



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

October 20, 2015

Ordinance 18133

Proposed No. 2015-0350.3

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 6. The proposed changes will have significant impacts on transit riders
27 and will require many riders to transfer. To ensure that impacts on transit
28 riders are understood and can be addressed in future service changes as
29 needed, the council bases its approval of the proposed changes on
30 direction to Metro to prepare: a work plan on its work to make transfers
31 convenient, safe and accessible, as described in section 2 of this
32 ordinance; a presentation on its joint public engagement campaign focused
33 on customer education and assistance to help riders identify new travel
34 options using the restructured Metro bus network, as described in section 3
35 of this ordinance; a work plan identifying customized performance
36 measures for and customer satisfaction with the routes and corridors
37 affected by the restructure, as described in section 4 of this ordinance; and
38 a traffic impact analysis for a proposed new bus stop at the University of
39 Washington light rail station, as described in Section 5 of this ordinance.

40 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

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

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

44 SECTION 2. Consistent with the King County Metro Service Guidelines, Metro
45 considers as part of its network planning locations where transfer opportunities could be
46 provided and where provision of convenient transfers could improve the efficiency of the
47 network. Metro strives to make transfers convenient, safe and accessible, and to work
48 with partners to provide safe environments for pedestrians in a manner consistent with
49 the goals of the City of Seattle Vision Zero Safer Streets for Seattle initiative. In order to
50 help facilitate connections in locations where passenger transfers are expected to increase
51 due to the proposed changes; the executive is directed to work with Sound Transit, the
52 University of Washington and the city of Seattle to improve the transfer environment in
53 such locations. Locations where transfers are expected to increase as a result of the
54 proposed changes include, but are not limited to NE Northgate Way and Roosevelt Way
55 NE, Roosevelt Way NE and NE 65th Street, NE Ravenna Boulevard and NE 65th Street,
56 25th Avenue NE and NE 65th Street, NE Campus Parkway and University Way NE, 19th
57 Avenue E and E Madison Street, 23rd Avenue E and E Madison Street, and near the new
58 Capitol Hill and University of Washington light rail stations, including each of the bus
59 stops planned near the University of Washington light rail station. A number of transfer
60 locations are shown in Attachment B to this ordinance, Key Transfer Locations map.
61 Amenities or treatments that would improve the transfer environment include, but are not
62 limited to, shelters, lighting, benches, trash receptacles, wayfinding signage, digital
63 signboards, customer information, crosswalks and changes to signalization.

64 The executive shall submit to the council a work plan describing specific
65 improvements planned for each of these transfer areas and a timeline for implementation
66 that shall include plans to be implemented by March 2016, as well as plans to be
67 implemented during the course of 2016 and plans to be implemented between 2017 and
68 2020. The work plan shall identify the responsible party and funding source for each
69 planned improvement and shall include any legislation needed to implement the
70 improvements. These improvements shall be implemented as expeditiously as possible to
71 help achieve the objectives of safe and accessible transfer environments. When
72 transmitted to the council, the work plan shall be accompanied by a motion to approve
73 the work plan. The executive shall transmit the work plan and motion by January 29,
74 2016, in the form of a paper original and an electronic copy with the clerk of the council,
75 who shall retain the original and provide an electronic copy to all councilmembers, the
76 council chief of staff, the policy staff director and the lead staff for the transportation,
77 economy and environment committee, or its successor.

78 SECTION 3. A. To ensure successful implementation of and the highest possible
79 customer satisfaction with the University Link bus integration project, the executive is
80 directed to work with Sound Transit, the city of Seattle, the University of Washington
81 and other stakeholder organizations to carry out a joint public engagement campaign
82 focused on customer education and assistance to help riders identify new travel options
83 using the restructured Metro bus network, the Central Link Light Rail and Sound Transit
84 Express bus routes.

85 B. The executive shall provide an oral report on the joint public education
86 campaign plans to the transportation, economy and environment committee no later than

87 the first regular December 2015 meeting of the committee, with subsequent monthly
88 presentations to the committee if requested by the chair of the committee. The report
89 shall address, but not be limited to:

- 90 1. Plans to provide advance notice to current and potential riders about:
 - 91 a. changes in bus route alignments, frequency and span;
 - 92 b. transfer opportunities;
 - 93 c. projected travel times; and
 - 94 d. resources to obtain more information on the service change;
- 95 2. Plans to encourage and assist eligible individuals to enroll in discounted
96 ORCA fare products including the ORCA LIFT card, youth fare and the Regional
97 Reduced Fare Permit for senior/disabled riders;
- 98 3. Plans to inform eligible individuals about community access transportation
99 options, including but not limited to the Hyde Shuttle and partner agency transportation
100 services supported by Metro;
- 101 4. Use of residential mailings, advertisements, technology and public events to
102 conduct outreach, including strategies to reach individuals with no access to the Internet;
- 103 5. Proposed activities for the initial service period including publicity, ORCA
104 registration opportunities, incentives, street team activities, response to immediately
105 identified problems and coordination among the participating agencies; and
- 106 6. Costs of the joint campaign and how the costs are proposed to be allocated
107 among the agencies.

108 SECTION 4. A. To ensure a full understanding of the ridership impacts and
109 customer response to the University Link bus integration service change, by January 29,

110 2016, the executive shall transmit a work plan, and a motion for the approval of the work
111 plan, identifying customized performance measures for the routes and corridors affected
112 by the restructure. The work plan shall:

113 1. Identify performance measures to assess ridership and customer satisfaction
114 with the existing Metro bus network and the new network integrated with the Central
115 Link light rail;

116 2. Include plans through which the division shall conduct a customer and
117 resident service assessment survey to be conducted by March 2017 to measure customer
118 and resident satisfaction before and following the service change;

119 3. Be coordinated with Sound Transit performance assessments to avoid
120 duplication of effort; and

121 4. Be modeled on past performance reports such as the C and D Line
122 assessment.

123 B. The council is interested in near-term assessments of the service change
124 impacts but recognizes that a thorough evaluation must take place over an extended time
125 period.

126 C. The executive shall transmit the report in the form of a paper original and an
127 electronic copy with the clerk of the council, who shall retain the original and provide an
128 electronic copy to all councilmembers, the council chief of staff, the policy staff director
129 and the lead staff for the transportation, economy and environment committee, or its
130 successor.

131 SECTION 5. To ensure a full understanding of the potential traffic impacts in the
132 vicinity of the University of Washington light rail station, before the installation of a bus

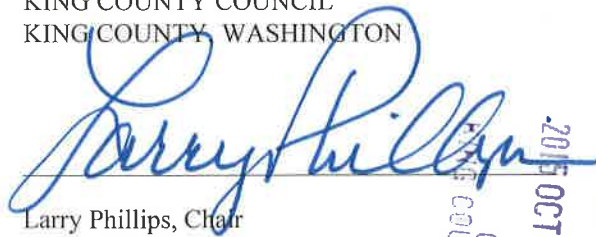
133 stop on Montlake Boulevard NE near Hec Edmundson Pavilion, the council must pass a
134 motion approving a report to be transmitted by the executive. The report shall summarize
135 the results of a traffic impact analysis of a new bus stop on Montlake Boulevard NE near
136 Hec Edmundson Pavilion with an assessment of the impact of that stop on general
137 purpose traffic travel time on Montlake Boulevard NE from Boyer Avenue East to NE
138 45th Street and impact on the level of service and performance of intersections at
139 Montlake Boulevard NE with NE Pacific Street and NE Pacific Place. The executive
140 shall transmit the report and motion in the form of a paper original and an electronic copy
141 with the clerk of the council, who shall retain the original and provide an electronic copy

142 to all councilmembers, the council chief of staff, the policy staff director and the lead
143 staff for the transportation, economy and environment committee, or its successor.
144

Ordinance 18133 was introduced on 8/31/2015 and passed as amended by the Metropolitan King County Council on 10/19/2015, by the following vote:

Yes: 9 - Mr. Phillips, Mr. von Reichbauer, Mr. Gossett, Ms. Hague, Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski and Mr. Upthegrove
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



Larry Phillips, Chair

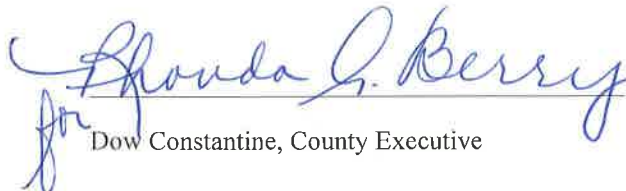
ATTEST:



Anne Noris, Clerk of the Council

RECEIVED
2015 OCT 23 PM 3:56
CLERK
KING COUNTY COUNCIL

APPROVED this 22nd day of October, 2015.



Dow Constantine, County Executive

Attachments: A. March 2016 University Link Bus Integration Service Changes - Revised October 19, 2015, B. Key Transfer Locations

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
- *Strategic Plan Strategy 3.2.2:* 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:

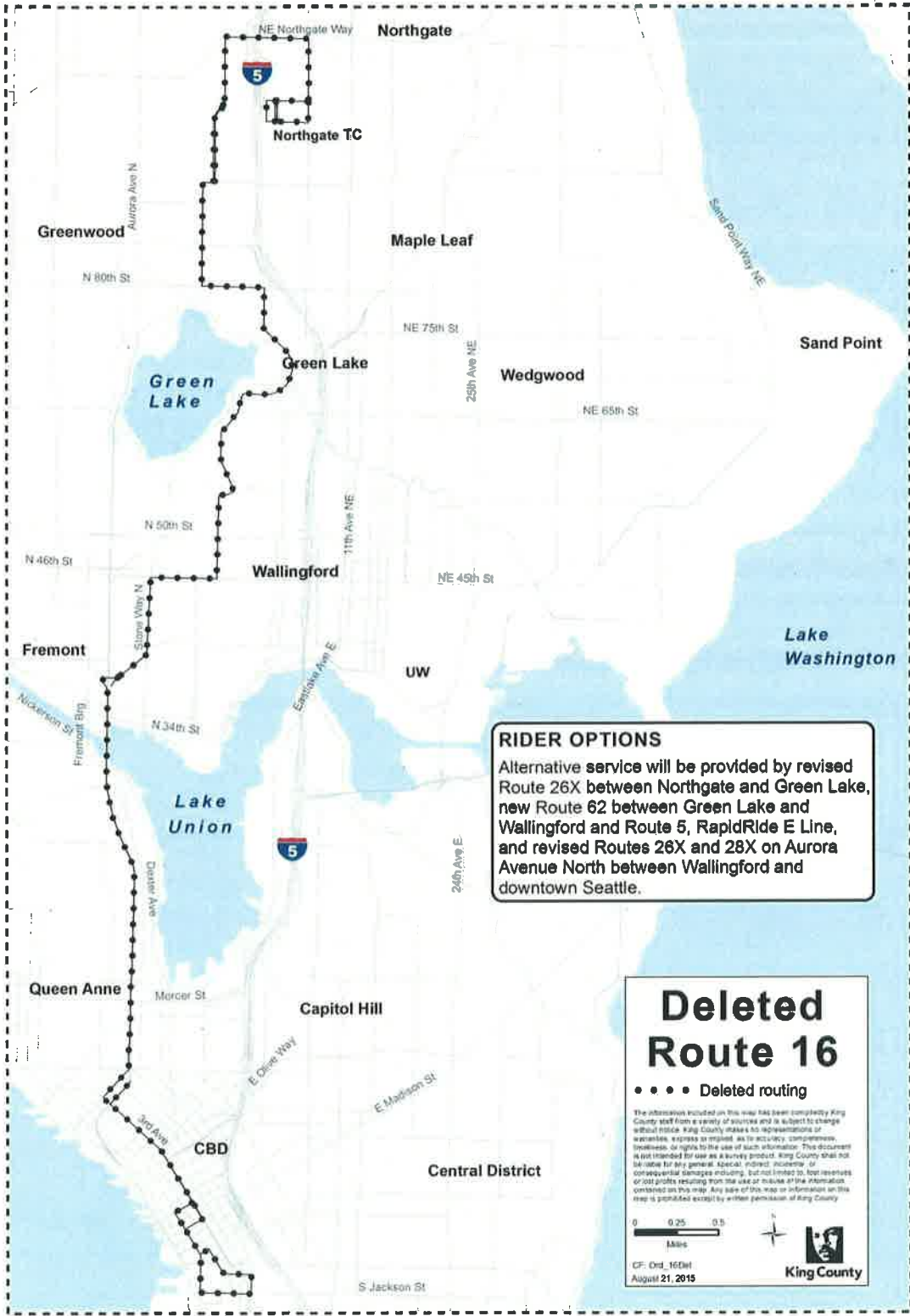
- Under all circumstances, whether adding, reducing or maintaining service hours invested, service restructures shall have a goal to focus service frequency on the highest ridership and productivity segments of restructured services, to create convenient opportunities for transfer connections between 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.



RIDER OPTIONS
 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.

Deleted Route 16

•••• Deleted routing

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CF: Ord. 16061
 August 21, 2015

King County

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.



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:

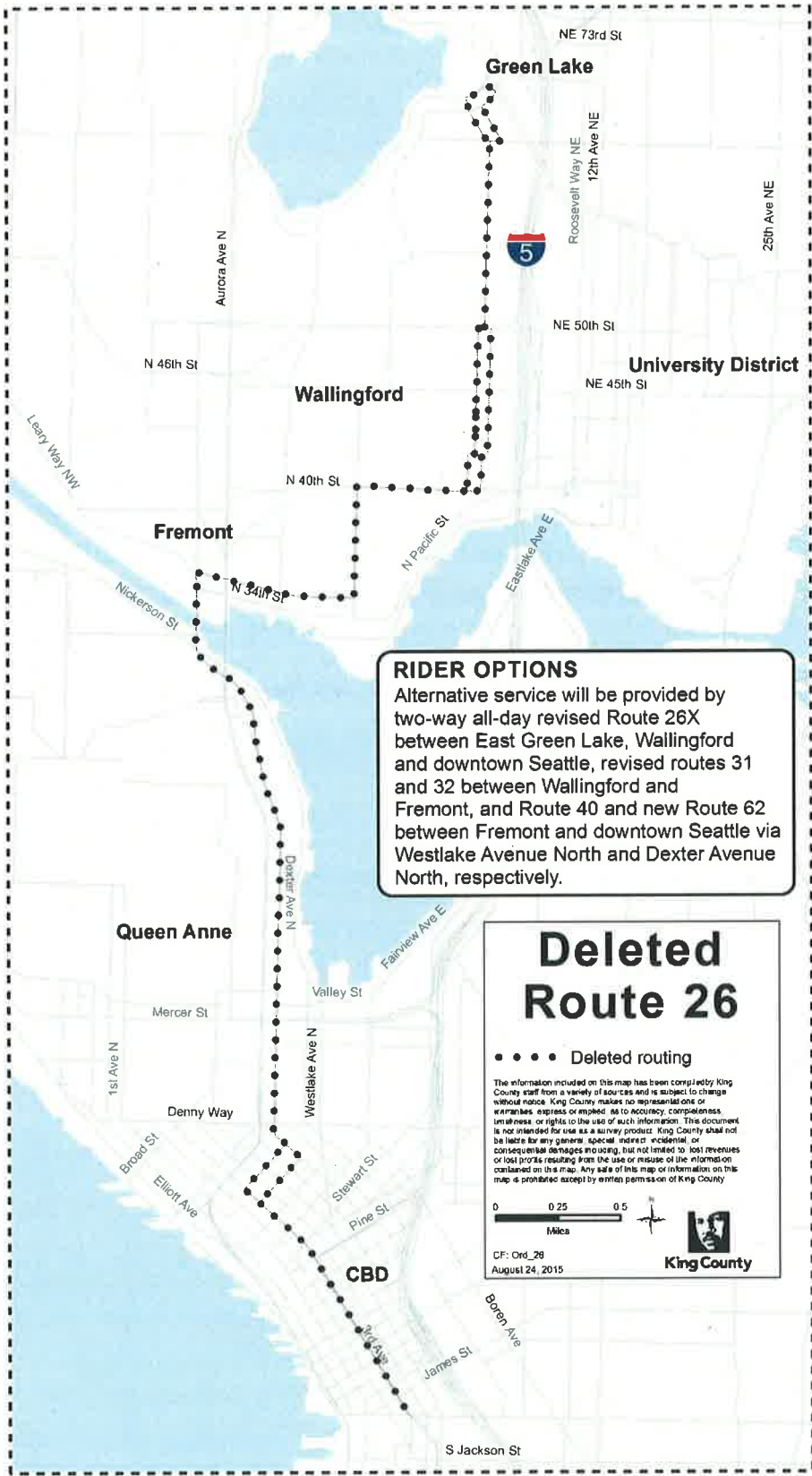
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations 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.



RIDER OPTIONS
 Alternative service will be provided by two-way all-day revised Route 26X between East Green Lake, Wallingford and 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.

Deleted Route 26

•••• Deleted routing

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CF: Ord. 26
 August 24, 2015

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.
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 - *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.



Deleted Route 28

•••• Deleted routing

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CF: Ord_28
August 21, 2015

RIDER OPTIONS
 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:

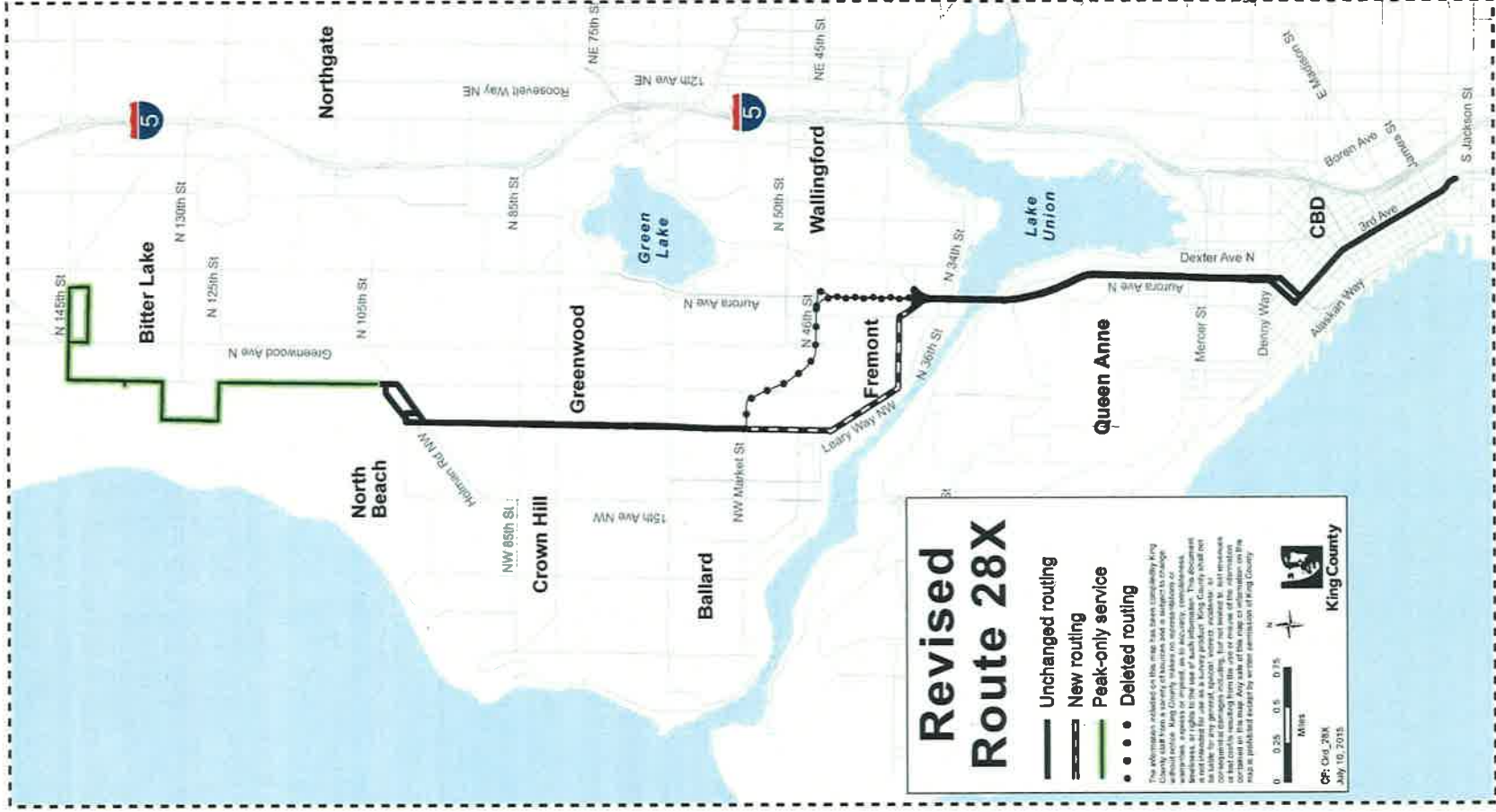
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets.
- *Strategic Plan Strategy 3.2.2:* 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.



Revised Route 28X

- Unchanged routing
- New routing
- Peak-only service
- Deleted routing

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Miles

King County

OPS CHG 28X
July 10, 2015

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:

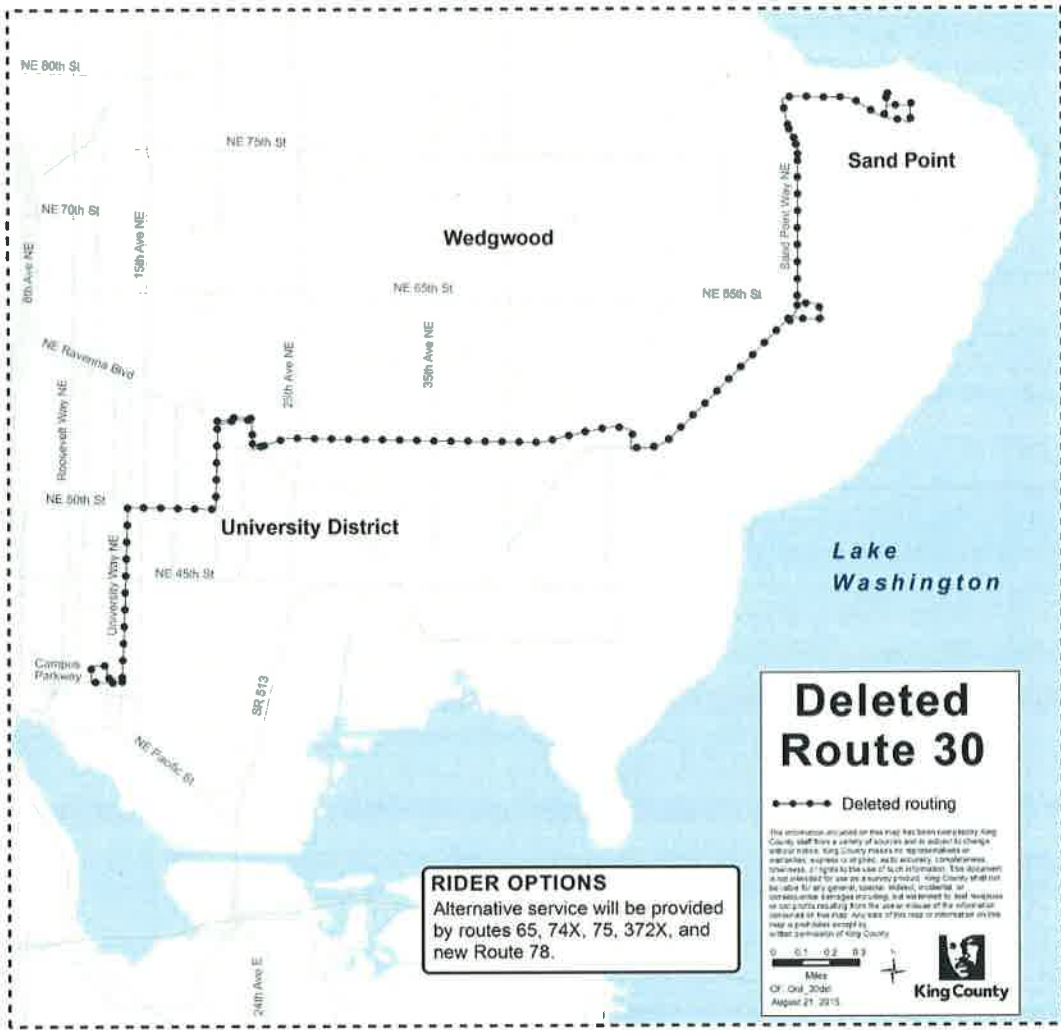
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- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
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 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, 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.



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

**Deleted
Route 30**

●●● Deleted routing

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0 0.1 0.2 0.3
 Miles
 OF: Oct. 2006
 August 27, 2015

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.
- *Strategic Plan Strategy 3.2.2:* 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.



Lake Washington

White Center

South Park

Georgetown

Beacon Hill

Mount Baker

Central District

Capitol Hill

Queen Anne

Rainier Beach

Rainier Beach Station

Othello Station

Mount Baker Station

Seward Park

Columbia City

CBD

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.
- *Strategic Plan Strategy 3.2.2:* 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:

Eliminate off-peak and night service on Route 43 on weekdays, Saturdays and Sundays. Reduce service frequency during peak periods to about every 30 minutes. 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.
- *Strategic Plan Strategy 3.2.2:* 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*.
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 - *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.
- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
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 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
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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.
- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
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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.



New Route 62

— New Route 62

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0 0.25 0.5
Miles

CF Ord. 62
July 30, 2015

King County

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.
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 - *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.
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- *Strategic Plan Strategy 3.2.2:* 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*.
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 - *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.
- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
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 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

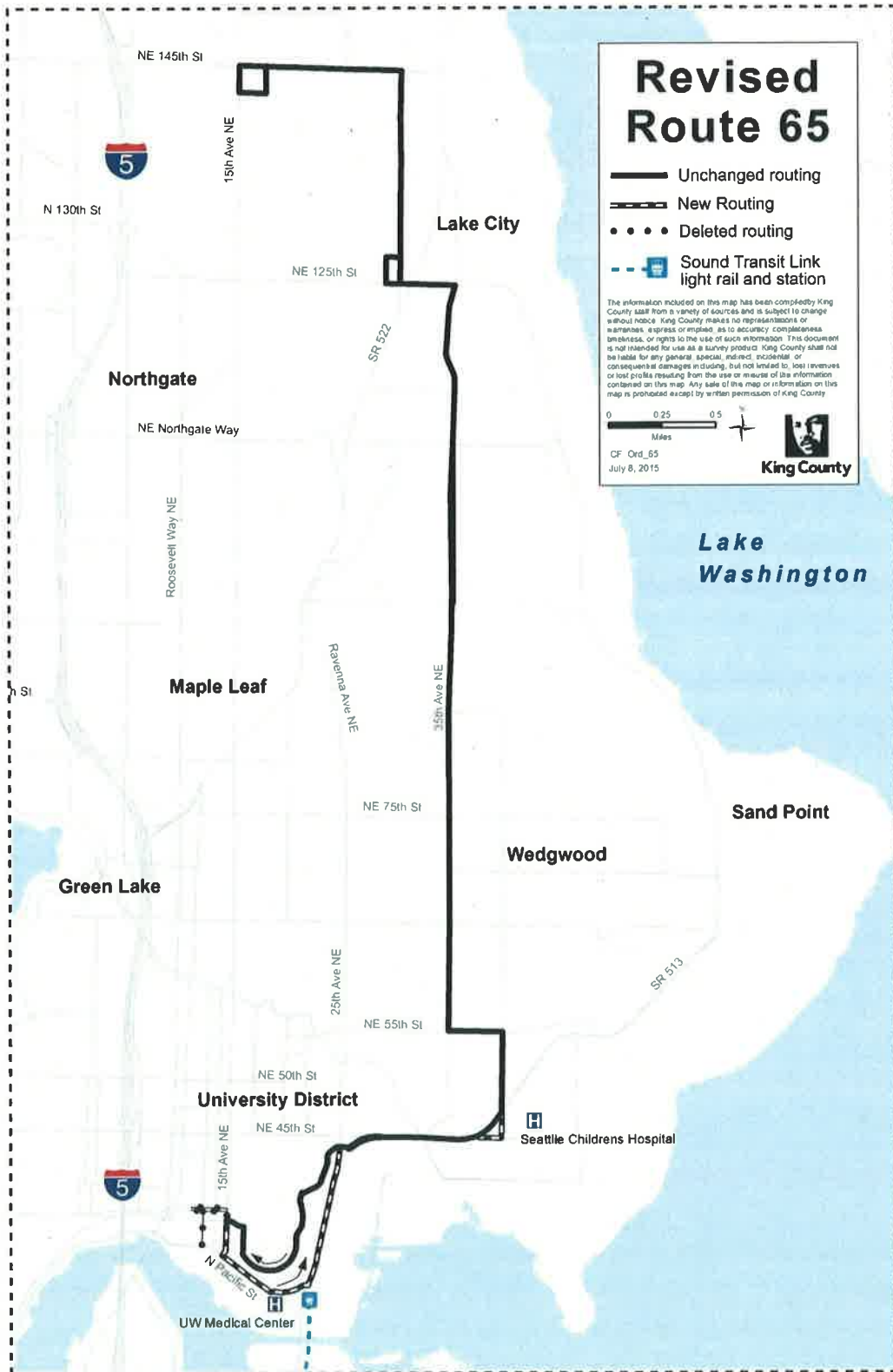
IMPACTED SERVICE AREA:

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

SERVICE CHANGE:

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

The Route 65 may not serve a bus stop on the east side of Montlake Boulevard NE within one-half mile of the University of Washington light rail station until the Council has adopted a motion approving the report referenced in Section 5 of this ordinance.



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.
- *Strategic Plan Strategy 3.2.2:* 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*.
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- *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.



RIDER OPTIONS

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

Deleted Route 66X

•••• Deleted routing

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0 0.25 0.5 0.75 Miles

CF: Ord_66Del
July 20, 2015

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:

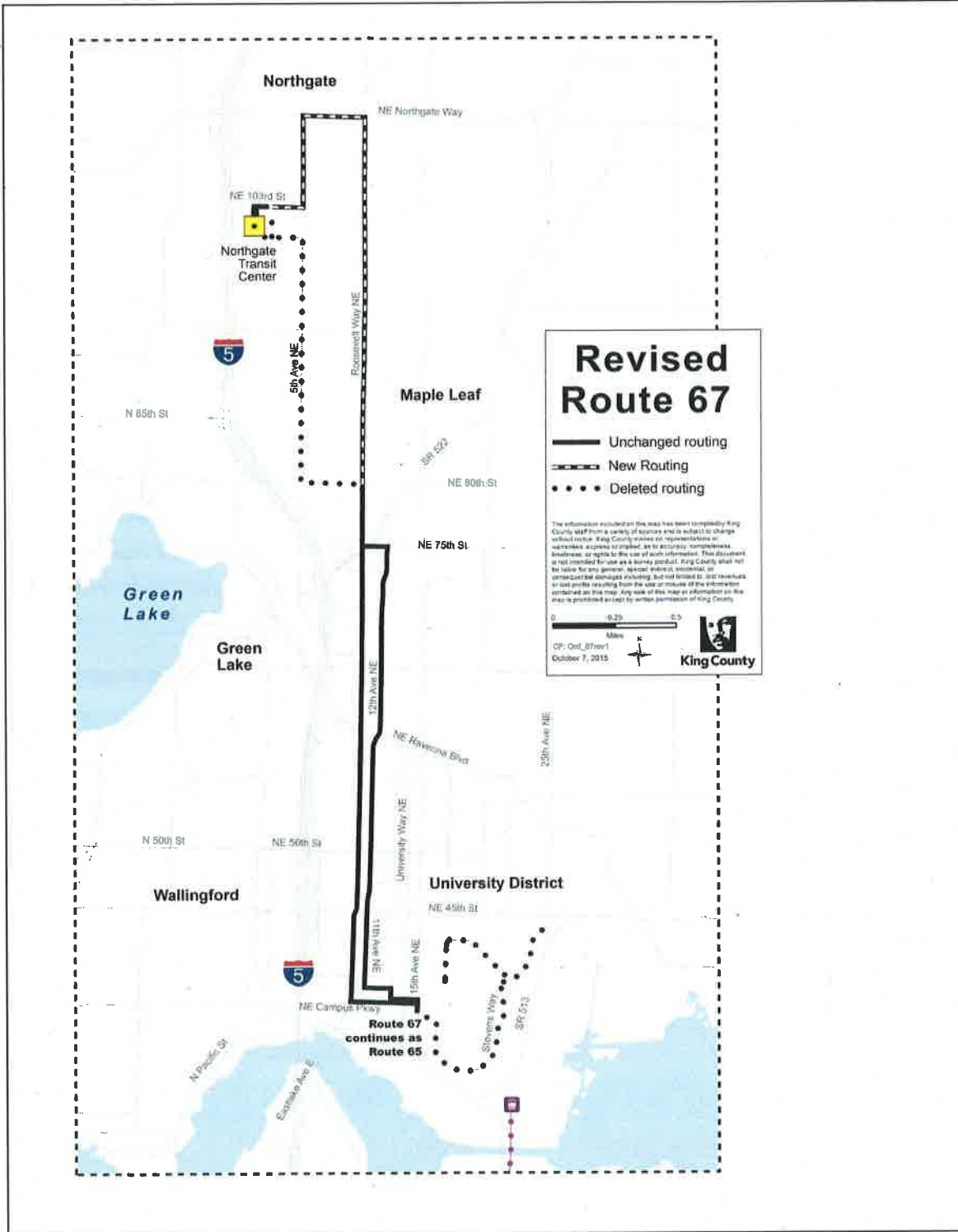
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets.
- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.
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- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
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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. 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 10-15 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.



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:

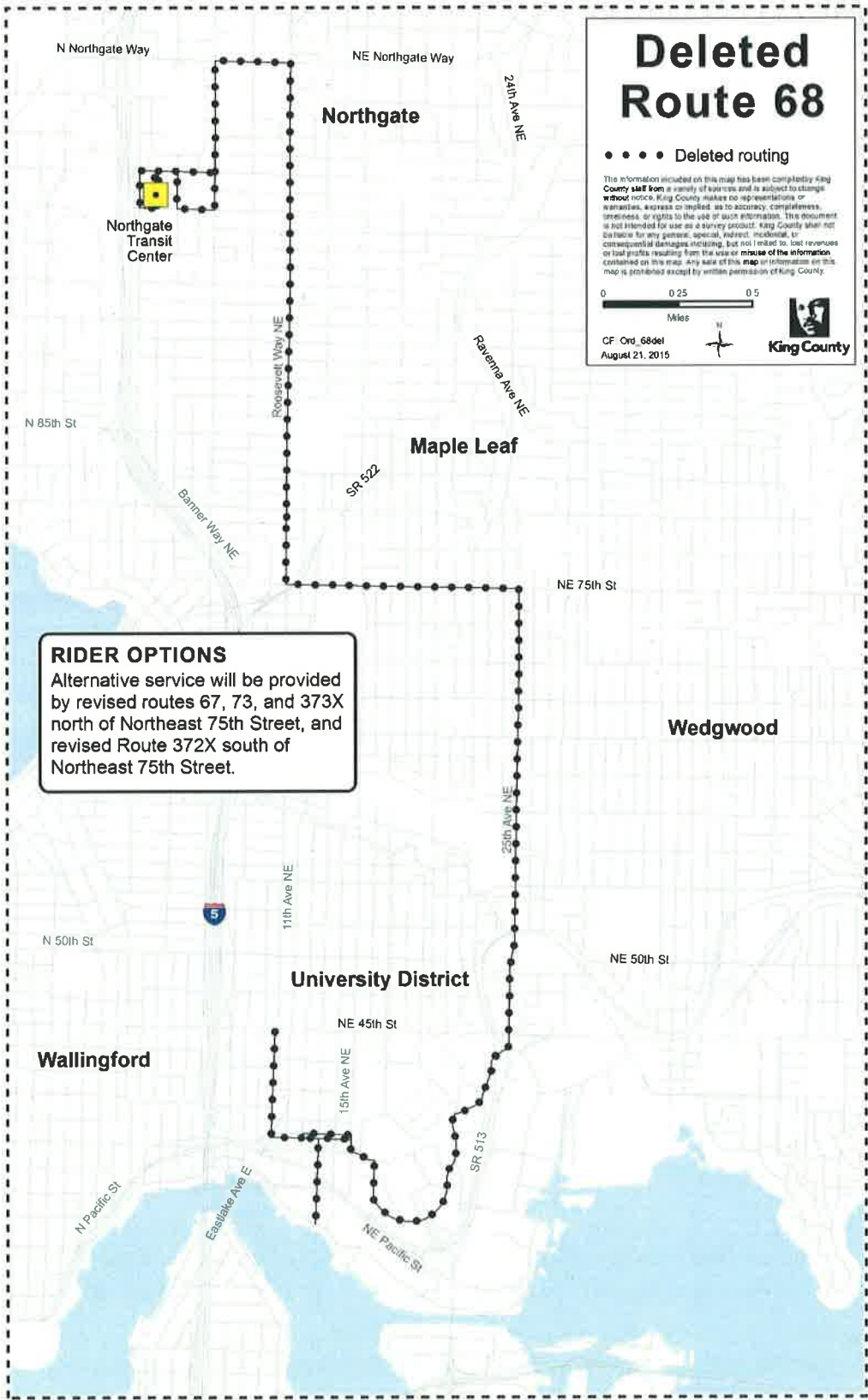
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- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with *Transportation 2040*.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
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 - *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

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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:

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:

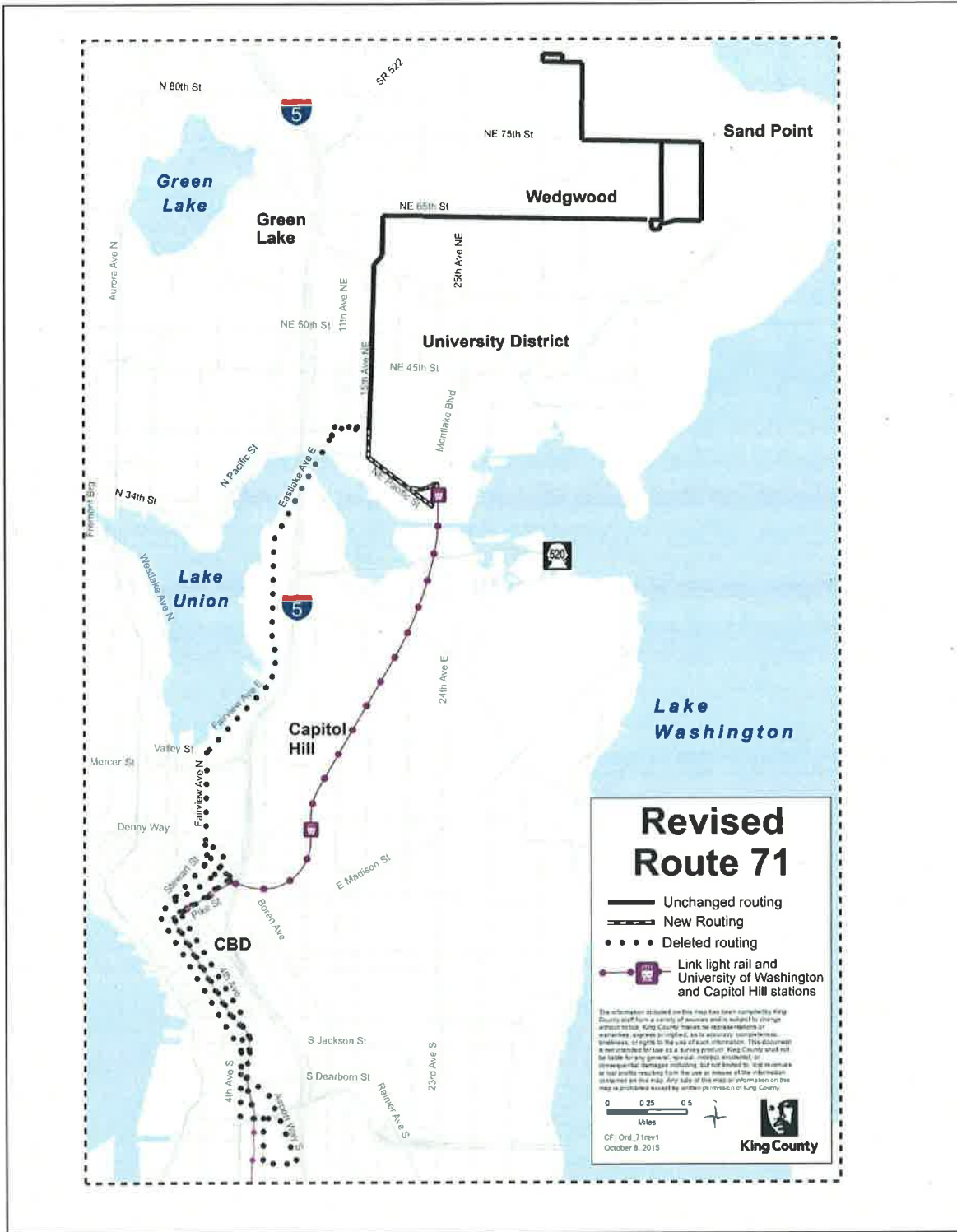
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IMPACTED SERVICE AREA:

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

SERVICE CHANGE:

Revise Route 71 to operate between Wedgwood and the University District and serve Northeast Pacific Street to connect to the new University of Washington light rail station. Route 71 will operate every 30 minutes between about 6:30 a.m. and 10:00 p.m. on weekdays, and every 30 minutes between about 7:00 a.m. and 10:00 p.m. on Saturdays. Delete Sunday service. Link light rail, Routes 49 and 70, and revised Route 74X will provide alternative service 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:

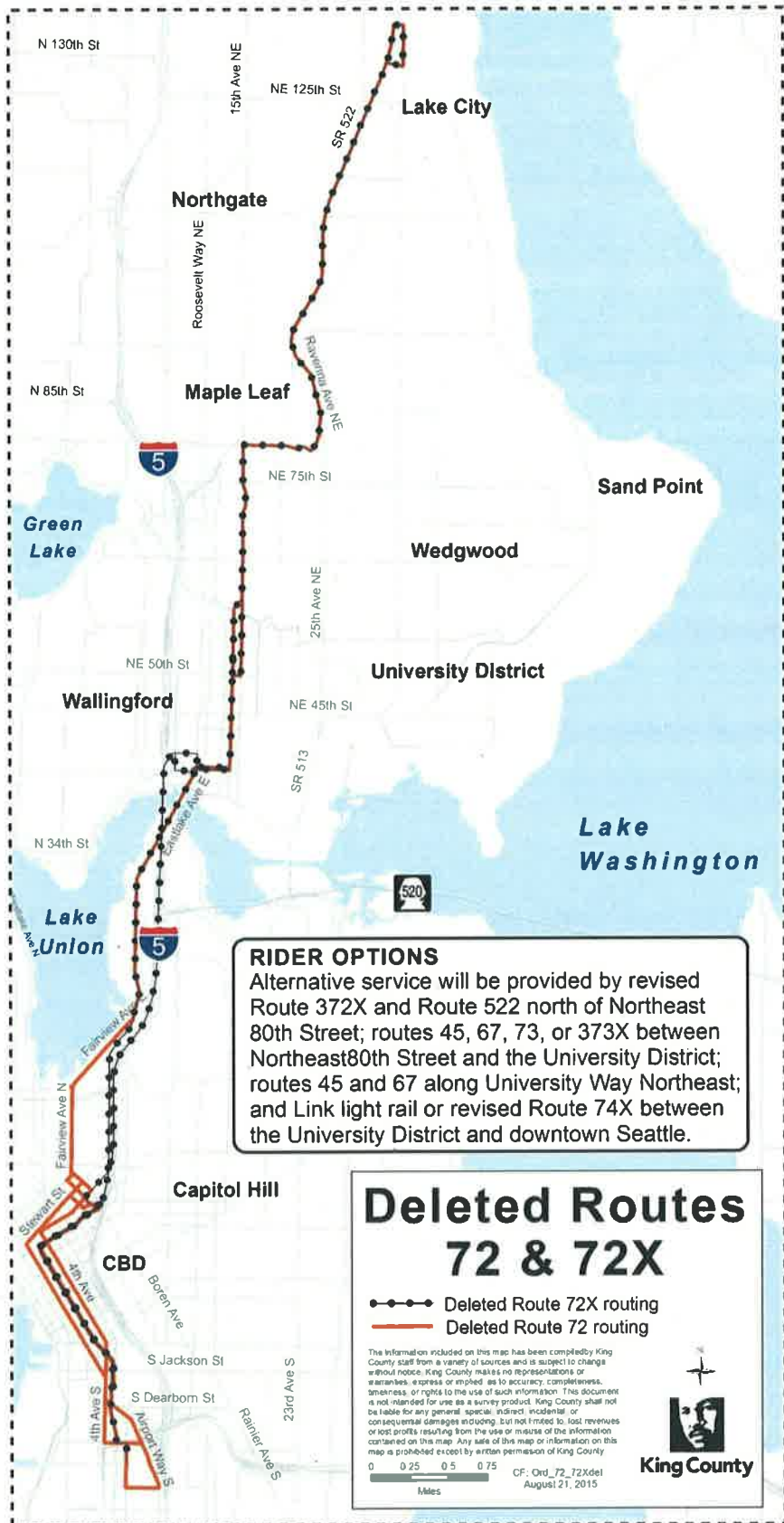
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IMPACTED SERVICE AREA:

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.




RIDER OPTIONS
 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.

Deleted Routes 72 & 72X

Deleted Route 72X routing
 Deleted Route 72 routing

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 CF: Ord_72_72Xdel
 August 21, 2015


King County

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.
- *Strategic Plan Strategy 3.2.2:* 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.

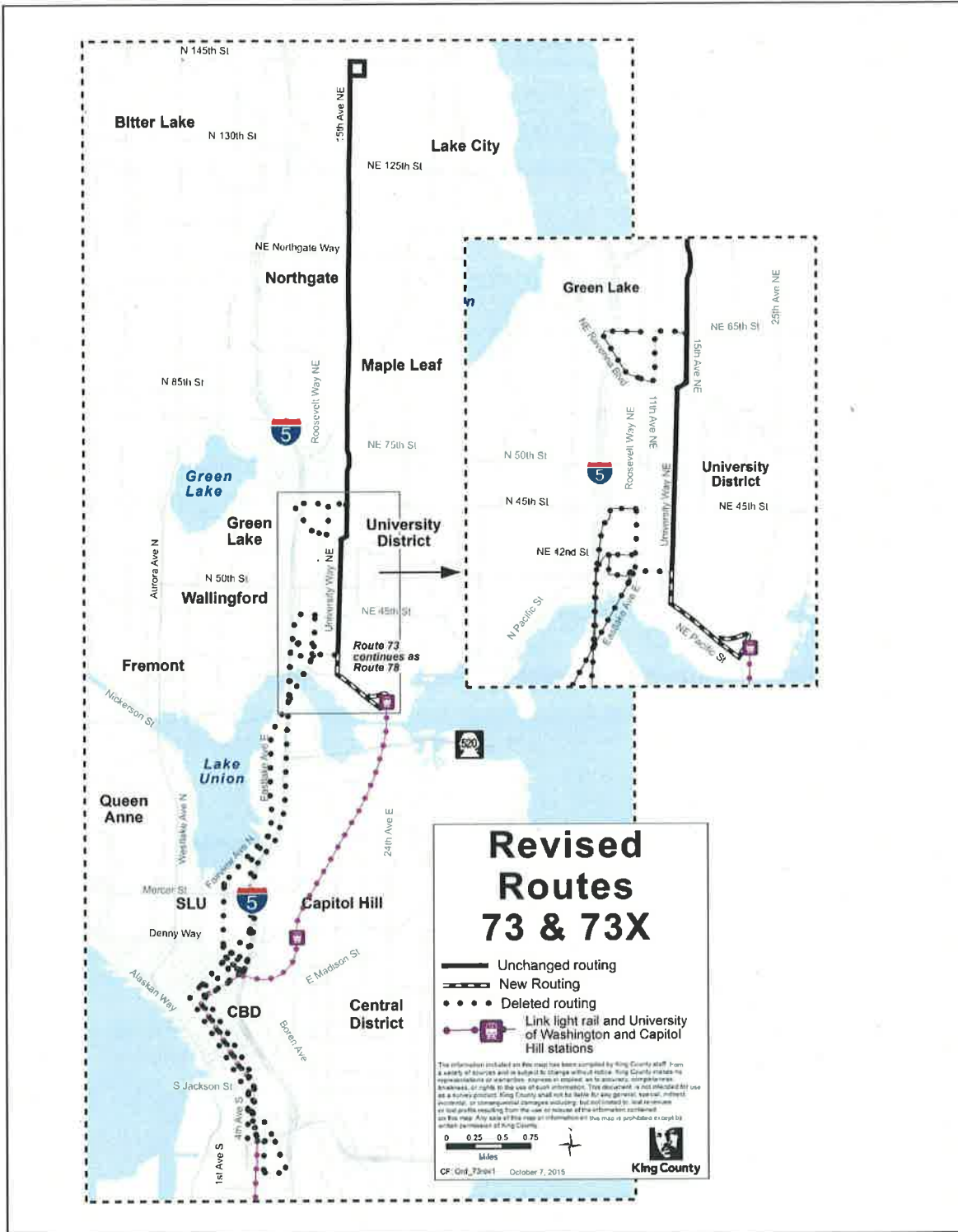
IMPACTED SERVICE AREA:

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

SERVICE CHANGE:

Revise Route 73 to operate between Jackson Park and the University District. Revise Route 73 to serve Northeast Pacific Street to connect to the new University of Washington light rail station. Route 73 will operate about every 30 minutes between about 6:00 a.m. and 10:00 p.m. on weekdays and between 7:00 a.m. and 10:00 p.m. on Saturdays. During the morning peak period, Route 73 will operate in the northbound direction only. In the afternoon peak period, Route 73 will operate in the southbound direction only. Delete Sunday service.

Link light rail, Routes 49 and 70 and revised Route 74X will provide alternative service between the University District and downtown Seattle. Route 373X will provide alternative service between Jackson Park and the University District during peak periods in the direction Route 73 is not operating.



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:

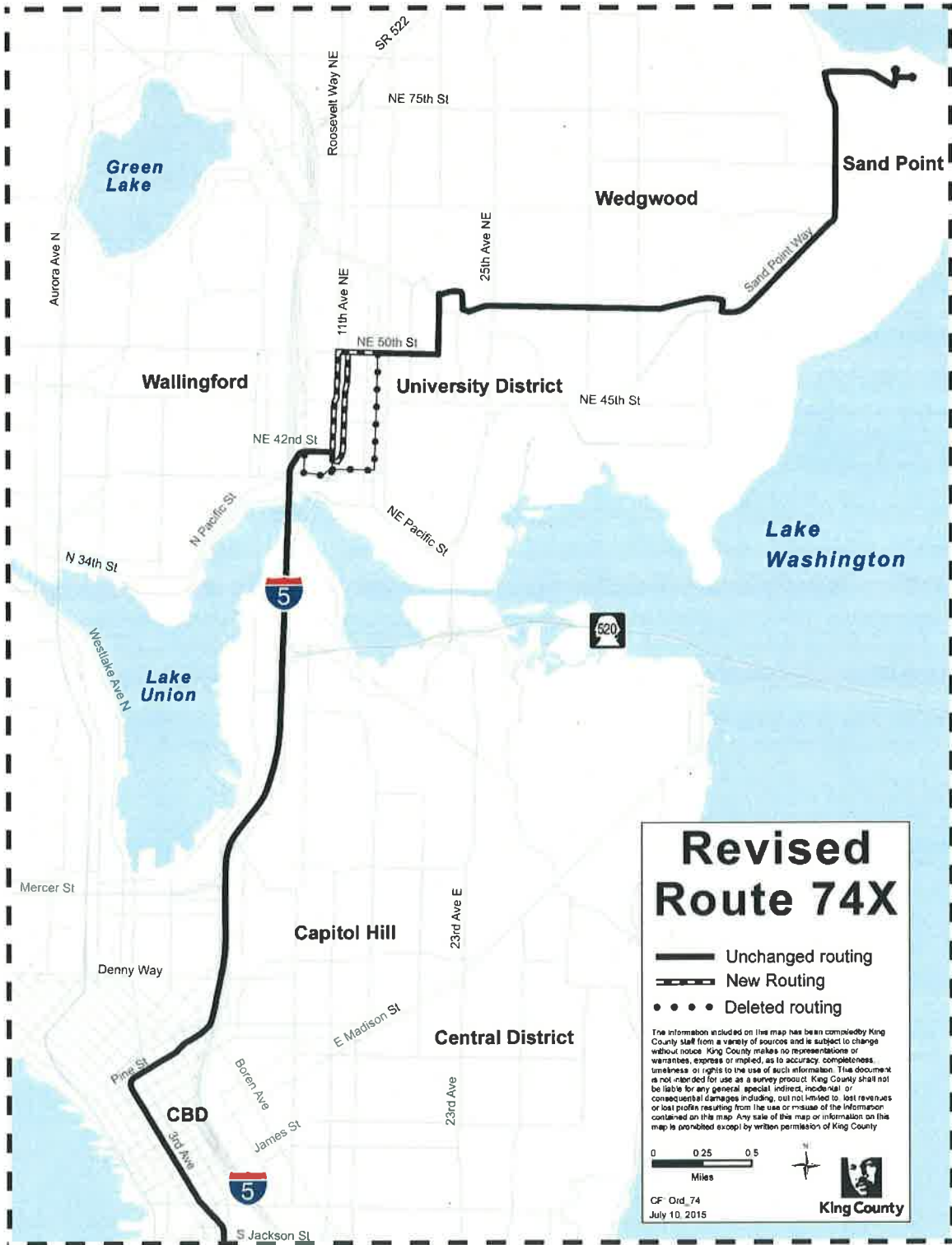
- *Strategic Plan Strategy 3.1.1:* Through investments and partnerships with regional organizations, local jurisdictions and the private sector, provide alternatives to driving alone.
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IMPACTED SERVICE AREA:

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:

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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.
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IMPACTED SERVICE AREA:

Wedgwood, View Ridge, Ravenna, Seattle CBD

SERVICE CHANGE:

Extend the hours of operation such that trips will arrive in downtown Seattle between about 5:30 a.m. and 10:00 a.m. and depart downtown Seattle between about 3:15 p.m. and 7:30 p.m. Add at least three morning and three afternoon trips.

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:

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IMPACTED SERVICE AREA:




Laurelhurst, University District

SERVICE CHANGE:

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

The Route 78 may not serve a bus stop on the east side of Montlake Boulevard NE within one-half mile of the University of Washington light rail station until the Council has adopted a motion approving the report referenced in Section 5 of this ordinance.

New Route 78

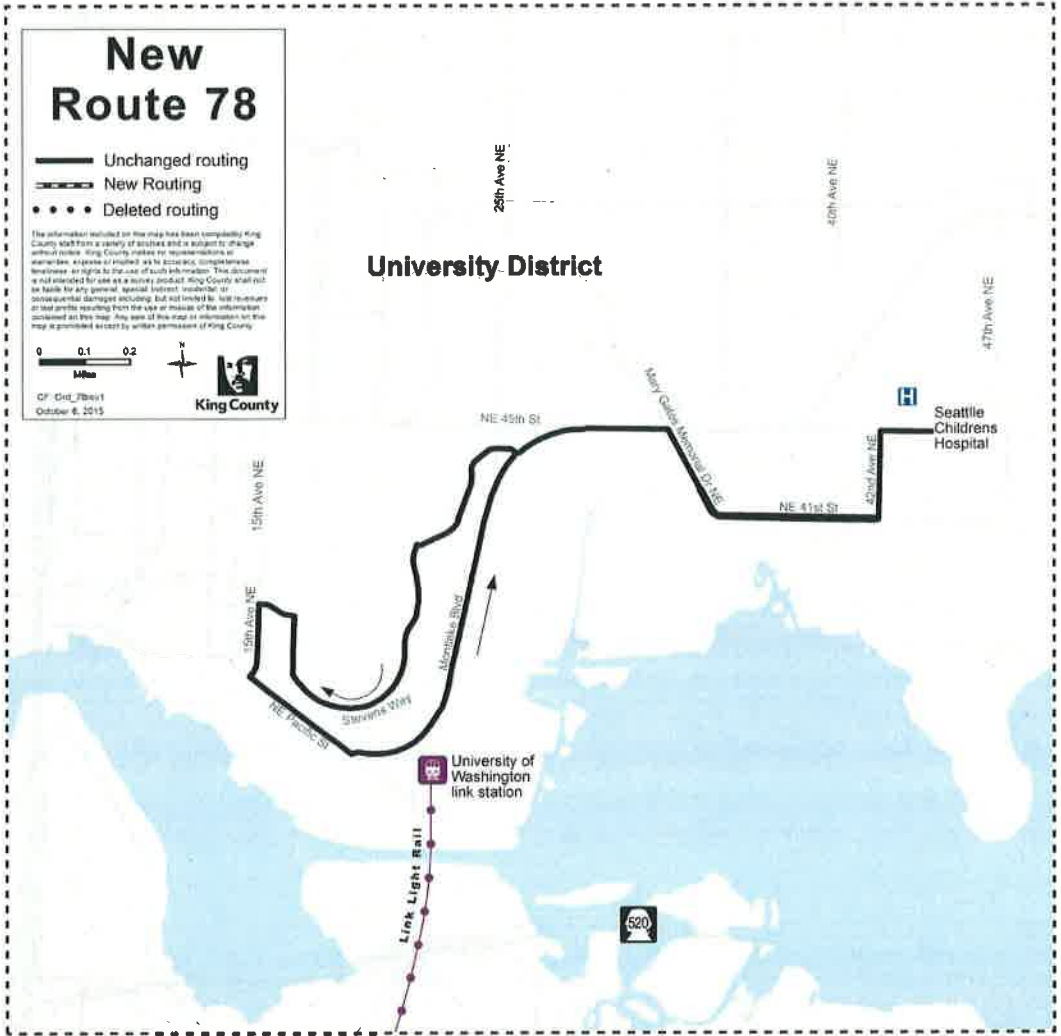
-  Unchanged routing
-  New Routing
-  Deleted routing

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OF CRT_78rev1
October 6, 2015

University District



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:

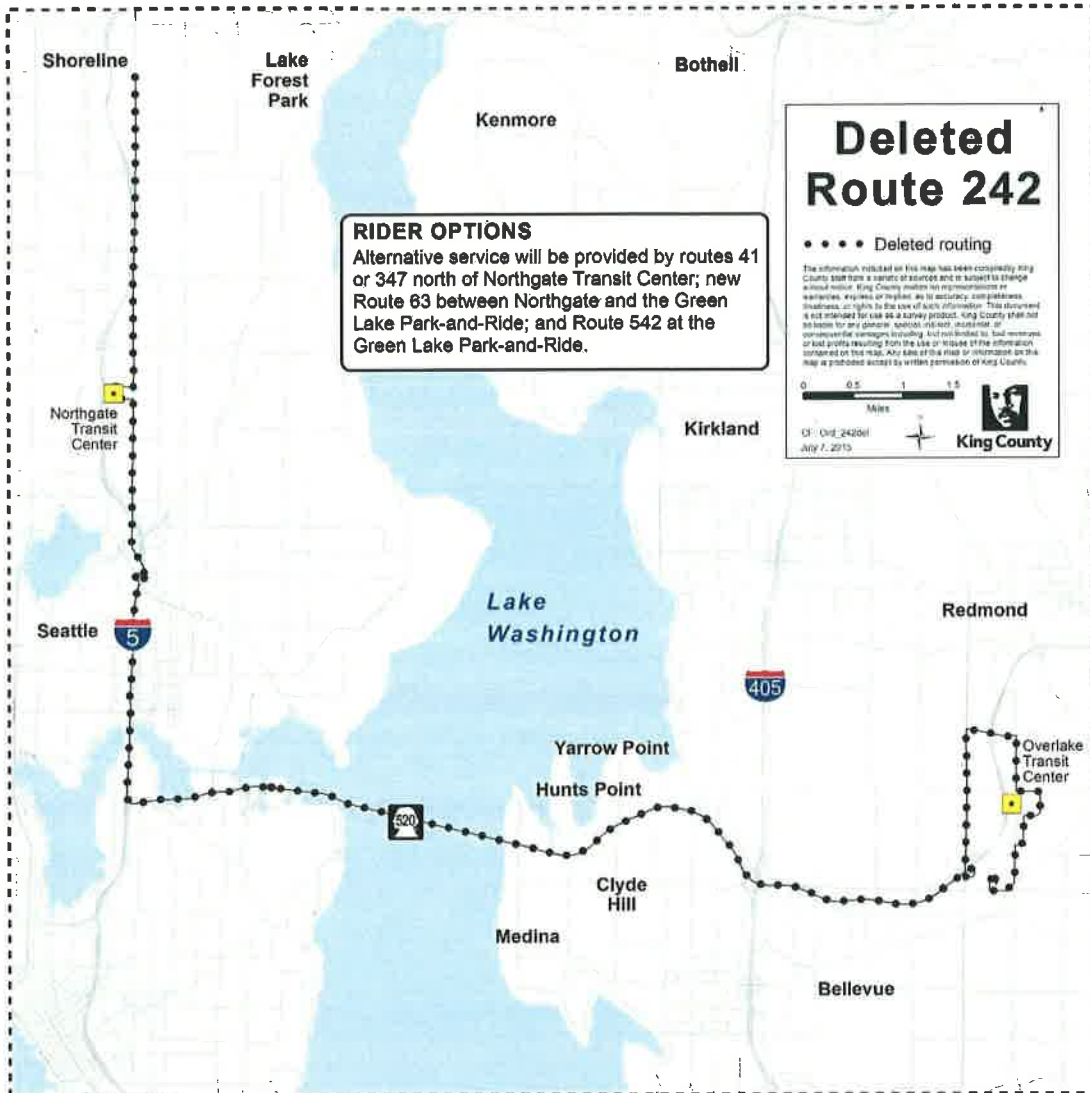
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IMPACTED SERVICE AREA:

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:

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IMPACTED SERVICE AREA:

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

SERVICE CHANGE:

Improve service by adding up to five 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:

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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.

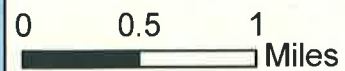


Key Transfer Locations



Key Transfer Locations

- 1** Roosevelt Way NE & NE Northgate Way
- 2** Roosevelt Way NE & NE 65th St
- 3** 15th Ave NE & NE 65th St
- 4** Roosevelt Way NE & NE 45th St
- 5** NE Campus Parkway & University Way NE
- 6** NE Pacific St / University of Washington Station
- 7** Montlake Blvd / University of Washington Station
- 8** Capitol Hill Station
- 9** E Madison St & 23rd Ave E
- 10** E Madison St & 19th Ave E



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