

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

|                      |  |
|----------------------|--|
| <b>AGENDA TITLE:</b> | Discussing the King County Metro North Link Connections Mobility Project   |
| <b>DEPARTMENT:</b>   | Public Works   |
| <b>PRESENTED BY:</b> | Nytasha Walters, Transportation Services Manager   |
| <b>ACTION:</b>       | <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion<br><input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing |

**PROBLEM/ISSUE STATEMENT:**

King County Metro is planning service revisions to coincide with the opening of new segments of Sound Transit light rail from Husky Stadium to the Northgate Transit Center. These revisions are scheduled to be implemented with Metro’s service change in September 2021. Metro will be making changes to bus routes and introducing new mobility options in north Seattle and north King County in order to connect people to light rail, respond to changing transportation needs, and improve mobility and access for historically underserved populations.

To prepare for potential upgrades to the Metro service network, a multi-phase community engagement process is being conducted. Based on the feedback from the community and the guidance from the King County Mobility Board, a set of existing and potentially affected routes was combined into a proposed service network for public comment. King County staff is currently evaluating responses collected through an online survey and direct feedback from community members conducted through March 2020. This staff report will review the proposed service network and potential affected routes that were presented to the public and how service for Shoreline residents may be affected. Tonight, King County Metro staff will provide a summary of the comments received in the recent survey and update the City Council on schedule and next steps toward completing service network revisions.

**RESOURCE/FINANCIAL IMPACT:**

There is no direct financial impact regarding tonight’s Council discussion.

**RECOMMENDATION**

No action is required with this agenda item as this item is for discussion purposes only. Staff recommends that the City Council ask questions of King County Metro staff and provide feedback on any modifications that Council would like considered in the updated service network.

Approved By:            City Manager **DT**    City Attorney **MK**

## **INTRODUCTION**

King County Metro is planning for service network revisions that will accompany the new segment of Sound Transit light rail service from Husky Stadium to the Northgate Transit Center, including the three new stations at University, Roosevelt, and Northgate. Metro is currently conducting the North Link Connections Mobility Project (North Link project) to engage the community in planning for these changes, which will be implemented in September 2021. Metro is in the process of reviewing comments from the Phase 2 community engagement efforts and will refine the network concept into a final proposal for changes to service. Metro will share this final proposal with the community to resolve remaining issues this summer.

## **BACKGROUND**

### **King County Metro Long-Range Plan (Metro Connects)**

In January 2015, King County Metro launched the development of its Long-Range Plan, known as Metro Connects, to effectively address the County's transit needs for the next 25 years. Metro Connects outlined a 2040 vision as well as an interim vision for 2025 when the Sound Transit Lynnwood Link Extension would be operational, and Metro anticipated interim service adjustments.

During initial planning efforts, Shoreline staff provided King County Metro with comments and requests for service that would coordinate with the Shoreline Comprehensive Plan to ensure that transit supported the City's planned development. After the initial planning efforts and outreach work conducted by King County Metro, on May 9, 2016, Metro and Shoreline staff presented the City Council with the King County Metro Draft Long-Range Plan (Metro Connects). Metro Connects proposed transit improvements to the entire service network, which included service affecting the City of Shoreline and its residents. The May 9, 2016 staff report for this Council discussion is available at: [Discussion and Update – King County Metro Long-Range Plan](#).

Shoreline staff reviewed Metro Connects and found that it generally provided a level of service to the key destinations Shoreline had requested. The City was pleased that Metro Connects emphasized frequent bus service throughout the City, serving key local and regional destinations important to Shoreline residents. The City appreciated connections from Shoreline neighborhoods and key destinations to the future two light rail stations in Shoreline. The City also supported proposed frequent bus service on the 145<sup>th</sup> Street corridor (though the service did not extend west to 3<sup>rd</sup> Avenue NW).

There were also multiple Shoreline requests for service improvements that were addressed in Metro Connects. A few issues have remained outstanding that the City continues to discuss with King County Metro, including the City's interest in service between the Shoreline Park & Ride (192<sup>nd</sup> and Aurora) and the future Shoreline North/185<sup>th</sup> light rail station. Also, bus service between Shoreline Community College and Edmonds Community College are ongoing discussions with both King County Metro and Community Transit and although it is not part of the North Link project discussion, will remain on the City's radar through the next round of service revisions.

In 2016, the Shoreline City Council generally confirmed the adequacy of the service proposed in Metro Connects and supported the benefits of strong access to the two future light rail stations.

### **King County Metro North Link Connections Mobility Project**

As stated earlier, the King County Metro Long-Range Plan (Metro Connects) is a 2040 vision for regional service that includes phased interim service updates to accommodate new regional light rail service. A first step in these interim service adjustments is the North Link Connections Mobility Project (North Link project) now underway to address route revisions to occur when light rail begins service from Husky Stadium north to the Northgate Transit Center. Light rail is scheduled to open at the Northgate Transit Center in 2021, with another service update planned for 2024 with the opening of the Lynnwood Link Extension.

King County Metro recruited a diverse group of community members who live, work, or travel in the area to serve on the North Link Mobility Board to help Metro develop bus service changes. Metro also created the Partner Review Board with representatives from jurisdictions and major institutions in the project area to serve as a concept review board and provide guidance. Nytasha Walters, Shoreline Transportation Services Manager, is on the project Partner Review Board.

During a Phase 1 community engagement effort to inform initial service updates, the main themes heard included:

- Improving east-west connections.
- Ensuring that travel time is either faster or stays the same.
- Improving connections to hospitals and medical facilities.
- Improving connection to new markets like South Lake Union.
- Ensuring that transfers bus to bus and bus to Link light rail are easy to understand and easy to do.

With this information, King County Metro developed draft changes to the service network. These concepts were shared in the Phase 2 community engagement effort for comment over the last few months. King County is currently reviewing feedback and will refine the network concept into a final proposal for changes to service and new options over the summer months. Tonight, Council will be discussing information on the draft changes to service introduced in the Phase 2 community engagement process and contained in summary in this staff report.

This is the first of two interim service update projects addressing revisions. A second update will further adopt route revisions addressing the opening of the Sound Transit Lynnwood Link Extension from the Northgate Transit Center north to the new Lynnwood light rail station. This section includes the two light rail stations located in Shoreline. This second service network study is scheduled to begin in 2021-2022 and will be a similar process to the North Link project. Routes in Shoreline may again be revised at that time.

## **DISCUSSION**

The goals of the North Link project are to improve mobility for historically underserved populations; equitably inform and engage with current and potential customers traveling in the project area; and deliver integrated service that responds to light rail expansion and customer needs. Service areas affected include north Seattle, the University District (U-District) in Seattle, Bothell, Kenmore, Lake Forest Park, and Shoreline.

### **North Link Connections Mobility Project Proposed Network**

There are many north King County routes with revisions under the North Link project. All of these routes and their potential revisions can be viewed on the project webpage at [King County Metro North Link Connections Mobility Project](#). In Shoreline, the proposed network results in 14 routes with revisions, five routes being deleted, and one new route being added. King County Metro considers the deleted routes to be duplicative service and recommend routes that replace these deleted ones. A summary of revised, deleted, and new routes in Shoreline can be found in Attachment A – Summary of Affected Routes in Shoreline, included in this staff report.

Many of the route revisions are in frequency of service only. A few have route changes on a portion of the route. The E-Line and Routes 5, 330, 331, and 342 in Shoreline were unaffected by these revisions.

Following are all of the potentially affected routes and new routes as proposed by the North Link project. Routes serving Shoreline are underlined:

26, 31, 32, 40, 41, 44, 45, 48, 49, 62, 63, 64, 65, 67, 70, 71, 73, 74, 75, 76, 77, 78, 301, 303, 304, 308, 309, 312, 316, 345, 346, 347, 348, 355, 372, 373, ST 522

New routes are:

16, 23, 25, 61, 68, 79, 302

In Shoreline, the emphasis on route revisions proposed in this interim network change, taking place in September 2021, is how our residents travel south toward Seattle and the U-District, with new connections to light rail stations in north Seattle. Some routes that currently travel to downtown Seattle will instead connect the rider with new light rail stations that open in 2021 (Northgate, Roosevelt, U-District). Staff anticipate Shoreline will have a better opportunity to improve east-west and local connections when another revision is analyzed prior to the opening of the Lynnwood Link Extension which includes the two stations located in Shoreline. It is assumed that some routes connecting to I-5 and south to Northgate may be truncated during that revision to allow resources for other local connections.

Table 1 below illustrates where Shoreline routes terminate currently and in the 2021 proposed change.

**Table 1. All Shoreline Bus Routes and Termini.**

| Status    | Route  | Current Terminus              | Future Terminus                  |
|-----------|--------|-------------------------------|----------------------------------|
| Revised   | 64     | Downtown Seattle / First Hill | Downtown Seattle / First Hill    |
|           | 65     | U District                    | U District Station               |
|           | 73     | UW Station                    | Just south of U District Station |
|           | 301    | Downtown Seattle              | Northgate Station                |
|           | 303    | Downtown Seattle / First Hill | Downtown Seattle / First Hill    |
|           | 304    | Downtown Seattle              | Northgate Station                |
|           | 309    | Downtown Seattle / First Hill | Downtown Seattle / First Hill    |
|           | 312    | Downtown Seattle              | Roosevelt Station                |
|           | 345    | Northgate Transit Center      | Northgate Station                |
|           | 346    | Northgate Transit Center      | Northgate Station                |
|           | 347    | Northgate Transit Center      | Northgate Station                |
|           | 348    | Northgate Transit Center      | Northgate Station                |
|           | 372    | University District           | U District Station               |
|           | ST 522 | Downtown Seattle              | Roosevelt Station                |
| New       | 302    | n/a                           | Downtown Seattle / First Hill    |
| Deleted   | 77     | Downtown Seattle              | -                                |
|           | 308    | Downtown Seattle              | -                                |
|           | 316    | Downtown Seattle              | -                                |
|           | 355    | Downtown Seattle              | -                                |
|           | 373    | U District                    | -                                |
| Unchanged | E-Line | Downtown Seattle              | Downtown Seattle                 |
|           | 5      | Downtown Seattle              | Downtown Seattle                 |
|           | 330    | Lake City                     | Lake City                        |
|           | 331    | Kenmore                       | Kenmore                          |
|           | 342    | Renton                        | Renton                           |

Routes serving Shoreline P&R after September 2021 service changes:

E-line, 301, 304, and 342 (routes 303 and 373 will no longer service Shoreline P&R)

King County Metro has developed maps that illustrate the Current Network showing how buses in this project currently move in and out of the area (map is included with this staff report as Attachment B), the Proposed Network (map is included with this staff report as Attachment C), as well as individual route descriptions and maps for each of the routes being revised (included with this staff report as Attachment D).

Shoreline staff have not yet been briefed on the outcome of Phase 2 survey comments or any possible revisions to what was presented as the proposed network. Any change poses the possibility that service will be less convenient for some users. Every transit user has their own current sites for boarding and final destinations, and some users may find the need to transfer to complete their trips. Routes that do not directly serve Shoreline have not been discussed in this staff report but may be connecting routes that will affect Shoreline residents. Staff look forward to reviewing individual comments that may illuminate any serious gaps.

### **Shoreline 192<sup>nd</sup> Park & Ride**

The City continues to support Transit-Oriented Development (TOD) and appropriate Metro levels of service at the Shoreline P&R as encouraged in the City's Comprehensive Plan and Transportation Master Plan. These will be ongoing discussions with King County Metro and Community Transit over the next few years.

The currently proposed network indicates that:

- The RapidRide E Line to downtown Seattle will continue to serve the Shoreline 192<sup>nd</sup> P&R.
- Route 301 (peak/weekdays only) will begin at the Aurora Village Transit Center, serve the Shoreline 192<sup>nd</sup> P&R, then travel to 175<sup>th</sup> Street and I-5, terminating at Northgate Station (Route 301 will no longer serve downtown Seattle directly – riders would transfer to light rail at Northgate).
- Route 304 (peak/weekdays only) will begin at the Shoreline 192<sup>nd</sup> P&R (this route used to begin in Richmond Beach and will no longer service that neighborhood), travel west on 185<sup>th</sup> Street, south on Dayton Avenue, west on 145<sup>th</sup> Street, and south on I-5 to the Northgate Station (Route 304 will no longer provide service to downtown; riders would transfer to light rail at Northgate).
- Route 342 (peak/weekday only) has not been changed. This route begins at the Shoreline 192<sup>nd</sup> P&R, travels to Bothell, then south on I-405 to Renton.
- Route 303 will no longer serve the Shoreline P&R. It will now start at Aurora Village and the rest of the route remains the same (Meridian to 175<sup>th</sup> Street to I-5 to downtown Seattle).
- Route 373 is deleted and no longer serves the Shoreline P&R (this deleted route traveled 185<sup>th</sup> to Meridian to 175<sup>th</sup> to 5<sup>th</sup> to 145<sup>th</sup> to 15<sup>th</sup> to the U-District).

The City will need to work with King County Metro to see if this level of service is sufficient for promoting TOD. This will also be part of the discussion when service revisions for routes that serve Shoreline are once again reviewed in a year or so prior to opening of light rail stations from Northgate to Lynnwood.

### **Overall Comparison to Shoreline 2040 Vision**

The North Link project revisions address the City's requests for connecting Shoreline residents to light rail service on an interim basis; many Shoreline routes will now stop or terminate at the Northgate Station. More frequent service is scheduled on certain all-day routes, including the 345, 346, 347, and 348 being revised in peak periods from 30-minute to 20-minute headways.

In reviewing Metro Connects, Shoreline requested many service improvements which were incorporated. A review of these requests and their status is provided in Attachment E – Metro Connects Status with North Link Project Revisions. Most of the items on this list are not addressed in this current North Link project. The North Link project is focused around the Northgate, Roosevelt, and University light rail stations, all south of Shoreline. The North Link project is providing connections for Shoreline residents mainly to the Northgate Station with minor route revisions in Shoreline. The bulk of revisions are expected to come in the next service revision to be completed prior to 2024 and the opening of service to the two Shoreline light rail stations.

The North Link project does not yet address several connections that the City considers priorities. For instance, there is little service change on 145<sup>th</sup> Street. Sound Transit will be addressing service from SR522 (Bothell Way) to the 145<sup>th</sup> light rail station with Stride service (BRT – Bus Rapid Transit) by 2025. King County has indicated frequent service on the 145<sup>th</sup> Corridor serving the light rail station from the west, but this has not been addressed in this round of revisions; these will likely be addressed in the revisions prior to light rail station opening in 2024.

East-west service on 175<sup>th</sup> Street is also not addressed by the North Link project. On the 185<sup>th</sup> Street corridor, route 348 will have additional peak hour runs with 20-minute headways (currently 30-minute). These headways will likely be further reduced in the next round of revisions.

In reviewing the proposed network as currently presented in the North Link project, it must be kept in mind that this is a first round of route revisions in Shoreline. When Metro begins planning for route revisions once the two Shoreline light rail stations are operational, directing routes to these stations may open up additional resources to provide better east-west and local connections. These priorities will remain on the City's radar and staff discussions with King County Metro.

### **Next Steps**

In summer 2020, the Mobility Board will help King County Metro refine the network concept into a final proposal for changes to service and new options. Metro will share this final proposal with the community to resolve remaining tradeoffs (e.g. community prefers Route XX to come every 10 minutes rather than operate past 10 p.m.) in order to finalize a recommendation to the King County Executive. In fall 2020, King County Metro will finalize the recommendation and draft service change legislation and forward it for the King County Executive and King County Council consideration and adoption.

## **STAKEHOLDER OUTREACH**

King County Metro has been conducting community engagement for the North Link Connections Mobility Project. Early on, the North Link Mobility Board (existing of a diverse group of community members) and the Partner Review Board (consisting of larger partners and stakeholders) were created to assist King County Metro in drafting changes to service. An initial proposed service network was shared recently with the broader community for feedback. King County Metro staff along with the Mobility Board will make adjustments to the proposed network and share a final proposal with the

public in summer 2020. This final community engagement will be used to make any ultimate “trade-offs” in service.

### **COUNCIL GOAL(S) ADDRESSED**

This project addresses the following City Council Goals:

- **Council Goal 2:** Continue to deliver highly valued public services through management of the City’s infrastructure and stewardship of the natural environment.
- **Council Goal 3:** Continue preparation for regional mass transit in Shoreline.

### **RESOURCE/FINANCIAL IMPACT**

There is no direct financial impact regarding tonight’s Council discussion.

### **RECOMMENDATION**

No action is required with this agenda item as this item is for discussion purposes only. Staff recommends that the City Council ask questions of King County Metro staff and provide feedback on any modifications that Council would like considered in the updated service network.

### **ATTACHMENTS**

- Attachment A - Summary of Affected Routes in Shoreline
- Attachment B - Current Network Map
- Attachment C - Proposed Network Map
- Attachment D - Revised Route Descriptions and Maps
- Attachment E - Metro Connects Status with North Link Project



## Attachment A

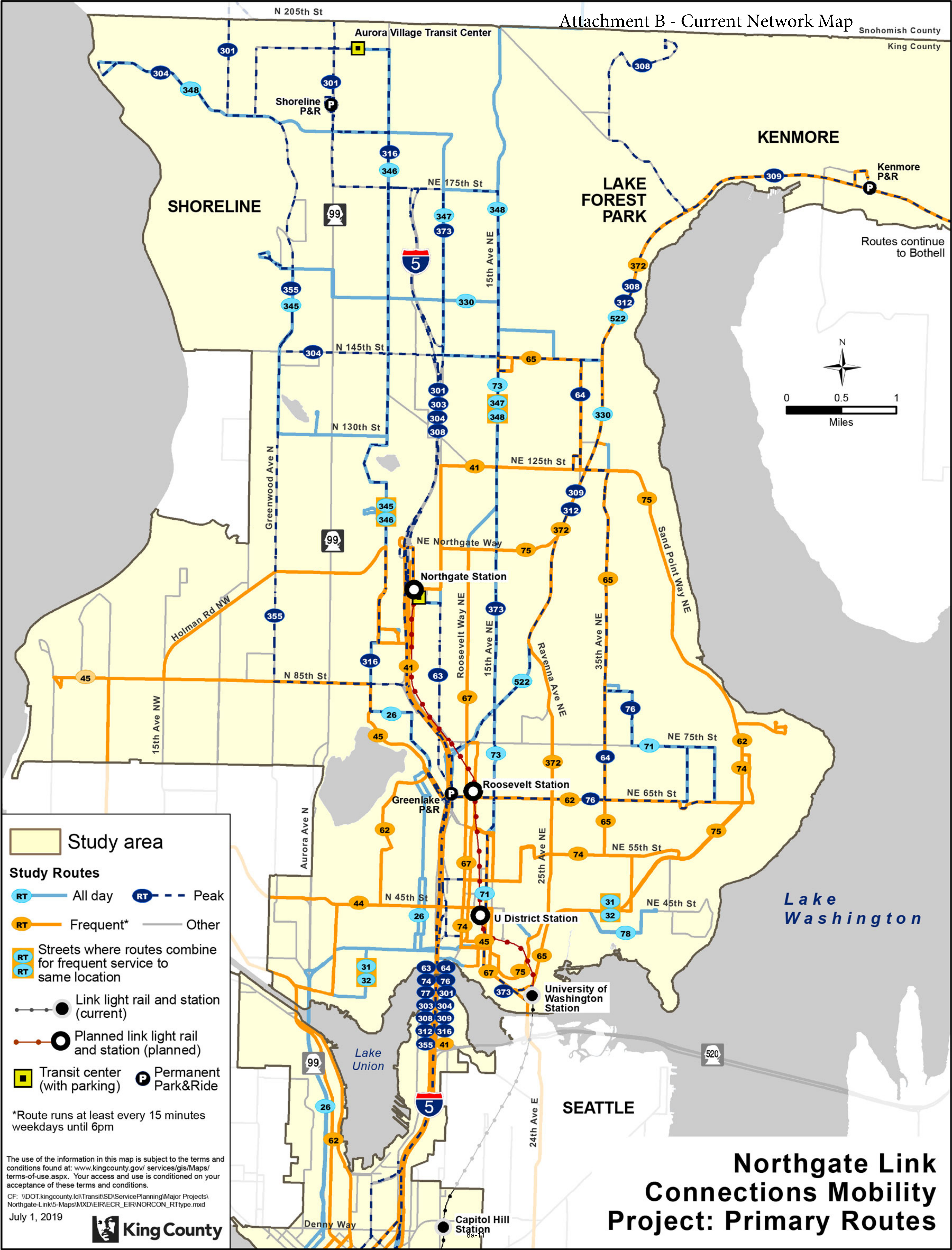
### Summary of Affected Routes in Shoreline

| Route | Status         | Service             | Description / Revision  |
|-------|----------------|---------------------|---|
| 64    | revised        | Peak / Weekdays     | Route is unchanged; will add trips and stops at Roosevelt Station. Travels a short distance on 145th Street from 15th to 30th and south to downtown Seattle and First Hill.   |
| 65    | revised        | Frequent / All Days | Route is on a portion of NE 145 <sup>th</sup> Street which is unchanged. Route runs south mainly on 35 <sup>th</sup> Ave NE to Children's Hospital and UW. Will be extended to the U District Station.  |
| 73    | revised        | Local / All Days    | This route just touches Shoreline, beginning at 145th Street and running south on 15th Avenue NE. Revision will take service off of 15th Avenue NE to service the Roosevelt Station. Route will now terminate just south of the U District Station. Additional peak hour trips will be added. |
| 77    | <b>DELETED</b> | <i>no service</i>   | Possible replacement routes considered as portions of 73, 347, and 348. Route ran mainly on 15th Avenue and eventually to downtown Seattle.   |
| 301   | revised        | Peak / Weekdays     | Aurora Village to Northgate. Will no longer include Richmond Highlands loop or service downtown Seattle. Begins at Aurora Village, serves Shoreline P&R. Will not stop at 145 <sup>th</sup> . Travels mainly on I-5 to Northgate Station. Will provide two-way peak period service.           |
| 302   | New Route      | Peak / Weekdays     | New peak period express service between Richmond Beach, Richmond Highlands, Aurora Village, Northgate Station, I-5 to downtown Seattle and First Hill.  |
| 303   | revised        | Peak / Weekdays     | No longer serves Shoreline P&R; route will begin at Aurora Village. Will not stop at 145 <sup>th</sup> Street. Travels mainly south on I-5 to Northgate Station, downtown Seattle, and First Hill.  |
| 304   | revised        | Peak / Weekdays     | Will no longer service Richmond Beach. Will no longer travel to downtown Seattle; terminates at Northgate Station instead. Begins at Shoreline P&R, west on 185 <sup>th</sup> , south on Dayton. Additional trips provided.   |
| 308   | <b>DELETED</b> | <i>no service</i>   | Possible replacement routes considered as portions of 309, 312, 331, 372, and ST 522. Route serviced an on-street section of 145th Street between I-5 (downtown Seattle) and Bothell Way-SR522 (Kenmore).   |

## Attachment A

### Summary of Affected Routes in Shoreline

| Route  | Status         | Service             | Description / Revision   |
|--------|----------------|---------------------|--|
| 309    | revised        | Peak / Weekdays     | Route from Kenmore to downtown is basically unchanged with small revision in downtown/First Hill area. Trips will be more frequent and operate later in the afternoon to serve First Hill employees.                       |
| 312    | revised        | Peak / Weekdays     | Route will begin at Kenmore P&R (no longer serving Bothell) and will terminate at Roosevelt Station (no longer serving downtown Seattle directly).   |
| 316    | <b>DELETED</b> | <i>no service</i>   | Possible replacement routes considered as portions of 45, 61, 345, and 346. This route ran on Meridian and eventually to downtown Seattle.   |
| 345    | revised        | Local / All Days    | Improved peak period frequency to 15-20 minutes. Route unchanged; serves Shoreline Community College, Bitter Lake, Haller Lake, terminating at Northgate Station.  |
| 346    | revised        | Local / All Days    | Improved peak period frequency to 20 minutes. Route unchanged; serves Aurora Village, Meridian Park, Haller Lake, terminating at Northgate Station.  |
| 347    | revised        | Local / All Days    | Improved peak period frequency to 20 minutes. Route unchanged; serves Mountlake Terrace, North City, Ridgecrest, Jackson Park, and Pinehurst, terminating at Northgate Station.  |
| 348    | revised        | Local / All Days    | Improved peak period frequency to 20 minutes. Route unchanged; serves Richmond Beach, North City, Jackson Park, and Pinehurst, terminating at Northgate Station.   |
| 355    | <b>DELETED</b> | <i>no service</i>   | Possible replacement routes considered as portions of 5, 16, 40, 45, 61, 302/303, 304, 345. This was a peak/weekday only route from Shoreline Community College via Greenwood and University District to downtown Seattle. |
| 372    | revised        | Frequent / All Days | Route will remain the same (from UW Bothell campus) except extend service in the University District to the U District Station.  |
| 373    | <b>DELETED</b> | <i>no service</i>   | Possible replacement routes considered as portions of 73, 301, 302, 303, 347, 348. This route ran mainly on 15th Avenue to U-District.   |
| ST 522 | revised        | Frequent / All Days | More frequent service added. Will terminate at the Roosevelt Station (no longer serve downtown Seattle).   |



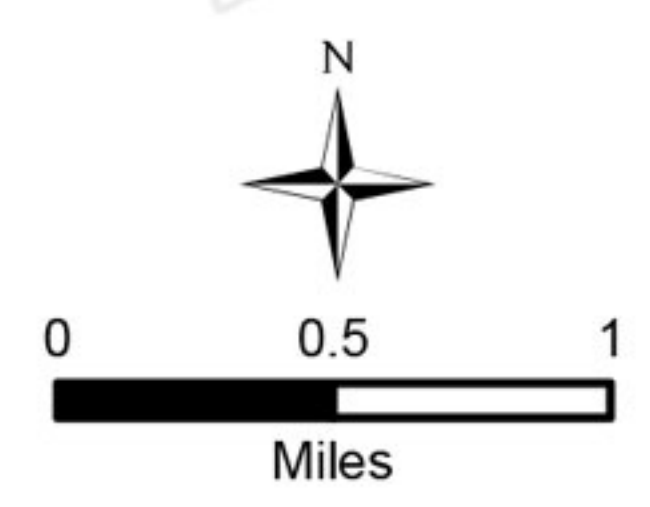
SHORELINE

LAKE FOREST PARK

KENMORE

Kenmore P&R

Routes continue to Bothell



- Study area
- Study Routes**
- RT All day    RT Peak
- RT Frequent\*    RT Other
- RT RT Streets where routes combine for frequent service to same location
- Link light rail and station (current)
- Planned link light rail and station (planned)
- Transit center (with parking)    P Permanent Park&Ride

\*Route runs at least every 15 minutes weekdays until 6pm

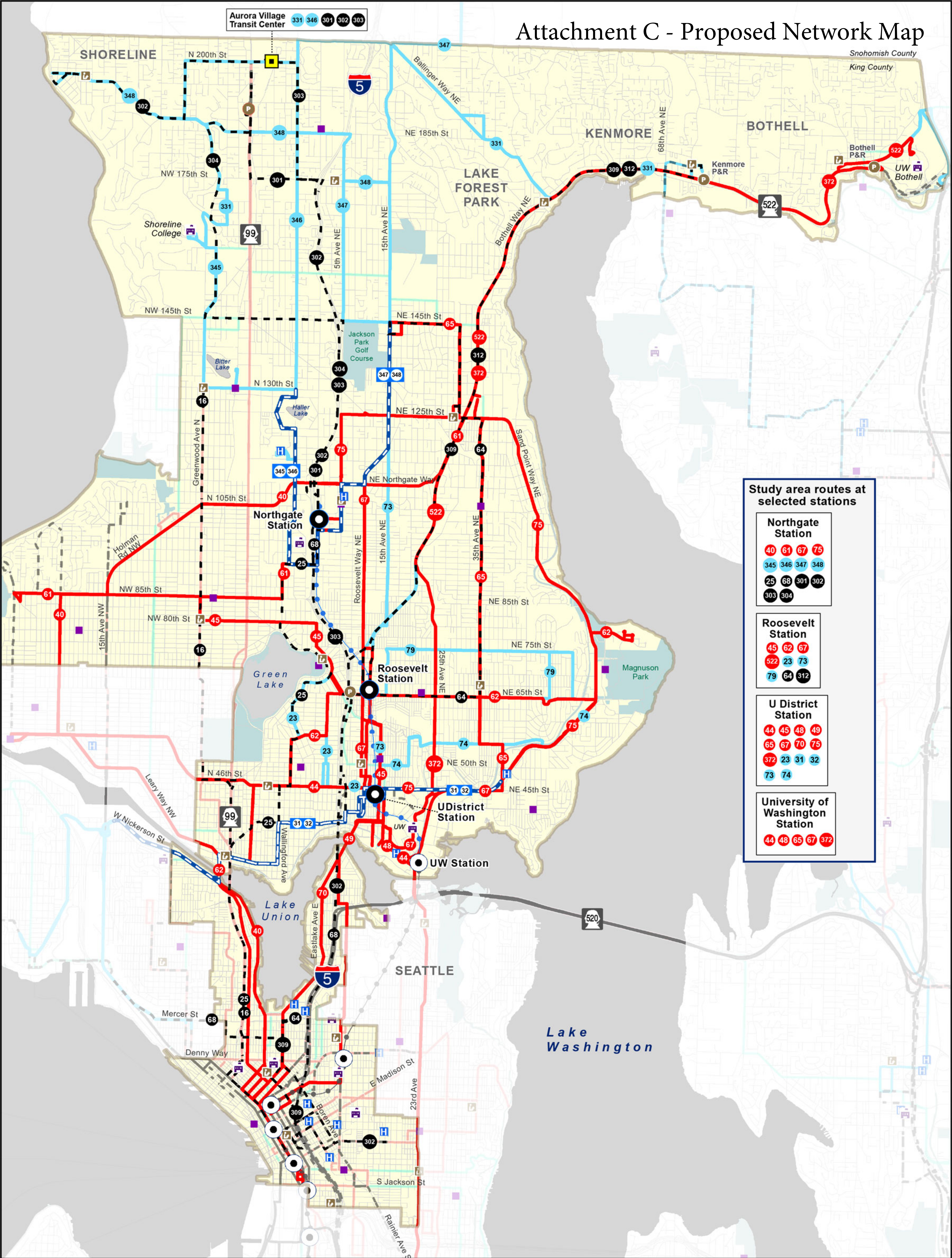
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July 1, 2019



# Northgate Link Connections Mobility Project: Primary Routes



**Study area routes at selected stations**

| Station                                 | Routes   |
|---|--|
| <b>Northgate Station</b>                | 40, 61, 67, 75<br>345, 346, 347, 348<br>25, 68, 301, 302<br>303, 304 |
| <b>Roosevelt Station</b>                | 45, 62, 67<br>522, 23, 73<br>79, 64, 312                             |
| <b>U District Station</b>               | 44, 45, 48, 49<br>65, 67, 70, 75<br>372, 23, 31, 32<br>73, 74        |
| <b>University of Washington Station</b> | 44, 48, 65, 67, 372  |

## North Link Connections Mobility Project: Proposed Route Network

|   |                                    |                                  |                          |                |
|---|------------------------------------|----------------------------------|--------------------------|----------------|
| Project study area                                      | <b>Unchanged study area routes</b> | <b>Selected community assets</b> | Permanent Park&Ride      | Transit Center |
| <b>Impacted routes in the study area</b>                | Frequent                           | College                          | Planned link and station |                |
| Local   | Local                              | Hospital                         | Current link and station |                |
| Peak  | Peak                               | Library                          | Park                     |                |
| Locations where two routes combine for frequent service |                                    | Community Center/Senior Center   |                          |                |



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# North Link Connections Mobility Project

## Route 64 – Revised

### Neighborhoods Served:

- Jackson Park, Lake City, Wedgwood, Ravenna, Roosevelt, South Lake Union and First Hill

### Summary of Proposed Changes:

- Additional trips provided to replace discontinued Route 63 service.
- New stops added at Roosevelt Station.

### Why is this change being proposed?

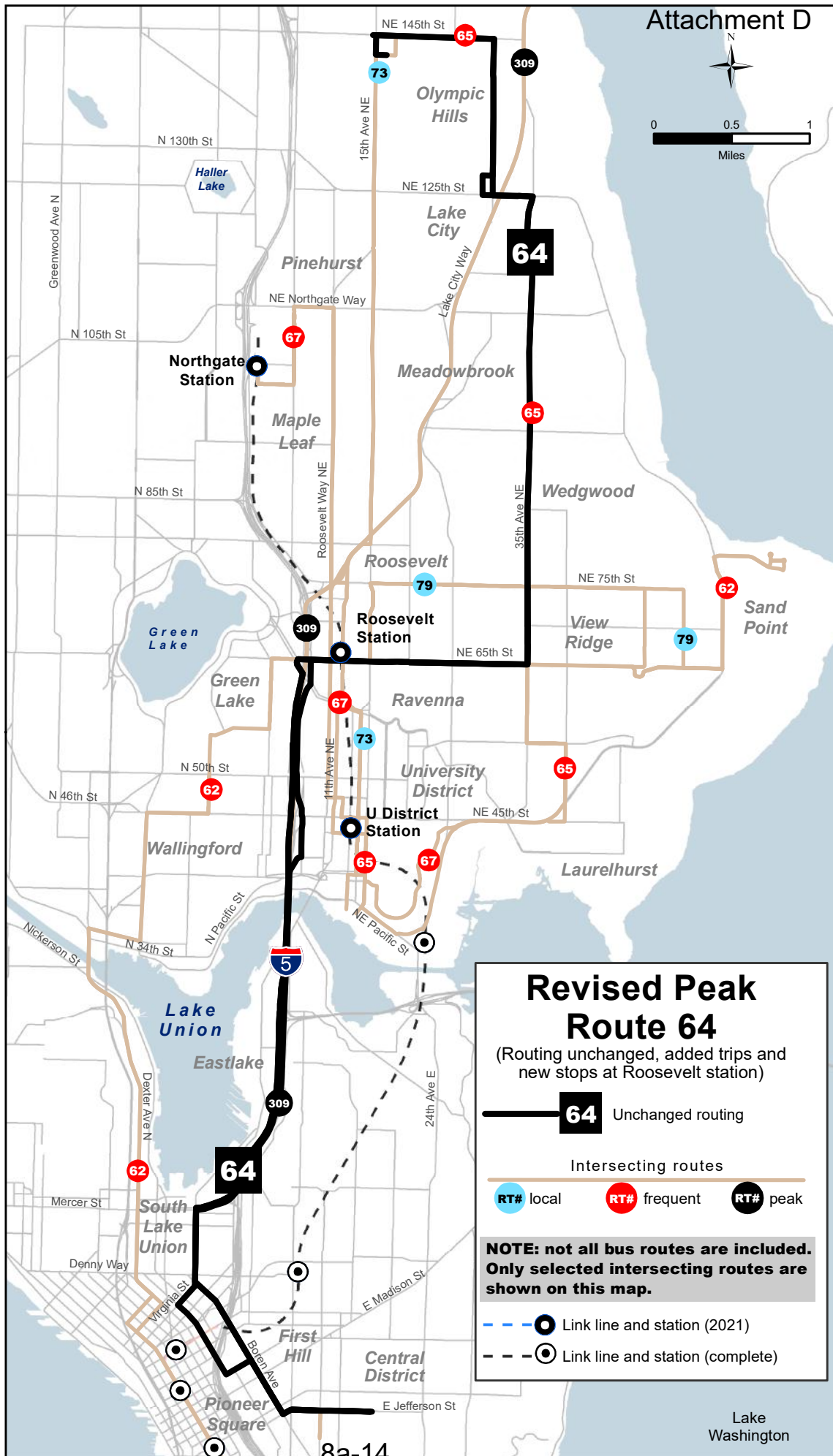
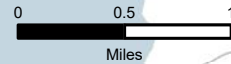
- To maintain a peak-period express service from northeast Seattle to South Lake Union and First Hill.
- Simplify the service design.

### How often the bus would come:

- **Service Level: Peak**
- **Days of Operation: Weekdays**

### How does this respond to feedback Metro received in Phase 1?

- Maintain connections to South Lake Union and First Hill
- Redesign the service network to be easier to understand



## Revised Peak Route 64

(Routing unchanged, added trips and new stops at Roosevelt station)

**64** Unchanged routing

Intersecting routes

**RT#** local

**RT#** frequent

**RT#** peak

**NOTE: not all bus routes are included. Only selected intersecting routes are shown on this map.**

Link line and station (2021)

Link line and station (complete)



## North Link Connections Mobility Project

### Route 65 – Revised

#### Neighborhoods Served:

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

#### Summary of Proposed Changes:

- Modify routing in the University District to serve U District Station more directly.

#### Why is this change being proposed?

- To provide a convenient connection to Link at U District Station


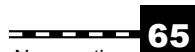
#### How often the bus would come:

- **Service Level: Frequent**
- **Days of Operation: Weekdays, Saturdays and Sundays**

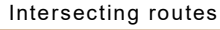
#### How does this respond to feedback Metro received in Phase 1?

- Improves connections to Link light rail

# Revised Frequent Route 65


 Unchanged routing **65**
 New routing **65**


 Deleted routing

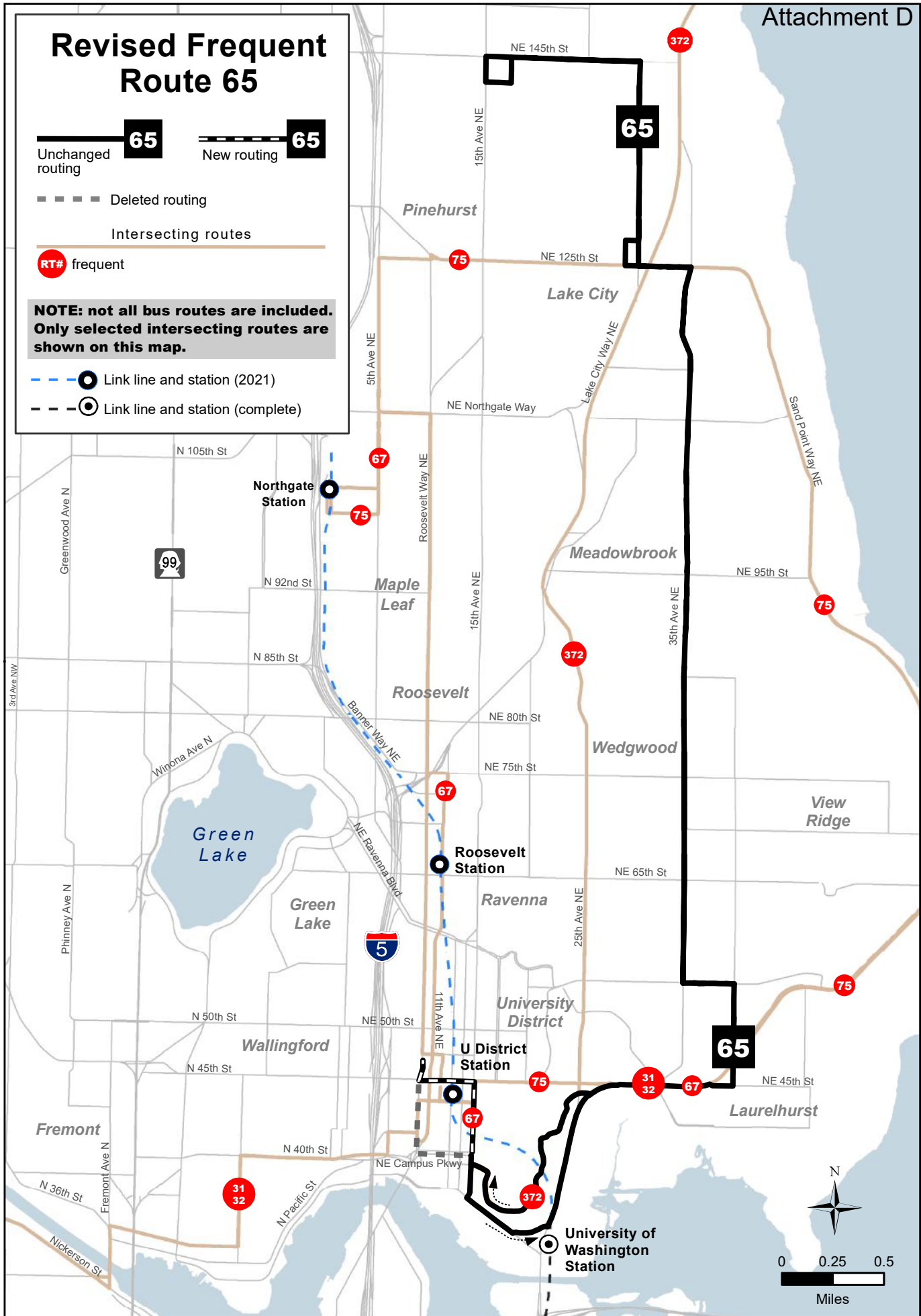
 Intersecting routes

 RT# frequent

**NOTE: not all bus routes are included. Only selected intersecting routes are shown on this map.**

 Link line and station (2021)

 Link line and station (complete)







# North Link Connections Mobility Project

## Route 73 – Revised

### Neighborhoods Served:

- Jackson Park, Pinehurst, Maple Leaf, Roosevelt, University District

### Summary of Proposed Changes:

- Modify routing in the Roosevelt area to serve Roosevelt Station by shifting Route 73 to operate southbound on Roosevelt Way NE and northbound on 12<sup>th</sup> Avenue NE between NE 80<sup>th</sup> Street and NE Ravenna Boulevard.
- Shorten to no longer travel east of 15th Avenue NE along NE Pacific Street and terminate at the west side of the UW Medical Center.
- Provide frequent peak service to replace discontinued service on Routes 77 and 373.

### Why is this change being proposed?

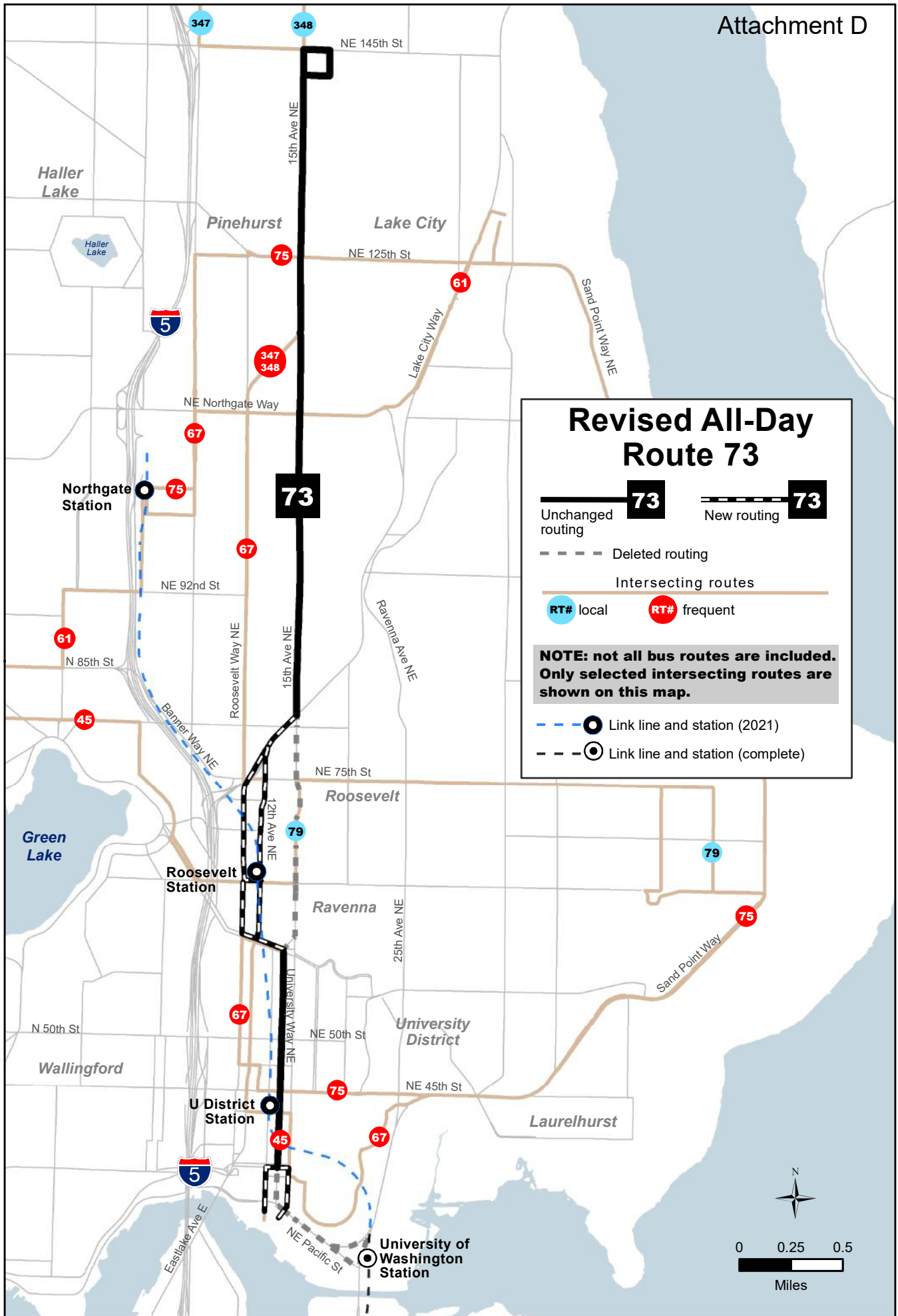
- To provide a convenient connection to Link at Roosevelt Station.
- To improve reliability by avoiding traffic congestion around the Montlake Triangle and on NE Pacific Street.
- Simplify service in Maple Leaf along 15<sup>th</sup> Avenue NE to a single route providing frequent peak period service to Roosevelt Station.

### How often the bus would come:

- **Service Level: Local**
- **Days of Operation: Weekdays, Saturdays and Sundays**

### How does this respond to feedback Metro received in Phase 1?

- Improve connections to Link light rail





# North Link Connections Mobility Project

## Route 77 – Replace

### Neighborhoods Served:

- North City, Jackson Park, Pinehurst, Maple Leaf and Downtown Seattle

### Summary of Proposed Changes:

North of NE 145<sup>th</sup> Street:

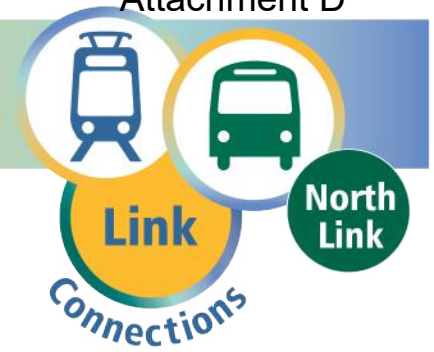
- Route 77 replaced by upgraded Route 348 providing service to Northgate Station where riders can catch Link light rail to Downtown Seattle.

Between NE 145<sup>th</sup> Street and Pinehurst Way NE:

- Route 77 replaced by frequent service on routes 347 and 348 providing service to Northgate Station where riders can catch Link light rail to Downtown Seattle.
- Route 77 replaced by upgraded service on route 73 providing service to Roosevelt Station where riders can catch Link light rail to Downtown Seattle.

### Why is this change being proposed?

- To provide more frequent service on local routes 347 and 348 that serve more areas of Shoreline.
- To provide new connections to Link light rail.
- Simplify the service design in Northeast Seattle.



**How often the bus would come:**

- **Route 73**
  - **Service Level: Local**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Route 347**
  - **Service Level: Local**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Route 348**
  - **Service Level: Local**
  - **Days of Operation: Weekdays, Saturdays and Sundays**

**How does this respond to feedback Metro received in Phase 1?**

- Improve frequency on routes in Shoreline
- Improve connections to Link light rail

# Replaced Route 77

(Replacement routes: 73, 347, 348)

--- 77 Replaced routing

Intersecting routes

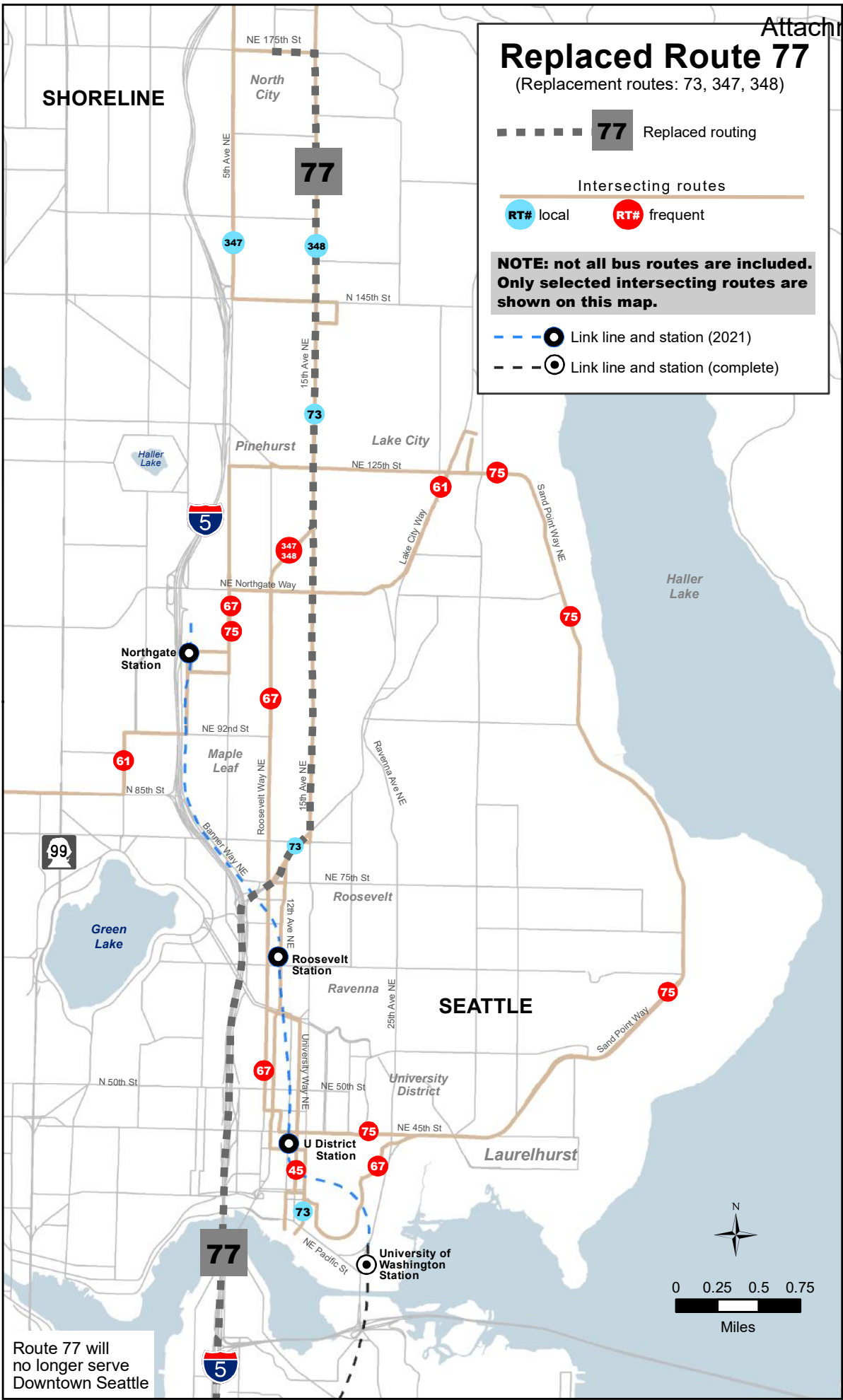
RT# local

RT# frequent

**NOTE: not all bus routes are included. Only selected intersecting routes are shown on this map.**

---● Link line and station (2021)

---● Link line and station (complete)



Route 77 will no longer serve Downtown Seattle



# North Link Connections Mobility Project

## Route 301 – Revised

### Neighborhoods Served:

- Aurora Village, Shoreline, Northgate

### Summary of Proposed Changes:

- Revise to provide frequent two-way peak-period service connecting Aurora Village, Shoreline and Northgate.
- Replace the Richmond Highlands loop with new Route 302.
- Do not stop at NE 145<sup>th</sup> Street to improve speed.

### Why is this change being proposed?

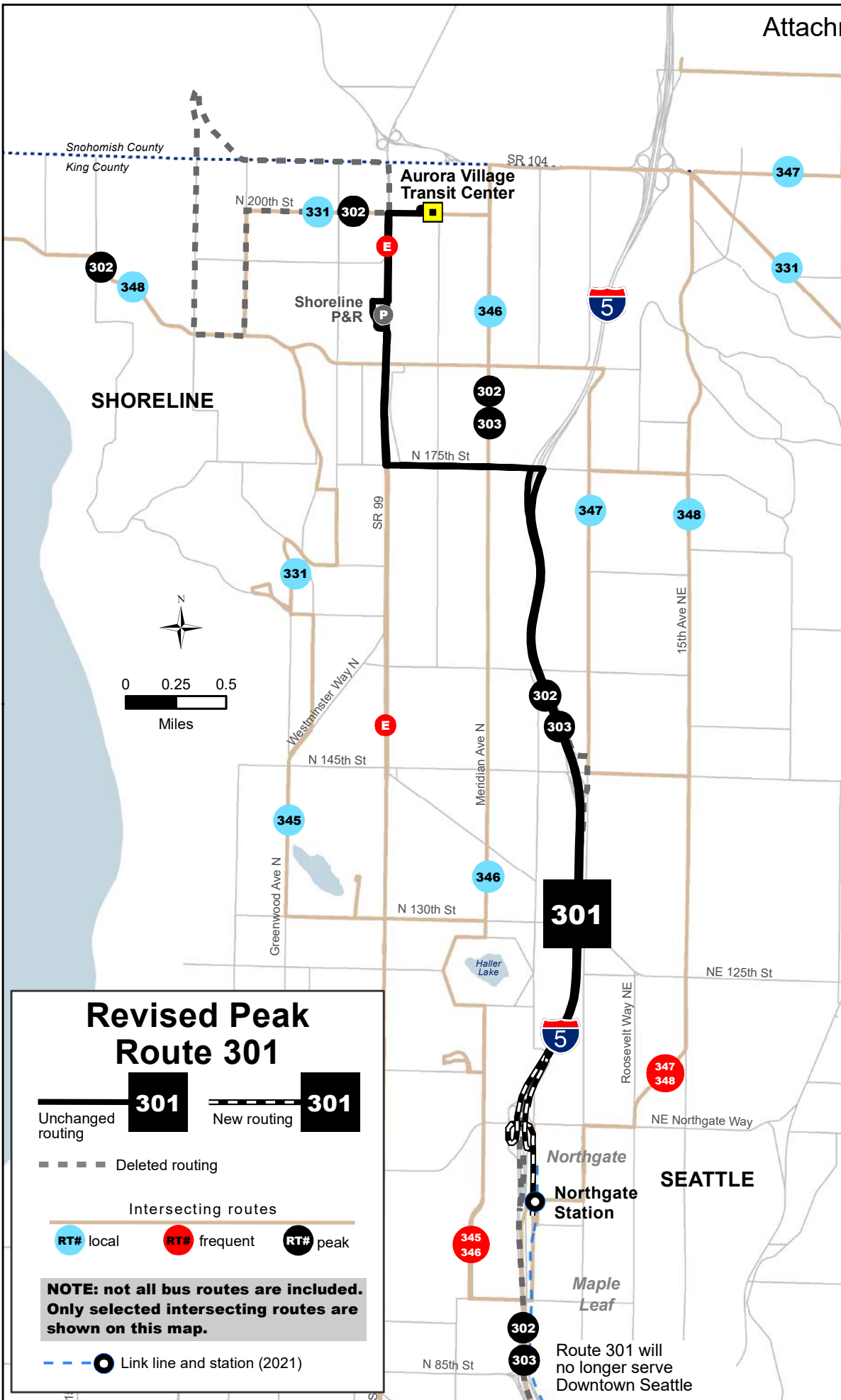
- To provide a connection to Link light rail at Northgate Station.
- By connecting to Northgate, Shoreline residents will gain a faster connection to the University District and Capitol Hill on Link light rail and to South Lake Union on new Route 68.
- To provide improved “reverse” commute (north in morning, south in afternoon) service to Shoreline.
- Simplify service design.

### How often the bus would come:

- **Service Level: Peak**
- **Days of Operation: Weekdays**

### How does this respond to feedback Metro received in Phase 1?

- Improve connections to Link light rail.
- Reduce complexity of service





## North Link Connections Mobility Project

### Route 302 – New

#### Neighborhoods Served:

- Richmond Beach, Richmond Highlands, Aurora Village, Northgate, South Downtown Seattle and First Hill

#### Summary of Proposed Changes:

- New Route 302 would provide new peak period express service between Richmond Beach, Richmond Highlands, Aurora Village, Northgate, South Downtown Seattle and First Hill via the I-5 Express Lanes.
- New Route 302 and 303 will be scheduled together to provide frequent peak period express service between Aurora Village and First Hill via Northgate.

#### Why is this change being proposed?

- To provide new and improved connections between Shoreline and First Hill.
- To provide connections to Link light rail at Northgate.

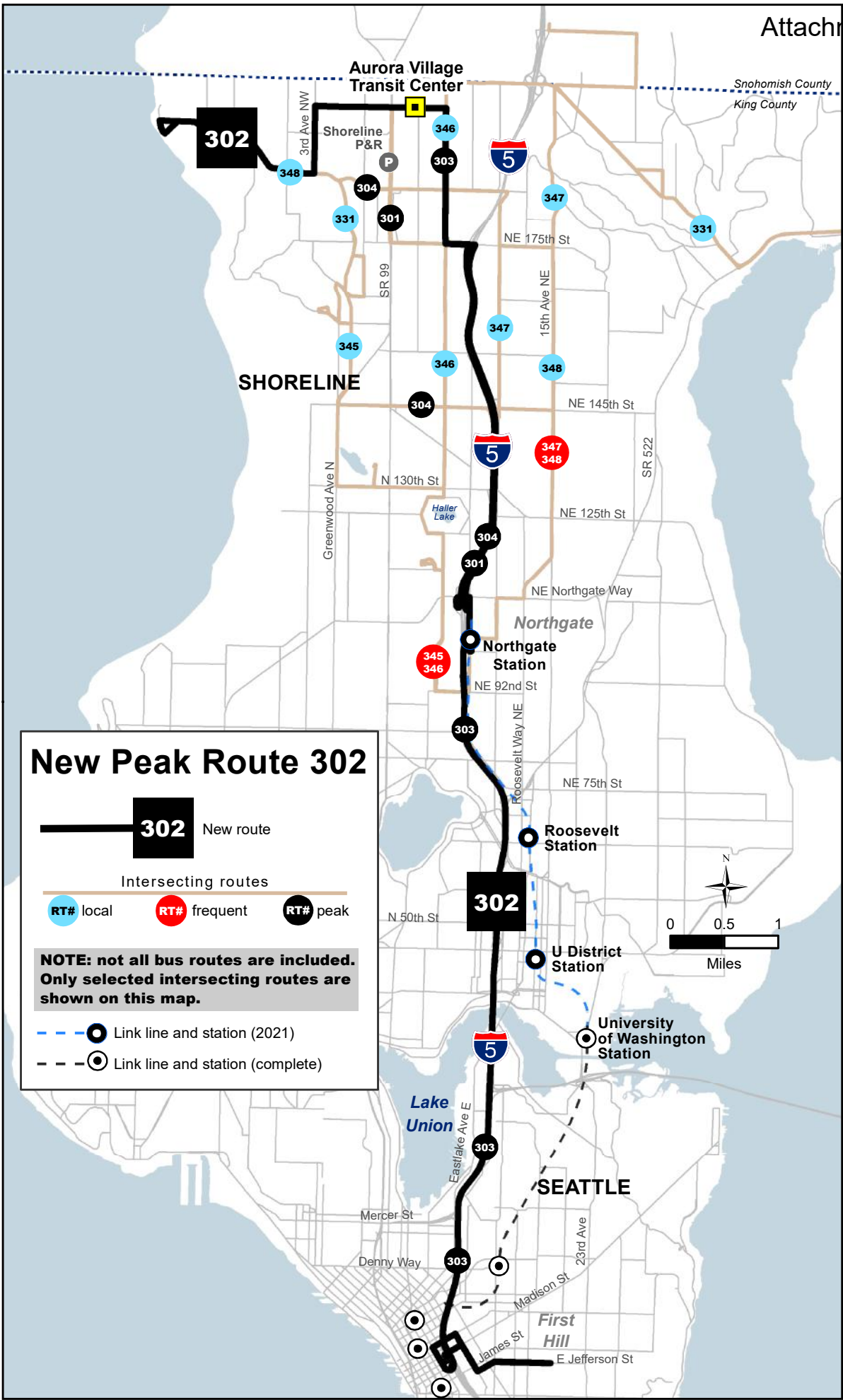
#### How often the bus would come:

- **Service Level: Peak**
- **Days of Operation: Weekdays**

#### How does this respond to feedback Metro received in Phase 1?

- Provide connections to First Hill
- Provide connections to Link light rail





### New Peak Route 302

**302** New route

Intersecting routes

RT# local    RT# frequent    RT# peak

**NOTE: not all bus routes are included. Only selected intersecting routes are shown on this map.**

- - - ○ Link line and station (2021)
- - - ● Link line and station (complete)



## North Link Connections Mobility Project

### Route 303 – Revised

#### Neighborhoods Served:

- Aurora Village, Northgate, South Downtown Seattle and First Hill

#### Summary of Proposed Changes:

- Route 303 would not travel west of Aurora Village Transit Center as ridership at Shoreline Park & Ride is low.
- New Route 302 and Route 303 will be scheduled together to provide frequent peak period express service between Aurora Village and First Hill.
- Route 303 will not stop at NE 145<sup>th</sup> Street in order to improve speed and reliability.
- Circulation in Downtown Seattle and First Hill revised to streamline routing.

#### Why is this change being proposed?

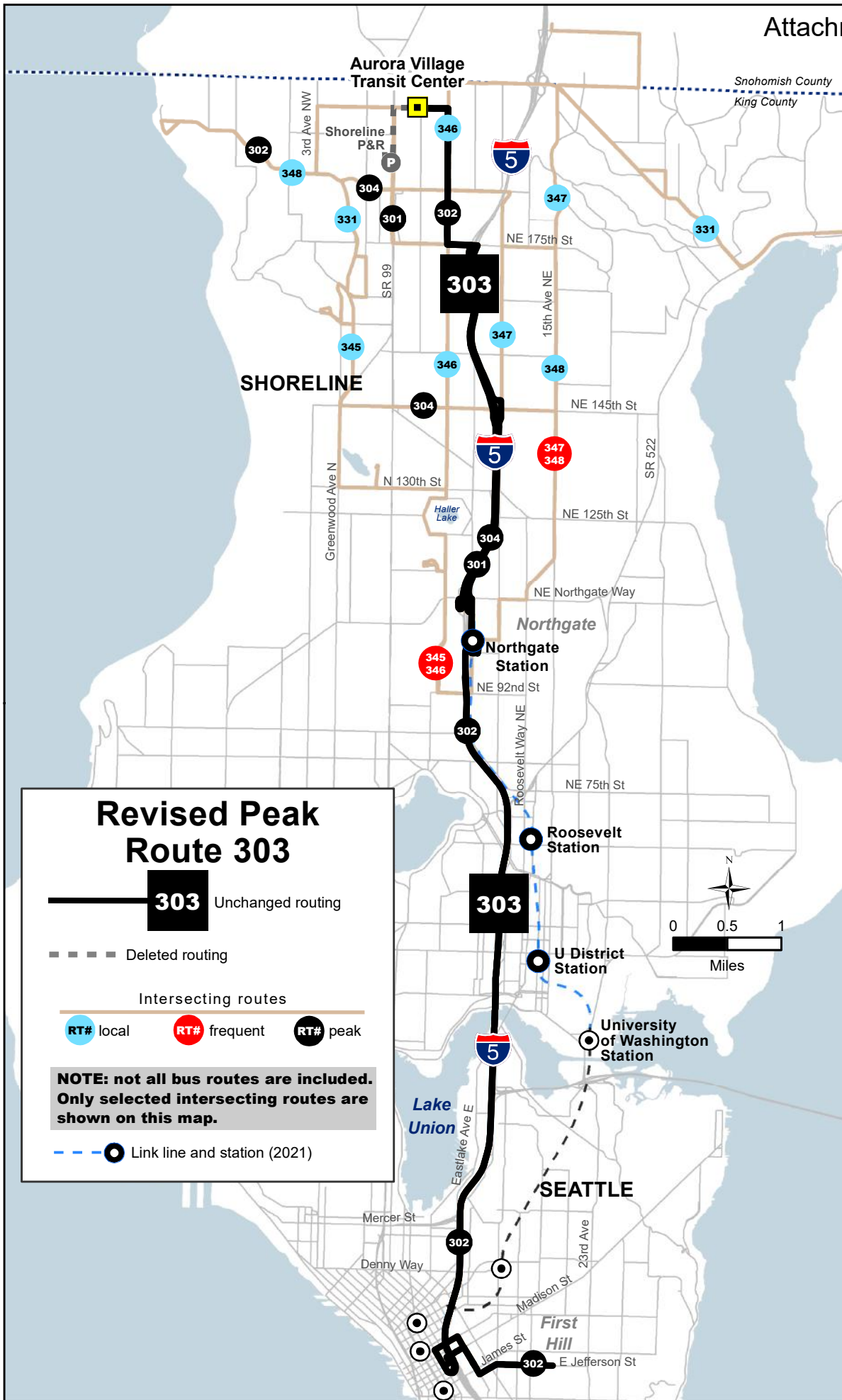
- To provide new and improved connections between Shoreline and First Hill.
- To provide connections to Link light rail at Northgate.
- To improve speed and reliability.

#### How often the bus would come:

- **Service Level: Peak**
- **Days of Operation: Weekdays**

#### How does this respond to feedback Metro received in Phase 1?

- Provide connections to First Hill
- Provide connections to Link light rail
- Improve consistency of travel times





## North Link Connections Mobility Project

### Route 304 – Revised

#### Neighborhoods Served:

- Shoreline, Northgate

#### Summary of Proposed Changes:

- Route 304 would no longer travel to Downtown Seattle and would instead connect to Link light rail at Northgate.
- Route 304 would no longer travel west of Dayton Avenue N.
  - New Route 302 would provide service to Richmond Beach.
- Additional trips provided to offer more travel opportunities and reduce waiting times when transferring from Link light rail.

#### Why is this change being proposed?

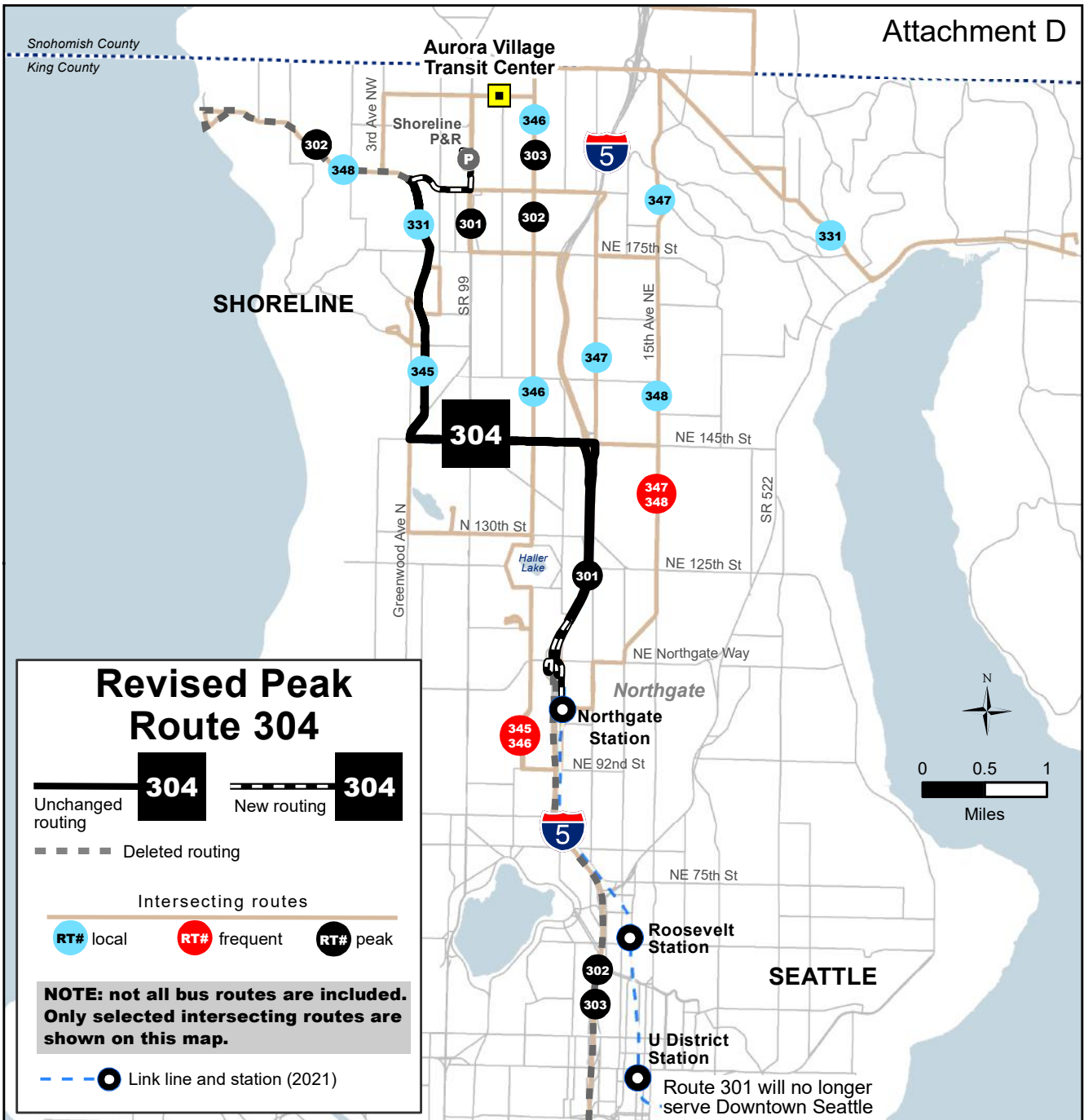
- To provide connections to Link light rail at Northgate.
- To provide more service in Shoreline.

#### How often the bus would come:

- **Service Level: Peak**
- **Days of Operation: Weekdays**

#### How does this respond to feedback Metro received in Phase 1?

- Provide connections to Link light rail



CF: G:\Major Projects\Northgate-Link5-Maps\MXD\Phase2\RTMaps\route304...mxd January 6, 2020



# North Link Connections Mobility Project

## Route 308 – Replaced

### Neighborhoods Served:

- Shoreline, Northgate

### Summary of Proposed Changes:

Northeast of Ballinger Way NE:

- No alternative bus service would be available due to low ridership.

Along Bothell Way NE:

- Metro Route 312 and Sound Transit Route 522 would provide service to Roosevelt Station.
- Upgraded Route 309 would provide service to South Lake Union, north Downtown Seattle and First Hill.

Along of NE 145<sup>th</sup> Street:

- Route 65 connects to service on Lake City Way NE and 15<sup>th</sup> Avenue NE.
- On 15<sup>th</sup> Avenue NE, frequent Routes 347 and 348 would provide connections to Link light rail at Northgate Station and Route 73 would provide connections to Link light rail at Roosevelt Station.

### Why is this change being proposed?

- To redistribute service from routes with low ridership to routes that serve more riders.
- Reduce duplication.

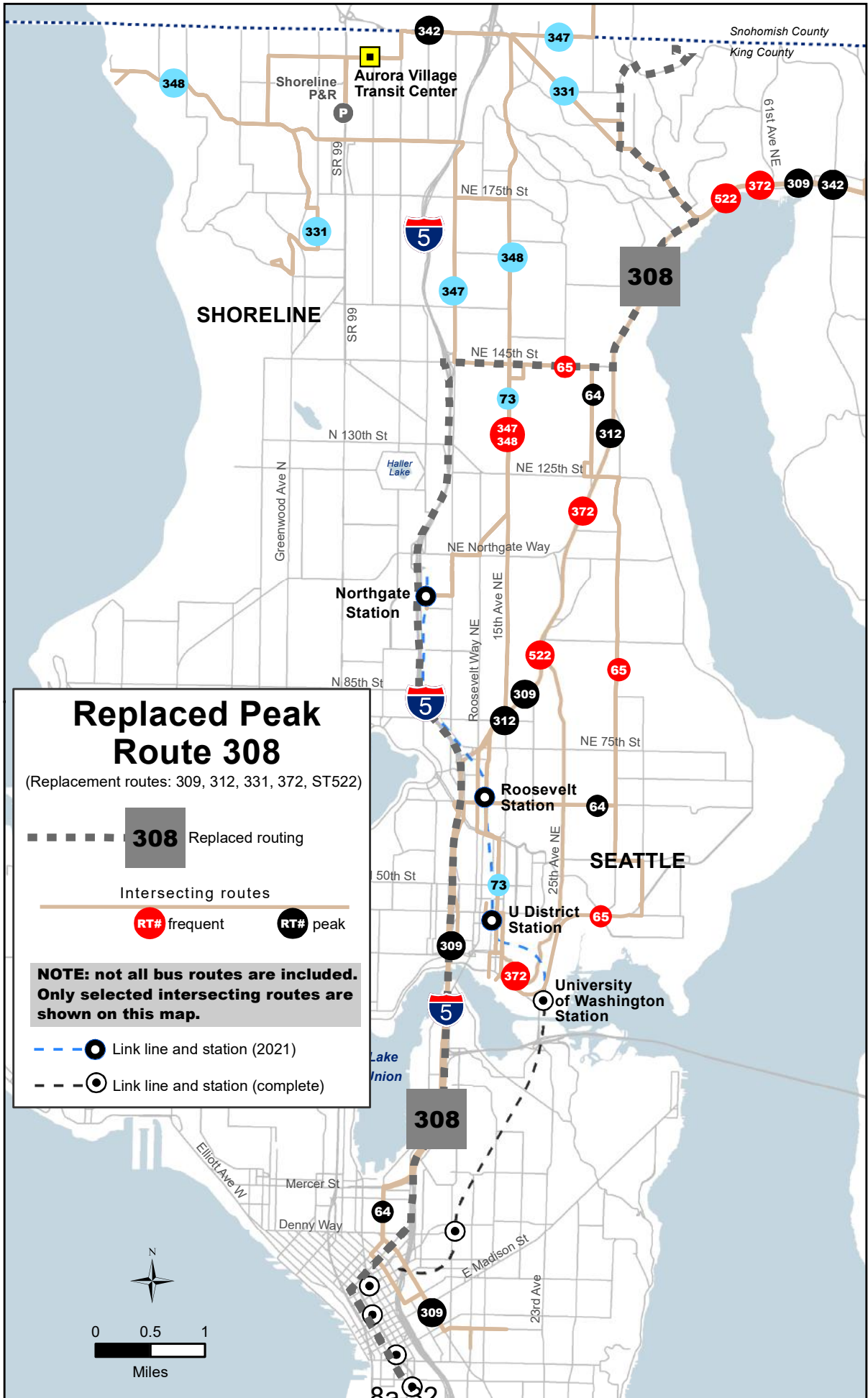


**How often the bus would come:**

- **Route 65**
  - **Service Level: Frequent**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Route 73**
  - **Service Level: Local**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Route 309**
  - **Service Level: Peak**
  - **Days of Operation: Weekdays**
- **Routes 312 and 522**
  - **Service Level: Frequent**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Routes 347 and 348**
  - **Service Level: Frequent**
  - **Days of Operation: Weekdays, Saturdays and Sundays**

**How does this respond to feedback Metro received in Phase 1?**

- Provide service in areas with the greatest need.







# North Link Connections Mobility Project

## Route 309 – Revised

### Neighborhoods Served:

- Kenmore, Lake Forest Park, Lake City, South Lake Union, North Downtown Seattle and First Hill

### Summary of Proposed Changes:

- Provide service that is more frequent.
- Operate later in the afternoon to serve First Hill employees who work until 7:30 p.m.

### Why is this change being proposed?

- To improve service between the SR-522 corridor and First Hill and South Lake Union.

### How often the bus would come:

- **Service Level: Peak**
- **Days of Operation: Weekdays**

### How does this respond to feedback Metro received in Phase 1?

- Improve connections to South Lake Union and First Hill.

# Revised Peak Route 309

Unchanged routing **309**
 New routing **309**  
 Deleted routing  
 Intersecting routes  
 frequent peak

**NOTE: not all bus routes are included. Only selected intersecting routes are shown on this map.**

- Link line and station (2021)
- Link line and station (complete)





# North Link Connections Mobility Project

## Route 312 – Revised

### Neighborhoods Served:

- Kenmore, Lake Forest Park, Lake City, Roosevelt

### Summary of Proposed Changes:

- Route 312 would no longer operate east of Kenmore Park & Ride.
- Route 312 would no longer travel to Downtown Seattle and be redirected to Roosevelt Station where riders could transfer to Link light rail.
- Resources saved by this change would be reinvested in Route 309 in the SR 522 corridor.

### Why is this change being proposed?

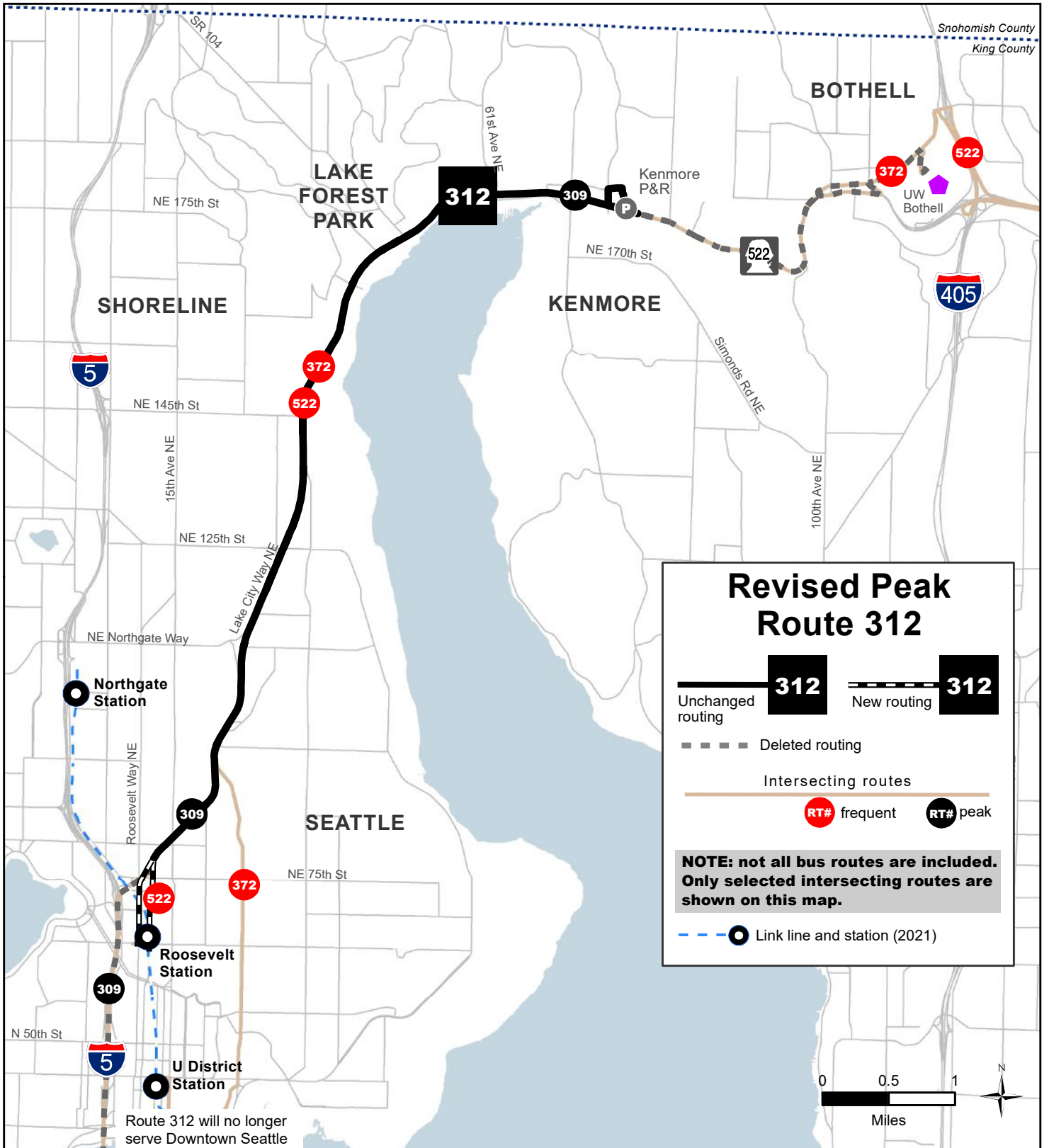
- To reduce duplication with Link light rail and reinvest service resources in providing connections not served by Link.
- Focus service resources in the area with highest ridership between Kenmore and Roosevelt Station.
- Provide a service that is complementary to ST Route 522.

### How often the bus would come:

- **Service Level: Peak**
- **Days of Operation: Weekdays**

### How does this respond to feedback Metro received in Phase 1?

- Improve connections to Link light rail
- Improve connections to South Lake Union and First Hill with improved service on Route 309
- Integrate Metro and Sound Transit service where routes operate in the same corridor





# North Link Connections Mobility Project

## Route 316 – Replaced

### Neighborhoods Served:

- Meridian Park, Haller Lake, Green Lake, Downtown Seattle

### Summary of Proposed Changes:

North of N 92<sup>nd</sup> Street:

- Route 316 riders would use improved Routes 345 or 346 to reach Northgate Station and then transfer to Link light rail.

Between N 85<sup>th</sup> Street and N 92<sup>nd</sup> Street:

- Route 316 riders would use new Route 61 to reach Northgate Station and then transfer to Link light rail.

South of N 80<sup>th</sup> St:

- Route 316 riders would use revised Route 45 to reach Roosevelt Station and then transfer to Link light rail

### Why is this change being proposed?

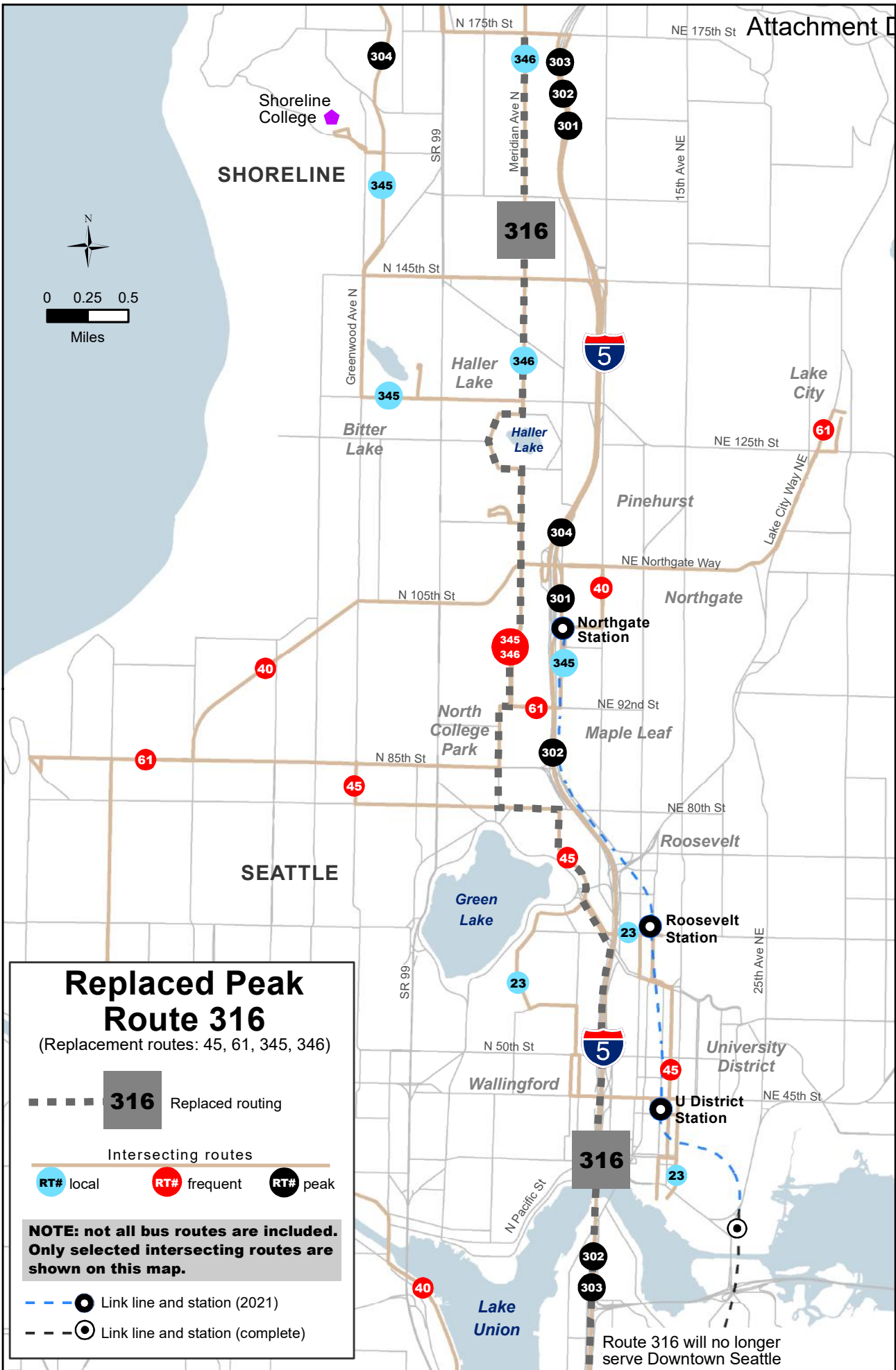
- To reduce duplication with Link light rail and other bus routes
- Reinvest service resources in providing connections not served by Link light rail
- To improve service on local routes within Shoreline and North Seattle.

### How often the bus would come:

- **Route 45**
  - **Service Level: Frequent**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Route 61**
  - **Service Level: Frequent**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Routes 345 and 346**
  - **Service Level: Frequent**
  - **Days of Operation: Weekdays, Saturdays and Sundays**

### How does this respond to feedback Metro received in Phase 1?

- Improve connections to Link light rail.



# Replaced Peak Route 316

(Replacement routes: 45, 61, 345, 346)

- 316 Replaced routing
- Intersecting routes
- RT# local
- RT# frequent
- RT# peak

**NOTE: not all bus routes are included. Only selected intersecting routes are shown on this map.**

- - - ○ Link line and station (2021)
- - - ● Link line and station (complete)

Route 316 will no longer serve Downtown Seattle



# North Link Connections Mobility Project

## Route 345 – Revised

### Neighborhoods Served:

- Shoreline, Bitter Lake, Haller Lake, Northgate

### Summary of Proposed Changes:

- Improve peak period frequency 15-20 minutes.

### Why is this change being proposed?

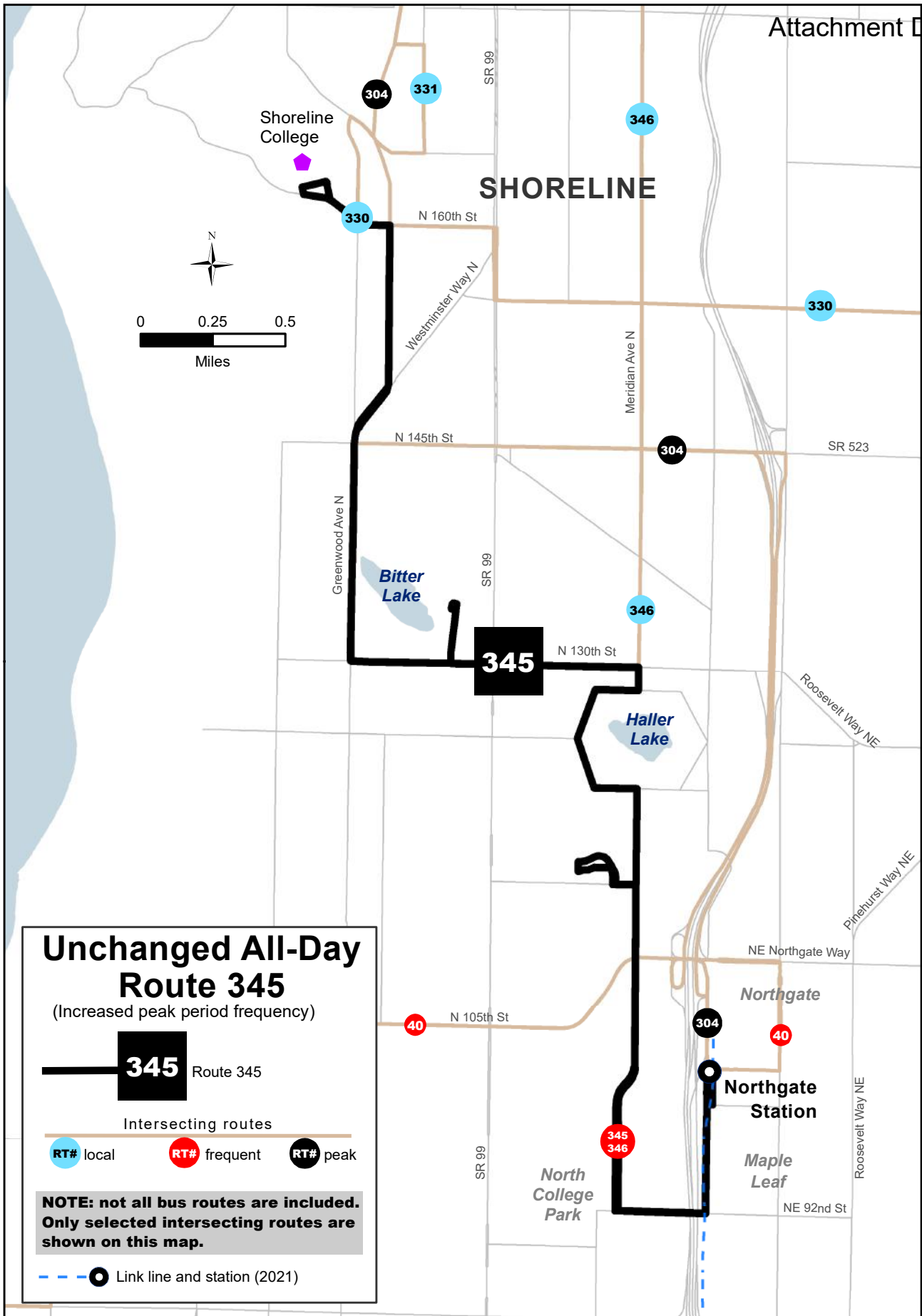
- To improve connections to Link light rail
- To replace express service on Route 316
- To provide more local service to Shoreline and North Seattle

### How often the bus would come:

- **Service Level: Local**
- **Days of Operation: Weekdays, Saturdays and Sundays**

### How does this respond to feedback Metro received in Phase 1?

- Improves connections to Link light rail.
- Improves local circulation and service to destinations not served by Link







# North Link Connections Mobility Project

## Route 346 – Revised

### Neighborhoods Served:

- Aurora Village, Shoreline, Meridian Park, Haller Lake, Northgate

### Summary of Proposed Changes:

- Improve peak period frequency 20 minutes.

### Why is this change being proposed?

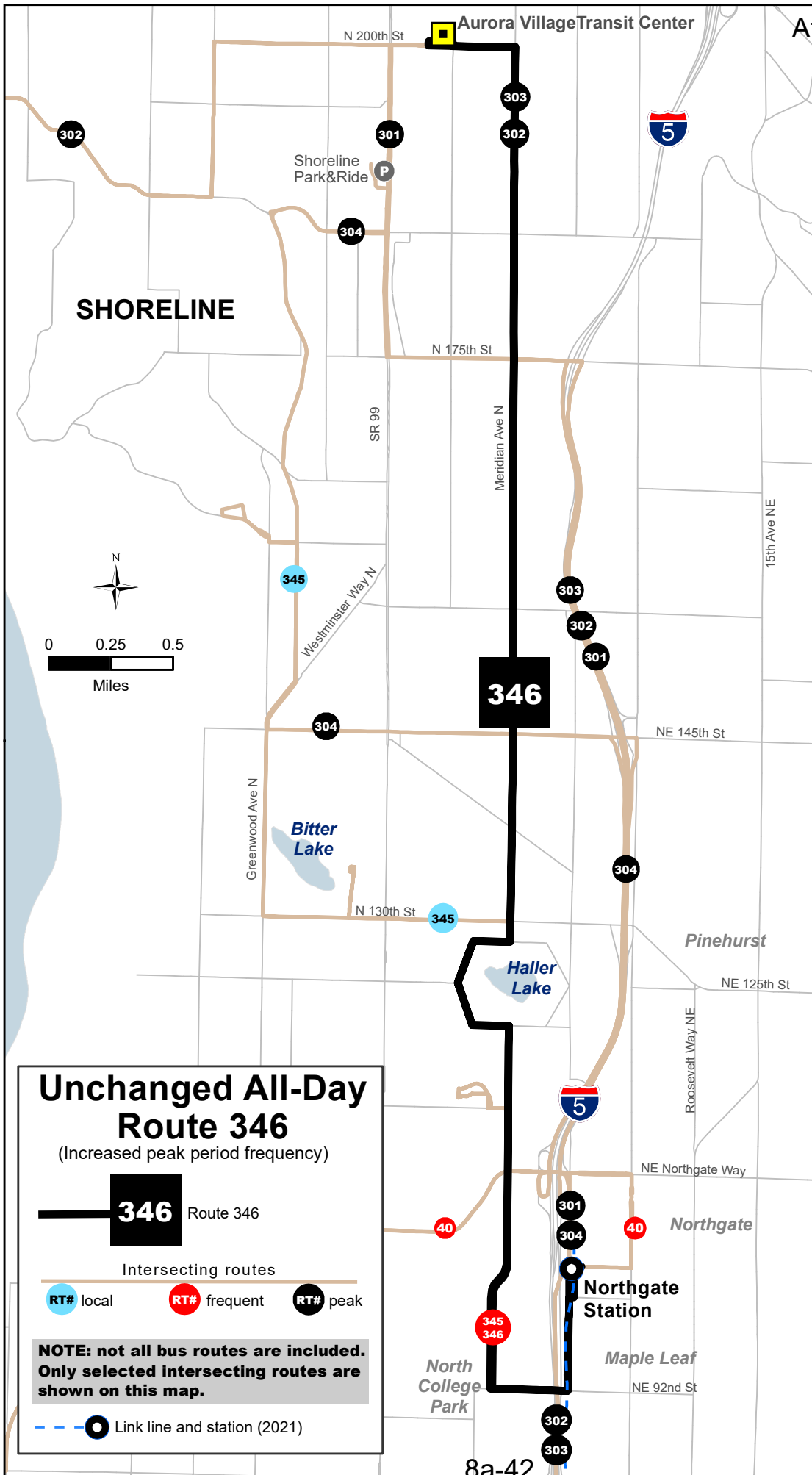
- To improve connections to Link light rail.
- To replace express service on Route 316.
- To provide more local service to Shoreline and North Seattle

### How often the bus would come:

- **Service Level: Local**
- **Days of Operation: Weekdays, Saturdays and Sundays**

### How does this respond to feedback Metro received in Phase 1?

- Improves connections to Link light rail.
- Improves local circulation and service to destinations not served by Link light rail





## North Link Connections Mobility Project

### Route 347 – Revised

#### Neighborhoods Served:

- Mountlake Terrace, Shoreline, North City, Ridgecrest, Jackson Park, Pinehurst, Northgate

#### Summary of Proposed Changes:

- Improve peak period frequency 20 minutes.

#### Why is this change being proposed?

- To improve connections to Link light rail.
- To replace express service on Routes 77 and 373.
- To provide more local service to Shoreline and North Seattle.
- Improves local circulation and service to destinations not served by Link light rail

#### How often the bus would come:

- **Service Level: Local**
- **Days of Operation: Weekdays, Saturdays and Sundays**

#### How does this respond to feedback Metro received in Phase 1?

- Improves connections to Link light rail

**Map of Route 347 was not available on project page.**



# North Link Connections Mobility Project

## Route 348 – Revised

### Neighborhoods Served:

- Richmond Beach, Shoreline, North City, Jackson Park, Pinehurst, Northgate

### Summary of Proposed Changes:

- Improve peak period frequency 20 minutes.

### Why is this change being proposed?

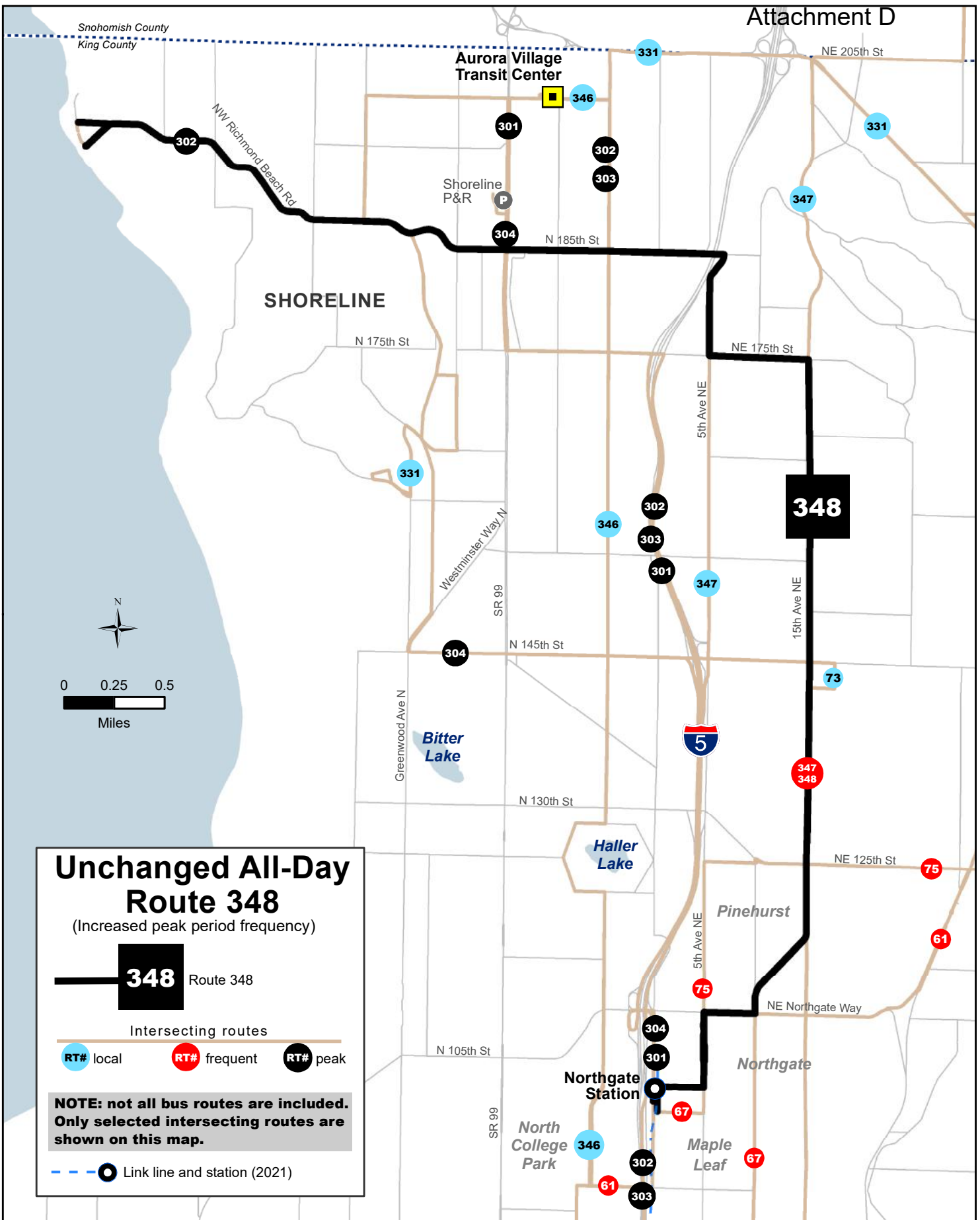
- To improve connections to Link light rail.
- To replace express service on Routes 77 and 373.
- To provide more local service to Shoreline and North Seattle
- Improves local circulation and service to destinations not served by Link light rail

### How often the bus would come:

- **Service Level: Local**
- **Days of Operation: Weekdays, Saturdays and Sundays**

### How does this respond to feedback Metro received in Phase 1?

- Improves connections to Link Light Rail.





# North Link Connections Mobility Project

## Route 355 – Replaced

### Neighborhoods Served:

- Shoreline, Greenwood, University District, Downtown Seattle

### Summary of Proposed Changes:

#### North of NE 145<sup>th</sup> Street

- Route 355 riders may use improved Route 304 to Northgate Station and transfer to either Link light rail or Route 303 to reach Downtown Seattle or the University District.

#### Between NE 145<sup>th</sup> Street and NE 130<sup>th</sup> Street:

- Route 355 riders may use improved Route 345 to Northgate Station and transfer to either Link light rail or Route 303 to reach the University District or Downtown Seattle.

#### Between NE 130<sup>th</sup> Street and NE 85<sup>th</sup> Street:

- Route 355 riders may use new Route 16 to reach Downtown Seattle.

#### Near NE 105<sup>th</sup> Street:

- Route 355 riders may use improved Route 40 to Northgate Station and transfer to either Link light rail or Route 303 to reach the University District or Downtown Seattle.

#### Along NE 85<sup>th</sup> Street:

- Route 355 riders may use new Route 61 to Northgate Station and transfer to either Link light rail or Route 303 to reach the University District or Downtown Seattle.
- Route 355 riders may use revised Route 45 on NE 80<sup>th</sup> Street to Roosevelt Station and transfer to either Link light rail to reach the University District or Downtown Seattle.



### Why is this change being proposed?

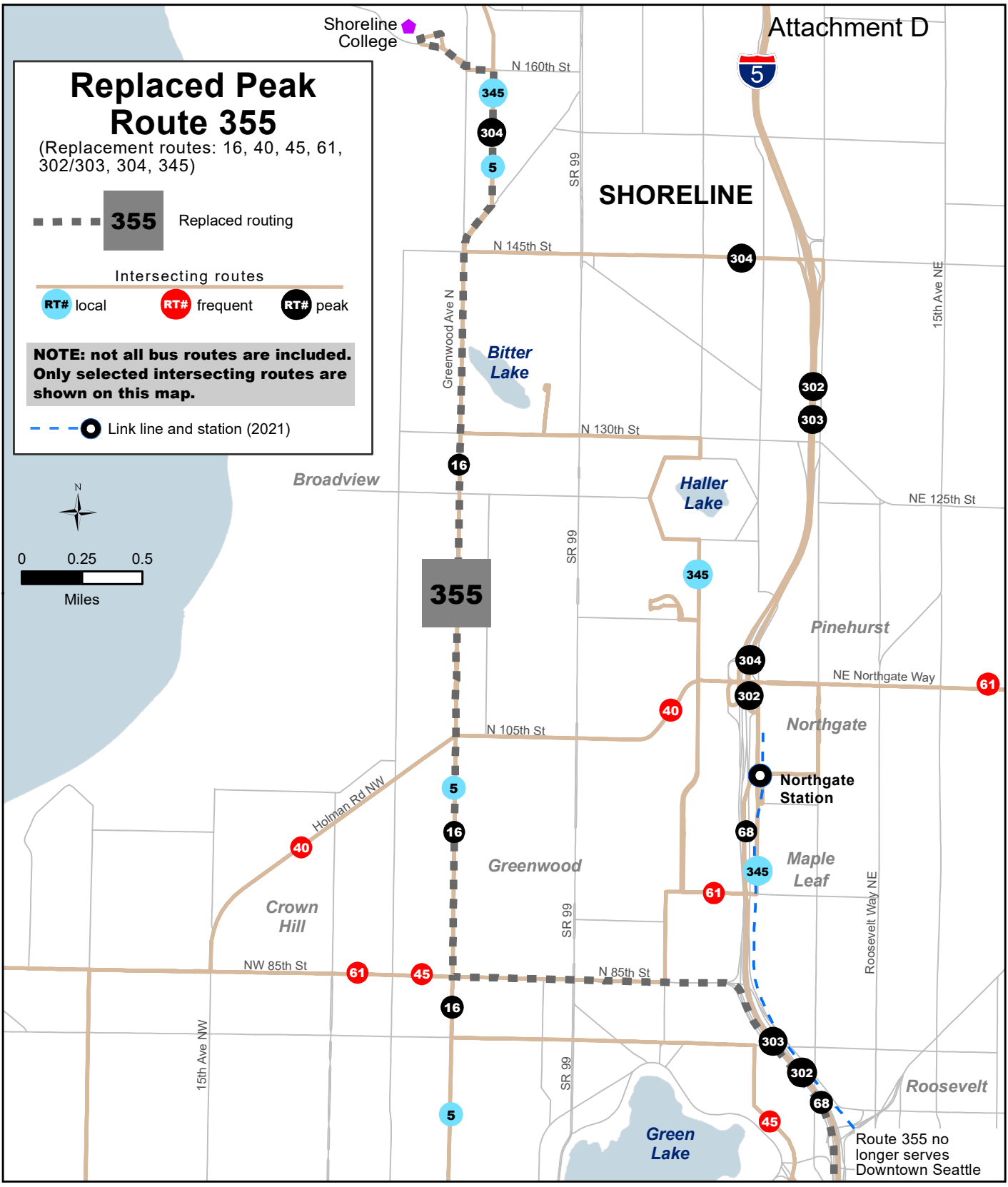
- Reduce duplication of service.
- Reinvest resources to improve connections to Link light rail to provide a faster, more reliable connection to Downtown Seattle.
- Simplify service design.

### How often the bus would come:

- **Route 16**
  - **Service Level: Peak**
  - **Days of Operation: Weekdays**
- **Routes 40, 45 and 61**
  - **Service Level: Frequent**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Routes 303 and 304**
  - **Service Level: Peak**
  - **Days of Operation: Weekdays**
- **Route 345**
  - **Service Level: Local**
  - **Days of Operation: Weekdays, Saturdays and Sundays**

### How does this respond to feedback Metro received in Phase 1?

- Reduce duplication and redistribute resources to areas with greatest need.



CF: G:\Major Projects\Northgate-Link\5-Maps\MXD\Phase2\RTMaps\route355.mxd January 7, 2020





# North Link Connections Mobility Project

## Route 372 – Revised

### Neighborhoods Served:

- Bothell, Kenmore, Lake Forest Park, Lake City, University District

### Summary of Proposed Changes:

- Extend route in the University District to serve U District Station.

### Why is this change being proposed?

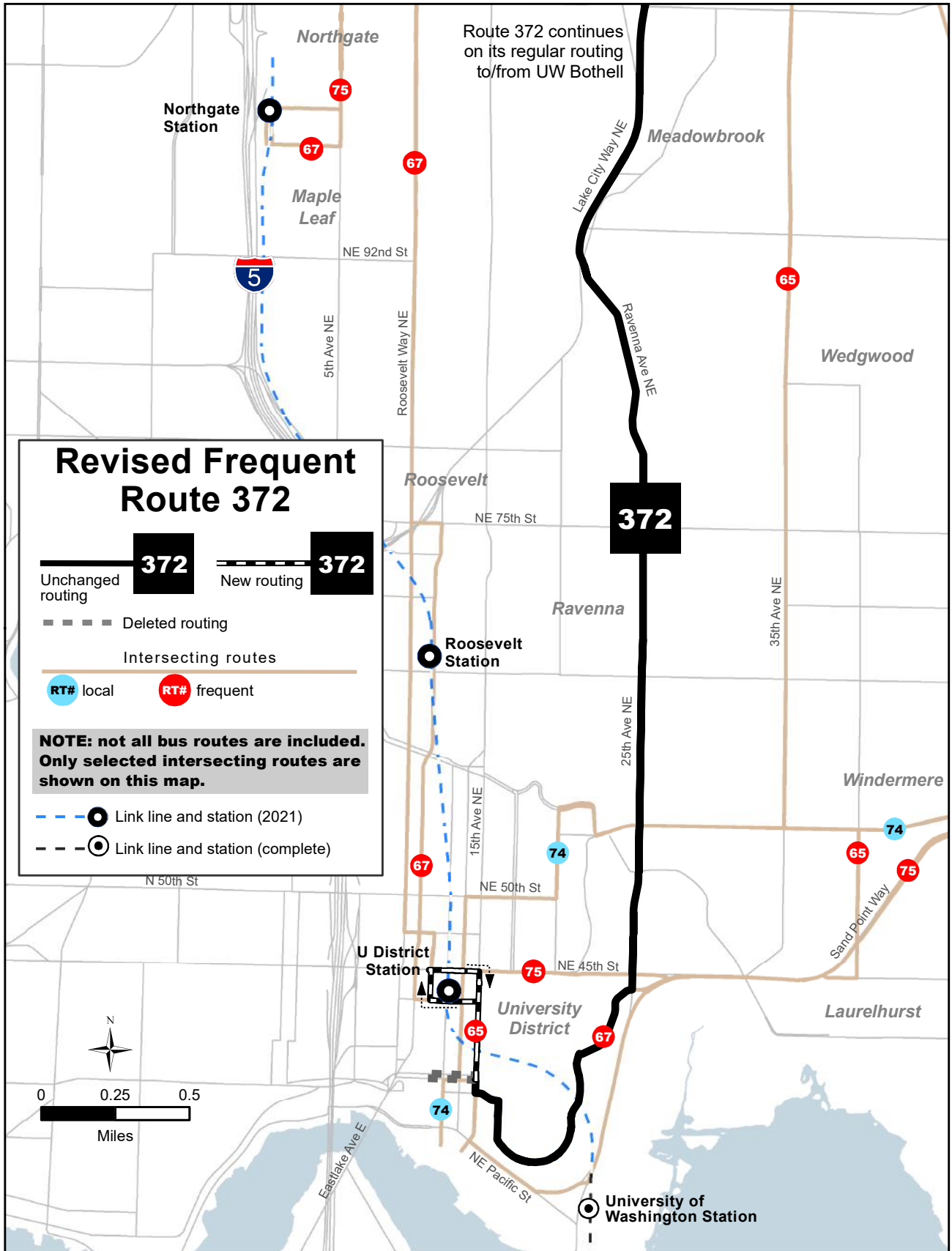
- To improve connections to Link light rail.
- To provide a frequent connection between U District Station and the UW Campus.

### How often the bus would come:

- **Service Level: Frequent**
- **Days of Operation: Weekdays, Saturdays and Sundays**

### How does this respond to feedback Metro received in Phase 1?

- Improves connections to Link right rail
- Maintain good local circulation within the University District



CF: G:\Major Projects\Northgate-Link5-Maps\MXD\Phase2\RTMaps\route372.mxd January 6, 2020



# North Link Connections Mobility Project

## Route 373 – Replaced

### Neighborhoods Served:

- Shoreline, Jackson Park, Pinehurst, Maple Leaf, Roosevelt, University District

### Summary of Proposed Changes:

In Shoreline, west of I-5:

- Use routes 301, 302, 303 or 346 to Northgate Station and transfer to Link Light Rail to reach the University District

In Shoreline, east of I-5:

- Use improved Route 347 and transfer to improved Route 73 at Jackson Park

In Seattle, south of NE 145<sup>th</sup> Street:

- Use improved Route 73, or
- Use improved routes 347 or 348 to Northgate Station and transfer to Link Light Rail to reach the University District.

### Why is this change being proposed?

- Simplify service in Maple Leaf along 15<sup>th</sup> Avenue NE to a single route providing frequent peak period service to Roosevelt Station.
- Shoreline riders west of I-5 will have a faster trip using an express route to Northgate and then Link light rail to reach the U. District.

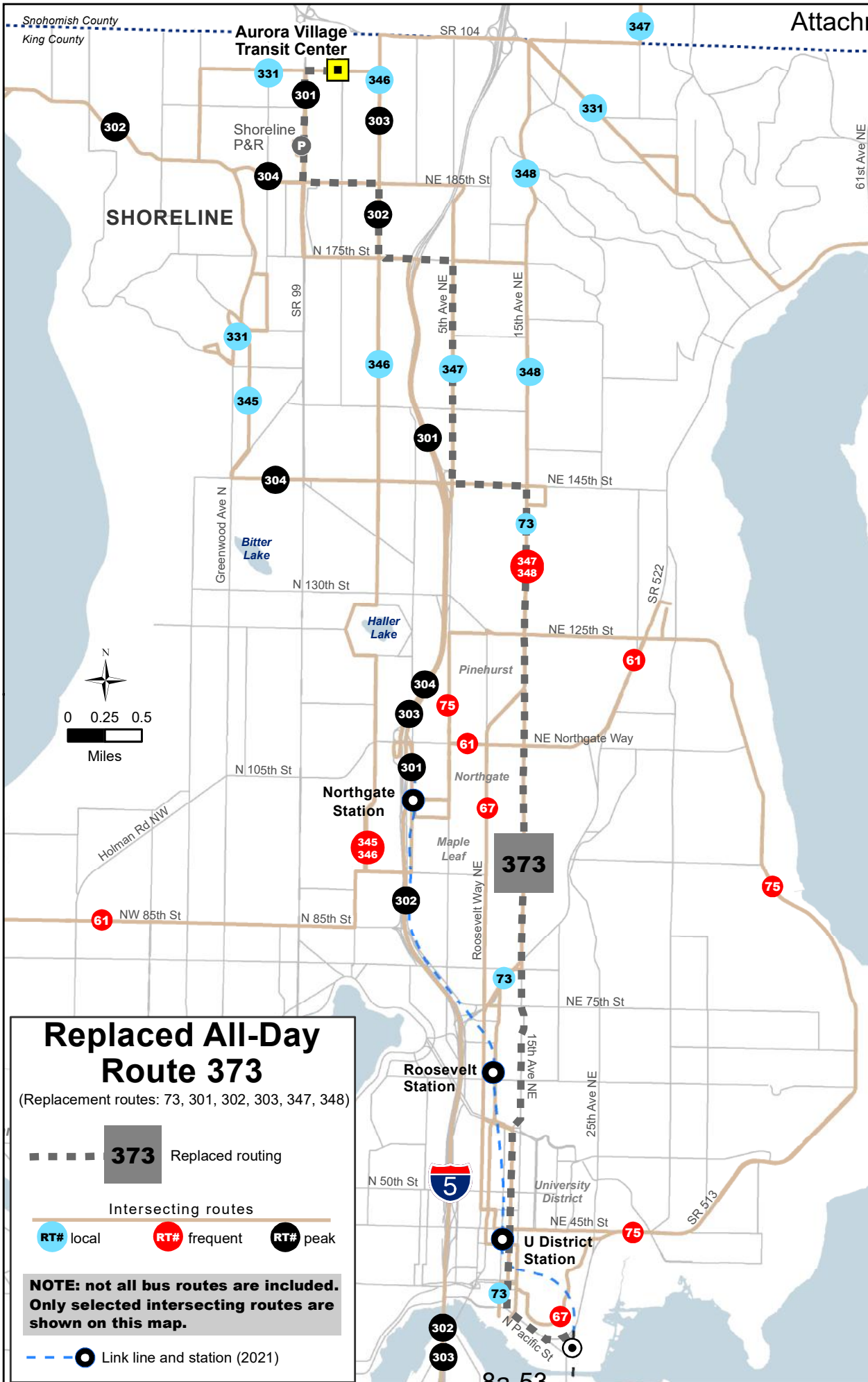


**How often the bus would come:**

- **Route 73**
  - **Service Level: Local**
  - **Days of Operation: Weekdays, Saturdays and Sundays**
- **Routes 301, 302, 303**
  - **Service Level: Peak**
  - **Days of Operation: Weekdays**
- **Route 347**
  - **Service Level: Local**
  - **Days of Operation: Weekdays, Saturdays and Sundays**

**How does this respond to feedback Metro received in Phase 1?**

- Improve connections to Link light rail





# North Link Connections Mobility Project

## ▶ Sound Transit – Link Connections Project

### Route 522 – Revised

#### Neighborhoods/cities served:

- Woodinville, UW Bothell, Bothell, Kenmore, Lake Forest Park, Lake City, Seattle

#### Summary of proposed changes:

- Route 522 would serve the new Roosevelt Station instead of downtown Seattle.
- We would run buses more often during midday, evenings and on weekends.

#### Why are we proposing this change?

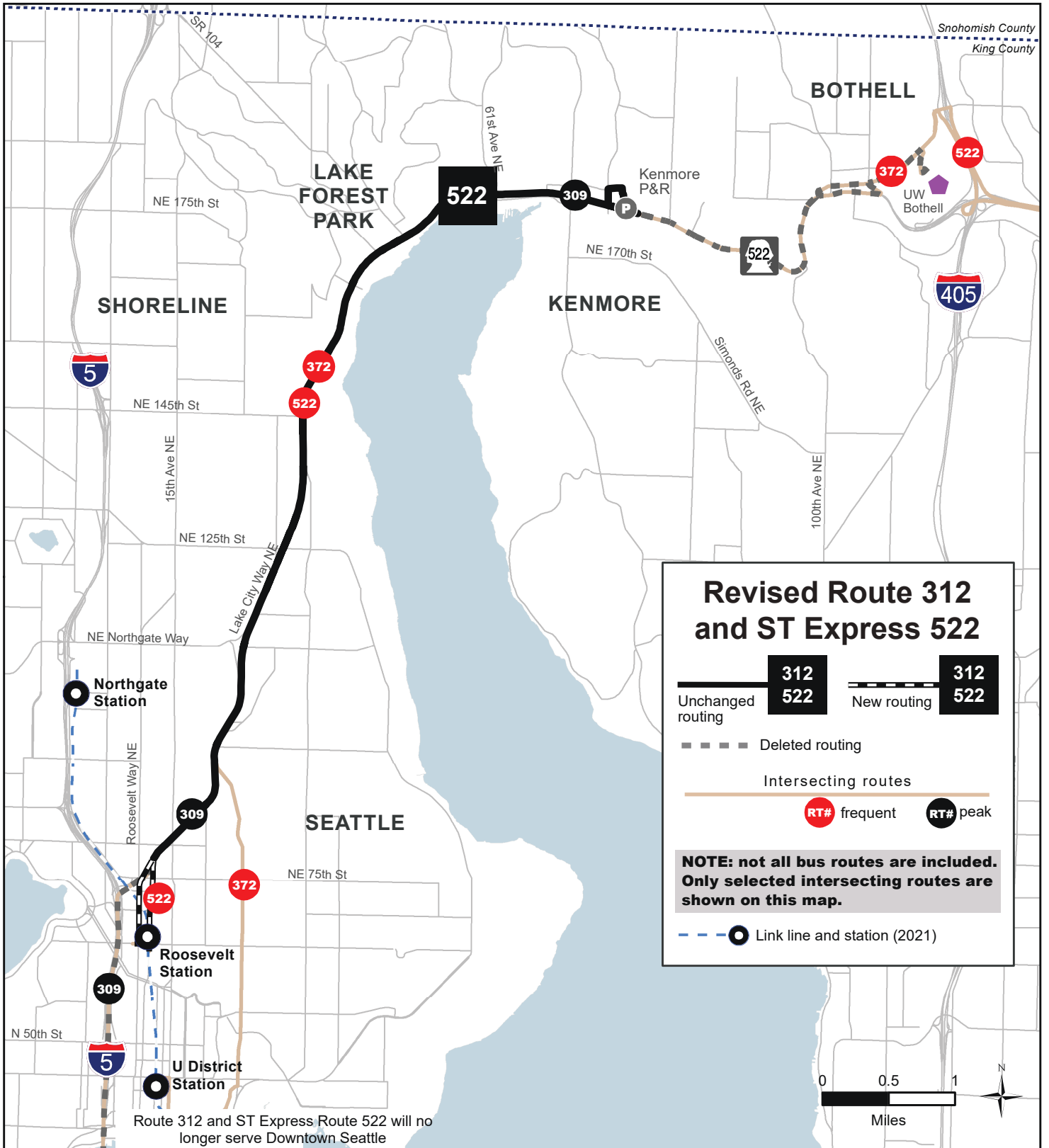
- We want to provide more consistent and reliable service free from I-5 traffic.
- We want to run service more frequently.
- We want to provide fast new connections to neighborhoods served by Link light rail.

#### How often would buses come?

- Route 522 would arrive every 15 minutes all day, every day.
- During weekday peak hours, Route 522 and Metro Route 312 would combine for service every 7-8 minutes between Kenmore and Roosevelt.
- Currently, Route 522 runs every 8-15 minutes during weekday peak hours, and every 30-60 minutes on evenings and weekends.

#### How does this respond to feedback Metro received in Phase 1?

- Improves connections to Link light rail.
- Integrates Metro and Sound Transit service where routes operate in the same corridor.



## Attachment E

### Metro Connects Status with North Link Project Revisions.

The table below appeared in Attachment B of the [May 9, 2016 staff report for the discussion and update of the King County Metro Long-Range Plan](#). That table is entitled, “KC Metro Long Range Plan Service to Key Shoreline Destinations and Transit Hubs.” The first two columns below are copied from that table. The third column has been added to illustrate current status. The May 9, 2016 staff report indicates that these Shoreline requested service improvements were originally included in an August 10, 2015 comment letter to King County Metro.

| Shoreline Requested Service Improvements   | Metro Connects (Plan) Comments   | Status   |
|--|--|--|
| 1. Direct feeder routes from all areas of the City to the Shoreline light rail stations throughout the entire day and on weekends, with additional frequency during the peak periods.  | The Plan shows multiple and Frequent Service routes to the 145 <sup>th</sup> and 185 <sup>th</sup> light rail stations from the major neighborhoods and commercial areas of Shoreline.                 | The North Link project precedes opening of light rail stations in Shoreline so does not address this. Many routes will have access to the Northgate Station.   |
| 2. Increased bus frequency, new routes and/or direct service between the Shoreline Park & Ride and the 185th light rail station  | The Draft Plan did not currently show service between the Shoreline Park and Ride (192nd and Aurora) and the 185th light rail station. Staff is currently discussing this request with KC Metro staff. | The North Link project does not address this. Shoreline and transit providers are still in discussion for future service to the 185 <sup>th</sup> light rail station.  |
| 3. Redirect commuter routes that travel to downtown Seattle via I-5 to Shoreline light rail stations. Reallocate those hours to feeder routes that will bring commuters from park & ride lots or other areas of Shoreline to these stations. | A number of Frequent and Local routes connect the 145th Street and 185th Street light rail stations to Shoreline park and ride lots and other Shoreline neighborhoods and commercial areas.            | The North Link project precedes opening of light rail stations in Shoreline so does not address this. Many routes now service or terminate at the Northgate Station. There does not appear to be much new local service added. |
| 4. Provides routing options to reduce travel times between Shoreline Community College, North Seattle Community College, Edmonds Community College and Northgate.  | The Plan provides multiple Frequent routes to connect Shoreline Community College with Northgate as well a route to connect Shoreline Community college to North Seattle Community College.            | Route 345 will have additional peak trips (Shoreline CC to North Seattle CC to Northgate Station).   |



| Shoreline Requested Service Improvements   | Metro Connects (Plan) Comments  | Status   |
|--|---|--|
| 5. Coordinate efforts between Community Transit and Metro Transit to provide bus service between Shoreline Community College and Edmonds Community College.  | Connections between Shoreline Community College and Edmonds Community College are under discussion with Community Transit and KC Metro Transit staff.   | The North Link project does not address this issue. It is more likely to evolve in the next revisions. Staff will continue to work with Metro and Community Transit over the next few years.   |
| 6. Provide transit service between the two Shoreline high schools (Shorewood High School and Shorecrest High School) - provided with a transfer  | Service is provided between the two high schools via a Local transfer at 175th. Shoreline staff requested timing of these two routes to minimize waiting times between transfers.   | The North Link project does not address this 2040 vision element. It is more likely to evolve in the next revisions. Staff will continue to work with Metro and Community Transit over the next few years.   |
| 7. Between the Shoreline high schools and Shoreline Community College.   | Service is provided between the two high schools via a local transfer on 175th Street. Shoreline staff has requested that the schedule of these two routes be coordinated in order to minimize waiting times between transfers. | The North Link project does not address this 2040 vision element. It is more likely to evolve in the next revisions. Staff will continue to work with Metro and Community Transit over the next few years.   |
| 8. Ensure that north-south routes that intersect east-west routes do so at similar times in order to reduce delays associated with transfers.  | This request has been noted by KC Metro.  | The North Link project information to date does not provide complete schedules/timing. There are additional north -south peak trips on several routes that begin to address this issue. East-west routes including on 145 <sup>th</sup> Street and 175 <sup>th</sup> Street are not addressed yet. |
| 9. Expand Route 373, running from the Aurora Village Transit Center to the University of Washington, from a peak-only service to an all-day service, in accordance with Metro's existing Strategic Plan. | The Draft Plan includes a Frequent route from the 185th Light Rail station to the University of Washington.   | Route 373 has been deleted. Any of the routes that connect to the Northgate Station will connect to the University District. Routes 73, 347, and 348 will serve portions of the prior on-street 373 route.   |
| 10. Emphasize the need for express bus service from Shoreline to the University of Washington during the peak period.  | The draft Plan provides multiple Frequent routes to the University of Washington.   | Any of the routes that connect to the Northgate Station will connect to the University District.   |