligns with Metro and the Council's stated goals and will improve transit service for our region.

Sincerely,
Patrick Le Quere
819 Virginia St # 2902
Seattle, Washington 98101
PROMO@LEQUERE.NET

March 2016 University Link Bus Integration **Service Changes**

Title VI Service Equity Analysis

August 2015



Introduction

Federal Transit Administration (FTA) Circular 4702.1B, Chapter V, Section 7 requires transit agencies serving large urbanized areas to evaluate major service changes and to determine whether proposed changes would have a discriminatory impact as defined in the United States Department of Transportation's Title VI regulations.

In accordance with these FTA regulations, this report summarizes Metro's service equity analysis of service improvements planned for the March 2016 service change, submitted to the King County Council for approval, that are associated with the Link Connections project. The proposed changes are intended to integrate Metro bus service with the extension of Sound Transit's Link light rail to Capitol Hill and the University of Washington. The proposal includes changes to 33 existing routes, primarily in Northeast Seattle, the SR-522 corridor, Capitol Hill, First Hill and the Central Area.

Equity and social justice are key priorities for the King County Executive and the King County Council. In addition to assuring compliance with federal Title VI regulations, the service equity analysis also helps to ensure consistency with King County's goals related to equity and social justice. Identifying the relative impacts of proposed changes to low-income and minority communities is an important step in applying the "fair and just" principle as stated in the King County Strategic Plan 2010-2014. This analysis is part of an integrated effort throughout King County to achieve equitable opportunities for all people and communities.

The service change proposal for Link Connections was shaped by input received during three rounds of public engagement conducted between November 2014 and June 2015. Metro received over 16,000 comments and survey responses through these efforts. In addition to general public outreach, Metro formed a 24-member community advisory group, or "sounding board," comprised of bus riders from the project areas. These outreach activities and the feedback generated will be summarized in a public engagement report, which will be submitted to the King County Council along with the service change ordinance for the Link Connections project.

Service Guidelines Overview

The 2013 update to King County Metro's *Strategic Plan for Public Transportation, 2011-2021* and related service guidelines outline the methodology Metro uses to evaluate service changes, consistent with FTA Title VI requirements (FTA Circular 4702.1B). The most relevant excerpts from the service guidelines are included below.

Implementation

Starting in 2016 Metro will be revising service two times each year in the spring and fall, per King County Council Ordinance 18041 adopting the most recent Local 587 Union contract. In cases of emergency or time-critical construction projects, Metro may make changes at

times other than the regularly scheduled service changes. However, these situations are rare and are kept to a minimum because of the high level of disruption and difficulty they create. Metro will identify and discuss service changes that address performance-related issues in its annual route performance report.

Any proposed changes to routes are subject to approval by the Metropolitan King County Council except as follows (per King County code 28.94.020):

- Any single change or cumulative changes in a service schedule which affect the established weekly service hours for a route by 25 percent or less.
- Any change in route location which does not move the location of any route stop by more than one-half mile.
- Any changes in route numbers.

Adverse Effect of a Major Service Change

An adverse effect of a major service change is defined as a reduction of 25 percent or more of the transit trips serving a census tract, or 25 percent or more of the service hours on a route.

Disparate Impact Threshold

A disparate impact occurs when a major service change results in adverse effects that are significantly greater for minority populations than for non-minority populations. Metro's threshold for determining whether adverse effects are significantly greater for minority compared with non-minority populations is 10 percent. Should Metro find a disparate impact, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disparate impacts of the proposed changes.

Metro will measure disparate impacts by comparing changes in the number of trips serving minority or non-minority census tracts, or by comparing changes in the number of service hours on minority or non-minority routes. Metro defines a minority census tract as one in which the percentage of minority population is greater than that of the county as a whole. For regular fixed route service, Metro defines a minority route as one for which the percentage of inbound weekday boardings in minority census tracts is greater than the average percentage of inbound weekday boardings in minority census tracts for all Metro routes.

Disproportionate Burden Threshold

A disproportionate burden occurs when a major service change results in adverse effects that are significantly greater for low-income populations than for non-low-income populations. Metro's threshold for determining whether adverse effects are significantly greater for low-income compared with non-low-income populations is 10 percent. Should

Metro find a disproportionate burden, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disproportionate burden of the proposed changes.

Metro will measure disproportionate burden by comparing changes in the number of trips serving low-income or non-low-income census tracts, or by comparing changes in the number of service hours on low-income or non-low-income routes. Metro defines a low-income census tract as one in which the percentage of low-income population is greater than that of the county as a whole. For regular fixed route service, Metro defines a low-income route as one for which the percentage of inbound weekday boardings in low-income census tracts is greater than the average percentage of inbound weekday boardings in low-income census tracts for all Metro routes.

I. Service Change Area and Routes

Affected Areas

The project area includes a total of 119 census tracts with about 560,000 residents.

Affected Routes

Metro provides approximately 813,000 annual service hours on routes with proposed changes associated with the Link Connections project. Cumulatively, these routes generate approximately 36 million annual rides based on spring 2015 ridership data. Annual service hour and ridership data are shown in Appendix A for affected routes.

II. Threshold 1: Is this a Major Service Change? YES

For the purposes of complying with FTA Circular 4702.1B, Chapter IV, Metro defines any change in service as “major” if King County Council approval of the change is required pursuant to KCC 28.94.020.

The proposed changes meet all criteria for a major service change by Metro and FTA definitions. Appendix B lists the specific routes being changed in March 2016.

III. Threshold 2: Are Minority or Low-Income Census Tracts Affected? YES

Classifying minority and low income census tracts

Metro classifies census tracts as minority tracts if the percentage of the population that is minority within a tract is greater than the percentage for King County as a whole. Based on the American Community Survey five-year average for 2009-2013 data, 35.8 percent of the population is classified as minority within the county as a whole. Similarly, Metro classifies census tracts as low-income tracts if the percentage of the population classified as low-income (living at or below the poverty threshold) within a tract is greater than the percentage for King County as a whole. Based on the American Community Survey five-year average for 2009-2013, 11.5 percent of the population is classified as low-income within the county as a whole.

The service improvements and route alignment changes of the Link Connections project addressed in this report will affect the level of service provided to 119 King County census tracts currently served by Metro. The low-income and minority characteristics of affected census tracts are provided in Table 1 below.

Table 1. Low-Income and Minority Characteristics of Affected Census Tracts

Census Tract Classification				
Total Census Tracts Affected	Minority & Low-income	Minority ONLY	Low-income ONLY	Neither Minority nor Low-income
119	31	8	21	59

IV. Threshold 3: Is there a Disproportionate Burden on Low-Income Populations or a Disparate Impact on Minority Populations? YES

The determination as to whether the proposed changes resulting in a reduction in service would have a disparate impact on minority populations was made by comparing changes in the number of Metro bus trips serving minority and non-minority census tracts. Similarly, the determination as to whether the proposed changes resulting in a reduction in service would have a disproportionate burden on low-income populations was made by comparing changes in the number of Metro bus trips serving low-income and non-low-income census tracts. The fall 2015 service change was used as the baseline for calculating the change in trips.

Impacts are summarized in Tables 3 and 4 below and in Figures 1 and 2. Adverse effects of the project were limited to a single census tract, Tract 45, which straddles I-5 and includes portions of the Wallingford and University District neighborhoods. This tract is classified as non-minority and low-income. Because no minority census tracts were adversely affected, Metro’s analysis indicates that the impacts of the project would not have a disparate impact on minority populations. However, because the only census tract with adverse effects is classified as a low-income tract, the analysis indicates that low-income populations would have a disproportionate burden.

A detailed description of the impacts to residents in Tract 45 is provided in Section 5, along with the alternatives available to riders in this area.

Notes for Tables 3 and 4

1. An adverse effect is defined as a reduction of 25 percent or more in trips per week.
2. Tracts are classified as low-income or minority when the percentage of low-income or minority persons in the tract is greater than the percentage of low-income or minority persons in the county as a whole.
3. A disproportionate burden occurs when the percentage of low-income tracts with adverse effects is more than 10 percentage points greater than the county-wide percentage of low-income tracts.
4. A disparate impact occurs when the percentage of minority tracts with adverse effects is more than 10 percentage points greater than the county-wide percentage of minority tracts.

Impacts of Link Connections – University Link Extension Project

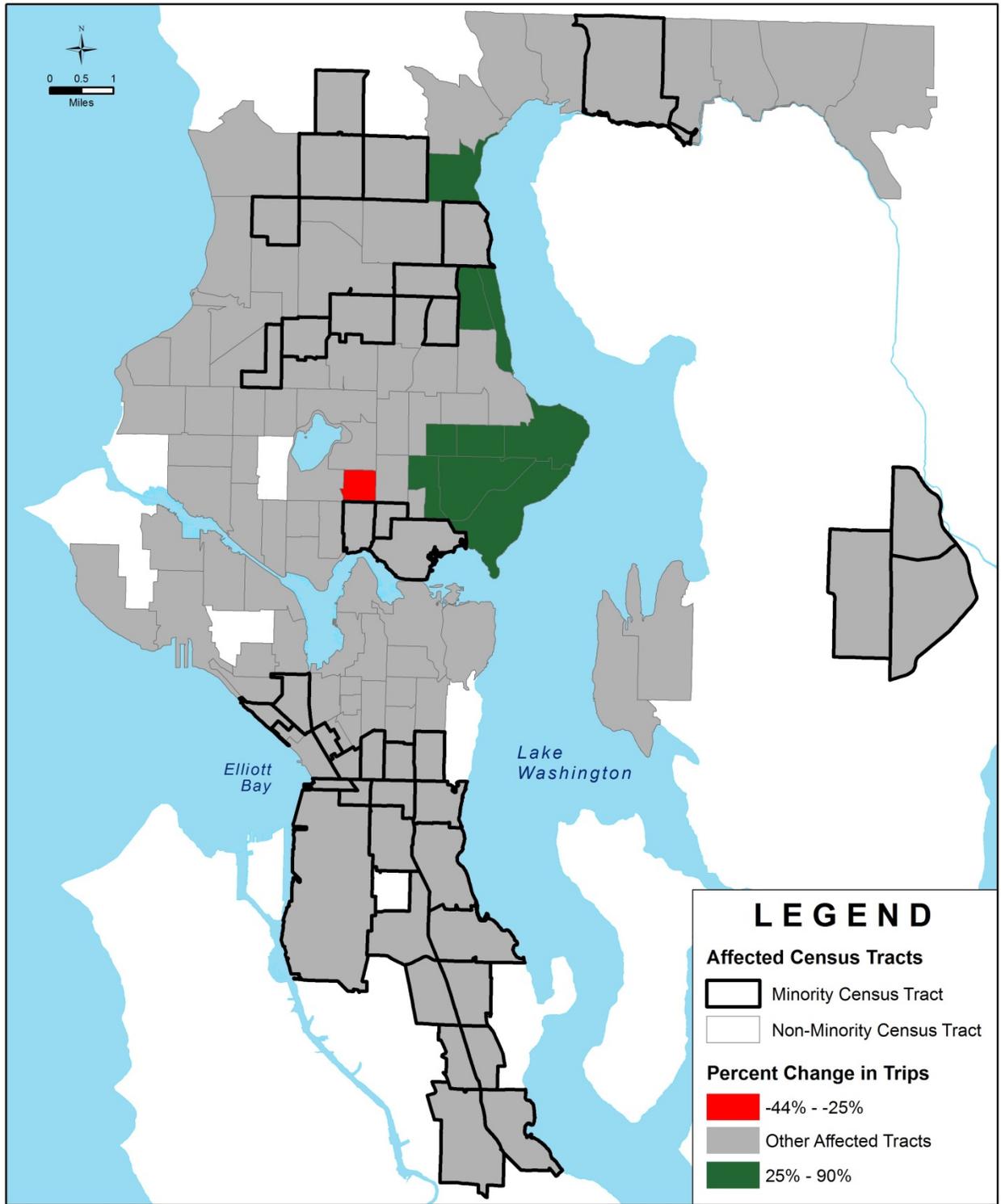
Table 3. Impacts of the March 2016 Service Change on Low-Income Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden ³ ?
Low-Income	1	100%	37%	63%	YES
Non-Low-Income	0	N/A	63%		
Total	1	100%	100%		

Table 4. Impacts of the March 2016 Service Change on Minority Populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact ⁴ ?
Minority	0	N/A	45%	N/A	NO
Non-Minority	0	N/A	55%		
Total	0	N/A	100%		

Figure 1. Impact of proposed changes on minority census tracts.

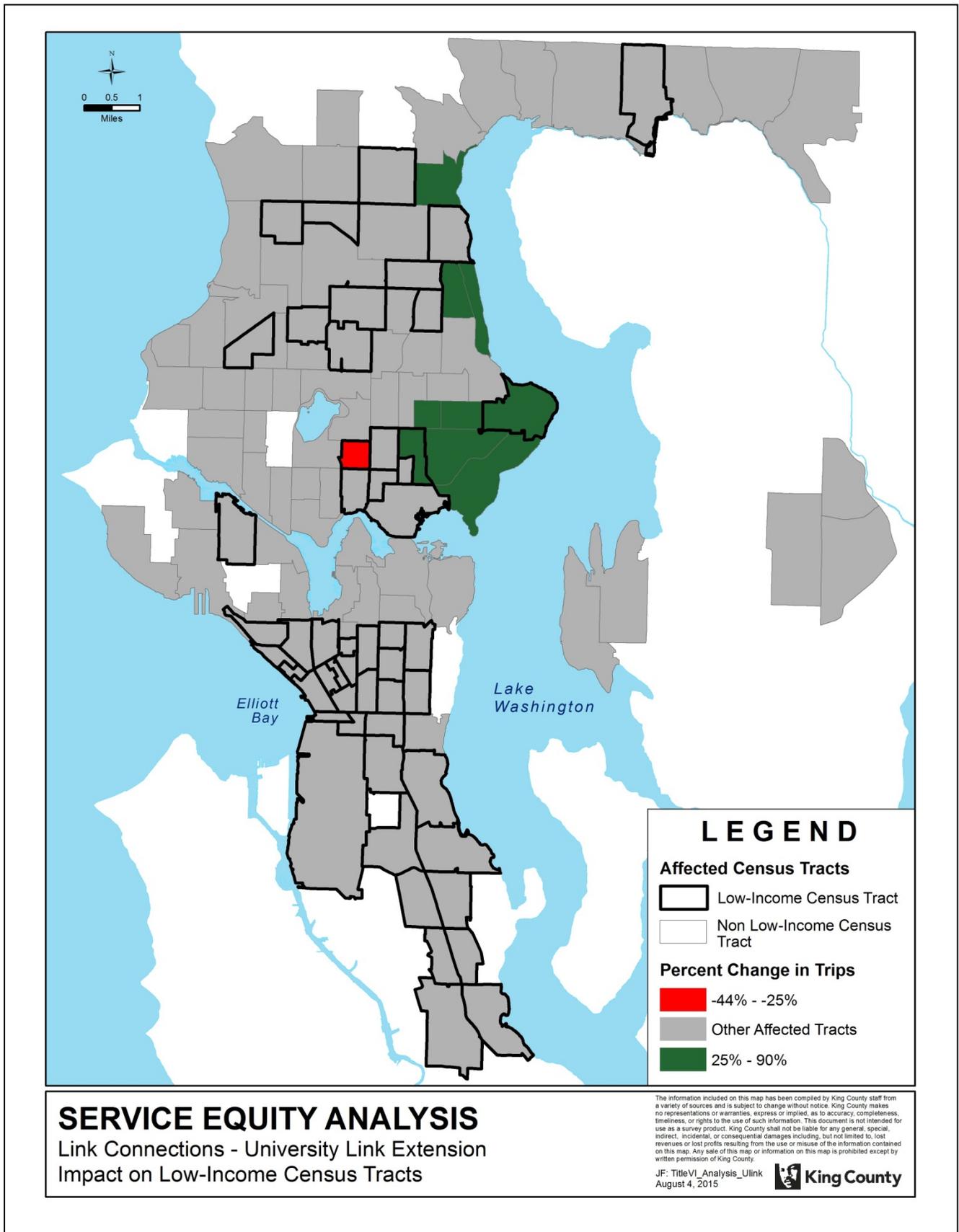


SERVICE EQUITY ANALYSIS
 Link Connections - University Link Extension
 Impact on Minority Census Tracts

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

JF: TitleVI_Analysis_Ulink
 August 4, 2015 

Figure 2. Impact of proposed changes on low-income census tracts.



V. Threshold 4: Alternatives and Mitigation

As stated in Section IV, adverse effects of the Link Connections – University Link Extension project are limited to Census Tract 45, a low-income census tract. As shown in Figure 3, Census Tract 45 straddles I-5 and includes portions of the Wallingford and University District neighborhoods. Impacts to each of these distinct portions of Tract 45 are summarized below. Overall, the proposed changes will result in an estimated 44 percent reduction in the number of trips per week.

Wallingford

Latona Avenue Northeast runs north-south through the western portion of Tract 45 in the Wallingford neighborhood. Service along Latona Avenue Northeast is currently provided by Routes 26 local and 26 Express. The consolidation of the local and express variants of Route 26 into an all-day, two-way revised Route 26 Express will result in an estimated 12 percent reduction in the number of trips per week. A reduction of this magnitude does not meet Metro's definition of an adverse effect.

University District

Roosevelt Way Northeast runs north-south along the eastern periphery of Tract 45 in the University District neighborhood. Roosevelt Way is currently served by Routes 66 Express and 67, which combine to provide service every 15 minutes for most of the day on weekdays. Route 66 Express provides service every 30 minutes for most of the day on weekends. Route 67 does not currently provide weekend service; however, Route 67 will begin providing 30 minute service on Saturdays in fall 2015, an improvement funded through the Community Mobility Contract with the City of Seattle.

Metro's proposal would eliminate Route 66 Express and shift Route 67 from Roosevelt Way to University Way NE (located about 0.2 mile east of Roosevelt Way) south of Ravenna Boulevard. South of Ravenna Boulevard, service on Roosevelt Way would be replaced by a revised Route 73, which would provide half-hourly service on weekdays only. The proposed changes will result in an estimated 64 percent reduction in the number of trips per week in Census Tract 45, which meets Metro's definition of an adverse effect.

During the second round of public engagement for the Link Connections project, Metro solicited feedback on two alternative integration networks: Alternative 1, which aimed to create a consolidated, frequent network; and Alternative 2, which involved more modest changes and preserved more geographic coverage. In Alternative 1, service on Roosevelt Way was eliminated entirely, whereas in Alternative 2, Route 48 was revised to provide frequent all-day service along this pathway.

Route 73 was incorporated into the final proposal to address concerns about the loss of coverage on Roosevelt Way associated with Alternative 1, among other concerns. Route

73 will provide more service to Roosevelt Way than was proposed in Alternative 1, but less than was proposed in Alternative 2.

The inclusion of Route 73 in the final proposed network would enable Metro to shift Route 67 to University Way south of Ravenna Boulevard, where it would combine with Route 45 to provide service every four to eight minutes through the center of the University District commercial area on University Way NE, connecting to Link light rail at the new University of Washington Station. Routes 45 and 67 would serve a stop on Roosevelt Way about 120 feet north of Ravenna Boulevard, which bounds Tract 45 along its northeast corner. However, because the routes only touch the corner of the tract, it is not physically possible to locate a stop for the routes *within* the tract, so the trips they would provide were not included in the total for the tract. If these trips were included in the total, the result would be a 160 percent increase in the University District portion of the tract, and a 93 percent increase for the tract overall.

South of Ravenna Boulevard, routes 45 and 67 will serve University Way, which is located about 0.2 miles east of Roosevelt Way. Riders along Roosevelt Way would have the choice between walking to access very frequent service on University Way or using closer service that is less frequent. Over 90 percent of respondents to a survey conducted during the first round of public engagement for Link Connections indicated willingness to travel five or more minutes to access service operating every 10 minutes or better. Again, Routes 45 and 67 will combine to provide service every four to eight minutes. The walk between Roosevelt Way and University Way could be accomplished in less than five minutes, assuming an average walk speed of three miles per hour, so it is likely that many of the current riders along Roosevelt Way will choose to walk to University Way, which will have more service than is provided on Roosevelt Way today.

Figure 3. Proposed changes to service in Census Tract 45.



APPENDIX A: Service Hour and Ridership Data for Affected Routes

Route	Spring 2015 Annualized Platform Hours	Spring 2015 Annualized Rides
8	69,000	3,139,000
10	27,000	1,425,000
11	20,000	1,069,000
12	23,000	997,000
16	54,000	1,534,000
25	7,000	135,000
26	24,000	925,000
26X	4,000	187,000
28	24,000	905,000
28X	7,000	308,000
30	6,000	114,000
31	15,000	521,000
32	24,000	910,000
43	48,000	2,362,000
44	45,000	2,361,000
48	73,000	3,442,000
49	44,000	2,532,000
64X	6,000	202,000
65	25,000	876,000
66X	30,000	1,049,000
67	9,000	391,000
68	11,000	523,000
70	28,000	1,259,000
71	32,000	1,690,000
72	27,000	1,533,000
73	34,000	1,898,000
74	6,000	329,000
75	29,000	1,367,000
76	5,000	303,000
238	19,000	215,000
242	6,000	101,000
316	4,000	254,000
372X	28,000	1,094,000
TOTAL	813,000	35,950,000

APPENDIX B: Affected Routes and Alternatives

Route	Action	Alternatives
8	Shorten Route 8 to run between Mont Baker and Seattle Center to improve reliability. Buses would come more often on weekdays.	Between Rainier Beach and Mount Baker, use new Route 38 or Link light rail.
11	Revise to provide a new connection to Capitol Hill light rail station via John St and Thomas St. Buses would come more often on weekdays and Saturdays.	Between downtown Seattle and 15th Ave E, use Route 10. Between 15th Ave E and 19th Ave E, use Route 12.
12	Improve evening frequency on weekdays.	N/A
16	Delete route.	North of NE 92 nd St, use routes 40, 345 or 346. Between Northgate and Green Lake, use revised Route 26X. Between Green Lake, Wallingford and Fremont, use new Route 62. On Aurora Ave, use Route 5, RapidRide E Line or revised routes 26X or 28X.
25	Delete route.	In Laurelhurst, use new Route 78 or walk to Sand Point Way to reach routes 65 and 75.
26	Combine routes 26 and 26X to make the system more efficient.	Along N 40th St, use Route 26X. Along Wallingford Ave N and N 35th St, use routes 31 and 32. Between Fremont and downtown Seattle, use new Route 62 (via Dexter Ave) or route 40 (via Westlake).
26X	Combine routes 26 and 26X to make the system more efficient. Extend route 26X from Green Lake to Northgate. Operate all day on weekdays and weekends.	N/A
28	Combine routes 28 and 28X to make the system more efficient.	Between Fremont and downtown Seattle, use new Route 62 (via Dexter Ave) or route 40 (via Westlake Ave).
28X	Combine routes 28 and 28X to make the system more efficient. Follow a revised express pathway to downtown Seattle via N 39th St and Aurora Ave N. Operate all day on weekdays and weekends. Continue providing service between Broadview and Carkeek Park during peak periods only.	N/A
30	Delete route.	Use routes 65, 74, 75, 78 or 372X.
31	Replace Route 26 service on Wallingford Ave N and N 35th St.	Along Stone Way N, use new Route 62.

Route	Action	Alternatives
32	Replace Route 26 service on Wallingford Ave N and N 35th St.	Along Stone Way N, use new Route 62.
43	Delete route.	Along 23rd Ave E and 24th Ave E, use routes 12 or 48. Along E Thomas St and E John St, use routes 8, 10, 11 or 12. On Pike St and Pine St, use routes 10, 11, 47 or 49.
44	Buses would come more often during peak periods.	N/A
48	Shorten to operate between Mount Baker and the University District. Improve frequency on weekdays and weekends.	Between Loyal Heights and the University District, use new Route 45.
49	Buses would come more often on weekdays and Saturdays.	N/A
64X	Revise Route 64X to provide a new direct connection to South Lake Union. Would no longer serve 4th Ave or 5th Ave in downtown Seattle.	To reach 4th Ave or 5th Ave, use routes 76 or 316.
65	Route 65 buses would no longer continue as Route 31 or 32 (and vice versa). Instead, Route 65 would loop through the University of Washington campus and connect with Link at University of Washington Station. Buses would come more often on weekdays.	To Fremont, Magnolia, or Seattle Center, transfer to routes 31 or 32 on the UW campus.
66X	Delete route.	North of the University District, use new Route 63 or revised Route 67. Within the University District, use revised Route 73. South of the University District, use Route 70.
67	Revise Route 67 to serve Roosevelt Way NE north of NE 80th St and University Way NE south of NE Ravenna Blvd. Buses would come more often on weekdays.	North of the University District, use new Route 63 or revised route 67. Within the University District, use revised Route 73.
68	Delete to reduce duplication.	North of NE 75th St, use routes 67 or 373. South of NE 75th St, use Route 372X.
70	Operate all day on weekdays and weekends to replace night and Sunday service provided by routes 66, 71, 72, and 73.	N/A
71	Delete to reduce duplication and improve reliability.	Along University Way, use routes 45 or 67. Along NE 65th St, use routes 62, 65, 75, 76, 78 or 372X. North of NE 65th St, use routes 65, 76 or 78. For service between the University District and downtown Seattle, use Link light rail or route 74 (peak periods only).

Route	Action	Alternatives
72	Delete to reduce duplication and improve reliability.	North of NE 80th St, use Route 372X. Between NE 80th St and the University District, use routes 45, 67, 73 or 373. On University Way, use routes 45 and 67. For service between the University District and downtown Seattle, use Link light rail or route 74 (peak periods only).
73	Operate Route 73 on weekdays between Jackson Park and the University of Washington campus. Between NE 65th St and NE Campus Parkway, revise to serve 11th Ave NE and Roosevelt Way NE to replace routes 66X and 67.	Along University Way, use routes 45 and 67. For service between the University District and downtown Seattle, use Link light rail or route 74 (peak periods only).
74	Revise to serve 11th Ave NE and Roosevelt Way NE south of N 50th St.	Along University Way, use routes 45 or 67 to connect with Link light rail or access Route 74 on its new routing.
75	Buses would come more often during weekday peak periods and in midday on weekdays and Saturdays.	N/A
76	Add trips during peak periods.	N/A
238	Extend to Woodinville on weekdays to replace service currently provided by Route 372.	N/A
242	Delete to reduce duplication.	North of Northgate Transit Center, use routes 41 or 347. Between Northgate and Green Lake Park-and-Ride, use new Route 62. To get to Overlake, transfer to Route 542 at Green Lake Park-and-Ride.
316	Add trips to replace service on Route 64 between Green Lake Park-and-Ride and downtown Seattle.	N/A
372X	Between the University District and the University of Washington Bothell campus, buses would come more often and the period or service would be longer every day. Add weekend service between Lake City and U District only. Route 372X would no longer operate east of UW Bothell.	East of the University of Washington Bothell campus, use revised Route 238 or Route 522.

[Blank Page]

August 25, 2015

The Honorable Larry Phillips
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Phillips:

This letter transmits for your consideration an ordinance setting forth recommended service changes for March 2016 that will enable King County bus service to better integrate with the extension of Link light rail service to Capitol Hill and the University of Washington stations, also known as “University Link.”

The proposed service restructuring will enable approximately 80,000 current daily transit riders to receive more frequent bus service connecting more places, all in addition to providing riders the opportunity to access frequent, fast and reliable light rail service between the University of Washington, Capitol Hill, downtown Seattle, southeast Seattle, Tukwila and SeaTac.

Now is the time to restructure bus service. More Link light rail, the first expansion of light rail line since 2010, is coming in 2016 and will give riders a reliable eight-minute trip past traffic from the University District to and from downtown Seattle. It’s time for better bus service and better connections – for more neighborhoods to have connections to each other and to reach the regional, high-capacity transit system and the greater Seattle area. These changes are what our riders and the public expect: buses and light rail to work together as a convenient, reliable and frequent system.

Addressing today’s crowding and reliability challenges will help connect riders to a better transit network with more reliable and frequent bus service, less crowding, connections to the same destinations riders get to today, and opportunities for the connections to new places people have asked for.

These changes bring more buses per hour from both the north and central areas of Seattle to key employer destinations such as downtown, South Lake Union, and First Hill in the commute peak hours. Additionally, northeast and north Seattle, the University District, Capitol Hill, and the Central Area will also see more frequent service all day, seven days a week. These include Metro routes on State Route 522 between Bothell and the University of Washington via Kenmore, Lake Forest Park, and Lake City Way; Northeast Seattle to the University of Washington via Roosevelt, 25th Avenue Northeast, and 35th Avenue Northeast; and the Mount Baker Transit Center, the Central Area, and Capitol Hill to Uptown via Martin Luther King, Jr. Way, East John Street, and Denny Way.

Rather than duplicating service that will be provided by new, grade-separated light rail, these resources will instead be used to infuse new service in some of Metro's most crowded and often-delayed corridors as well as provide new neighborhood connections.

The public shaped this proposal for how to change today's bus network so it is ready for tomorrow's light rail train service. Over nine months, many current and prospective riders joined Sound Transit, the City of Seattle, the University of Washington, Seattle Children's Hospital, and Metro in this effort. In all, Metro received over 16,000 comments and survey responses. A summary of outreach activities and feedback received is provided in the public engagement report that is included with this transmittal. In addition to general public outreach, Metro formed a 24-member community advisory group, or "sounding board," comprised of bus riders from the project areas. At a series of nine meetings between December 2014 and June 2015, the Sounding Board provided input that helped shape the service change concepts and outreach process. The Sounding Board developed a consensus recommendation in support of the proposal, which is also enclosed with this transmittal.

As the proposal was being shaped, two areas of concern emerged during the public engagement process: a) the loss of long standing routes representing historic travel patterns within neighborhoods and to and from downtown Seattle; and b) the transfer environment and distance between the University of Washington Link Station, the "Montlake Triangle" and Stevens Way on the university campus. These two concerns were carefully considered in the development of the final proposal.

The first of these concerns, loss of long standing routes, was in contrast to the significant majority of public feedback indicating the desire for more frequent bus service, new neighborhood-to-neighborhood connections, and connections to the fast and reliable Link service. Prior to March 2016, Metro will use a variety of means to help all riders adjust to these changes, including posting information at stops and on buses, having Metro staff available at key locations to answer questions, and providing detailed information on Metro Online. In the past, Metro made similarly bold changes to the bus network in order to better align service with Link light rail, which ultimately resulted in increased ridership. The integration of Metro bus service and University Link light rail service is expected to result in many thousands more riders on both systems, by working together to enhance travel choices for customers.

Regarding the second concern related to the transfer environment, Metro, the City of Seattle, the University of Washington, and Sound Transit continue to collaborate on a suite of wayfinding, lighting, and customer information improvements, as well as relocating bus stops at the Montlake Triangle and Stevens Way to reduce walk distances. These changes will require riders to use the transit network differently than today, though in all cases riders will continue to have “one-seat rides” or short walk options using bus-to-bus transfers. While many will choose the convenience of transfers between bus and rail, no one will be forced to use rail service if the inconvenience, distance, or the lack of an One Regional Card for All (ORCA) card makes that option inaccessible.

Metro is planning to hold approximately 8,000 hours in reserve to respond to conditions that may arise during implementation of the service changes, such as severe overcrowding, deviations from planning-level estimates once actual schedules are developed, and other unforeseen operational issues requiring immediate response. A reserve of this type was established for the September 2012 and September 2014 service changes and enabled Metro to immediately address issues that emerged. The proposed 8,000 reserve hours would be put back into the system to address problems as they occur.

The proposal includes changes to 33 routes in northeast Seattle, Capitol Hill and surrounding areas and would result in increased service for the majority of affected riders while maintaining access for current riders. These changes are both administrative and ordinance-based, are responsive to what the large majority of riders have told us they want and expect, and are consistent with Metro’s Strategic Plan and Service Guidelines. -In addition, Sound Transit will be proposing changes to its express bus service in response to feedback received during the outreach process, including the addition of a pair of stops along Lake City Way near 20th Avenue NE northeast for bus Route 522. -Added stops on Route 522 are in response to public feedback and will provide an additional option for reaching Downtown Seattle from the Ravenna and Maple Leaf neighborhoods.

These service changes will have a positive impact on Metro’s countywide transit system as well as helping support the efforts of the Strategic Climate Action Plan. A more robust transit system will encourage new and existing riders to reduce emissions by making it possible for residents to choose transit more often.

Also in accordance with U.S. Department of Transportation (USDOT) Title VI regulations (49 CFR Part 21) and King County Code and policy, Metro prepared the “March 2016 University Link Bus Integration Services Changes Title VI Service Equity Analysis,” which is enclosed with this transmittal. In addition to ensuring compliance with USDOT Title VI regulations, the service equity analysis helps to ensure consistency with King County’s goals related to equity and social justice. Identifying the relative impacts of proposed changes to low-income and minority communities is an important step in applying the “fair and just” principle as stated in the King County Strategic Plan 2010-2014.

The Honorable Larry Phillips
August 25, 2015
Page 4

Thank you for your consideration of this ordinance to approve the University Link bus integration service changes for March 2016. If you have any questions, please contact Kevin Desmond, General Manager, King County Metro Transit Division, at 206-477-5910.

Sincerely,

Dow Constantine
King County Executive

Enclosures

cc: King County Councilmembers
 ATTN: Carolyn Busch, Chief of Staff
 Anne Noris, Clerk of the Council
Carrie S. Cihak, Chief of Policy Development, King County Executive Office
Dwight Dively, Director, Office of Performance, Strategy and Budget
Harold S. Taniguchi, Director, Department of Transportation (DOT)
Kevin Desmond, General Manager, Metro Transit Division, DOT
Victor Obeso, Deputy General Manager, Planning and Customer Services, Metro
 Transit Division, DOT
Marty Minkoff, Acting Manager, Service Development, Metro Transit Division, DOT
Mike Beck, Acting Supervisor, Service Planning, Service Development, Metro
 Transit Division, DOT

Administrative Changes

The following list of administrative changes complement the proposed changes contained in the March 2016 University Link Bus Integration Service Changes ordinance proposal. In compliance with King County Code 28.94.020, none of the changes listed below shift a bus stop more than one-half mile or change the annual service hours invested in a route by more than 25 percent.

Route	Description of Administrative Change
11	Revise routing to serve 19th Avenue E and E John Street between Capitol Hill and downtown Seattle.
31	Revise routing in Wallingford to operate on N 35th Street.
32	Revise routing in Wallingford to operate on N 35th Street.
49	Improve frequency on weekdays and Saturdays.
76	Add trips during peak periods.
238	Extend to Woodinville on weekdays to replace service currently provided by Route 372.
373	Revise routing to operate on 15th Avenue NE in the University District.

Formatted Table

[Blank Page]



Sounding Board Recommendation

Executive Summary

The extension of Link light rail to Capitol Hill and the University of Washington stations was an opportunity for King County Metro Transit and Sound Transit to redesign transit service not only in the areas near the stations but also for neighboring districts. Metro, in particular, looked to leverage the fast, frequent, and reliable Link service to free resources that would otherwise duplicate that service and apply them to create a more frequent and intelligible network of connecting routes. The Link Connections Sounding Board was tasked to evaluate that redesigned network and its refinements via a six-month process. This report contains the Board's observations and recommendations regarding the proposed restructure.

The Board largely favors changes that create a network of increased frequency and reliability while retaining connections between neighborhoods and commercial centers served by the current network and in some cases creating new connections. Most regular commuters' routes will be unaffected under these revisions and some will benefit from more convenient or more frequent service. The proposed network sometimes requires transfers for trips that were once one-seat rides; the Board feels that the benefits from improved frequency and reliability outweigh the inconvenience of losing some direct routes. However, the trade-off means that facilitating transfers will be of utmost importance; the Board has recommendations for changes to infrastructure and customer information to improve the transfer experience, some of which require partnership with other organizations.

While current riders make the best of the system we have now, there are many who can't or choose not to ride due to infrequent, unreliable buses; there is no place east of I-5 and north of NE 45th St with frequent service. With the current lack of frequency, transit riders make a significant time commitment when they travel other than established commute routes, especially if they have to transfer; it best serves people who can elect to use a car for spontaneous or infrequent trips.

The proposed changes double service along major corridors in Northeast Seattle, including NE 65th St, 25th Ave NE, and 35th Ave NE, increase frequency throughout the project area, and make transferring easier. With this restructure, the Sounding Board expects spontaneous and less common trips to be easier, improving access for transit-dependent populations without diminishing the peak network. Additionally, and importantly, the proposal provides access to the regional transit system without requiring users to go downtown.

The Board acknowledges the work of the planners in the transit agencies and the contributions of the many affected municipalities, employers, community groups, and individuals that brought this proposal forward. It particularly recognizes the extensive effort to inform the public of the opportunity represented by the Link extension and to gather, evaluate, and respond to public

input in the final design.

Vision

The Sounding Board strongly supports Metro's efforts to create a more intelligible, frequent transit network in coordination with the opening of Link light rail stations on Capitol Hill and at the University of Washington. We appreciate Metro planners' creative responses to community feedback. Strengthened by Seattle's Proposition 1 funding, Metro's final restructuring proposal delivers more reliability and frequency, enabling more people both to commute and take spontaneous trips without the need of a car. At the same time, we believe it respects existing transit patterns, so that it offers individuals more options without causing unnecessary disruption to their established routines.

King County and the City of Seattle are experiencing rapid population growth, adding more people who need to move around our already congested region. Our roadways are constrained by geography; to keep this region moving, King County wants to encourage people who currently drive to ride transit. Convenient and reliable mass transportation is one way to do that.

An effective transit network must be intelligible, frequent, and reliable. Riders need to be able to see clearly how to get from one point to another, so they feel comfortable using transit for more than their regular commute. Transfers need to make sense and involve minimal wait times; with a frequent system, transfer opportunities expand the realm of destinations. Likewise, riders need to have confidence that buses will arrive as scheduled in order to depend on them to travel to appointments, pick up children from childcare, get to a theater before the curtain goes up, and make myriad other trips that require predictable travel times and reliable service. Our transit system needs to get people where they need to go, when they need to get there, with reasonable speed and reliability.

We believe this restructure is a good step toward achieving the system we need. We encourage Metro to continue to pursue this course, identifying opportunities for fresh approaches that better serve transit riders.

Public Process

In November 2014, King County Metro Transit and its interagency partners began public outreach regarding transit revisions in response to the extension of Link light rail to Capitol Hill and the station at Husky Stadium. The first phase of outreach used a wide array of notification methods to elicit public comments from multiple audiences, with approximately 6000 responses.

Those responses fed into two alternatives for U-Link transit revisions, which were again presented to the public for comment through multiple means in March, 2015. The Link Connections Sounding Board also evaluated the two alternatives. Metro and others evaluated more than 6000 responses from the public as well as input from the Sounding Board to shape a revised alternative. That alternative was offered for public comment in May, 2015. Comments from this additional public outreach further modified the alternative to address outstanding concerns. The result is the proposed ordinance going forward.

North and Northeast Seattle

Though the Metro project area included both Capitol Hill and Northeast Seattle, the northeast easily sees the most dramatic restructure. Where transit in Capitol Hill was already marked by a network of frequent service, Metro is proposing unprecedented service levels for NE Seattle. The changes brought about by the proposed restructure would dramatically reshape transit use patterns in the areas north of the Ship Canal. Connections to the downtown core would become more reliable by having riders transfer to Link to head downtown instead of having passengers ride often-delayed Routes 71, 72, or 73 directly to and from downtown. The service hours now spent traveling downtown would be reallocated to creating a frequent transit grid in places that have never seen more than half-hourly service. Along with consolidating service onto fewer streets, these changes open up a number of new possibilities to run errands, visit the mall, and get to work via bus. We believe that both existing riders and new riders will be excited about the new options the proposal gives them for travel north of the Ship Canal.

Certainly Metro is taking a risk in re-orienting the bus network around the Link station at Husky Stadium. The loss of one-seat rides downtown (such as on Routes 71, 72, and 73) is going to be controversial and acceptance of the transfer to Link at Husky Stadium hinges on making the transfer experience at Montlake as frictionless as possible. In order to realize the full benefits of light rail to the UW, we believe that a number of issues should be addressed. They include things such as improved transit access to the station area and investments in real-time information and wayfinding. There are other small areas where the board feels other mitigating changes are warranted. Overall, we believe the current proposal does a good job of preserving existing transit connections while increasing system intelligibility and frequency.

Montlake Triangle

Until Northgate Link opens in 2021, the focus of the proposed northeast network will be the Link station at Husky Stadium. Correspondingly, the biggest hurdle in attracting people to ride Link is the transit and transfer experience surrounding the Montlake Triangle. As the station is sited far away from the amenities of the main campus, we urge the University and Sound Transit to provide sufficient facilities for waste, so the increased foot traffic doesn't negatively impact the station environment. Since the station is located at the southeast edge of campus rather than central campus; it will be very convenient for riders during events at the stadium and for patients and staff of the medical center, but less so for destinations on the main UW campus. A great many riders using this station will be going to and from campus itself or the bus lines that run through it.

The transfer experience in this part of Northeast Seattle is awkward; congestion on Montlake Boulevard coupled with a lack of bus-only lanes in this area require that riders inbound from the northeast disembark on Stevens Way and walk to the station down Rainier Vista and across the pedestrian overpass. The University will be adding a new set of stops at Mason Road, adjacent to Rainier Vista, but this still leaves a more than five minute walk to the station. We feel that it is important to route buses to stop as close to the station as possible, since the walk to transfer will still eat up time for the thousands of commuters, visitors, and other riders expected to use it each day.

Ideally, Metro would be able to shorten the transfer walking distances by running buses in both directions along Montlake Boulevard in front of the station. While this is practical in the

northbound direction, southbound Montlake Boulevard is so heavily congested that Metro cannot depend on it for southbound travel to the station. For this reason, the Sounding Board strongly supports efforts of Metro and interagency partners such as WSDOT, SDOT, and the University of Washington to incorporate a southbound bus-only lane along Montlake Boulevard. As it is now, the traffic configuration prioritizes inefficient single occupancy vehicles above higher-capacity, more space-efficient buses. A move such as this would allow buses to drop passengers much closer to the station, and would shave five minutes off of transfers from these bus routes.

Metro has made other necessary improvements to the triangle transfer area which were within its purview; stops on Pacific St were moved closer to the station, improving access for riders of Routes 48, 271, ST 540, ST 541, and ST 542. A new stop southbound on Montlake Blvd NE between NE Pacific Pl and NE Pacific St will be convenient for riders boarding outbound Routes 44 and 45. A new stop northbound on Montlake Blvd near the station will facilitate transfers to outbound Route 78 and to and from Route 65.

Neighborhoods North of the Ship Canal and East of 20th Ave NE

The neighborhoods in Northeast Seattle such as Ravenna, Wedgwood, Sand Point, and Laurelhurst experience some of the greatest changes of any area under the proposed network. Service levels along most north-south corridors are dramatically improved to 15 minutes or better and new east-west connections to Green Lake, Fremont, and South Lake Union are provided along NE 65th St. Some of these service hours come from deletion of Routes 71 and 25, changes that we know will be controversial. That the changes in this area are so bold is not without reason. Even when Link is extended to Northgate in 2021, transferring onto Link at Husky Stadium to get Downtown or to Capitol Hill will remain an attractive option for riders in many of these neighborhoods. The proposed network reflects this fact though even larger reductions in travel times downtown would be possible if a more direct path south on Montlake Blvd were a reliable option.

Route 65: Frequency improvements on all days of operation effectively double the number of trips on this route. In addition its path of travel near the station at Husky Stadium is revised. Southbound, it travels as now via Pend Oreille Rd and Stevens Way through UW campus. Then it loops back south via 15th Ave NE and east via NE Pacific St and NE Pacific Pl to stop northbound on Montlake Blvd NE near the station entrance. Its northbound routing continues north from there onto NE 45th Street, Sand Point Way NE, and its current routing. Signage and announcements should make it clear that people who prefer not to walk to the station from Stevens Way and those boarding from the station have a short walk from and to the bus stop.

Route 372: The route will add Saturday and Sunday service as well as later evening service until approximately midnight, seven days a week. This extended service will operate at least every half hour. Weekday morning and midday frequency is improved as well.

Route 78: This route replaces portions of Route 71 in the Wedgwood and View Ridge neighborhoods in response to community feedback. We feel it is unfortunate that it duplicates already frequent service along Sand Point Way between 47th Ave and 65th St, while failing to reconnect the Ravenna and Bryant neighborhoods with the University District. Daily, About 450 riders (20% of ridership) on Route 71 board on the segment along NE 65th St and roughly 25% of riders on southbound trips get off between 65th and 15th Ave and Campus Parkway. However, we appreciate that both Route 78 and revised Route 73 serve Children's Hospital. It also restores half-hour service to portions of Laurelhurst.

Routes 64/76/74: All of these peak-only routes receive more trips to help offset the loss of one seat rides downtown. In addition, Route 64 is revised to serve South Lake Union and First Hill while bypassing the downtown core. Route 76 receives more trips to make up for the losses from Route 64. NE 65th not only retains its entire peak network, but sees off-peak service doubled via new Route 16. Route 74 also receives more trips in the morning and afternoon.

Neighborhoods East of I-5 and West of 20th Ave NE

The Board believes that the U District, Roosevelt, Maple Leaf, and Northgate neighborhoods are well served by the current proposal. The deletion of Route 72 and the revision of Route 73 are likely to be controversial as they will no longer provide one-seat rides to downtown. But we believe that the transit experience from these neighborhoods to the major destinations of the downtown core, Northgate, and along University Way will in many instances improve. While one-seat ride travel time between NE 65th St and the downtown core is substantially slower via revised Route 16, it is replaced with very frequent (6-8 minute) service to and from the Montlake Triangle. Travel times to the downtown core are unlikely to be significantly reduced due to the station location at Husky Stadium and the transfer time penalty, but reliability should improve substantially particularly for “reverse peak” trips from downtown where buses currently cannot take advantage of the I-5 express lanes. Travel times and reliability to and from Capitol Hill are significantly improved. In addition, east-west connections are improved by adding frequency and a new connection to Roosevelt, Ravenna, and Sand Point along NE 65th St. We strongly support Metro’s proposed changes in these areas.

Route 48/45: The proposal splits the current Route 48 in the U-District at 45th and 15th Ave with overlap down to the Montlake Triangle. The northern portion is renumbered Route 45 and has improved frequency on Sundays from half-hourly to every 15 minutes. The split does require a transfer for riders who want to continue south of the Ship Canal but the Board believes that increased reliability gained by splitting the route better serves the majority of ridership. We also feel that Metro missed an opportunity by removing the proposed through-routing of Route 45 with Route 271. This through-routing would have provided a valuable cross-lake connection to employment centers in on the eastside where many residents of these neighborhoods work.

Route 66: The proposal turns Route 66 into a peak-only route connecting Maple Leaf and Northgate to South Lake Union, Downtown, and First Hill. Potential downsides to this change are crush-loads on the peak-only trips and disconnecting Eastlake and the Denny Triangle from Roosevelt and Maple Leaf. However, there was little negative public comment regarding these revisions during the outreach phase.

Route 67: This route gets 15 minute or better service between Northgate and the Montlake Triangle. In addition the routing is revised from running on 5th Ave NE to running along Roosevelt Way through Maple Leaf before switching over to use University Way south of Ravenna Blvd. The Board concurs with Metro that the new routing is desirable as it connects the retail hearts of each neighborhood. The Board also believes that adding a stop at NE 40th St. and University Way would facilitate transfers to routes a block east at 15th Ave NE.

Route 70: Keeping Route 70 on its current routing provides a good complement to U-Link and ensures that residents of Eastlake have access to grocery stores in the U District while students in the U District still have direct access to residences, jobs, and businesses in Eastlake and South Lake Union.

Route 72: The deletion of this route is offset by the revision to Route 73 from the U District north through Roosevelt and Maple Leaf. However, the current proposal cuts off Maple Leaf from direct service to Lake City. Having Sound Transit Route 522 stop at 80th and Lake City Way could mitigate the disconnection and also provide one seat rides downtown for parts of Maple Leaf at off-peak times.

Routes 73: The new Route 73 routing solves three problems that were brought to Metro's attention during public comment: hills between Roosevelt and 15th Ave NE in Maple Leaf that reduce transit accessibility, lack of service on the Roosevelt and 12th Ave couplet in the U District, and loss of direct service between Pinehurst and neighborhoods to the south. This routing provides a good complement to Route 67 and combines with it to provide very frequent service from UW station to the west side of campus and points north. Direct one-seat rides to downtown via this route would disappear as it would be through-routed with Route 78. The Sounding Board regretted the lack of weekend service on this route pair but failed to reach a consensus as to what solution was favored.

Neighborhoods North of Lake Union and West of I-5

The sounding board wholeheartedly supports the changes Metro is proposing for Wallingford, Green Lake, Fremont, and East Ballard. Changes in these areas are small and are mostly in the form of additional service frequency and span thanks to both Proposition 1 funding and service hours being re-allocated due to Link opening. The route changes proposed in this area are generally responses to rider feedback and supported by public comments in the outreach process. There are only a few route-level comments to make in this area:

Route 16: This route becomes a backbone of frequent all-day travel connecting many neighborhoods north of Lake Union and the Ship Canal with downtown and South Lake Union. It is revised to run along NE 65th St from Green Lake all the way to Sand Point and is taken off Aurora in order to pass through the center of Fremont before continuing along Dexter Ave into South Lake Union and onto the downtown core. Service levels along the new routing are improved to 15 minutes or more every weekday from early morning until 10 pm and from 9 am to 10 pm on weekends.

East-west service along NE 65th St was identified as a priority during the Seattle Transit Master Plan process and strongly supported by feedback from surveys during the outreach phase of Link Connections. There are certainly riders in Wallingford, particularly those who ride from near the QFC, along Meridian Ave N, and in the Tangletown area, who will experience longer trips to downtown by an estimated 7 to 10 minutes. For others along the route, fast alternatives are provided by Route 26X or the E line. This routing is likely to reduce reliability due to Fremont bridge openings during off-peak hours and weekends. Despite these drawbacks, the sounding board believes that the revised Route 16 is a good idea in its current form.

Route 26/26X: This route is extended northwards from its current terminus at Ravenna Blvd and Green Lake Way along the current Route 16 path north to North Seattle College and then directly to the Northgate Transit Center via N 92nd St and First Ave NE rather than north to Northgate Way and east to 5th Ave NE. Also, the route will follow its express routing along Aurora and onto N 40th St in Wallingford. These changes are necessary due to revisions to Route 16. The Board believes that while a few folks will be inconvenienced, the faster travel times to the transit hubs at Northgate and Downtown will draw ridership and improve reliability issues caused by the Fremont bridge.

Route 28X/28: Shifting this route onto Aurora (its current express path) is a response to rider feedback and while it does bypass the heart of Fremont, the revised routing along NW 39th St leaves less than ¼ of a mile walk to reach downtown Fremont. Reliability is improved by avoiding the Fremont Bridge.

Capitol Hill

The two primary areas slated for restructuring - NE Seattle and Capitol Hill - differ in fundamental ways. While the proposed restructure in NE Seattle is a radical structural change - leveraging Sound Transit's investment to provide unprecedented frequency and network legibility - the Capitol Hill restructure mostly represents a difference of degree rather than kind. It is a delicate compromise that reduces redundancy and increases frequency while also retaining more of the legacy network in response to public feedback.

The Sounding Board acknowledges and appreciates the difficulty of responding adequately to mixed and often conflicting public feedback, and we support the current proposal as the best compromise that can be achieved for this restructure. The proposed network preserves current endpoints for most routes while changing their intermediate pathways, increasing access to Capitol Hill Station while preserving one-seat rides for key constituencies.

Route 8: PM peak congestion on Denny Way significantly degrades basic mobility for Route 8 riders on a daily basis, even in far away neighborhoods such as Judkins Park and Rainier Beach. Though a major rethinking of the Denny corridor is the only hope for transit reliability, the Sounding Board strongly supports the proposal to split Route 8 at Mount Baker TC and use Proposition 1 funds to increase layover time. If significant improvements to Denny can be achieved, we support the original proposal for a frequent crosstown route serving Lower Queen Anne, Capitol Hill, and Madison Park.

Routes 9/60: Though the Sounding Board also recognizes the necessarily limited scope of any restructure, we are disappointed that Routes 9 and 60 were not included in this proposal. We believe that the resulting partial restructure unnecessarily duplicates service hours between the Rainier Valley, Beacon Hill, and Capitol Hill, and also between Capitol Hill Station and Downtown Seattle. As an alternative, we are supportive of the Seattle Transit Master Plan's vision to reinvest these service hours in a new crosstown trolley route serving the U District, Capitol Hill, Beacon Hill, and Othello, with a shift from Broadway to 12th Avenue as capital funding allows for new trolley wire to be installed.

Routes 11/43: The proposal reroutes Route 11 to Capitol Hill Station via the Route 43 pathway, and deletes Route 43. The Sounding Board appreciates the boldness and network legibility of the original proposal for a crosstown Route 8 between Uptown, South Lake Union, Capitol Hill, and Madison Park, but given the intractable unreliability of Denny Way and the negative feedback received from Madison Park residents, we understand and support Metro's revision to the current proposal. This proposal represents the best compromise, providing Madison Park access to Link, preserving the highest ridership portion of Route 43 on Thomas/John/Olive, and preserving a one-seat ride to Downtown for current Route 11 riders in Madison Valley and Madison Park.

Though most former Route 43 riders will enjoy enhanced connections, riders along 24th Ave E are likely to be moderately inconvenienced. Backtracking to UW Station, even when faster, will be both unintuitive and susceptible to Montlake congestion. For these riders, improving the reliability and passenger experience of transfers is the key to making this network concept function. We are particularly concerned about transfers between Routes 8, 11, and 48 at the intersection of 23rd Ave E and E John. We urge Metro to frequently assess the performance and reliability of these routes in the year following U-Link opening, and we urge Metro to work with SDOT to leverage planned investments in the corridor to add pedestrian-activated signals, curb ramps, lighting, wayfinding signage, and any other amenities that would improve the passenger experience.

The Sounding Board acknowledges the loss of service on Madison between 19th and 24th. Though inconsistent with both Madison BRT and with intelligible Madison corridor service, we feel it is an acceptable tradeoff to achieve other needed network improvements. Current Route 11 riders who board between 20th and 24th will have short walks to 19th Avenue (Route 12), E Thomas St (Route 11), or E Union St (Route 2), none of which exceed ¼ mile.

Given the common pathway that will be shared on Route 8 and Route 11 between MLK/Madison and Olive/Summit, the Sounding Board strongly recommends scheduling these routes for even 15-minute headways along their shared corridor on evenings and weekends.

Route 12: Though the Sounding Board generally supported the previous concept to delete Route 12 on 19th Avenue and shift Route 49 to Madison Street, we support the current proposal to leave Route 12 unchanged. Though the 19th Avenue tail chronically underperforms, we acknowledge its legacy value for Capitol Hill residents, and we also acknowledge that retaining the current Route 12 allows Madison to retain frequent service, allows Route 11 to connect to Capitol Hill Station, retains trolley service on Madison in the expectation of eventual BRT, and adequately mitigates the loss of Route 43.

Route 25: The Sounding Board supports the deletion of this route. One of us, a regular Route 25 rider, acknowledged that it is one of the most underused routes in the system. Current riders along Fuhrman and Boyer will be required to go to 24th Ave E, Eastlake Ave E, or Harvard Ave E to reach the U District and to Eastlake or Harvard to reach the downtown core. With a short walk, restored Route 47 will serve riders near Lakeview/Belmont. Users along the Laurelhurst loop, an admittedly small number, will be required to walk to the new Route 78 or to Sand Point Way NE, but will also enjoy double the frequency. Also, like most others in Northeast Seattle, riders to and from Laurelhurst must transfer at UW Station to continue to the downtown core.

Route 49: The Sounding Board supports retention of Route 49 between the U District, North Broadway, and Capitol Hill Station. However, we feel that continued Route 49 service to Pike/Pike is excessive given the retention of Route 10 along its current pathway. We acknowledge that Metro received comments about both overserving and underserving Pike/Pine, but we feel that 7.5 minute combined evening frequencies between Downtown and Broadway/Pine are excessive, especially given inadequate 30 minute evening and weekend frequency on Route 8. We urge Metro to look at reinvesting service hours from Routes 9, 49, and 60 in order to boost evening and weekend service on Route 8 to frequent levels.

Other Areas

Other areas are impacted to some degree by changes more directly related to Northeast Seattle and Capitol Hill. The areas west of I-5 are discussed above. Except as noted, the Board endorses these changes.

Eastside: Sound Transit will create new Route 541 for 12 to 15 weekday peak trips between Overlake and Campus Parkway in the University District. Some Route 545 trips will be converted to Route 542 weekday peak trips which will operate between Bear Creek P&R and the University area. Route 540 will have revised routing via Houghton P&R and I-405 for faster trips, alternating with Metro Route 277. As mentioned elsewhere, some stops in the Montlake Triangle will be moved to be closer to the U-Link station at Husky Stadium.

South Lake Union: The more-frequent Route 16 will operate on Dexter, closer to employment locations in South Lake Union. Revised routing of routes 26 and 28 on Aurora Avenue moves them further from those locations along with their through-route partners routes 131 and 132, but reliability of these pairs should improve by avoiding the Fremont Bridge. Route 64 will change to serve Fairview Ave N in South Lake Union and Route 66 will become a peak-only route also revised to serve South Lake Union. In addition, Route 70 will begin later operations weekday and Saturday evenings and gain all-day service on Sundays. Route 8 will have added midday weekday trips and may experience greater reliability from having been split from its southern portion (new Route 38.) Absent infrastructure changes to further improve reliability (discussed elsewhere), Route 8 could benefit from further frequency additions, especially in the evenings.

Southeast Seattle: This area benefits most from the revisions to routes 8 and 48. The southern portions of these routes should see reliability improvements by being split from their northern portions. For Route 8, the split is at Mount Baker, with Route 38 covering the southern portion. For Route 48, the split is in the University area, with the northern portion renumbered Route 45. Route 48 also sees greater frequency in the mornings and middays, seven days a week. Both splits require a transfer for certain riders: those continuing past Mount Baker (8 and 38) and the U District (45 and 48.)

Overall recommendations

As we've noted above, many routes in this proposal are hindered by infrastructure challenges. Additionally, there are some areas where we believe the system might run more effectively with changes in the distribution of service hours. With such a large restructuring, we also recognize the importance of evaluating its efficacy and maintaining the flexibility to adjust service as needed.

Infrastructure

Metro cannot solve infrastructure issues alone. We urge Metro and its partner agencies and institutions, including Sound Transit, SDOT, WSDOT, Seattle Police Department, and the University of Washington to work together to reconfigure roads, reposition transit stops, and address the other issues that prevent the network from performing as effectively as it could.

In particular, we recommend the following infrastructure improvements:

Wayfinding and Real-Time Transit Information: As described previously, the Montlake Triangle will become a critical transit hub as riders transfer to and from the light rail station at Husky Stadium. Because there are four separate outbound bus stops for different routes on or opposite the triangle itself, and more on Stevens Way, extensive wayfinding signage is needed throughout the area. This should consist of real-time bus arrival displays at the station and each of these stops to provide a comprehensive view of stop locations, arrival times, and destinations for each bus and train. Essentially, Montlake Triangle should be treated as a single, multi-bay transit center, with area and Sound Transit station maps replicated at each bus stop in the Montlake Triangle. Additional wayfinding signage should direct people to the pedestrian overpass as a means to avoid street-level intersections. During the first few weeks after the restructure, Metro and Sound Transit should provide even more extensive guidance to help riders navigate the system.

Though transfers at the Capitol Hill station are closer together, wayfinding signage and real-time transit information will also be crucial there. Additionally, wayfinding and real-time transit information should be provided at other busy or confusing transfer points, such as 23rd & John, University Way, and Campus Parkway.

We also encourage Metro to emphasize Link stations on headsigns for all routes either terminating at or passing through a Link station (e.g. “UW Link Station, via Green Lake” for Route 45, and “Madison Park, via Capitol Hill Station” for Route 11). This is especially important for Route 48, as traveling north to the UW station to catch a train south to downtown is counterintuitive.

Montlake Blvd Southbound Transit Lanes: Because buses cannot travel reliably on southbound Montlake, routes have been designed to go through the UW campus, which creates longer walking paths for transfers to the light rail station and can cause confusion. While serving the UW campus will continue to be a priority, a southbound bus-only lane on Montlake Blvd would make direct, more intuitive routing possible where appropriate.

Denny Way Reconfiguration: Congestion on Denny Way makes Route 8 notoriously unreliable. Increasing frequency on Route 8 will not be truly effective until the bus is able to travel Denny Way at predictable speeds. We understand that Metro and SDOT are currently studying possible remedies for Denny Way, and we encourage them to find a solution as soon as possible. In the meantime, we'd welcome incremental improvements to help ease the painful situation for Route 8 riders.

Enforcement: SDOT has been adding bus-only lanes to city streets in a laudable effort to provide priority to transit. However, not all drivers honor the posted restrictions. SPD, partnering with SDOT and Metro, needs to enforce bus-only lanes throughout the city.

Sound Transit Route 522 stop on Lake City Way: The deletion of Route 72 in the current proposal disconnects the Roosevelt area from Lake City and removes a reasonably fast one-seat ride downtown. Adding a stop for ST Route 522 on Lake City Way between 15th Ave NE and NE 80th Street could mitigate both shortcomings at minimal expense. The Sounding Board strongly urges Sound Transit to add this stop.

Metro Route 67 stop at NE 40th Street & NE University Way NE: Adding a stop at NE 40th Street & NE University Way NE would facilitate transfer to east-west buses to and from campus and north-south routes on 15th NE.

Distribution of service hours

Generally, we are pleased with the way the service hours have been distributed. Greater frequency throughout the system should make it more accessible to more people. Additionally, the greater frequency in evening and weekend service on many routes will provide more flexibility to people who are choosing whether to drive or take transit to evening and weekend activities. However, there are a few areas we believe service hours could be redistributed more effectively:

Shifting Hours from Route 49 to Route 8: Route 8 should have more frequency on evenings and weekends. Meanwhile, Route 49 provides frequent service that largely duplicates the light rail service, as it runs from Pike/Pine to Broadway to the U District. We believe it would be appropriate to shift some service hours from Route 49 to Route 8.

Redundant Service on Pike/Pine: Currently, many riders rely on buses on Pike and Pine to travel from Capitol Hill to Downtown. With the new light rail station on Capitol Hill, most of those riders will find it more convenient to take the train. The Sounding Board believes the proposal provides excessive service on Pike/Pine, and encourages Metro to monitor those routes for opportunities to shift service hours to other corridors.

Evaluating the Restructure

We are glad that Metro recognized the opportunity afforded by the University Link light rail extension to re-envision service in Northeast Seattle and Capitol Hill. The high-capacity, fast connection to downtown allows more efficient transfer opportunities and frees up service hours to benefit other corridors. The resulting system, as proposed, is by far more logical and more useful than our current system.

Metro's proposal includes bold and significant changes to the network. While we believe Metro's planners have carefully considered the impacts of these changes, it's impossible to predict exactly what will happen. Additionally, riders will need some time to adapt, and their eventual traffic patterns may not be immediately apparent. Therefore, we encourage Metro to closely monitor ridership levels throughout the system periodically over the next few years.

Though Metro regularly monitors operations and ridership after its service revisions, a large system change warrants more comprehensive evaluation. King County should devote resources to assessment, including surveys designed to capture the ridership behavior of the same individuals before and after the changes. Given the scope of the changes, Metro will need to be prepared to adjust service levels as warranted, especially in areas of overcrowding. Immediately after implementation, if there are capacity issues with Link light rail trains during non-peak times, Metro and Sound Transit should add train capacity or provide additional bus capacity to meet this demand. Additionally, Metro should perform a more thorough administrative review of the changes in this proposal one year after they're implemented, when ridership data should be clearer.

Sounding Board Process

This project generated a lot of impassioned feedback from community members and stakeholders, and it was the Sounding Board's job to help prioritize this feedback. We

deliberated over the possible negative impacts of the new system, but on balance feel that the new structure will positively impact the great majority of riders. Though some neighborhoods were unhappy with the last public proposal, we tried to balance their concerns against those who didn't speak out, and advocate for a fair and useful system. Unfortunately, this does not mean that every person served by the network is better off, but it does mean that the new allocation of resources creates a better system for the great majority of users. Indeed, though one of our Sounding Board members is a regular rider of Route 25, proposed for deletion, she still acknowledges that the resources given to that route are under-utilized, and are better-used to bolster areas with more demand.

In fact, setting aside certain necessary investments outside the scope of this particular transit plan, the biggest criticism we can levy against the restructuring process is that it took such a huge event to trigger it. Our project area was limited to Northeast Seattle, Capitol Hill, and certain adjacent areas, but we had no difficulty thinking of areas across the city and the county that would benefit from such a process. The difficulty of a transit system that stretches as far back as ours does is that it was amended and appended bit by bit as different needs arose, but infrequently with the opportunity to redesign the system as a whole. During this process, the planners at Metro were given free rein to redesign the network from scratch, and as a result, the product reflects current needs rather than past patterns. We would encourage Metro to apply similar methods to restructures of this scope to expand the area accessible by frequent transit.

A consensus report respectfully submitted by the Link Connections Sounding Board

- *Jeff Altman, Lake Forest Park*
- *Scott Bonjukian, University District*
- *Mitchell Brown, Northeast Seattle*
- *Mel Burchett, Capitol Hill*
- *Roger Chao, Eastlake*
- *Jennifer Conners, Capitol Hill*
- *Erin David, Capitol Hill*
- *Eric Feiveson, Northeast Seattle*
- *Richard Fuhr, Northeast Seattle*
- *Anna Fun, International District*
- *Duane Gerstenberger, Northeast Seattle*
- *Nik Gordon, Tacoma*
- *Brie Gyncild, Capitol Hill (writing committee member)*
- *Richard Harrell, Northeast Seattle (writing committee member)*
- *Joy Jacobson, Central Area*
- *Andrew Martin, Northwest Seattle (writing committee member)*
- *Angela Nunez, University District*
- *Sean Peterfreund, Madison Valley/Central Area*
- *Zach Shaner, Capitol Hill (writing committee member)*
- *Erin Tighe, Northeast Seattle (writing committee member)*
- *David Wiggins, Madrona*

Ordinance/Motion:
 Title: March 2016 Public Transportation Service for King County (U-Link changes)
 Affected Agency and/or Agencies: Transit Division
 Note Prepared By: David Vanderzee
 Date Prepared: 8.11.2015
 Note Reviewed By: Nitin Chadha/Jill Krecklow
 Date Reviewed: 8.11.2015

Description of request:

This fiscal note provides the financial impacts of the package of University Link changes being proposed for March 2016. Detail on the individual route changes can be found in the supporting materials.

Revenue to:

Agency	Fund Code	Revenue Source	2015/2016	2017/2018	2019/2020
Public Transportation	0464	Fare Revenue	-2,078,008	-4,681,979	-5,375,967
TOTAL			-2,078,008	-4,681,979	-5,375,967

Expenditures from:

Agency	Fund Code	Department	2015/2016	2017/2018	2019/2020
Public Transportation	464	Transportation	-750,081	-1,709,335	-1,947,285
TOTAL			-750,081	-1,709,335	-1,947,285

Expenditures by Categories

	2015/2016	2017/2018	2019/2020
Salaries & Benefits	-525,057	-1,196,534	-1,363,100
Supplies and Services	-225,024	-512,800	-584,186
Other			
TOTAL	-750,081	-1,709,335	-1,947,285

Does this legislation require a budget supplemental? **No**

Notes and Assumptions:

Net Hours

		2015 (Current Year)	2016	2017	2018	2019	2020
Hour changes in 2016, 2017 and 2018 are based on daily hours, including 206 weekdays, 43 Saturdays, and 46 Sunday/holidays in 2016; 256 weekdays, 52 Saturdays, and 57 Sunday/holidays in 2017; and 255 weekdays, 52 Saturdays and 58 Sunday/Holidays in 2018.	35' Diesel/Hybrid	0	0	0	0	0	0
	40' Diesel/Hybrid	0	25,344	31,470	31,470	31,470	31,470
	60' Diesel/Hybrid	0	-17,043	-21,162	-21,162	-21,162	-21,162
	60' Diesel/Hybrid, RapidRide	0	0	0	0	0	0
	40' Trolley	0	3,299	4,097	4,097	4,097	4,097
	60' Trolley	0	-29,556	-36,677	-36,677	-36,677	-36,677
	DART	0	0	0	0	0	0
	60' Diesel/Hybrid (reserve; see note)	0	6,568	8,146	8,146	8,146	8,146
	60' Trolley (reserve; see note)	0	11,389	14,127	14,127	14,127	14,127

Hourly Rate

		2015	2016	2017	2018	2019	2020
See notes below.	35' Diesel/Hybrid	\$138.09	\$142.23	\$146.50	\$150.89	\$155.42	\$160.08
	40' Diesel/Hybrid	\$141.66	\$145.91	\$150.29	\$154.80	\$159.44	\$164.22
	60' Diesel/Hybrid	\$160.82	\$165.64	\$170.61	\$175.73	\$181.00	\$186.43
	60' Diesel/Hybrid, RapidRide	\$160.91	\$165.74	\$170.71	\$175.83	\$181.11	\$186.54
	40' Trolley	\$145.09	\$149.44	\$153.93	\$158.54	\$163.30	\$168.20
	60' Trolley	\$171.32	\$176.46	\$181.75	\$187.21	\$192.82	\$198.61
	DART	\$127.26	\$131.08	\$135.01	\$139.06	\$143.23	\$147.53
	60' Diesel/Hybrid (reserve; see note)	\$160.82	\$165.64	\$170.61	\$175.73	\$181.00	\$186.43
	60' Trolley (reserve; see note)	\$171.32	\$176.46	\$181.75	\$187.21	\$192.82	\$198.61

Salaries and Benefits

		2015	2016	2017	2018	2019	2020
Salaries and benefits in each year's marginal cost are estimates based upon a system wide average of 70% of the hourly rate.	35' Diesel/Hybrid	\$96.66	\$99.56	\$102.55	\$105.63	\$108.80	\$112.06
	40' Diesel/Hybrid	\$99.16	\$102.14	\$105.20	\$108.36	\$111.61	\$114.96
	60' Diesel/Hybrid	\$112.57	\$115.95	\$119.43	\$123.01	\$126.70	\$130.50
	60' Diesel/Hybrid, RapidRide	\$112.64	\$116.02	\$119.50	\$123.08	\$126.77	\$130.58
	40' Trolley	\$101.56	\$104.61	\$107.75	\$110.98	\$114.31	\$117.74
	60' Trolley	\$119.92	\$123.52	\$127.23	\$131.04	\$134.98	\$139.02
	DART	\$89.08	\$91.75	\$94.51	\$97.34	\$100.26	\$103.27
	60' Diesel/Hybrid (reserve; see note)	\$112.57	\$115.95	\$119.43	\$123.01	\$126.70	\$130.50
	60' Trolley (reserve; see note)	\$119.92	\$123.52	\$127.23	\$131.04	\$134.98	\$139.02

Fare Revenue

	2015	2016	2017	2018	2019	2020
The average system wide fare paying ridership is	1.22	1.24	1.24	1.33	1.33	1.33

Operating rates-

Rates are typically developed based on the adopted budget, and do not take into account any supplemental revisions that occur during a year. Such changes are reflected in the annual reconciliation.

The Operating rates are developed through an allocation process that identifies costs in a variety of cost pools that are spread across services (e.g. Access, Vanpool, Link, Streetcar, Motorbus and Trolley) through application of variables such as hours, miles or FTEs.

Fare Revenues-

Fare revenue estimates reflect expected changes due to anticipated mode shift of customers responding to the opening of Link stations at Capitol Hill and the University of Washington, as well as changes in ridership on Metro bus service.

Hours-

Annual hours also includes hours from the Community Mobility Contract with the City of Seattle, and are reflected in the supplemental budget transmitted in July 2015.

The proposed 17,957 reserve hours in 2016, and 22,273 reserve hours in 2017 & 2018 hours would be reinvested back into the system to respond to conditions that may arise during implementation of the service changes or to address other identified needs. Reserve hours include both reserve hours being held by King County Metro and reserve hours purchased by the City of Seattle through the Community Mobility Contract. Reserve hours have been assigned proportionally to the hours being held by fleet types 60' Trolley and 60' Diesel/Hybrid.