

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Update on the King County Metro Bus Service Lynnwood Link Phase 2 Restructure		
DEPARTMENT:	Public Works		
PRESENTED BY:	Nytasha Walters, Transportation Services Manager		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

King County Metro (Metro) is planning service revisions to its bus system to coincide with the Sound Transit operation of new high-capacity transit service in north King County. Sound Transit will soon be operating light rail service, the Lynnwood Link Extension (LLE), from the Northgate Transit Center to the Lynnwood Transit Center. This extension includes the two new light rail stations in Shoreline at NE 148th Street (Shoreline South/148th Station) and NE 185th Street (Shoreline North/185th Station) with service currently scheduled to commence in the summer of 2024. Additionally, Sound Transit will begin operating bus rapid transit (BRT) service on State Route 522 (Bothell Way) and State Route 523 (145th Street) between Bothell and Shoreline in 2026 to connect to the Shoreline South/148th light rail station and transit center. The second discussion item on tonight’s Council agenda will provide an update on this BRT project.

To prepare for this transition, Metro is undertaking a three phased service planning and stakeholder engagement process called the Lynnwood Link Connections project. The initial phase, Phase 1, was conducted in 2022. During Phase 1, Metro received direct feedback from stakeholder engagement surveys, conversations with Community-Based Organizations (CBOs), and input from two advisory committees – a government agency/institution-based Partner Review Board and citizen-based Mobility Advisory Board. Through the Phase 1 stakeholder engagement process, Metro staff identified common themes and priorities to inform their draft service restructure proposal to be reviewed in Phase 2 of their service planning process.

In January 2023, Metro kicked off Phase 2 of this planning effort. Metro is now seeking feedback on community priorities and the proposed route changes. Metro will use this input to inform the final (Phase 3) draft bus network. This staff report will review Metro’s proposed service network and potential affected routes and provide an assessment of how service for Shoreline residents may be affected.

Tonight, Metro staff Yingying Huang Fernandes, Lynnwood Link Connections Project Manager, Luke Distelhorst, Community Engagement Planner, Graydon Newman, Service Planning Supervisor, and Amanda Pleasant-Brown, Government Relations

Jurisdictional Lead, will provide a summary of this process to date and update the City Council on Metro's 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 **BE** City Attorney **MK**

INTRODUCTION

King County Metro (Metro) is planning service revisions to its bus system to coincide with the Sound Transit operation of new high-capacity transit service in north King County. Sound Transit plans to operate light rail service —the Lynnwood Link Extension (LLE) from the Northgate Transit Center to the Lynnwood Transit Center. This extension includes the two new light rail stations in Shoreline at NE 148th Street (Shoreline South/148th Station) and NE 185th Street (Shoreline North/185th Station) with service currently scheduled to commence in 2024. Additionally, Sound Transit will begin operating bus rapid transit (BRT) service on State Route 522 (Bothell Way) and State Route 523 (145th Street) between Bothell and Shoreline in 2026 to connect to the Shoreline South/148th light rail station and transit center.

To prepare for this transition, Metro is undertaking a three phased service planning and stakeholder engagement process called the Lynnwood Link Connections project. The initial phase, Phase 1, was conducted in 2022. During Phase 1 Metro received direct feedback from stakeholder engagement surveys, conversations with Community-Based Organizations (CBOs), and input from two advisory committees – a government agency/institution-based Partner Review Board and citizen-based Mobility Advisory Board. Through the Phase 1 stakeholder engagement process Metro staff identified common themes and priorities to inform their draft service restructure proposal to be reviewed in Phase 2 of their service planning process.

Phase 2 is now underway. Metro is in the process of gathering comments through community engagement efforts on the Phase 1 proposed restructured routes. A current community survey is now open online until March 10, 2023. Metro will review comments and refine the network concept into a draft final proposal for changes to service and share this final proposal with the community to resolve remaining issues in summer/fall 2023.

BACKGROUND

Shoreline staff have been working with Metro for many years, planning for appropriate service for the growing Shoreline community. The following information highlights key efforts in this ongoing collaboration.

King County Metro Long-Range Plan (Metro Connects)

In January 2015, 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. During initial planning efforts, Shoreline staff provided Metro with requests for service that would coordinate with the Shoreline Comprehensive Plan to ensure that transit supported the City’s planned development. Metro and Shoreline staff presented the City Council with Metro Connects at the [May 9, 2016 Council meeting](#).

The City was pleased that Metro Connects emphasized frequent bus service throughout the City, serving 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 145th Street corridor (though the service did not extend west to 3rd Avenue NW).

In 2016, although a few issues remained outstanding, 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 a first step in interim service adjustments, the North Link Connections Mobility Project (North Link project) made route revisions to provide better access to light rail from Husky Stadium north to the Northgate Transit Center. Changes to the King County Metro transit network as part of the North Link project were discussed at the [June 22, 2020 Council meeting](#). Metro noted that another service restructure would occur to support operation of the Lynnwood Link Extension – this is the Lynnwood Link Connections project and the subject of this staff report.

In Shoreline, the North Link project resulted in numerous route revisions, several route deletions, and one new route. Many of the route revisions were in frequency of service only. More frequent service was 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. Some routes that had traveled to downtown Seattle are now connecting users to light rail stations that opened in 2021 (Northgate, Roosevelt, U-District). The new transit service proposals of the North Link project took effect in September 2021.

2021 King County Metro Policy Updates

In 2021, service in Shoreline came under further review with a network wide equity lens. In April of that year, Shoreline City Manager Debbie Tarry corresponded with King County Metro Transit General Manager, Terry White, to provide support for King County Metro's commitment to an equity-driven approach to service planning with its recommendations for North Link Connections service changes. This correspondence shared concerns of balancing King County Metro's commitment to regional equity with the need to adequately serve Shoreline's growing transit-oriented communities (and significant investments toward the larger regional vision) and indicated this would continue to be a significant focus to the Shoreline community.

Shoreline Transit Plan

The City has been advocating for a transit network that serves community members with a level of frequent and reliable service that meets existing and projected ridership demand, especially in areas targeted for significant residential and/or commercial growth and connects to key regional destinations. To support this, the City Council recently adopted a Transit Plan in the Transportation Element of the City's Comprehensive Plan (adopted [November 2022](#)). This plan encompasses Metro's transit level of service reflected in Metro Connects, which is also reflective of many Shoreline community concerns.

Use of transit is influenced by the ability of riders to access transit service and the amount of the City served by transit. As a general rule, a comfortable walking distance for pedestrians to access a bus stop or light rail stop is a quarter mile and a half-mile, respectively (See Attachment A for a map of the City's Transit Plan vision). This plan

illustrates routes with the levels of frequent service (15 minutes) and local service (30 minutes/plus) that recognizes factors that influence transit ridership and support the City's existing and planned levels of residential growth and commercial development.

The Transit Plan also reflects input received through the recent Transportation Master Plan stakeholder engagement process which identified travel time, convenience, reliability, safety, and the need for more east/west connections as top Shoreline community transit concerns. The top destinations in Shoreline that were important to those providing feedback were the future light rail stations, followed by several of the City's business areas. Top destinations outside of Shoreline were downtown Seattle (this had the most mentions by far), SeaTac Airport, UW/Husky Stadium/University District, and Northgate, as well as north to Lynnwood (Alderwood Mall).

DISCUSSION

Lynnwood Link Connections Project Proposed Network

Metro is now proposing a number of significant changes to north King County Metro routes, including those servicing Shoreline. All updated routes and their potential revisions can be viewed on the project webpage at [Lynnwood Link Connections](#).

Common themes from the Phase 1 community engagement used to create the potential bus routes included:

- Create new and improved east-west transit connections.
- Provide transit to/from important community-identified destinations, where populations live, and locations with dense housing development plans by 2026.
- Improve nighttime transit service serving major and important destinations.
- Maintain and improve frequencies on routes that connect to/from major destinations and/or frequent high-capacity transit (RapidRide, Link, Stride BRT, etc.).
- Improve weekend transit service serving major and important destinations.
- Ensure that transit transfers are convenient, accessible, reliable and as seamless as possible for all riders, especially priority populations.

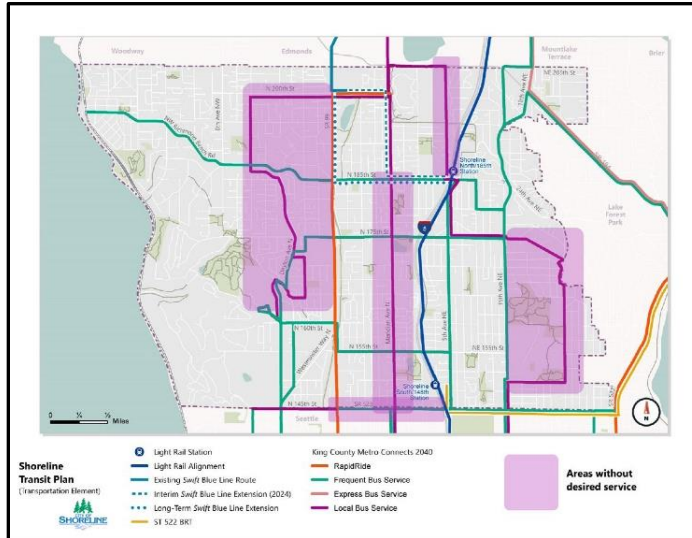
Additional needs heard that Metro will continue to address within and with partners include:

- Ensuring convenient access getting to/from transit stops.
- Improving safety and comfort at transit stops and while riding the bus or train.
- Improving transit travel time to/from major destinations.

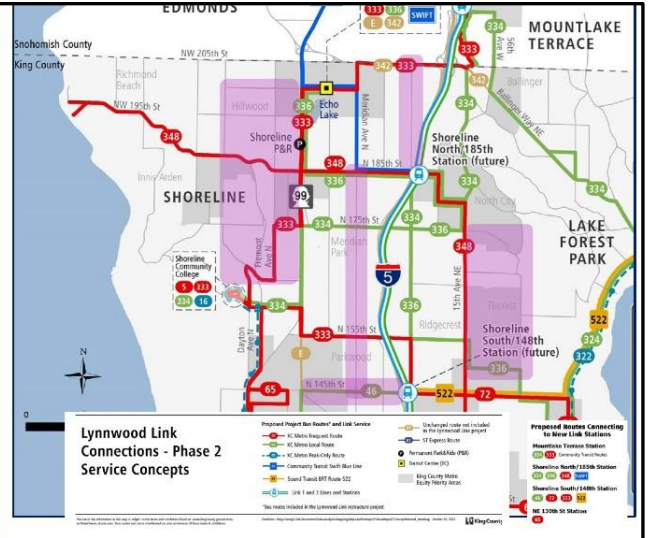
In order to better understand some of the existing routes that will be revised or replaced, Attachment B to this staff report shows the current Metro Northwest routes. Attachment C is the Metro Lynnwood Link Connections – Phase 2 Service Concepts Map which is the proposed draft network with routes/service being proposed. These are the routes for which Metro is currently trying to gather public comment.

The following images offer a quick comparison of the City’s Transit Plan/vision with the Lynnwood Link Connections proposed service. Shading has been added to indicate some areas of concerns where the City’s long-term vision is not being addressed in the current service proposal.

Shoreline Transit Plan:



LL Connections Phase 2:



A detailed look at service proposal and concerns are addressed in the following sections of this report.

Lynnwood Link Connections Draft Service Proposal and Routes

King County Metro is proposing significant changes to some current bus routes. Several routes are being deleted and to some extent replaced with new routes. Other routes receive additional service. Some neighborhoods will be served in different ways, which will create convenience for some and new connections or new routes for others, depending on individual destinations. For example, a direct link to Northwest Hospital/North Seattle College/Northgate from neighborhoods along routes 345 and 346 no longer exists. The following table provides highlights of routes that service the City of Shoreline.

Table 1. Shoreline Bus Routes and Proposed Changes

Status	Route #	Route Description	Route Changes
Revised	16	Greenwood - Phinney – Aurora - Downtown	Will extend north to Shoreline Community College (currently terminates at 145 th Street/Bitter Lake); peak only.
Revised	28	No longer services Shoreline	Deletes the peak-only segment that operates between N 145 th St and NW 100 th Pl via 3 rd Ave NW.
Revised	65	Bitter Lake – 130 th light rail station - Lake City	Changes northern connection in Shoreline; will start at 145 th /Greenwood and south to 130 th . Currently starts on east side of I-5 at 145 th /15 th Ave NE.
Revised	348	Richmond Beach to 185 th Station to Northgate Station via 15 th Ave NE	Change in route in North City; will travel along 15 th Ave NE and 180 th Street instead of 5 th Ave NE and 175 th Street. Will have increased frequency of service.
New	46	Northgate Station to Shoreline South/148 th Station	Replaces portions of routes 345 and 346. 148 th Station, 145 th , Aurora, 130 th , Haller Lake, Northwest Hospital, Northgate Station.
New	72	Shoreline South/148 th Station to U-District	New route travels from 148 th Station along 145 th to Lake City Way and south to the U-District (southern portion of current route 372).
New	333	Shoreline South/148 th Station to Mountlake Terrace Station	Replaces portions of routes 301, 330, and 331. New evening and night service. Connects 148 th Station, Parkwood, Shoreline Community College, Richmond Highlands, Aurora Ave, Aurora Village, and the Mountlake Station.
New	334	Shoreline Community College to Kenmore P&R via Mountlake Terrace Station	Replaces portions of the current routes 331 and 347 (both deleted). New east-west, all-day service (Includes evening and night service). Shoreline CC, 160 th , Aurora, 175 th , 185 th Station, North City, 15 th Ave NE, Mountlake Terrace station.

Status	Route #	Route Description	Route Changes
New	336	Lake City to Aurora Village Transit Center via North City	Replaces segments of existing routes 65, 301, 330, and 347. East-west local bus service between Shoreline and Seattle neighborhoods. Connects Echo Lake, Aurora Village, 185 th light rail station, North City, Ridgecrest, and Lake City.
Deleted	64	replaced	See route 65
Deleted	73	replaced	See routes 65, 72, 348
Deleted	301	replaced	See routes 333, 334, 336, 348
Deleted	302	replaced	See routes 333, 334, 336, 348
Deleted	303	replaced	See routes 333, 334, 336, 348
Deleted	304	replaced	See routes 46, 333
Deleted	330	replaced	See routes 72, 333, 336
Deleted	331	replaced	See routes 333 and 334
Deleted	345	replaced	See routes 46, 65, 333
Deleted	346	replaced	See routes 46, 65, 333, 334, 336
Deleted	347	replaced	See routes 334, 336, 348
Deleted	372	replaced	See routes 72 and 324
Unchanged	E-Line	From Aurora Village along Aurora Avenue to Downtown Seattle	No change; not a part of this route review.
Unchanged	5	Along Greenwood Avenue to Downtown Seattle	No change; continues to provide frequent, all-day service connecting Shoreline Community College, Bitter Lake, Broadview, Greenwood, Fremont, South Lake Union and downtown Seattle.

NOTE: Routes listed next to “replaced” routes are not exact replacements but are offered by Metro to cover some of the former route segments.

Additionally, Route 320 that travels along Bothell/Lake City Way is being replaced with a revised route 322. Route 372 is being replaced in part with a new route 72 and 324. Revised and new route maps are attached to this staff report as Attachment D.

Service Concerns and Conversations with King County Metro Staff

Shoreline staff identified several concerns with the currently proposed updates to service and are having active conversations with King County Metro staff. Some of the staff concerns include gaps in service coverage:

- ***Frequent service is not identified on the 145th Corridor west of I-5.*** The City has been planning for growth at the Shoreline South/148th Station with higher-density transit-oriented development and access to regional transit. Metro Connects reflects the City's investments and indicates frequent service on this section of 145th Street. With growth happening now and light rail opening in 2024, staff have expressed concerns to King County Metro that the Lynnwood Link Connections service updates do not match the City's needs. Additionally, the City has provided information regarding the high level of housing development that is currently in the permitting process, a number which exceeds previous planning projections.
- ***Meridian Avenue.*** Service on a large portion of Meridian Avenue is being removed. This is the current route 346. This leaves large sections of neighborhoods with the closest north/south transit service on Aurora Avenue, a distance of 0.5 to 1 mile away. For many residents, this is likely too far a distance to attract/maintain strong bus ridership and will create a hardship for those who rely on transit.
- ***Service in the Hillwood/Richmond Highlands Neighborhoods.*** Transit service in these neighborhoods is removed from N 200th Street to 3rd Avenue NW and Dayton Avenue (routes affected include 302, 304, and 331). Shoreline's desired transit plan maintains this service.
- ***175th Street Corridor.*** The City's Transit Plan identifies frequent service on the 175th Street corridor from Aurora to 15th Avenue NE, while the Lynnwood Link Connections Project only identifies local service. Frequent service is desired for improved east/west connections across the City to and from North City and Aurora.
- ***5th Avenue NE.*** The City's Transit Plan would like to see service north on 5th Avenue NE (west of I-5 and north of the Shoreline North/185th Station) connecting to service on 205th Street. This route does not exist today and is not included in this service revision.

Shoreline staff have expressed the concerns identified above to Metro staff. Metro staff have noted these concerns and also explained that although Metro Connects is consistent with desired level of service in Shoreline's Transit Plan, Metro Connects is not fully funded and therefore a comprehensive implementation of the level of service identified is not financially feasible. Metro staff have explained that this service restructure has to be strategic and prioritize the limited funds available considering both Metro's countywide service planning goals and stakeholder input.

Next Steps for Lynnwood Link Connections Project

In summer/fall 2023, the Mobility Board will help King County Metro refine the network concept into a final proposal for changes to service. Metro will share this final proposal with the community for one final round of review (Phase 3). In fall 2023, Metro will finalize draft service change legislation and forward it for the King County Executive and King County Council for consideration and adoption in spring 2024.

STAKEHOLDER OUTREACH

The King County Metro Lynnwood Link Connections project will include an Equity Impact Review (EIR) study to ensure that proposed route changes will improve mobility and access to transportation for priority populations in King County. King County Metro is collecting feedback from the community through surveys and conversations with Community-Based Organizations (CBOs) and receiving input from their Partner Review and Mobility Boards. Community members can currently find information on the [Lynnwood Link Connections project webpage](#) and provide comments in an on-line survey, which is open until March 10, 2023.

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.

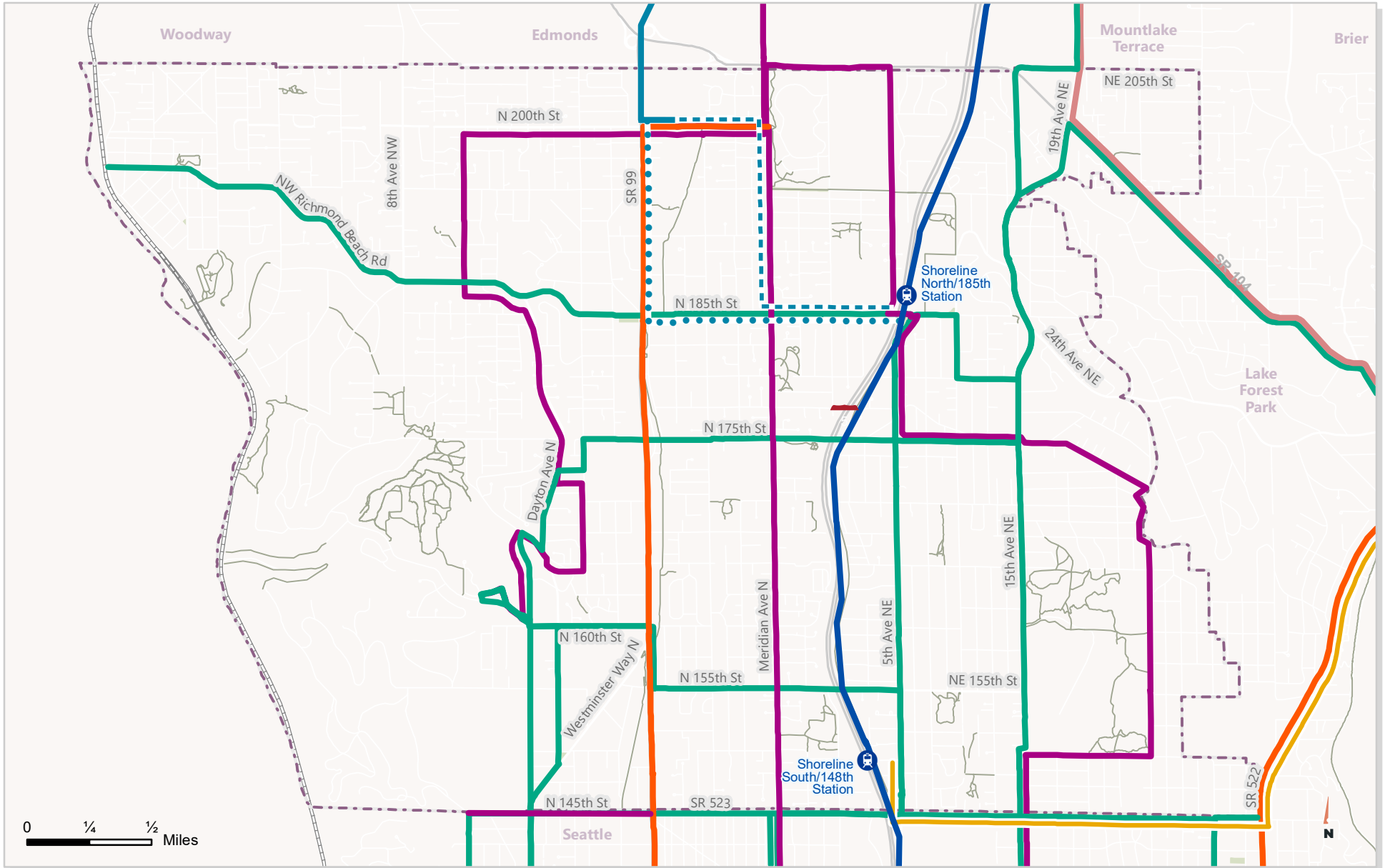
ATTACHMENTS

Attachment A – Shoreline Transit Plan Map

Attachment B – King County Metro Current Transit System (Northwest Area) Map

Attachment C – Lynnwood Link Connections – Phase 2 Service Concepts Map

Attachment D – King County Metro Maps and Descriptions of Revised and New Routes



City Boundary

Trail

Park

Light Rail Station

Light Rail Alignment

Existing *Swift* Blue Line Route

Interim *Swift* Blue Line Extension (2024)

Long-Term *Swift* Blue Line Extension

ST 522 BRT

King County Metro Connects 2040

RapidRide

Frequent Bus Service

Express Bus Service

Local Bus Service

Metro Transit System: Northwest Area



Bus Routes and Facilities

- RapidRide line and stop** (Red line with 'C' icon)
- 120** frequent all-day route: every 15 minutes or less M-F, 6am-7pm; *30 minutes or less M-F, 7pm-10pm, and weekends, 6am-10pm
- 125** all-day route
- 131 132** all-day routes that combine for frequent service
- 102** route includes Night Owl service
- 204** Dial-A-Ride Transit (DART): fixed route / flexible-service route (reserve a ride off the fixed route)

Agencies

- Metro Transit (King County)
- Sound Transit (regional express routes)
- Community Transit (Snohomish County)

Other Transit Services and Facilities

- Sounder commuter rail line and station (Amtrak icon)
- Link light rail line and station: 1 Line
- Seattle Streetcar line
- Seattle Center Monorail line and station
- Washington State Ferries route and terminal
- King County Water Taxi route and terminal (passenger-only ferry)
- ORCA: customer service office | vending machine | retailer

Selected Base Map Features

- 520 interstate / state highway routes

In general, the designations "St" and "Ave" are not shown on this map. In King and Snohomish counties "Streets" usually run east-west and "Avenues" usually run north-south.

MEDINA

incorporated city (all capital letters)

Admiral

neighborhood / unincorporated place point of interest or common destination

Transit Service at Major Park & Rides and Other Transfer Points

Park & Ride	Transit Service
Aurora Village Transit Center and Park & Ride	E Line, 301, 302, 303, 331, 342, 346 CT Swift, 101, 115, 130
Evergreen Point Park & Ride and Freeway Station	167, 255, 257, 268, 311, 982, 986, 992 ST 542, 545, 556 CT 424
I-5/NE 65th St/Green Lake Park & Ride	45, 62, 64X, 79, 322 ST 542
Kenmore Park & Ride	225, 320, 322, 331, 342, 372X ST 522
Mercer Island Park & Ride	204, 216, 630, 981, 989 ST 550, 554
Mountlake Terrace Transit Center and Park & Ride	347 ST 511, 512, 513 CT 111, 112, 119, 130, 410, 413, 415, 435, 810, 871
Northgate Station and Park & Rides	20, 40, 67, 75, 301, 302, 303, 304, 320, 345, 346, 347, 348 ST Link 1 Line, 511, 512, 513 CT 810, 821, 860, 871, 880
Shoreline Park & Ride	E Line, 301, 304, 342
I-5 at NE 45th St Freeway Station	64X ST 512
I-5 at NE 145th St Freeway Station (southbound only)	304 ST 512
Mount Baker Transit Center	7, 8, 9X, 14, 48, 106, 987 ST Link 1 Line
Roosevelt Station	45, 62, 64X, 67, 73, 79, 322, 988 ST Link 1 Line, 522
U District Station	20, 31, 32, 43, 44, 45, 48, 49, 70, 73, 75, 79, 167, 271, 372X ST Link 1 Line, 543, 556, 586
University of Washington Station	43, 44, 45, 48, 65, 67, 73, 75, 167, 255, 271, 372X, 988 ST Link 1 Line, 542, 556, 586

Legend

- 1 Alaska Junction (SW Alaska St and California Ave SW) C Line, 22, 50, 55, 57, 128, 773
- 2 Ballard (NW Market St and Ballard Ave NW) 17X, 18X, 29, 40, 44
- 3 Capitol Hill (Broadway/E Pine St/E Olive St) 8, 9X, 10, 11, 43, 49, 60 | ST Link 1 Line
- 4 Delridge (SW Genesee St and Delridge Way SW) 50, 120, 125
- 5 Fremont (Fremont Ave N and N 34th St) 31, 32, 40, 62
- 6 Kenmore (NE Bothell Way and 68th Ave NE) 225, 320, 322, 331, 342, 372X, 981 | ST 522
- 7 Lake City (Lake City Way NE and NE 125th St) 20, 65, 75, 320, 322, 330, 372X | ST 522
- 8 University District (University Way NE/15th Ave NE and NE Campus Parkway) 20, 43, 44, 45, 48, 49, 65, 67, 70, 73, 75, 79, 167, 255, 271, 372X | ST 542, 556, 586
- 9 University of Washington Campus 45, 67 (65), 75, 372X
- 10 Uptown (1st Ave N and Mercer St) D Line, 1, 2, 8, 13, 29, 32, 994

0 1/2 1 Miles

8a-12

September 2022



Lynnwood Link Connections - Phase 2 Service Concepts

- Proposed Project Bus Routes* and Link Service**
- RT (Red) KC Metro Frequent Route
 - RT (Green) KC Metro Local Route
 - RT (Blue) KC Metro Peak-Only Route
 - RT (Dark Blue) Community Transit Swift Blue Line
 - RT (Yellow) Sound Transit BRT Route 522
 - Link 1 and 2 Lines and Stations

- RT (Yellow) Unchanged route not included in the Lynnwood Link project
- RT (Blue) ST Express Route
- P Permanent Park&Ride (P&R)
- Yellow Square Transit Center (TC)
- Grey Area King County Metro Equity Priority Areas

*Bus routes included in the Lynnwood Link restructure project



How often might this bus run?

Current Route 5		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
Current Route 5	Weekday	15	15	15	20-30	4 a.m. – 12:45 a.m.
	Saturday	20-30	20	30	30	4 a.m. – 12:45 a.m.
	Sunday	30	30	30	30	4 a.m. – 12:45 a.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



Provide transit services where needs are greatest



Connects with key destinations

- Route 5 serves equity priority areas along Greenwood Ave N, has high ridership compared to other routes in Metro’s system, and serves major destinations that have historically been important to the community.
- Route 5 has no proposed changes and continues to provide frequent, all-day service connecting Shoreline Community College, Bitter Lake, Broadview, Greenwood, Fremont, South Lake Union and downtown Seattle.



Proposed Route - No Change

Link Light Rail

Link Stations



How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
Revised Route 16	Weekday	15	-	-	-	6:30 a.m. – 8 a.m. 4 p.m. – 5:45 p.m.
Replaced Route 16	Weekday	15-30	-	-	-	6:30 a.m. – 8 a.m. 4:15 p.m. – 5:45 p.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:

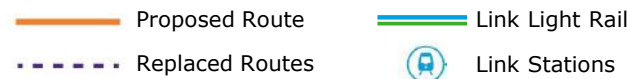
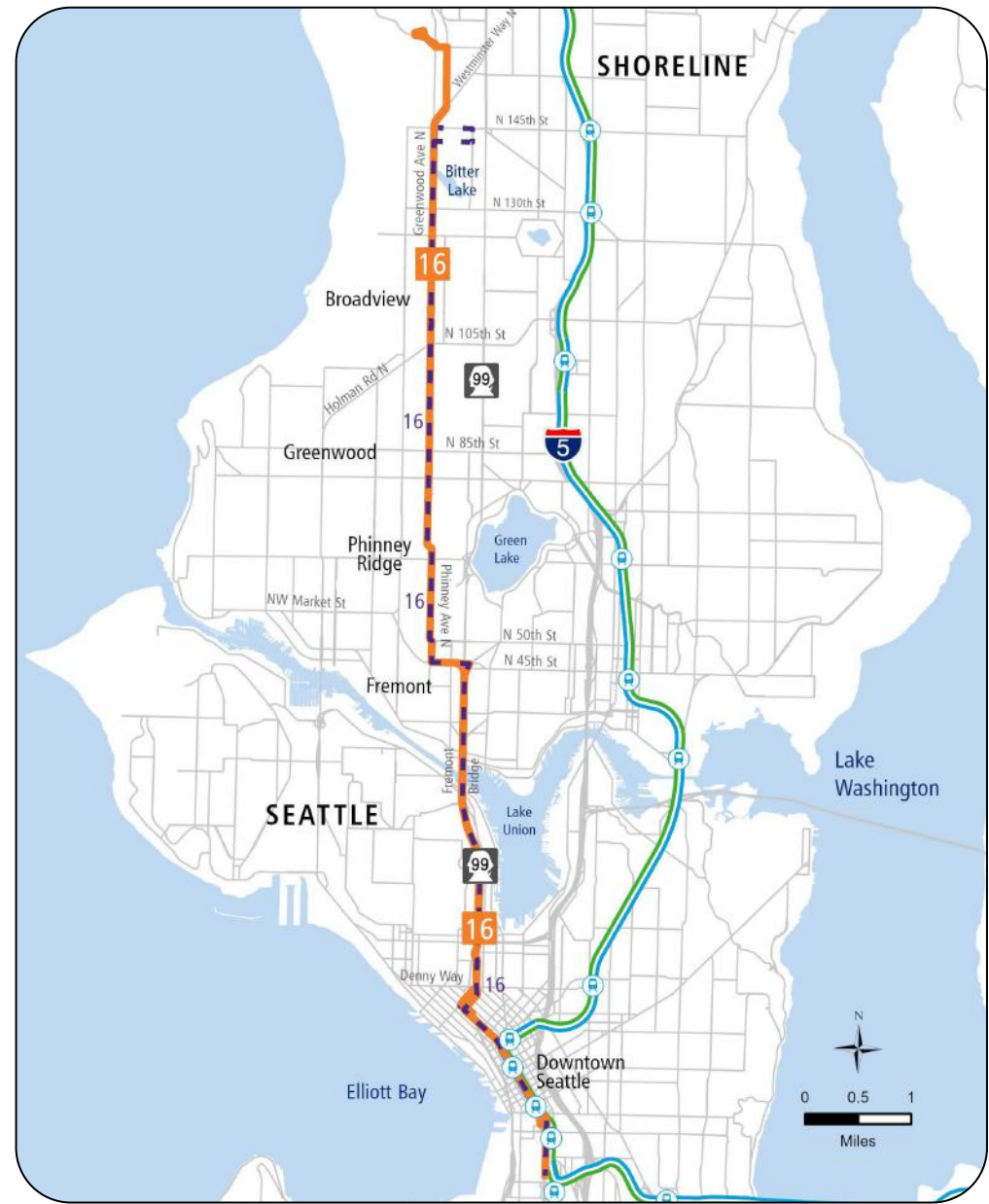


Connects with key destinations



Bus comes more often

- Extends the Route 16 northern start/end point to Shoreline Community College, instead of Bitter Lake.
- Provides peak-only trips combined with frequent all-day service on Route 5 to provide very-frequent service during peak travel times. This would connect Shoreline Community College, Bitter Lake, Broadview, Greenwood, South Lake Union and downtown Seattle.
- Provides additional trips during peak travel times to help prevent overcrowding and pass-ups.





How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
Revised Route 28	Weekday	15	30	30	30	5:15 a.m. – midnight
	Saturday	30	30	30	30	6 a.m. – midnight
	Sunday	30	30	30	30	6 a.m. – midnight
Replaced Route 28	Weekday	15	30	30	30	5:15 a.m. – midnight
	Saturday	30	30	30	30	6 a.m. – midnight
	Sunday	30	30	30	30	6 a.m. – midnight

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:

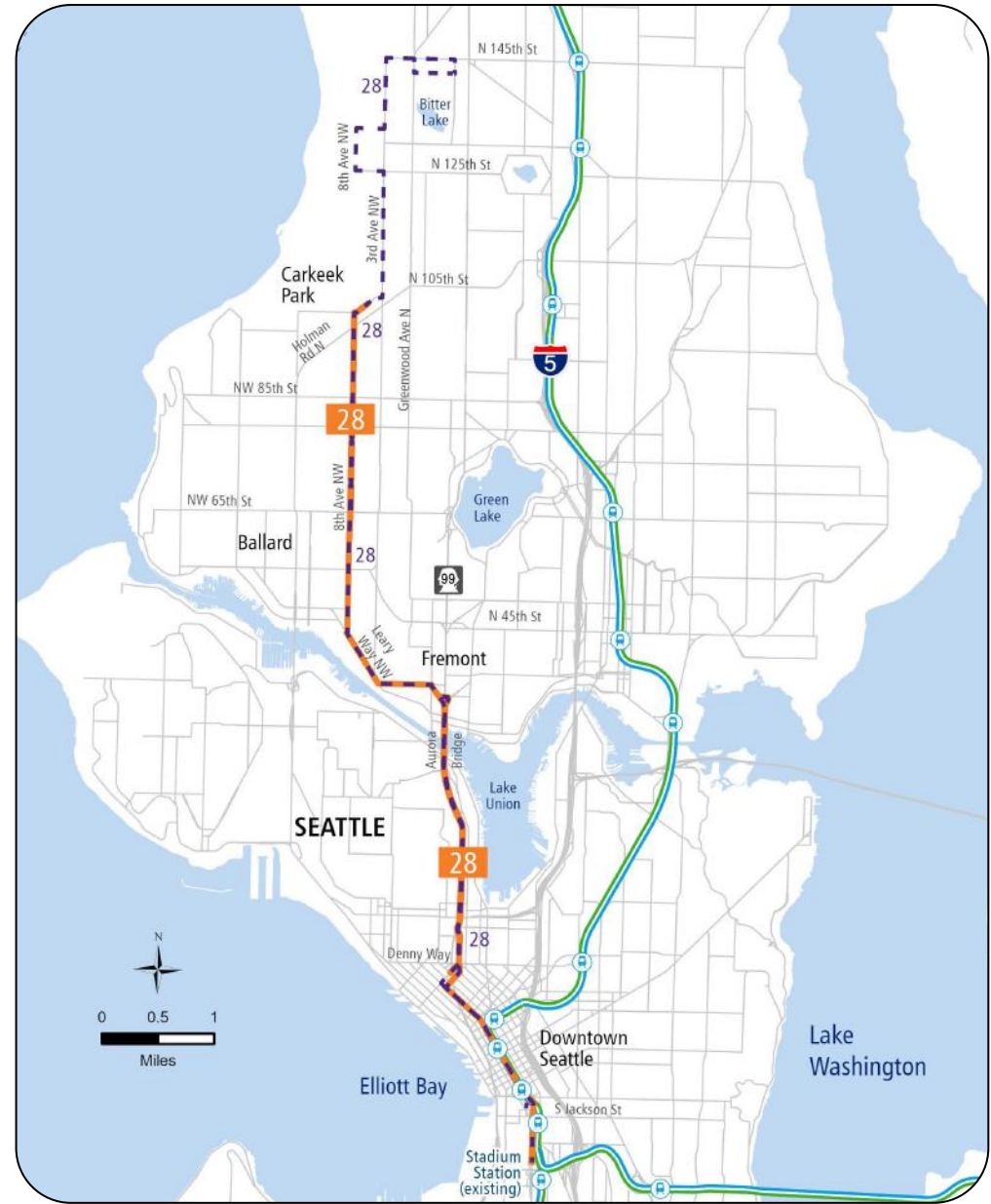


Provide transit services where needs are greatest



Connects with key destinations

- Deletes the peak-only segment of the current Route 28 that operates between N 145th St and NW 100th Pl via 3rd Ave NW. This peak-only segment has fewer than 10 daily riders and is only a quarter mile from Greenwood Ave N where the all-day Route 5 and peak-only Route 16 operate.
- This change would allow Metro to provide transit services where needs are greatest elsewhere in the project area.
- Continues to provide peak-frequent and all-day bus service connecting Carkeek Park, 8th Ave NW, Ballard, Fremont, South Lake Union and downtown Seattle.



— Proposed Route — Link Light Rail
- - - Replaced Routes Link Stations



How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
New Route 46	Weekday	15	20	20	30	6 a.m. – 11:30 p.m.
	Saturday	30	30	30	30	6 a.m. – 11:30 p.m.
	Sunday	30	30	30	30	6 a.m. – 11:30 p.m.
Replaced Route 345	Weekday	20	30	30	30	6:15 a.m. – 11:30 p.m.
	Saturday	30	30	60	60	6:30 a.m. – 11:30 p.m.
	Sunday	30	30	60	60	6:30 a.m. – 11:30 p.m.
Replaced Route 346	Weekday	20	30	30	30	5:15 a.m. – 11:15 p.m.
	Saturday	30	30	30	30	6 a.m. – 11:30 p.m.
	Sunday	30	30	30	30	6 a.m. – 11:30 p.m.
Replaced Route 304	Weekday	30	-	-	-	6:15 a.m. – 7:45 a.m. 4:30 p.m. – 5:30 p.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



More east-west connections

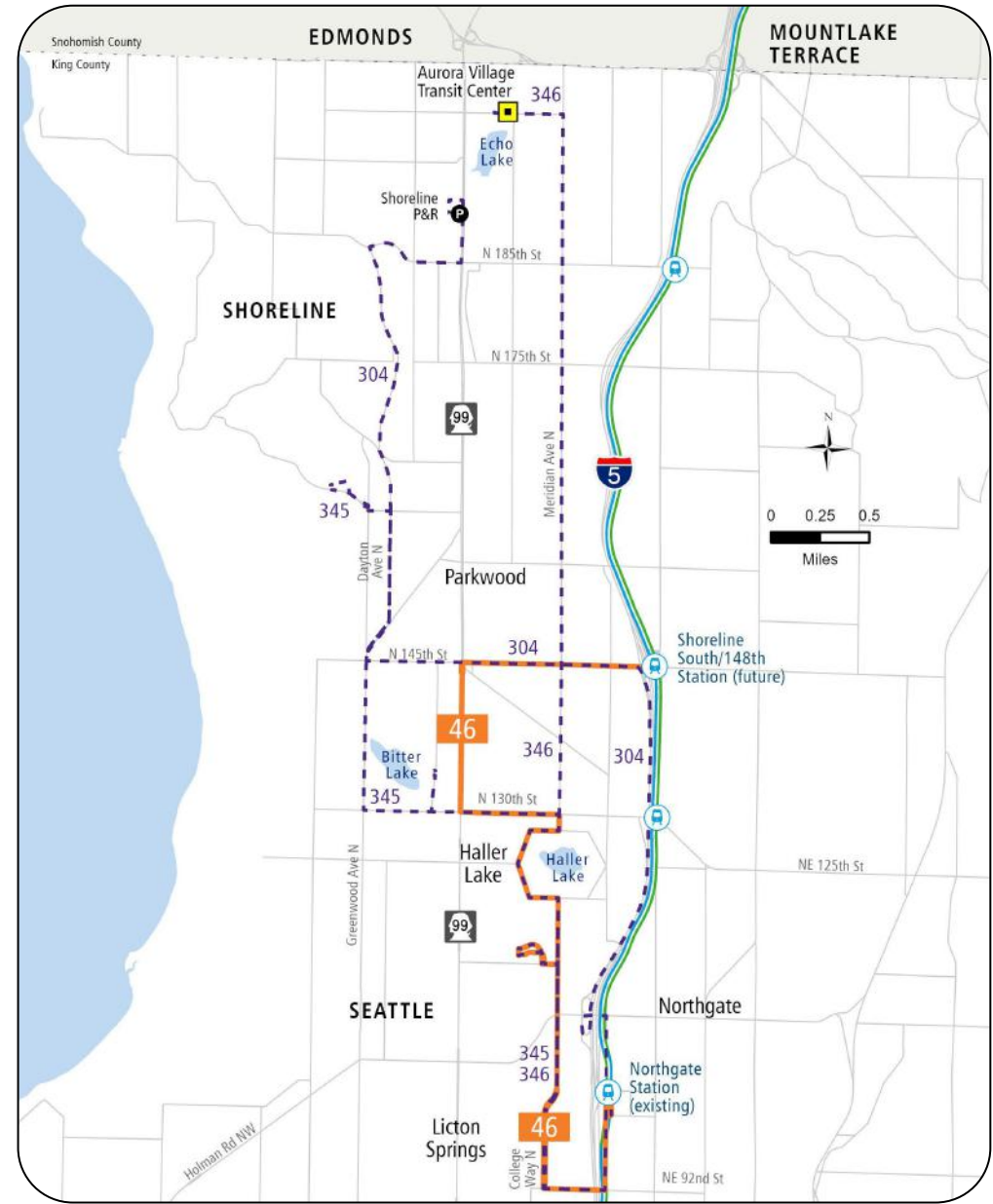


Connects with key destinations



Provide transit services where needs are greatest

- Replaces a portion of Routes 345 and 346 between Bitter Lake and Northgate Station, and provides a new, all-day, east-west connection along N 145th St between the new Shoreline South/148th Station and Bitter Lake/Aurora Ave N.
- Provides peak-frequent, all-day bus service that connects riders to Northgate, Licton Springs, Haller Lake, Bitter Lake, Northwest Hospital, Aurora Ave N and the new Shoreline South/148th Station.



— Proposed Route
 — Link Light Rail
 Transit Center
 Replaced Routes
 L Link Stations
 P Permanent Park & Ride



How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
Revised Route 65	Weekday	15	15	15	20-60	5 a.m. – 3 a.m.
	Saturday	15	15	15	20-60	5 a.m. – 3 a.m.
	Sunday	15	15	15	20-60	5 a.m. – 3 a.m.
Replaced Route 65	Weekday	15	15	15	15-60	5 a.m. – 3 a.m.
	Saturday	15	15	15	20-60	5 a.m. – 3 a.m.
	Sunday	15-20	15	20-30	30-60	5 a.m. – 3 a.m.
Replaced Route 345	Weekday	20	30	30	30	6:15 a.m. – 11:30 p.m.
	Saturday	30	30	60	60	6:30 a.m. – 11:30 p.m.
	Sunday	30	30	60	60	6:30 a.m. – 11:30 p.m.
Replaced Route 75	Weekday	10-15	15	15	30	5 a.m. – 1:30 a.m.
	Saturday	15	15	15	30	5:30 a.m. – 1:30 a.m.
	Sunday	30	15	15	30	5:30 a.m. – 1:30 a.m.
Replaced Route 64	Weekday	30	-	30	-	6 a.m. – 9 a.m. 4:15 p.m. – 7:15 p.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



More east-west Connections



Provide transit services where needs are greatest



Connects with key destinations



Reliable and convenient transfers

- Changes the northern half of Route 65 to provide a new, frequent, all-day east-west connection between Lake City and Bitter Lake while serving the future 130th Street Station. The route would also continue to provide service to the U District, Wedgwood and Lake City.
- Provides a frequent bus-to-Link connection at the 130th Street Station that would have short and reliable transfer times.
- Provides services to populations in equity priority areas along NE 125th St, NE 130th St and in the Bitter Lake neighborhood.



- Proposed Route
- Link Light Rail
- - - Replaced Routes
- Link Stations



How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
New Route 72	Weekday	15	15	15	30	5:30 a.m. – 1 a.m.
	Saturday	15	15	15	30	5:30 a.m. – 1 a.m.
	Sunday	15	15	15	30	5:30 a.m. – 1 a.m.
Replaced Route 372	Weekday	15	15	30	30	5:30 a.m. – midnight
	Saturday	15-30	15	30	30	6:15 a.m. – midnight
	Sunday	15-30	15	30	30	6:15 a.m. – midnight
Replaced Route 65	Weekday	15	15	15	15-60	5 a.m. – 3 a.m.
	Saturday	15	15	15	20-60	5 a.m. – 3 a.m.
	Sunday	15-20	15	20-30	30-60	5 a.m. – 3 a.m.

Note: Route 372 only runs between Lake City and University District on weekends.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.

** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



Bus runs later into the night



Connects with key destinations

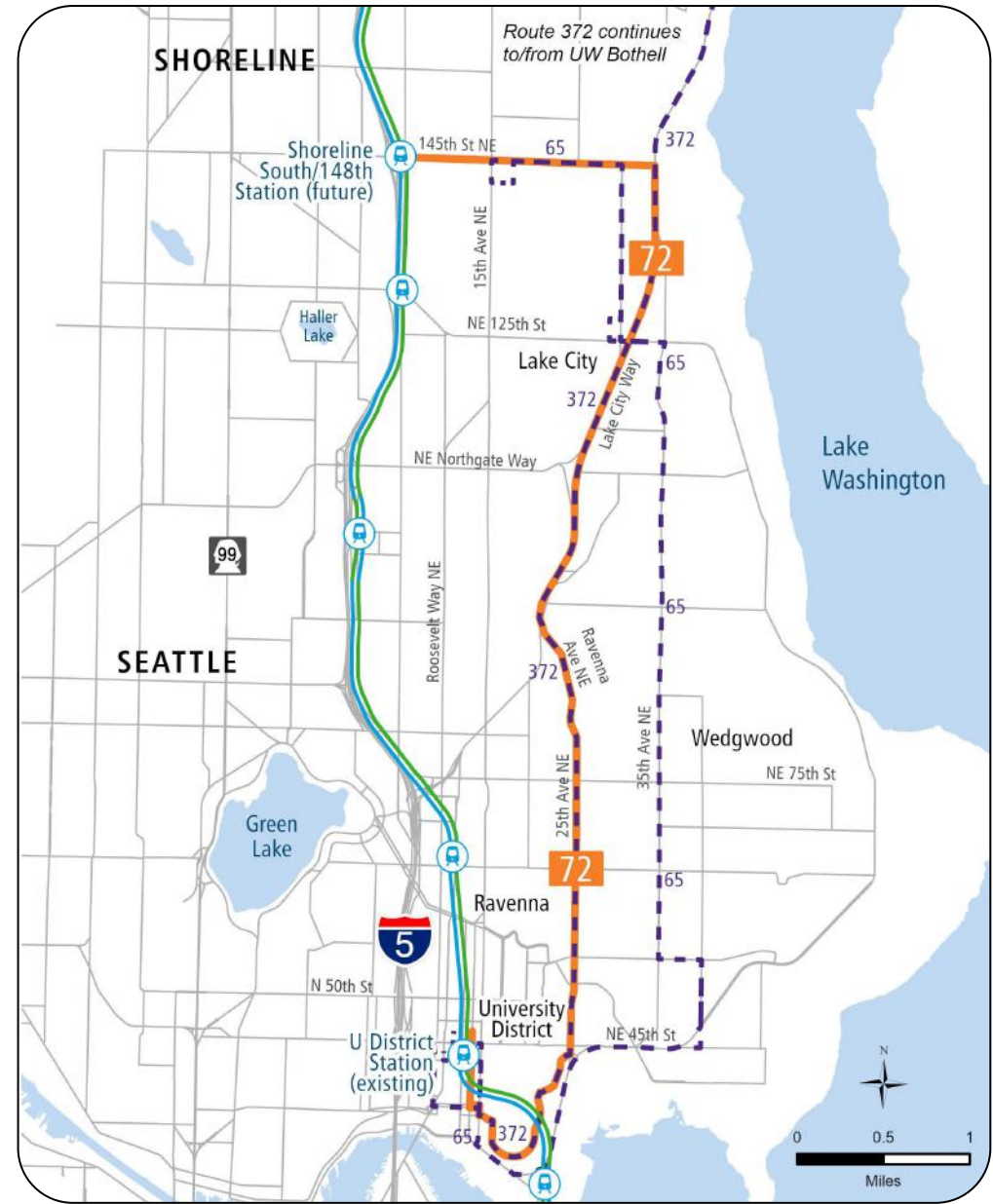


Reliable and convenient transfers



Bus comes more often

- Route 72 provides all-day frequent service with increased evening frequencies that connect Lake City, U Village, U District, Victory Heights and the Shoreline South/148th Station.
- Connects Lake City to the Shoreline South/148th Station via NE 145th St. to create a frequent connections to Link and 522 BRT, with short and reliable transfer times.
- Route 72 replaces the portion of Route 372 south of NE 145th St. while providing more service to meet rider demand. Over 85% of the rider activity on the current Route 372 occurs south of NE 145th St.
- The portion of Route 372 north of NE 145th St. is replaced by new local Route 324. This change allows Metro to provide service where needs are greatest.





How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
Revised Route 322	Weekday	15	-	-	-	5:15 a.m. – 8:45 a.m. 3:30 p.m. – 7 p.m.
Replaced Route 322	Weekday	30-60	-	-	-	5:45 a.m. – 8:45 a.m. 4 p.m. – 7:45 p.m.
Replaced Route 302/303	Weekday	15-30	-	-	30-60	5:30 a.m. – 7:15 a.m. 3:30 p.m. – 7:45 p.m.
Replaced Route 320	Weekday	30	-	-	-	5:30 a.m. – 9:30 a.m. 3:30 p.m. – 6:30 p.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



Bus comes more often

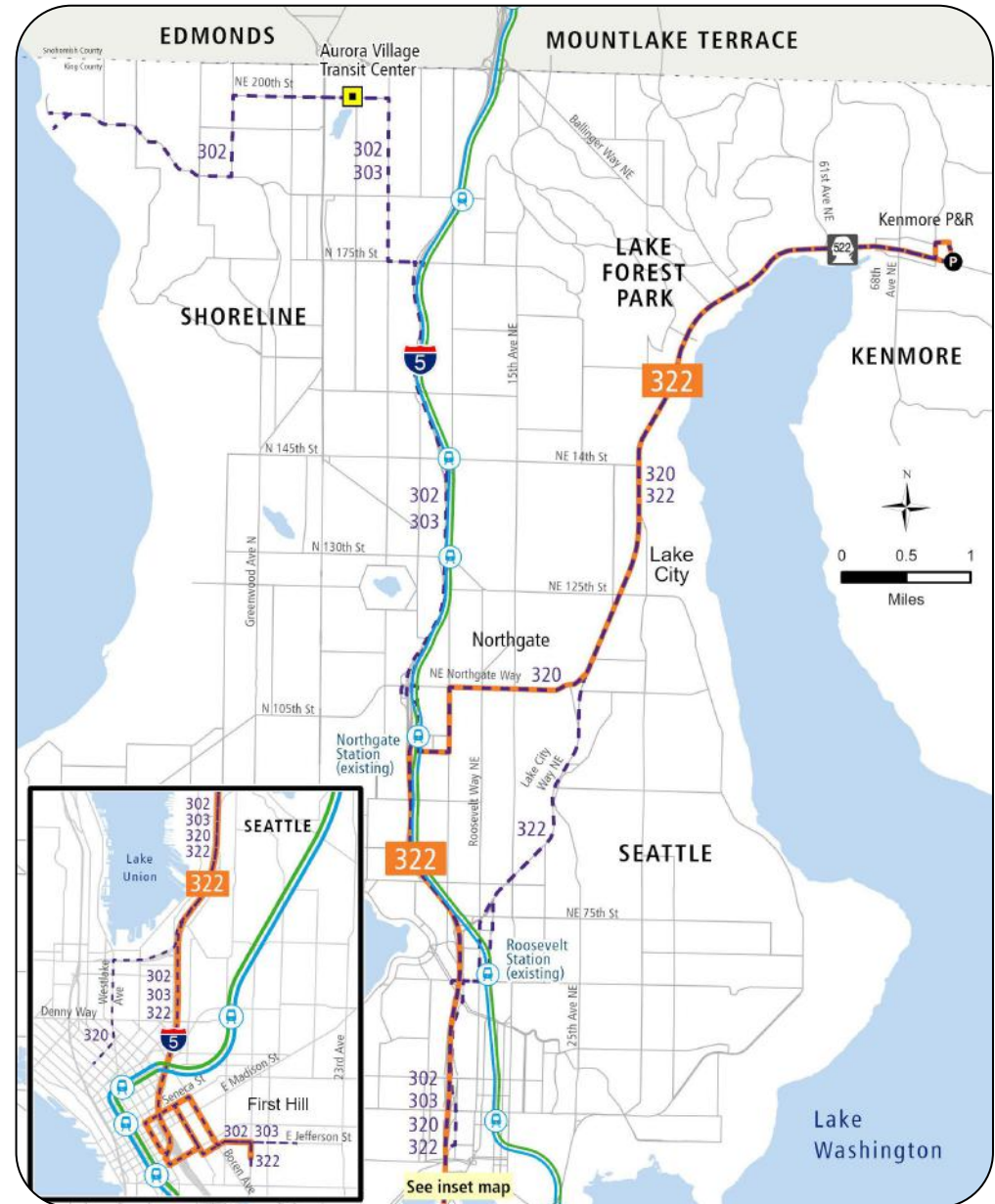


Provide transit services where needs are greatest



Connects with key destinations

- Provides more frequent peak-only service between Kenmore, Lake Forest Park, Lake City, Northgate and First Hill.
- Adjusts route to serve Northgate Station instead of Roosevelt Station and replaces the peak-only connections provided by Routes 302 and 303 from Northgate to First Hill and by Route 320 from Kenmore to South Lake Union. This change allows Metro to invest transit services where needs are greatest elsewhere in the project area.
- This change, along with changes to Sound Transit Express Route 522, creates a service gap along Lake City Way NE between 20th Ave NE and 15th Ave NE where Metro and Sound Transit would no longer serve stops.





How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
New Route 324	Weekday	30	30	30	30	5:30 a.m. – midnight
	Saturday	30	30	30	30	5:30 a.m. – midnight
	Sunday	30	30	30	30	5:30 a.m. – midnight
Replaced Route 372	Weekday	15	15	30	30	5:30 a.m. – midnight

Note: Route 372 does not run between UW Bothell and Lake City on weekends.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.

** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



Provide transit services where needs are greatest



Connects with key destinations



More bus trips on weekends

- Provides all-day local service between Lake City, Lake Forest Park, Kenmore and Bothell that would replace current Route 372. The portion of Route 372 south of NE 145th St. is replaced by the new Route 72.
- New Route 324 provides local weekend service between Lake City and Bothell that is not currently provided by Route 372, and only provided at limited stops by Sound Transit Express Route 522. This route covers areas in Lake City south of NE 145th St. that will not be served by Route 522 when it is changed to serve Shoreline South/148th Station.
- This route responds to feedback that Metro received from Phase I engagement to maintain local service and bus stops for priority populations in the Bothell and Kenmore areas.



— Proposed Route
 — Link Light Rail
 P Permanent Park & Ride
- - - Replaced Routes
 Link Stations

New Route 333: Shoreline South/148th Station to Mountlake Terrace Station via Shoreline CC



How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
New Route 333	Weekday	15	15	30	30	6 a.m. – midnight
	Saturday	15	15	30	30	6 a.m. – midnight
	Sunday	15	15	30	30	6 a.m. – midnight
Replaced Route 331	Weekday	20-30	30	-	-	6:15 a.m. – 7 p.m.
	Saturday	30-60	30-60	-	-	7 a.m. – 7 p.m.
	Sunday	30-60	30-60	-	-	7 a.m. – 7 p.m.
Replaced Route 330	Weekday	60	60	60	-	7 a.m. – 7:45 p.m.
Replaced Route 301	Weekday	30-40	-	-	-	4:45 a.m. – 8:30 a.m.
		15-30	-	-	-	4 p.m. – 7 p.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



Provide transit services where needs are greatest



Connects with key destinations

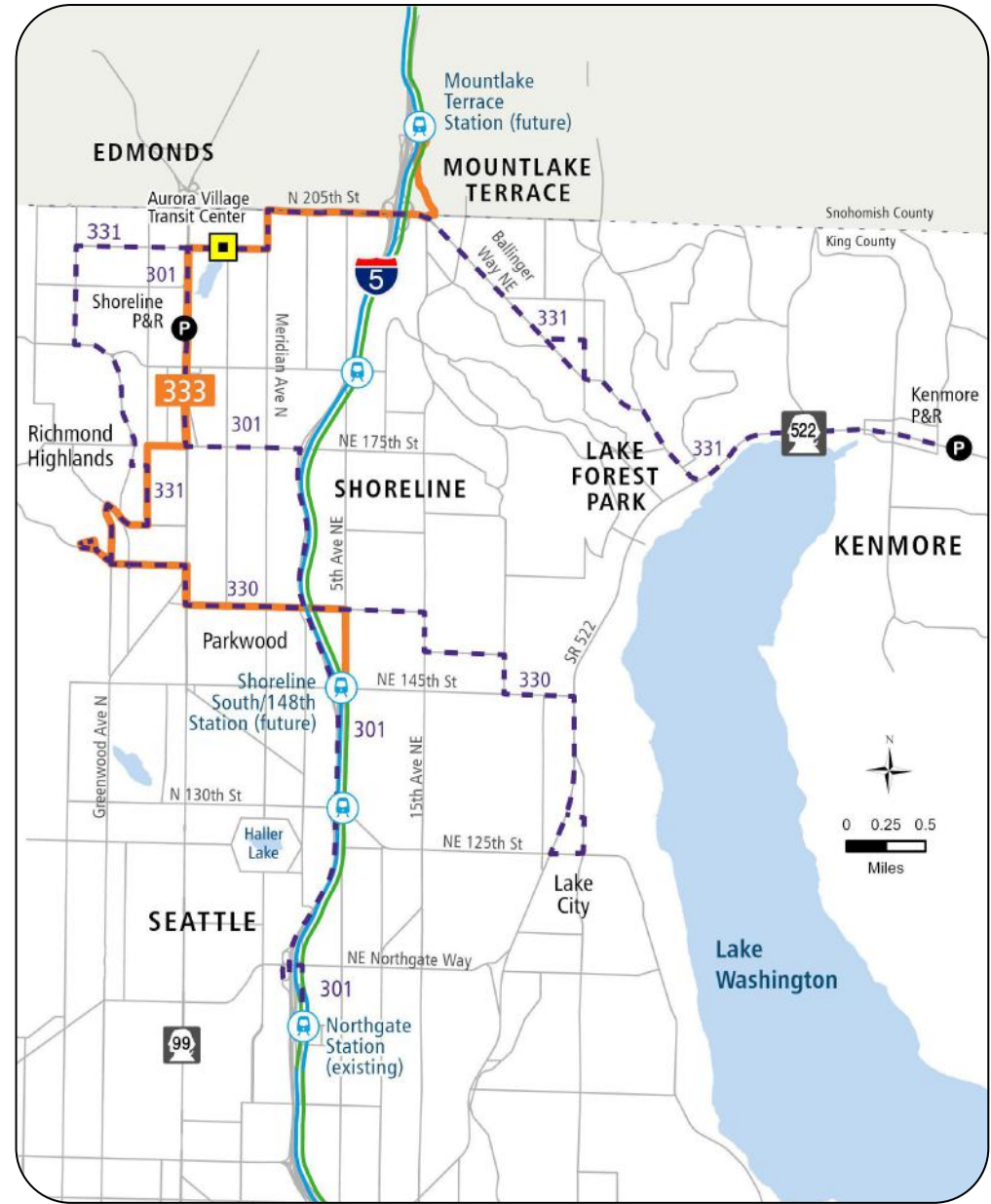


Bus runs later into the night



Bus comes more often

- Replaces portions of Routes 301, 330 and 331 while providing frequent, all-day bus service. New service into the evening and night has been added.
- Connects riders to the Shoreline South/148th Station, Parkwood, Shoreline Community College, Richmond Highlands, Aurora Ave N, Echo Lake, Aurora Village and the Mountlake Terrace Station.
- Route 333 runs on Aurora Ave N to serve equity priority areas where needs are greatest.



— Proposed Route
 — Link Light Rail
 Transit Center
- - - Replaced Routes
 B Link Stations
 P Permanent Park & Ride

New Route 334: Shoreline CC to Kenmore P&R via Mountlake Terrace Station



How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
New Route 334	Weekday	20-30	30	30	60	5:30 a.m. – midnight
	Saturday	30	30	30	60	6:30 a.m. – 11 p.m.
	Sunday	30	30	30	60	6:30 a.m. – 11 p.m.
Replaced Route 331	Weekday	20-30	30	-	-	6:15 a.m. – 7 p.m.
	Saturday	30-60	30-60	-	-	7 a.m. – 7 p.m.
	Sunday	30-60	30-60	-	-	7 a.m. – 7 p.m.
Replaced Route 347	Weekday	20-30	30	30	60	5:30 a.m. - 11:30 p.m.
	Saturday	30	30	60	60	6:30 a.m. – 11 p.m.
	Sunday	30	30	60	60	6:30 a.m. – 11 p.m.
Replaced Route 301	Weekday	30-40 15-30	-	-	-	4:45 a.m. – 8:30 a.m. 4 p.m. – 7 p.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



More east-west Connections



Connects with key destinations



Bus runs later into the night



More bus trips on weekends

- Replaces portions of the current Routes 331 and 347 and provides longer span of service into the evening and night, and more trips on weekends. When combined with Link light rail, this route also replaces current peak-only Route 301.
- Provides new east-west, all-day bus service between Shoreline Community College and North City via NE 175th Street, and between North City, Kenmore, Mountlake Terrace and Lake Forest Park.
- Connects riders to Link at the Shoreline North/185th and Mountlake Terrace stations.



— Proposed Route
 — Link Light Rail
 Transit Center
- - - Replaced Routes
 Link Stations
 P Permanent Park & Ride

New Route 336: Lake City to Aurora Village Transit Center via North City



How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
New Route 336	Weekday	30	30	30	30	6 a.m. – 11 p.m.
	Saturday	60	60	60	60	6 a.m. – 11 p.m.
	Sunday	60	60	60	60	6 a.m. – 11 p.m.
Replaced Route 330	Weekday	60	60	60	-	7 a.m. – 7:45 p.m.
Replaced Route 347	Weekday	20-30	30	30	60	5:30 a.m. – 11:30 p.m.
	Saturday	30	30	60	60	6:30 a.m. – 11 p.m.
	Sunday	30	30	60	60	6:30 a.m. – 11 p.m.
Replaced Route 65	Weekday	15	15	15	15-60	5 a.m. – 3 a.m.
	Saturday	15	15	15	20-60	5:15 a.m. – 3 a.m.
	Sunday	15-20	15	20-30	30-60	5:15 a.m. – 3 a.m.
Replaced Route 301	Weekday	30-40 15-30	-	-	-	4:45 a.m. – 8:30 a.m. 4 p.m. – 7 p.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



More east-west Connections



Provide transit services where needs are greatest

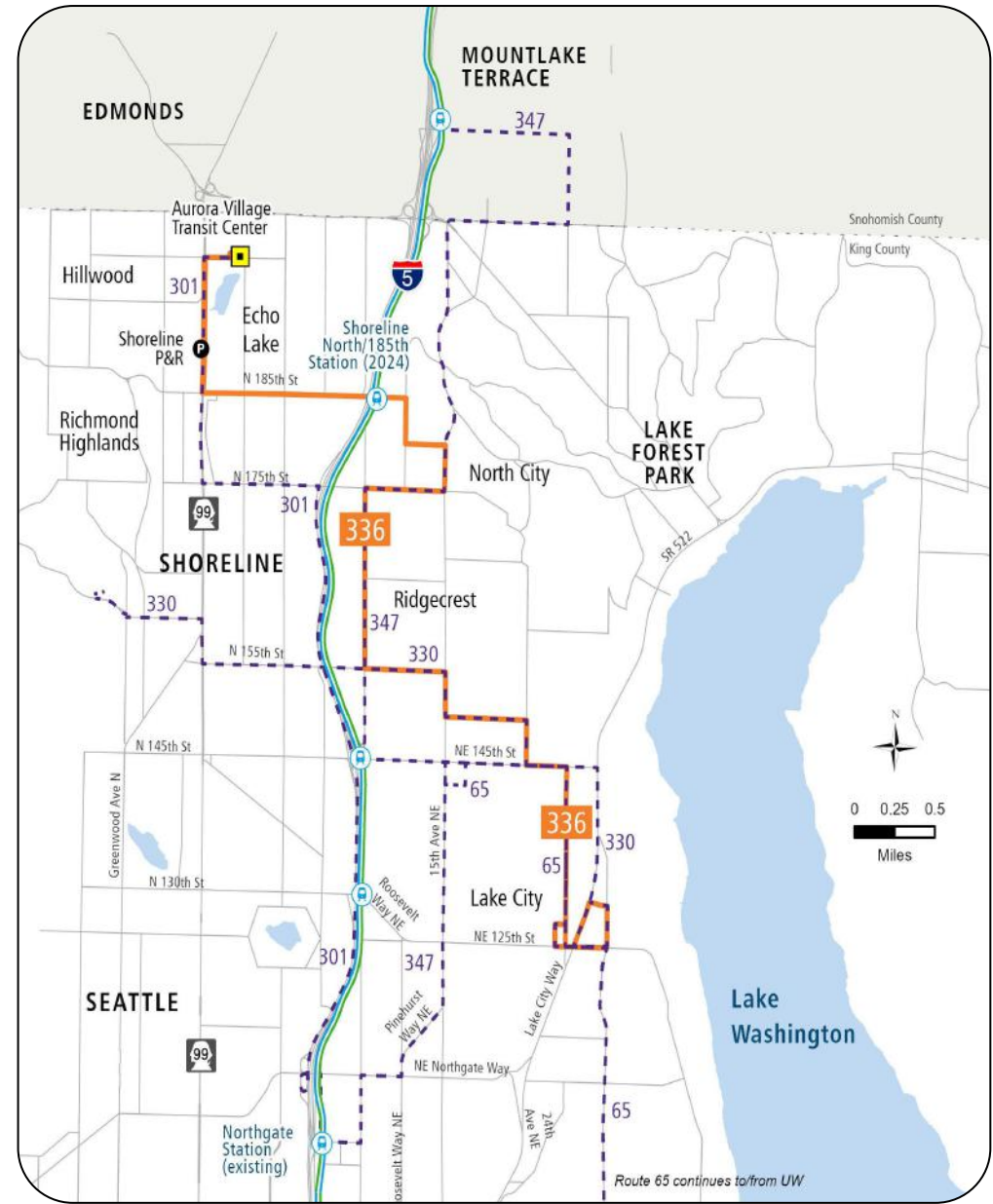


Bus runs later into the night



More bus trips on weekends

- Provides new east-west local bus service between Shoreline and Seattle neighborhoods. New Route 336 replaces segments of existing Routes 65, 301, 330 and 347 while also providing a new all-day, all-week bus connection between Echo Lake and North City.
- Connects riders between Echo Lake, Aurora Village, North City, Ridgecrest, Lake City, and the Shoreline North/185th Station.



— Proposed Route
 — Link Light Rail
 ■ Transit Center
- - - Replaced Routes
 ● Link Stations
 ● Permanent Park & Ride



How often might this bus run?

		Frequency (minutes)*				Span of Service**
		Peak	Midday	Evening	Night	
Revised Route 348	Weekday	15	15	30	30	5:30 a.m. – midnight
	Saturday	30	30	30	30	5:30 a.m. – midnight
	Sunday	30	30	30	30	5:30 a.m. – midnight
Replaced Route 348	Weekday	20-30	20	20	60	6 a.m. – 11 p.m.
	Saturday	30-60	30-60	60	60	6 a.m. – midnight
	Sunday	30-60	30-60	60	60	6 a.m. – midnight
Replaced Route 73	Weekday	15	30	30	30	5:30 a.m. – 10 p.m.
	Saturday	30	30	30	30	7:30 a.m. – 10 p.m.
	Sunday	30	30	30	30	7:30 a.m. – 7:30 p.m.
Replaced Route 302	Weekday	30-60	-	-	-	5:30 a.m. – 7:15 a.m. 3:30 p.m. – 5:45 p.m.

* Peak: 6-9 a.m./3-7 p.m., Midday: 9 a.m. – 3 p.m., Evening: 7-10 p.m., Night: 10 p.m. – 5 a.m.
 ** Span of service rounded to the nearest 15 minutes.

How might my bus be changing?

Proposed changes respond to the following needs:



More east-west Connections



Connects with key destinations



Reliable and convenient transfers



Bus Comes More Often

- Route 348 serves North City along 15th Ave NE and NE 180th St., instead of 5th Ave NE and NE 175th St.
- Continues to provide east-west service along N 185th St from Richmond Beach to Shoreline North/185th Station, and north-south service along 15th Ave NE between North City and Northgate Station, replacing parts of Routes 73, 302, 303.
- Provides all-day frequent service with increased weekday and weekend frequencies.
- Provides a frequent connection and transfer opportunities at the Shoreline North/185th Station that would have short and reliable transfer times.



— Proposed Route
 — Link Light Rail
 Transit Center
- - - Replaced Routes
 L Link Stations
 P Permanent Park & Ride