



**King County
Transportation, Economy and Environment Committee**

STAFF REPORT

Agenda Item:	7	Name:	Paul Carlson John Resha
Proposed No.:	2012-0141	Date:	April 25, 2012
Invited:	Victor Obeso, Manager Service Development, Transit Division		

SUBJECT

An ordinance approving the September 2012 Metro Transit service changes.

SUMMARY

Proposed Ordinance 2012-0141 (Attachment 1) approves changes to 48 bus routes effective September 29, 2012. Maps and descriptions are contained in Attachment A to the Proposed Ordinance. Chief features of the service change proposal include:

- Implementing the RapidRide C Line connecting West Seattle and the Seattle Central Business District (“CBD”) and the RapidRide D Line connecting Ballard and the Seattle CBD.
- A broad review and restructuring of routes that have a connection to RapidRide corridors (pursuant to the Transit Strategic Plan (“TSP”) and King County Metro Service Guidelines (“Service Guidelines”)) with the purpose of creating a more productive transit network and increasing ridership.
- As part of the C and D Line implementation and restructures, prioritizing reinvestment of 65,000 hours of lower-performing bus service¹ in accordance with the Service Guidelines.

Consequently, the Council staff analysis of the proposed service change looked at:

- 1) The implementation of policy direction to reinvest lower-performing transit service hours (approximately 65,000 of the required 100,000-hour total)
- 2) Establishment of the RapidRide C and D Lines;

¹Ordinance 17169, approving the temporary Congestion Reduction Charge, includes policy direction for the deletion of 100,000 hours of lower-performing transit service and reinvestment in higher-performing service. The June 2012 service change made about 35,000 hours of this change.

- 3) RapidRide C Line-related restructuring of bus routes and whether it meets the goals for a restructure; and
- 4) RapidRide D Line-related restructuring of bus routes and whether it meets the goals for a restructure.

The Executive has also transmitted information about administrative changes to 20 bus routes. Administrative changes do not require Council approval under the King County Code.² These changes are summarized in Attachment 4 to this staff report.

Following this staff report is an appendix with information about each route including comments by commentators to the Council from email and testimony at the April 16 Committee meeting. A summary list of the comments received by the Committee is Attachment 5 to this report³ and the individual correspondence is available for review.

Ride Free Area Elimination

Simultaneously with the September 2012 service change, the Ride Free Area in the Seattle CBD will be eliminated. A report on the Ride Free Area elimination is due to the Council in May and will have more information about the impacts in the Seattle CBD.

ANALYSIS

Findings

Council staff analysis found that the proposed September 2012 service change:

- implements Council direction for the RapidRide C and D Lines; and
- is consistent with Transit Strategic Plan, Service Guidelines and Ordinance 17169 direction for restructuring of transit routes to increase ridership, to reinvest lower-performing service hours into higher-performing services, and to adjust service on TSP corridors to reflect the identified preferable frequencies.

In implementing the TSP through the Service Guidelines, Metro Transit has had to strike a balance between the identified, desirable level of service on a TSP corridor and the policy direction to look at lower-performing routes for reduction. Council staff found that the proposal does a creative and thoughtful job of reconciling these two objectives.

²K.C.C. 28.94.020.B. "Changes to regular routes shall be subject to approval by the council except as specifically provided in this section.

1. The director is authorized to approve and implement the following changes of established routes and schedules and to update the 'Public Transit Regular Routes' document accordingly:

- a. any single change or cumulative changes in a service schedule that affect the established weekly service hours for a route by twenty-five percent or less;
- b. any change in route location that does not move the location of any route stop by more than one half mile; and
- c. any changes in route numbers."

³Early this month, Committee members also received the Metro's Public Engagement Report for the service change, consisting of approximately 10,000 comments.

Staff analysis focused in five issue areas, which are discussed below:

- Issue 1.** Transit Strategic Plan and Ordinance 17169
- Issue 2.** RapidRide C and D Lines Established
- Issue 3.** Restructure of Existing Service to Implement RapidRide C
- Issue 4.** Restructure of Existing Service to Implement RapidRide D
- Issue 5.** Other Changes

Issue 1. Transit Strategic Plan and Ordinance 17169

Ordinance 17169, approving the temporary Congestion Reduction Charge, requires that, in the 2012-2013 biennium, at least 100,000 service hours be reallocated from lower-performing transit service, consistent with TSP direction. The June 2012 service change reallocated approximately 35,000 service hours and the September 2012 proposal recommends reallocation of approximately 65,000 service hours from lower-performing routes and time periods.

Metro proposes to achieve the mandated reinvestment by deleting unproductive routes and by reducing routes on other lower performing routes. A net 64,009 hours are proposed for reinvestment into higher productive routes. The breakdown is:

- 63,888 service hours from the elimination of lower-performing routes (the Routes 23, 34, 35, 39, 45, 46, 53, 56, 81, 85, 133, 134).
- 121 service hours, which is the net of 22,800 service hours taken from low-performing routes (either by fewer runs or eliminating portions of routes) (Routes 14N, 14S, 22, 24, 27, 31, 37, 55, 121, 125) offset by 22,679 hours proposed for investment in lower-performing routes to address system needs (Routes 2X, 21, 33, 60, 65, 116, 131, 132, 156). These system needs investments are intended to fill gaps in the transit network.

As with the June 2012 service changes, Metro Transit applied the TSP and Service Guidelines in arriving at the reconfiguring of these approximately 65,000 service hours.

Performance Management – The Service Guidelines direct Metro Transit to use performance management to improve the efficiency and effectiveness of the transit system. Productivity is measured by rides per platform hour and by passenger miles per platform hour. Routes in the bottom 25% of either category are evaluated for possible change. There are different thresholds for routes serving the Seattle Core areas and those that do not, as well as different thresholds for the peak, off-peak, and night periods.

Service Guideline Priorities for Service Hour Reinvestments

The Service Guidelines set priorities for service hour investments: (1) Passenger loads (overcrowding); (2) Schedule reliability (on-time performance); (3) All-Day and Peak Network (adjusting under-served and over-served corridors)⁴; and (4) Productivity.

1. Passenger Loads – June 2012 service change reinvested 8,000 service hours in 11 bus routes identified as overcrowded as defined by the Service Guidelines.⁵ No additional reinvestment to reduce overcrowded buses is proposed for the September 2012 service change.

2. Schedule Reliability – Along with the June 2012 service change, Metro provided a list of bus routes with schedule reliability issues. The June 2012 service reinvested 15,000 service hours as a “down payment” to address some of these routes. The September 2012 service change includes further investments in routes with on-time performance issues. Attachment 6 is a table listing these routes. Some 15,700 service hours within the September 2012 service change are allotted for this purpose. Most of these on-time performance service hour investments are incorporated in the route restructuring proposals: When routes are revised, service hour investments are set to allow for a reliable schedule.

3. All-Day and Peak Network – The remaining approximately 50,000 service hours proposed for reinvestment include changes to service levels on several TSP corridors. These reinvestments are also part of the restructuring of transit service. As with the June 2012 service change, the proposed restructures will require some riders to transfer instead of having a “one-seat ride,” and will reduce or eliminate transit coverage in some places.

⁴The TSP establishes 113 corridors connecting key destinations, which comprise the All-Day and Peak Network. Each corridor is assigned a service frequency level based on land use, social equity, and geographic value factors. This third priority for service hour reinvestments is intended to assure that corridors have appropriate service.

⁵The Service Guidelines set standards for passenger loads which vary based on the frequency of service and the duration of the trip. The June 2012 service change adds service to those routes, which have trips that do not meet the standards and thus have too many passengers standing for too long. The Service Guidelines allow 50 percent more riders than seats on service that operates at least every ten minutes, allow 25 percent more riders than seats on routes that operate less frequently than every ten minutes, and no trip on a route should have a standing load for 20 minutes or longer.

The table below lists TSP Corridors affected by the C and D Line restructures, and indicates which corridors will have service adjustments:

Corridor	Between	And	Via	Major Route	Peak	Mid Day	Night
1	Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128	--	--	--
2	Alki	Seattle CBD	Admiral Way	56	↑-SL	--	--
9	Ballard	Lake City	Holman Rd, Northgate	75	↑-SL	↑-SL	--
10	Ballard	Seattle CBD	15 th Ave	D	↑-SL	↑-SL	↑-SL
12	Ballard	Seattle CBD	W Nickerson, Westlake Ave N, 9 th Ave	17	↑-SL	--	--
13	Beacon Hill	Seattle CBD	Beacon Ave	36	--	--	--
17	Burien	Seattle CBD	Delridge, Ambaum	120	--	--	--
18	Burien	Seattle CBD	1 st Ave S, South Park, Airport Wy	131	--	↑-SL	--
19	Burien	Seattle CBD	Des Moines Mem Dr, South Park	132	--	↑-SL	--
20	Capitol Hill	White Center	South Park, Georgetown, Beacon Hill, First Hill	60	--	--	--
21	Capitol Hill	Seattle CBD	15 th Ave E	10	--	--	--
22	Capitol Hill	Seattle CBD	Madison St	12	--	--	--
24	Colman Park	Seattle CBD	Leschi, Yesler	27	↓-PI	--	↓-PI
26	Discovery Park	Seattle CBD	Gilman Ave W, 22 nd Ave W, Thorndyke Ave W	33	--	↑-SL	↓-PI
34	Fremont	Seattle CBD	Dexter Ave N	26/28	--	--	--
35	Fremont	U. District	N 40 th St	30/31	↑-SL	--	--
36	Fremont	Broadview	8 th Ave NW, 3 rd Ave NW	28	--	--	--
38	Greenwood	Seattle CBD	Greenwood Ave N	5	--	--	--
39	High Point	Seattle CBD	35 th Ave SW	21	↑-SQ	↑-SQ	--
48	Kent	Burien	Kent DM Rd, S 240 th St, 1 st Ave S	131/166	↑-SL	↑-SL	↑-SL
50	Kent	Renton	Kent East Hill	169	--	--	--
56	Lake City	U. District	Lake City, Sand Point	75	--	--	--
57	Lake City	U. District	35 th Ave NE	65	--	--	--
59	Madison Park	Seattle CBD	Madison St	11	--	--	--
61	Magnolia	Seattle CBD	34 th Ave W, 28 th Ave W	24	--	--	↓-PI
64	Mount Baker	Seattle CBD	31 st Ave S, S Jackson St	14S	--	--	--
71	Othello Sta.	Columbia City	Seward Park	39	↑-SQ	↑-SL	↓-OS
92	Sand Point	U. District	NE 55 th Sty	30	--	--	--
96	Shoreline CC	Greenwood	Greenwood Avenue N	5	↑-SQ	↑-SQ	--
99	Tukwila	Seattle CBD	Pacific Hwy S, 4 th Ave S	124	--	--	--
100	Tukwila	Des Moines	McMicken Heights, SeaTac	156	--	--	--
101	Tukwila	Fairwood	S 180 th St, Carr Road	155	--	--	--
111	West Seattle	Seattle CBD	Fauntleroy, Alaska Junction	C	↑-SL	--	↑-SL
112	White Center	Seattle CBD	16 th Ave SW, SCCC	125	↓-PI	--	↓-PI
113	White Center	Seattle CBD	Highland Park, 4 th Ave S	23	↑-SQ	--	↓-OS

No Change	--
Improved - Service Quality	↑-SQ
Improved - Service Level	↑-SL
Reduced - Overserved Corridor	↓-OS
Reduced - Productivity Improvement	↓-PI

4. Productivity – The fourth TSP category for investments is productivity, which is defined as investing in high productivity routes to improve service where it is most efficient. No hours are allocated to this lowest guideline priority.

Issue 2. *RapidRide C and D Lines Established*

This proposed ordinance establishes the RapidRide C&D lines as official Metro Transit Bus routes.⁶ The April 16 TREE Committee staff report described the RapidRide C and D Line proposals and included a table showing the service frequency during weekdays and weekends. The C Line (West Seattle-Seattle CBD) and D Line (Ballard-Seattle CBD) were both part of the original voter-approved Transit Now ballot measure and both were preserved as priority investments when the economic downturn required budget cuts for Metro Transit.

Establishment of the RapidRide C and D Line as official Metro bus routes implements Council direction.

Issue 3. *Restructure of Existing Service to Implement RapidRide C*

Service Restructure Policy Basis – Consistent with the Service Guidelines,⁷ Metro is proposing a restructure of bus routes in West Seattle and South King County that is triggered by the implementation of the C Line. The restructuring goals of (a) focusing service frequency on the highest ridership and productivity segments of restructured service, (b) allowing for convenient transfers, and (c) increasing ridership are expected to be achieved with this implementation.

The C Line restructure includes changes to 32 bus routes, including ordinance and administrative changes. Metro Transit proposes to restructure bus routes in West Seattle, other parts of Seattle, and communities to the south (Burien, Des Moines, Normandy Park, SeaTac, Tukwila and White Center).

Council staff found that restructure predicated on the implementation of the proposed C Line is consistent with the TSP, the Service Guidelines and Ordinance 17169 direction. Features include:

- ***Additional service on eight TSP corridors, bringing them closer to the frequency of service recommended in the Service Guidelines;***
- ***Elimination of approximately 57,000 hours of lower-performing service for reinvestment in higher-performing service; and***
- ***An estimated net increase in rides on the restructured route network.***

The following table lists the bus routes proposed for restructuring changes to implement the RapidRide C Line. For each route, the table lists the Fall 2011 service hours, the proposed change in service hours, and the proposed new total service hours. The Fall

⁶ The RapidRide C and D Line route alignments and station locations were established in Ordinance 16725 (Proposed Ordinance 2009-0536).

⁷ The Service Guidelines define restructures (p. SG 10-12) as “changes to multiple routes on a corridor or in an area, including serving new corridors, in a manner consistent with service design criteria found in this service guidelines document.” Restructure goals include focusing service frequency on the highest ridership and productivity segments of restructured service, assuring convenient transfers when two-seat rides are required, and increasing ridership.

2011 annual ridership is shown along with the estimated change in ridership as a result of the changes to each specific route. Finally, the table notes which routes are lower-performing by time period as measured according to the Service Guidelines. This table lists routes that would be changed by this proposed ordinance and also administrative changes.

This table reports Metro Transit's estimated overall system impacts of the proposed route changes. The "Estimated Change in Rides" column shows trips projected to remain in the transit system in the row for the existing route. A deleted route will still show some trips in this column, even though the trips will take place on other routes. Metro Transit staff expects that ridership will increase more over time.

	Route	Proposed Change	Fall 2011 Hours	Proposed Change in Hours	Proposed Annual Hours	Fall 2011 Rides	Estimated Change in Rides	Low (<25%) Productivity		
								Peak	Mid Day	Night
C-Line Restructure	21	End at Westwood Village, improve frequency	28,445	11,687	40,132	572,800	154,506			
	21X	Reduce by one trip in each peak	7,027	134	7,161	242,250	(5,175)			
	22	Convert to shuttle Alaska Jct-Arbor Heights	19,688	(14,609)	5,079	441,550	(77,428)		✓	
	23	Replace with Route 131	21,316	(21,316)	0	582,000	(10,499)		✓	
	34X	Replace with Route 50	2,071	(2,071)	0	43,350	(15,300)	✓		
	35	Delete Route	703	(703)	0	5,100	(2,805)	✓		
	37	Reduce number of trips	4,335	(961)	3,374	71,400	(16,663)	✓		
	39	Replace with Route 50	16,304	(16,304)	0	395,580	(51,167)	✓	✓	✓
	50	New route Alki-Seward Park	0	33,527	33,527	0	230,081			
	51	Delete Route	4,564	(4,564)	0	100,820	(88,061)	✓	✓	
	53	Delete Route	2,138	(2,138)	0	28,050	(22,950)		✓	
	C (54)	Convert to Rapid Ride Line	49,472	7,321	56,793	1,171,950	37,236			
	54X	Replace with Rapid Ride and 116	4,441	(4,441)	0	127,500	(24,181)			
	55	Reduce to 5 a.m. and 5 p.m. trips	27,246	(23,884)	3,362	633,250	(63,675)			
	56	Replace with Route 50	16,024	(16,024)	0	294,170	(93,554)			
	56X	No change	5,609	(331)	5,278	168,300	0			
	57	Operate on Viaduct, coordinate trips, reduce trips	3,107	(655)	2,452	66,300	(22,301)			
	60	Extend to Westwood Village	42,991	2,436	45,427	1,282,240	82,974		✓	✓
	85	Replace with Rapid Ride	1,290	(1,290)	0	21,780	(10,950)			✓
	116	Operate additional trips	5,347	735	6,082	71,400	0	✓		
120	Revise to serve Westwood Village	61,579	2,195	63,774	2,231,640	127,966				
121	Replace two TB trips with Route 123 trips, convert others to 122	11,620	46	11,666	255,000	0		✓		
122	Convert some PM trips from Route 121 to 122	5,355	1,266	6,621						
123	Operate on Viaduct, coordinate trips with 121/122	3,511	(723)	2,788	53,550	(7,360)	✓			
124	Revise to serve Georgetown	32,751	(1,235)	31,516	1,090,790	(10,355)				
125	Eliminate Sunday, revise to Westwood Village	24,178	(9,326)	14,852	683,290	(93,525)			✓	
128	Add evening/weekend service	33,174	10,934	44,108	1,126,780	83,508				

131	Shorten to end at Burien, upgrade frequency	22,039	5,686	27,725	401,770	52,287		✓	✓
132	Shorten to end at Burien, upgrade frequency	26,451	3,375	29,826	629,980	36,938			
134	Delete Route	3,874	(3,874)	0	45,900	(765)			
155	No longer through-routed	6,659	1,011	7,670	125,770	0	✓	✓	
156	Extend to Des Moines, do not through-route	11,571	5,839	17,410	130,610	109,497	✓	✓	
166	Extend to Burien	18,789	8,048	26,837	637,550	0			
169	No change	25,840	2,003	27,843	1,026,820	0			
Total - C-Line Restructure Fall 2012		549,510	(28,207)	521,303	14,759,240	298,279			

Note: The C-Line Fall 2011 service hour total includes 19,000 hours added as a down payment on C Line additional service hours, so the net change in service hours is closer to 9,000 hours.

In several neighborhoods, not on corridors, population densities do not justify all-day service; and the routes that serve these neighborhoods have low off-peak ridership. In many instances, the service change retains peak period service in the neighborhood. These include the Beach Drive Southwest, Arbor Heights, Gregory Heights, and Shorewood neighborhoods and the area in north Seattle around 3rd Avenue Northwest north of Holman Road.

Issue 4. Restructure of Existing Service to Implement RapidRide D

Metro is proposing a restructure of 28 existing bus routes in north Seattle and Shoreline to implement the D Line service. As with the C Line, the intended benefits of this restructuring is to focus service frequency on the highest ridership and productivity segments of restructured service. The RapidRide D Line restructure will be implemented by changes included in the proposed ordinance as well as by administrative changes.

Council staff found that restructure predicated on the implementation of the D Line is consistent with the TSP, the Service Guidelines and Ordinance 17169 direction. Features include:

- **Additional service on six TSP Corridors, bringing them closer to the frequency of service recommended in the Service Guidelines;**
- **Elimination of approximately 6,800 hours of lower-performing service for reinvestment in higher-performing service; and**
- **An estimated net increase in rides on the restructured route network.**

The table below shows that the D Line restructure routes is comparable to the C Line table and the same caveats apply.

Route	Proposed Change	Fall 2011 Hours	Proposed Change in Hours	Proposed Annual Hours	Fall 2011 Rides	Estimated Change in Rides	Low (<25%) Productivity		
							Peak	Mid Day	Night
1	Reduce frequency in midday	18,505	(3,436)	15,069	1,199,780	(4,544)			
2X	Extend route to serve Ballard and Nickerson	5,893	1,816	7,709	204,000	29,498	✓		
3N	Replace with Route 4 N	10,619	(10,619)	0	701,090	(701,090)			
4N	Convert all Route 3N trips to Route 4N	15,256	10,619	25,874	894,190	701,090			
5	Convert all Northgate trips to SCC trips	47,020	(3,187)	43,833	2,125,400	99,326			
5X	No change	4,851	0	4,851					
D (15)	Convert to Rapid Ride Line	32,379	24,414	56,793	1,744,340	163,720			
15X	Reduce to 6 a.m. and 6 p.m. trips	6,096	(1,710)	4,386	303,450	(30,345)			
17	Revise to reverse-peak only	22,385	(17,973)	4,412	770,750	(153,848)			
17X	Add 1 AM Peak trip	3,505	388	3,893	140,250	0			
18	Extend to Northgate and revise to serve Fremont	33,242	30,081	63,323	1,606,890	52,191			
18X	No change	5,008	79	5,087	193,800	0			
19	Coordinate schedule with Route 24	2,316	(110)	2,206	63,750	0			
24	Reduce evening span of service	22,386	(468)	21,918	679,470	(14,074)		✓	✓
26	Through-route with Routes 131/132	22,843	1,240	24,083	1,067,350	0			
26X	No change	3,696	0	3,696					
28	Eliminate local service north of 103 rd	27,105	(903)	26,202	1,218,560	(43,083)			
28X	No change	5,787	0	5,787					
30	Shorten to operate Sand Point-U. District	31,315	(14,563)	16,752	982,470	(49,724)			
31	Through-route with Rts 65/75	14,266	(496)	13,770	409,120	25,844			
32	New route Uptown-Fremont-U. District	0	22,794	22,794	0	95,514			
33	Improve midday frequency to 30 minutes	13,607	137	13,744	502,790	9,107			
45	Delete Route	1,727	(1,727)	0	35,700	(17,850)	✓	□	□
46	Delete Route	4,085	(4,085)	0	63,750	(17,202)	✓	✓	
61	New route North Beach-Sunset Hill-Ballard	0	10,957	10,957		0			
65	Through-route with Rts 31/32	26,551	3,408	29,959	938,970	0		✓	✓
75	Operate Northgate-U. District, through-route w/ 31/32	49,300	(14,990)	34,310	1,903,640	136,894			
81	Replace with Rapid Ride	1,030	(1,030)	0	18,250	(7,300)			✓
Total - D-Line Restructure Fall 2012		430,772	30,635	461,408	17,767,760	274,124			

Issue 5: Other Changes

The ordinance and administrative changes include other proposals that are not directly related to the RapidRide C or D Line restructures. These are listed below.

	Route	Proposed Change	Fall 2011 Hours	Proposed Change in Hours	Proposed Annual Hours	Fall 2011 Rides	Estimated Change in Rides	Low (<25%) Productivity		
								Peak	Mid Day	Night
Other	10	Live-loop CBD	27,170	819	27,989	1,381,860	3,455	✓	☐	
	11	Live-loop CBD	21,707	1,746	23,453	1,022,240	7,667			
	12	Live-loop CBD	26,259	(1,480)	24,779	1,162,350	2,906			
	14N/47	Live-loop CBD	9,657	(1,486)	8,171	386,460	(2,187)	✓	✓	✓
	14S	Reduce trips past Mt Baker TC	22,145	(323)	21,822	812,780	0	✓	✓	✓
	27	Reduce weekend frequency, span of service	13,650	(2,484)	11,167	436,910	(3,429)	✓	✓	✓
	36	No longer through-routed	66,615	6,111	72,726	2,990,440	14,952			
	SPC	Reserved hours for standby and schedule issues	0	10,500	10,500	0	180,000			
Total - Other Service Changes Fall 2012			187,203	13,404	200,607	8,193,040	203,363			
Total - Fall 2012 Service Change			1,167,485	15,833	1,183,387	40,720,040	775,766			

The 10,500 hour reserve category is available for use where needed on the RapidRide C and D Lines. Of this total, approximately 2,500 annual hours is for stand-by peak-period coaches, to fill in for late or stuck coaches. Another 8,000 annual service hours is held in reserve to allow for adjustments that may be needed to address crowding, schedule issues or other operational or demand characteristics.

Council staff concurs with this reserve concept. As a reminder, the Eastside service change, effective Fall 2011, used 6,000 more service hours than estimated and the shortfall had to be made up in the June 2012 service change. If the hours are not needed for September 2012 service change adjustments, they could be used in the February 2013 or June 2013 service change.

Administrative Changes

The preceding tables include bus routes proposed for administrative changes, which do not require Council approval. For Routes 10, 11, 12, 26, 31, 36, 65, 155, and 169, the administrative change proposed is to connect routes referenced as a "through-route." By way of example a bus will pull into a stop as one bus route and leave the stop as another bus route. This is an efficiency measure that allows connecting routes to use the same vehicles. The purpose of these changes is to improve schedule reliability. Three routes (Route 306, 312 and Sound Transit 522) will have their northbound alignment moved from 3rd Avenue to 4th Avenue.

The Route 1 off-peak frequency is reduced, the Route 24 span is shortened (the last night trip will be earlier) and the Route 27 night span is reduced and Sunday trip frequency reduced.

Four peak routes are changed: the Route 17X adds one morning trip, the Route 56 reduces one trip, the Route 116 – adds three trips from Fauntleroy (these trips will not be tied to ferry trips), and the Route 121 is reduced by two trips.

A commentator suggested that the Council should approve administrative changes by ordinance. This would require a revision to section K.C.C. 28.94.020.B of the King County Code, and would involve the Council taking on a much deeper and more technical level of service planning detail, which may not align with its Charter-defined responsibilities.

AMENDMENT

A technical amendment is necessary to make a map amendment to correctly identify the SR 509 on Route 123X and to correct a route reference in the service change narrative for the Route 132 (as written says 131 and should be 132). An amendment reflecting these technical changes is being prepared and will be handed out at the committee meeting.

ATTACHMENTS

1. Appendix I: List of Routes Proposed for Ordinance Changes
2. Proposed Ordinance 2012-0141
3. Executive's Transmittal Letter
4. Metro Transit's Proposed Administrative Changes to Public Transportation Network Fall 2012
5. TREE Committee Comment Summary
6. Table showing routes to receive On-Time Performance Investments

APPENDIX I: LIST OF ROUTES PROPOSED FOR ORDINANCE CHANGES

This appendix includes information about each route proposed for a change in the September 2012 ordinance. Within this list, “peak period” refers to 6:00 a.m.-9:00 a.m. and 3:00 p.m.-6:00 p.m. A “peak-direction” route provides service from a residential area to a job center in the morning and back to the residential area in the afternoon.

2X	D Line Restructure – TSP Corridor: No			
Proposed Hours: 7,500	Weekday Rides: 800	Peak Only	Lower-performing service	
Current Hours: +5,500				
System Impact: Expanded route will provide additional service in Ballard, with increased ridership projected.				

Route 2 Express is a peak-period, peak-direction service between the summit of Queen Anne Hill and the Seattle CBD. The proposed revision is to extend service to Seattle Pacific University and the Ballard business district at 22nd Avenue Northwest and Northwest Market Street, also serving the north slope of Queen Anne Hill on 3rd Avenue West. A small turnaround loop on Queen Anne Hill would be deleted.

The Route 2 Express would provide 12 southbound morning trips and 12 northbound afternoon trips during weekday peak periods. This reflects three additional morning trips and the same number of afternoon trips as currently. The change seeks to improve performance and provide a peak travel option for more riders.

3N, 4N	D Line Restructure – – TSP Corridor: Queen Anne to Seattle CBD via Taylor Avenue North [both routes serve the same corridor]			
Proposed 4N Hours: 26,000	Weekday Rides: 5,300	All-Day		
Current 3N, 4N Hours: 26,000	(for both 3N, 4N)			
System Impact: Merging the two routes allows for operational efficiencies.				

Total service hours are 26,000 (no net change but currently divided between two routes; this change will combine the two into one route). The proposal would combine the northern portions of the Routes 3 and 4 into an enhanced Route 4. An area of Queen Anne served by the Route 3 (1st Avenue West/West Raye Street) would no longer be served. There would be no change to the two southern routes that connect the Seattle CBD with First Hill, Judkins Park, and Center Park.

An April 16 commentator asked why the very productive Route 3 would be eliminated, and two commentators expressed support for retention of the “loop” in Queen Anne.

Metro Transit staff responds that the Routes 3N and 4N have the same alignment from the intersection of Queen Anne Avenue North and North Boston Street on south. Combining the two routes allows for the same service frequency and the added benefit of more efficient scheduling including spacing of the buses. Except for a small area in the Queen Anne neighborhood, the expected result is the same very productive, very frequent service with some operational efficiencies.

5	D Line Restructure – TSP Corridor: Shoreline Community College to Greenwood via Greenwood Avenue; Greenwood to Seattle CBD via Greenwood Avenue		
	Proposed Hours: 44,000	Weekday Rides: 6,640	All-Day
Current Hours: 47,000			
System Impact: More efficient operations on the two TSP Corridors served by this route.			

The proposed change would convert all Route 5 local trips to serve Shoreline Community College and the Seattle CBD via Greenwood, Woodland Park, and Fremont. Currently, some trips serve Northgate Transit Center; alternative service between Greenwood Avenue North and the Northgate Transit Center would be available on the Route 18.

14N	TSP Corridor: No		
	Proposed Hours: 8,000	Weekday Rides: 1,260	All-Day
Current Hours: 9,500			Lower-performing service
System Impact: Lower-performing service hours reinvested.			

The proposal would revise routing in the Seattle CBD to turn at 2nd Avenue between Pine and Pike streets instead of 3rd Avenue. Evening service would be reduced to every 45 minutes after 7:00 p.m. instead of every 30 minutes until 10:00 p.m. and then hourly until midnight. The route between the Summit neighborhood and the Seattle CBD would be renumbered as Route 47.

Several commentators expressed support for maintaining the 14N evening service at current levels. Metro Transit staff responds that there would still be evening service.

14S	TSP Corridor: Mount Baker and Seattle CBD via 31 st Avenue South and South Jackson Street [High Point and the Seattle CBD via 35 th Avenue Southwest [Route 14S goes east of 31 st Avenue South to serve South McClellan Street and South Mount Baker Drive; this portion of the alignment is not part of the TBD Corridor.]		
	Proposed Hours: 22,000	Weekday Rides: 2,660	All-Day
Current Hours: 22,500			Lower-performing service
System Impact: Lower-performing hours reinvested.			

The proposal would reduce night service to the Mount Baker neighborhood extension (east of 31st Avenue South to serve South McClellan Street and South Mount Baker Drive). Night service to the neighborhood extension would be 60 minutes between 7:30 p.m. and 9:30 p.m. with a final evening trip to the neighborhood leaving the Seattle CBD at approximately 12:30 a.m.

Three commentators spoke at the April 16 meeting in support of preserving the evening service east of 31st Avenue South. Metro Transit staff responds that the proposal preserves some evening trips and notes that some commentators to Metro Transit outreach supported the proposal to reduce this service. Another commentator emailed the Council that the proposed level of service is acceptable.

15X	D Line Restructure – TSP Corridor: Ballard to Seattle CBD via 15 th Avenue Northwest		
	Proposed Hours: 4,500	Weekday Rides: 1,190	Peak Only
	Current Hours: 6,000		
System Impact: Provides additional peak capacity on D Line Corridor.			

The Route 15 is replaced by the RapidRide D Line; the 15 Express is revised to have six morning peak southbound trips and six afternoon peak northbound trips.

17	D Line Restructure – TSP Corridor: Ballard to Seattle CBD via West Nickerson Street, Westlake Avenue North, 9 th Avenue [Portions of this Corridor served by revised Route 28, new Route 32]		
	Proposed Hours: 4,500	Weekday Rides: 2,450	Peak Only
	Current Hours: 22,500		
System Impact: Meets need for peak service in reverse peak direction.			

The substantial change to the Route 17 is the result of restructuring that creates other options for current riders. The Route 17 Local would operate in one direction during the peak: northbound from the Seattle CBD to South Lake Union, Nickerson Street, and downtown Ballard (22nd Avenue Northwest / Northwest Market Street) in the morning peak, and in the reverse direction in the afternoon. There would be seven morning northbound trips and seven afternoon southbound trips, with trips coordinated to connect with Sounder commuter rail morning arrivals and afternoon departures at King Street Station.

The Route 17 Express will provide alternative service during weekday peak hours between Loyal Heights and the Seattle CBD via Ballard and Interbay, with five morning southbound trips and six afternoon northbound trips.

The revised Route 18 will provide all-day service between the Seattle CBD and the Ballard business district (22nd Avenue Northwest / Northwest Market Street). New

Route 61 will provide off-peak service between Sunset Hill and downtown Ballard (32nd Avenue Northwest).

A commentator questioned the decision to modify the Route 17 based on the need for a Ballard-South Lake Union connection. Depending on where in Ballard the trip originates, there are several options for making this trip including the Route 18.

18	D Line Restructure – TSP Corridor: Ballard to Lake City via Holman Road; Ballard to the Seattle CBD via West Nickerson Street, Westlake Avenue North, and 9 th Avenue [Current alignment revised to avoid duplication with RapidRide C Line south of Ballard]		
Proposed Hours: 63,500	Weekday Rides: 4,890	All-Day	
Current Hours: 33,500			
System Impact: Avoid duplication of RapidRide D Line service, provides alternative option to replace Route 17 and portion of Route 5.			

The current Route 18 provides service between North Beach, Ballard, Interbay and Uptown to the Seattle CBD. The new RapidRide D Line provides frequent all-day coverage on the southern part of the Route 18 alignment, so Metro proposes to delete that part of the Route 18 and add service through Fremont, along Westlake Avenue North, and through South Lake Union to the Seattle CBD. In the north, a portion of North Beach service would be deleted and the route would extend to Northgate Transit Center via Holman Road Northwest and North Seattle Community College.

The additional service hours allow for 15 minute service in the off-peak and 12-15 minute frequencies in the morning and afternoon peak periods. Saturday service would also increase to 15 minute frequencies. 30 minute service would be provided from 7:00 p.m. to midnight and Sunday service would be every 30 minutes from 6:00 a.m. to midnight.

Two commentators endorsed the change to the Route 18 and one expressed support for the old alignment.

Several commentators endorsed a proposal by Rob Fellows to modify a portion of the alignment. The proposal is to go east on Northwest 85th Street to Greenwood Avenue North and then north on Greenwood Avenue North to North 105th Street. This proposal would remove service from Holman Road Northwest. Reasons given for the change are to serve the Greenwood urban village as designated by the City of Seattle.

Metro Transit staff responds that the Fellows modification proposal would add an estimated 7 minutes to the Route 18 travel time (14 additional minutes per round trip) and would require an investment of an additional approximately 3,990 service hours. They estimate that the proposal would require more riders on Holman Road to make transfers than the number of riders on Greenwood Avenue North who would be able to avoid a transfer. For these reasons, Metro Transit does not recommend the Fellows alternative alignment.

21	C Line Restructure – TSP Corridor: High Point and the Seattle CBD via 35 th Avenue Southwest		
Proposed Hours: 40,000	Weekday Rides: 1,760	All-Day	Lower-performing service
Current Hours: 28,500			
System Impact: Improve efficiency and productivity. TSP Corridor peak and off-peak frequency will exceed recommended standard because of suggested demand.			

The proposed change is to modify the alignment, with Westwood Village as the southern terminus, and expand service. This TSP corridor will have 15-minute or better service during the peak and off-peak weekdays and on Saturdays, and 30 minute service during the evenings and Sundays. This service level is more frequent than the Service Guidelines suggest because of expected demand.

The Route 21 Local would no longer serve the Arbor Heights neighborhood up to the intersection of 35th Avenue Southwest and Southwest Roxbury Street. The Route 21 Express peak-period, peak-direction service would continue to serve the entire alignment including the Arbor Heights neighborhood during weekday peak hours, connecting Arbor Heights and the Seattle CBD via 35th Avenue Southwest and the Alaskan Way Viaduct. The Route 21 Express will continue to operate 10 morning peak-direction and 10 afternoon peak-direction trips (one fewer than currently).

Route 22 will provide alternative service at 60-minute intervals until approximately 7:00 p.m. between part of the Arbor Heights neighborhood and Alaska Junction via Westwood Village, where connections can be made with either the C Line (Westwood Village and Alaska Junction) or Route 120 (Westwood Village) for service to and from the Seattle CBD.

A commentator expressed opposition to the deletion of 21 Local service in Arbor Heights. Metro Transit staff responds that peak service is still available, midday ridership is very low (26 ons, 74 offs) and the route change frees up hours for reinvestment in the rest of the route.

22	C Line Restructure – TSP Corridor: No		
Proposed Hours: 5,000	Weekday Rides: 1,450	All-Day	Lower-performing service in off-peak
Current Hours: 19,500			
System Impact: Revised route provides connectivity for Arbor Heights, Shorewood neighborhoods.			

The current Route 22, connecting White Center with the Seattle CBD via Alaska Junction, would be revised to eliminate service from Alaska Junction to the Seattle CBD, which will now be served by the RapidRide C Line. At the southern end of the current alignment, service on 16th Avenue Southwest would be eliminated and the revised alignment would reach the Arbor Heights neighborhood via 26th Avenue Southwest, Southwest 106th Street, 35th Avenue Southwest and Southwest Roxbury

Street. The route would operate about every 60 minutes between approximately 5:15 a.m. and 7:30 p.m., and between approximately 9:00 a.m. and 6:30 p.m. on weekends.

Route 21 Local will provide alternative service between 35th Avenue Southwest / Southwest Alaska Street and Seattle CBD via SODO. Route 120 will provide alternative service between 15th Avenue Southwest / Southwest 104th Street in White Center and Westwood Village.

23	C Line Restructure – TSP Corridor: White Center to Seattle CBD via Highland Park and 4 th Avenue South		
Proposed Hours: -0-	Weekday Rides: 1,820	All-Day	Lower-performing service during off-peak and night
Current Hours: 21,500			
System Impact: Improve efficiency			

This route is proposed for elimination. The revised Route 131 will provide alternative service between Burien and Seattle CBD via Greenbridge, Highland Park, and SODO.

28L	D Line Restructure – TSP Corridor: Fremont and Seattle CBD via Dexter Avenue North		
Proposed Hours: 26,000	Weekday Rides: 3,820	All-Day	
Current Hours: 27,000			
System Impact: Elimination of low-ridership neighborhood segment frees up service hours, is expected to improve reliability.			

The proposed change would eliminate the northern segment of Route 28 local service, 3rd Avenue Northwest between Holman Road Northwest up to North 145th Street and Linden Avenue North. Alternative service would be available on the Route 5 on Greenwood Avenue North, four blocks east of 3rd Avenue Northwest.

The Route 28 Express will continue to provide peak-direction, peak-period service between Linden Avenue North / North 143rd Street and the Seattle CBD via 3rd Avenue Northwest, Northwest 100th Place, 8th Avenue Northwest, and Aurora Avenue North.

A commentator urged retention of the off-peak service north of Holman Road, noting that the alternative service is up a hill and the streets do not have sidewalks. Metro Transit staff note that the Route 5 service on Greenwood Avenue North is within a quarter-mile distance of most (not all) of the alignment. The Route 5 has significantly higher off-peak ridership. This is an example of a reinvestment of service hours into higher-performing that requires off-peak riders to walk further for more frequent service.

30	D Line Restructure – TSP Corridor: Sand Point to the University District via Northeast 55 th Street		
Proposed Hours: 17,000	Weekday Rides: 3,010	All-Day	
Current Hours: 31,500			
System Impact: Change allows more efficient operation on this TSP Corridor.			

The proposed change is to eliminate the portion of the route west of the University District. The same 30-minute service frequency would be retained in the remaining alignment from Sand Point to the University District via Sand Point Way and Northeast 55th Street through Ravenna.

New Route 32 will provide alternative service between Uptown / Seattle Center West and the University District via Fremont and Wallingford. Route 31 will provide alternative service between Magnolia and University District via Nickerson Street, Fremont and Wallingford. Route 18 will provide alternative service along Westlake Avenue North between the Fremont Bridge and the Seattle CBD.

32	D Line Restructure – TSP Corridor: Fremont and the University District via North 40 th Street		
Proposed Hours: 23,000	Weekday Rides: New	All-Day	New
Current Hours: -0-			
System Impact: Provides alternative service option for portions of revised Routes 18 and 30.			

The new Route 32 connects Uptown / Seattle Center West, Interbay, Seattle Pacific University, Fremont, Wallingford, and the University District. The Route 32 would operate on weekdays every 20-30 minutes during peak periods and every 30 minutes during the off-peak and between approximately 7:00 p.m. and midnight; on Saturdays and Sundays every 30 minutes between approximately 6:00 a.m. and midnight.

34X	C Line Restructure – TSP Corridor: Othello Station to Columbia Station via Seward Park [Route 34X also serves Seattle CBD via Rainier Avenue South, South Dearborn Street]		
Proposed Hours: -0-	Weekday Rides: 170	Peak Only	Lower-performing service
Current Hours: 2,000			
System Impact: Service hours reinvested in higher-performing service. Replaced by new Route 50, TSP Corridor peak frequency will exceed recommended standard, midday frequency improved to meet recommended standard, night frequency reduced to meet recommended standard.			
Riders will need to transfer to Link or other bus routes to reach Seattle CBD.			

This route is proposed for elimination. The Route 34 Express provides peak-hour, peak-direction service between Rainier Beach and the Seattle CBD via Seward Park (three northbound morning and three southbound afternoon trips). It serves the same

TSP Corridor as the Route 39, but the two routes diverge outside this corridor, with the Route 34 Express serving Rainier Avenue South and Dearborn Street.

Both routes are proposed for deletion with replacement service **on the corridor** provided by the new Route 50. For riders commuting to/from downtown, a transfer from the Route 50 to Link Light Rail, the Route 7 or 7 Express would provide alternative service along Rainier Avenue between South Genesee Street and South Dearborn Street. Route 50 will provide alternative service between Seward Park and both the Columbia City and Othello Link stations. Routes 7 and 106 provide alternative service between Rainier Beach and the Seattle CBD. A portion of the alignment with very low ridership, south of South Othello Street, would lose coverage.

See Route 39 for comments.

35	C Line Restructure – TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 20	Peak Only	Lower-performing service
Current Hours: 500			
System Impact: Lower-performing service hours reinvested.			

This route is proposed for elimination. This low-performing route, connecting Harbor Island with the Seattle CBD, has 20 rides per weekday. There are two morning peak direction and two afternoon peak direction trips. No alternative fixed-route service will be available between Harbor Island and the Seattle CBD. Alternative options, according to Transit, may be carpooling, vanpooling and VanShare.

37	C Line Restructure – TSP Corridor: No		
Proposed Hours: 3,500	Weekday Rides: 280	Peak Only	Lower-performing service
Current Hours: 7,500			
System Impact: Peak period service retained at reduced level.			

This peak-direction, peak-period route provides eight trips from West Seattle to the Seattle CBD in the morning and seven trips from the Seattle CBD to West Seattle in the afternoon. The proposed change would retain four morning peak and four afternoon peak trips.

Route 56 Express will provide service during weekday peak hours between 61st Avenue Southwest/Alki Avenue Southwest and the Seattle CBD via the Admiral District and the Alaskan Way. When the West Seattle Water Taxi is in operation, routes 773 and 775 provide service along portions of Alki Avenue Southwest and Harbor Avenue Southwest with connections to/from the water taxi. The water taxi operates between Seacrest Park on Harbor Avenue Southwest and Pier 50 on the Seattle waterfront.

A commentator expressed support for the Route 37.

39	C Line Restructure – TSP Corridor: Othello Station to Columbia Station via Seward Park [Route 39 also serves Beacon Hill, Veterans Administration Medical Center, SODO, Seattle CBD]		
Proposed Hours: -0-	Weekday Rides: 1,340	All-Day	Lower-performing service
Current Hours: 16,500			
System Impact: Replaced by new Route 50, TSP Corridor peak frequency will exceed recommended standard, midday frequency improved to meet recommended standard, night frequency reduced to meet recommended standard. Some riders will need to transfer to Link or other bus routes to reach Seattle CBD.			

This route is proposed for elimination. The proposal calls for replacement service on the Othello Station-Columbia Station corridor on the new Route 50, which will also continue to serve the Veterans Administration Medical Center and cross the SODO busway on its way to West Seattle. Route 50 service frequency will be greater than the current Route 39, and the TSP corridor will have additional service during the off-peak. Night service is reduced from the current 30-minute level to 60 minutes but meets the Service Guidelines standard. For Route 39 riders traveling between the Seattle CBD and southeast Seattle, alternatives would include a two-seat ride on the Route 50 and Link Light Rail, buses serving the SODO busway, the Route 7 and 7 Express on Rainier Avenue.

Several commentators expressed opposition to the proposed changes to the Route 34X and Route 39, or had questions about how often Link Light Rail would come (10-minute frequencies during the day, and more often during the peak period). One commentator expressed opposition stating that double fare is charged when riding a Metro bus and transferring to Link. Council staff has confirmed that this is not the case when using an ORCA card.

45X	D Line Restructure – TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 140	Peak Only	Lower-performing service
Current Hours: 1,500			
System Impact: Service hours reinvested in higher-performing service.			

This route is proposed for elimination. This peak-only, peak-direction route has three morning trips from Seattle Center to the University District via Queen Anne Hill and Wallingford, and three afternoon trips in the opposite direction. Route 13 will provide alternative service between Uptown / Seattle Center West and Seattle Pacific University, where connections will be possible with Routes 31 and 32 to/from the University District.

46	D Line Restructure – TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 250		Lower-performing service
Current Hours: 4,000			
System Impact: Lower-performing service hours reinvested in higher-performing service.			

This route is proposed for elimination. The Route 46 provides three kinds of service – there are three morning peak westbound trips from Ballard to Shilshole and three eastbound afternoon trips from Shilshole to Ballard; three morning peak eastbound trips from Shilshole to the University District and four afternoon peak westbound trips from the University District to Shilshole; and four midday trips in each direction, connecting Shilshole and Fremont.

Route 44 will provide alternative service between Ballard and the University District. Routes 31 and 32 will provide alternative service between Fremont and the University District via Wallingford. Seaview Avenue (Shilshole) would lose all service.

Several commentators have expressed support for the Route 46 trips between Ballard and the University District and state that the alternative service on Route 44 is slower and more crowded.

Metro Transit staff responds that a City of Seattle transportation project is underway that will improve Route 44 performance⁸ and that the Route 46 is a lower-performing route. Retention of the service hours for the Route 46 would mean that the service hours would not be available for higher-performing routes.

One commentator at the April 16 Committee meeting expressed support for the Seaview Avenue portion of the route (three morning inbound and three afternoon outbound trips). This portion of the alignment would lose all service.

Metro Transit staff responds that ridership on the segment is very low (26 offs/40 offs per weekday). Metro Transit staff is also investigating possible leased parking lot opportunities that would allow Seaview Avenue residents to drive a short distance to alternative bus service.

50	C Line Restructure – TSP Corridor: Othello Station to Columbia Station via Seward Park; Alki and Seattle CBD via Admiral Way [Alki-SODO segment]		
Proposed Hours: 33,500	Weekday Rides: NEW	All-Day	New
Current Hours: -0-			
System Impact: With new Route 50, the Othello-Columbia City TSP Corridor peak frequency will exceed recommended standard, midday frequency will be improved to meet recommended			

⁸The City project includes bus bulbs, traffic signal priority for transit at intersections, and other improvements to improve Route 44 travel time and reliability.

standard, night frequency will be reduced to meet recommended standard. The Alki-Seattle CBD Corridor will have more frequent peak service than before; off-peak and night frequency will be comparable to current service.
Riders will need to transfer to Link or other bus routes to reach Seattle CBD.

The new Route 50 replaces **portions** of Route 39 and the 34 Express in southeast Seattle, a portion of the Route 56 Local from Alki to the intersection of Southwest Admiral Way and California Avenue Southwest, and a portion of Route 51 on Southwest Admiral Way and California Avenue Southwest. It provides connections from Alki to the Admiral District and Alaska Junction and to SODO, and connects these locations to the North Delridge neighborhood. Service is 20-30 minutes in the morning and afternoon peaks, 30 minutes during the off-peak and Saturdays, and 60 minutes during all evenings and on Sundays.

According to Metro Transit, this new route addresses a request for east-west service including improved access for the Delridge community and continued access to the Veterans Administration Medical Center.

51	C Line Restructure – TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 340		
Current Hours: 4,500			
System Impact: Service hours reinvested, partial coverage retained.			

This route is proposed for elimination. This circular route connecting Genesee Hill, Admiral District and Alaska Junction operates 25 trips per day, leaving Alaska Junction and traveling in a clockwise direction.

Portions of the route will have alternative service at certain times: The Route 57 will provide alternative service during peak periods from Genesee Hill to the Admiral District. Routes 50 and 128 will provide alternative service along California Avenue Southwest between the Admiral District and Alaska Junction.

53	C Line Restructure – TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 110		Lower-performing service
Current Hours: 2,000			
System Impact: Lower-performing service hours reinvested.			

This route is proposed for elimination. This route operates in a clockwise direction around West Seattle, providing hourly service with trips starting at Alaska Junction beginning at 8:18 am and the final trip starting at 3:18 pm. During weekday peak hours, Route 37 will provide alternative service between Alaska Junction and the Seattle CBD Seattle via Alki. When the West Seattle Water Taxi is in operation, Route 773 provides

alternative service between Seacrest Dock and Alaska Junction; Route 775 also provides alternative service between Alki and Seacrest Dock.

One commentator expressed support for continued coverage, and another asked for weekend service along a similar alignment. Metro Transit staff respond that the ridership is very low and the service hours could not be reallocated.

54, 54X	C Line Restructure – TSP Corridor: West Seattle to Seattle CBD via Fauntleroy and Alaska Junction		
	Proposed Hours: -0-	Weekday Rides: 3,670	All-Day
Current Hours: 49,500			
System Impact: New RapidRide D Line will provide frequent service on the corridor.			

This route is proposed for elimination. The Route 54 is replaced by the RapidRide C Line. The Route 54 Express, connecting Fauntleroy and the Seattle CBD, is replaced by the RapidRide C Line, and alternative service is available on the Route 116 Express, which covers the same route. Three additional trips on the Route 116 Express will be added as an administrative change.

55	C Line Restructure – TSP Corridor: Admiral District and the Seattle CBD via Alaska Junction		
	Proposed Hours: 3,500	Weekday Rides: 2,090	All-Day
Current Hours: 27,500			
System Impact: Provide peak capacity to support the RapidRide C Line.			

This route currently provides all-day service between the Admiral District and Alaska Junction and the Seattle CBD. The RapidRide C Line will provide more frequent all-day service between Alaska Junction and the Seattle CBD. Routes 50 and 128 will provide alternative service along California Avenue Southwest between the Admiral District and Alaska Junction.

The Route 55 Express now operates 10 morning and 11 afternoon peak-period, peak-direction trips. The proposal would retain five morning and five afternoon trips to accommodate estimated demand above the RapidRide C Line capacity.

Routes 128 and 775 will provide alternative service on California Avenue Southwest north of the Admiral Junction (California Avenue Southwest / Southwest Admiral Way).

56L	C Line Restructure – TSP Corridor: Alki to the Seattle CBD via the Admiral District and SODO		
	Proposed Hours: -0-	Weekday Rides: 850	All-Day
Current Hours: 16,000			
System Impact: Lower-performing during off-peak and night			

System Impact: Replacement service on new Route 50.

Route proposed for elimination. The portion of this route from Alki to California Avenue Southwest will be replaced by the Route 50. The Route 56 Express will continue to provide eight morning inbound and 10 afternoon outbound trips. Admiral Way east of California Avenue Southwest will lose off-peak service.

57	C Line Restructure – TSP Corridor: No		
Proposed Hours: 2,500	Weekday Rides: 260	Peak Only	
Current Hours: 3,000			
System Impact: Maintain coverage to complement new Route 50.			

This peak-direction, peak-period route provides five trips from West Seattle (Alaska Junction, Genesee Hill, Admiral District) to the Seattle CBD in the morning and seven trips from the Seattle CBD to West Seattle in the afternoon. The proposed change would retain four morning peak and four afternoon peak trips. The route would operate via the Alaskan Way Viaduct instead of 1st Avenue South

Route 21 will provide alternative local service between 35th Avenue Southwest / Southwest Avalon Way and the Seattle CBD via SODO. New Route 50 will provide alternative service via the Admiral District between Alki and SODO, where connections will be possible at SODO Station with Link light rail to and from the Seattle CBD.

60	C Line Restructure – TSP Corridor: Capitol Hill and White Center via South Park, Georgetown, Beacon Hill, and First Hill		
Proposed Hours: 45,000	Weekday Rides: 4,320	All-Day	Lower-performing service during off-peak and night
Current Hours: 42,500			
System Impact: TSP Corridor frequency is unchanged (somewhat below recommended frequency). Reroute to Westwood Village expected to increase transfer options and improve access to shopping/amenities.			

The proposed change is a small routing change at the western end of the alignment. Service would be added to Westwood Village by way of Delridge. The Route 60 will still serve the Veterans Administration Medical Center – a proposal to eliminate the trip through the hospital parking lot was not advanced.

A commentator expressed support for the Route 60 change. Three commentators stated that the route should not service the Veterans Administration Medical Center through the parking lot due to the added time involved.

61	D Line Restructure – TSP Corridor: No		
Proposed Hours: 11,000	Weekday Rides: New		New
Current Hours: -0-			
System Impact: Provides replacement service for a portion of the Route 17 alignment.			

This proposed new route provides 30-minute, two-way service between North Beach/Loyal Heights along 32nd Avenue Northwest to downtown Ballard and 15th Avenue Northwest at Northwest Leary Way. The Route 61 replaces Route 17 service on 32nd Avenue Northwest.

A commentator questioned the value of Route 61.

75	D Line Restructure – TSP Corridor: Lake City to University District via Lake City Way and Sand Point Way		
Proposed Hours: 34,500	Weekday Rides: 6,280	All-Day	
Current Hours: 49,500			
System Impact: Improves efficiency on TSP Corridor.			

The proposed change is to discontinue the portion of the route between Northgate Transit Center and Ballard. The discontinued section is covered exactly by the revised Route 18. The Route 75 would continue to provide all-day 30-minute, two-way service between the Northgate Transit Center and the University District via Sand Point Way Northeast.

81	C Line Restructure – TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 50	Early Morning Owl	Lower-performing service
Current Hours: 1,000			
System Impact: Lower-performing service hours reinvested.			

This route is proposed for elimination. This “early morning owl service” currently provides two trips connecting the Seattle CBD with the Uptown, Interbay, Ballard and Loyal Heights neighborhoods. Alternative early morning owl service between the Seattle CBD and Ballard via Uptown will be available on a D Line trip leaving the Seattle CBD at 2:15 a.m.

A commentator at the April 16 Committee meeting suggested that a trip leaving Ballard around 3:00 a.m. would help meet his work commute need. Metro Transit staff is investigating options for addressing this need as a social equity issue.

85	D Line Restructure – TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 60	Early Morning Owl	Lower-performing service
Current Hours: 1,500			
System Impact: Low performing route hours reinvested.			

This route is proposed for elimination. This “early morning owl” service is a low-performing route that provides service from the Seattle CBD to West Seattle. Alternative service will be available on a RapidRide C Line trip leaving the Seattle CBD around 2:15 a.m., and on a Route 120 trip to White Center via Delridge that leaves the Seattle CBD at approximately 2:15 am.

120	C Line Restructure – TSP Corridor: Burien and Seattle CBD via Delridge and Ambaum		
Proposed Hours: 64,000	Weekday Rides: 7,040	All-Day	
Current Hours: 62,000			
System Impact: Revised Route 120 will continue to provide TSP Corridor with 15-minute or better service. New connection to Westwood Village			

The revised Route 120 will continue to provide this TSP corridor with 15-minute or better service. The proposed change is to revise the alignment to serve Westwood Village, providing riders with access to shopping and additional transit connections. The portion of the route that loses service will have alternate service on the Route 60. This is between the intersection of 16th Avenue Southwest/Southwest Roxbury Street and the intersection of Delridge Way Southwest/Southwest Barton Street.

123	C Line Restructure – TSP Corridor: No [Serves Gregory Heights neighborhood and Seattle CBD via Burien]		
Proposed Hours: 3,500	Weekday Rides: 210	Peak Only	Low performing
Current Hours: 3,500			
System Impact: Metro Transit staff proposes to reroute portion of route to Alaskan Way Viaduct instead of 4 th Avenue South. Change provides common Seattle CBD stops for Routes 121, 122, 123.			

This peak-only, peak-direction service (four northbound morning trips, five southbound afternoon trips) connects the Gregory Heights neighborhood, the Burien Transit Center and the Seattle CBD. The proposed change is to re-route portion of route to the Alaskan Way Viaduct instead of 4th Avenue South. The new alignment would enter the CBD in midtown via the Seneca Street exit to the Viaduct, limiting access to the southern part of the CBD. Alternative service options using 4th Avenue South, would be on Routes 131 and 132.

Several commentators have contacted the Council to oppose the change, citing a preference for the current access to the south end of the Seattle CBD via 4th Avenue instead of the Viaduct.

Metro Transit staff responds that three routes, the 121, 122, and 123 provide a connection between the Burien Transit Center and the Seattle CBD. The Routes 121 and 122 use the Viaduct and are more productive than the Route 123. Metro Transit recommends the change so that all three routes will have a common set of stops in the Seattle CBD.

124	C Line Restructure – TSP Corridor: Tukwila and Seattle CBD via 4 th Avenue South [Proposal moves route off 4 th Avenue South]		
Proposed Hours: 31,500	Weekday Rides: 3,510	All-Day	
Current Hours: 32,500			
System Impact: Moves route to reflect change in Routes 131 and 132.			

This route connects Tukwila International Boulevard Station and the Seattle CBD. The proposed change would revise the alignment to serve Georgetown and Airport Way South instead of 4th Avenue South between South Michigan Street and South Jackson Street. Replacement service on 4th Avenue South would be available on Routes 131 and 132. This change would move the service from a corridor serving 4th Avenue South to a corridor serving Airport Way South.

125	C Line Restructure – TSP Corridor: White Center and Seattle CBD via 16 th Avenue Southwest and South Seattle Community College		
Proposed Hours: 15,000	Weekday Rides: 2,330	All-Day	Lower-performing service at night
Current Hours: 24,500			
System Impact: Revision allows for greater efficiency.			

In its current alignment, the Route 125 serves the Shorewood neighborhood as well as a TSP Corridor. The proposal is to revise the route to operate on weekdays and Saturdays between Westwood Village and the Seattle CBD via South Seattle Community College and the Alaskan Way Viaduct. The Route 125 would operate every 20-30 minutes during peak periods, every 30 minutes during the off-peak, and every 45 minutes on Saturdays every 45 minutes. Weekday service after 10:00 p.m., Saturday service after 7:00 p.m., and Sunday service would be eliminated.

A portion of the Shorewood alignment will have alternative service on the Route 22, with additional connections available at Westwood Village. Connections will be possible with the C Line and routes 21, 120 and 125 operating between Westwood Village and the Seattle CBD. Route 113 will provide alternative peak-period, peak direction service between Shorewood and the Seattle CBD with seven morning inbound trips and four outbound afternoon trips. Route 128 will provide alternative service after 10:00 p.m.

and on weekends along 16th Avenue Southwest between Southwest Dumar Way and Southwest Roxbury Street.

A commentator expressed support for continued all-day service to Shorewood. Metro Transit staff responds that it is a very low ridership segment and notes that peak service is still available for commuters, along with off-peak alternative service in some parts of Shorewood.

128	C Line Restructure – TSP Corridor: Admiral District and Southcenter via California Avenue Southwest, Military Road and Tukwila International Boulevard Station		
	Proposed Hours: 44,000	Weekday Rides: 3,700	All-Day
Current Hours: 33,000			
System Impact: Evening and weekend service frequency improved.			

The proposed changes to this route extend service north in West Seattle's Admiral District and improve service frequency to 30-minute service in the evenings and on weekends.

131	C Line Restructure – TSP Corridor: Burien Transit Center and the Seattle CBD via 1 st Avenue South, South Park and Airport Way [Proposed revision moves route to 4 th Avenue South]		
	Proposed Hours: 28,000	Weekday Rides: 1,170	All-Day
Current Hours: 22,500		Lower-performing service during off-peak and night	
System Impact: Route revisions designed to improve ridership. TSP Corridor frequency improved to 30 minutes in off-peak, meeting recommended standard.			

The proposal would delete the Route 131 alignment south of the Burien Transit Center to Highline Community College, with replacement service on the Route 166. The route north of the Burien Transit Center would be revised to serve 8th and 9th Avenue Southwest and 4th Avenue South, eliminating South Park, Georgetown and Airport Way South service.

With the changes, the mid-day service frequency on the TSP corridor will increase to 30 minutes until 7:30 p.m. and every 60 minutes between approximately 7:30 p.m. and 12:30 a.m., up from the current all-day 60 minutes. The overall effect of these changes is to bring the TSP corridor up to the frequency identified in the Service Guidelines.

Route 60 will provide alternative service between Georgetown and South Park, and between South Park and Greenbridge. Routes 106 and 124 will provide alternative service between Georgetown and the Seattle CBD. Route 132 will provide alternative service between South Park and the Seattle CBD via SODO. Route 166 will provide alternative service between Highline Community College and Burien Transit Center/Park-and-Ride via First Avenue South.

132	C Line Restructure – TSP Corridor: Burien and the Seattle CBD via Des Moines Memorial Drive and South Park		
Proposed Hours: 30,000	Weekday Rides: 2,040	All-Day	Lower-performing service during off-peak and night
Current Hours: 26,500			
System Impact: Route revisions designed to increase ridership. TSP Corridor off-peak frequency improved.			

Changes to Routes 131, 132, 156 and 166 are proposed to allow for increased frequency of service on three transit corridors. The proposal would discontinue Route 132 service between Highline Community College and the Burien Transit Center. Revise Route 132 to operate between the Burien Transit Center and the Seattle CBD via South Park and 4th Avenue South.

Operate Route 132 seven days a week every 30 minutes until approximately 8:00 p.m., and every 60 minutes between approximately 8:00 p.m. and 1:00 a.m. The result of these changes is to provide 30 minute peak and off-peak service in the corridor, up from 60 minute service.

Route 132 will no longer serve Highline Community College and Des Moines, or 1st Avenue South between South Michigan Street and South Lander Street. Route 156 will provide alternative service in Des Moines between South 200th Street and Highline Community College via 8th Avenue South and Marine View Drive. Route 166 will provide alternative service between Highline Community College and the Burien Transit Center via South 240th Street, Marine View Drive and 1st Avenue South.

One commentator expressed support for the service change and one had a question about coverage of South 152nd Street east of 1st Avenue South in Burien.

133	C Line Restructure - TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 230	Peak Only	Lower-performing service
Current Hours: 3,500			
System Impact: Reinvests lower-performing service hours.			

Route proposed for elimination. Lower-performing peak-period, peak-direction route connecting the Burien Transit Center and the University District via White Center, the Myers Way Park-and-Ride, and I-5. Replacement service (two-seat rides) would be available from the Burien Transit Center: Routes 120, 121, 122, and 123 will provide alternative service between Burien Transit Center and the Seattle CBD, where connections can be made with routes 70, 71 Express, 72 Express, and 73 Express serving the University District. Route 113 will provide alternative service between White Center and the Seattle CBD via the Myers Way Park-and-Ride.

A commentator expressed support for retention of this route.

134	C Line Restructure - TSP Corridor: No		
Proposed Hours: -0-	Weekday Rides: 180	Peak Only	Lower-performing service
Current Hours: 4,000			
System Impact: Lower-performing service hours reinvested.			

Route proposed for elimination. This low-performing peak period route connects Burien and the Seattle CBD via South Park and Georgetown. Route 60 will provide alternative service between Georgetown and South Park, and between South Park and Greenbridge. Routes 106 and 124 will provide alternative service between Georgetown and the Seattle CBD. Route 131 will provide alternative service between Burien and the Seattle CBD via First Avenue South, Greenbridge, Highland Park and SODO. Route 132 will provide alternative service between South Park and the Seattle CBD via SODO. Other direct connections between Burien and the Seattle CBD include Routes 121, 122 and 123.

156	C Line Restructure – TSP Corridor: Tukwila and Des Moines via McMicken Heights and SeaTac		
Proposed Hours: 17,500	Weekday Rides: 430	All-Day	Lower-performing in off-peak
Current Hours: 11,500			
System Impact: Route revision allows for increased frequency on Routes 131, 132 and 166.			

The proposal is to extend Route 156 from SeaTac to Highline Community College in Des Moines. One last hourly round trip would be added to the evening service so that the last trip from Highline Community College to Tukwila leaves the college at approximately 9:30 p.m.

Together with the extension of the Route 166, the expanded Route 156 provides a connection from Highline Community College to the Burien Transit Center, which in turn allows the Routes 131 and 132 to provide more frequent service on their revised routes.

Two commentators expressed support for the Route 156 changes.

166	C Line Restructure – TSP Corridor: Burien and Kent via the Kent-Des Moines Road, South 240 th Street and 1 st Avenue South		
Proposed Hours: 27,000	Weekday Rides: 2,050	All-Day	
Current Hours: +19,000			
System Impact: TSP Corridor frequency will meet recommended standard.			

Route 166 currently connects Kent with Des Moines via the Kent-Des Moines Park-and-Ride and Highline Community College. The proposed change would extend Route 166

from downtown Des Moines to the Burien Transit Center / Park-and-Ride via First Avenue South. A portion of the alignment in Des Moines would be replaced by the Route 156.

Route 166 would provide 30-minute service from 4:45 a.m. to 11:00 p.m. on weekdays and from 6:00 a.m. to 8:00 p.m. on Saturday, and 60 minute service on Saturday between 8:00 p.m. and 11:00 p.m. and on Sunday between 7:00 a.m. and 9:00 p.m.

A commentator expressed support for the Route 166 proposed change.



KING COUNTY
Signature Report
April 13, 2012
Ordinance

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Attachment 2

Proposed No. 2012-0141.1

Sponsors Phillips

1 AN ORDINANCE implementing September 2012 public
2 transportation service changes for King County.

3 STATEMENT OF FACTS:

4 1. The September 2012 proposed changes to Metro's fixed route transit
5 network include changes to bus routes that serve the cities of Burien, Des
6 Moines, Normandy Park, SeaTac, Seattle and Shoreline.

7 2. The September 2012 service change proposals are made within existing
8 service hour resources within the project area, except for nineteen
9 thousand new annual service hours identified in the 2012-2013 biennial
10 budget for investments in the RapidRide D Line.

11 3. The September 2012 service change proposals are consistent with the
12 policy direction and priorities established in King County Metro's
13 Strategic Plan for Public Transportation 2011-2021 and associated Service
14 Guidelines, and within the 2012-2013 biennial budget.

15 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

16 SECTION 1. The September 2012 public transportation service changes for King
17 County, substantially as described in Attachment A to this ordinance, are hereby
18 approved.

19 SECTION 2. These public transportation service changes will be implemented
20 effective September 29, 2012.

21

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Larry Gossett, Chair

ATTEST:

Anne Noris, Clerk of the Council

APPROVED this ____ day of _____, _____.

Dow Constantine, County Executive

Attachments: A. September 2012 Public Transportation Service Change for King County - April 11, 2012

April 11, 2012

SEPTEMBER 2012
PUBLIC TRANSPORTATION SERVICE
CHANGE FOR KING COUNTY

ROUTE: RapidRide C Line

OBJECTIVES:

Provide RapidRide Bus Rapid Transit service between Westwood Village and Downtown Seattle via Fauntleroy and Alaska Junction using the alignment specified in Ordinance 2009-0536, consistent with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to ways to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when Sound Transit or Metro invest in service, and when a corridor is above or below All-day and Peak Network frequency, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Westwood Village, Fauntleroy, Alaska Junction, Downtown Seattle

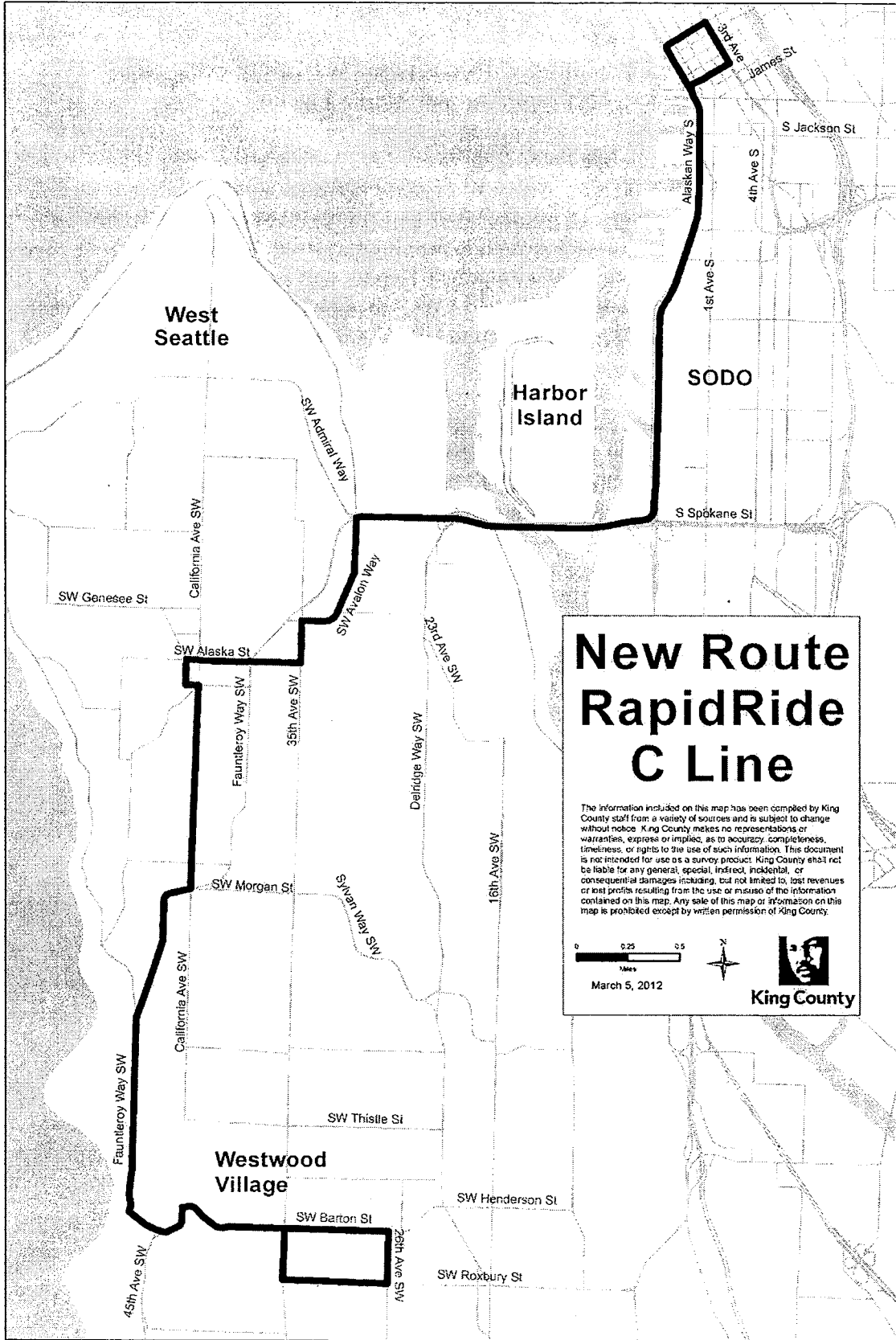
SERVICE CHANGE:

Operate the new RapidRide C Line between Westwood Village and Downtown Seattle via Fauntleroy and Alaska Junction.

On weekdays, operate the C Line every 15-30 minutes between approximately 4:30 a.m. and 6:00 a.m., every 10 minutes between approximately 6:00 a.m. and 9:00 a.m., every 15 minutes between approximately 9:00 a.m. and 3:00 p.m., every 10 minutes between approximately 3:00 p.m. and 6:15 p.m., every 15 minutes between approximately 6:15 p.m. and 11:00 p.m., every 30 minutes between approximately 11:00 p.m. and 12:30 a.m., and provide early morning trip leaving Downtown Seattle at approximately 1:15 a.m. and 2:15 a.m.

On Saturdays and Sundays, operate the C Line every 15 minutes between approximately 5:00 a.m. and 11:00 p.m., every 30 minutes between approximately 11:00 p.m. and 12:30 a.m., and provide early morning trips leaving Downtown Seattle at approximately 1:15 a.m. and 2:15 a.m.

The C Line will replace a portion of Route 54 local and express service between Westwood Village and Downtown Seattle. The C Line will also replace all-day service provided by Route 55 between Alaska Junction and Downtown Seattle.



New Route RapidRide C Line

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Miles

King County

March 5, 2012

ROUTE: RapidRide D Line

OBJECTIVES:

Provide RapidRide Bus Rapid Transit service between Crown Hill and Downtown Seattle via Ballard and Uptown using the alignment specified in Ordinance 2009-0536, consistent with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to ways to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when Sound Transit or Metro invest in service, and when a corridor is above or below All-day and Peak Network frequency, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Blue Ridge, Crown Hill, Ballard, Interbay, Uptown, Seattle Center West, Downtown Seattle

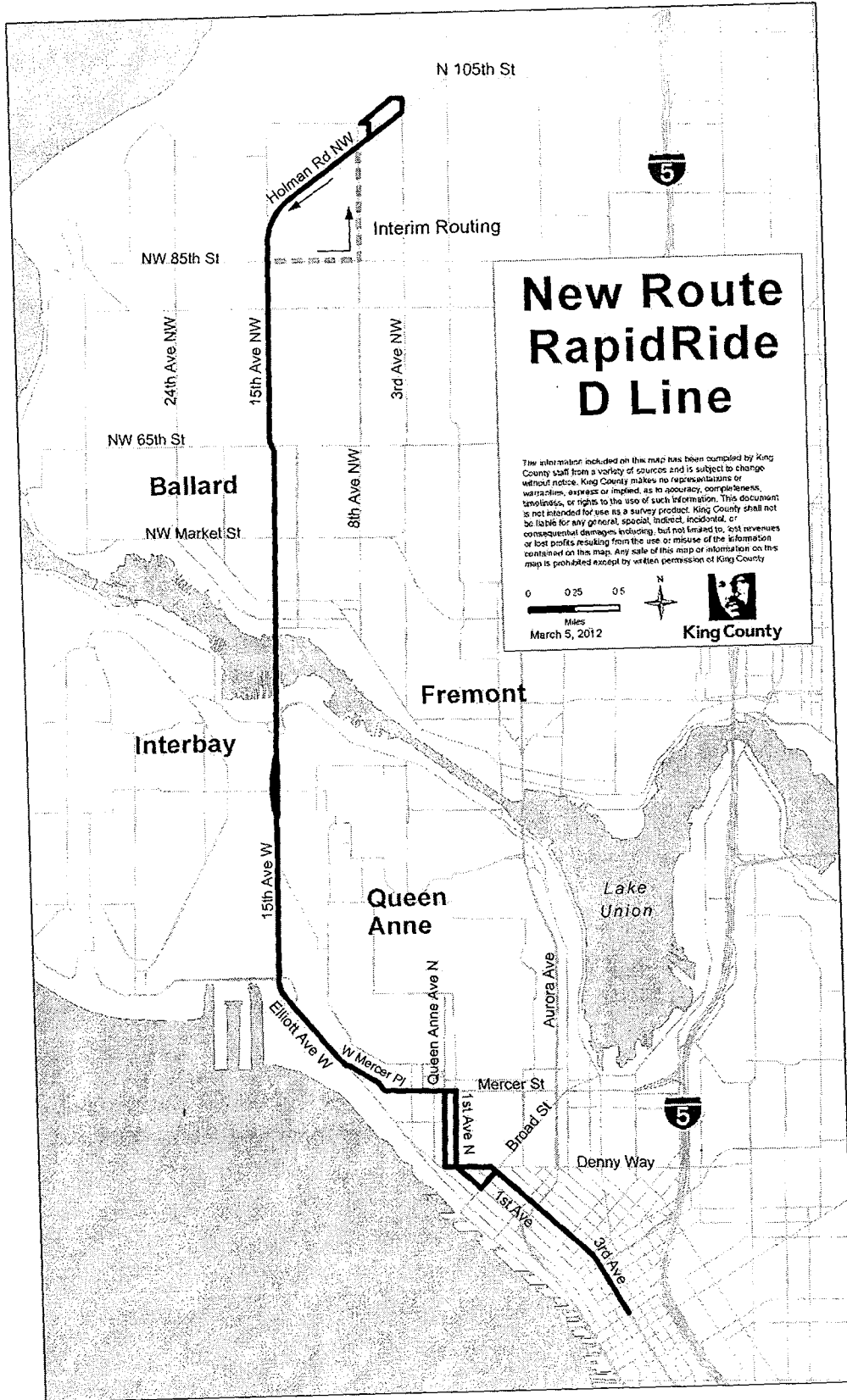
SERVICE CHANGE:

Operate the new RapidRide D Line between Crown Hill and Downtown Seattle via Ballard, Interbay, and Uptown / Seattle Center West.

On weekdays, operate the D Line every 15-30 minutes between approximately 5:00 a.m. and 6:00 a.m., every 10 minutes between approximately 6:00 a.m. and 9:00 a.m., every 15 minutes between approximately 9:00 a.m. and 4:00 p.m., every 10 minutes between approximately 4:00 p.m. and 7:00 p.m., every 15 minutes between approximately 7:00 p.m. and 11:00 p.m., every 30 minutes between approximately 11:00 p.m. and 12:30 a.m., and provide early morning trips leaving Downtown Seattle at approximately 1:15 a.m. and 2:15 a.m.

On Saturdays and Sundays, operate the D Line every 15 minutes between approximately 5:00 a.m. and 11:00 p.m., every 30 minutes between approximately 11:00 p.m. and 12:30 a.m., and provide early morning trips leaving Downtown Seattle at approximately 1:15 a.m. and 2:15 a.m.

The D Line will replace portions of Route 15 local service between Crown Hill and Downtown Seattle and Route 18 between 15th Avenue Northwest/Northwest Leary Way and Downtown Seattle.



ROUTE: 2 Express

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Design Guidelines – Metro considers changes to network connections, and to serve multiple purposes and destinations, based on industry best practice.*

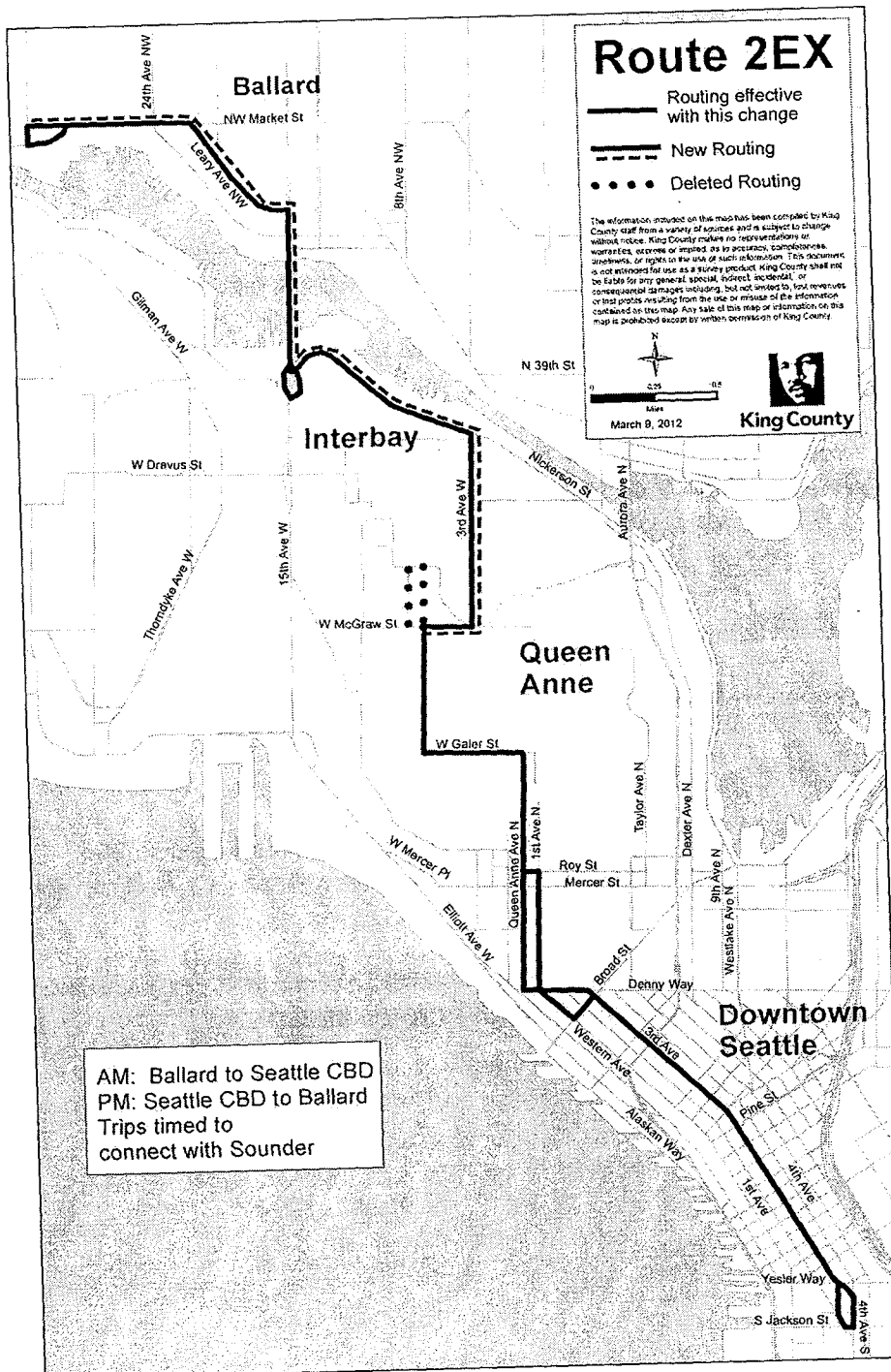
IMPACTED SERVICE AREA:

Ballard, Seattle Pacific University, West Queen Anne, Uptown, Downtown Seattle

SERVICE CHANGE:

Revise Route 2 Express to extend service to Seattle Pacific University and the Ballard business district at 22nd Avenue Northwest / Northwest Market Street.

Operate twelve southbound morning trips and twelve northbound afternoon trips during weekday peak periods (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.).



ROUTE: 3, 4

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to reduce duplication, based on industry best practice.*

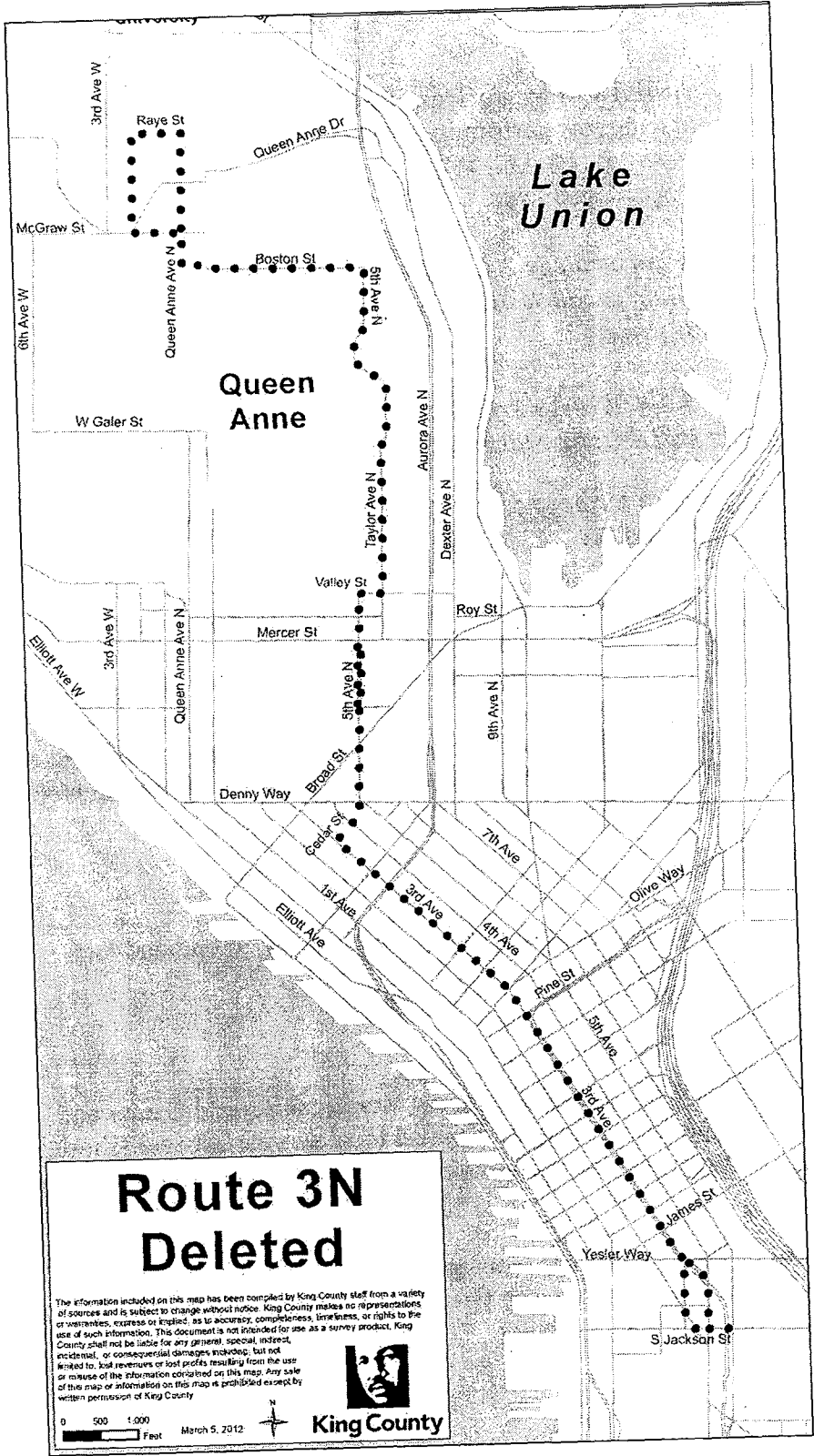
IMPACTED SERVICE AREA:

North Queen Anne, East Queen Anne, Seattle Center, Downtown Seattle

SERVICE CHANGE:

Combine service on routes 3 and 4 into an enhanced Route 4, and delete Route 3 between Downtown Seattle and North Queen Anne (1st Avenue West / West Raye Street).

Route 4 will provide alternative service between Downtown Seattle and North Queen Anne (Queen Anne Avenue North / Boston Street).



ROUTE: 5

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to make routes more direct, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

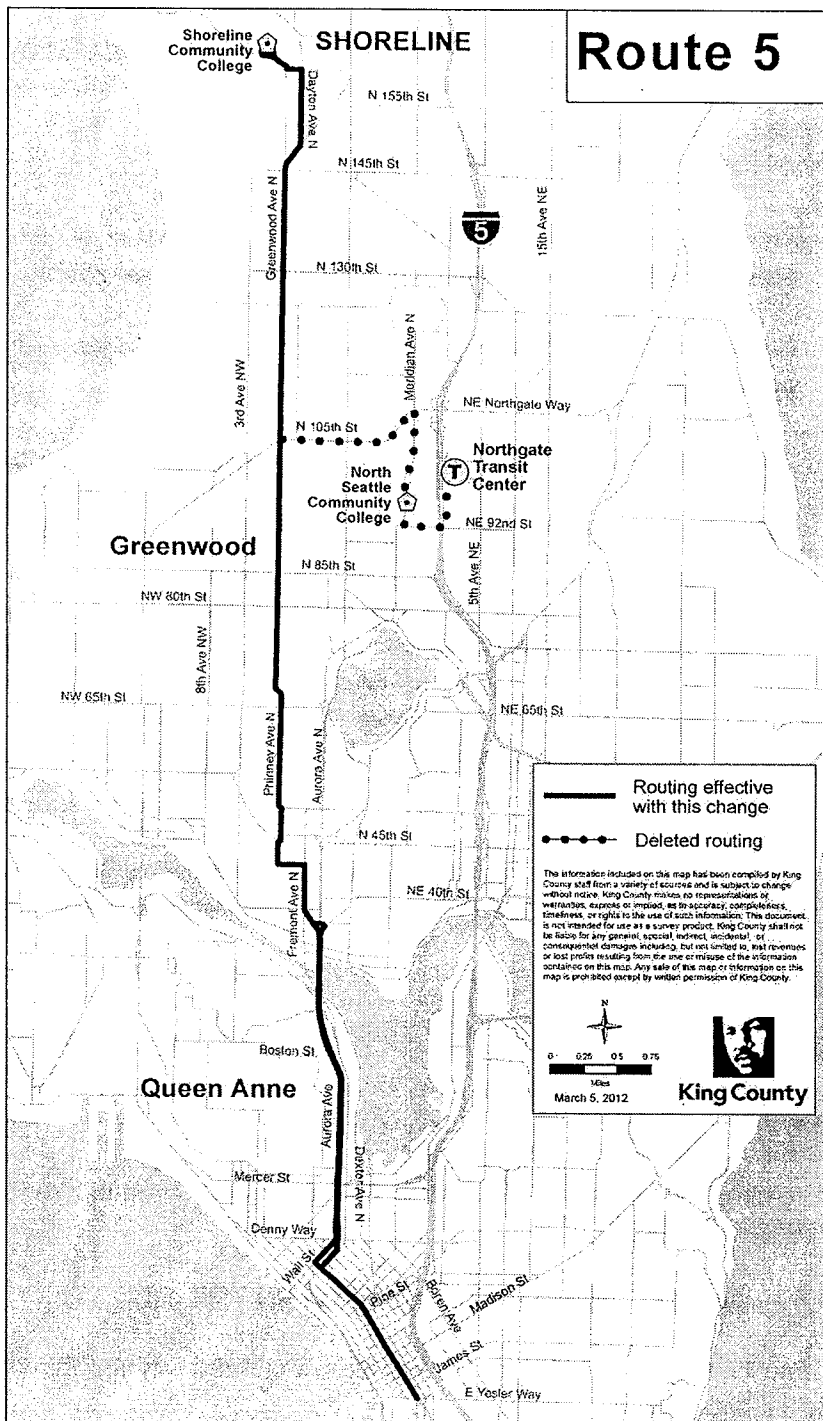
IMPACTED SERVICE AREA:

Northgate, Shoreline Community College, Greenwood, Woodland Park, Fremont, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 5 local service between Northgate Transit Center and Greenwood Avenue North. Operate Route 5 local service between Shoreline Community College and downtown Seattle via Greenwood, Woodland Park, and Fremont.

Route 5 will no longer serve the Northgate Transit Center. Route 18 will provide alternative service between Greenwood Avenue North / North 105th Street and Northgate Transit Center.



ROUTE: 14 North, 47

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to use appropriate operating paths and vehicles, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Capitol Hill, Downtown Seattle

SERVICE CHANGE:

Revise routing in Downtown Seattle to turn at Second Avenue between Pine and Pike streets.

Reduce evening service to every 45 minutes after 7:00 p.m.

Re-number the service between the Summit neighborhood and Downtown Seattle as Route 47.



ROUTE: 14-South

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to network connections, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between ridership and service, based on industry best practice.*

- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Mount Baker, Central Area, International District, Downtown Seattle

SERVICE CHANGE:

Reduce evening service frequency in the Mount Baker neighborhood east of 31st Avenue South to every 60 minutes between approximately 7:30 p.m. and 9:30 p.m., and operate a final evening trip to the Mount Baker neighborhood the leaves Downtown Seattle (Third Avenue / Union Street) at approximately 12:30 a.m.

ROUTE: 15, 15 Express

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Restructure Guidelines – Metro considers restructures when Sound Transit or Metro invest in service, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

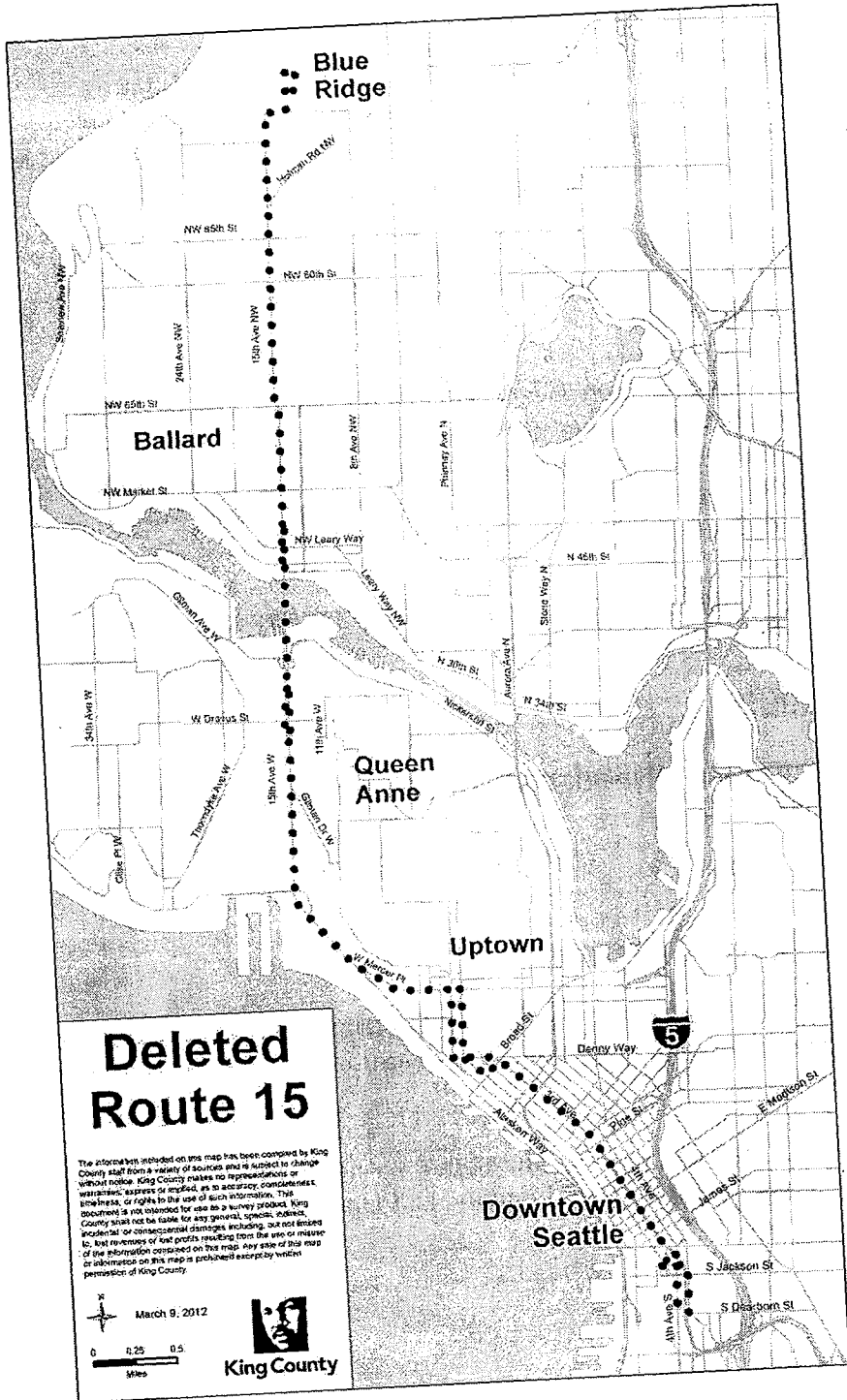
Blue Ridge, Crown Hill, Ballard, Interbay, Uptown / Seattle Center West, Downtown Seattle

SERVICE CHANGE:

Discontinue local service on Route 15.

Revise Route 15 Express to operate six morning trips and six afternoon trips during weekday peak hours (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.).

The RapidRide D Line will provide alternative service between Crown Hill and Downtown Seattle via Ballard, Interbay, and Uptown.



ROUTE: 17

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Loyal Heights, Sunset Hill, Ballard, Seattle Pacific University, Westlake, Downtown Seattle

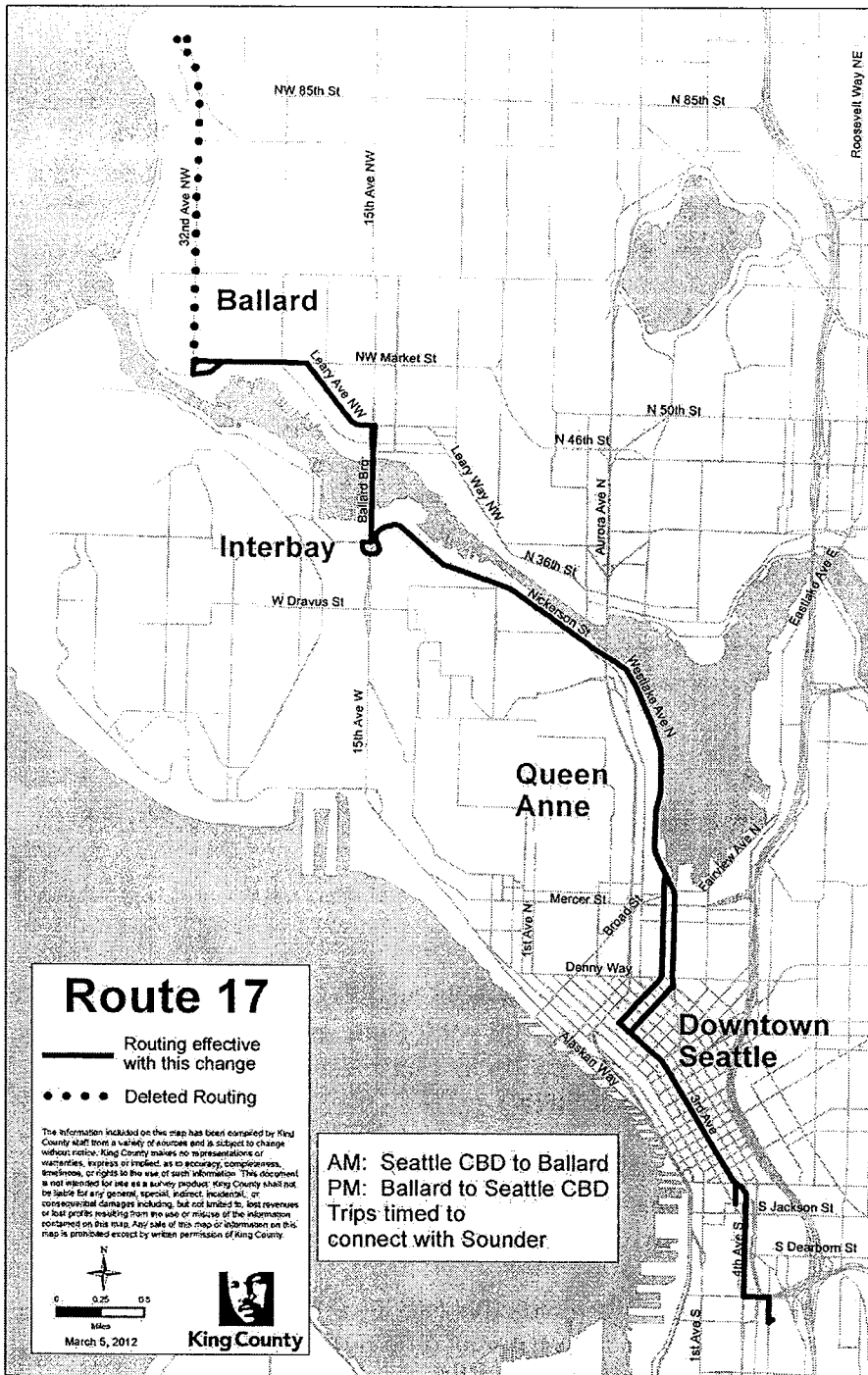
SERVICE CHANGE:

Revise local service on Route 17 to operate one-way service during weekday peak periods only (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.) between Downtown Seattle and the Ballard business district (22nd Avenue Northwest / Northwest Market Street).

Operate Route 17 Local with seven morning northbound trips and seven afternoon southbound trips, with trips coordinated to connect with Sounder commuter rail morning arrivals and afternoon departures.

Route 17 Express will provide alternative service during weekday peak hours (approximately 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m.) between Loyal Heights and Downtown Seattle via Ballard and Interbay.

Revised Route 18 will provide alternative all-day service between Downtown Seattle and the Ballard business district (22nd Avenue Northwest / Northwest Market Street). New Route 61 will provide off-peak service between Sunset Hill and downtown Ballard.



ROUTE: 18

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to ways to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, when a corridor is above or below All-day and Peak Network frequency, and in response to major development or land use changes, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Northgate, North Beach, Crown Hill, Loyal Heights, Ballard, Interbay, Uptown, Fremont, Downtown Seattle

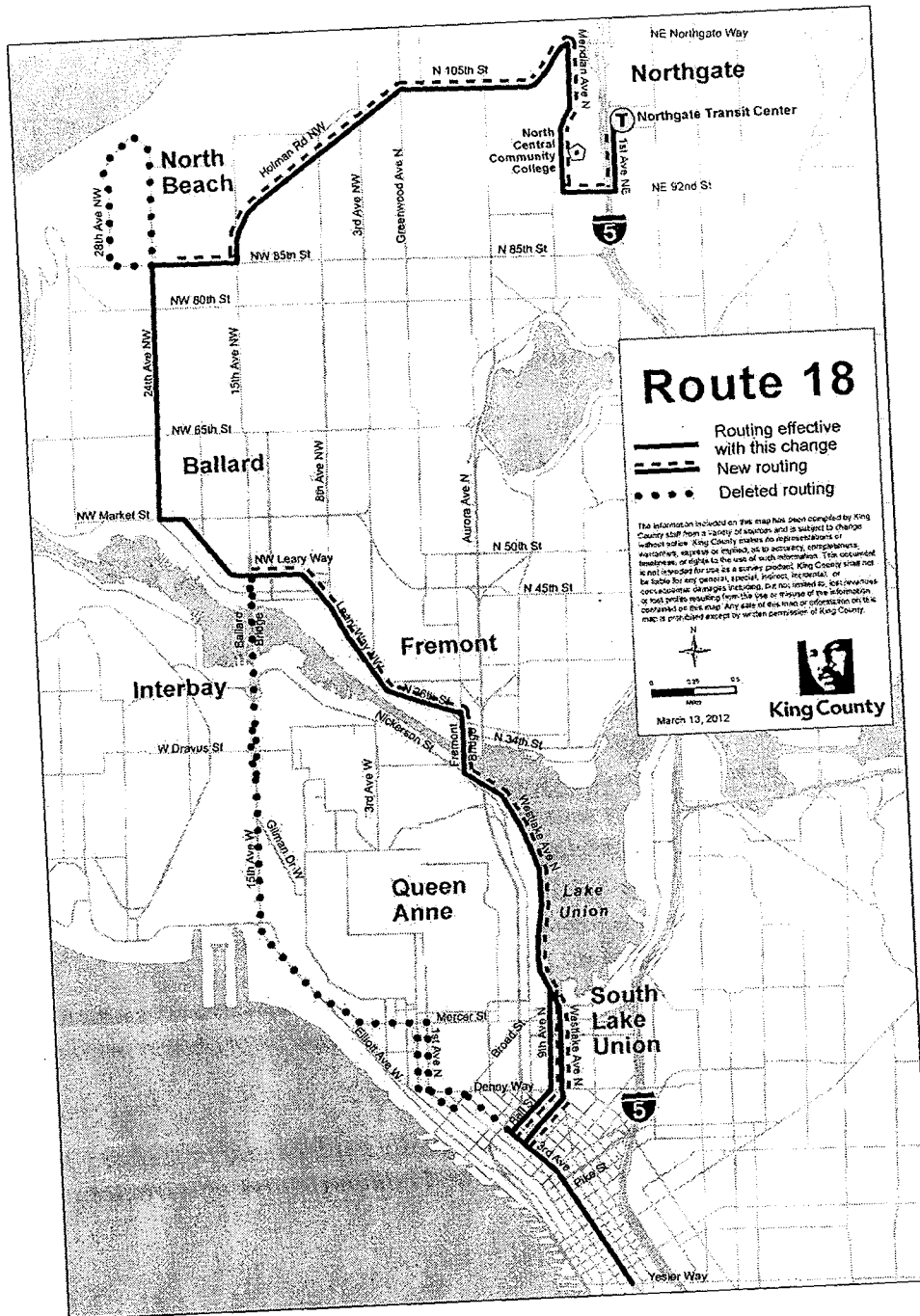
SERVICE CHANGE:

Revise local service on Route 18 to operate between Northgate Transit Center and Downtown Seattle via North Seattle Community College, Crown Hill, Sunset Hill, Ballard, and Fremont.

Operate local service on Route 18 on weekdays every 12-15 minutes between approximately 5:15 a.m. and 9:00 a.m., every 15 minutes between approximately 9:00 a.m. and 3:00 p.m., every 12-15 minutes between

approximately 3:00 p.m. and 7:00 p.m., and every 30 minutes between approximately 7:00 p.m. and midnight; on Saturdays every 15 minutes between approximately 6:00 a.m. and 7:00 p.m. and every 30 minutes between approximately 7:00 p.m. and midnight; on Sundays every 30 minutes between approximately 6:00 a.m. and midnight.

The RapidRide D Line will provide alternative service between 15th Avenue Northwest / Northwest Leary Way and Downtown Seattle via the Ballard Bridge, Interbay, and Uptown / Seattle Center West.



ROUTE: 21

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, to route spacing, and to operating paths and appropriate vehicles, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Arbor Heights, Roxhill, High Point, West Seattle, SODO, Downtown Seattle

SERVICE CHANGE:

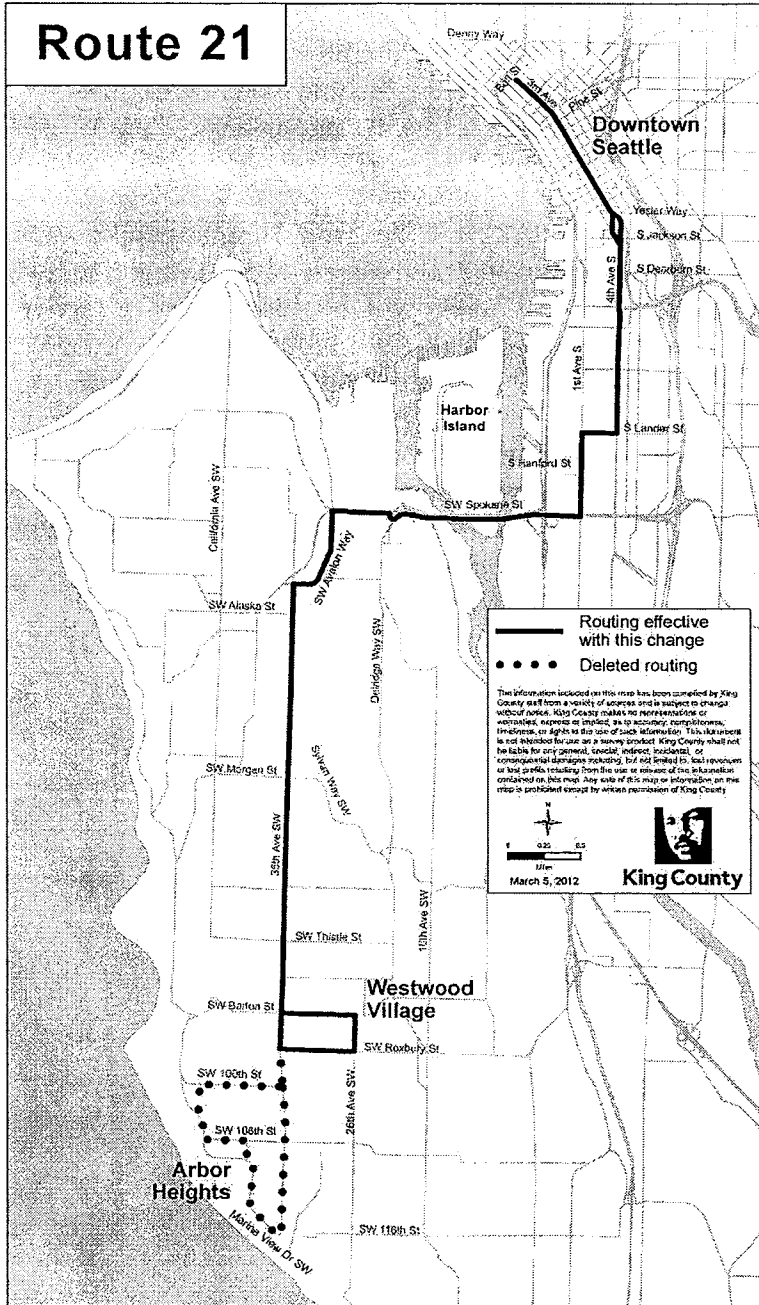
Discontinue Route 21 local service between the Arbor Heights neighborhood and 35th Avenue Southwest / Southwest Roxbury Street. Operate Route 21 local service between Westwood Village and Downtown Seattle via 35th Avenue Southwest and SODO.

Operate local service on Route 21 on weekdays every 15 minutes between

approximately 4:45 a.m. and 7:15 p.m., and every 30 minutes between approximately 7:15 p.m. and 1:15 a.m.; on Saturdays every 15 minutes between approximately 5:45 a.m. and 7:15 p.m., and every 30 minutes between approximately 7:15 p.m. and 1:15 a.m.; on Sundays every 30 minutes between approximately 5:45 a.m. and 1:15 a.m.

Route 21 local service will no longer serve the Arbor Heights neighborhood south of Roxbury Street via Southwest 100th Street, 44th Avenue Southwest, and Marine View Drive. Route 21 Express will provide alternative service during weekday peak hours (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.) between Arbor Heights and Downtown Seattle via 35th Avenue Southwest and the Alaskan Way Viaduct. Route 22 will provide alternative service until approximately 7:00 p.m. between Arbor Heights and Alaska Junction via Westwood Village, where connections can be made with either the C Line (Westwood Village and Alaska Junction) or Route 120 (Westwood Village) for service to and from Downtown Seattle.

Route 21



ROUTE: 22

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.2: Provide travel opportunities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

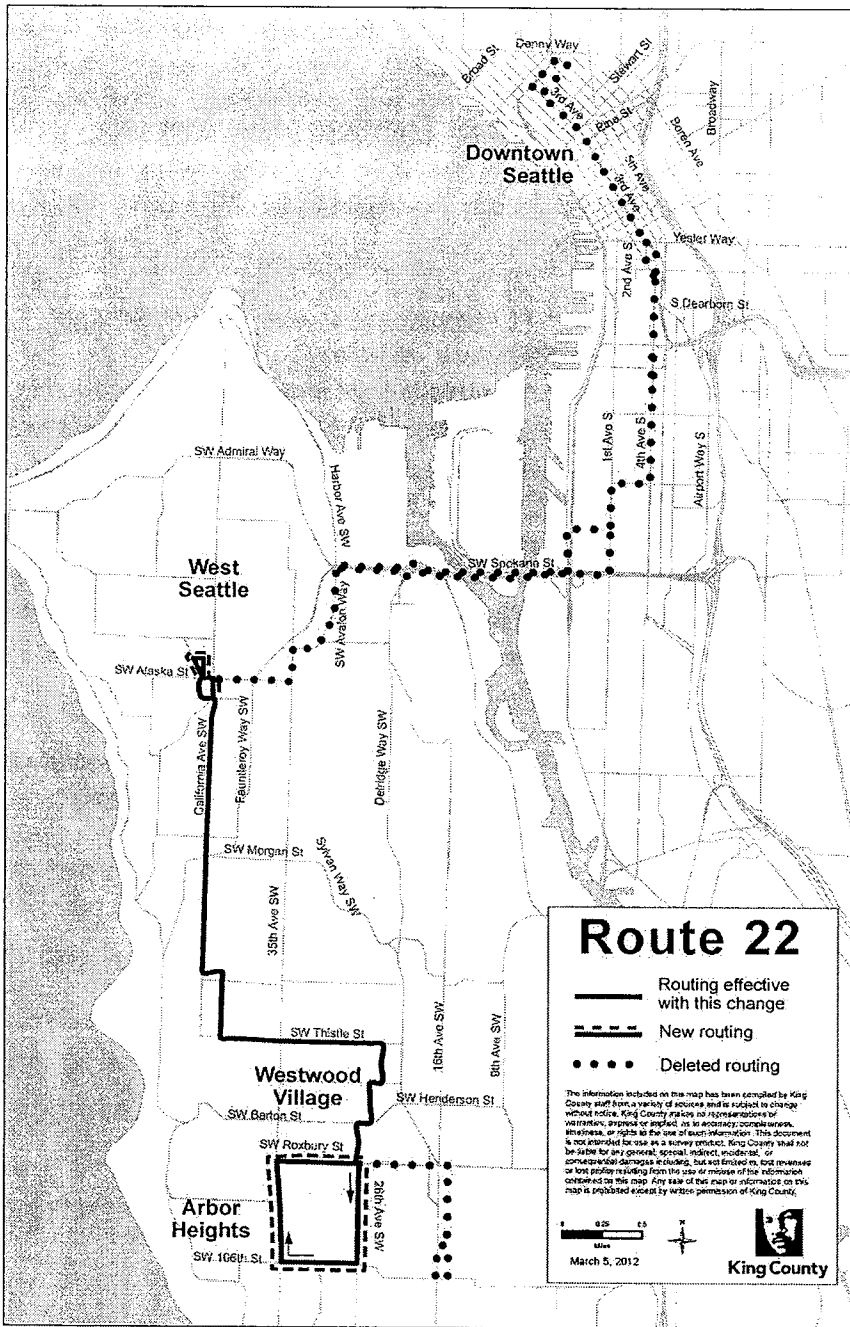
Arbor Heights, Gatewood, White Center, West Seattle, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 22 service between Alaska Junction and Downtown Seattle, and between White Center and Westwood Village. Operate revised Route 22 between Arbor Heights and Alaska Junction via Westwood Village and Gatewood.

Operate Route 22 about every 60 minutes between approximately 5:15 a.m. and 7:30 p.m., and between approximately 9:00 a.m. and 6:30 p.m. on weekends.

Route 22 will no longer operate between Alaska Junction and Downtown Seattle, and between 15th Avenue Southwest / Southwest 104th Street in White Center and Westwood Village. The RapidRide C Line will provide alternative service between Alaska Junction and Downtown Seattle via the Alaskan Way Viaduct. Route 21 Local will provide alternative service between 35th Avenue Southwest / Southwest Alaska Street and Downtown Seattle via SODO. Route 120 will provide alternative service between 15th Avenue Southwest / Southwest 104th Street in White Center and Westwood Village.



ROUTE: 23

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to reduce duplication and to serve multiple purposes and destinations, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

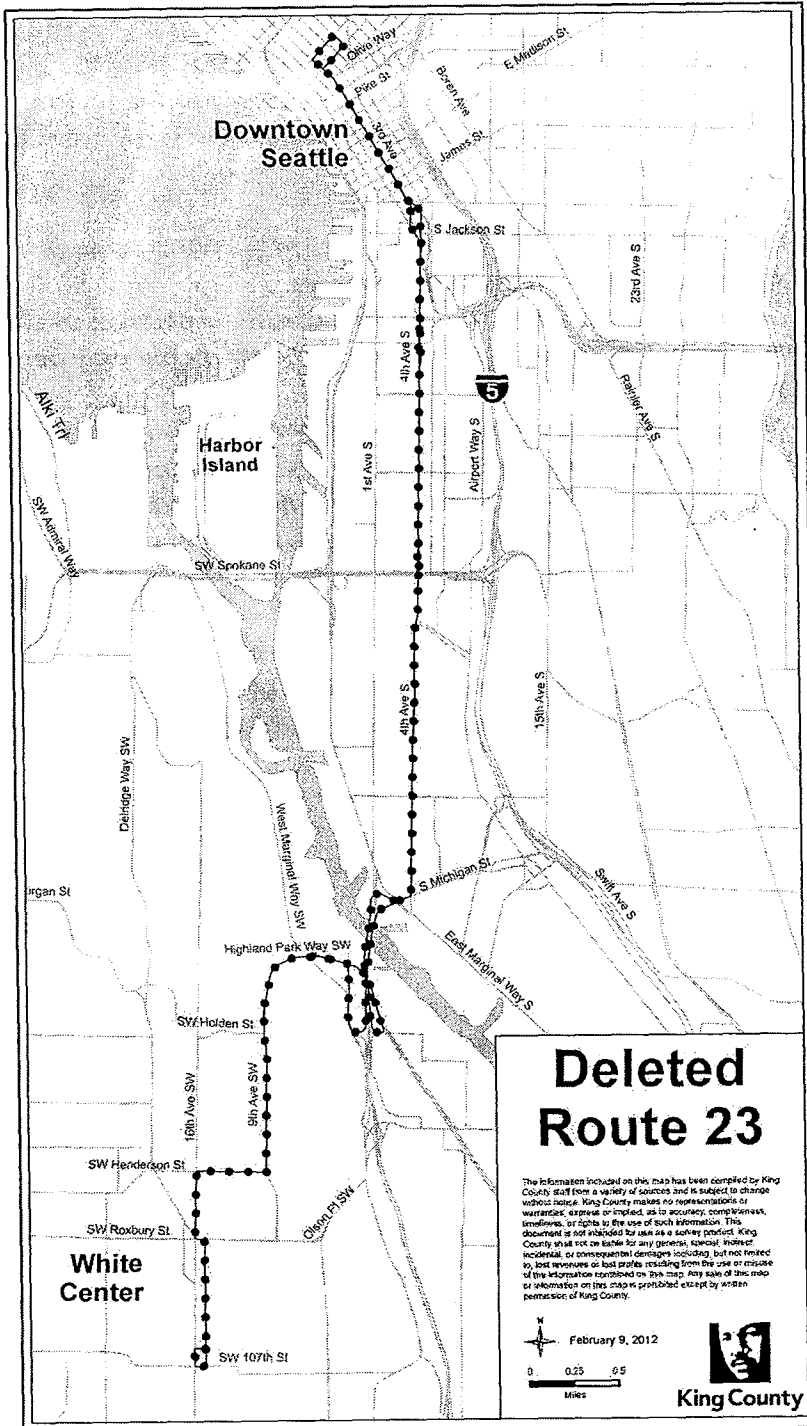
IMPACTED SERVICE AREA:

White Center, Highland Park, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Revised Route 131 will provide alternative service between Burien and Downtown Seattle via Greenbridge, Highland Park, and SODO.



ROUTE: 28

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

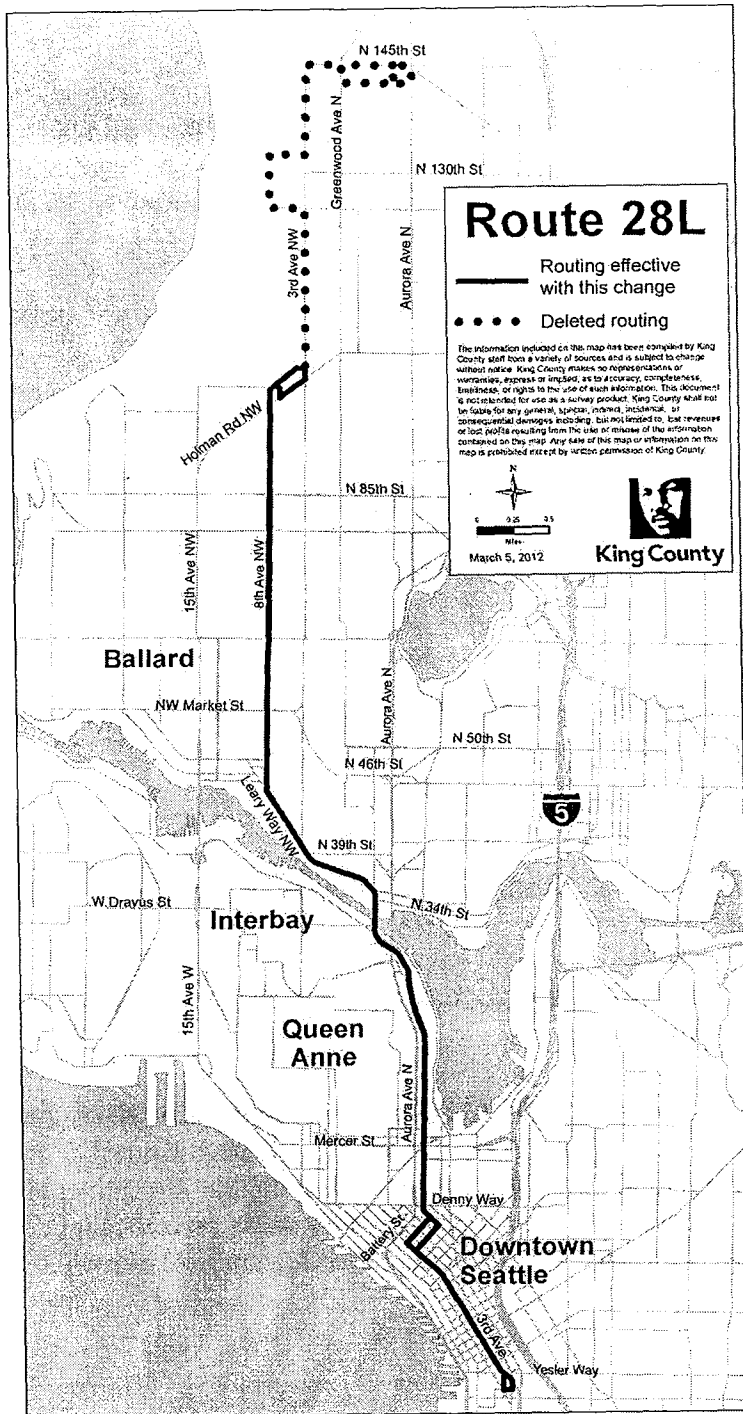
Broadview, Whittier Heights, Ballard, Fremont, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 28 local service between 3rd Avenue Northwest / Northwest 103rd Street and Linden Avenue North / North 143rd Street.

Operate Route 28 local service between 3rd Avenue Northwest / Northwest 103rd Street and Downtown Seattle.

Route 5 will provide alternative service along Greenwood Avenue North, four blocks east of 3rd Avenue Northwest. Route 28 Express will provide service during weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.) between Linden Avenue North / North 143rd Street and Downtown Seattle via 3rd Avenue Northwest, Northwest 100th Place, 8th Avenue Northwest, and Aurora Avenue North.



ROUTE: 30

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

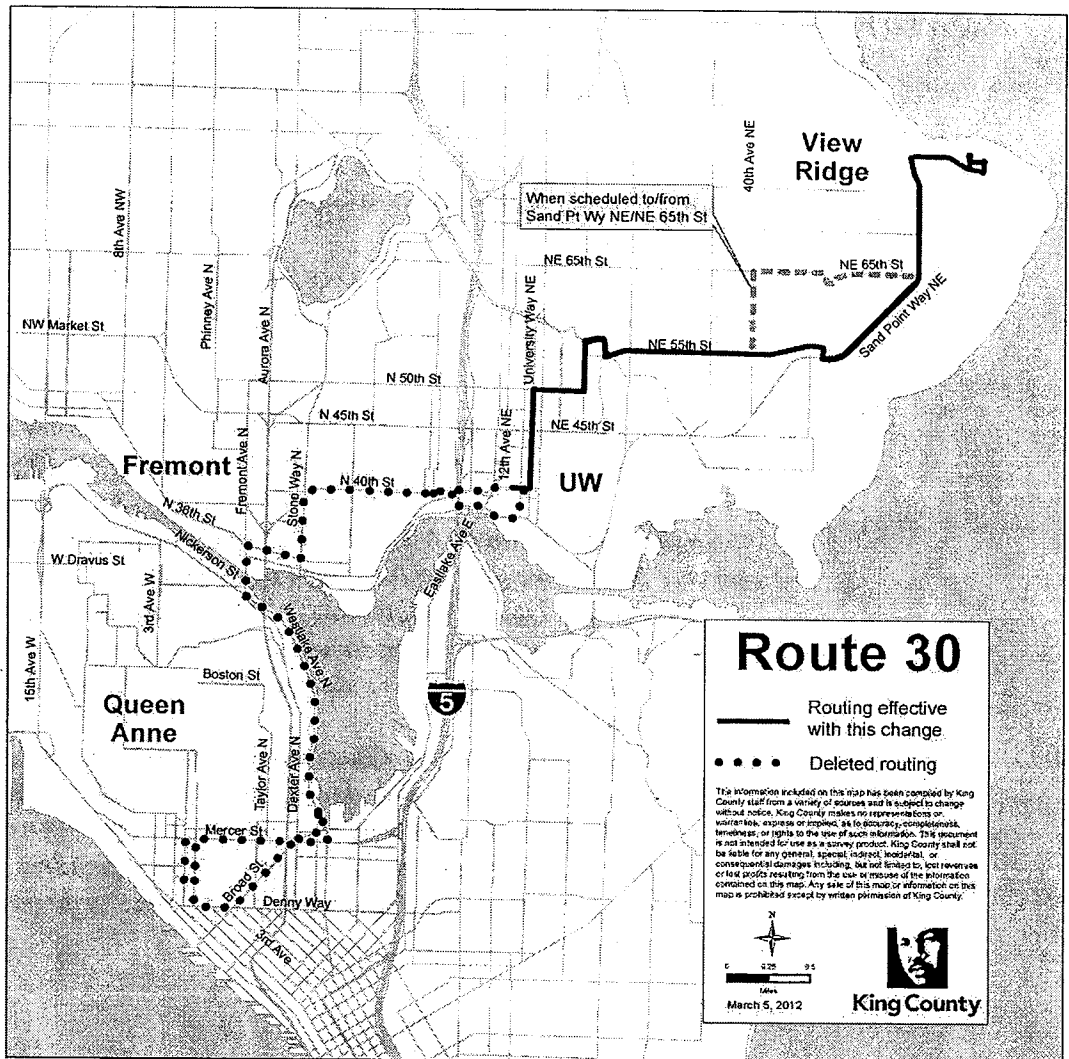
Sand Point, Ravenna, University District, Wallingford, Fremont, Seattle Center, Uptown / Seattle Center West

SERVICE CHANGE:

Discontinue Route 30 service between the University District and Uptown / Seattle Center West.

Revise Route 30 to operate between Sand Point and the University District via Ravenna.

Route 31 and new Route 32 will provide alternative service between Uptown / Seattle Center West and the University District. Routes 31 and 32 will provide alternative service between Fremont and the University District via Wallingford. Route 18 will provide alternative service along Westlake Avenue North between the Fremont Bridge and Downtown Seattle.



ROUTE: 32

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there are major development or land use changes, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

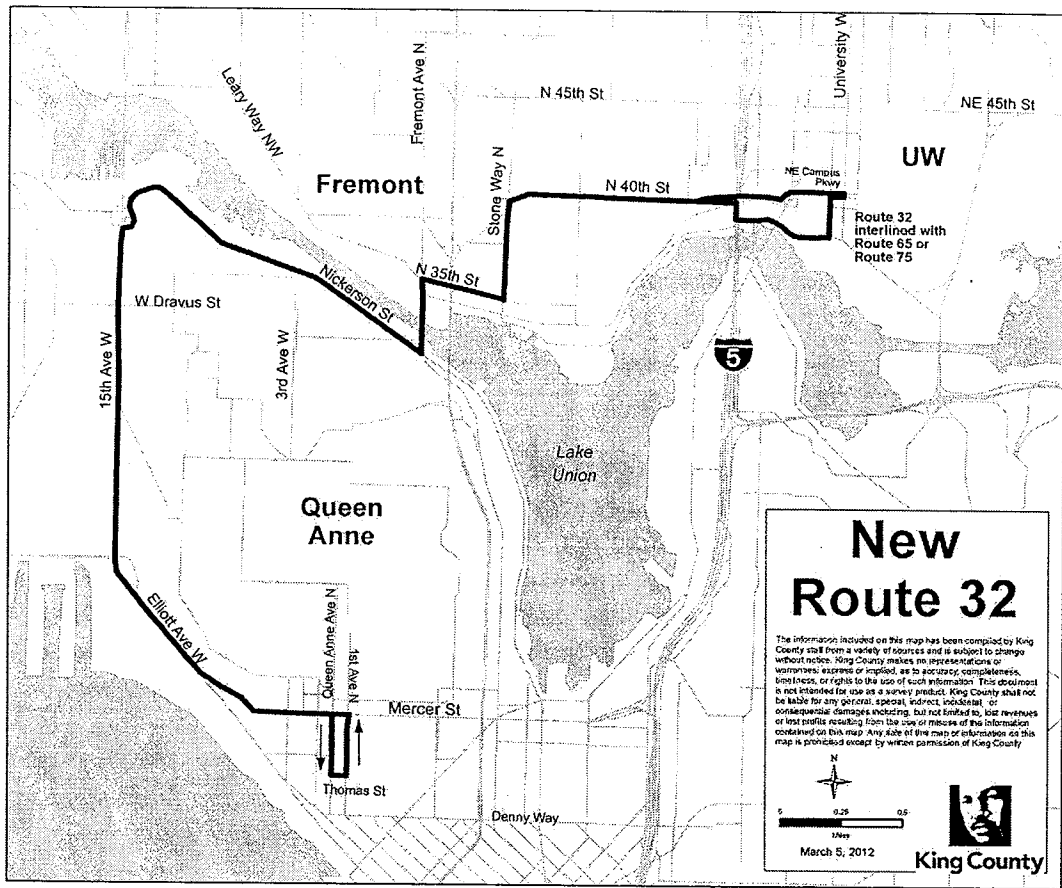
IMPACTED SERVICE AREA:

Uptown / Seattle Center West, Interbay, Fremont, Wallingford, University District

SERVICE CHANGE:

Operate new Route 32 between Uptown / Seattle Center West and the University District via Interbay, Fremont, and Wallingford.

Operate Route 32 on weekdays every 20-30 minutes between approximately 5:45 a.m. and 9:00 a.m., every 30 minutes between approximately 9:00 a.m. and 3:00 p.m., every 20-30 minutes between approximately 3:00 p.m. and 7:00 p.m., and every 30 minutes between approximately 7:00 p.m. and midnight; on Saturdays and Sundays every 30 minutes between approximately 6:00 a.m. and midnight.



ROUTE: 34

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

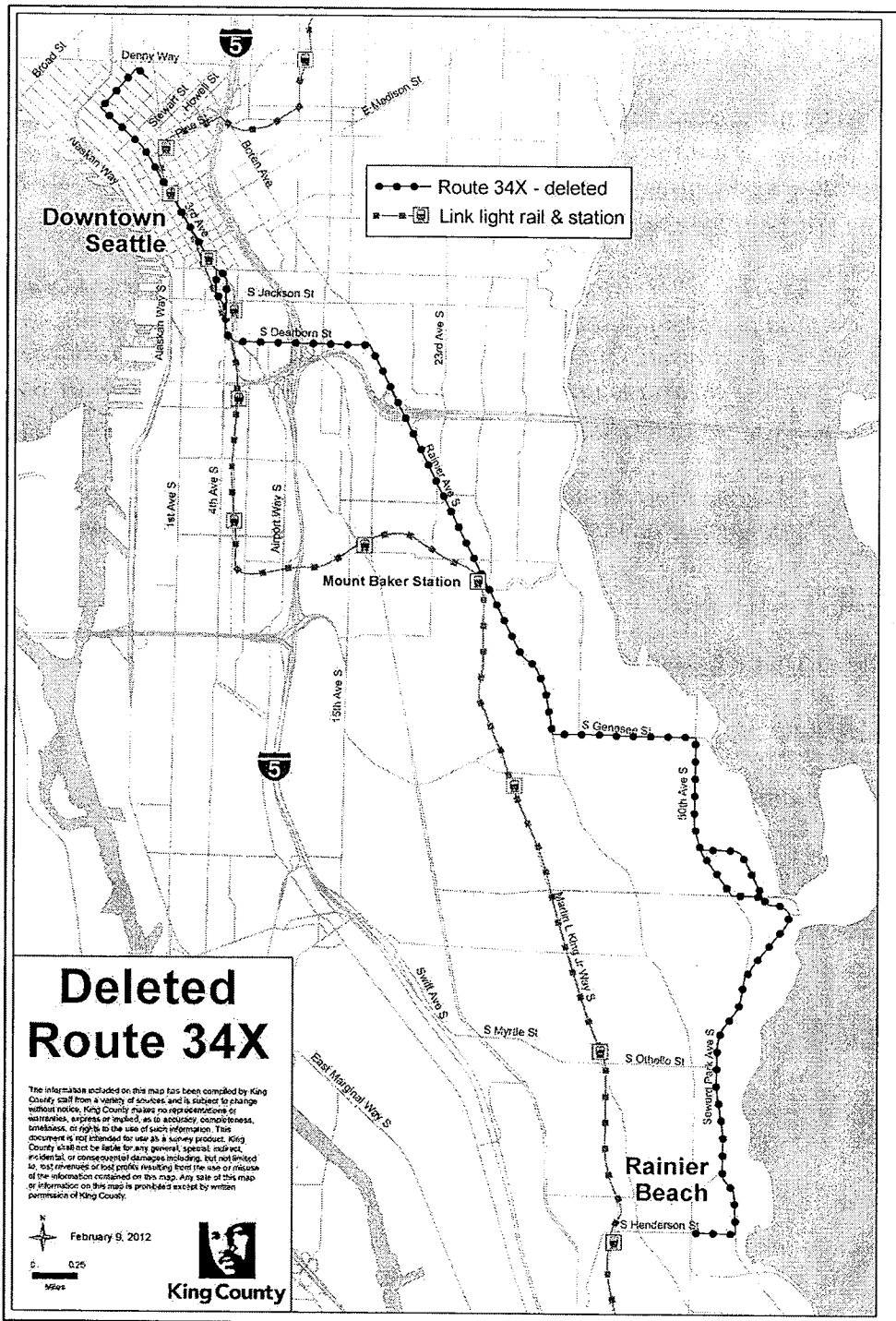
IMPACTED SERVICE AREA:

Rainier Beach, Seward Park, Columbia City, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 7 Express will provide alternative express service along Rainier Avenue South between South Genesee Street and South Dearborn Street. Route 50 will provide alternative service between Seward Park and both the Columbia City and Othello Link stations, where Link light rail provides service to/from Downtown Seattle. Routes 7 and 106 will provide service between Rainier Beach and Downtown Seattle.



ROUTE: 35

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

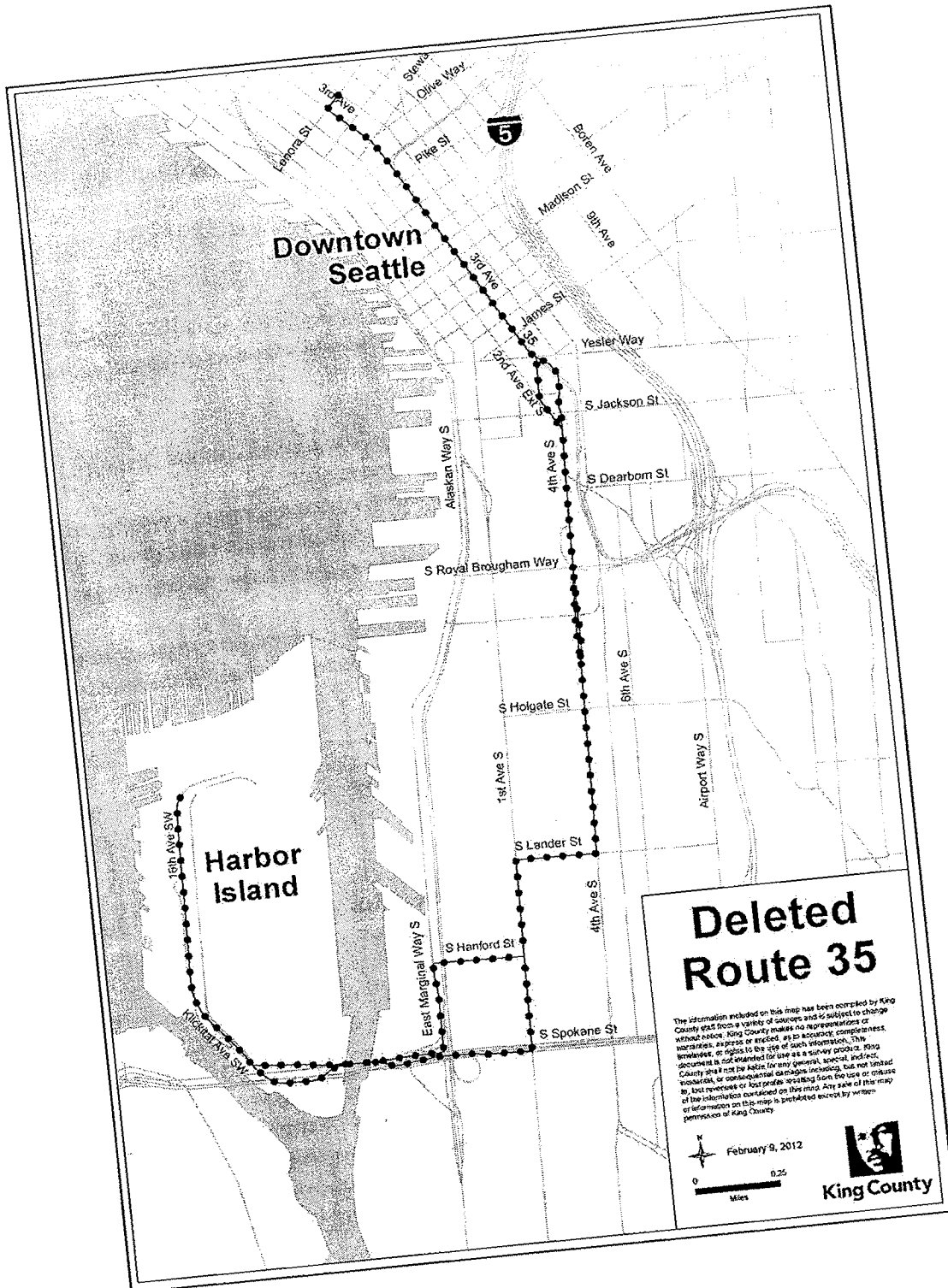
IMPACTED SERVICE AREA:

Harbor Island Industrial, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

No alternative fixed-route service will be available between Harbor Island and Downtown Seattle. Alternative commuter options may include carpooling, vanpooling, and VanShare.



Deleted Route 35

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February 9, 2012
 0 0.25
 Miles



ROUTE: 37

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Alaska Junction, Alki, Downtown Seattle

SERVICE CHANGE:

Revise the service levels on Route 37 to operate four morning trips and four afternoon trips during weekday peak hours (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.).

Route 56 Express will provide service during weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.) between 61st Avenue Southwest / Alki Avenue Southwest and Downtown Seattle via the Admiral District and the Alaskan Way. When the West Seattle Water Taxi is in operation, routes 773 and 775 provide service along portions of Alki Avenue Southwest and Harbor Avenue Southwest with connections to/from the water taxi. The water taxi operates between Seacrest Park on Harbor Avenue Southwest and Pier 50 on the Seattle waterfront.

ROUTE: 39

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

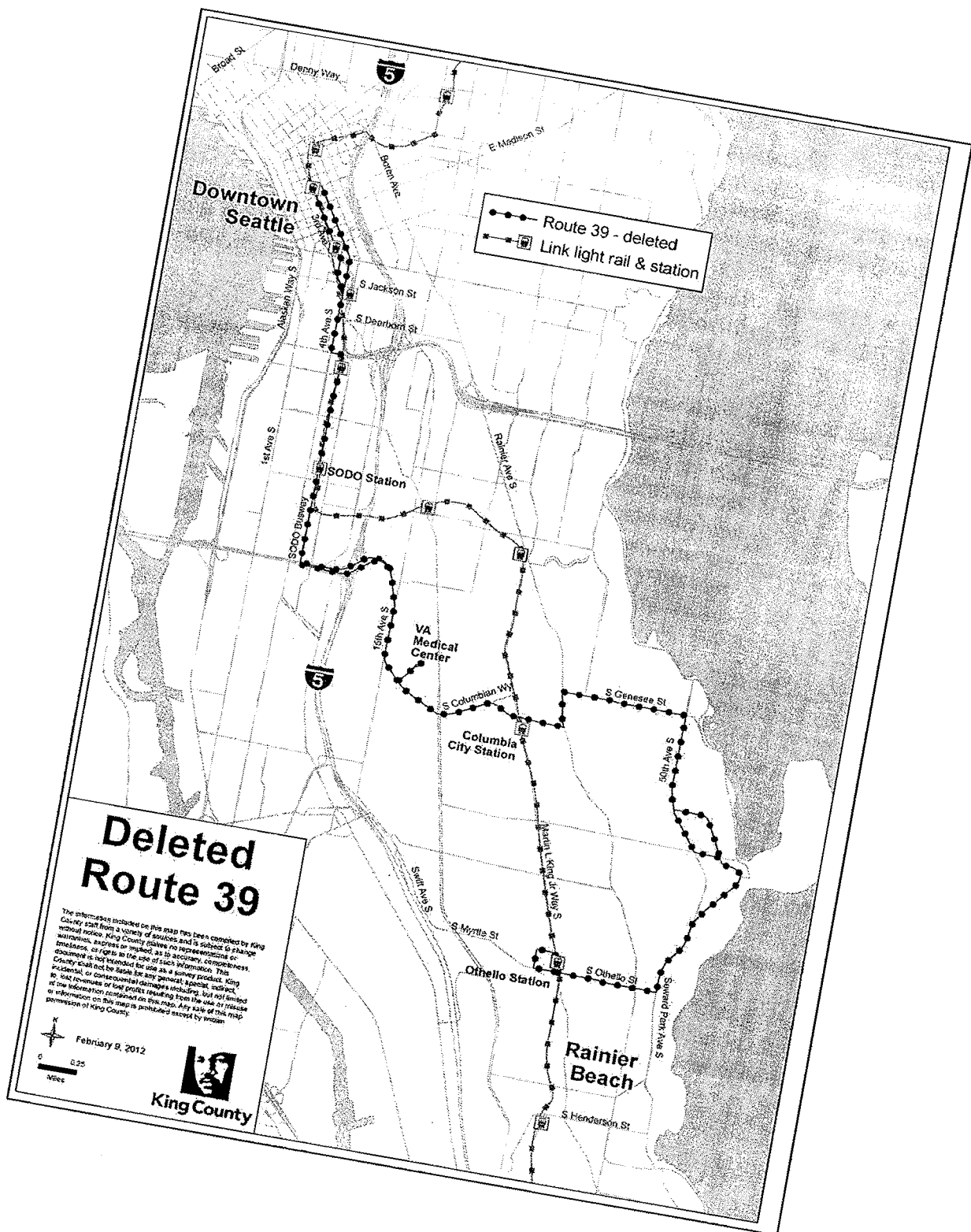
IMPACTED SERVICE AREA:

Othello Station, Seward Park, Columbia City, Beacon Hill, Veterans Administration Medical Center, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

New Route 50 will provide alternative service between Othello Station and SODO Station via Seward Park, Columbia City, and Beacon Hill. Connections will be possible at SODO Station with Link light rail operating to and from Downtown Seattle.



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February 8, 2012

King County

ROUTE: 45

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*

- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

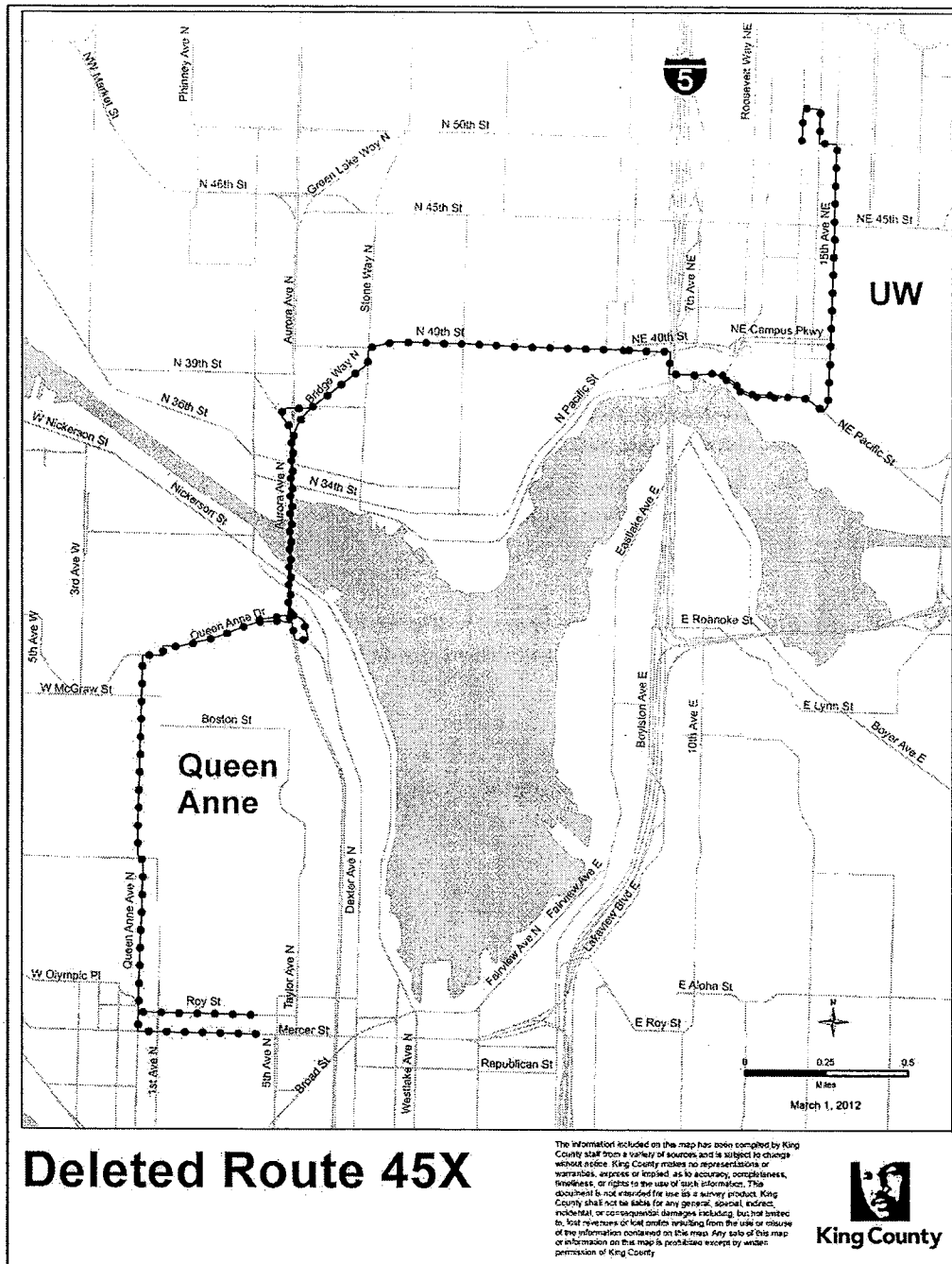
IMPACTED SERVICE AREA:

Uptown / Seattle Center West, Queen Anne, Wallingford, University District

SERVICE CHANGE:

Discontinue route.

Route 13 will provide alternative service between Uptown / Seattle Center West and Seattle Pacific University, where connections will be possible with routes 31 and 32 to/from the University District.



Deleted Route 45X

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ROUTE: 46

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*

- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

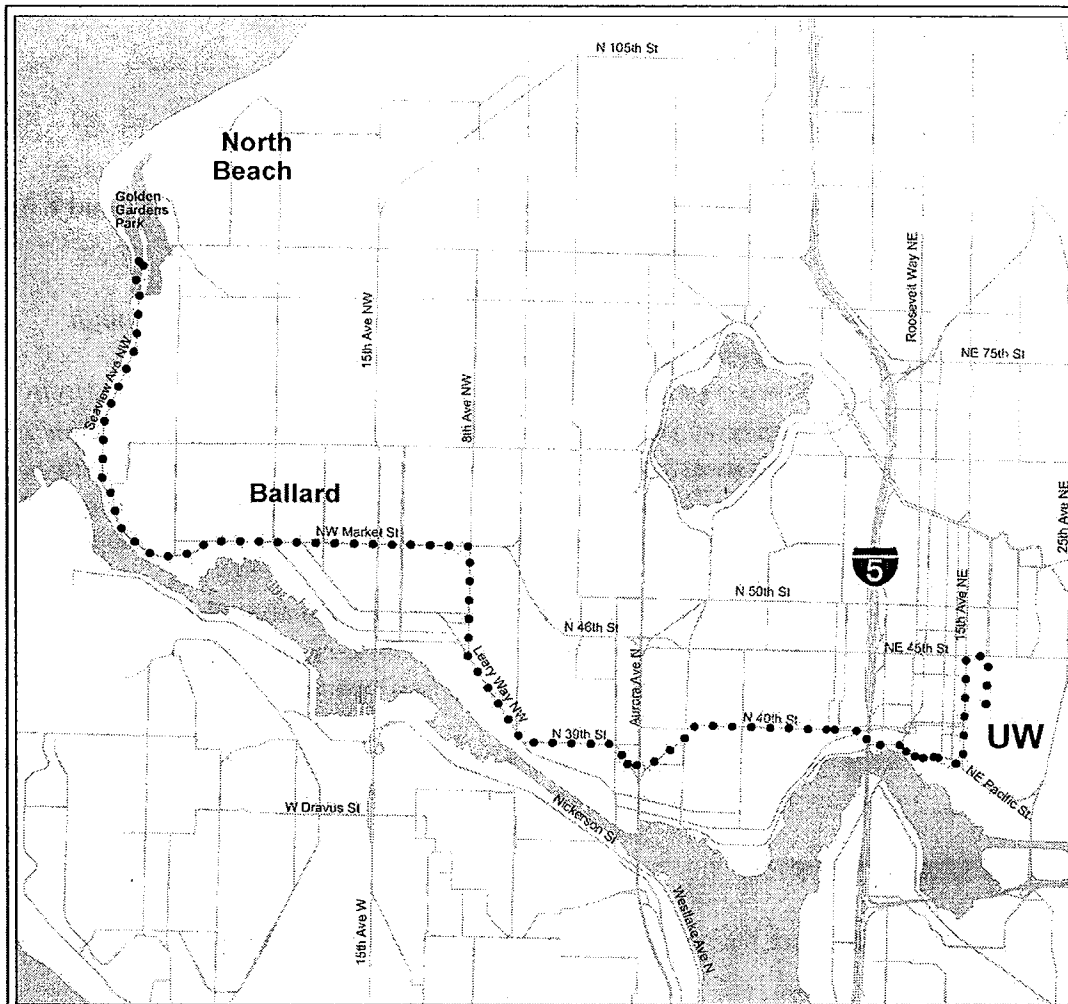
IMPACTED SERVICE AREA:

Shilshole, Ballard, Fremont, Wallingford, University District

SERVICE CHANGE:

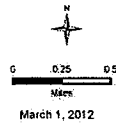
Discontinue route.

Route 44 will provide alternative service between Ballard and the University District. Routes 31 and 32 will provide alternative service between Fremont and the University District via Wallingford.



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ROUTE: 50

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.2: Coordinate and develop services and facilities with other providers to create an integrated and efficient regional transportation system.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, and to serve multiple purposes and destinations, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*

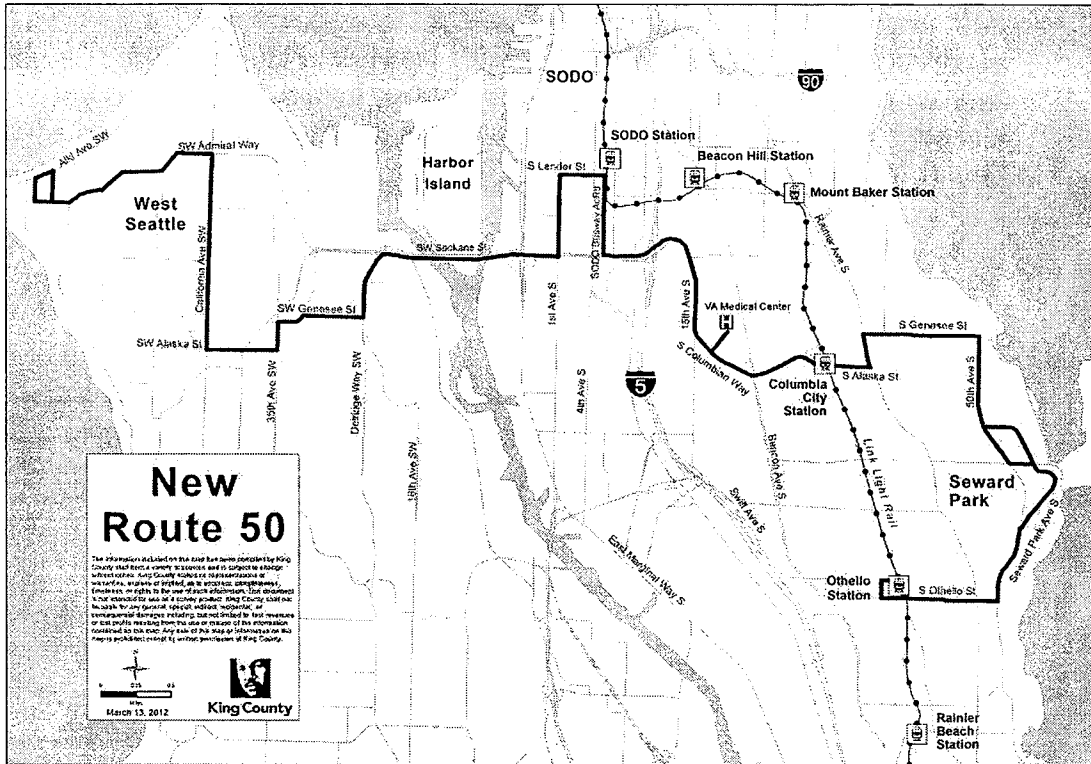
IMPACTED SERVICE AREA:

Alki, Admiral District, SODO Station, Veterans Administration Medical Center, Beacon Hill, Columbia City, Seward Park, Othello Station

SERVICE CHANGE:

Operate new Route 50 between the Alki neighborhood in West Seattle and Othello Station in Southeast Seattle via SODO Station.

Route 50 will operate on weekdays every 20-30 minutes between approximately 5:30 a.m. and 9:00 a.m., every 30 minutes between approximately 9:00 a.m. and 3:00 p.m., every 20-30 minutes between approximately 3:00 p.m. and 7:00 p.m., and every 60 minutes between approximately 7:00 p.m. and 11:00 p.m.; on Saturdays every 30 minutes between approximately 6:30 a.m. and 7:00 p.m., and every 60 minutes between approximately 7:00 p.m. and 11:00 p.m.; on Sundays every 60 minutes between approximately 7:00 a.m. and 11:00 p.m.



ROUTE: 51

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*

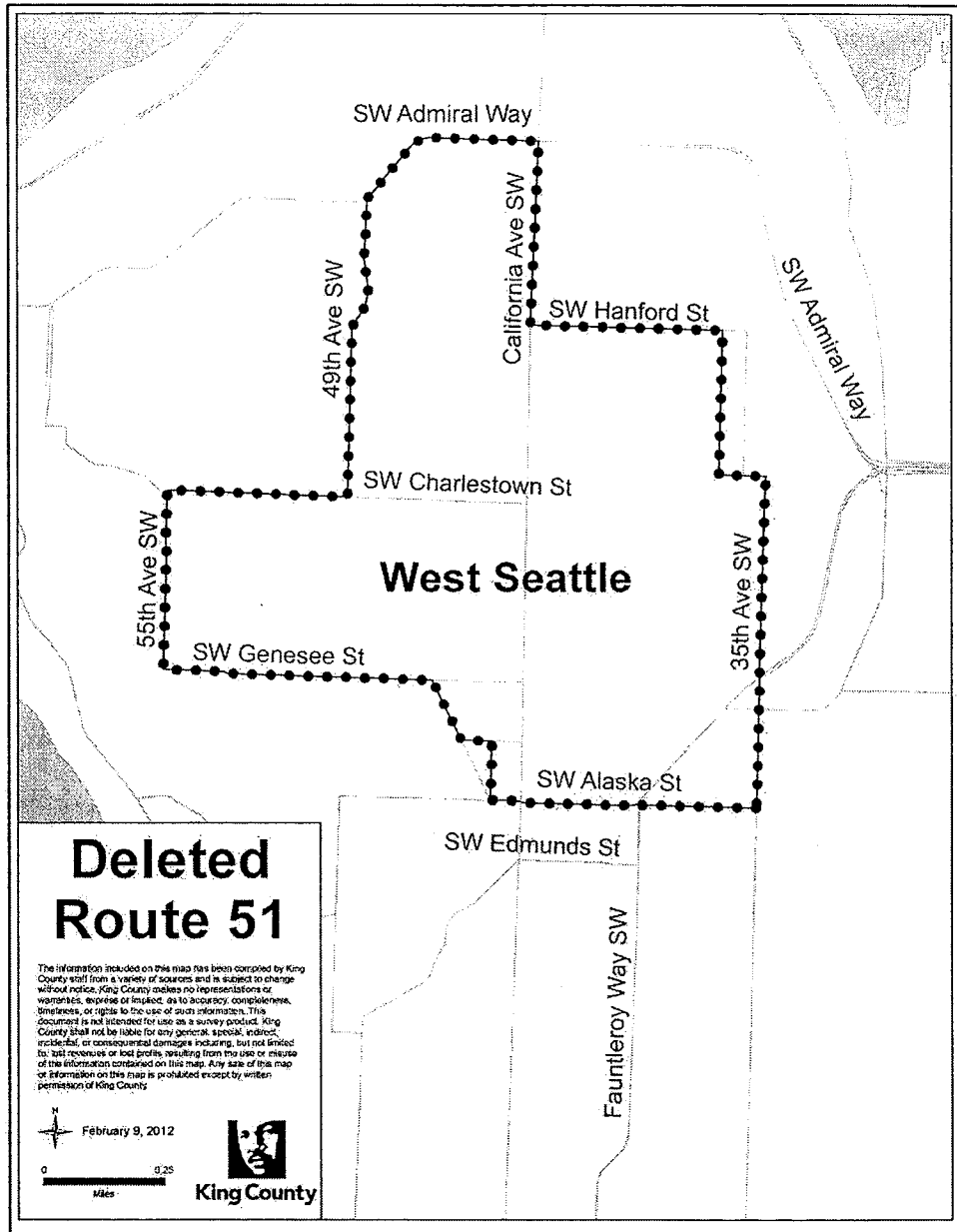
IMPACTED SERVICE AREA:

Genesee Hill, Admiral District, Alaska Junction

SERVICE CHANGE:

Discontinue route.

Route 57 will provide alternative service during peak periods from Genesee Hill to the Admiral District. Routes 50 and 128 will provide alternative service along California Avenue Southwest between the Admiral District and Alaska Junction.



ROUTE: 53

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*

- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

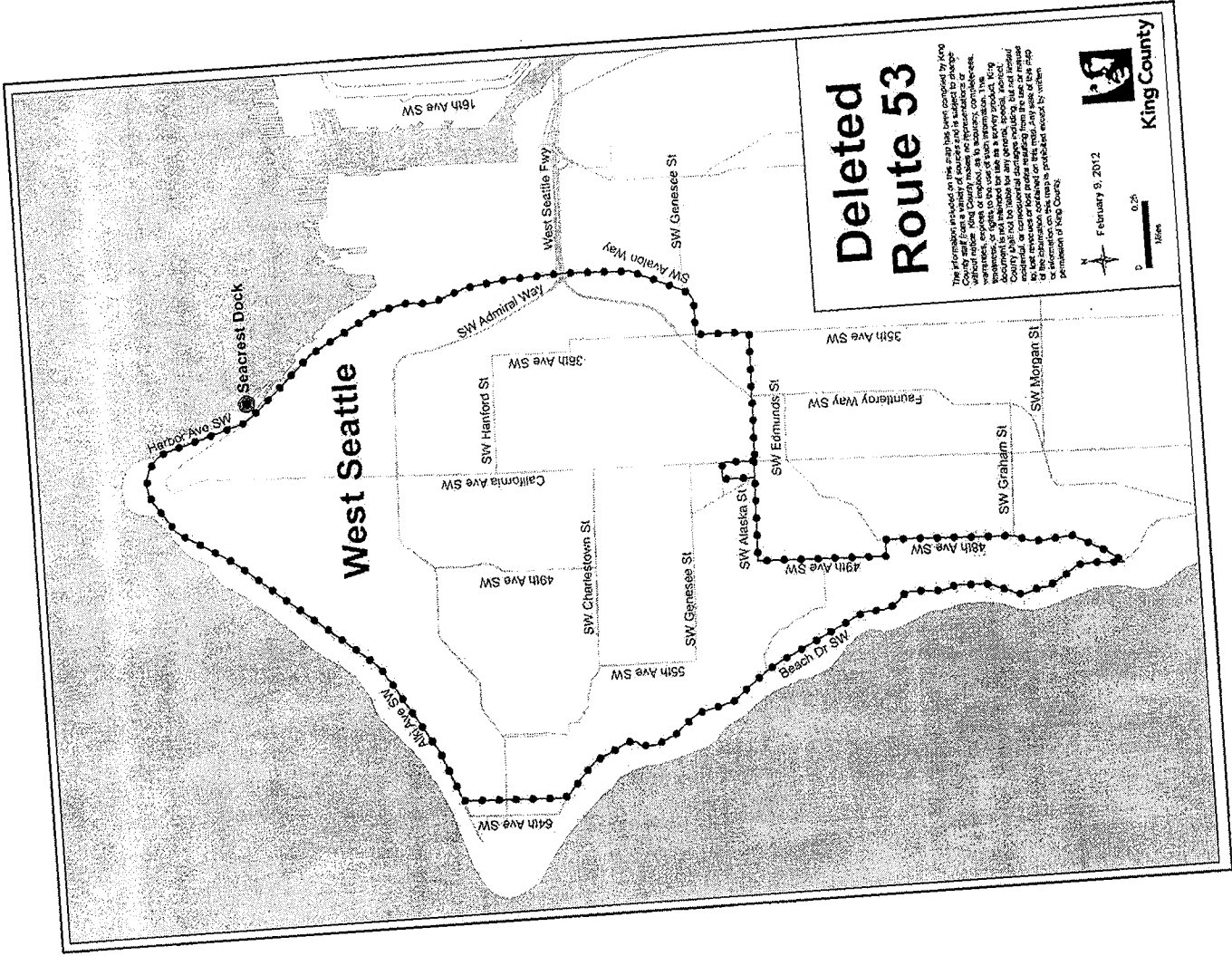
IMPACTED SERVICE AREA:

West Seattle

SERVICE CHANGE:

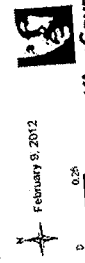
Discontinue route.

Route 37 will provide alternative service during weekday peak hours between Alaska Junction and Downtown Seattle via Alki. When the West Seattle Water Taxi is in operation, Route 773 provides alternative service between Seacrest Dock and Alaska Junction. Route 775 also provides alternative service between Alki and Seacrest Dock, when the water taxi is operating.



Deleted Route 53

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February 9, 2012



King County

ROUTE: 54, 54 Express

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Restructure Guidelines – Metro considers restructures when services compete for the same riders, based on industry best practice.*

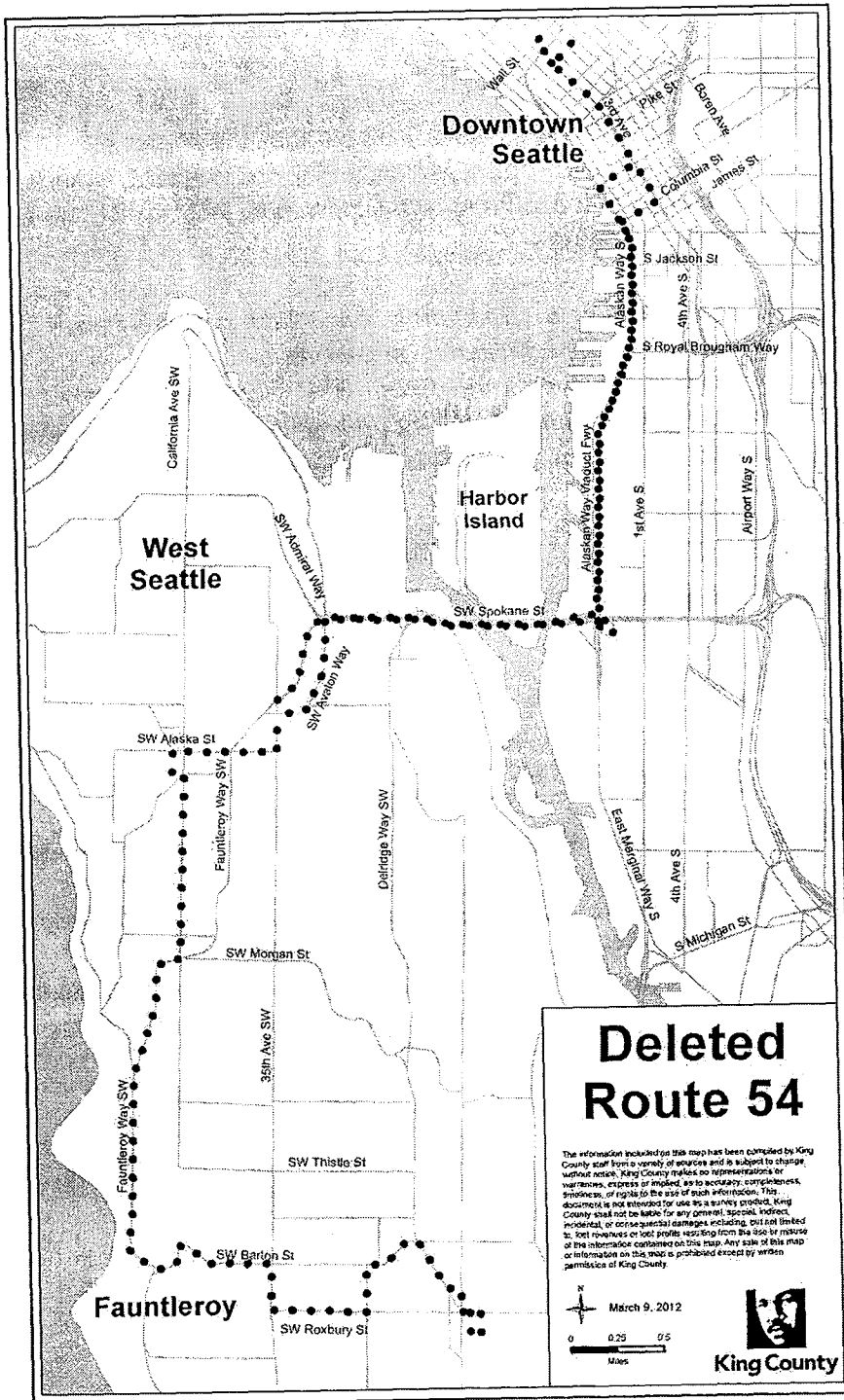
IMPACTED SERVICE AREA:

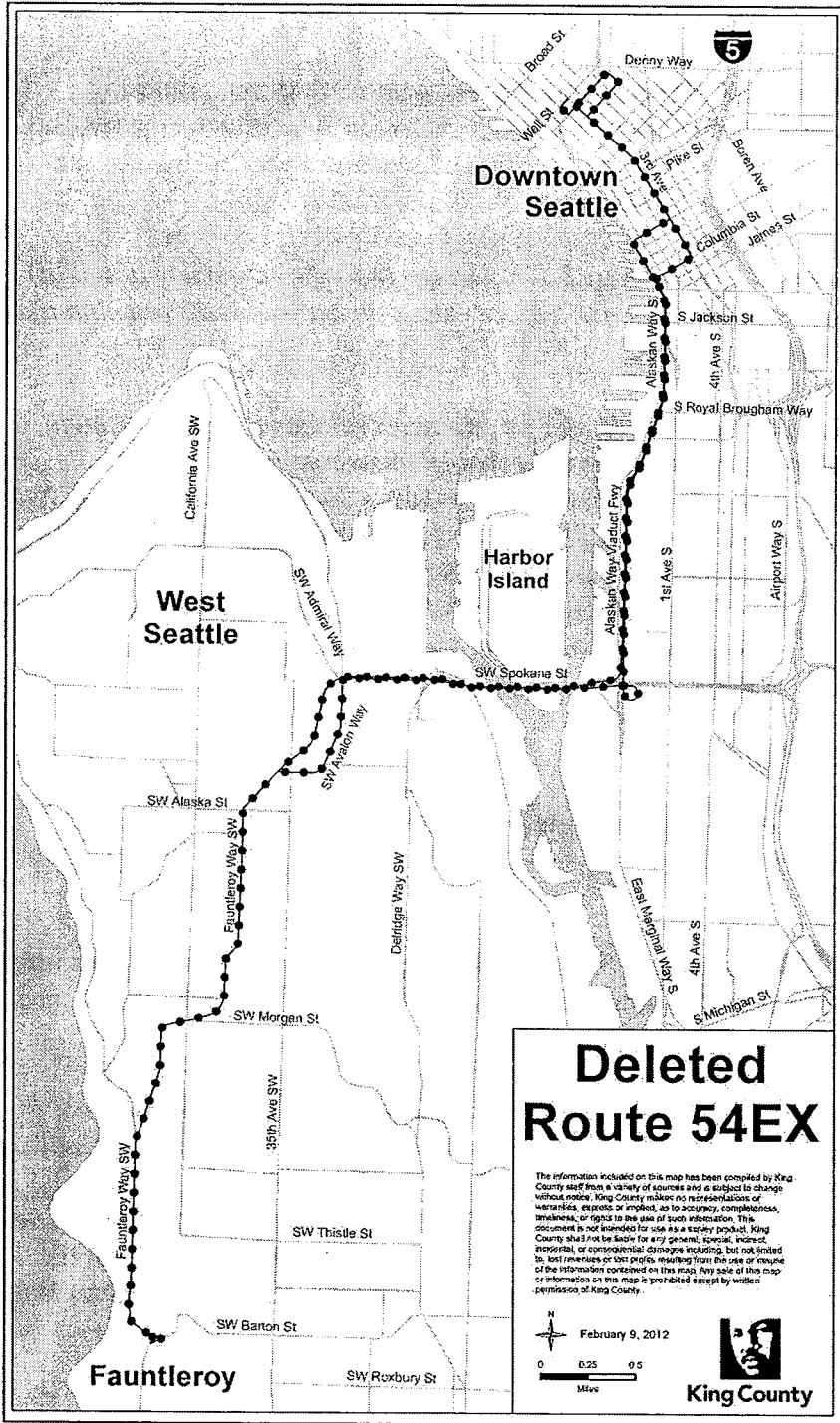
White Center, Westwood Village, Fauntleroy, Alaska Junction, Downtown Seattle

SERVICE CHANGE:

Discontinue routes.

The RapidRide C Line will provide alternative service between Westwood Village and Downtown Seattle via Fauntleroy, Alaska Junction, and the Alaskan Way Viaduct. Route 120 will provide alternative service between White Center and Downtown Seattle via Delridge and the Alaskan Way Viaduct. Route 116 Express will provide alternative service during weekday peak periods (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.) between Fauntleroy and Downtown Seattle via SODO.





ROUTE: 55
OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*

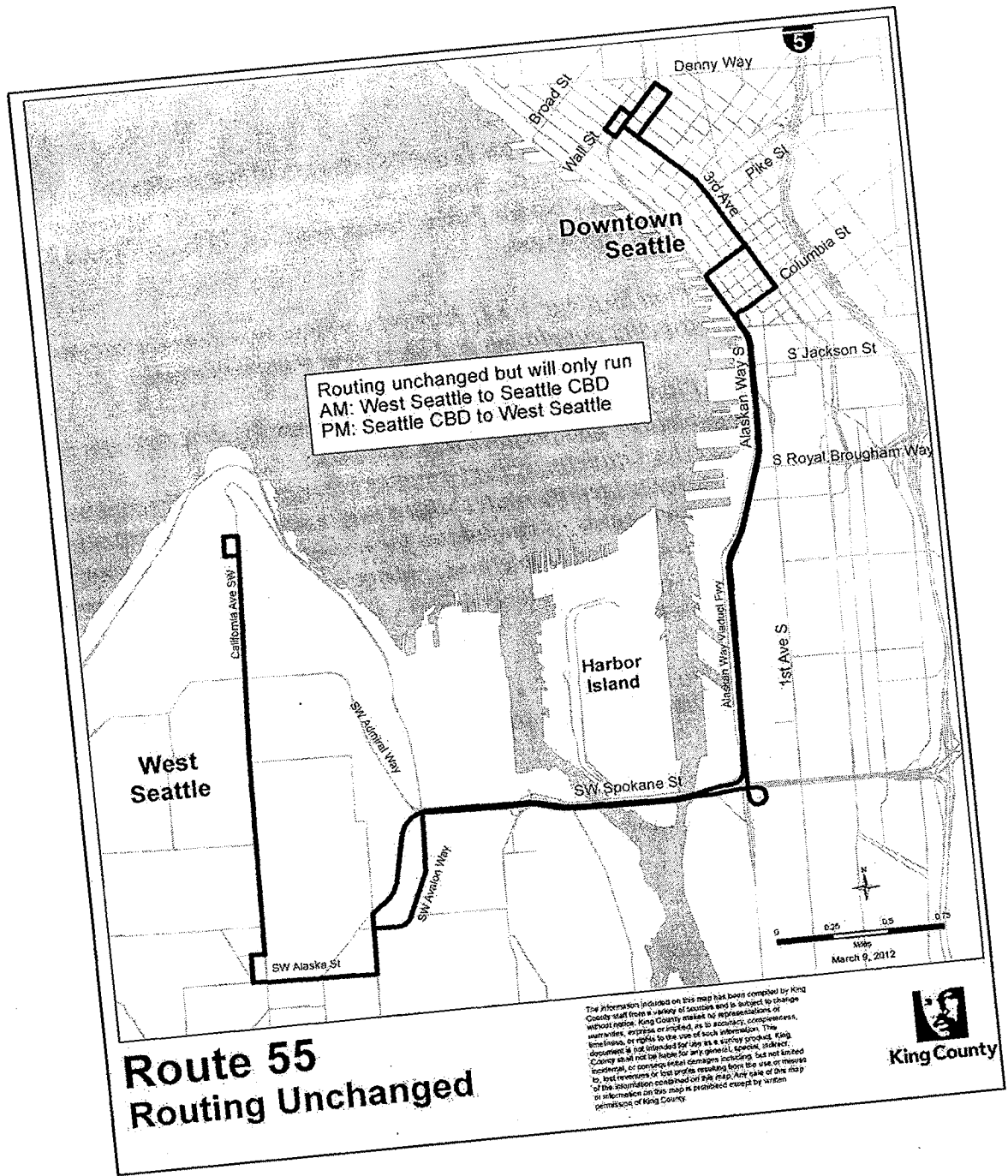
IMPACTED SERVICE AREA:

Admiral District, Alaska Junction, Downtown Seattle

SERVICE CHANGE:

Revise Route 55 to operate five morning trips and five afternoon trips during weekday peak periods (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.). Discontinue service during other times.

The RapidRide C Line will provide alternative service between Alaska Junction and Downtown Seattle via the Alaskan Way Viaduct. Routes 50 and 128 will provide alternative service along California Avenue Southwest between Alaska Junction and the Admiral District. Routes 128 and 775 will provide alternative service on California Avenue Southwest north of the Admiral Junction (California Avenue Southwest / Southwest Admiral Way).



Routing unchanged but will only run
 AM: West Seattle to Seattle CBD
 PM: Seattle CBD to West Seattle

Route 55 Routing Unchanged

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ROUTE: 56

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing and to route directness, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Alki, Admiral District, SODO, Downtown Seattle

SERVICE CHANGE:

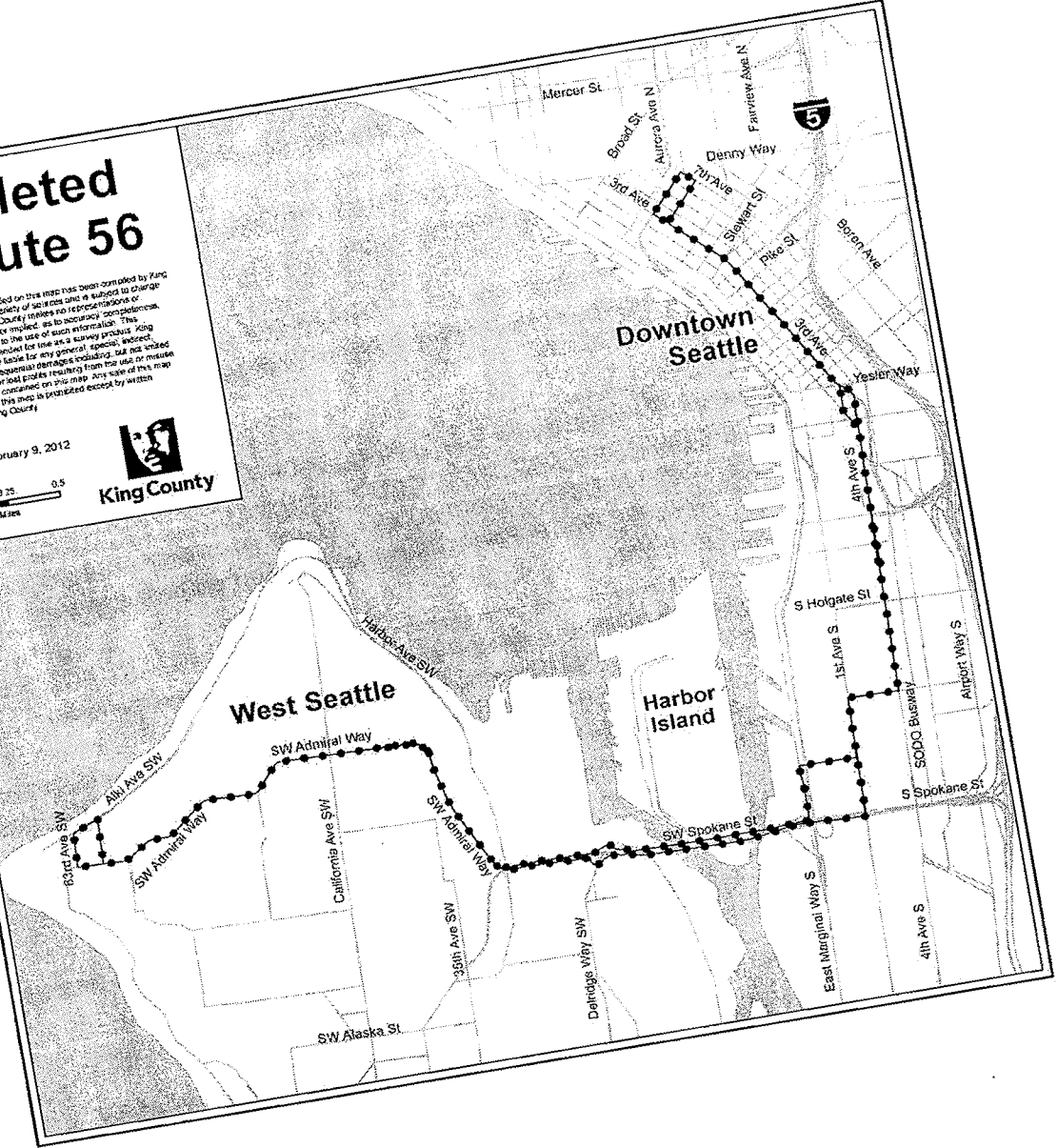
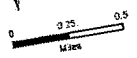
Discontinue local service on Route 56.

Route 56 Express will continue to provide service during weekday peak periods between Alki and Downtown Seattle via the Alaskan Way Viaduct. New Route 50 will provide alternative service via the Admiral District and Alaska Junction between Alki and SODO, where connections can be made at SODO Station with Link light rail to and from Downtown Seattle.

Deleted Route 56

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February 9, 2012



ROUTE: 57

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to route spacing and to route directness, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

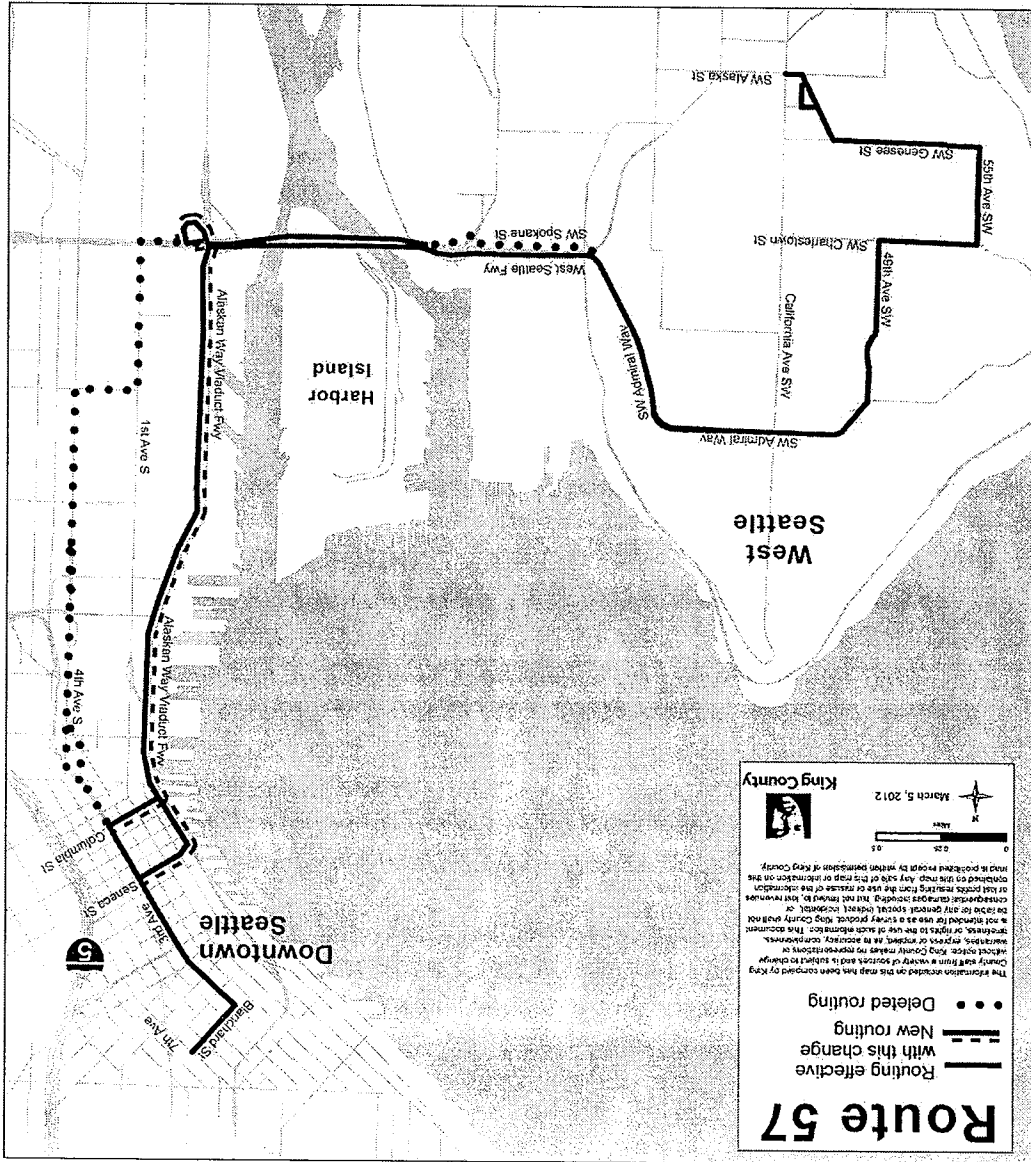
Alaska Junction, Genesee Hill, Admiral District, SODO, Downtown Seattle

SERVICE CHANGE:

Revise Route 57 to operate via the Alaskan Way Viaduct instead of 1st Avenue South and through SODO.

Operate four morning trips and four afternoon trips during weekday peak hours (approximately 6:00-9:00 a.m. and 3:00-6:00 p.m.).

Route 21 will provide alternative local service between 35th Avenue Southwest / Southwest Avalon Way and downtown Seattle via SODO. New Route 50 will provide alternative service via the Admiral District between Alki and SODO, where connections will be possible at SODO Station with Link light rail to and from Downtown Seattle.



ROUTE: 60

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

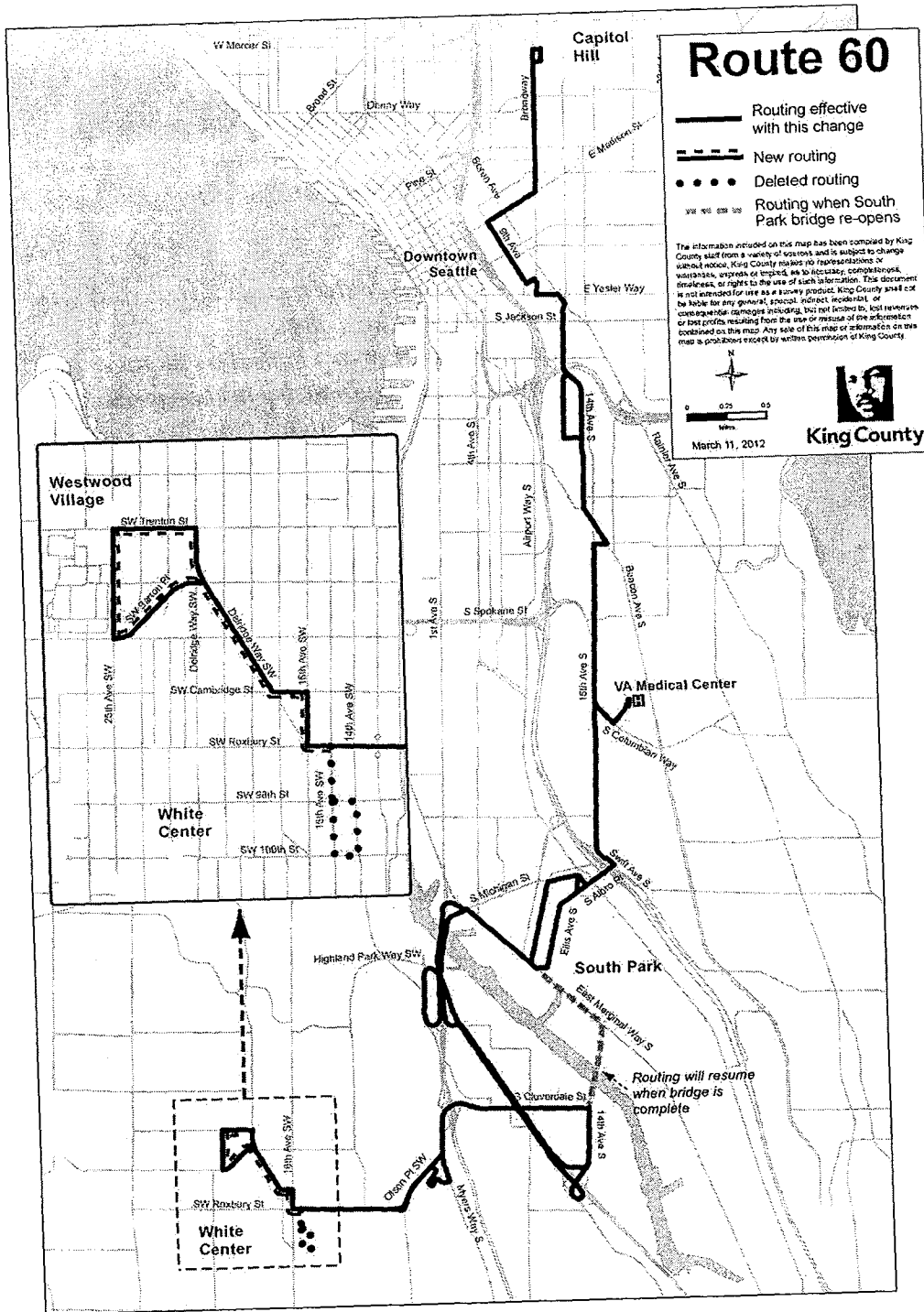
- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.1: Provide service that is easy to understand and use.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to network connections, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

White Center, Myers Way Park-and-Ride, South Park, Georgetown, Veterans Administration Medical Center, Beacon Hill, First Hill, Broadway

SERVICE CHANGE:

Extend Route 60 so that all trips start and end at Westwood Village.



ROUTE: 61

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Design Guidelines – Metro considers changes to network connections, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*

- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

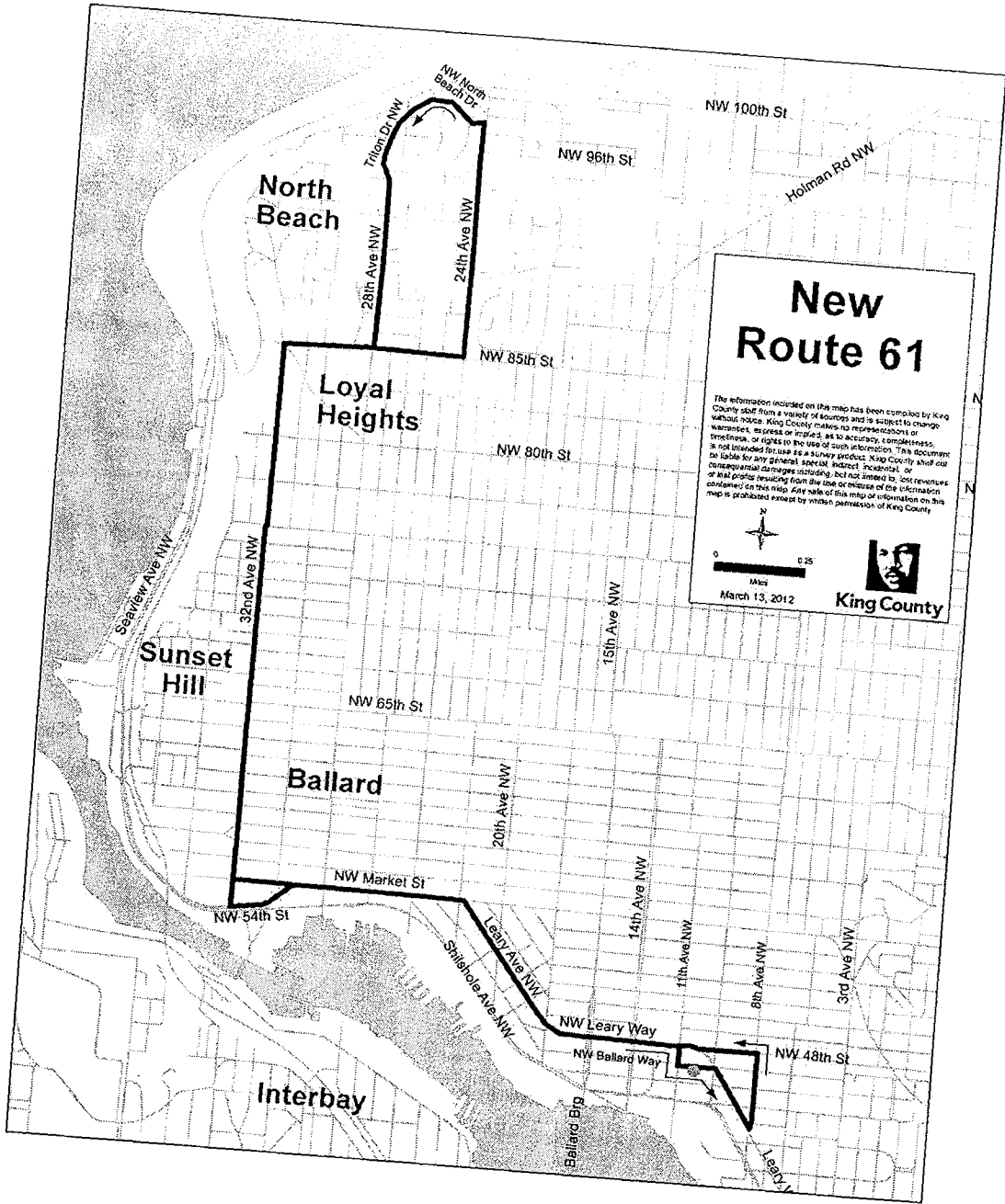
IMPACTED SERVICE AREA:

North Beach, Sunset Hill, Ballard

SERVICE CHANGE:

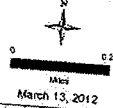
Operate new Route 61 between North Beach and 15th Avenue Northwest / Northwest Leary Way via Sunset Hill and downtown Ballard.

Route 61 will operate on weekdays every 30 minutes between approximately 8:00 a.m. and 3:00 p.m., and evenings between approximately 6:00 p.m. and 11:00 p.m.; on Saturday and Sunday every 30 minutes between approximately 6:30 a.m. and 11:00 p.m.



New Route 61

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ROUTE: 75

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, and to network connections, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Ballard, Crown Hill, North Seattle Community College, Northgate Transit Center, Lake City, Sand Point, Children's Hospital, University District

SERVICE CHANGE:

Discontinue Route 75 service between Ballard and the Northgate Transit Center. Operate revised Route 75 between Northgate Transit Center and the University District.

Revised Route 18 will provide alternative service between Ballard and the Northgate Transit Center.



ROUTE: 81

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to make service easier to understand, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

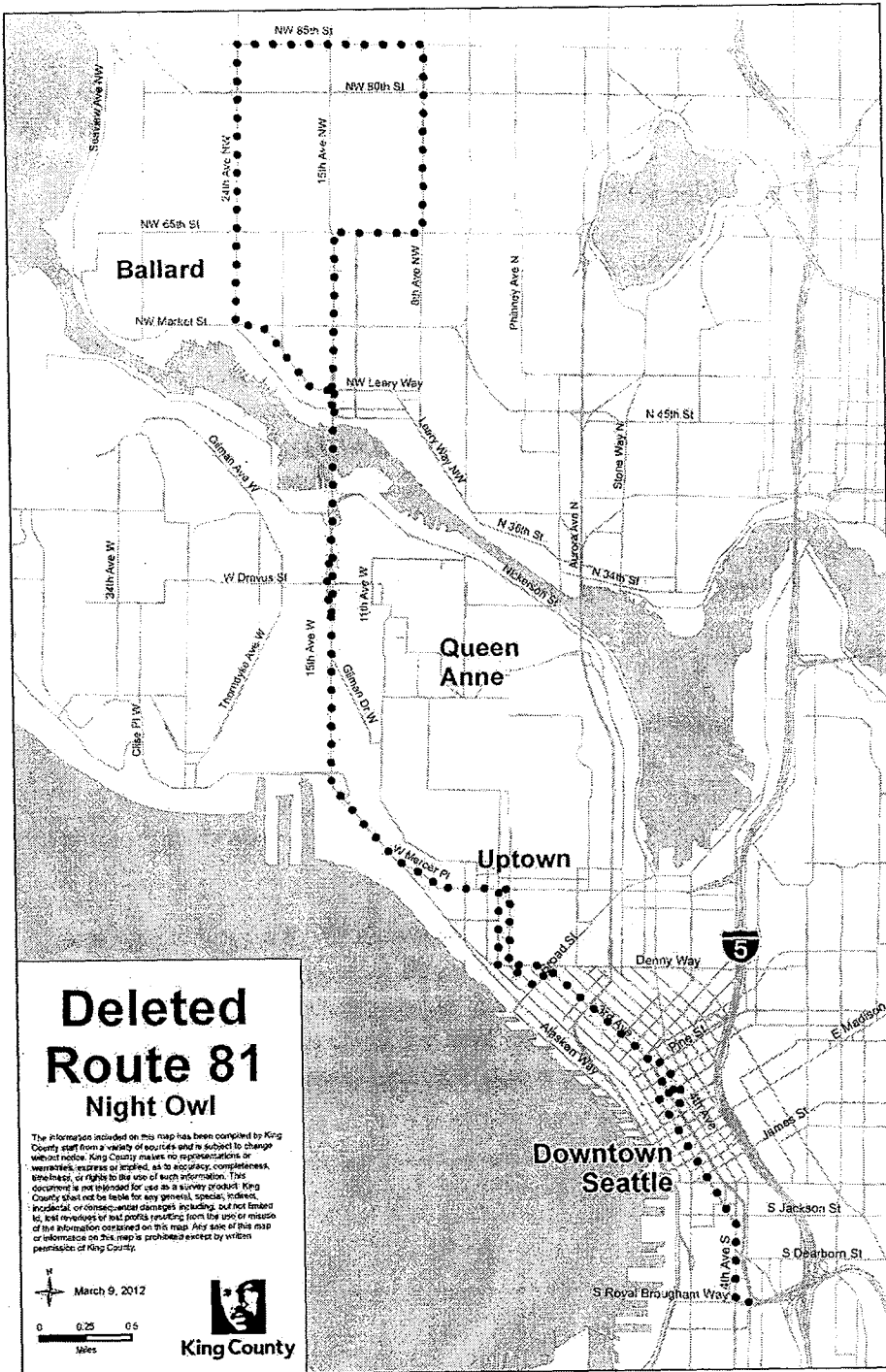
IMPACTED SERVICE AREA:

Ballard, Loyal Heights, Interbay, Uptown, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative early morning owl service between Downtown Seattle and Ballard via Uptown will be available on a D Line trip leaving Downtown Seattle at approximately 2:15 a.m.



ROUTE: 85
OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to make service easier to understand, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

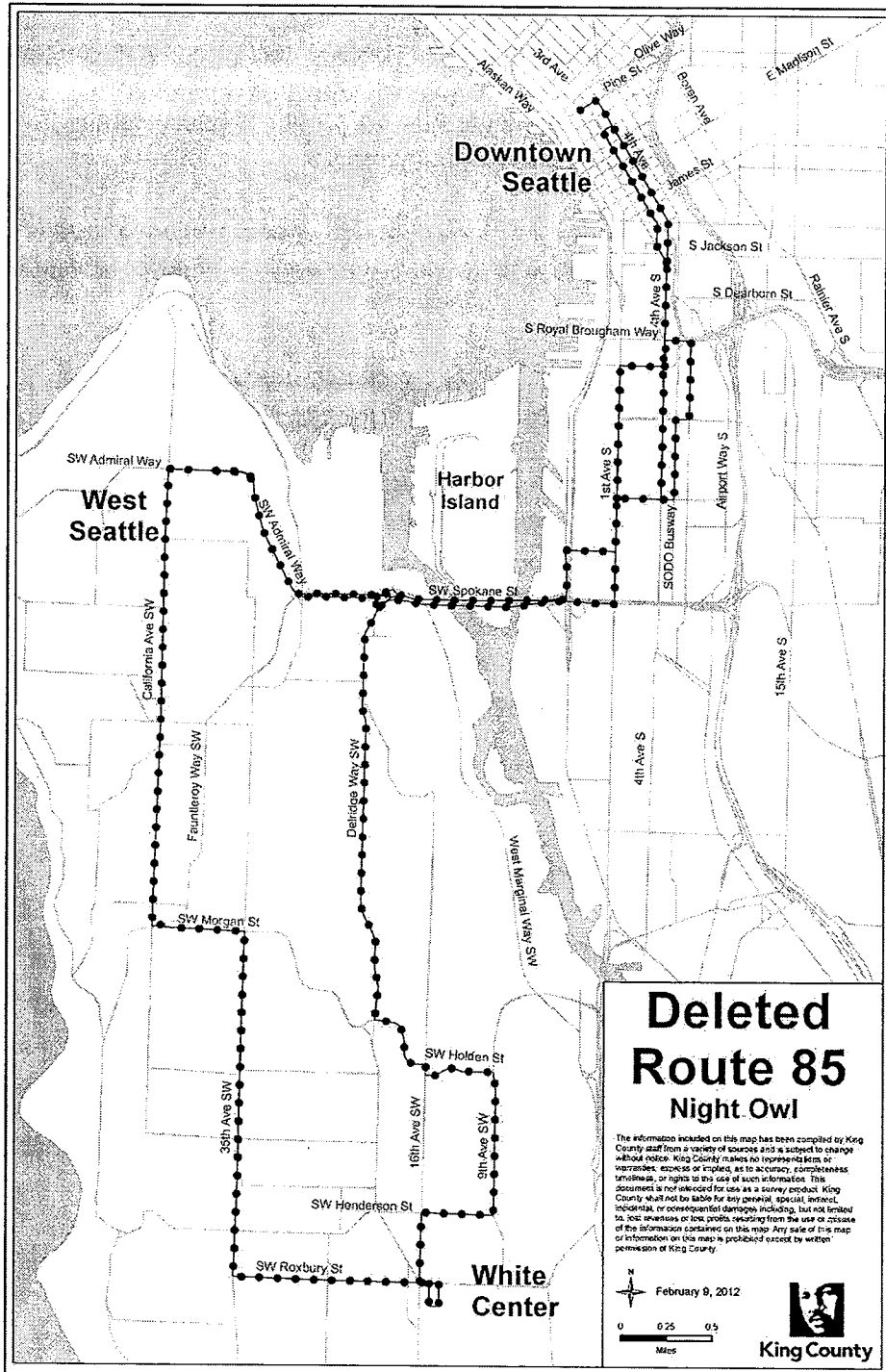
IMPACTED SERVICE AREA:

West Seattle, Admiral District, White Center, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Alternative early morning owl service between Westwood Village and Downtown Seattle via Alaska Junction will be available on a RapidRide C Line trip leaving Downtown Seattle at approximately 2:15 a.m. Alternative early morning owl service between White Center and Downtown Seattle via Delridge will be available on a Route 120 trip leaving Downtown Seattle at approximately 2:15 a.m.



ROUTE: 120

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, and to serve multiple purposes and destinations, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:




Burien, White Center, Delridge, Downtown Seattle

SERVICE CHANGE:

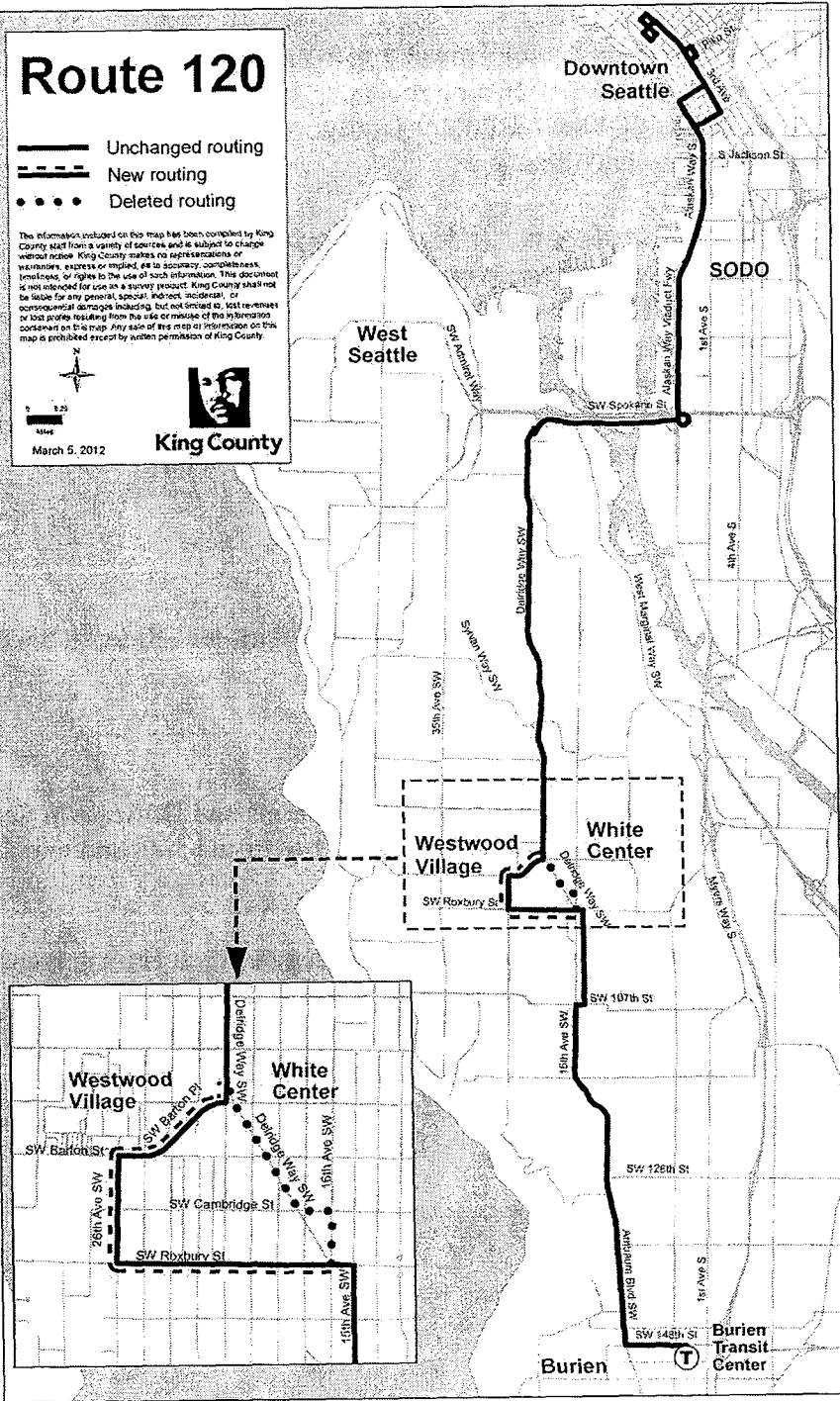
Revise Route 120 to operate via Westwood Village between Burien and Downtown Seattle.

Route 60 will provide alternative service between 16th Avenue Southwest / Southwest Roxbury Street and Delridge Way Southwest / Southwest Barton Street.

Route 120

-  Unchanged routing
-  New routing
-  Deleted routing

The information included on this map has been compiled by King County staff from a variety of sources, and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or fitness to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any errors, omissions, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of any map or information on this map is prohibited except by written permission of King County.



ROUTE: 123

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing and to route directness, based on industry best practice.*

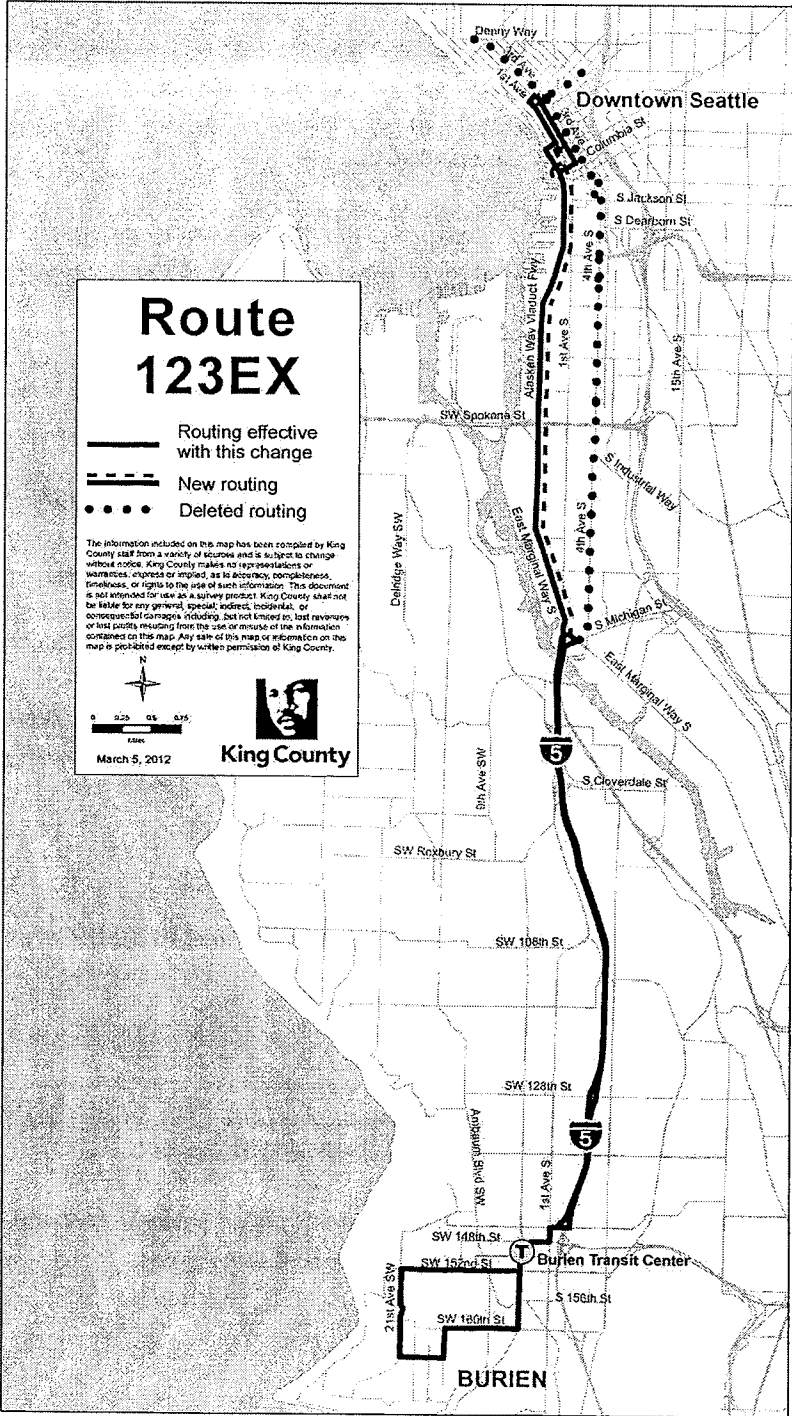
IMPACTED SERVICE AREA:

Gregory Heights, Seahurst, Burien Transit Center / Park-and-Ride, SODO, Downtown Seattle

SERVICE CHANGE:

Revise Route 123 to operate between Gregory Heights and Downtown Seattle via the Burien Transit Center / Park-and-Ride, State Route 509, and the Alaskan Way Viaduct.

Routes 131 and 132 will provide alternative service between Burien Transit Center / Park-and-Ride and Downtown Seattle via SODO.



ROUTE: 124

OBJECTIVES:

Provide public transportation products and services that all value throughout King County and that facilitate access to jobs, education and other destinations, according to the Strategic Plan for Public Transportation, 2011-2011 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

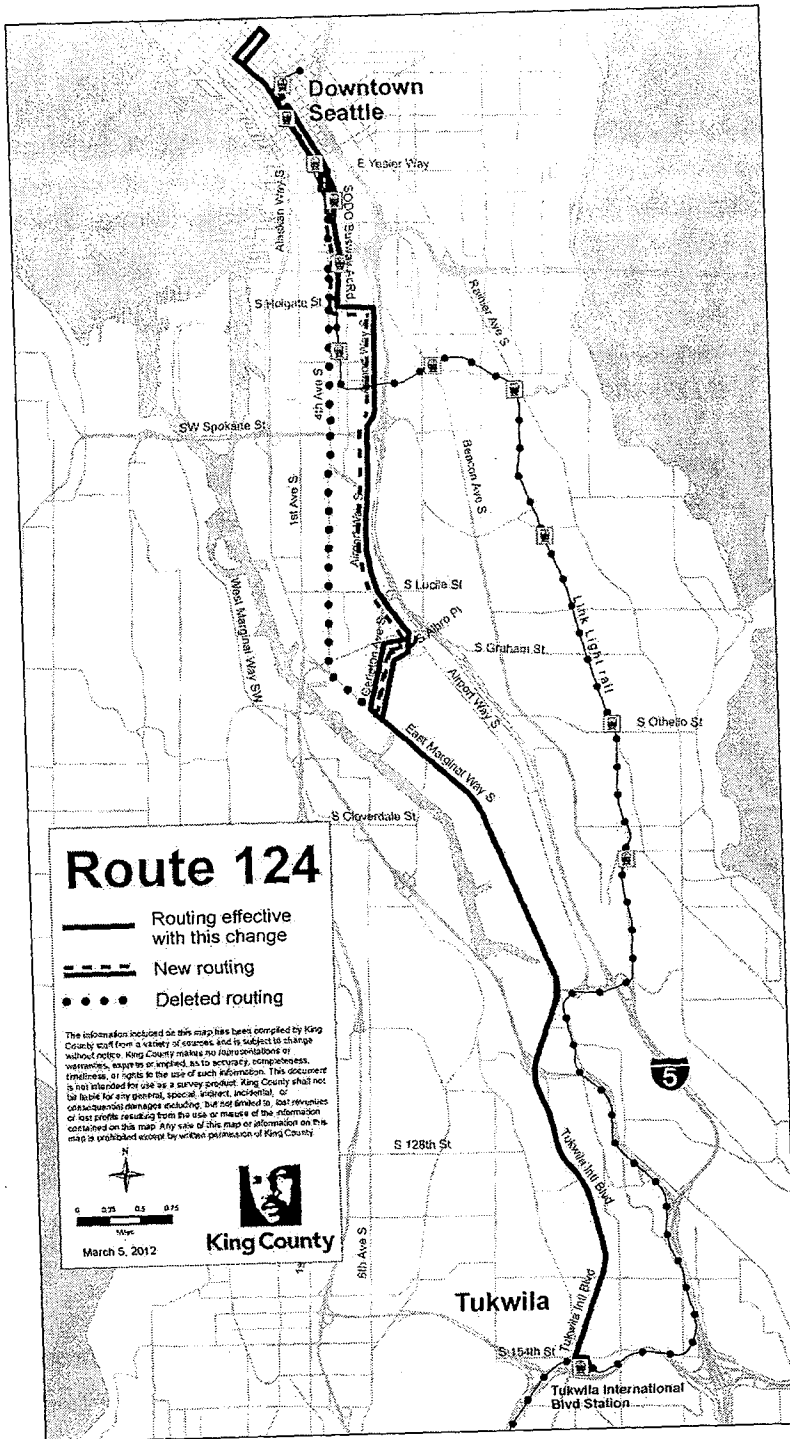
IMPACTED SERVICE AREA:

Tukwila International Boulevard Station, Boeing Industrial, Georgetown, SODO, Downtown Seattle

SERVICE CHANGE:

Revise Route 124 to operate via Georgetown and Airport Way South between Tukwila International Boulevard Station and Downtown Seattle.

Routes 131 and 132 will provide alternative service along Fourth Avenue South between South Michigan Street and South Jackson Street.



ROUTE: 125

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route directness, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

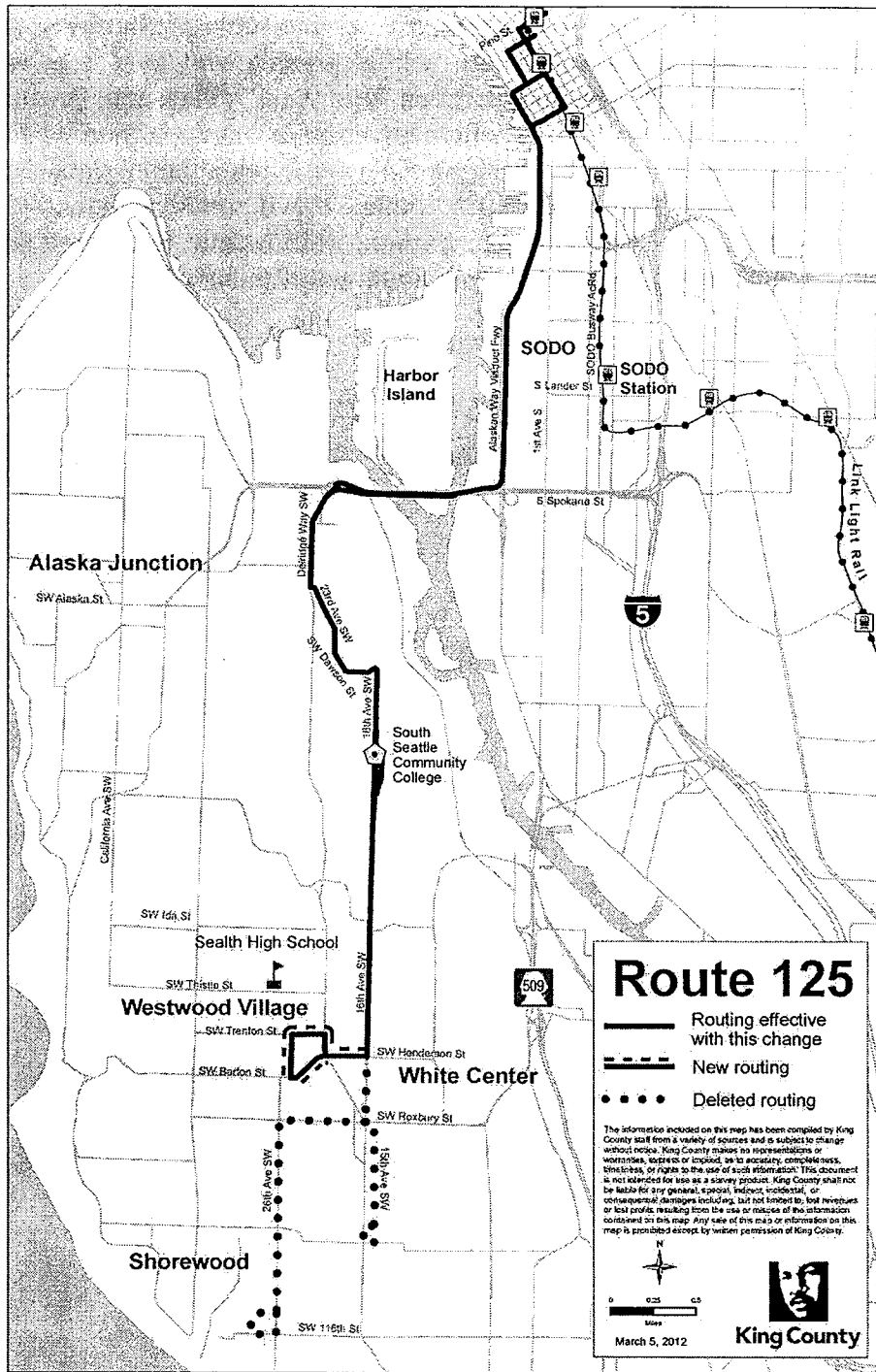
Shorewood, Westwood Village, White Center, South Seattle Community College, Downtown Seattle

SERVICE CHANGE:

Revise Route 125 to operate on weekdays and Saturday between Westwood Village and Downtown Seattle via South Seattle Community College and the Alaskan Way Viaduct.

Operate Route 125 on weekdays every 20 to 30 minutes between approximately 5:15 a.m. and 9:00 a.m., every 30 minutes between approximately 9:00 a.m. and 3:00 p.m., every 20 to 30 minutes between approximately 3:00 p.m. and 7:00 p.m., and every 45 minutes between approximately 7:00 p.m. and 10:00 p.m.; on Saturday every 45 minutes between approximately 6:30 a.m. and 7:00 p.m.

Route 22 will provide alternative service between Shorewood and Westwood Village, where connections will be possible with the C Line and routes 21, 120 and 125 operating between Westwood Village and Downtown Seattle. Route 113 will provide alternative service between Shorewood and Downtown Seattle during weekday peak hours (approximately 6:00 – 9:00 a.m. and 3:00 – 6:00 p.m.). Route 128 will provide alternative service after 10:00 p.m. and on weekends along 16th Avenue Southwest between Southwest Dumar Way and Southwest Roxbury Street.



ROUTE: 128

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

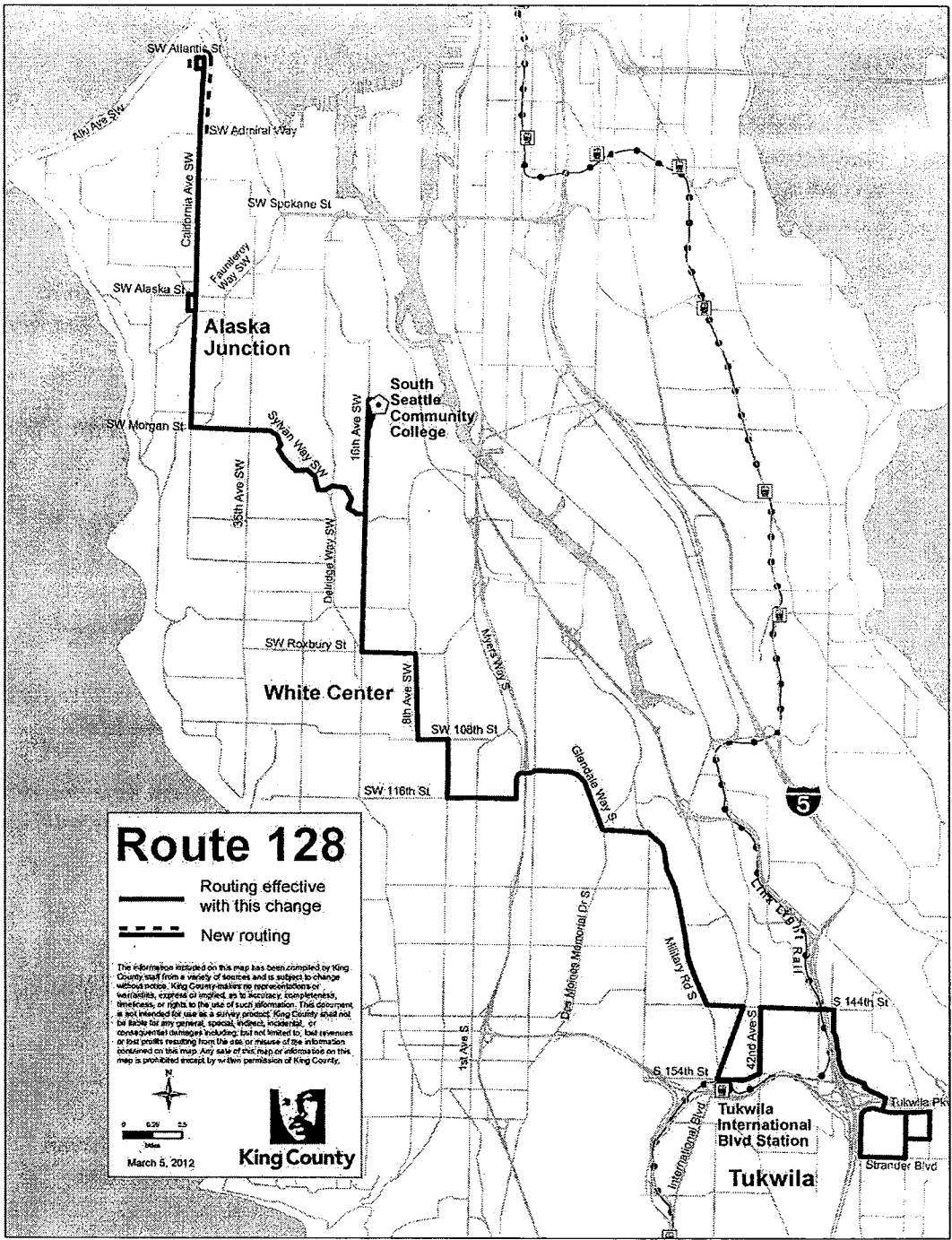
Admiral District, Alaska Junction, High Point, South Seattle Community College, White Center, Boulevard Park, Southcenter/Tukwila

SERVICE CHANGE:

Extend Route 128 seven days a week from California Avenue Southwest / Southwest Lander Street to California Avenue Southwest / Southwest Atlantic Street in the Admiral District.

Improve Route 128 service frequencies to every 30 minutes during evening hours and on Saturday and Sunday.

Extend the span of Route 128 to approximately midnight seven days a week.



ROUTE: 131

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 5.1.3: Improve transit speed and reliability.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, to route directness, to serve multiple purposes and destinations, and to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership and when a corridor is above or below All-day and Peak Network frequency, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

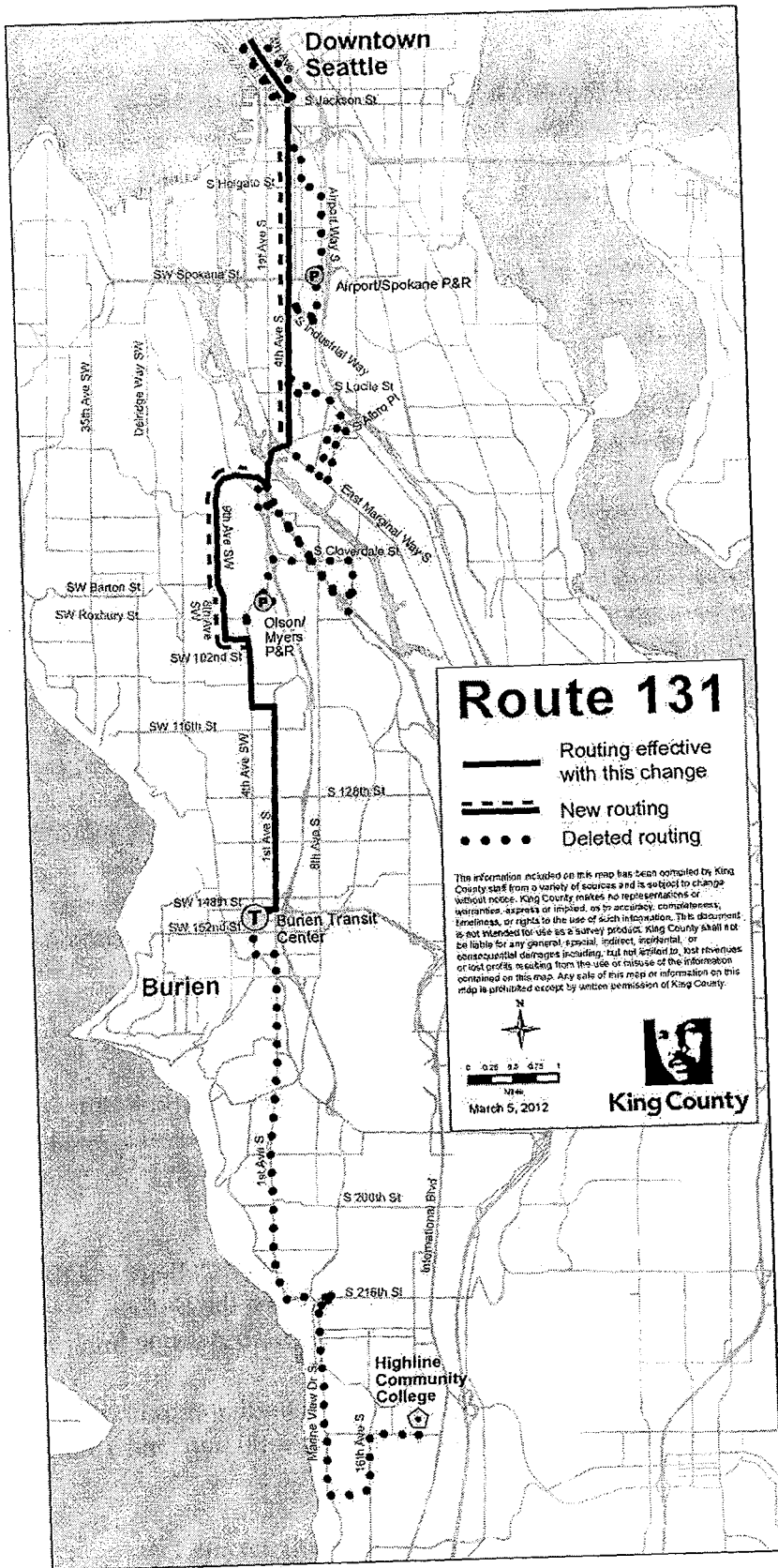
Highline Community College, Des Moines, Normandy Park, Burien, Myers Way Park-and-Ride, South Park, Georgetown, SODO, Downtown Seattle

SERVICE CHANGE:

Discontinue Route 131 service between Highline Community College and the Burien Transit Center. Revise Route 131 to operate between the Burien Transit Center and Downtown Seattle via Highland Park and 4th Avenue South.

Operate Route 131 seven days a week every 30 minutes until approximately 7:30 p.m., and every 60 minutes between approximately 7:30 p.m. and 12:30 a.m.

Route 131 will no longer serve Georgetown, South Park, Normandy Park or Des Moines. Route 60 will provide alternative service between Georgetown and South Park, and between South Park and Greenbridge. Routes 106 and 124 will provide alternative service between Georgetown and Downtown Seattle. Route 132 will provide alternative service between South Park and Downtown Seattle via SODO. Route 166 will provide alternative service between Highline Community College and Burien Transit Center/Park-and-Ride via First Avenue South.



ROUTE: 132
OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to make service easier to understand, based on industry best practice.*
 - *Service Restructure Guidelines – Metro considers restructures when there is a mismatch between service and corridor ridership and when a corridor is above or below All-day and Peak Network frequency, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*

IMPACTED SERVICE AREA:

Highline Community College, Des Moines, Burien, Boulevard Park, South Park, Georgetown, SODO, Downtown Seattle

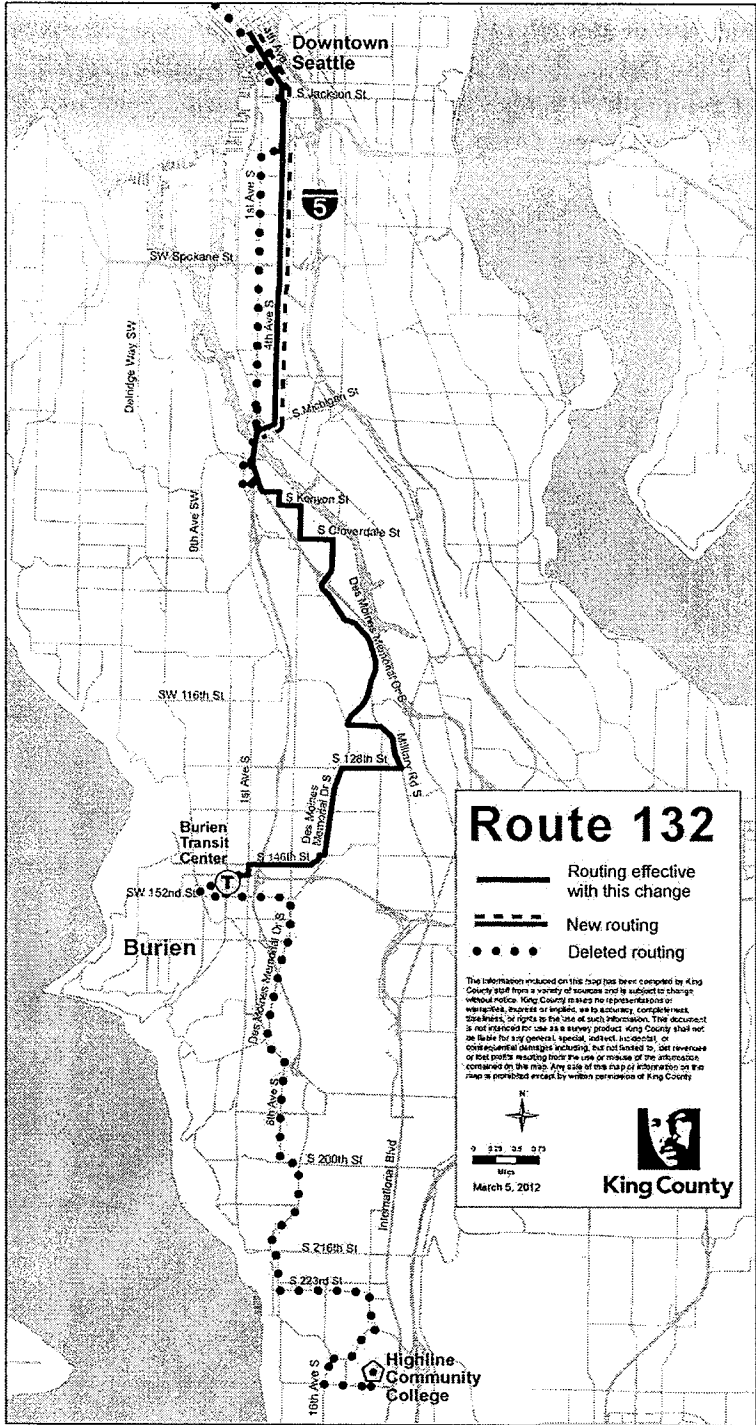
SERVICE CHANGE:

Discontinue Route 132 service between Highline Community College and the Burien Transit Center. Revise Route 132 to operate between the Burien Transit Center and Downtown Seattle via South Park and 4th Avenue South.

Operate Route 131 seven days a week every 30 minutes until approximately 8:00 p.m., and every 60 minutes between approximately 8:00 p.m. and 1:00 a.m.

Route 132 will no longer serve Highline Community College and Des Moines, or 1st Avenue South between South Michigan Street and South

Lander Street. Route 156 will provide alternative service in Des Moines between South 200th Street and Highline Community College via 8th Avenue South and Marine View Drive. Route 166 will provide alternative service between Highline Community College and the Burien Transit Center via South 240th Street, Marine View Drive and 1st Avenue South.



ROUTE: 133

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

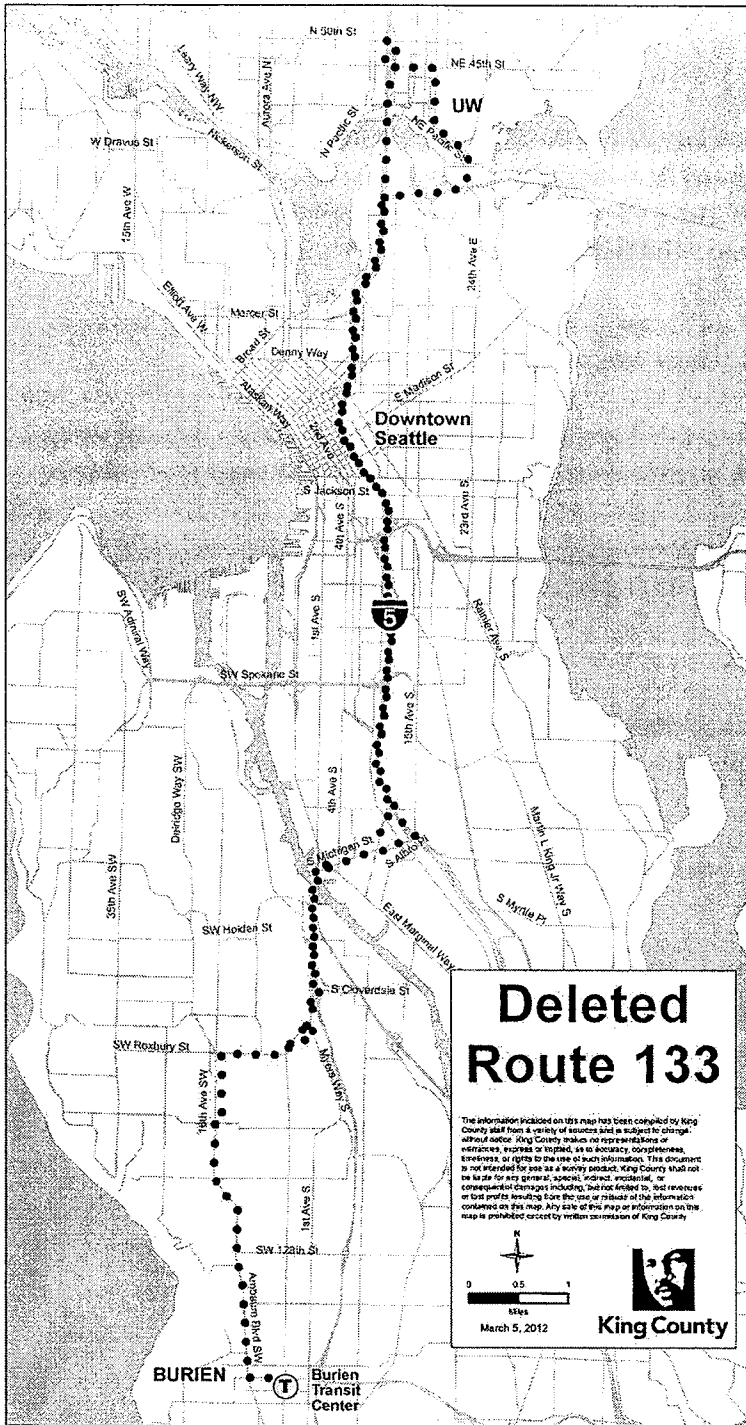
IMPACTED SERVICE AREA:

Burien Transit Center / Park-and-Ride, Burien, White Center, Myers Way Park-and-Ride, University District

SERVICE CHANGE:

Discontinue route.

Routes 120, 121, 122, and 123 will provide alternative service between Burien Transit Center / Park-and-Ride and Downtown Seattle, where connections can be made with routes 70, 71 Express, 72 Express, and 73 Express serving the University District. Route 113 will provide alternative service between White Center and Downtown Seattle via the Myers Way Park-and-Ride.



ROUTE: 134

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring 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.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to route spacing when routes are duplicative, based on industry best practice.*

- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

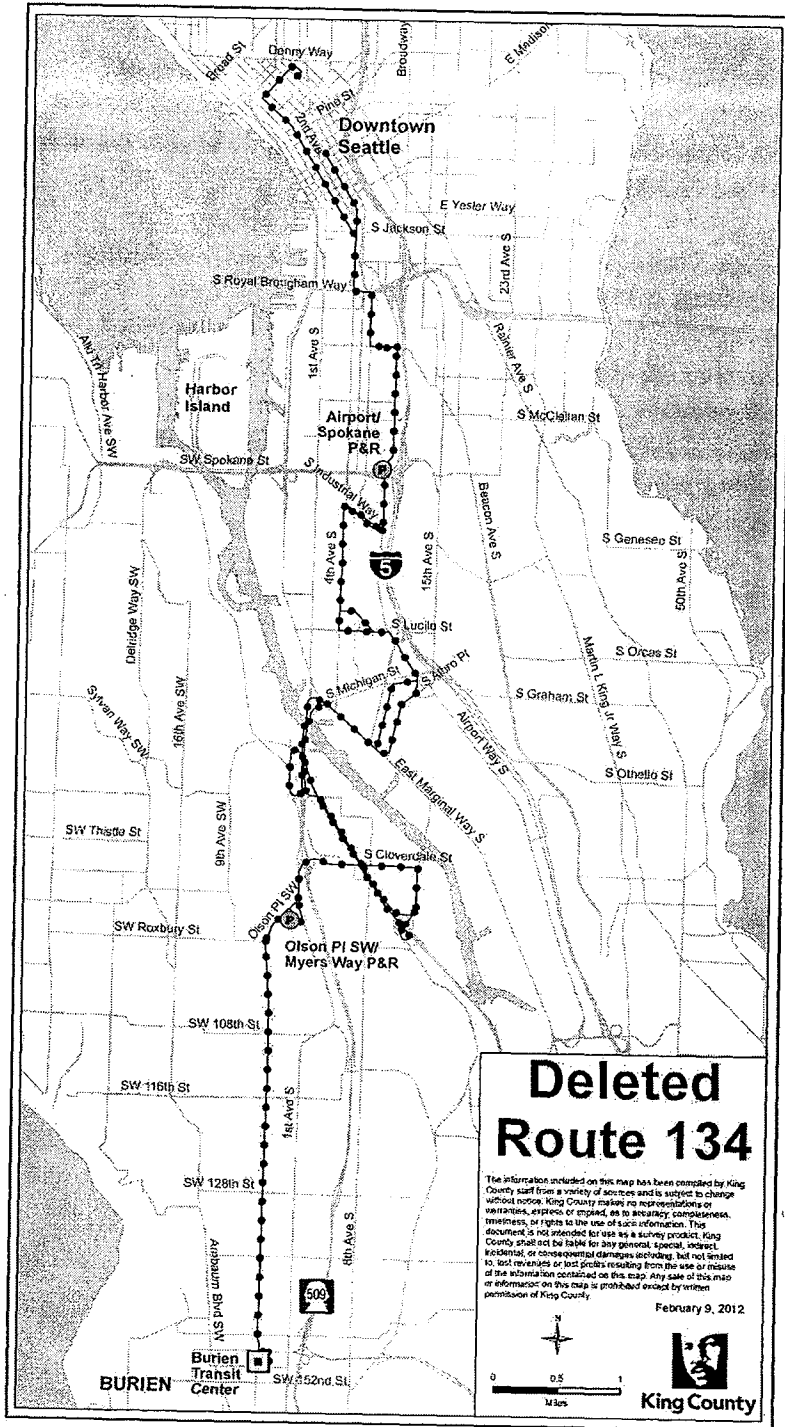
IMPACTED SERVICE AREA:

Burien, South Park, Georgetown, Downtown Seattle

SERVICE CHANGE:

Discontinue route.

Route 60 will provide alternative service between Georgetown and South Park, and between South Park and Greenbridge. Routes 106 and 124 will provide alternative service between Georgetown and Downtown Seattle. Route 131 will provide alternative service between Burien and Downtown Seattle via First Avenue South, Greenbridge, Highland Park and SODO. Route 132 will provide alternative service between South Park and Downtown Seattle via SODO.



ROUTE: 156

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Guidelines, Performance Management – Productivity measures identify routes where performance is weak on one or both measures as candidates for reduction or restructuring.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, and to route spacing, based on industry best practice.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

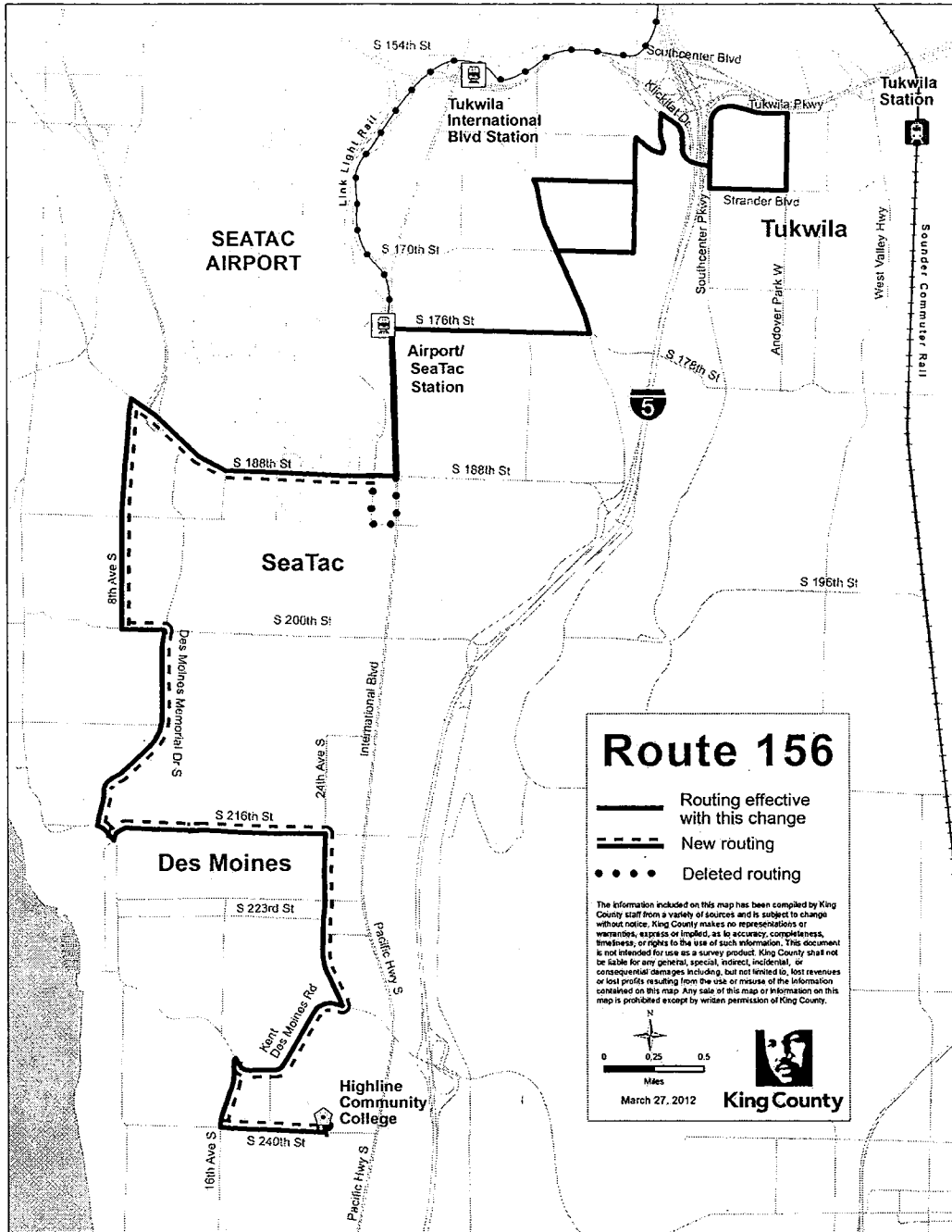
IMPACTED SERVICE AREA:

Highline Community College, Des Moines, SeaTac, Tukwila/Southcenter

SERVICE CHANGE:

Extend Route 156 from SeaTac to Highline Community College in Des Moines.

Extend the weekday evening span of service later by adding one hourly round trip so that the last trip from Highline Community College to Tukwila leaves the college at approximately 9:30 p.m.



ROUTE: 166

OBJECTIVES:

Improve the productivity of Metro Transit's network of bus routes by eliminating or reducing low performing routes, or by restructuring service according to the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines:

- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guidelines – Metro considers changes to network connections, to serve multiple purposes and destinations, to route spacing, and to route directness, based on industry best practice.*
 - *Service Investment Guidelines – Metro considers investments in routes that have passenger load issues or problems with on-time performance.*
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

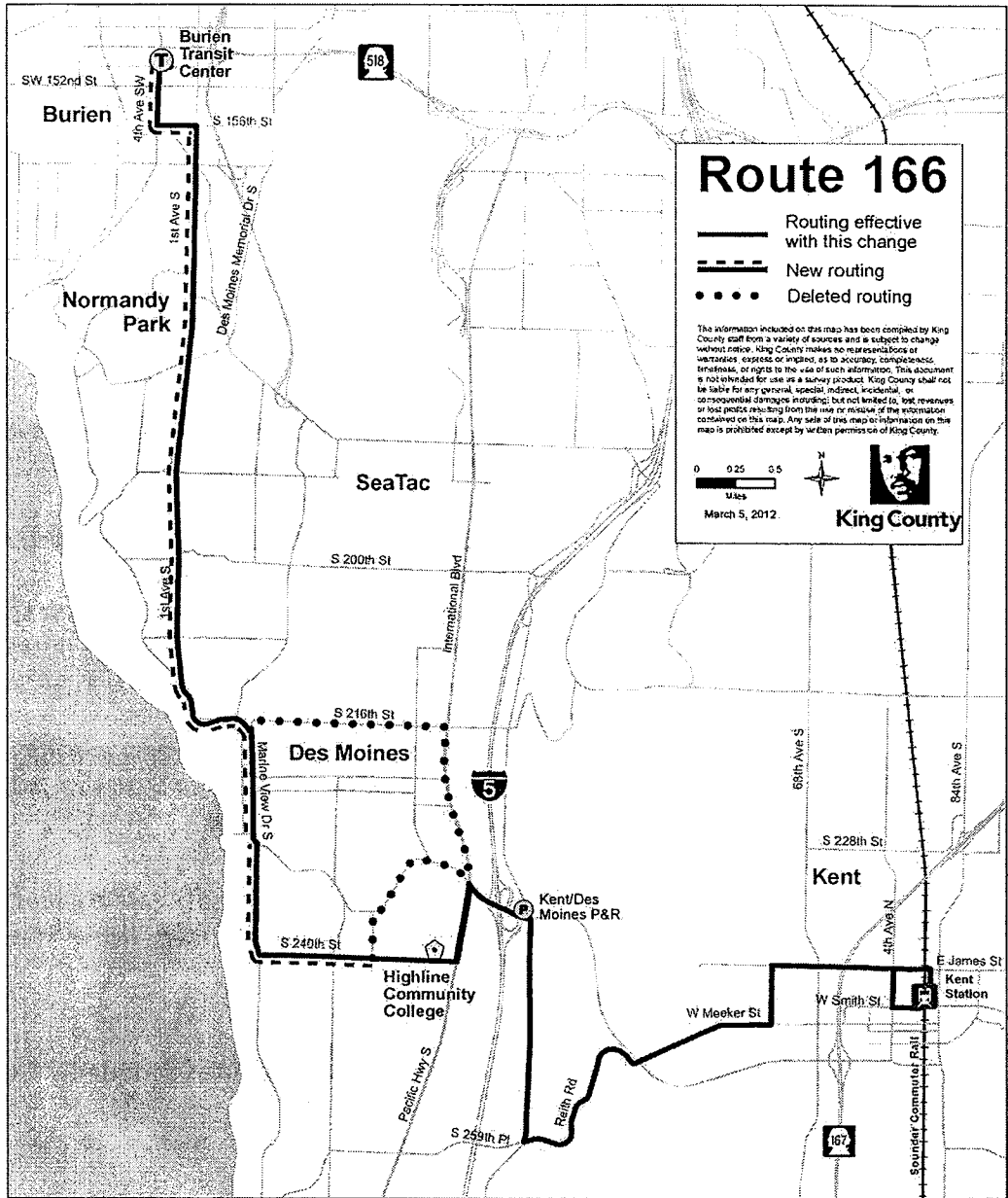
IMPACTED SERVICE AREA:

Burien, Normandy Park, Des Moines, Highline Community College, Kent

SERVICE CHANGE:

Extend Route 166 from downtown Des Moines to the Burien Transit Center / Park-and-Ride via First Avenue South.

Operate Route 166 on weekdays every 30 minutes between approximately 4:45 a.m. and 11:00 p.m.; on Saturdays every 30 minutes between approximately 6:00 a.m. and 8:00 p.m., and every 60 minutes between approximately 8:00 p.m. and 11:00 p.m.; and on Sundays every 60 minutes between approximately 7:00 a.m. and 9:00 p.m.



Attachment 3

April 11, 2012

The Honorable Larry Gossett
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Gossett:

This letter transmits for your consideration an ordinance setting forth recommended service changes for September 2012 that will enable King County to provide bus service more cost effectively while respecting the needs of disabled, disadvantaged and elderly populations, and the diverse travel needs of neighborhoods and communities. The changes to bus service I am recommending represent Metro's first major effort to implement the recommendations of the Strategic Plan for Public Transportation 2011-2021 through the use of all elements of the recently adopted Service Guidelines. Metro's strategic plan aligns public transportation activities with the goals, objectives and strategies identified in the County's Strategic Plan.

The recommendations are consistent with the requirements of the Congestion Reduction Charge (CRC) legislation that Metro reallocate a minimum of 100,000 annual service hours using the guidelines. This is the largest service change Metro has ever proposed. If adopted, changes to the transit network will result in increased system productivity and are in line with the Council's direction to shift resources from lower performing services to adopted priorities of service quality needs, underserved corridors, and high performing routes.

The proposed changes will make the transit network more efficient, which is essential in this challenging fiscal climate. Even though the adopted CRC helps us sustain service in the near term, Metro will continue to face severe budget challenges unless new funding becomes available to replace the temporary funding provided by the CRC.

At the same time, public transportation cannot focus entirely on efficiency. Metro carries people with unique needs who rely on transit for their mobility. Metro also seeks to provide convenient service that attracts riders who have other travel options and reduces the number

of people who drive on already congested roadways. My recommendations reflect the significance of King County's adopted values for the transit system – to emphasize productivity, to ensure social equity and to provide geographic value. The service changes proposed in this ordinance reflect the product of three months of intensive public outreach, which has helped shape the set of changes before you.

The recommended changes to specific routes are primarily related to the start-up of the RapidRide C and D lines as well as the planned end of the downtown Seattle ride free area. The RapidRide C and D Lines will provide high quality frequent transit service between Ballard, Uptown and West Seattle via downtown Seattle. I am proposing a restructure of the transit network involving changes to 47 existing routes in ways that improve overall system effectiveness through an increase in the connections that are available within the regional transit system, that minimize duplication of bus service and that improve the flow of buses in the congested downtown Seattle area. Other minor administrative service changes will be made pursuant to the Director's authority as provided for in KCC 28.94.020 (B). A list of those administrative changes is attached to this letter, *Administrative Changes to Public Transportation Network Fall 2012*.

In November 2011, Metro presented service change concepts for public comment that together created a network of bus routes to provide frequent and convenient service to more places. The concepts shifted resources from bus routes that served fewer riders and consolidated others that provide similar connections. The resulting network would expand bus travel to more destinations, but require some riders to walk farther to get to a bus stop or to transfer between bus routes to reach some destinations that now can be reached using a single bus. The November service concepts purposefully did not focus on individual trips or destinations, but rather looked toward fulfilling the diverse travel needs of all customers efficiently and effectively. Metro Transit heard from a number of people who liked the proposals, but also from those who thought the changes to the system would inconvenience them.

Metro then revised the November 2011 concepts and developed new proposals reflecting public feedback. Metro presented new proposals to the public in February 2012 through open houses and many meetings with community groups. During both outreach periods, Metro received over 10,000 comments. This recommendation is the product of work Metro did to balance community feedback with available resources.

Thank you for your consideration of the September 2012 service change ordinance. This important legislation will improve the mobility of King County residents and make changes to the transit system that moves us toward our recently adopted vision, goals and objectives.

The Honorable Larry Gossett
April 11, 2012
Page 3

If you have any questions, please feel free to contact Kevin Desmond, General Manager, Metro Transit Division at 206-684-1619, or Victor Obeso, Manager of Service Development, Metro Transit Division, at 206-263-3109.

Sincerely,

Dow Constantine
King County Executive

Enclosures

cc: King County Councilmembers
 ATTN: Michael Woywod, Chief of Staff
 Mark Melroy, Senior Principal Legislative Analyst, BFM Committee
 Anne Noris, Clerk of the Council
Carrie S. Cihak, Chief Advisor Policy and Strategic Initiatives, King County
 Executive Office
Dwight Dively, Director, Office of Performance, Strategy and Budget
Harold S. Taniguchi, Director, Department of Transportation (DOT)
Kevin Desmond, General Manager, Metro Transit Division, DOT
Victor Obeso, Manager, Service Development, Metro Transit Division, DOT
David Hull, Supervisor, Service Planning, Service Development, Metro Transit
 Division, DOT

ADMINISTRATIVE CHANGES TO PUBLIC TRANSPORTATION NETWORK FALL 2012

All-day Service Changes

- Route 1 – reduce midday frequency
- Route 10 – remove through-route and live loop
- Route 11 – change through-route
- Route 12 – remove through route and live loop
- Route 24 – change through-route, span reduction
- Route 26 – change through-route
- Route 27 – evening span and Sunday frequency reduction
- Route 31 – change through-route
- Route 33 – change through-route, span reduction
- Route 36 – change through-route
- Route 65 – change through-route
- Route 155 – change through-route
- Route 169 – change through-route
- Route 522 – downtown Seattle northbound routing moved to 4th Ave. from 3rd Ave. (Sound Transit Regional Express Route)

Peak Only Service Changes

- Route 17 EX – add one a.m. trip
- Route 21 EX – reduce one trip
- Route 56 EX – reduce one trip
- Route 116 – add three trips
- Route 121 – reduce two trips
- Route 306 and 312 – downtown Seattle northbound routing moved to 4th Avenue from 3rd Avenue.

COMMENTS TO TRANSPORTATION, ECONOMY AND ENVIRONMENT COMMITTEE PROPOSED SEPTEMBER 2012 CHANGES TO METRO SERVICE

Route/Issue	Comment	Commentator
General	Support proposal as is, without any further changes – the original was better but has been watered down	1, 43
	Support proposal	54
	Do not cut service, especially at night	47, 48
D	Support D Line – should be more rapid	75
	D Line should terminate at Greenwood Avenue North not 103 rd Avenue Northwest	84
D, 18, 28	Strongly support changes, need safer pedestrian crossing at Holman Road at 7 th Avenue	7
2	Supports Route 2 and the decision not to move ahead with the proposal to change it	5, 32, 35, 50, 65
	Question about why Route 2 would be considered for change	6
2, 10, 12	Question about proposal's effects on Routes 2, 10, 12	11
2, 27, 34X, 39	Supports 2, 27, early morning access to SeaTac Airport on 39	82
3	Retain North Queen Anne loop	5, 37, 62
10	Need a stop on or at 2 nd Avenue	10
14N	Oppose changes	78
14S	All right with proposed change	36
	Maintain night service in Mount Baker Neighborhood	39, 58, 61
	Provide Access to Mount Baker neighborhood people with disabilities	72
14, 24	Do not change these routes	20
16	Look carefully at Route 16 (no change to Route 16 is proposed)	2
17	Support Route 17 to connect Ballard and South Lake Union	44
18	Support proposal by Rob Fellows to change the proposed Route 18 alignment	40, 45, 55, 84
	Supports proposed Route 18	52, 79
	Supports current Route 18	50, 73
21	Do not delete Arbor Heights neighborhood service	42
24	Support current Route 24	16, 47, 73

28	Oppose deletion of off-peak service north of Northwest 103 rd Street	38
33	Likes Route 33 with no changes (no change to Route 33 is proposed)	9
34, 39	Oppose replacement of the 34 Express and 39 by new Route 50 Concerned about elimination of the 34 Express and 39 – how often do Link trains run? Oppose elimination of the 34 Express and 39 (might be okay if taking Link did not require payment of a second fare each time)	87, 90 3 13
35	Oppose elimination of the Route 35, or add	89
36, 39, 50, 131, 132, 156	Questions about changes proposed for several bus routes	24
37, 53	Need weekend shuttle similar to the Route 53 Support Route 53 – it does not carry a lot of riders but is important	12 30
39	Oppose deletion of Route 39, replacement by Route 50 – this will eliminate his one-seat ride Oppose deletion of Route 39	8 91
46	Oppose deletion, it is quicker than the Route 44. If cancellation proceeds, consider a Route 44 Express Oppose deletion	4 33, 34, 59, 80, 86
50	Support new Route 50	64, 69
51, 57	Opposes changes to Routes 51 and 57, Genesee Hill impact	92
60	Route 60 should not serve the Veterans Administration Medical Center via the parking lot, it takes too much time	27, 64
79	Loses time due to cancellation of the Route 79 (This change approved in the June 2012 service change ordinance)	23
85	Need early morning service in north Seattle	68
121, 122	Opposes changes to Route 121, has question about Route 122 (this route not proposed for any change)	46
123	Oppose the proposal to move this peak route from 4 th Avenue South to the Alaskan Way Viaduct	18, 19, 21, 25, 28, 29, 31, 41
132	Question about loss of service on South 152 nd Street east of 1 st Avenue South in Burien resulting from Route 132 change Support change to Route 132	15 27
133	Oppose deletion of Route 133	83, 85
156	Supports the Route 156 revision	15
156, 166	Supports proposal provided that proposals for Route 156 and 166 remain in it	14
218	Need more service on Route 218	81
226, 245	Cancel Eastside Routes 226, 245	77

Ride Free Area	Question about rationale for eliminating the Ride Free Area	17
	Need to consider Ride Free Area residents' needs	26
	Oppose elimination of Ride Free Area	49, 56, 57, 60, 61, 66, 67, 70, 88
	Support elimination of Ride Free Area	84
Magnolia	The original proposals for Magnolia were better than what is now proposed	22
Tourist Services	Metro does not have appropriate fare media for tourists	74
Route Change Approval	Administrative changes should be approved by the Council	63
ORCA	ORCA cards are too delicate and replacements should not cost \$5	51
Disabled Fares	Disabled fares are too high	76
Queen Anne Hill	Supports the decision to defer most changes	71
Route Numbers	Bus route numbers should reflect historical practice	53

Note: Metro Transit staff has been asked to respond to constituent questions and comments

COMMENTS TO TRANSPORTATION, ECONOMY AND ENVIRONMENT COMMITTEE FOR PROPOSED SEPTEMBER 2012 CHANGES TO METRO SERVICE

NO	NAME
1.	Chetan Chandrasakhar
2.	Susan Bush
3.	Sarah Shields
4.	Gary Fye
5.	Linda SEATTLE
6.	John Verrilli
7.	Jeffrey A. Jordan
8.	Robert Kangas
9.	Lori Arima
10.	Carmen Chism
11.	Barbara Labenski
12.	Alice Romero
13.	Al Terry
14.	Tim Wood
15.	Margareta Larsson
16.	Duff Badgley
17.	Jessie Attri
18.	Joseph Cameron
19.	Virginia
20.	Ellen Lowrie
21.	Kelly Lindsey
22.	Aaron Booy
23.	Cheryl Marks
24.	Michael Gordon
25.	Carmela Paul
26.	Mary Higgins
27.	Brent White
28.	Keith Melton
29.	MaryJane Anderson
30.	Daryl Banks

NO.	NAME
31.	Laura Moes
32.	Carol Gordon
33.	Jordan M. Rehm
34.	Steve Cohn
35.	John Stossell
36.	Heather Rooney
37.	Kalman and Amy Brauner
38.	Dale Johnson
39.	Noel Nightingale
40.	Brent LaMotte
41.	Nancy Hori
42.	Milt Horst
43.	Mark Yellen
44.	Suzanne Gardiner
45.	Leroy Chadwick
46.	Todd Drollinger
47.	Ruth Wilson
48.	Carol Ware
49.	Saab Lofton
50.	Jane Couchman
51.	Ms. Richard
52.	Alexander Barbar
53.	Lynn Kohner
54.	Michael Orr
55.	Rob Fellows
56.	Jon Morgan
57.	Joshua Hicks
58.	Jerald Daggett
59.	Gail Luhn
60.	Alison Eisinger
61.	Fred Hyde

62.	Jim Sullivan
63.	Anne Knight
64.	Michael Taylor-Judd
65.	Joanna Cullen
66.	Whitney Knox
67.	Nicole Mackin
68.	Dan Adams
69.	Kathy Dunn
70.	Curran Knox
71.	Cervick Reeves
72.	Doreen Cornwell
73.	Amanda M. Fulmer
74.	Eleri Hamilton
75.	Gil Cerise
76.	Ed Huneke
77.	Russ Ayers
78.	Jill Ohara
79.	Mary Catherine Snyder
80.	Kitty Christensen
81.	George Pollow
82.	Rafael Zimberoff
83.	Katrina Ooms
84.	Dave Yarno
85.	William Larsen
86.	J. R. Ellison
87.	Evelyn Lewis
88.	Lew Bertsch
89.	John Hays
90.	Elena Mullin
91.	Marilyn Watkins
92.	Lisa Reager

C/D Line Integration
On-Time Performance Needs

Routes Eliminated (no investment)									
Route	All-Day% Late	PM % Late	Weekday/ PM Peak Need	Saturday % Late	Saturday Need	Sunday % Late	Sunday Need	Total Need	
81L	24%	N/A	100	29%	100	28%	100	300	300

Routes With Major Schedule Revisions									
Route	Replaced By Route	All-Day% Late	PM % Late	Weekday/ PM Peak Need	Saturday % Late	Saturday Need	Sunday % Late	Sunday Need	Total Need
5L		Meets	Meets	0	32%	400	25%	100	500
15L	D	23%	39%	500	23%	100	Meets	0	600
17L	18L	Meets	36%	0	25%	100	22%	100	300
18L		22%	41%	200	22%	100	Meets	0	300
21E		Meets	38%	0	N/A	0	N/A	0	100
21L		24%	43%	600	21%	100	Meets	0	700
22L		31%	49%	900	22%	100	Meets	0	1,000
23L	131L	28%	Meets	600	30%	200	24%	100	900
24L		Meets	Meets	0	30%	200	Meets	0	200
26L		Meets	Meets	0	21%	100	Meets	0	100
27L		22%	Meets	200	23%	100	15%	0	300
28L		30%	36%	1,300	29%	200	31%	200	1,700
30L	30L, 32L	23%	38%	500	Meets	0	17%	0	500
31L		20%	Meets	100	22%	100	N/A	0	200
33L		21%	Meets	100	Meets	0	Meets	0	100
37L		35%	42%	100	N/A	N/A	N/A	0	100
39L	50L	28%	38%	700	26%	100	22%	100	900
54E	116E	27%	36%	100	N/A	0	N/A	0	100
54L	C	22%	38%	600	28%	100	22%	100	800
55L	C, 55L	Meets	35%	100	26%	100	Meets	0	200
57L		36%	58%	300	N/A	0	N/A	0	300
60L		27%	Meets	1,300	23%	100	Meets	0	1,400
120L		Meets	Meets	0	21%	100	21%	100	200
124L		Meets	Meets	0	22%	100	15%	0	100
125L		31%	46%	1,000	20%	100	21%	100	1,200
128L		30%	42%	1,300	21%	100	Meets	0	1,400
131L		23%	Meets	300	34%	200	Meets	0	500
132L		22%	Meets	400	33%	200	Meets	0	600
166L		24%	Meets	400	Meets	0	Meets	0	400

15,700

