

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b> Metro Transit Restructure Proposal Briefing
<b>DEPARTMENT:</b> Planning and Development Services
<b>PRESENTED BY:</b> Tim Stewart, Director Sarah Bohlen, Transportation Planner

**ISSUE STATEMENT:**



The purpose of tonight's discussion is to provide the Council with information regarding King County's transit restructure planning process, to discuss the proposed alternatives, and to provide an opportunity to inform King County of Shoreline's interests prior to the King County Council's consideration of the proposed changes.

King County Metro Transit is considering substantial changes to bus routes in Shoreline, Lake Forest Park, and North Seattle. The proposed changes are aimed at improving the balance of downtown Seattle peak-period service and local service within the communities. King County does not have funds to implement new service hours; however, the proposed route alternatives capitalize on other service improvements that have already been implemented, and increase service frequencies and spans (time of day) by creating a more streamlined system.

**FINANCIAL IMPACT:** none

**RECOMMENDATION**

This item is for discussion purposes and no action is required. Staff will convey your suggestions on the proposed transit route alternatives to the County.

Approved By: City Manager  City Attorney 

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## **BACKGROUND / ANALYSIS**

King County Metro Transit is considering substantial changes to bus routes in Shoreline, Lake Forest Park, and North Seattle – up to 15 routes could be affected. The proposed changes are aimed at improving the balance of downtown Seattle peak-period service and local service within the communities. King County does not have funds to implement new service hours; however, the proposed route alternatives capitalize on other service improvements that have already been implemented, and increase service frequencies and spans (time of day) by creating a more streamlined system. Other service improvements that have already occurred or are in the works include:

- The Aurora Village Transit Center was expanded (June 2002);
- Routes 372 and 522 on Lake City Way/Bothell Way were improved (September 2002);
- Route 41 was extended to Lake City and now runs every 15 minutes to downtown Seattle via Northgate (September 2002);
- Community Transit improved connections at Aurora Village, Lynnwood, and Mountlake Terrace (February 2003); and
- Metro will increase service frequency on Route 358 (Aurora) in September 2003.

Metro Transit has formed a Sounding Board to discuss these transit service change proposals. The Sounding Board is made up of community members representing the affected areas and routes, and has discussed how to:

- Improve east-west service;
- Improve local service frequency, hours of service, and connection with other services;
- Improve inter-county transit connections at Aurora Village Transit Center;
- Take advantage of greater service frequency on Aurora Avenue, SR-522, and at Northgate, and improved Community Transit service between south Snohomish County and Aurora Village; and
- Reduce service duplication, improve efficiency, and make the best possible use of available funding.

These improvements are consistent with our following Comprehensive Plan policies:

- T13:** Work with all transit providers to ensure that Shoreline residents have frequent and comprehensive transit options available to them for commuting, and for non-work trips.
- T14:** Work with Metro to improve local bus service in Shoreline that connects residents to shopping, services, and schools, particularly in mid-day, evening, and on weekends (30 minute headways). Give priority to serving the higher density residential areas over single-family neighborhoods.
- T18:** Work with transit service providers to provide safe, lighted, and weather protected passenger waiting areas at stops with high ridership, transfer points, and park and ride lots.

- T19:** Work with Community Transit, Metro, and RTA to support “seamless” service across the county lines and through to major destinations. Support regional efforts by transit providers in implementing a simple, universal, rider friendly fare system.
- T24:** Support and promote public involvement in King County/Metro, Community Transit, and RTA decision-making.

The adopted policies suggest a transit system that provides a full range of services to Shoreline residents, with more transit priority to higher-density neighborhoods, and a strong focus on Aurora and inter-county connections. Metro incorporated our Comprehensive Plan policies into its planning process, so the resulting proposals are very consistent with the City’s transit goals.

In December, Metro distributed a public information document generally describing route proposals and received over 1000 responses. City staff members have also received some comments directly from the community. There appears to be general support for the overall goals of this process and most of the proposed alternatives, but a few riders in the Hillwood neighborhood are concerned they will lose their service altogether. Metro has proposed increasing service on Route 301 (pages 6 and 7 of Attachment A) by eliminating the loop through the Hillwood neighborhood. The core portion of Route 301 is currently very crowded and needs the extra service, and while the ridership along the loop is low, it provides a valuable service to the current riders. The City could request that Metro develop a compromise alternative where perhaps the most-used loop trips are preserved and the others cut. This would impact a fewer number of riders, while still maintaining an alternative for those impacted riders and providing the benefit of increased service on the remainder of the route to a larger number of people.

## **RECOMMENDATION**

This item is for discussion purposes and no action is required. Staff will convey your suggestions on the proposed transit route alternatives to the County.

## **ATTACHMENTS**

Attachment A: Metro Transit Pamphlet: “Help Us Design Better Bus Service For You”

# TRANSIT SERVICE N.E.W.S.

Metro – North, East, West, South 



February 2003

*If you live or work in Lake Forest Park, Shoreline, or the Northgate area of Seattle...*

## Help us design better bus service for you.

King County Metro Transit is considering changes to bus routes in north King County (Lake Forest Park, Shoreline, and Seattle north of Northgate). Current north King County bus service has limitations that include:

- difficult east-west travel on transit;
- crowded Route 301 trips;
- Routes 317 and 377 run only once an hour in peak commute periods in the off-peak direction (northbound in the morning and southbound in the afternoon);
- Routes 370 and 943 use the slow and congested general-purpose lanes of I-5;
- local Routes 302, 315, and 341 provide infrequent or no service during some time periods;
- some peak-period-only routes have poor service levels and attract relatively low ridership.

In short, there could be a better balance of downtown Seattle peak-

period service and local service in and among your communities. We can improve overall service by making downtown Seattle peak-period service more efficient and distributing saved resources to local routes in Shoreline, Lake Forest Park and north Seattle.



Despite a lack of resources for *additional* service, opportunities to improve existing service

have been provided by the following recent and coming transit improvements in the area:

- in June 2002, the Aurora Village Transit Center was expanded;
- in September 2002, routes 372 and 522 on SR-522 (Bothell Way and Lake City Way NE) were improved;
- in September 2002, Route 41 was extended to Lake City and now runs every 15 minutes to downtown Seattle via Northgate;
- in February 2003, Community Transit (CT) will improve connections at Aurora Village, Lynnwood, and Mountlake Terrace;

### In this issue you will find...

- ◆ descriptions and maps of service change proposals;
- ◆ invitations to open houses to discuss the proposals (see page 2);
- ◆ a questionnaire to fill out and return to us.

- in September 2003, Metro plans to run Route 358 on Aurora Avenue North (SR-99) more often.

We have met with riders, local jurisdiction staff, and community groups, and have discussed service options with a sounding board made up of community members with a keen interest in transit. In December 2002, we mailed a public information document to 62,000 homes and businesses in the service area. This issue of Regional Transit News describes several potential changes to transit routes in North King County that resulted from this effort. Please read the descriptions and maps, then fill out the enclosed questionnaire and return it to us.

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## Alternative Formats Available

**206 684-1142**  
**TTY Relay: 711**

## Come to an open house in your community

**Tuesday, February 11, 6:00 to 8:00 p.m.**

**Ingraham High School Cafeteria,  
 1819 North 135<sup>th</sup> Street, Seattle**

*If you are using transit, take Metro Transit Routes 302 and 317.*

**Wednesday February 12, 7:00 to 9:00 p.m.**

**Lake Forest Park City Hall, Council Chambers  
 17425 Ballinger Way NE, Lake Forest Park**

*If you are using transit, take King County Metro Routes 306, 308, 312, 341, 372.*

**Thursday February 13, 2:00 to 4:00 p.m.**

**Shoreline Library  
 345 NE 175<sup>th</sup>, Shoreline**

*If you are using transit, take King County Metro Routes 314, 315.*

**Thursday February 13, 6:00 to 8:00 p.m.**

**Einstein Middle School, Student Activities Center  
 19343 3<sup>rd</sup> Ave NW, Shoreline**

*If you are using transit, take King County Metro Routes 302, 315.*

### DROP BY AN INFORMATION TABLE

**Northgate Transit Center, 10:00 a.m. to 2:00 p.m.**

**Saturday, February 15  
 10200 1<sup>st</sup> Ave NE, Seattle**

## Comments? Questions?

We invite your comments about the proposed service changes in this newsletter. You can use the attached questionnaire, find it online at <http://transit.metrokc.gov> or comment by using the contact information below:

- (206) 684-1146 (message line)
- (206) 684-1682 (TTY)
- (206) 263-3489 (fax)
- [pat.cleary@metrokc.gov](mailto:pat.cleary@metrokc.gov)
- King County Department of Transportation, Community Relations (KSC-TR-0824), 201 S. Jackson Street, Seattle, WA 98104-3856

If you have questions or need ADA accommodations for the open houses, please contact Pat Cleary at (206) 684-1142 (voice), (206) 684-1682 (TTY), or [pat.cleary@metrokc.gov](mailto:pat.cleary@metrokc.gov) (e-mail).

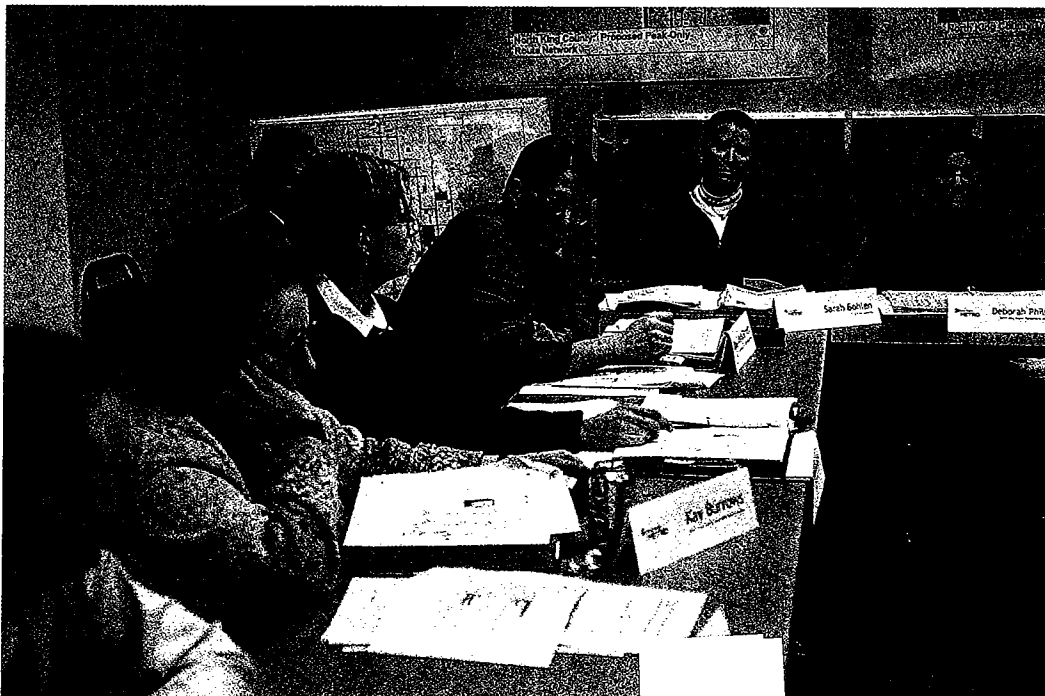
# Introduction

## King County Metro Transit studying service improvements for Lake Forest Park, Shoreline, and Seattle north of Northgate

This is a uniquely complex set of service change proposals, and we have gone to considerable length to present them as clearly as possible. Overall, we are trying to improve the balance between local service in and among your communities on the one hand, and, on the other, service between your neighborhood and downtown Seattle. The proposed changes could involve reshaping up to 15 bus routes. The following pages include 14 maps, each accompanied by a detailed description of the proposed changes the map depicts. Please take the time to study the changes carefully, so as to understand how they will impact you. A questionnaire and comments page is included near the back of this newsletter so you can tell us in detail what you think of the proposals.

### A Note on Metro Routes 315 and 377

Metro wants to call your attention to one set of proposed changes in particular, involving Routes 315 and 377. The proposed changes would improve east-west service and are described on page 13 and shown on Map 11. Nine of the 14 proposed service changes in this publication either refer to these routes or rely upon the proposed changes to improve connections. These changes involve combining the northern portion of one route with the southern portion of the other. Maps 1, 4, 5, 8, 9, 11, 12, 13, and 14 all show options involving these two routes. Throughout this publication, we refer to this new, combined route either as Route 377 (315) or Route 315 (377), where the southern segment of the proposed route is listed first and the northern segment is in parentheses. In the event these changes are adopted, the new routes would be renumbered to avoid confusion.



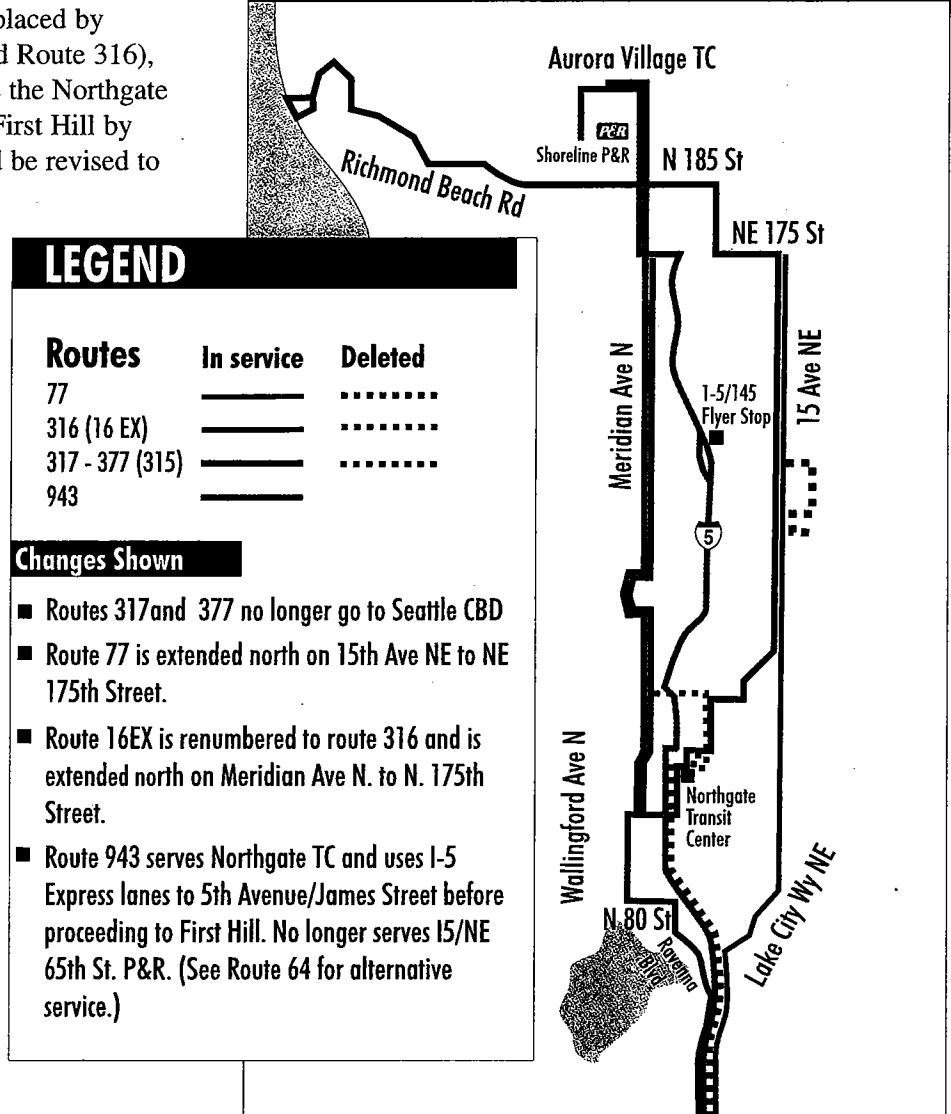
# North King County to downtown Seattle and First Hill commute services

As shown on Map 1, Metro would discontinue service on Routes 317 and 377 between Northgate and downtown Seattle, enabling the local routes to increase service between Northgate and North Seattle, Shoreline and Lake Forest Park. Downtown service would be replaced by revised Routes 16 Express (to be renumbered Route 316), 77, and 943. Revised Route 943 would serve the Northgate Transit Center and provide faster service to First Hill by using the I-5 Express Lanes. Route 64 would be revised to serve First Hill, after serving the north part of downtown Seattle. Overall, this would improve commuter service between north King County and downtown Seattle and First Hill, and allow Metro to provide more local service within north Seattle, Shoreline, and Lake Forest Park.

## New alternatives for affected riders

- Riders on Routes 317 and 377 travelling between the Northgate Transit Center and 5<sup>th</sup> Avenue in downtown Seattle could use revised route 943 or could take Route 41 to and from the bus tunnel.
- Route 317 riders travelling between Meridian Avenue North (south of North 175<sup>th</sup> Street) and downtown Seattle could use revised Route 16 Express or transfer at Northgate to Route 41.
- Route 377 riders travelling between 15<sup>th</sup> Avenue NE (south of NE 175<sup>th</sup> Street) and downtown Seattle could use revised Route 77.
- Route 943 riders travelling between the I-5/NE 65<sup>th</sup> Street park-and-ride and First Hill could use revised Route 64.

## Map 1 Routes 16EX, 77, 317, 377 (315), 943



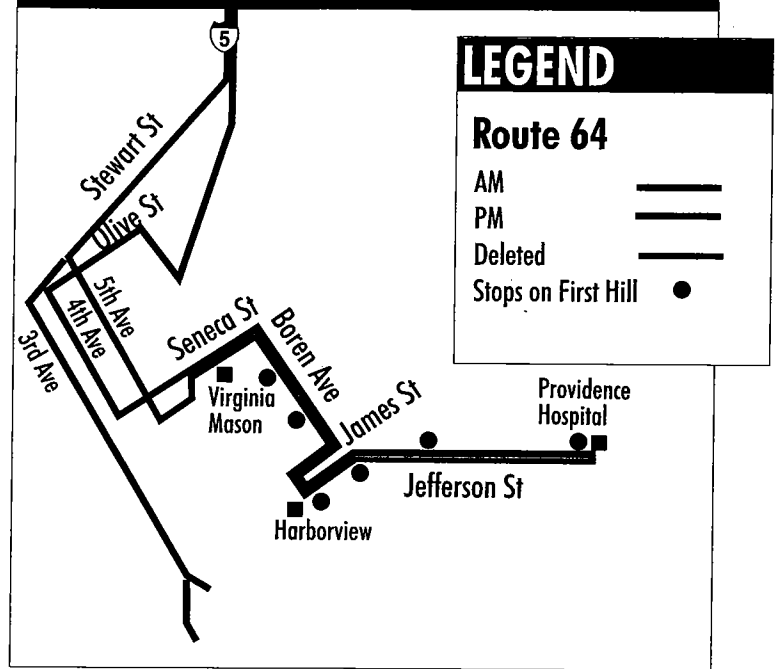


## Tradeoffs

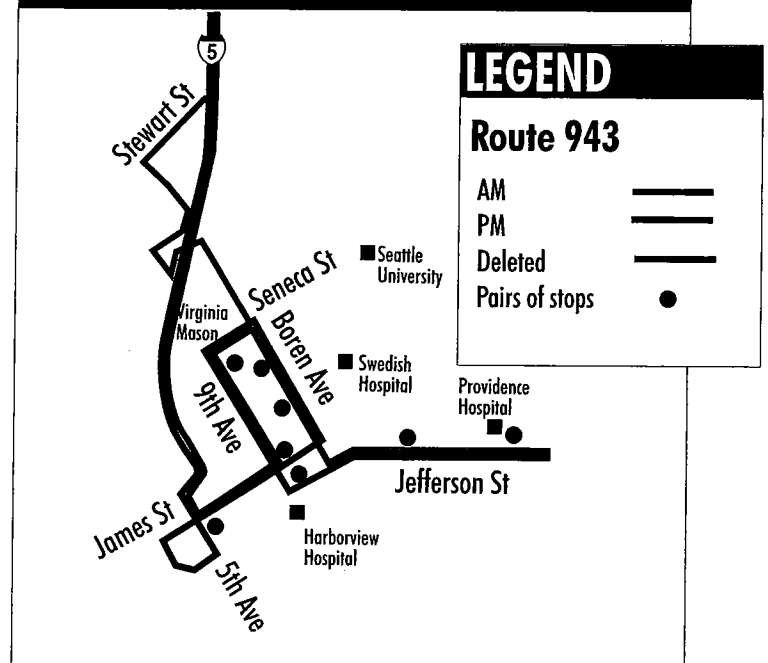
- For current Route 317 riders on Meridian Avenue North and current Route 377 riders on 15<sup>th</sup> Avenue Northeast, alternative services would have more trips than current service, thereby offering riders greater flexibility and reduced wait times.
- For riders on Meridian Avenue North, north of Northgate Way, travel times on proposed alternative services would be 5-10 minutes longer than on current service.
- For riders on 15<sup>th</sup> Avenue NE north of Pinehurst Way NE, travel times would be the same as with current service.
- A new direct service between Northgate and First Hill would be provided.
- Riders traveling between Shoreline and First Hill would have a faster trip because proposed Route 943 routing avoids traffic bottlenecks on I-5 and Boren Avenue.
- New Route 64 riders traveling between I-5/NE 65<sup>th</sup> Street park-and-ride and First Hill would have slightly longer (about 5 minutes) travel times but would have more trips from which to choose.
- Depending on their destination, current Route 64 riders may have a different walk in downtown Seattle, since Route 64 will run on different streets.
- The frequency of routes 317 and 377, northbound in the morning peak period and southbound in the afternoon peak period, would improve from 60 minutes to 30 minutes.

See Page 12, Northgate Routings, for related proposals.

## Map 2 Route 64 (downtown Seattle)



## Map 3 Route 943 (downtown Seattle)



# Shoreline to downtown Seattle (Route 301)

In order to increase the number of peak-period trips on Route 301 from 14 to 15 into downtown in the morning and from 12 to 15 from downtown in the afternoon, Metro is considering two options for rerouting it through Shoreline. Both options eliminate Route 301 service west of Aurora Avenue North, extend it to the Aurora Village Transit Center (where riders can connect to other Metro and Community Transit routes), and reschedule selected trips to optimize connections with Metro Route 302 and CT Route 630. These connections would make up for the deleted Route 301 service west of Aurora Avenue North. Route 301 also would have up to six morning and five afternoon reverse-commute trips.

## Alternatives for affected riders

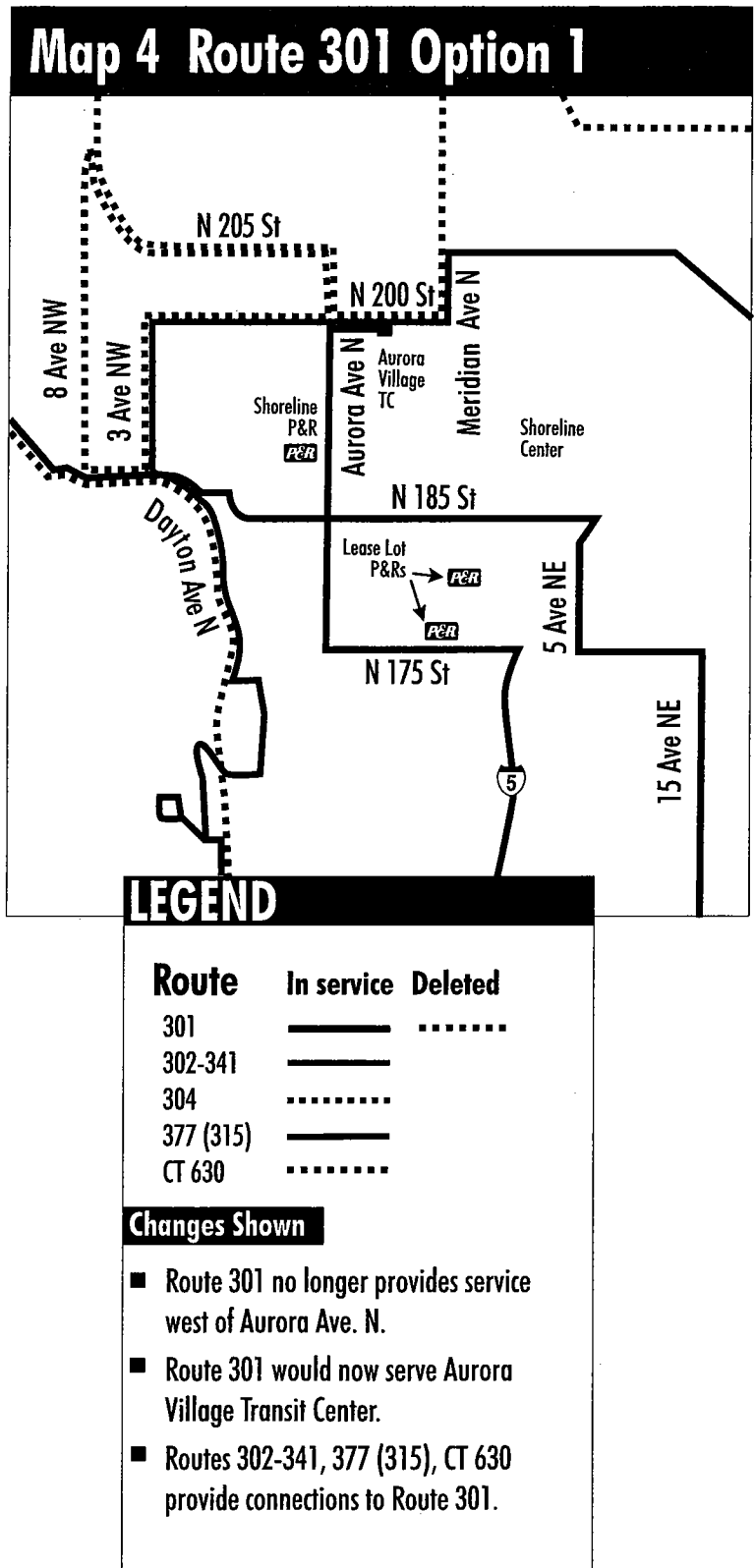
- Riders on North 205<sup>th</sup> Street (244<sup>th</sup> Street SW) and on Firdale Avenue could use CT Route 630 to reach the Aurora Village Transit Center.
- Riders on 3<sup>rd</sup> Avenue NW or North 200<sup>th</sup> Street could use Route 302 to reach the Aurora Village Transit Center.
- Riders on NW Richmond Beach Road could use Route 304 to reach downtown Seattle or Route 302 or Route 315 to reach transfer points with Route 301.

## Tradeoffs

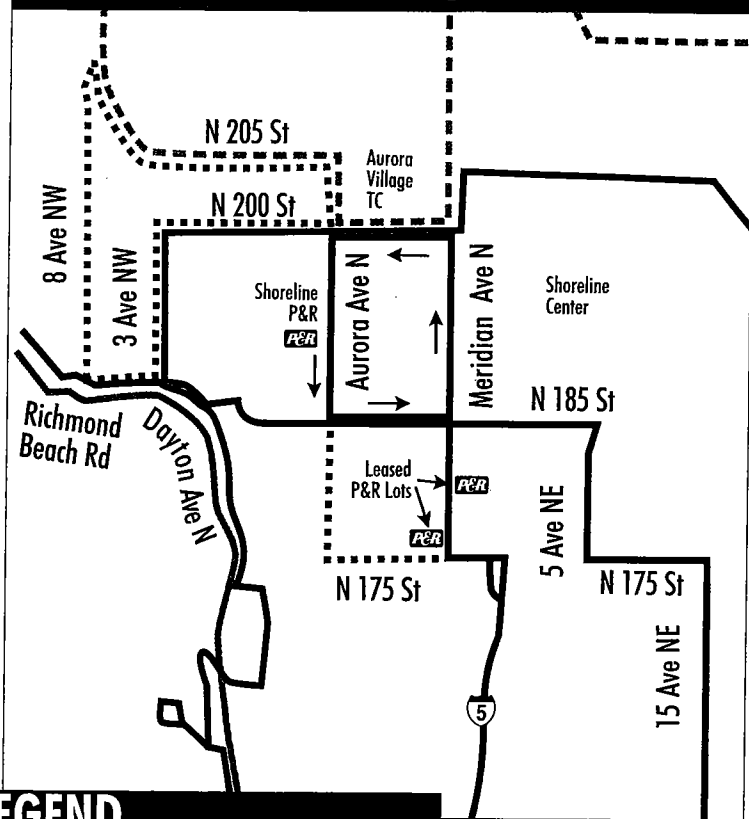
- Added trips would provide more attractive service and relieve overcrowding.
- Riders west of Aurora Avenue North would need to either walk longer distances or transfer to local services.
- The number of trips for commuters from downtown Seattle to Shoreline employment sites would increase.

## Routing Option 1 (Map 4)

- Northbound trips would continue to turn in to the Shoreline park-and-ride lot.



# Map 5 Route 301 Option 2



## Routing Option 2 (Map 5):

- All trips would serve the Shoreline park-and-ride lot at the southbound bus stop on Aurora Avenue North.

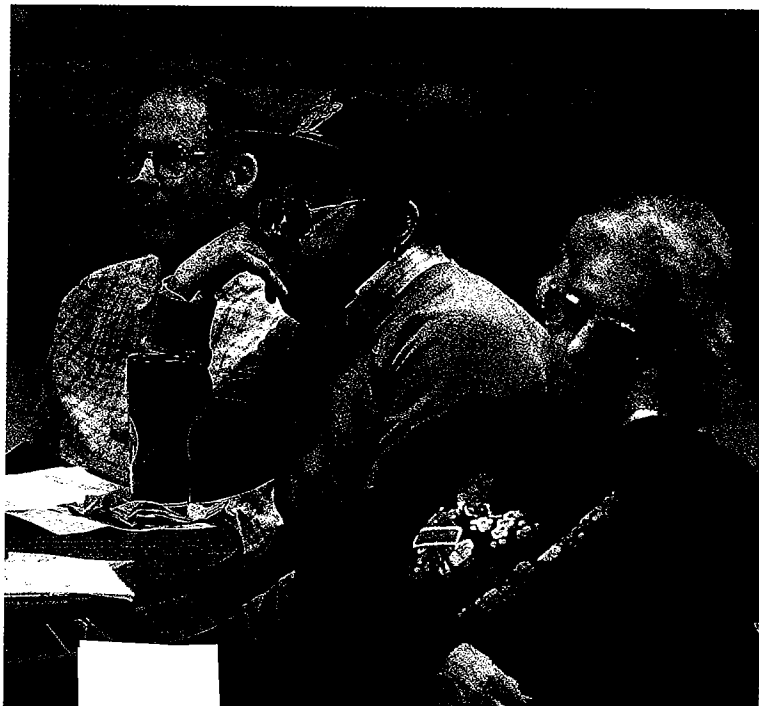
See Page 8, Route 341 Consolidation, for related proposals.

### LEGEND

Route	In service	Deleted
301	————	.....
302-341	————	
304	————	
377 (315)	————	
CT 630	.....	

### Changes Shown

- Route 301 no longer provides service west of Aurora Ave. N.
- Route 301 would now serve Aurora Village Transit Center.
- Routes 302-341, 377 (315), CT 630 provide connections to Route 301.



# Lake Forest Park Peak Service Options (Route 308)

Metro is proposing to either eliminate or revise underused Route 308 and use the saved resources to provide new two-way, all-day service between Kenmore, Horizon View, and Lake Forest Park Towne Centre. Under proposed Option 1, Route 308 would be eliminated and Route 935 would provide 30-minute peak period service and 60-minute mid-day service between approximately 6 a.m. and 7 p.m. Under proposed Option 2, Route 308 would be revised to provide three morning and four afternoon trips and serve 25<sup>th</sup> Avenue NE in Shoreline and Shorecrest High School; Route 935 would provide hourly two-way service between approximately 9 a.m. and 3 p.m.

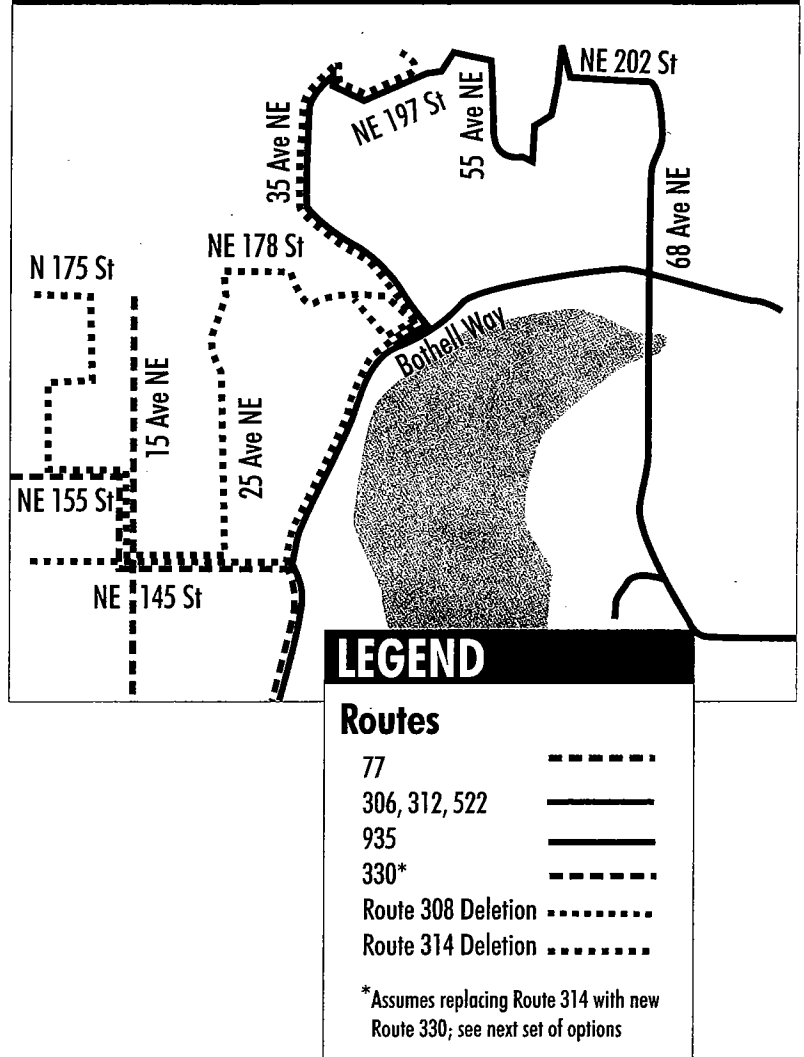
## Route 308—Option 1 Alternatives for affected riders

- Current riders of Route 308 north of Lake Forest Park Towne Center could use Route 935 and transfer at Lake Forest Park to frequent Express Routes 306, 312, and 522 to downtown Seattle.
- Current riders of Route 308 along NE 145<sup>th</sup> Street could use Routes 64, 77, 304, 306, 312, or 522 to reach downtown Seattle. If Route 330 is implemented (see Map 10, page 12), it could be used to connect to these routes.

## Tradeoffs

- Riders north of Lake Forest Park Towne Centre would receive more peak service than Route 308 currently provides, and would benefit from new daytime service.
- Riders north of Lake Forest Park Towne Centre would have to transfer to reach downtown Seattle.
- Riders along NE 145<sup>th</sup> Street would have to walk further to access direct service to downtown Seattle.
- Travel time for current Route 308 riders would probably increase, but travel options may be greater, as alternative services have more trips.

### Map 6 Lake Forest Park Option 1



## Route 308—Option 2

### Alternatives for affected riders

- Riders on NE 145<sup>th</sup> Street between 25<sup>th</sup> Avenue NE and Bothell Way NE would need to walk either to Route 308 on 25<sup>th</sup> Avenue NE or to Routes 306, 312, or 522 on Bothell Way NE.

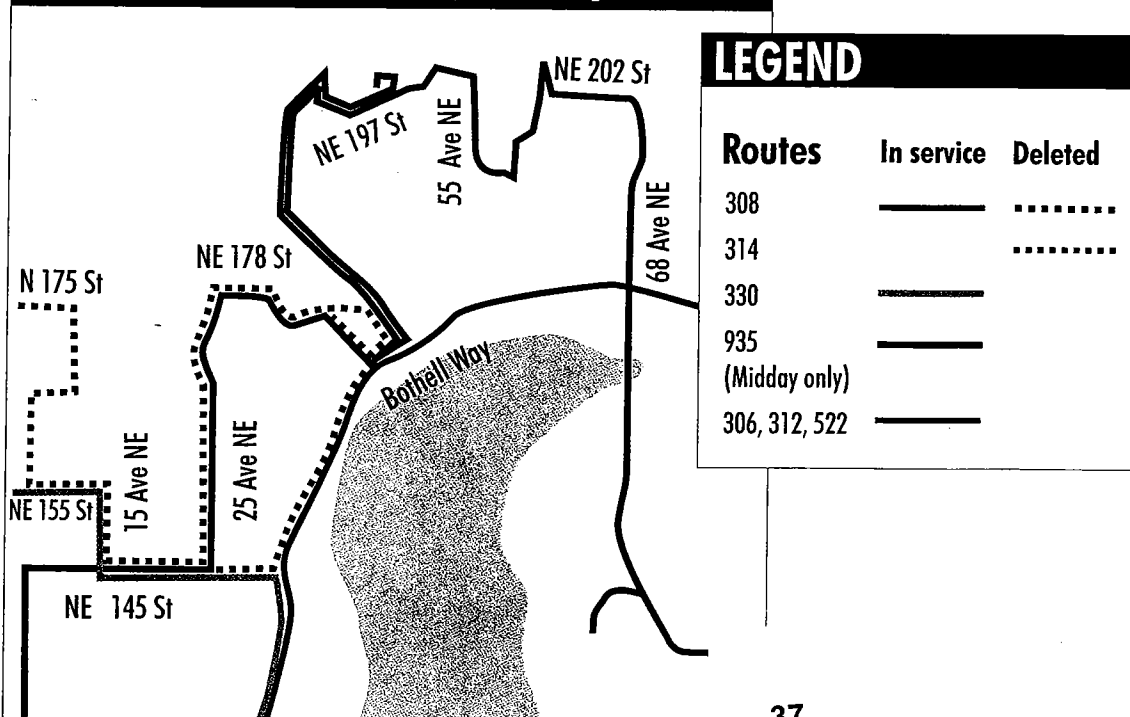
### Tradeoffs

- Direct service to downtown Seattle on Route 308 would continue.
- Peak-period service in Horizon View and North Lake Forest Park would be less than with Option 1.
- New direct service would be provided to downtown Seattle for 25<sup>th</sup> Avenue NE in Shoreline.
- New direct service would be provided from Horizon View and North Lake Forest Park to Shorecrest High School.
- There would be three fewer Route 308 trips than the current schedule.



See page 7, East-West Peak-Period Service Options (Route 314), and page 9, Snohomish County Truncations (Routes 317, 377 [315]), for related change proposals.

## Map 7 Lake Forest Park Option 2



# East-West Peak Service Options (Route 314)

Because Route 314 is underused and most of its riders travel between Shoreline Community College and Lake Forest Park mall (its two endpoints), Metro proposes either to streamline the route to reduce travel time between the endpoints, or to delete the route entirely. Savings from the deletion would be used to run new Route 330, from Lake City to Shoreline Community College.

Under Option 1, revised Route 314 would run every 30 minutes in both directions during weekday morning and afternoon peak periods. (It now runs every 40 minutes.) If Route 314 is deleted, new Route 330 would run every 30 minutes in two directions during weekday morning and afternoon peak periods.

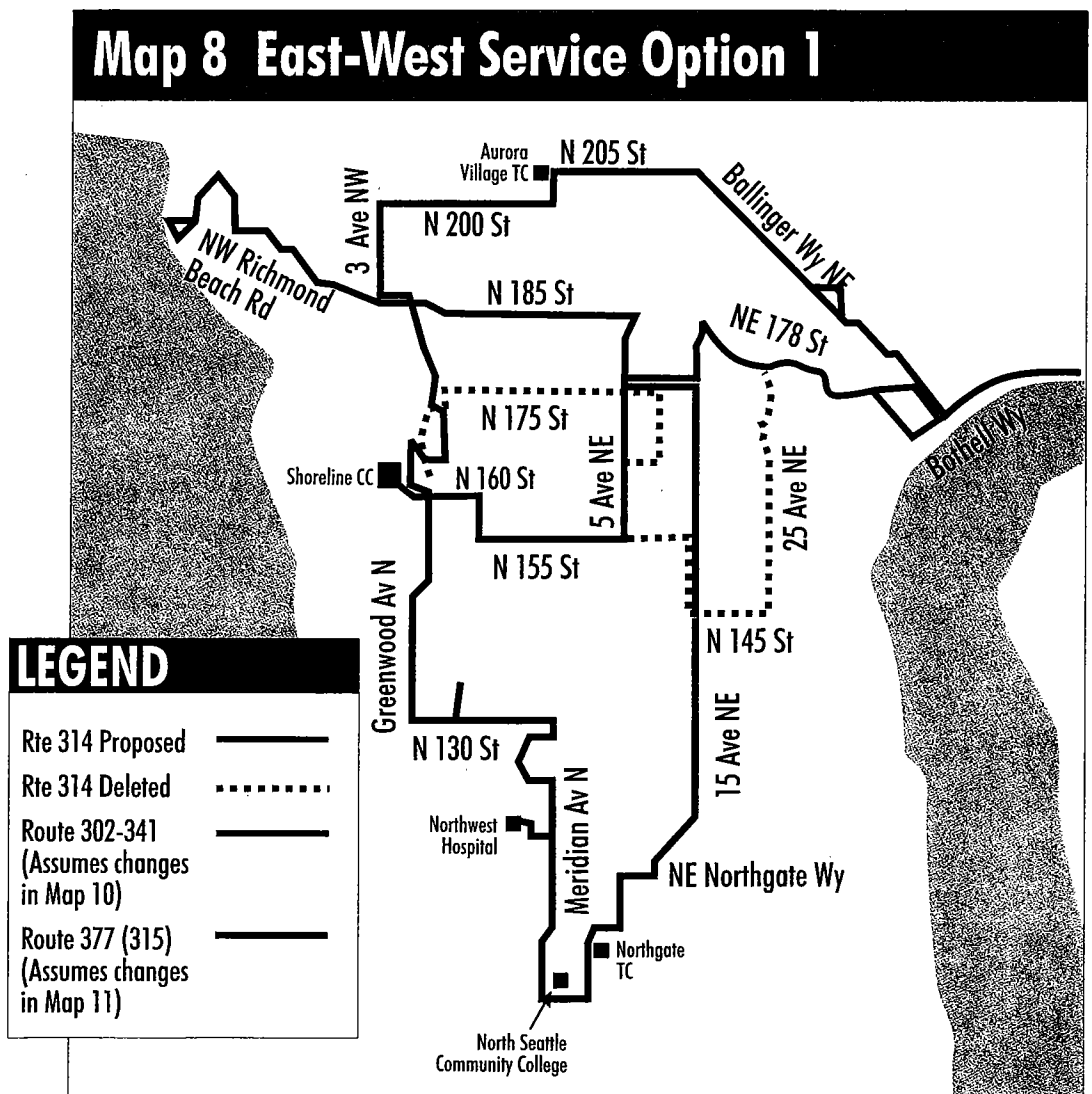
If Option 2 is selected and Route 314 is deleted, Metro is considering two routings for new Route 330. Between

Jackson Park (15<sup>th</sup> Avenue NE/NE 145<sup>th</sup> St) and Aurora Avenue North, Route 330 would operate on either NE 145<sup>th</sup> Street and North 145<sup>th</sup> Street or on NE 155<sup>th</sup> Street and North 155<sup>th</sup> Street.

## Option 1 Tradeoffs

- Revised Route 314 would not serve Shorecrest and Shorewood High Schools, 25<sup>th</sup> Avenue NE, or NE 175<sup>th</sup> Street between 5<sup>th</sup> Avenue NE and Fremont Avenue North.
- Revised Route 314 would provide a faster trip between Lake Forest Park and Shoreline Community College and would also serve North City, the Shoreline Library, Ridgecrest, and several transfer points for other routes.

## Map 8 East-West Service Option 1



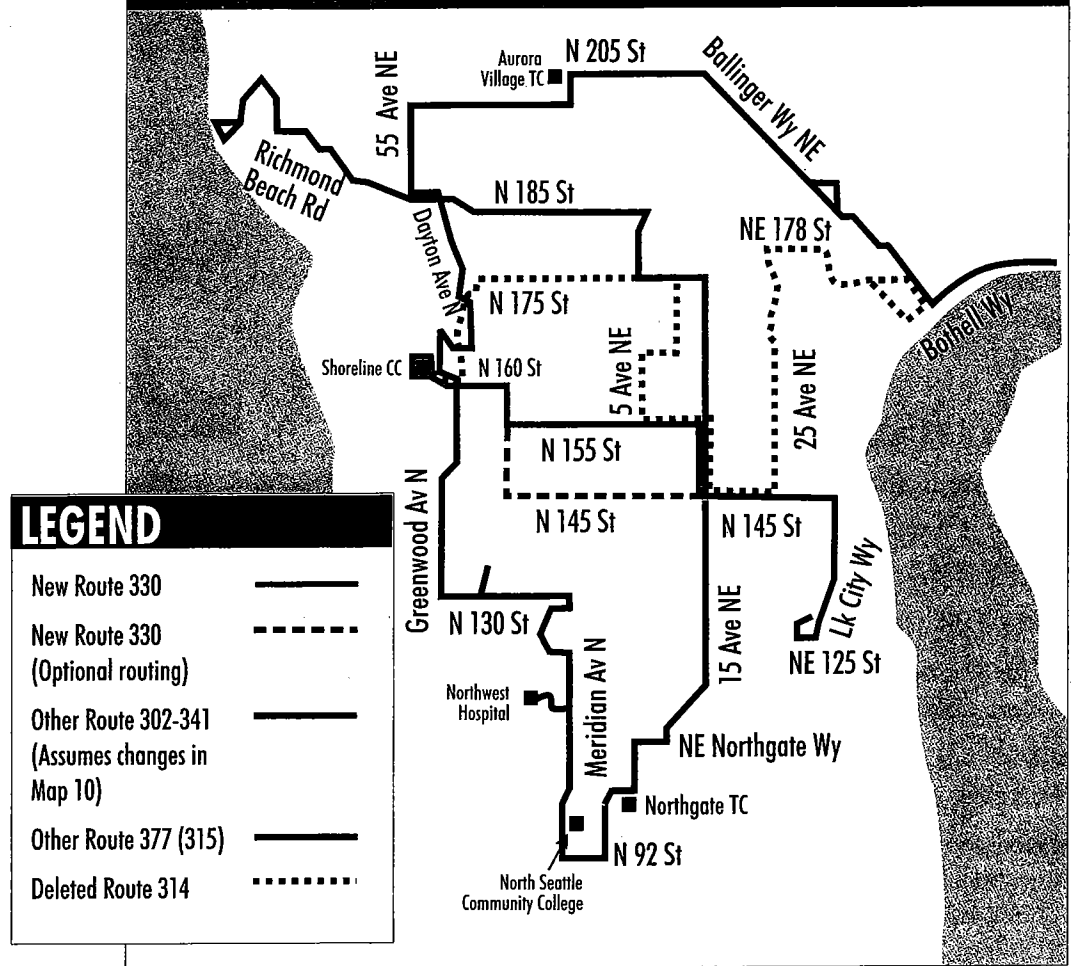
## Option 2 Tradeoffs

- All current Route 314 riders would have to find alternatives on revised Route 302, Route 330, or Routes 315 and 377.
- Route 330 would provide connection to Lake City and transit services on SR-522 (e.g., Routes 41, 65, 72, 75, 306, 312, 372, and 522).

## Alternatives for affected riders

- Walk or transfer to alternate service on revised Routes 315, 377, or revised Route 314 (Option 1) or new Route 330.

## Map 9 East-West Service Option 2



# Route 341 Consolidation (Routes 302 and 341)

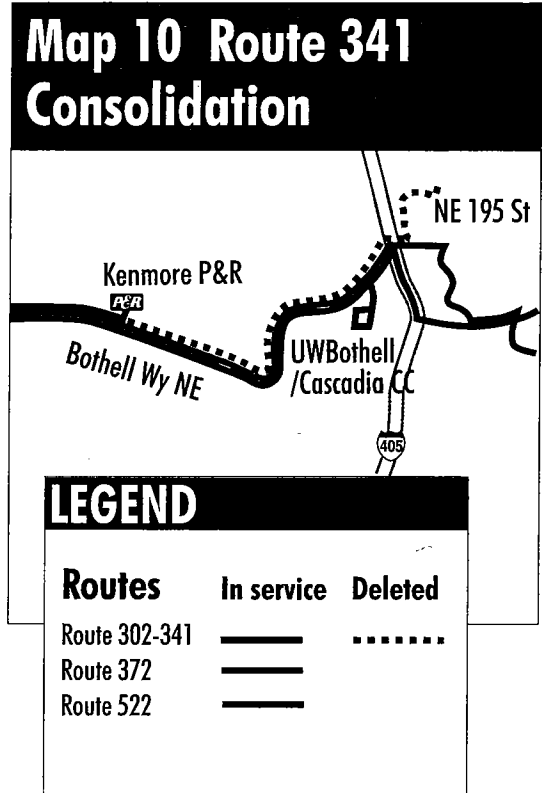
Under this proposal, Metro would consolidate Routes 302 and 341 and delete Route 341 east of Kenmore because improved SR-522 service makes it redundant. The saved resources could be used to provide weekend evening trips on Route 302 and more frequent Route 341 trips. The new consolidated Route 302-341 would operate every 30 minutes Monday through Saturday during the day and every 60 minutes during the evening and on Sunday.

## Alternatives for affected riders

- Riders traveling east of Kenmore could transfer to Route 372 or 522.

## Tradeoffs

- Route 302 riders would have weekend evening service.
- The Kenmore-to-Aurora Village segment would have more frequent mid-day and Saturday service.
- Trips to and from Bothell would require a transfer except on peak-only Route 342.
- Kenmore and Lake Forest Park riders would have direct, no-transfer connections to Shoreline Community College, Northwest Hospital, and North Seattle Community College.
- Route 302 riders would have new connections to Routes 234, 372, 522, and 935 in Kenmore.





# Improved East-West Shoreline Local Service (Routes 315, 377 [315])

Metro Transit is proposing to connect Northgate and Mountlake Terrace via Jackson Park, Ridgecrest, North City, and Ballinger Terrace by reconfiguring Routes 315 and 377. Using savings generated from other proposals in this newsletter, we can have these routes run in both directions every 30 minutes Monday through Saturday during the day and every 60 minutes in the evening and on Sunday. Between North City and Northgate Transit Center, Routes 315 and 377 would together provide 15-minute frequency Monday through Saturday during the day and 30-minute frequency during the evening and on Sunday. Both routes would run from approximately 6 a.m. to 11 p.m.

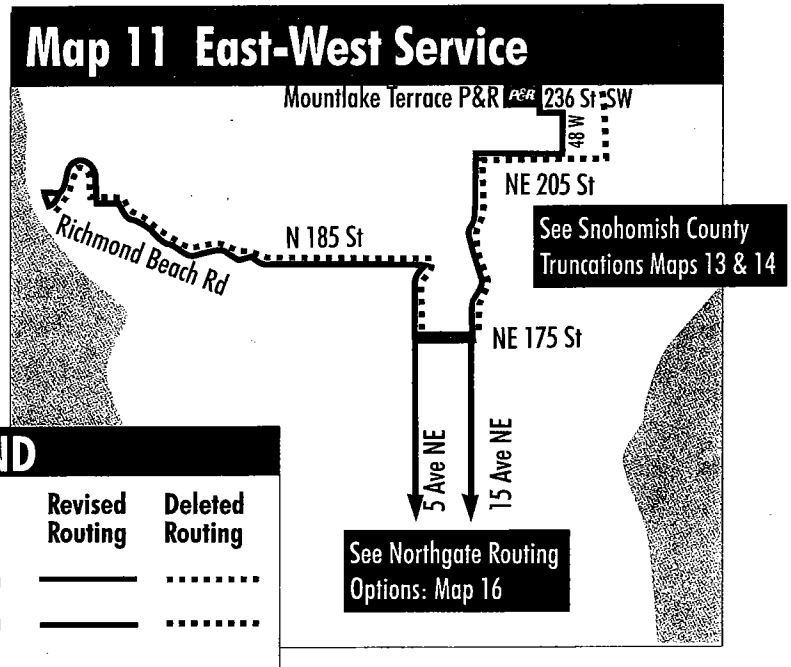
## Alternatives for affected riders

- Riders on some trips may need to transfer between routes.

## Tradeoffs

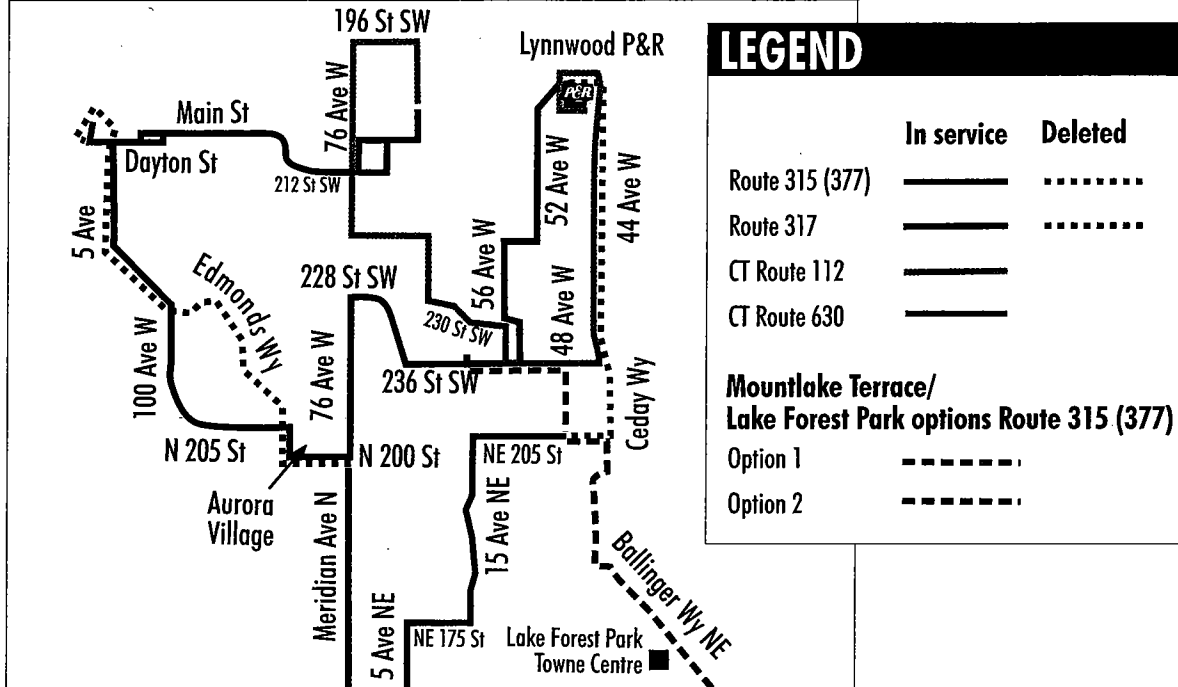
- A direct east-west transit trip would be provided between Richmond Beach and North City.
- Riders north of NE 175<sup>th</sup> Street would take about four more minutes to reach Northgate.
- Two Northgate routes would serve both North City and the Shoreline Library.
- Ridgecrest would be connected to both North City and Jackson Park.
- Service between Northgate and North City would be more frequent.
- Metro service may no longer extend to the Lynnwood park-and-ride lot, but riders could connect with Community Transit routes in Mountlake Terrace (See page 10).

See page 14, Snohomish County truncations (Routes 317 and 377 [315]), and page 16, Northgate Area routings (Routes 315 [377] and 317), for related change proposals.



# Snohomish County Truncations (Routes 317 and 315 [377])

## Map 12 Snohomish Routes



Past improvements in Community Transit Route 630 between Aurora Village Transit Center and Edmonds, and coming improvements in Community Transit Route 112 between Mountlake Terrace and Lynnwood, allow Metro to end Route 317 at Aurora Village Transit Center rather than Edmonds, and end Route 315 (377) at the Mountlake Terrace park-and-ride or Lake Forest Park Towne Centre, rather than at the Lynnwood park-and-ride lot.

### Alternatives for affected riders

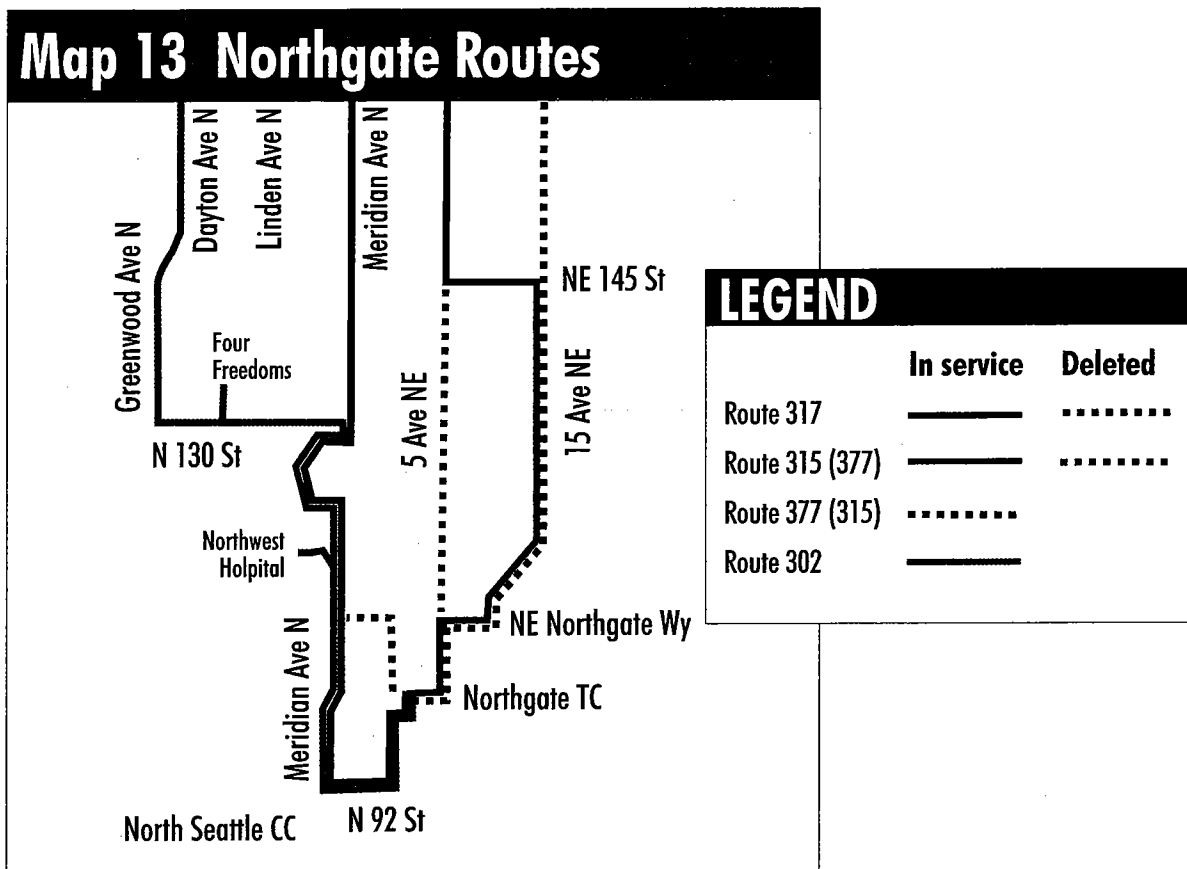
- Riders to and from Edmonds could transfer to Community Transit Route 630 at Aurora Village Transit Center.
- Under Route 315 (377) Option 1, riders to and from Lynnwood could transfer to Community Transit routes 112 or 630 in Mountlake Terrace.
- Under Route 315 (377) Option 2, riders to and from Lynnwood could transfer to Community Transit Route 118 at Aurora Village Transit Center. It would require a transfer to Route 341 to reach Aurora Village Transit Center.

### Tradeoffs

- Riders who currently do not have to transfer to reach Edmonds would have to transfer to Community Transit Route 630 at Aurora Village Transit Center.
- Under Route 315 (377) Option 1, riders to Lynnwood would have to transfer to Community Transit Route 630 or 112 in Mountlake Terrace.
- Under Route 315 (377) Option 2, riders to Lynnwood would have to transfer twice: once to Route 341 to reach Aurora Village, and again to Community Transit Route 118. Metro would not extend route 935 under this option (see page 6).
- Under Route 315 (377) Option 2, additional areas of Lake Forest Park would have access to revised Route 315 (377).

See pages 2 and 6 for other related change proposals.

# Northgate Area Routings (Routes 315 [377], 317)



To improve transit service on corridors with high current and projected ridership and provide additional service to North Seattle Community College, Northwest Hospital Outpatient Clinic, and Meridian Avenue North between North 92<sup>nd</sup> Street and North Northgate Way, Metro is proposing to revise Routes 315 (377) and 317. Route 315 (377) would serve 15<sup>th</sup> Avenue NE and Pinehurst Way NE between NE 145<sup>th</sup> Street and NE Northgate Way, and Route 317 would serve Meridian Avenue and College Way North between NE Northgate Way and NE 92<sup>nd</sup> Street. In combination with Routes 302 and 377 (315), revised Routes 315 (377) and 317 would provide 15-minute frequency during the day on weekdays and Saturdays, and 30-minute frequency during the evenings and on Sundays along the common corridors from Haller Lake to Jackson Park via Northgate.

## Alternatives for affected riders

- Riders of Route 315 (377) on 5<sup>th</sup> Avenue NE between NE 145<sup>th</sup> Street and NE Northgate Way may use Route 41 to get to the Northgate Transit Center.

## Tradeoffs

- Service between Jackson Park, Northgate, North Seattle Community College, and Haller Lake would be more frequent.
- Riders on Routes 317 and 377 (315) would have direct service to North Seattle Community College and Northwest Hospital Outpatient Clinic.
- Route 317 riders destined for Northgate would have a slightly longer trip.
- Riders along 5<sup>th</sup> Avenue NE between NE 145<sup>th</sup> Street and NE Northgate Way may have to transfer to reach their final destination.
- Current Route 315 riders north of NE 145<sup>th</sup> Street would have a slightly longer trip.

## Related proposals

See pages 2, 8, and 10 for proposals to increase the frequency and hours of operation of Routes 302, 315, 317, and 377.

# Shoreline – Jackson Park – University District Combined Route (Routes 78, 370).

Metro proposes to combine Routes 78 and 370 into a single route connecting Aurora Village, Shoreline park-and-ride, North City, Jackson Park, Maple Leaf, and the University District. The new route would provide seven morning trips southbound and eight afternoon trips northbound (in comparison with the four morning and five afternoon trips each route currently provides). The new combined route (which would have a new number) would serve fewer stops on 15<sup>th</sup> Avenue NE between Jackson Park and the University District. It also would serve the leased park-and-ride lot on NE 175<sup>th</sup> Street/10<sup>th</sup> Avenue NE, which is underused, rather than the lots on Meridian Avenue North at North 175<sup>th</sup> Street and North 179<sup>th</sup> Street. These two lots, which are full, would be able to accommodate additional customers from Routes 301 and 943.

## Alternatives for affected riders

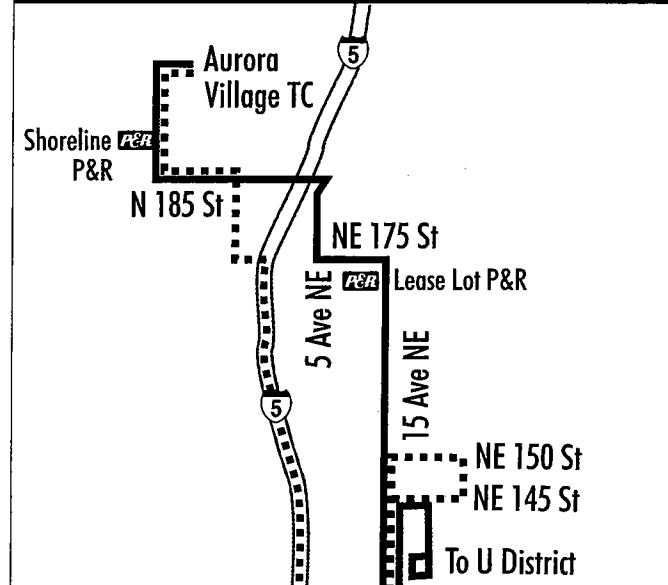
- Riders at stops not served may either ride Route 73 or walk to the nearest Route 78 stop.

## Tradeoffs

- Trips for some current Route 370 riders would be slower (by 5 to 10 minutes) than current trips.
- The new route would have more trips than current service, thereby offering greater flexibility and reduced wait times.
- The revised route would avoid both congested NE 45<sup>th</sup> Street and I-5 general-purpose lanes.



## Map 14 Univ. Dist. service



## LEGEND

Routes	In Service	Deleted
78		.....
370		.....
373	=====	
73	=====	

## Changes Shown

- Routes 78 and 370 combined into new Route 373.
- Route 373 would make limited stops south of NE 145<sup>th</sup> Street.
- No changes to Route 73
- Route 373 would serve underutilized lease lot P&R on NE 175<sup>th</sup>/10<sup>th</sup> NE.

# Tell us what you think...



**King County**

Department of Transportation  
Metro Transit Division

## ... about changes proposed for transit service in North King County, Shoreline and Lake Forest Park

You can also fill out this questionnaire online. Go to [transit.metrokc.gov](http://transit.metrokc.gov) and select **Updates** (on the left-hand navigation bar), then **Service Change Information**.

PLEASE PRINT

Please complete this postage-paid questionnaire and return it to us by **Wednesday, February 19, 2003**.

### 1. How often do you ride the bus?

- 3 or more days a week     1 or 2 days a week  
 Occasionally (less than once a week)     Never

### 2. What bus routes do you ride most often?

### 3. Please check the community where you work or go to school:

- Lake Forest Park     Shoreline  
 Seattle     Other

### 4. Please check the community where you live:

- Lake Forest Park     Shoreline  
 Seattle     Other

### 5. To what city do you take the bus most often?

## What do you think about...

### Maps 1, 2, & 3, pages 4 & 5: North King County to downtown Seattle and First Hill commuter services

#### 6...changes to Routes 16EX, 64, 77, 317, 377, 943?

- Like     Do not like     No opinion/not my routes

### Map 4 & 5, pages 6 & 7: Shoreline to downtown Seattle

#### 7...changes to Route 301?

- Like Option 1     Like Option 2  
 Do not like either option     No opinion/not my route

### Maps 6 & 7, pages 8 & 9: Lake Forest Park service options

#### 8...changes to Route 308?

- Like Option 1     Like Option 2     Do not like either option  
 No opinion/not my routes

### Maps 8 & 9, pages 10 & 11: Peak-only east-west options

#### 9...changes to Route 314?

- Like streamlined Rt 314 (Option 1)  
 Like replacing Rt 314 with Rt 330 (155th routing)  
 Like replacing Rt 314 with Rt 330 (145th routing)  
 Do not like any option     No opinion/not my route

### Map 10, page 12: Route 341 consolidation

#### 10...changes to Routes 302 and 341?

- Like     Do not like     No opinion/not my routes

### Map 11, page 13: Improved east-west Shoreline local service

#### 11...changes to Routes 315 and 377?

- Like     Do not like     No opinion/not my routes

### Map 12, page 14: Snohomish County truncations

#### 12...changes to Routes 317 and 315 (377)?

- Like     Do not like     No opinion/not my routes

### Map 12, page 14: Route 315 (377) endpoint or terminal

#### 13... which Route 315 (377) endpoint do you prefer?

- Mountlake Terrace (Option 1)  
 Lake Forest Park mall (Option 2)  
 No opinion/not my route

### Map 13, page 15: Northgate area routing

#### 14...changes to Routes 315 (377) and 317?

- Like     Do not like     No opinion/not my routes

### Map 14: Shoreline to Jackson Park to U District

#### 15...changes to Routes 78 and 370?

- Like     Do not like     No opinion/not my routes

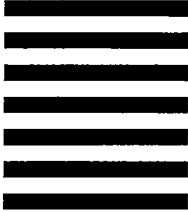
Please add any further comments on reverse side of this questionnaire.

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Additional comments about these proposals:

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**Sign up for  
project updates**

To be placed on a mailing list for final decisions on these proposals and updates about transit service proposals for your area, please fill in the information below:

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City \_\_\_\_\_

State \_\_\_\_\_ ZIP \_\_\_\_\_

E-mail (optional) \_\_\_\_\_

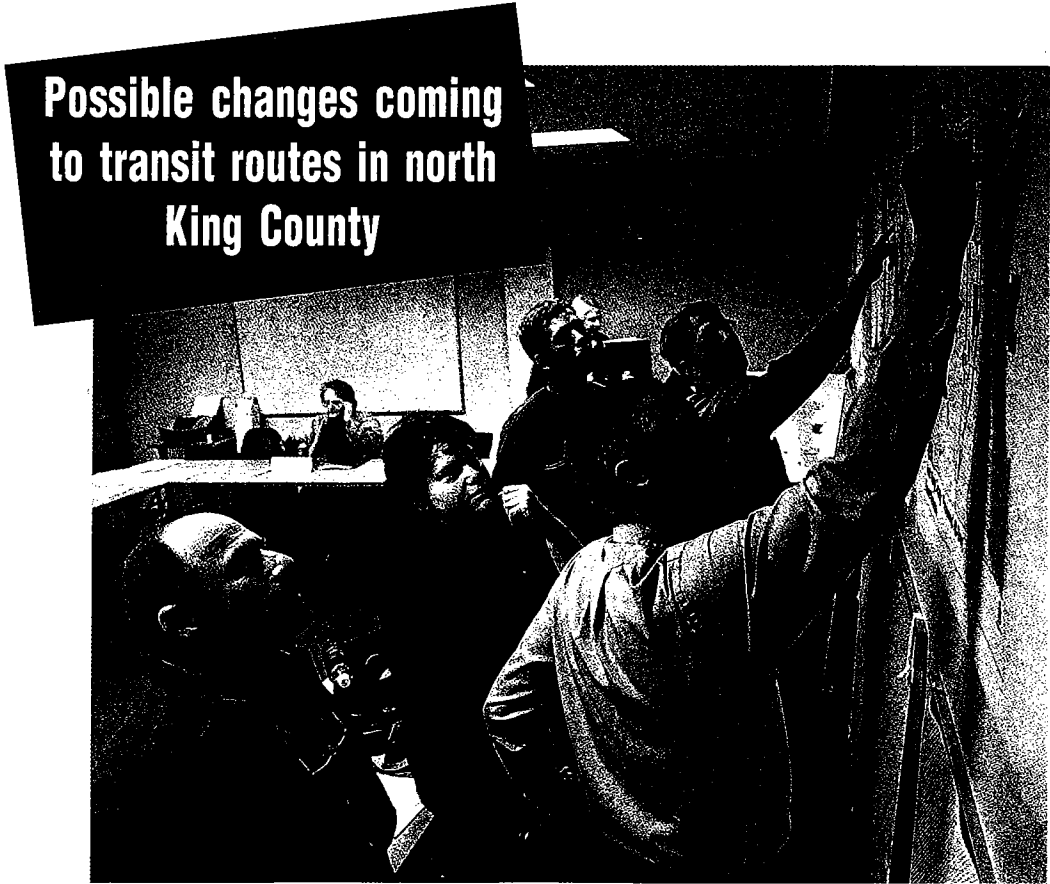


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in north King County**



**Possible changes coming  
to transit routes in north  
King County**