

April 24, 2014

JUNE 2015

PUBLIC TRANSPORTATION SERVICE
CHANGE FOR KING COUNTY

ROUTE: 5EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Greenwood, Phinney Ridge, Downtown Seattle

SERVICE CHANGE:

Discontinue route to reduce network duplication with Route 355EX between Greenwood and downtown Seattle.

Route 355EX will provide alternative service between Greenwood and downtown Seattle via Phinney Ridge and Aurora Avenue N.



ROUTE: 16

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Northgate, East Green Lake, Wallingford, South Lake Union, Downtown Seattle

SERVICE CHANGE:

Revise routing to N 92nd Street and 1st Avenue NE between North Seattle Community College and Northgate Transit Center to improve operational efficiency.

Shift routing to Fremont Bridge and Dexter Avenue N from Aurora Avenue N since routes 26, 28, and 31 would no longer serve the areas.

Improve service levels to about every 15 minutes since routes 26 and 28 would no longer serve the areas.

Discontinue night service at approximately 12:00 AM everyday.

Routes 40, 345, or 346 will provide alternative service on College Way N and Meridian Avenue N and routes 5, 26 Express, 28 Express and the RapidRide E Line will provide alternative service on Aurora Avenue N.

Revised Route 16



ROUTE: 24

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

West Magnolia, Interbay, Downtown Seattle

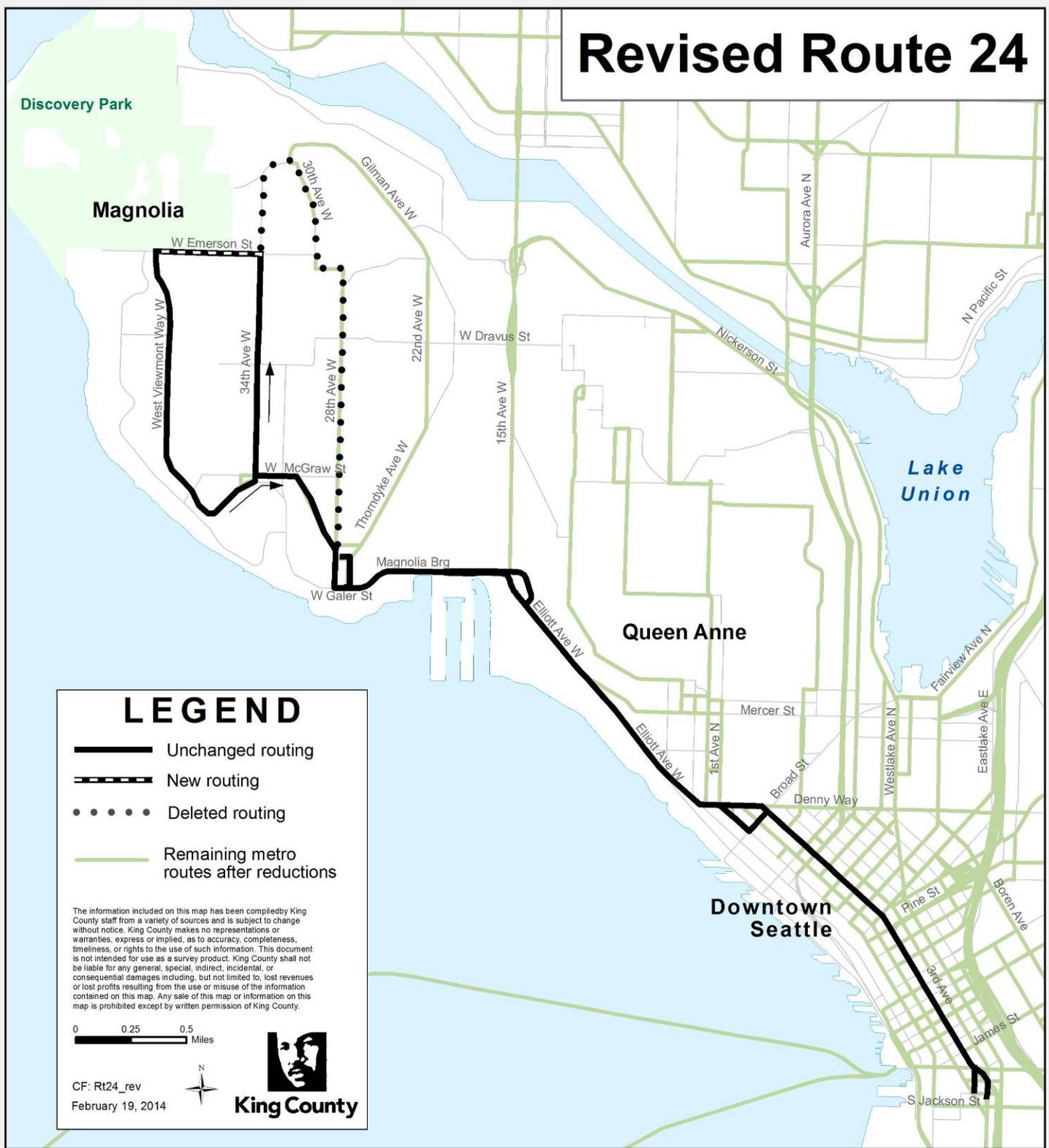
SERVICE CHANGE:

Eliminate the part of the route that serves 28th Avenue W.

Discontinue service during midday weekdays, weekends, and after approximately 7:00 PM everyday.

Route 33 will provide alternative service on 28th Avenue W and to Magnolia Village.

Revised Route 24



LEGEND

- Unchanged routing
- New routing
- Deleted routing
- Remaining metro routes after reductions

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0 0.25 0.5 Miles

CF: Rt24_rev
February 19, 2014

ROUTE: 25

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
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IMPACTED SERVICE AREA:

Laurelhurst, Children's Hospital, University District, Montlake, Roanoke,
Downtown Seattle

SERVICE CHANGE:

Discontinue route to reduce network duplication.

Routes 65 and 75 will provide alternative service near Laurelhurst, and routes 43, 49 and 70 will provide alternative service in Montlake and Roanoke.

ROUTE: 26

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

East Green Lake, Wallingford, Fremont, West Lake Union, South Lake Union, Downtown Seattle

SERVICE CHANGE:

Discontinue route to reduce network duplication with routes 16 and 26EX between East Green Lake and downtown Seattle via Wallingford.

A two-way all-day Route 26EX will provide alternative service between East Green Lake and downtown Seattle via Wallingford and Aurora Avenue N and routes 16 and 40 will provide alternative service between Fremont and downtown Seattle via Dexter Avenue N and Westlake Avenue N.



Deleted Route 26

LEGEND

- ● ● Deleted routing
- Remaining Metro routes after reductions

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N
CF: 026_del
February 20, 2014

ROUTE: 26EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
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- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
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IMPACTED SERVICE AREA:

East Green Lake, Wallingford, Downtown Seattle

SERVICE CHANGE:

Combine service with Route 26 Local to make the system more efficient.

Operate two-way service and improve service levels to about every 20 minutes during the peak periods and about every 30 minutes during midday weekdays.

Discontinue night service at approximately 7:00 PM on weekdays.

ROUTE: 28

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
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IMPACTED SERVICE AREA:

Whittier Heights, Fremont, West Lake Union, South Lake Union, Downtown Seattle

SERVICE CHANGE:

Discontinue route to reduce network duplication with routes 28EX and 40 between Broadview and downtown Seattle.

A two-way all-day Route 28EX will provide alternative service between Carkeek Park and downtown Seattle via Whittier Heights and upper Fremont and routes 16 and 40 will provide alternative service between Fremont and downtown Seattle via South Lake Union.



ROUTE: 28EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Broadview, Whittier Heights, Downtown Seattle

SERVICE CHANGE:

Combine service with Route 28 Local to make the system more efficient.

Eliminate the part of the route north of NW 103rd Street to reduce duplication with routes 5 and 355EX.

Shift Express routing to N 39th Street from NW Market Street and N 46th.

Operate two-way service and improve service levels to about every 10-30 minutes during the peak periods, about every 30 minutes during midday weekdays, about every 30 minutes on weekends, and about every 60 minutes after approximately 7:00 PM.

ROUTE: 30

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Sand Point, Ravenna, University District

SERVICE CHANGE:

Discontinue route.

Route 74 Express will provide alternative service during the peak periods in the peak direction and routes 48, 65, 73, 75, and 372EX will provide alternative service in Sand Point, Ravenna, and the University District.

Deleted Route 30



LEGEND

- Deleted routing
- Remaining Metro routes after reductions

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CF:030_del

March 6, 2014



King County

ROUTE: 31

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

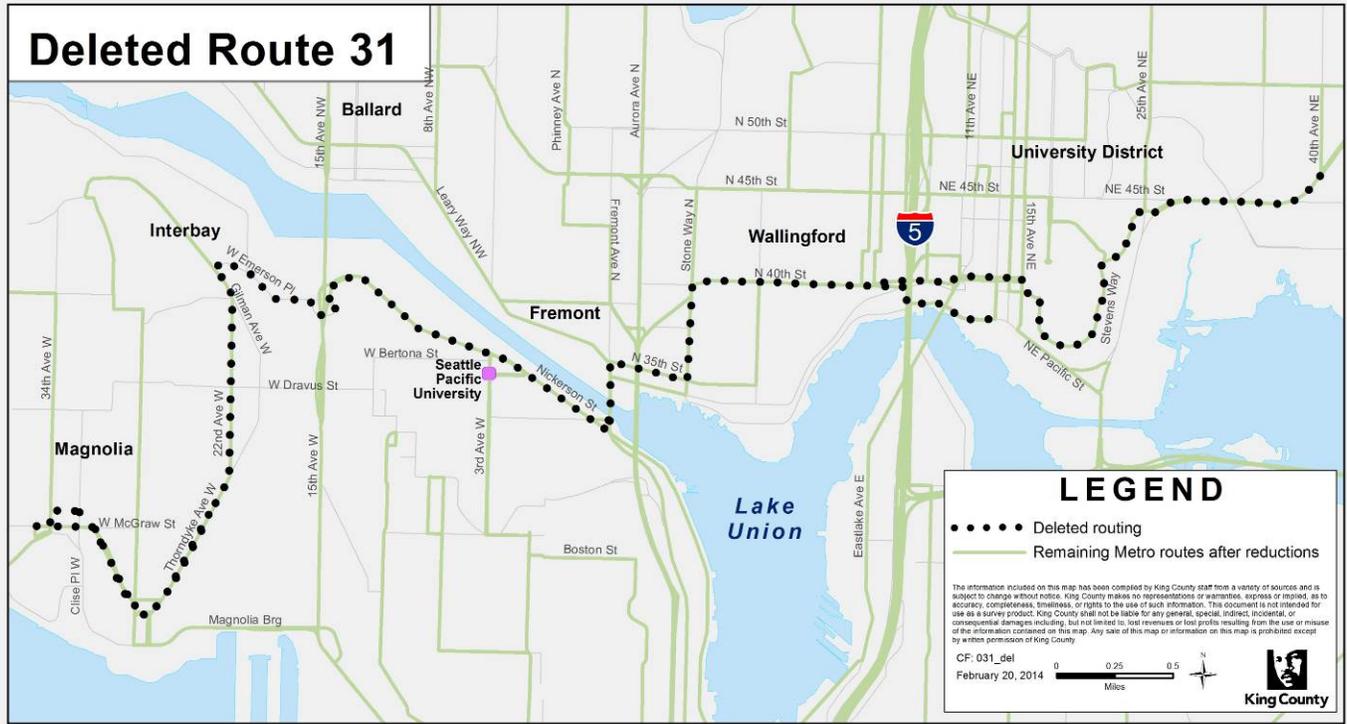
IMPACTED SERVICE AREA:

Magnolia Village, Interbay, North Queen Anne, Fremont, University District, Children's Hospital

SERVICE CHANGE:

Discontinue route to reduce network duplication with Route 32 between North Queen Anne and Children's Hospital.

Routes 24 and 33 will provide alternative service between Magnolia Village and Interbay, the RapidRide D Line will provide alternative service in Interbay and Route 32 will provide alternative service between North Queen Anne and Children's Hospital via Fremont and University District.



ROUTE: 32

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Uptown, Queen Anne, North Queen Anne, Fremont, University District, Children's Hospital

SERVICE CHANGE:

Combine service with Route 31 to reduce network duplication between North Queen Anne and Children's Hospital.

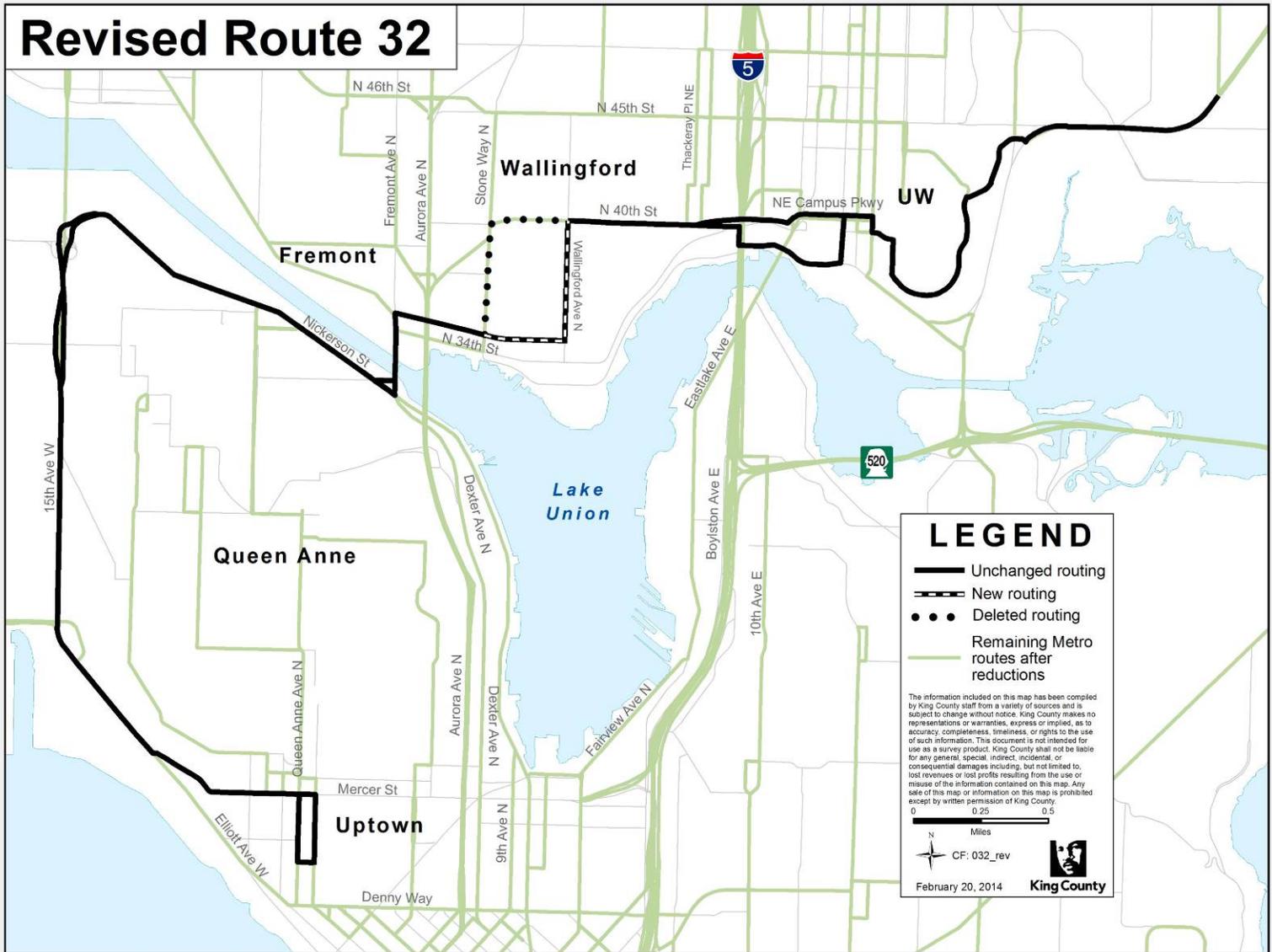
Revise routing to Wallingford Avenue N from Stone Way N between N 35th Street and N 40th Street.

Improve service levels to about every 8-15 minutes during the peak periods.

Discontinue night service at approximately 11:00 PM everyday.

Route 16 will provide alternative service along Stone Way N.

Revised Route 32



LEGEND

- Unchanged routing
- New routing
- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5
Miles

N
CF: 032_rev

February 20, 2014 King County

ROUTE: 33
OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
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- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Discovery Park, East Magnolia, Interbay, Downtown Seattle

SERVICE CHANGE:

Revise routing to operate a clockwise loop on 28th Avenue W, Gilman Avenue W, 22nd Avenue W and Thorndyke Avenue W with service to Magnolia Village during midday weekdays, weekends and after approximately 7:00 PM.

Improve service levels to about every 20 minutes during the peak periods.

Discontinue night service at approximately 10:00 PM everyday.

There will be no fixed route alternative to Discovery Park.

Revised Route 33



Insert map

ROUTE: 66EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

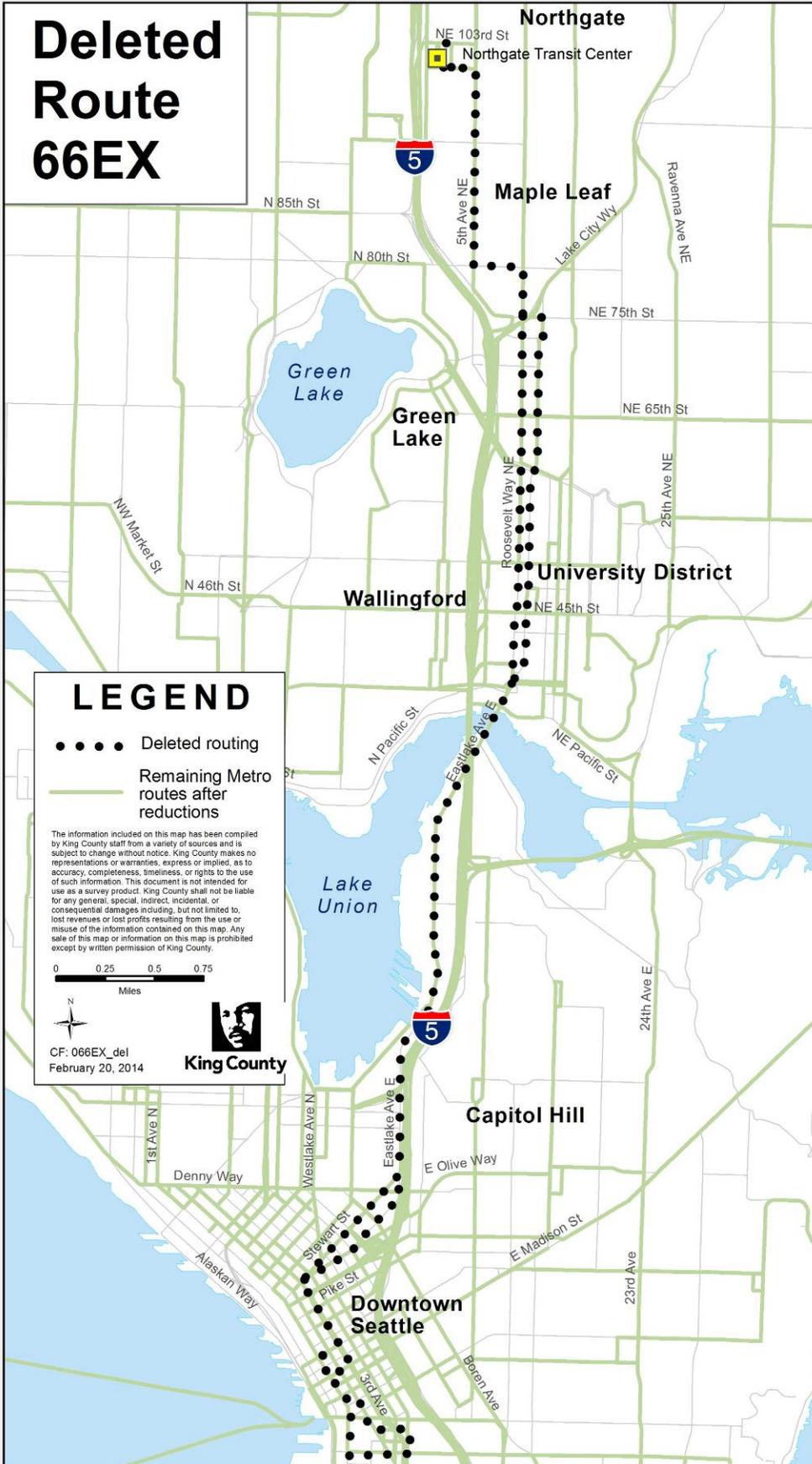
Northgate, Roosevelt, Eastlake, University District, Downtown Seattle

SERVICE CHANGE:

Discontinue route to reduce network duplication between Northgate and downtown Seattle.

Routes 70 and 73 will provide alternative service between Northgate Transit Center and downtown Seattle via Roosevelt, and Route 70 will provide alternative service on Eastlake Avenue.

Deleted Route 66EX



LEGEND

- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5 0.75
Miles

CF: 066EX_del
February 20, 2014

ROUTE: 67

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Northgate, Roosevelt, University District

SERVICE CHANGE:

Discontinue route to reduce network duplication between Northgate and the University District.

Route 73 will provide alternative service between Northgate Transit Center and the University District via Roosevelt.



ROUTE: 68

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Northgate, Maple Leaf, Ravenna, University District

SERVICE CHANGE:

Discontinue route to reduce network duplication between Northgate and the University District.

Route 372EX will provide alternative service on 25th Avenue NE and Route 73 will provide alternative service in Roosevelt and Maple Leaf.

Deleted Route 68



LEGEND

•••• Deleted routing

— Remaining Metro routes after reductions

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CF: 068_del
February 20, 2014



King County

ROUTE: 71

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

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- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

View Ridge, Wedgwood, Hawthorne Hills, Ravenna, University District, Eastlake, Downtown Seattle

SERVICE CHANGE:

Eliminate the part of the route north and south of NE 65th Street.

Extend route to Roosevelt District for connections with Route 73 and to Sand Point for connections with Route 75.

Decrease service levels to about every 60 minutes during midday weekdays and discontinue weekend service.

Discontinue night service at approximately 7:00 PM everyday.

Routes 64 and 65 will provide alternative service in Wedgwood, Route 73 will provide alternative service between Roosevelt and downtown Seattle via the University District, and Route 70 will provide alternative service on Eastlake Avenue.



ROUTE: 72

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Lake City, Ravenna, Eastlake, University District, Downtown Seattle

SERVICE CHANGE:

Discontinue route to reduce network duplication between Lake City and downtown Seattle.

Routes 312EX, 372EX and Sound Transit Route 522 will provide alternative service in Lake City, routes 73, 372EX and 373 will provide alternative service south of NE 95th Street, and Route 70 will provide alternative service on Eastlake Avenue.



LEGEND

- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5
Miles

CF: 072_del

February 20, 2014

King County

**Deleted
Route 72**

ROUTE: 73

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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IMPACTED SERVICE AREA:

Lake City, Northgate, Ravenna, University District, Eastlake, Downtown Seattle

SERVICE CHANGE:

Combine service with routes 66EX, 67, 68, 71 and 72 to reduce network duplication between Northgate and downtown Seattle.

Eliminate the part of the route between NE Northgate Way and NE 145th Street in Lake City.

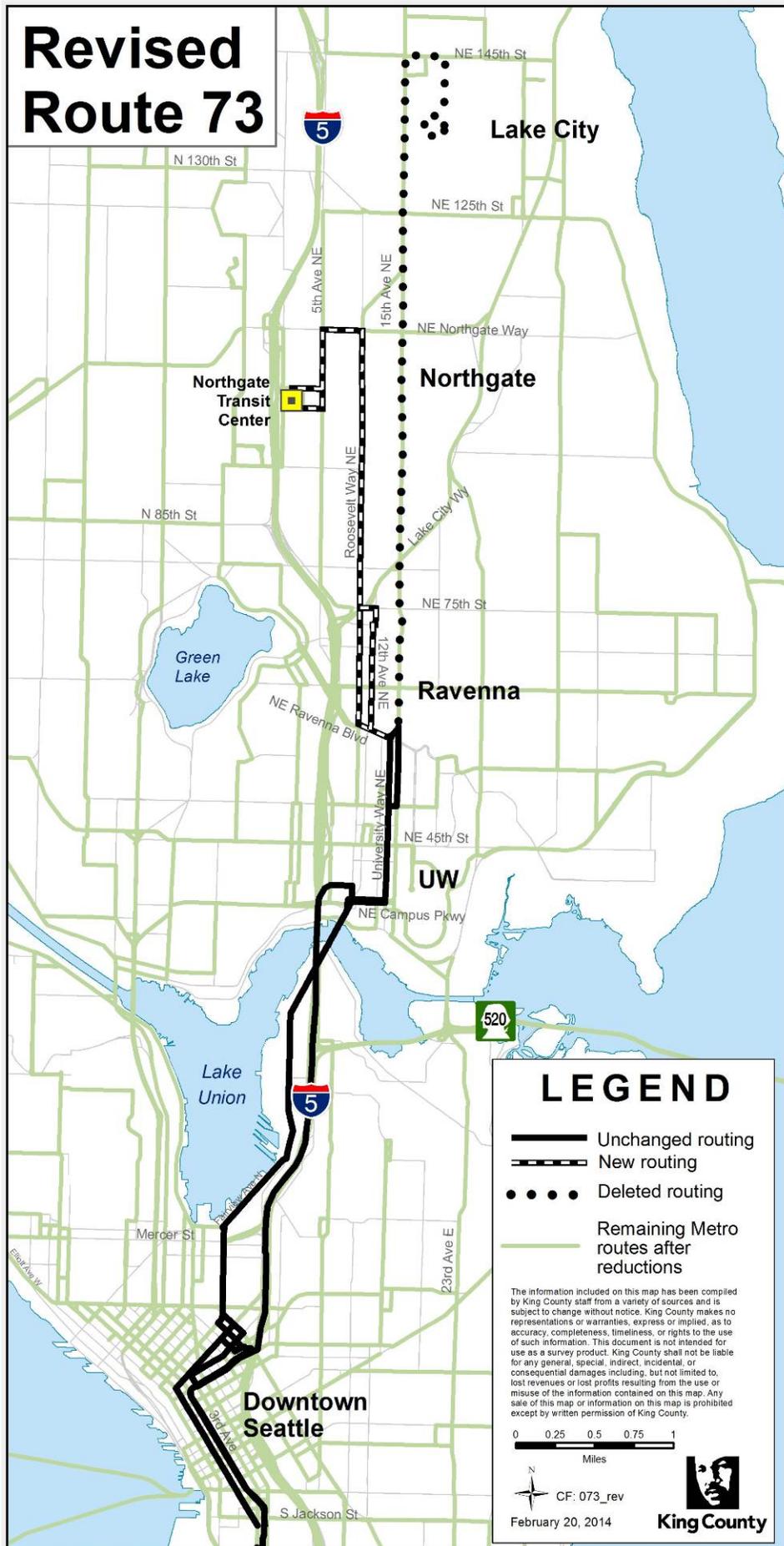
Revise routing to Roosevelt Way NE from 15th Avenue NE between NE Ravenna Boulevard and NE Northgate Way and to I-5 from Eastlake Avenue during the midday weekdays, on weekends and at night.

Improve service levels to about every eight minutes during the peak periods, about every eight minutes during midday weekdays, about every 10 minutes on Saturdays, about every 12-15 minutes on Sundays, and about every 15-30 minutes after 7:00 PM.

Discontinue night service at approximately 1:00 AM.

Routes 77, 347, and 348 will provide alternative service north of NE Northgate Way and route 70 will provide alternative service on Eastlake Avenue.

Revised Route 73



LEGEND

- Unchanged routing
- New routing
- Deleted routing
- Remaining Metro routes after reductions

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0 0.25 0.5 0.75 1
Miles

N
CF: 073_rev
February 20, 2014

ROUTE: 242

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

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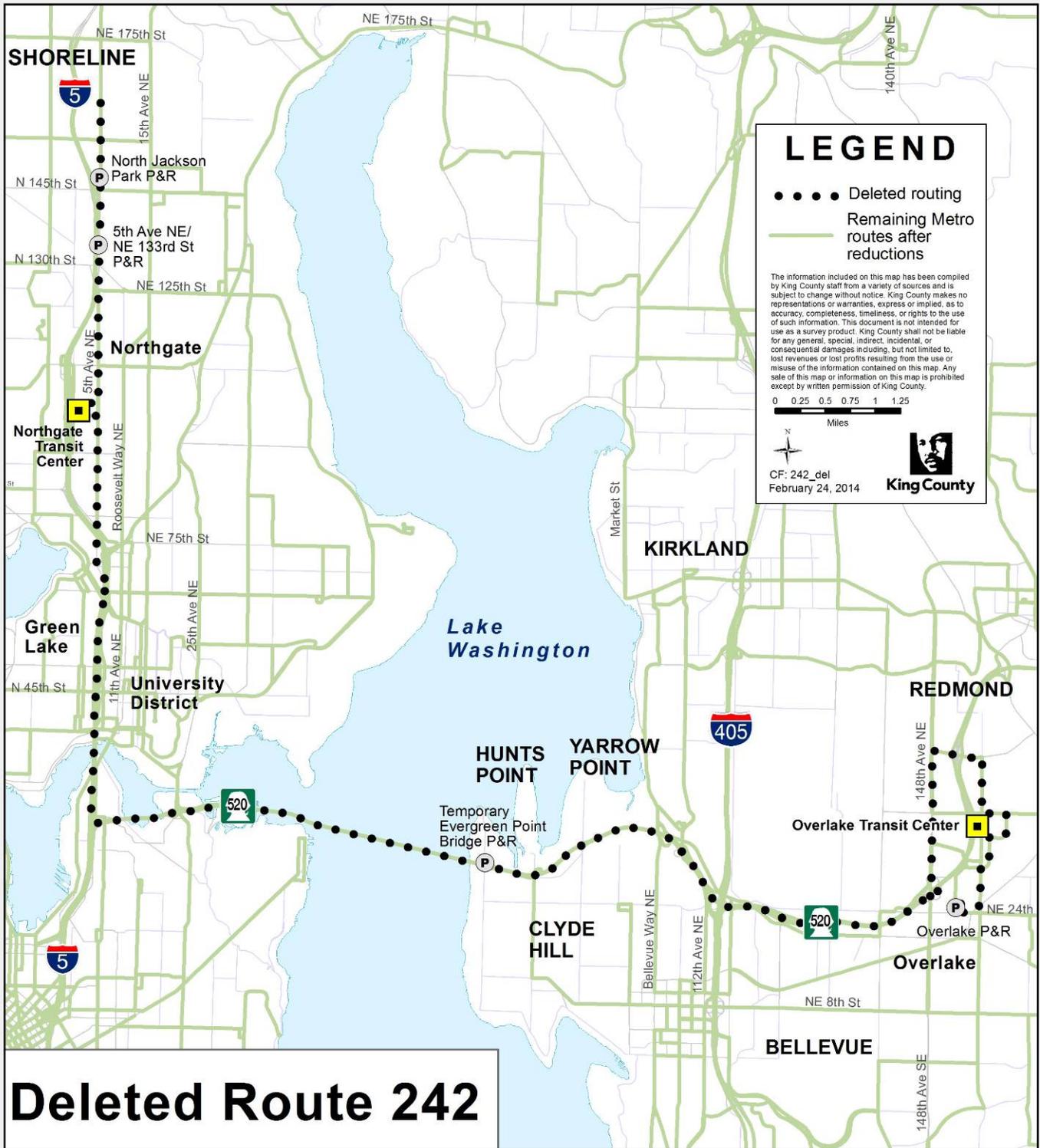
IMPACTED SERVICE AREA:

Ridgecrest, Ravenna, Overlake

SERVICE CHANGE:

Discontinue route.

Sound Transit Route 542 will provide alternative service at the Green Lake Park-and-Ride, Route 73 will provide alternative service between the Green Lake Park-and-Ride and Northgate Transit Center, and Route 373EX will provide alternative service north of Northgate Transit Center.



ROUTE: 355EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Shoreline Community College, Greenwood, University District, Downtown Seattle

SERVICE CHANGE:

Combine service with Route 5EX to reduce network duplication between Greenwood and downtown Seattle.

Revise routing to use Greenwood Avenue N and Aurora Avenue N south of N 85th Street.

Add five morning and four afternoon trips since Route 5EX would no longer operate.

Route 48 will provide alternative service on N 85th Street.



ROUTE: 372EX

OBJECTIVES:

Operate the level of transit service that is financially sustainable. There are not sufficient financial resources to sustain the current Metro system of routes and service levels.

Eliminate, reduce, or restructure service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*
- *Service Guidelines, Performance Management, Productivity: Productivity measures identify routes where performance is weak as candidates for reduction or restructuring. Low performance is defined as having productivity that ranks in the bottom 25 percent of routes within a category and time period.*
- *Service Guidelines, Reducing Service, service reduction priorities identify steps for evaluation when reducing or restructuring service.*

IMPACTED SERVICE AREA:

Woodinville, Bothell, Kenmore, Lake City, University District

SERVICE CHANGE:

Eliminate the part of the route east of the UW Bothell Campus.

Operate the part of the route between Lake City and the UW Bothell Campus on weekdays only.

Improve service levels to about every six minutes during the peak periods and approximately 30-60 minutes after 7:00 PM.

Add weekend service at about every 30 minutes.

Discontinue night service at approximately 11:00 PM everyday.

Sound Transit Route 522 will provide alternative service between Lake City and Woodinville.

