



King County
Transportation, Economy and Environment Committee

STAFF REPORT

Agenda Item:	5	Name:	Paul Carlson John Resha
Proposed No.:	2012-0141	Date:	May 1, 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.

The April 25 staff report included a broad analysis of the proposed service change, including proposed administrative changes. The staff report also included a comment matrix (Attachment 5) summarizing comments to the Council from email and testimony at the April 16 Committee meeting. In addition to comments made at the April 25 meeting, the following additional comments have been received. They are also listed in the updated comment matrix, Attachment 4 to this report¹ and the individual correspondence is available for review.

¹Early this month, Committee members also received the Metro's Public Engagement Report for the service change, consisting of approximately 10,000 comments.

Additional comments:

Route/Issue	Comment	Commentator
7	Route 7 should be a RapidRide	110
14N	Oppose changes	104
15, 18, 44	Supports changes to these routes and Ballard improvements, appreciates efforts to address service on 32 nd Avenue Northwest, Ballard connection to West Nickerson Street	106
18	Support proposal by Rob Fellows to change the proposed Route 18 alignment	109
21	Supports deletion of Arbor Heights neighborhood service	108
28	Oppose deletion of off-peak service north of Northwest 103 rd Street	96, 97, 100, 101
30, 45	Oppose changes that require additional Queen Anne-Sand Point transfer	114
35	Oppose elimination of the Route 35, or have some Route 50 trips serve Harbor Island	89, 94
	Oppose elimination of the Route 35	105
51, 57	Opposes changes to Routes 51 and 57, Genesee Hill impact	92, 95, 98, 102
55	Oppose deletion of Route 55, or ensure there is an early morning trip on the Route 57 Express	112
120	Oppose deletion of a stop at Delridge and Orchard (this responds to a separate Metro Transit request for comments on Route 120 stop consolidation)	113
131, 166	Supports proposed changes to these routes	103
133	Oppose deletion of Route 133	93, 99
Ride Free Area	Oppose elimination of Ride Free Area	107
	Oppose elimination of Ride Free Area – have Metro employees with handheld ORCA readers stationed at busy stops during the afternoon peak	111

Note that the April 25 staff report, Appendix I, provided information on commentators for each route. However, commentators 89 (Route 35) and 92 (Route 51, 57) were inadvertently not included in the Appendix I route summaries. For the names of the commentators, please see the Comment Summary, Attachment 4 to this staff report.

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 Attachment 6 to this staff report.

ATTACHMENTS

1. Proposed Ordinance 2012-0141
2. Executive's Transmittal Letter
3. Metro Transit's Proposed Administrative Changes to Public Transportation Network Fall 2012
4. TREE Committee Comment Summary, April 30, 2012 Version
5. Table showing routes to receive On-Time Performance Investments
6. Amendment 1

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KING COUNTY
Signature Report

April 30, 2012

Ordinance

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

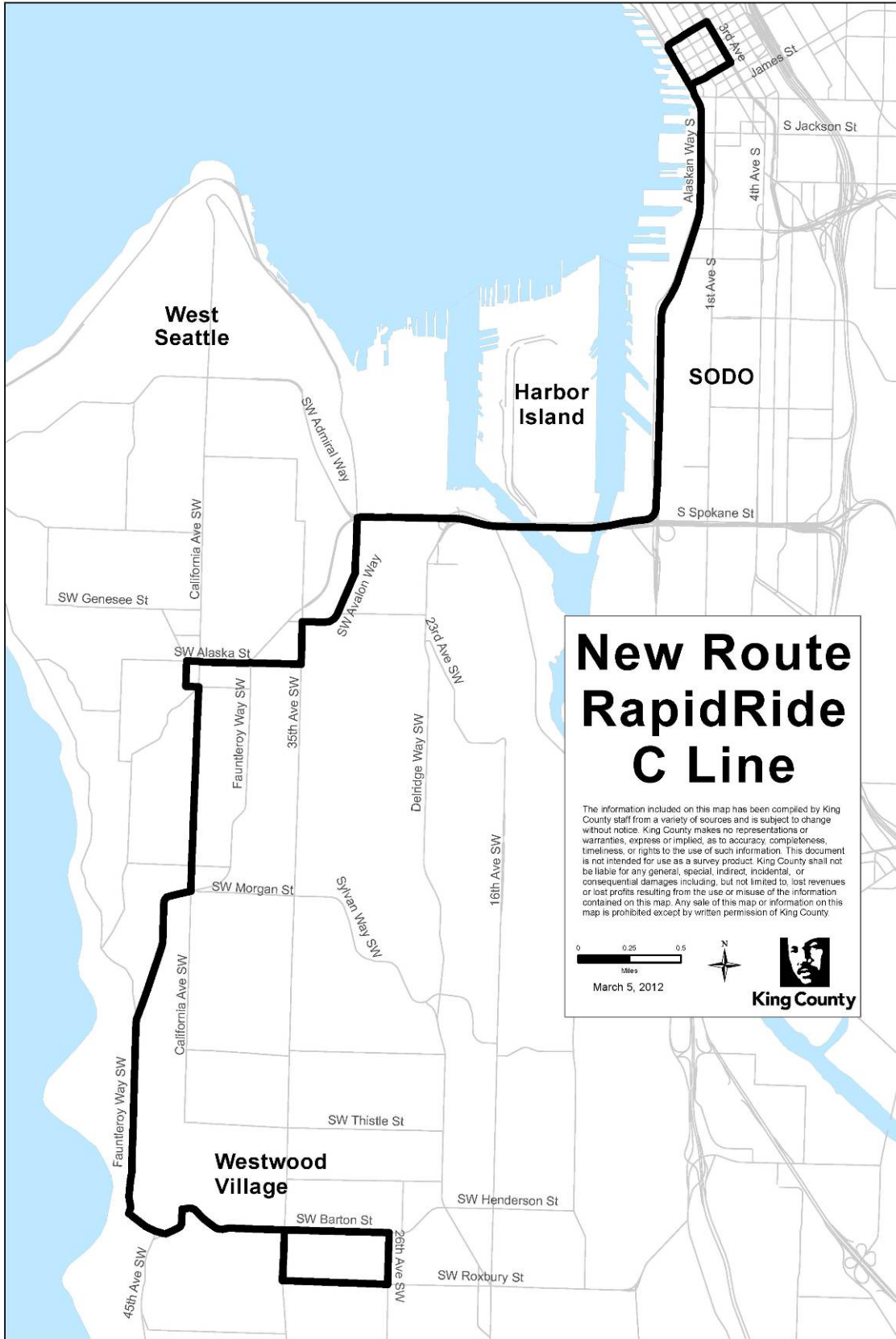
SERVICE CHANGE:

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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March 5, 2012

King County

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

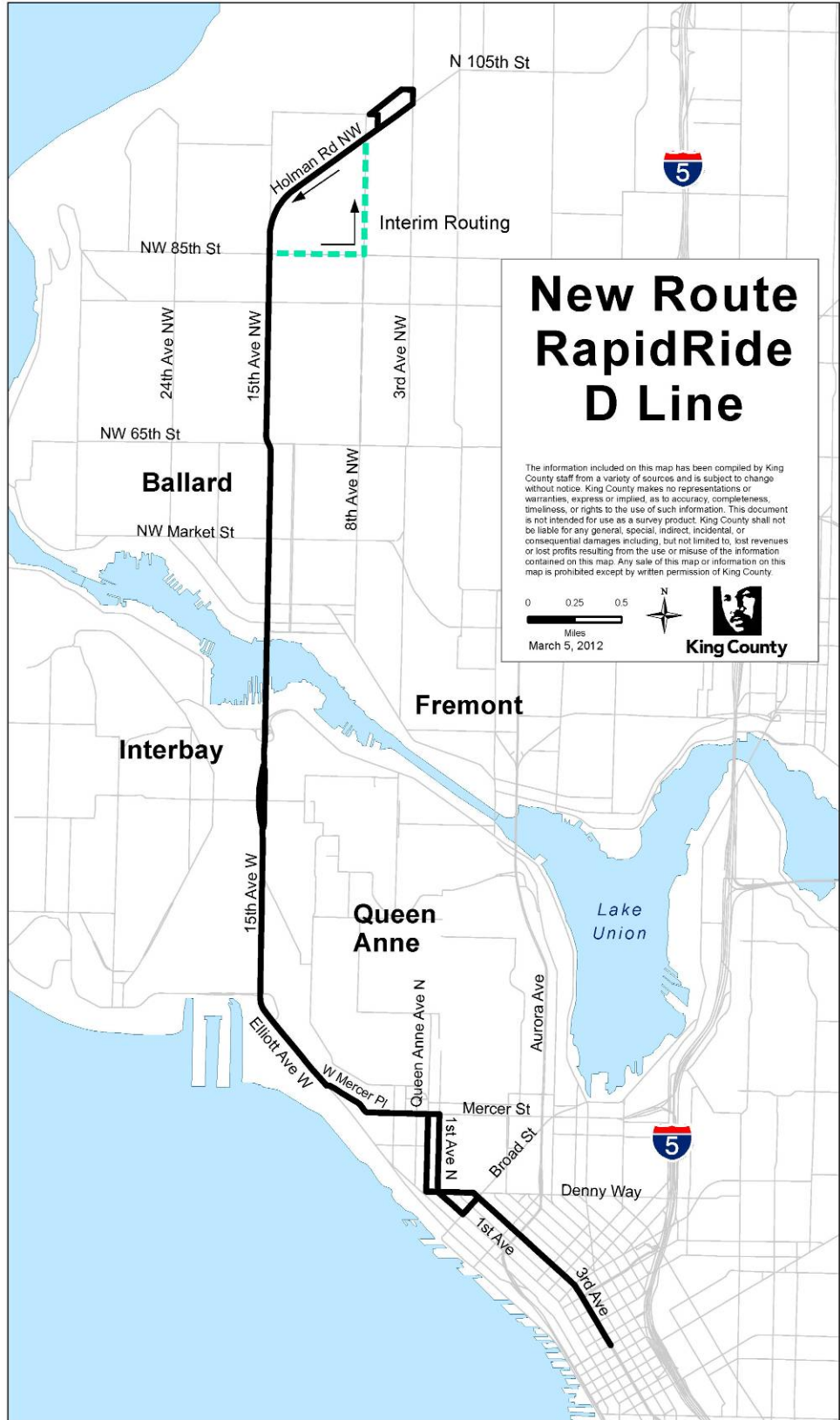
SERVICE CHANGE:

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.*

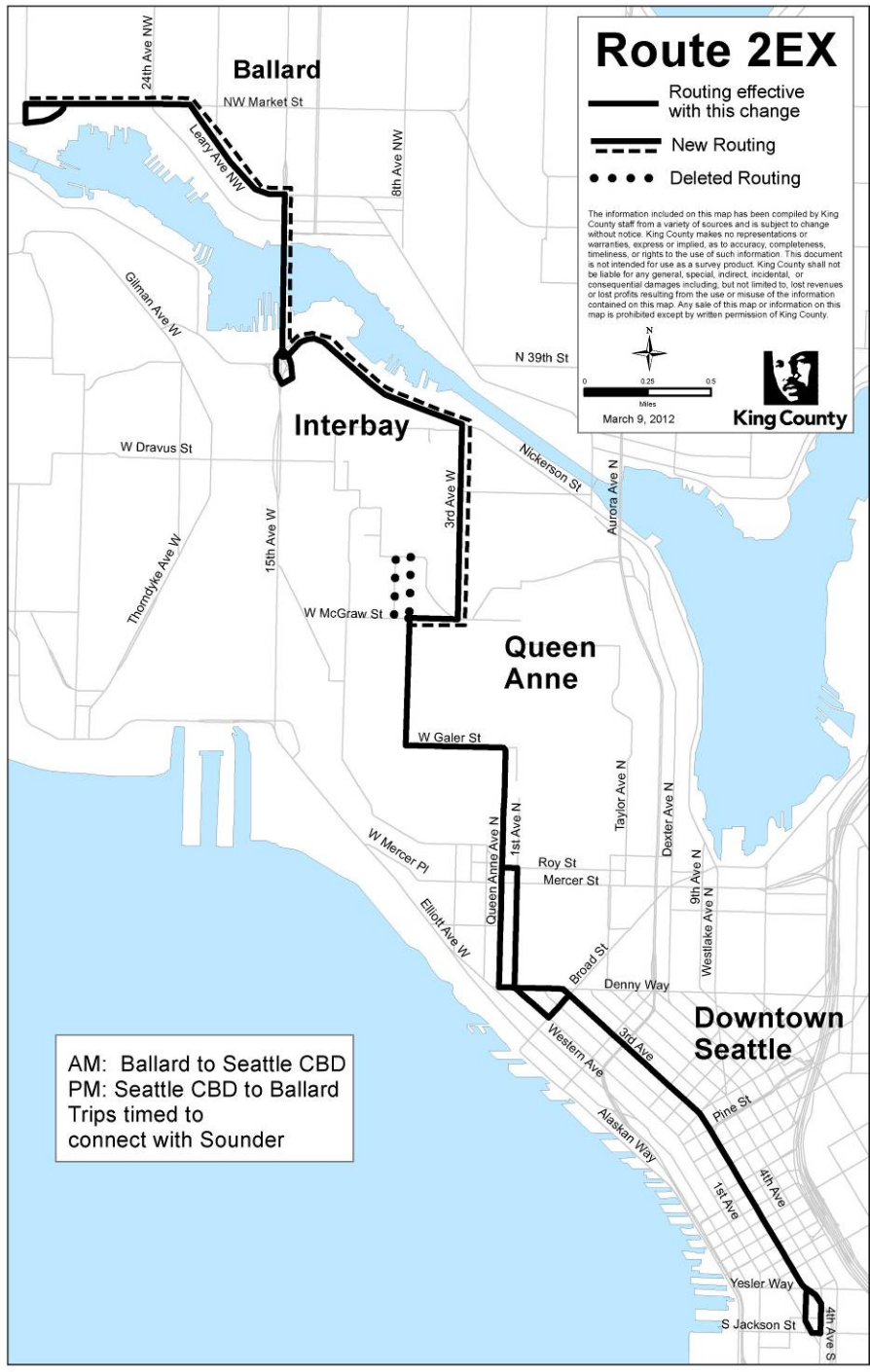
IMPACTED SERVICE AREA:

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 3N Deleted

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March 5, 2012



King County

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 that 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

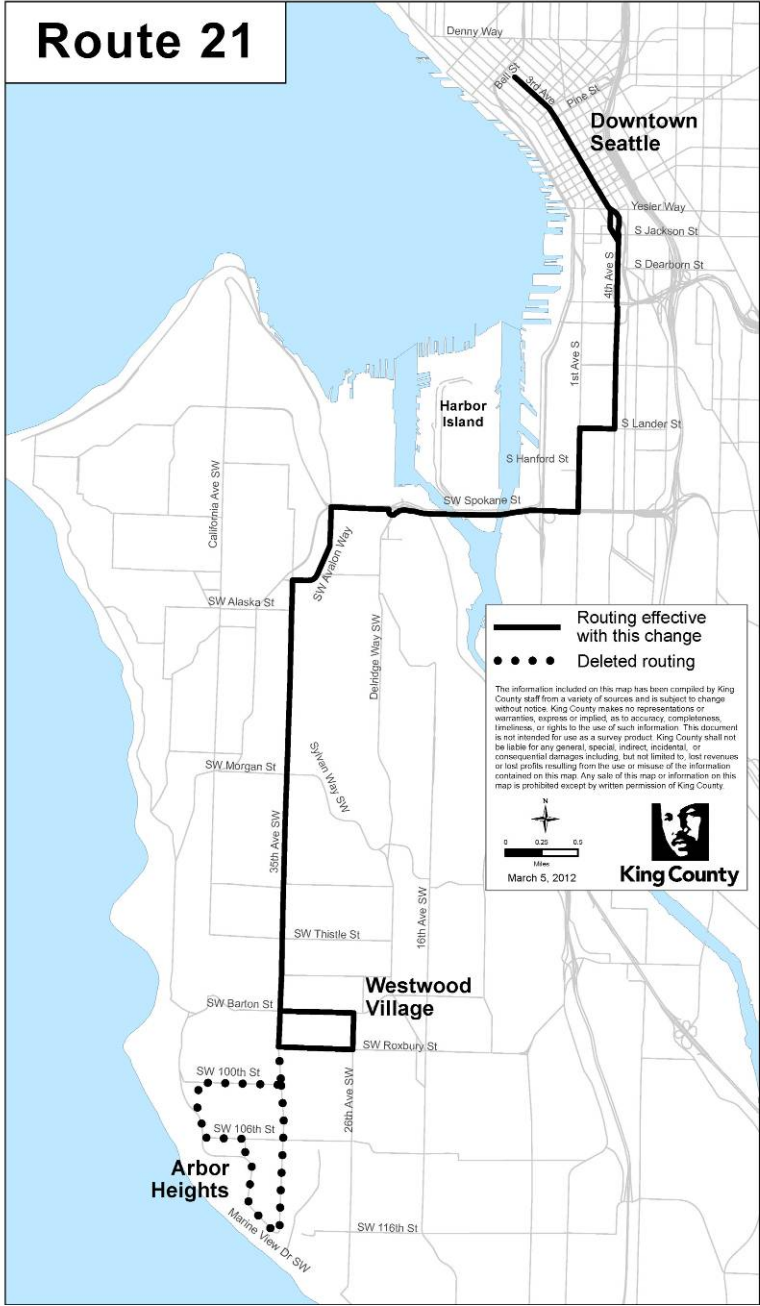
SERVICE CHANGE:

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: 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:

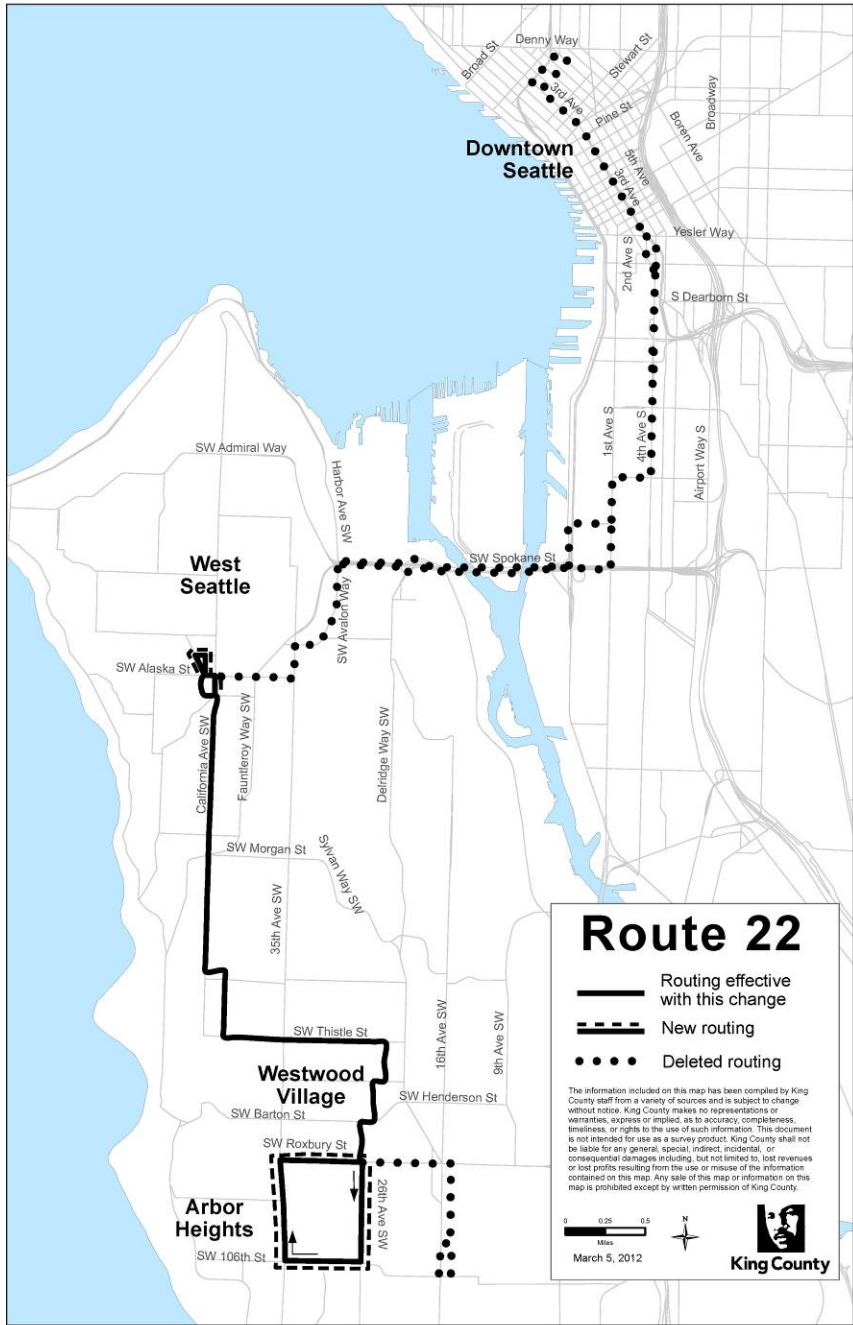
Arbor Heights, Gatewood, White Center, West Seattle, SODO, Downtown Seattle

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.*

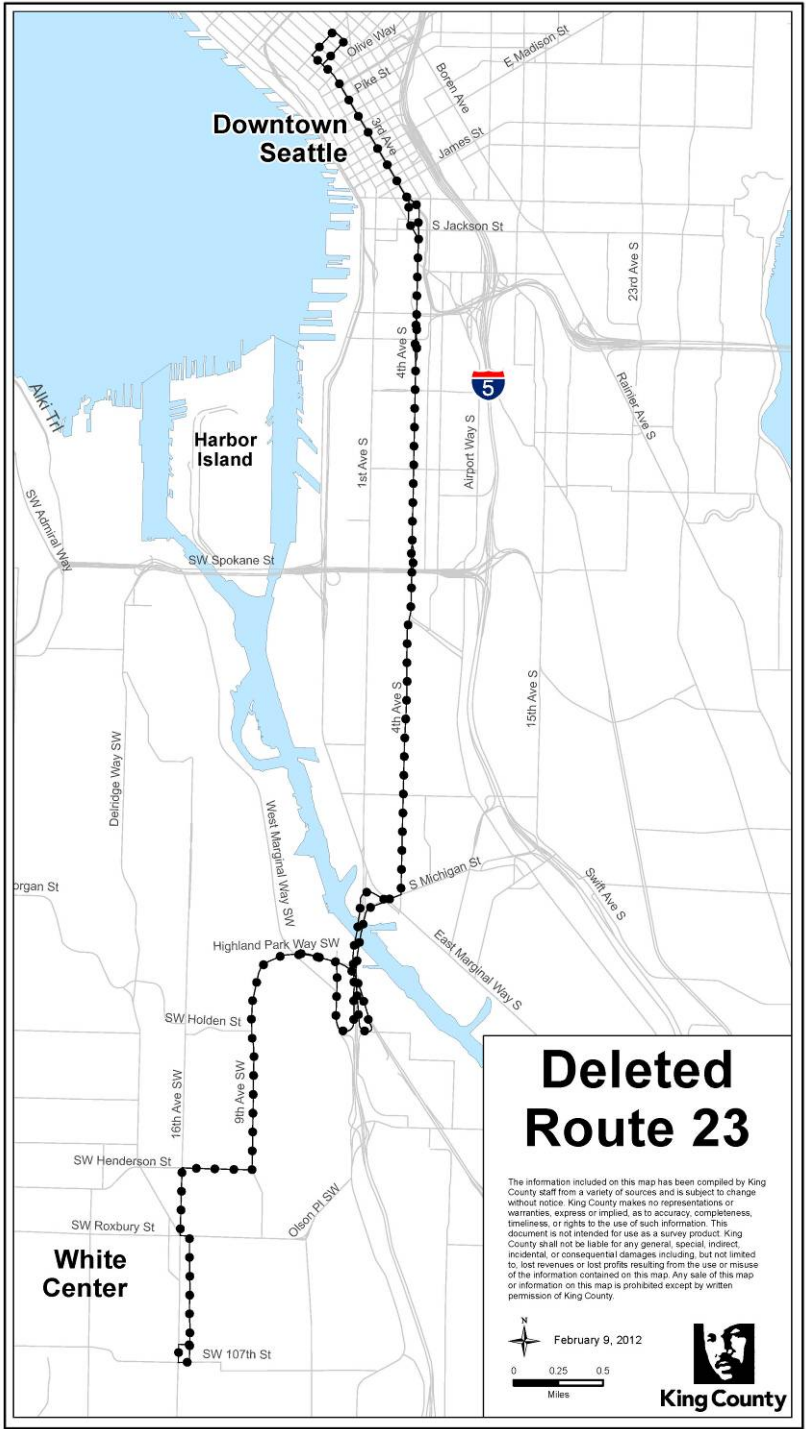
IMPACTED SERVICE AREA:

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:

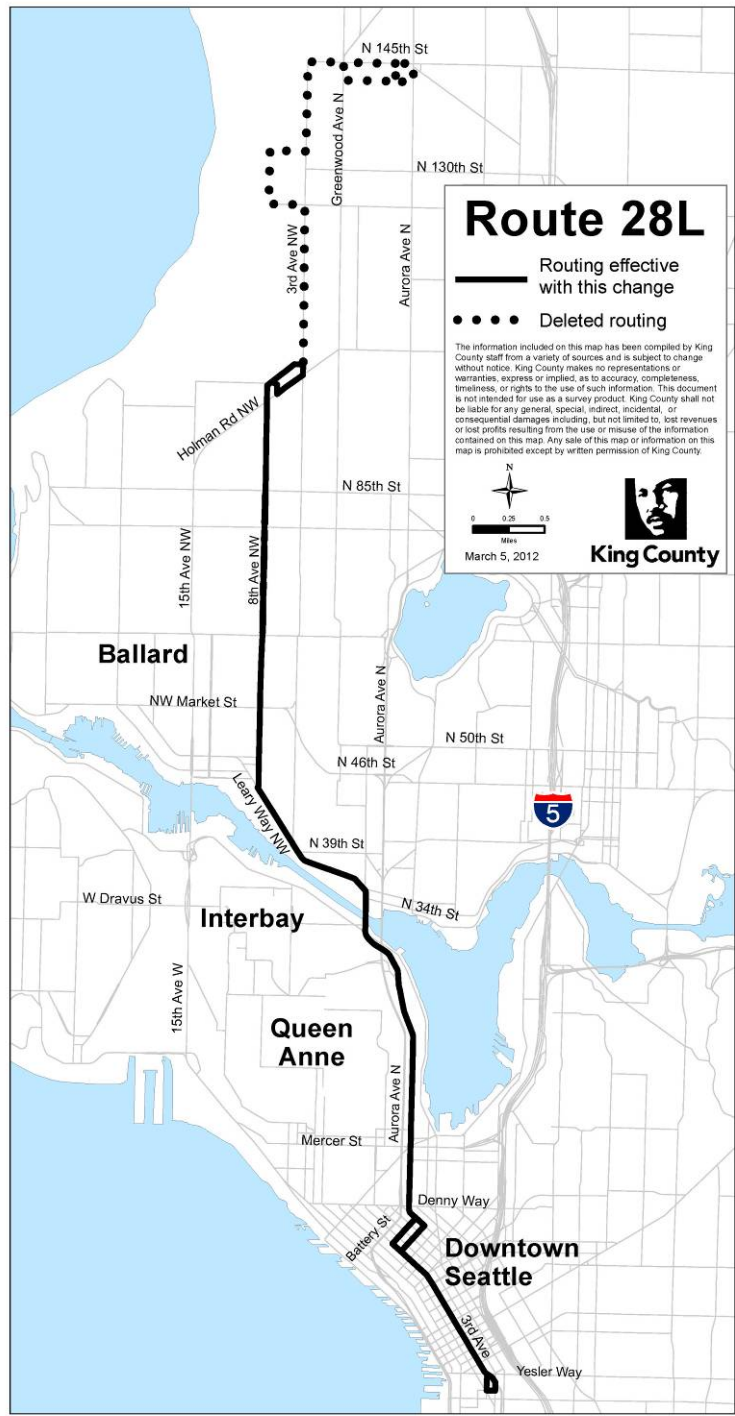
Broadview, Whittier Heights, Ballard, Fremont, Downtown Seattle

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:

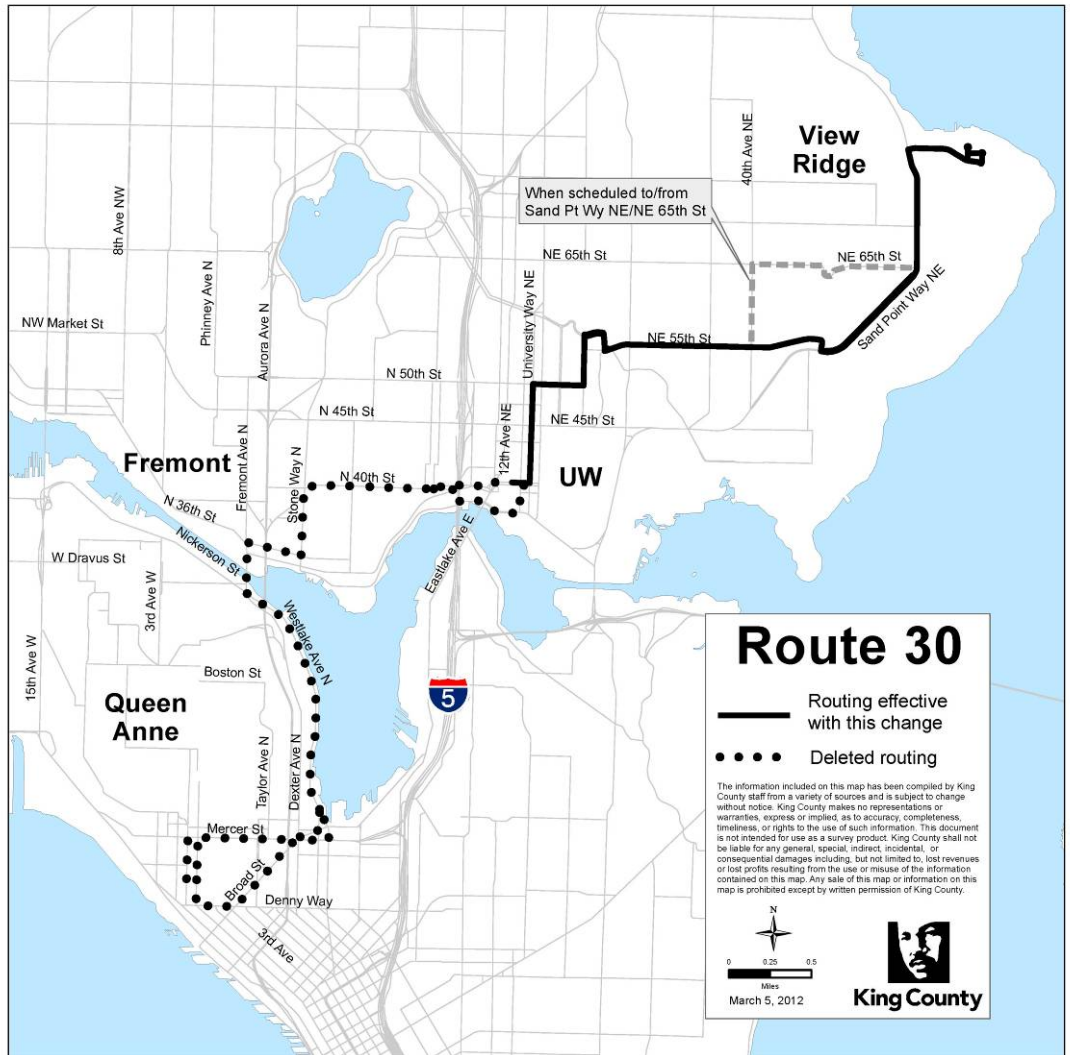
Sand Point, Ravenna, University District, Wallingford, Fremont, Seattle Center, Uptown / Seattle Center West

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.*

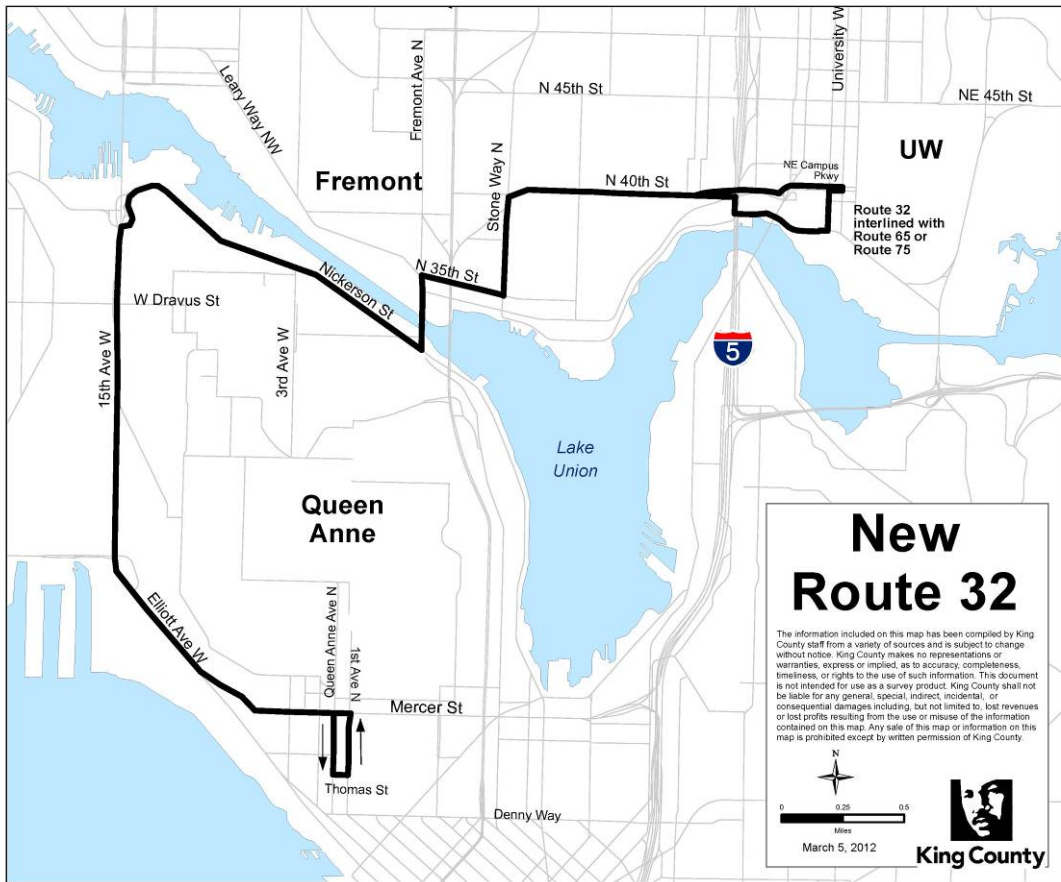
IMPACTED SERVICE AREA:

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.*

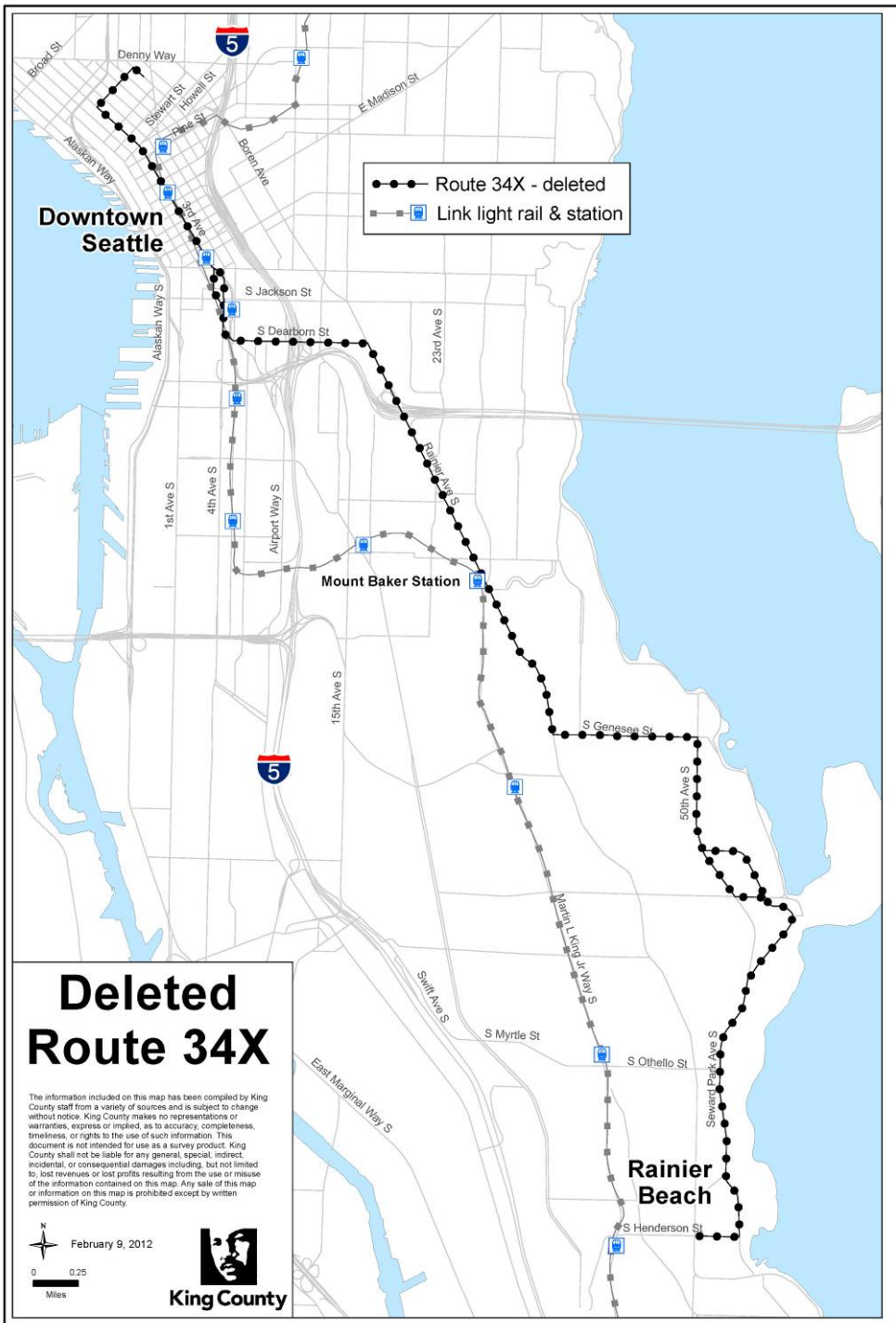
IMPACTED SERVICE AREA:

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.



Deleted Route 34X

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February 9, 2012
0 0.25 Miles



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.



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.*

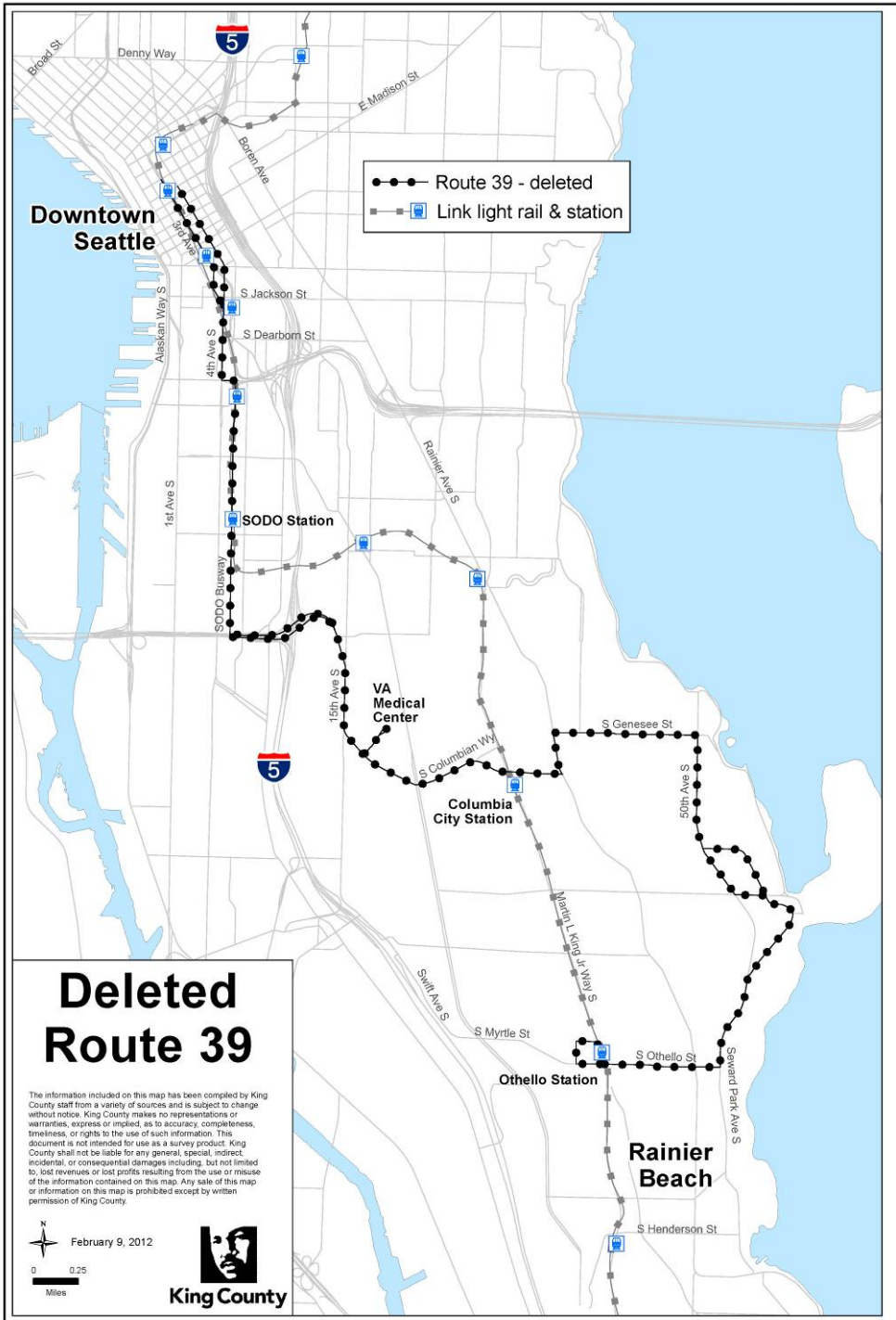
IMPACTED SERVICE AREA:

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.



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.*

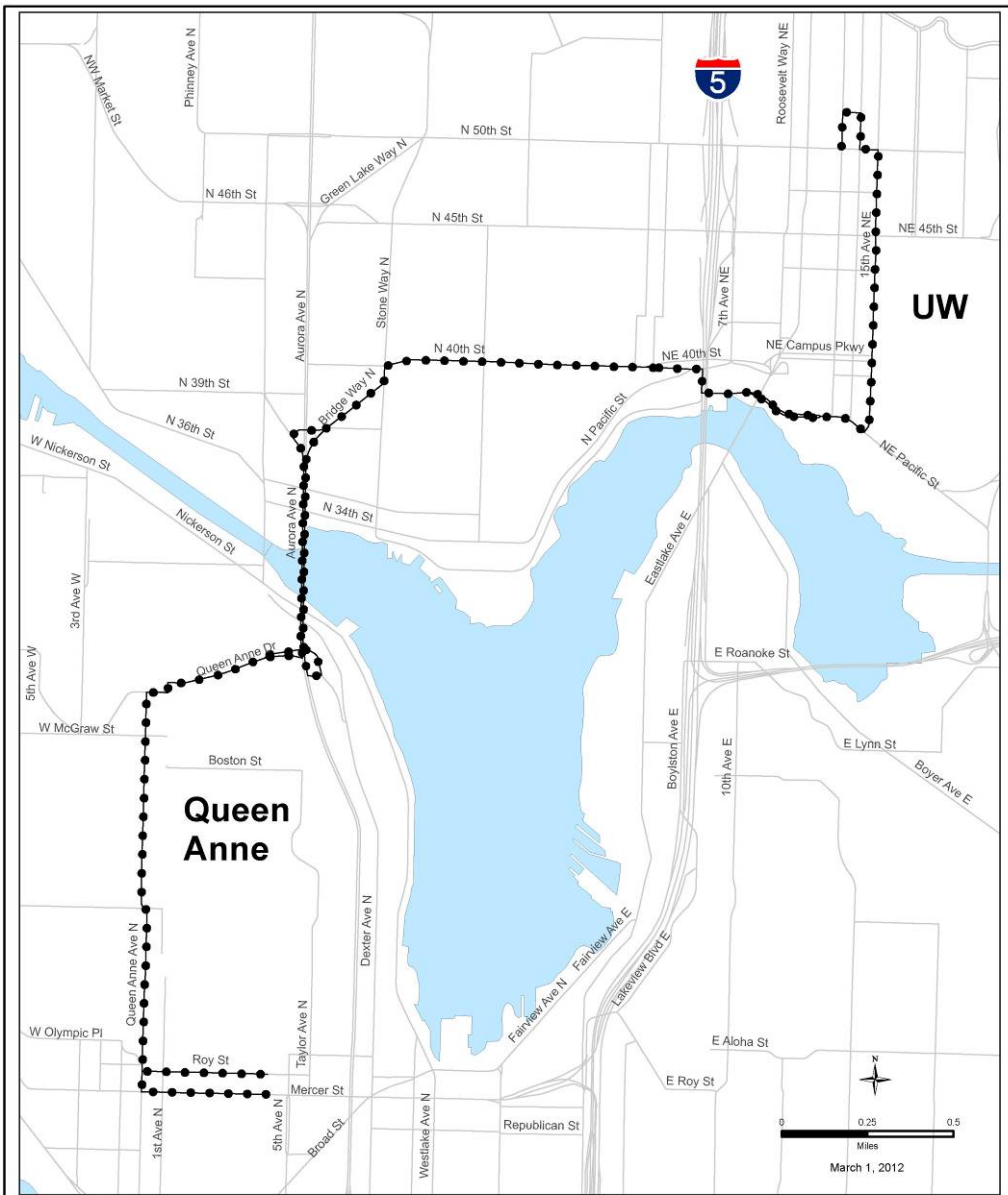
IMPACTED SERVICE AREA:

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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King County

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.*

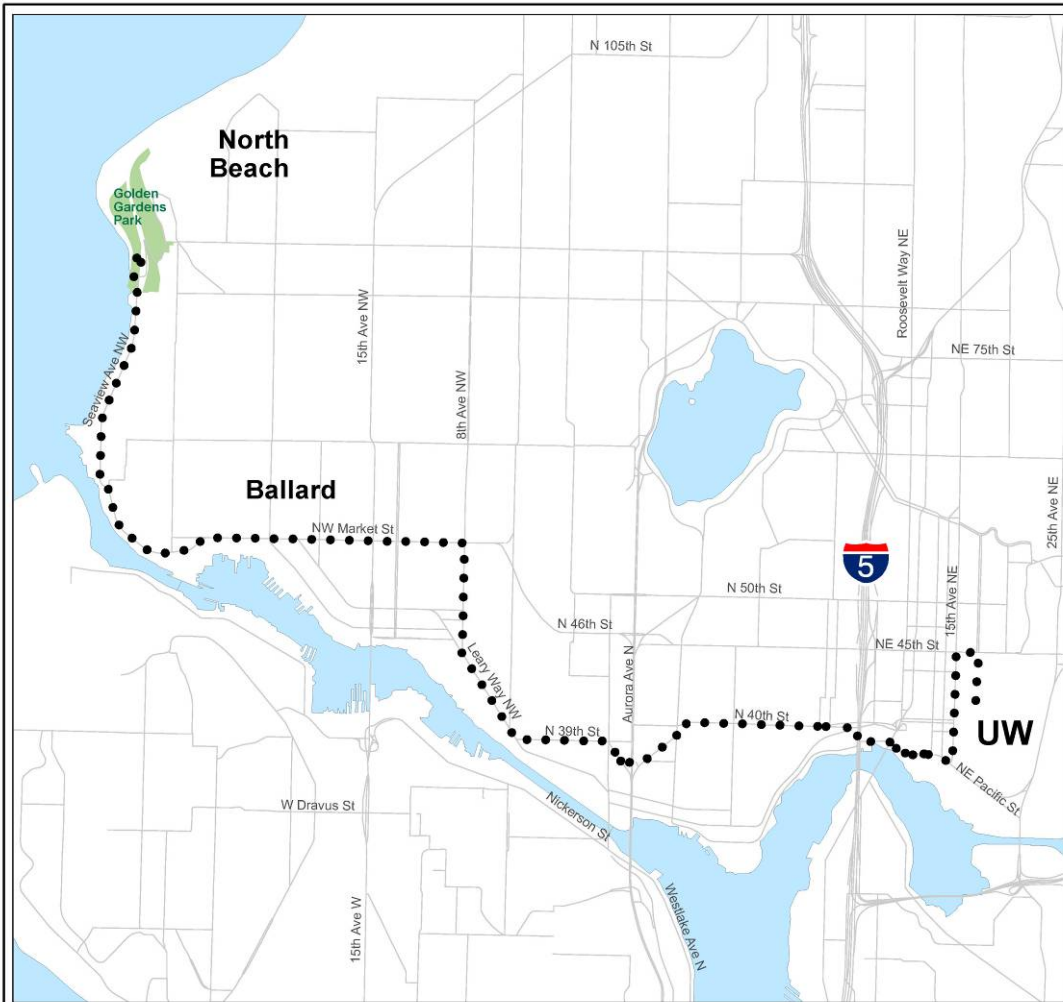
IMPACTED SERVICE AREA:

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.



Deleted Route 46

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March 1, 2012

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.*

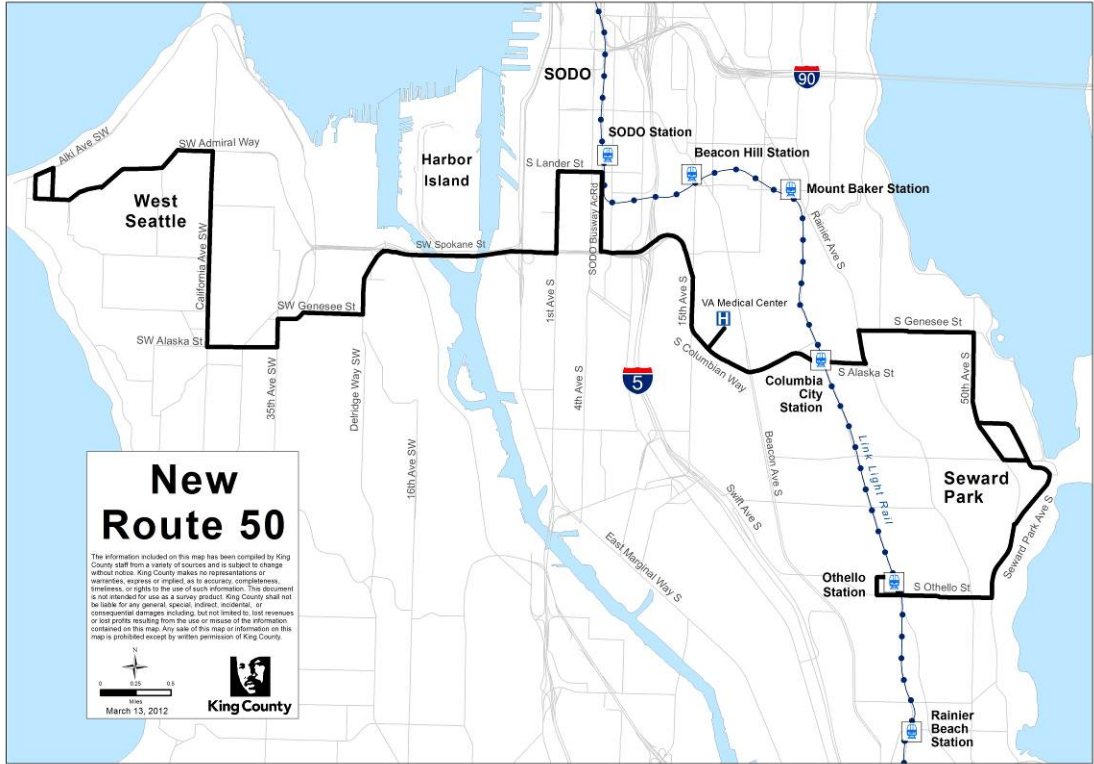
IMPACTED SERVICE AREA:

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.*

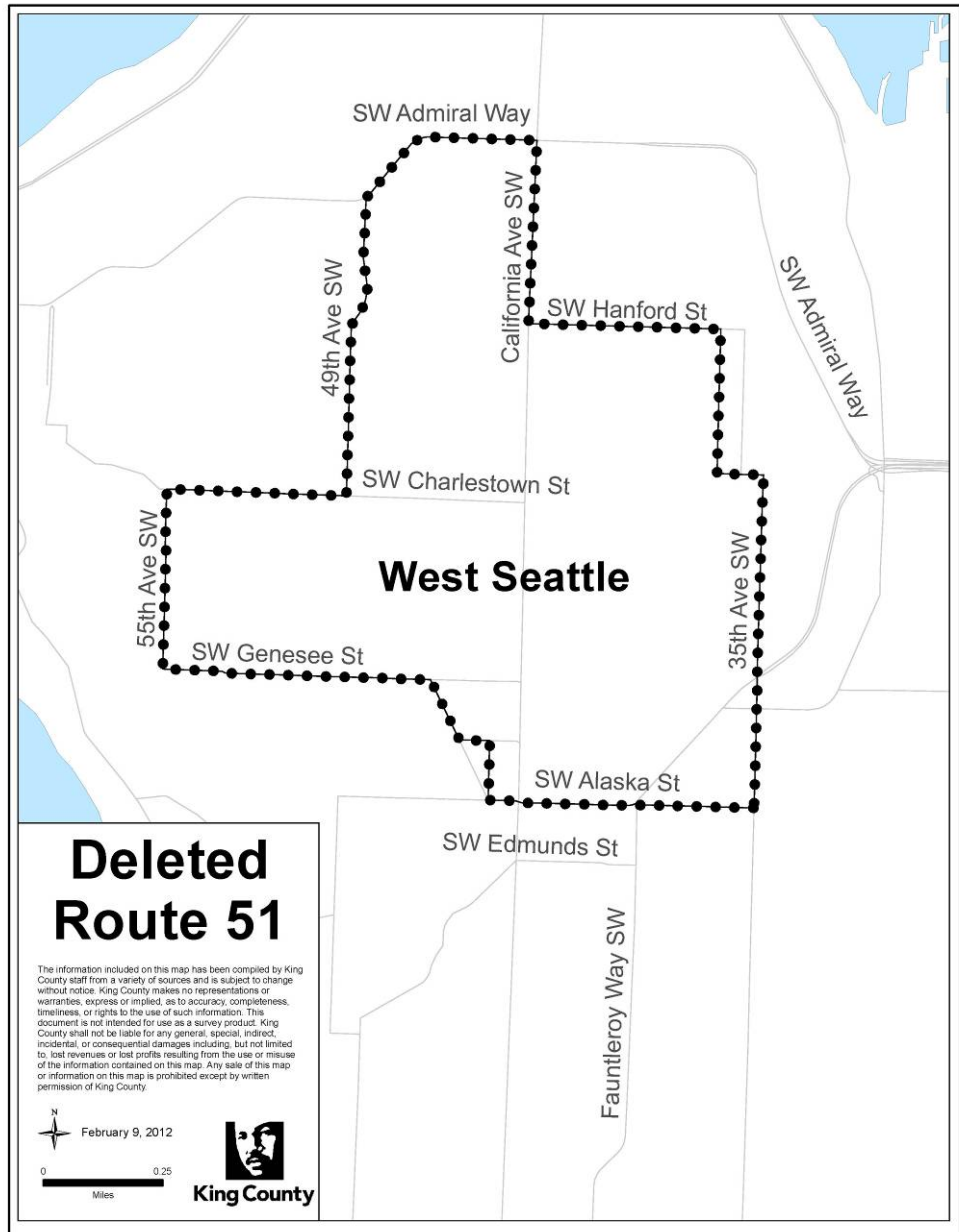
IMPACTED SERVICE AREA:

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.



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.*

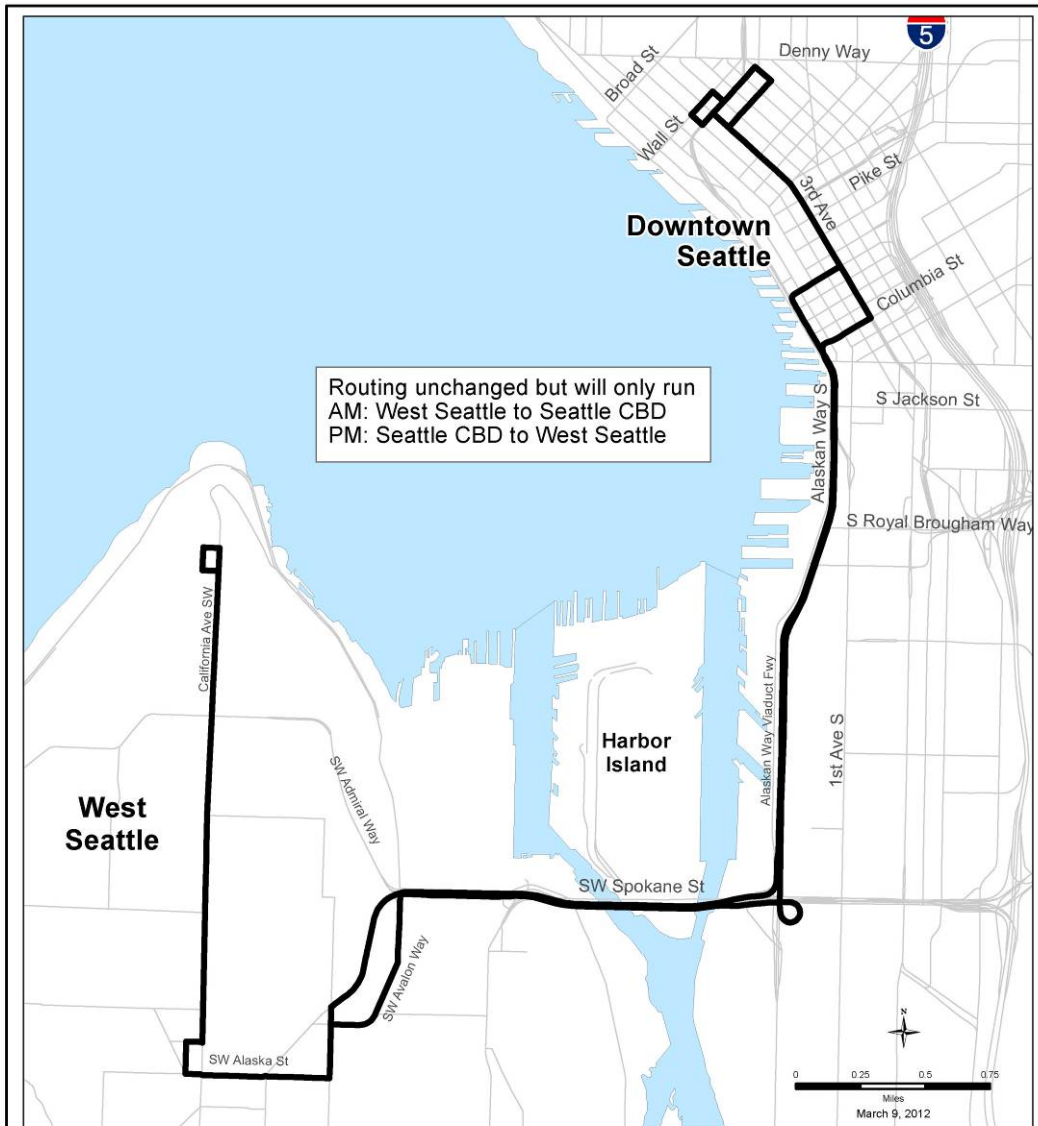
IMPACTED SERVICE AREA:

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).



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

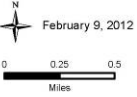
SERVICE CHANGE:

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.

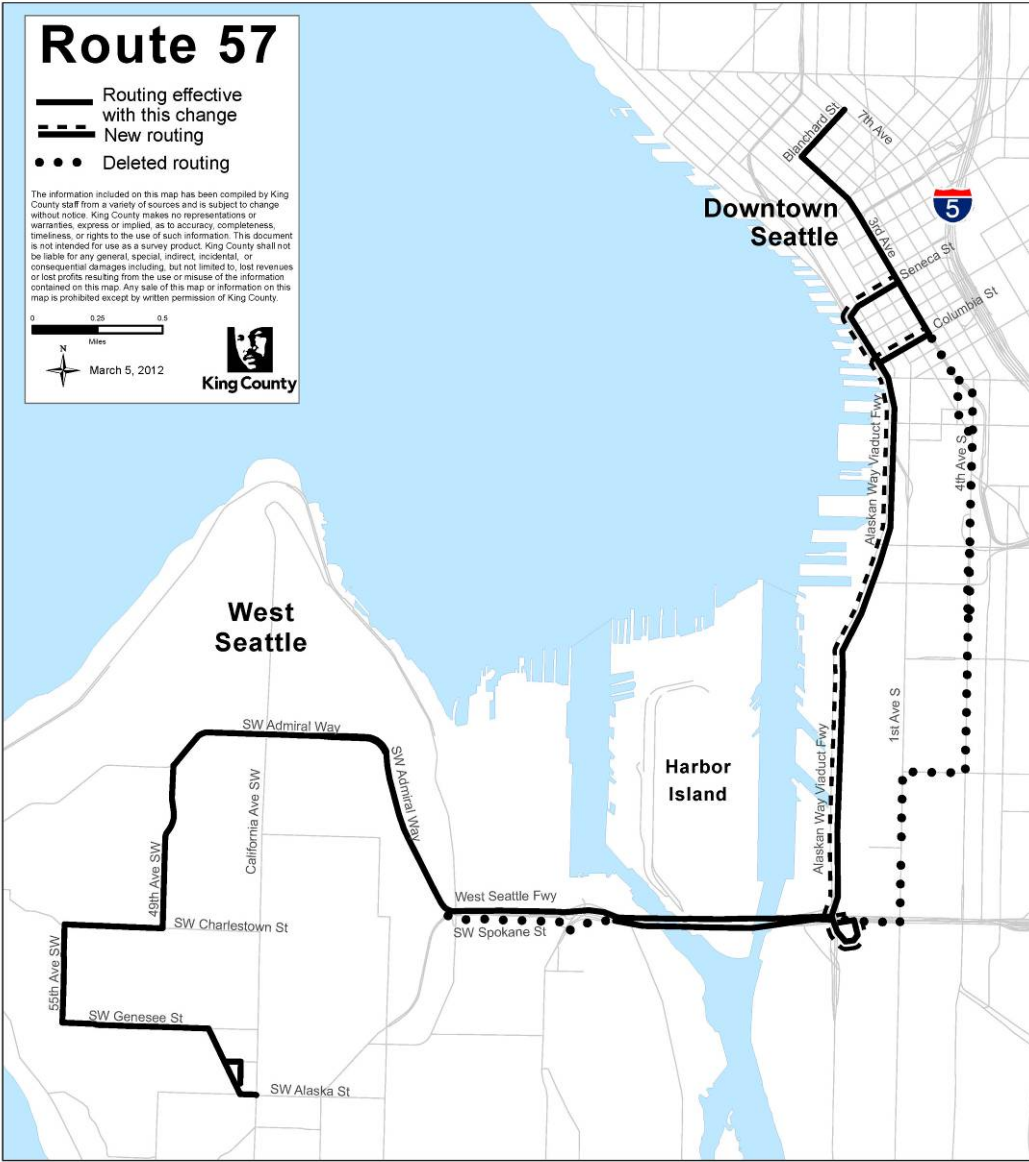
Route 57

-  Routing effective with this change
-  New routing
-  Deleted routing

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0 0.25 0.5
Miles

N
March 5, 2012

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:

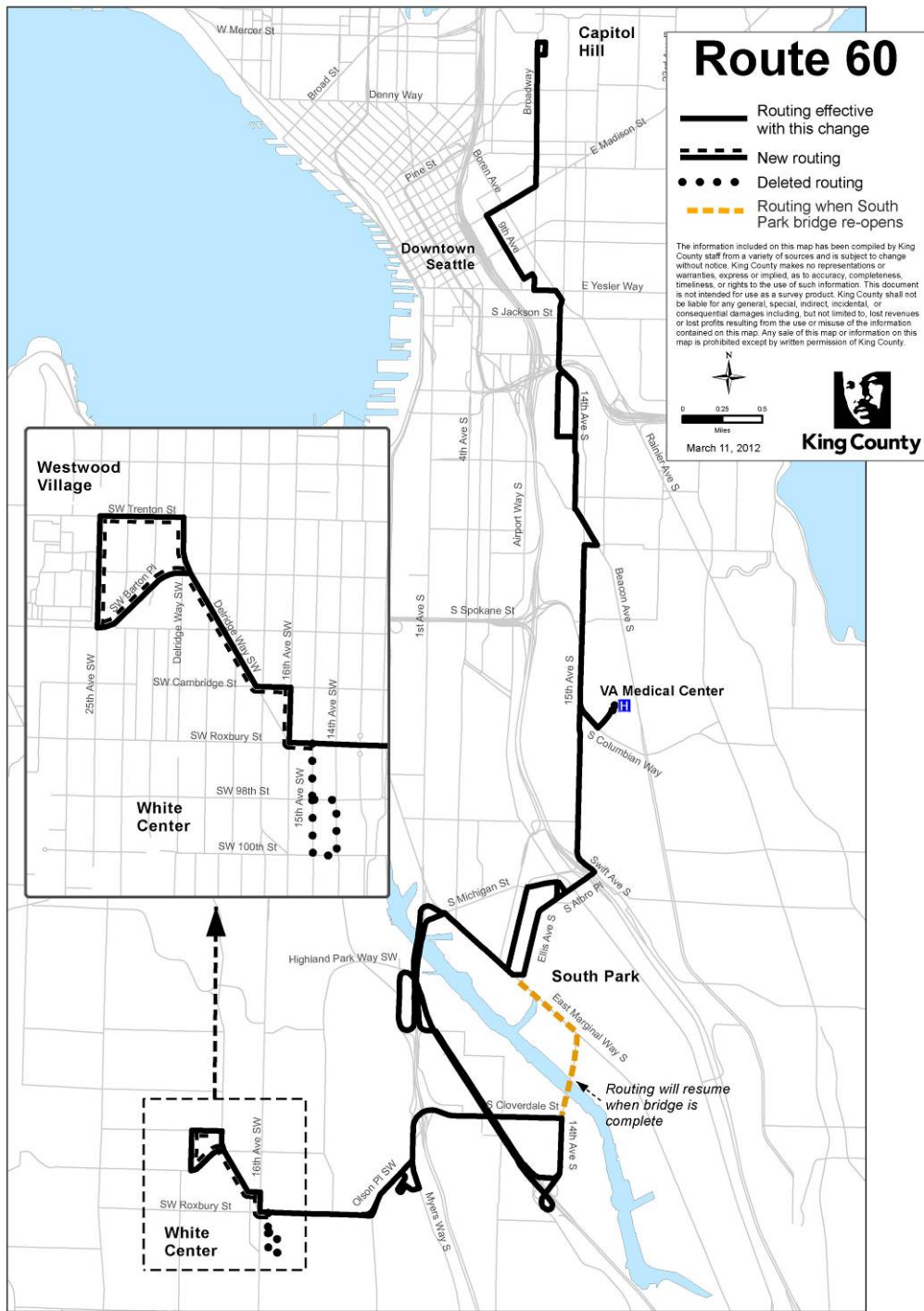
- *Strategic Plan Strategy 2.1.1: Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.*
- *Strategic Plan Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040.*
- *Strategic 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.*

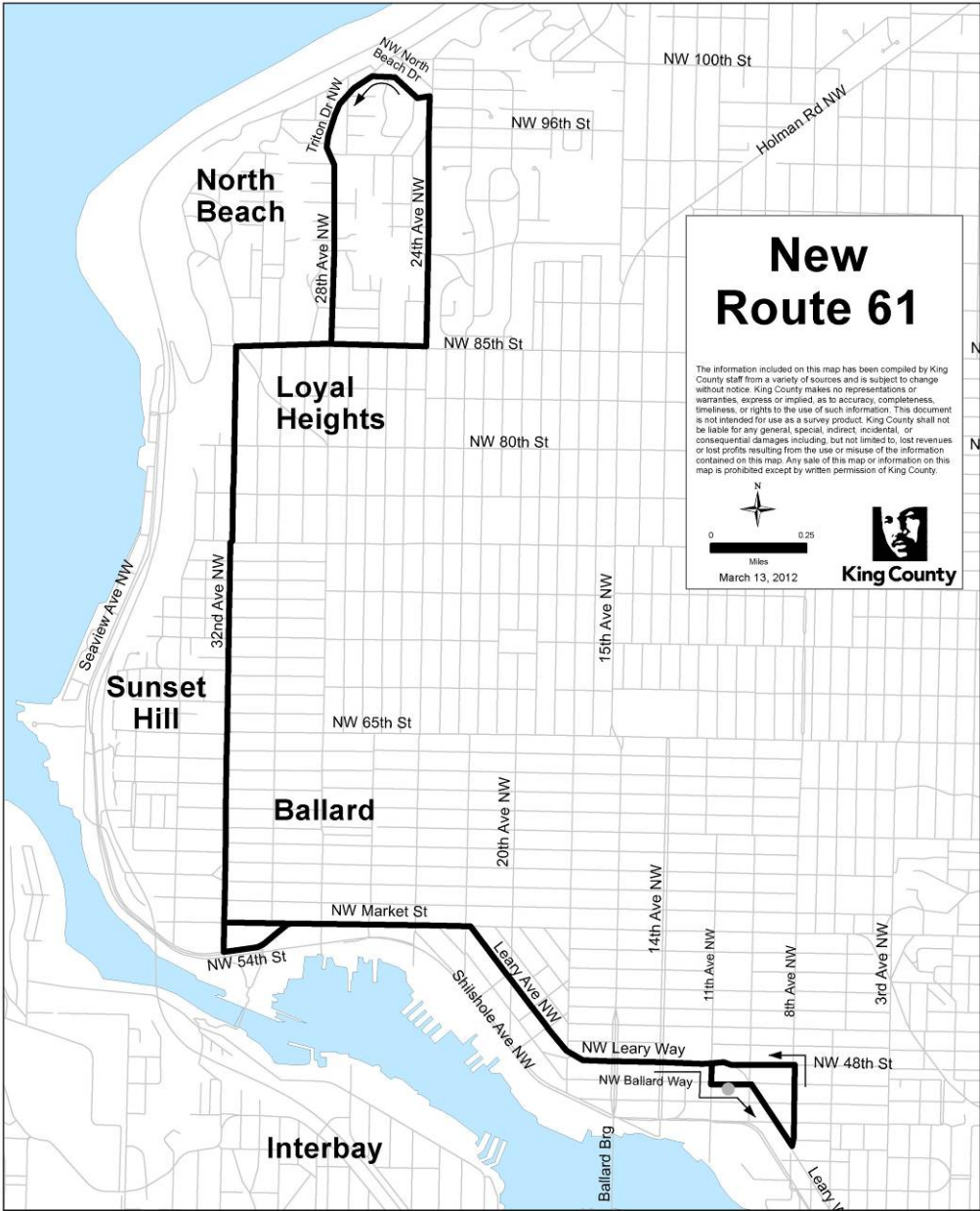
IMPACTED SERVICE AREA:

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.



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.*

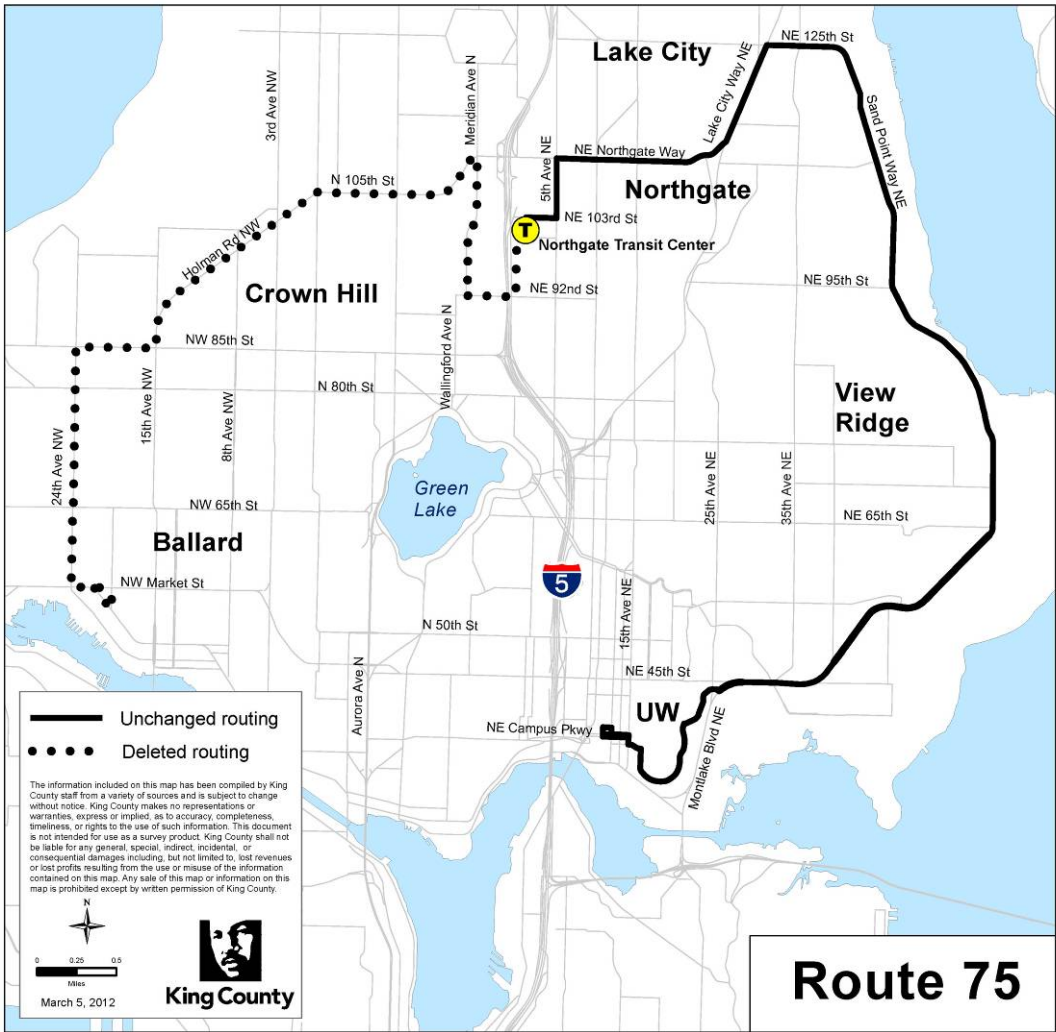
IMPACTED SERVICE AREA:

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.



Deleted Route 81 Night Owl

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Miles



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.*

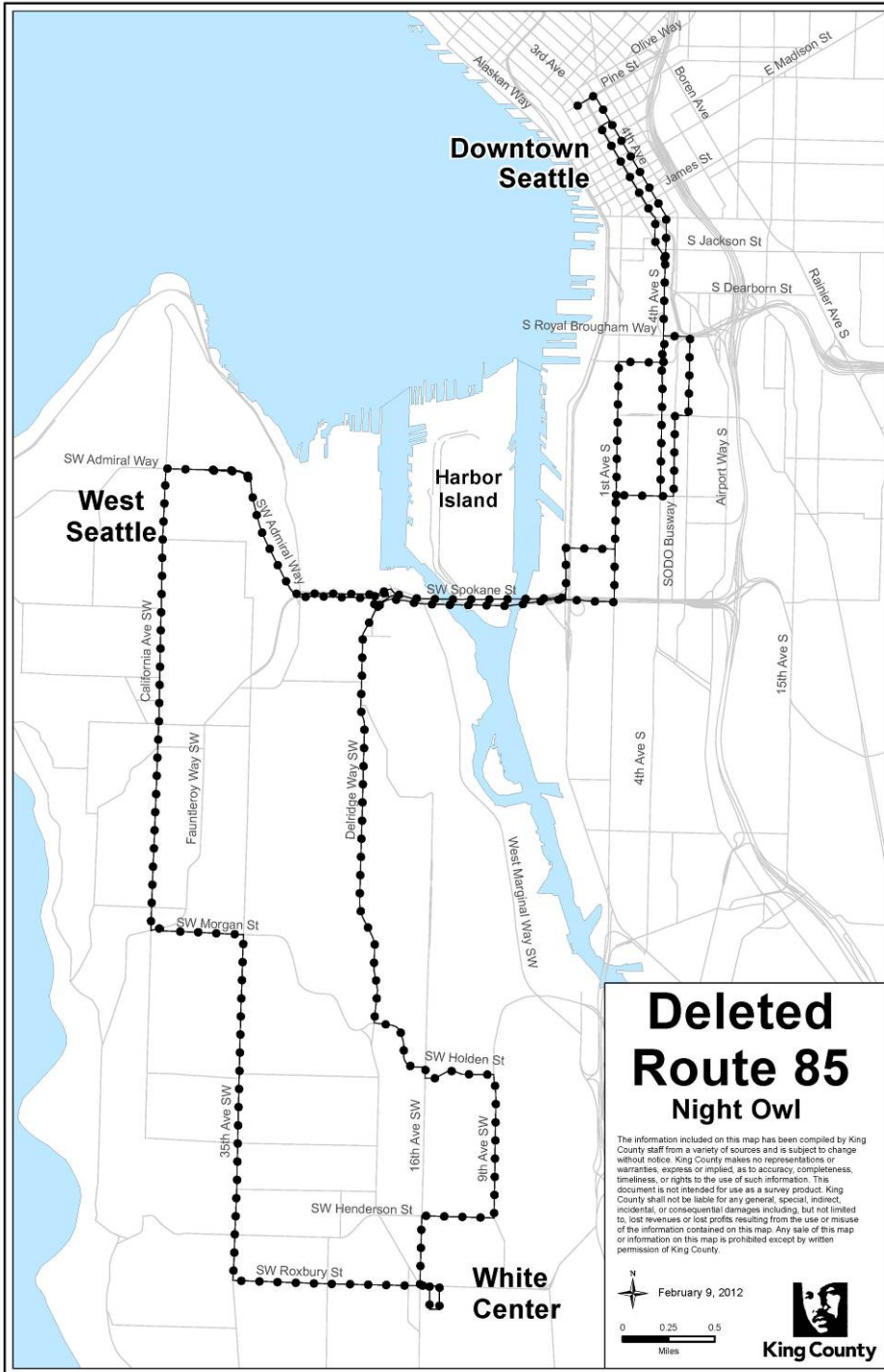
IMPACTED SERVICE AREA:

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:

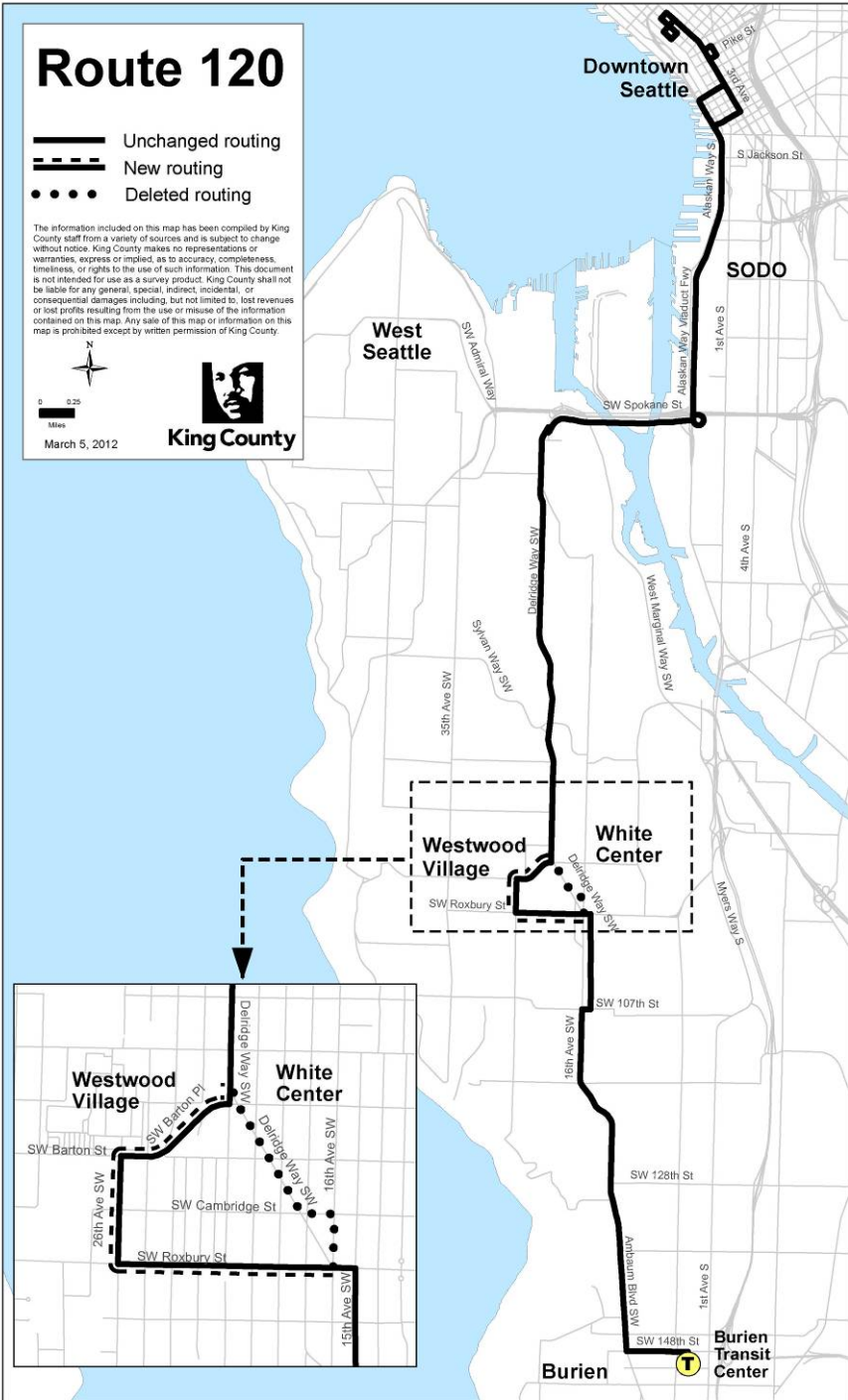
Revise Route 120 to operate via Westwood Village between Burien and Downtown Seattle.

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

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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.*

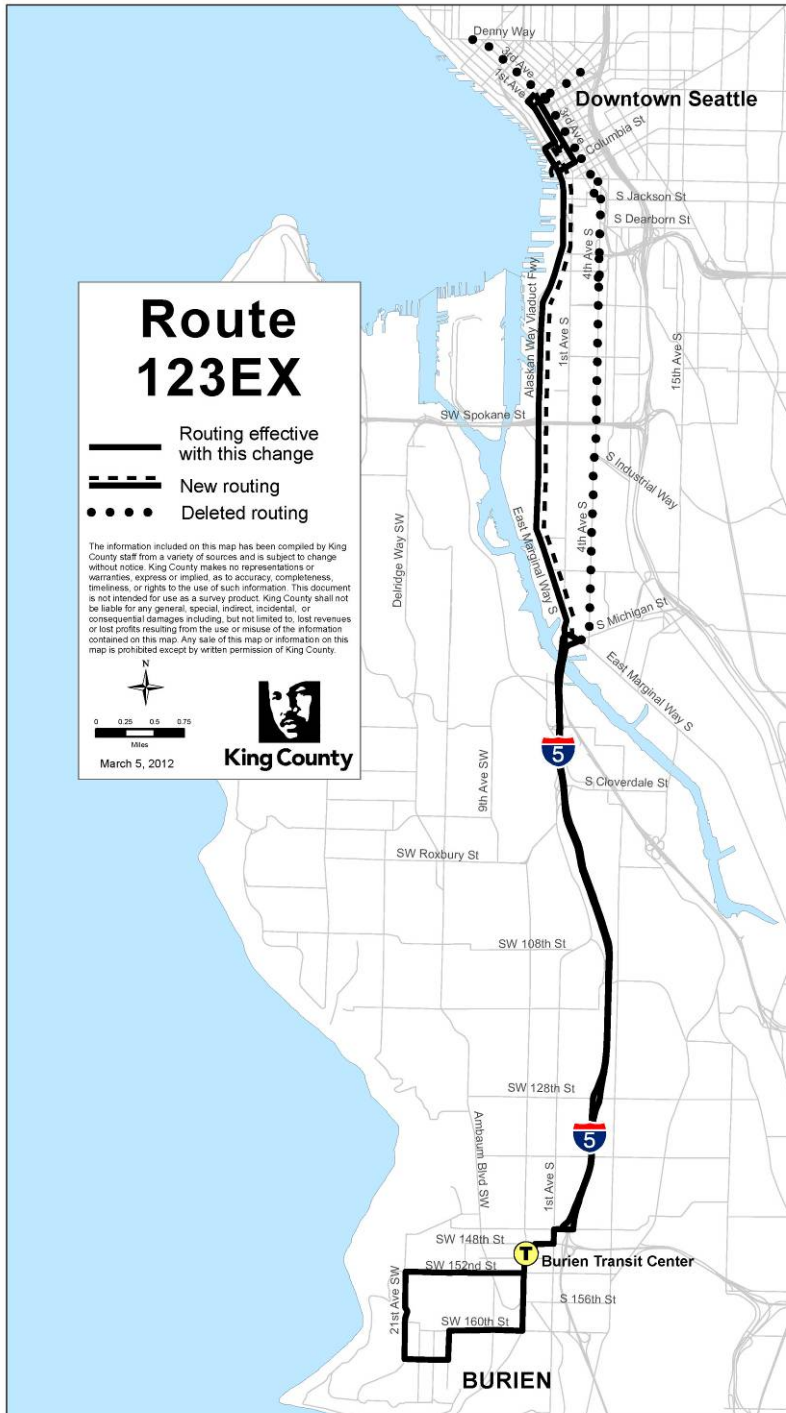
IMPACTED SERVICE AREA:

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.*

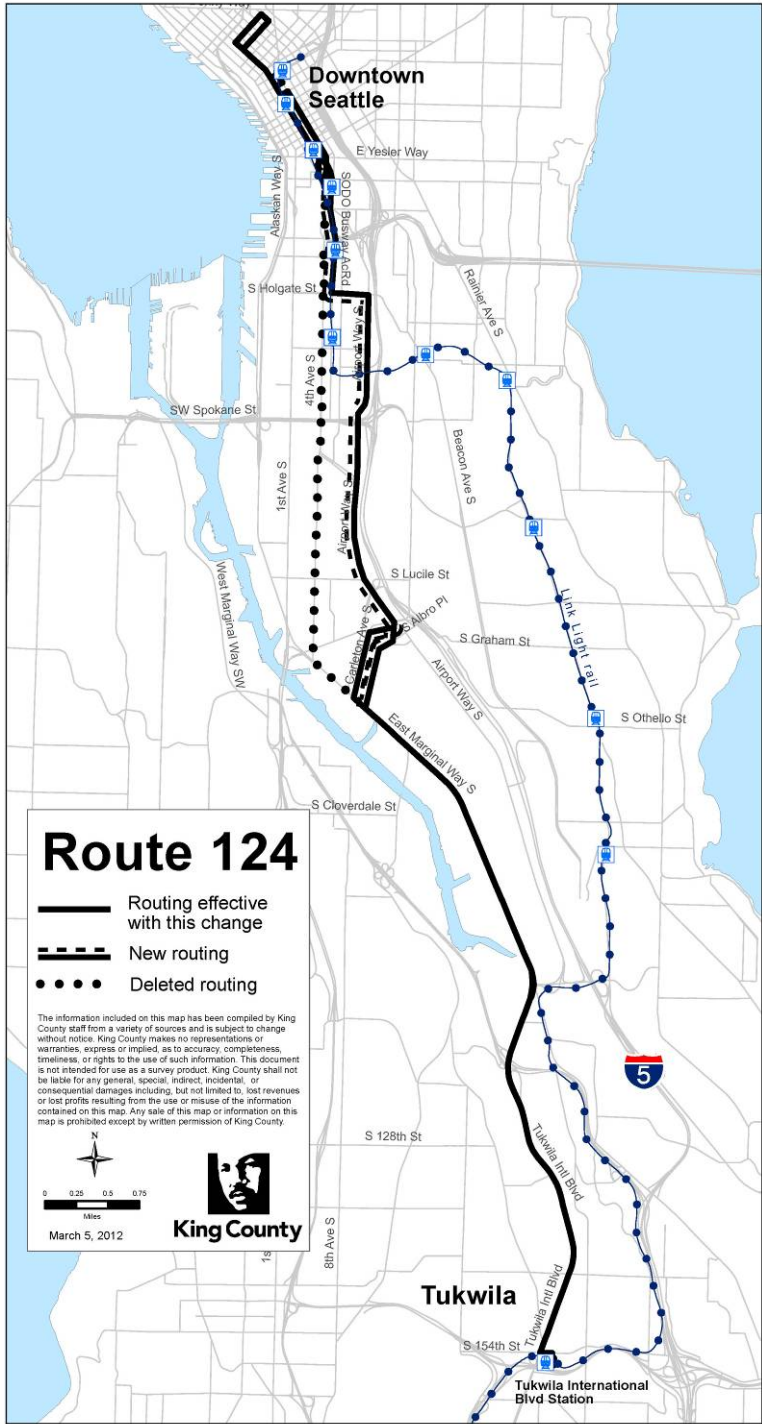
IMPACTED SERVICE AREA:

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:

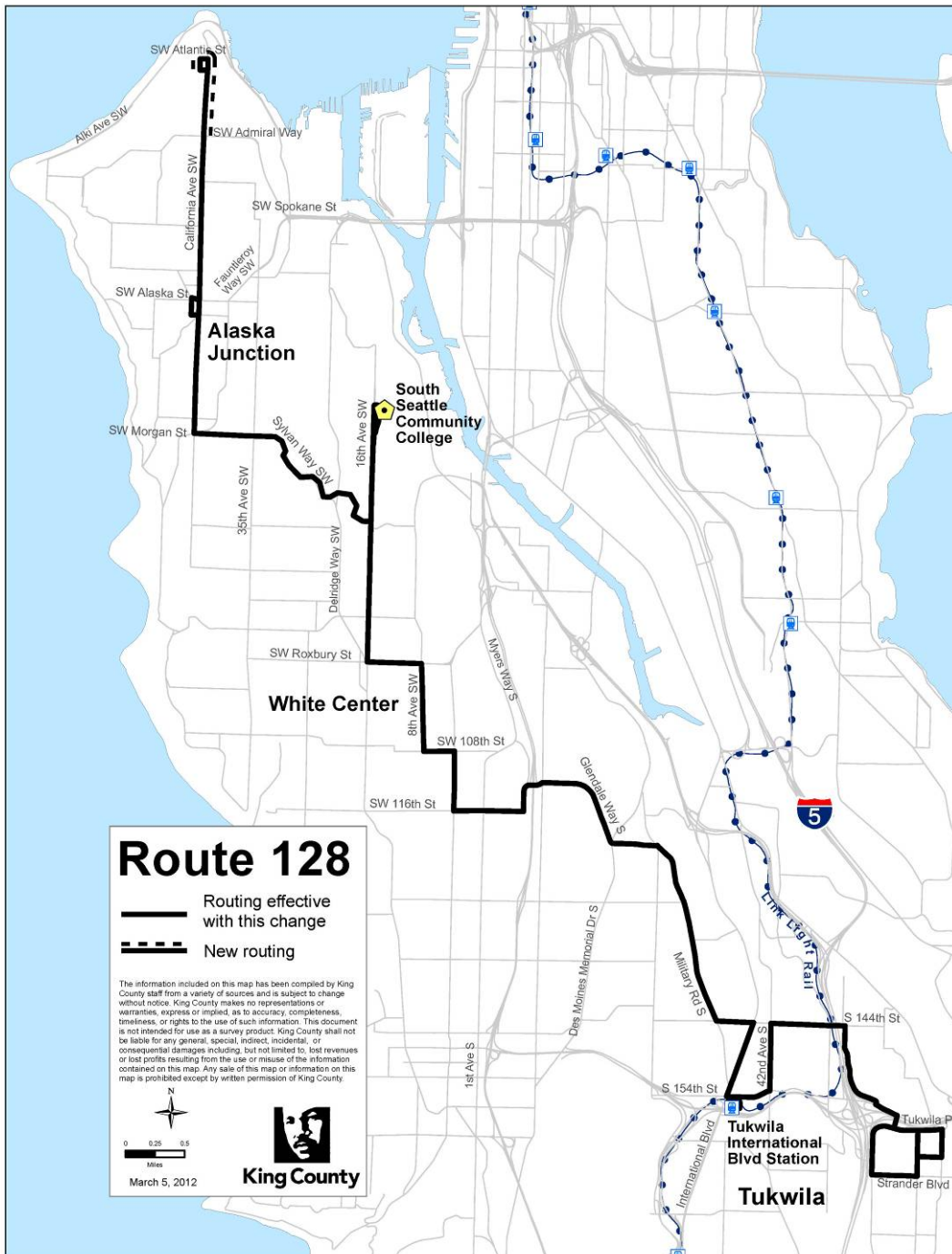
Admiral District, Alaska Junction, High Point, South Seattle Community College, White Center, Boulevard Park, Southcenter/Tukwila

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:

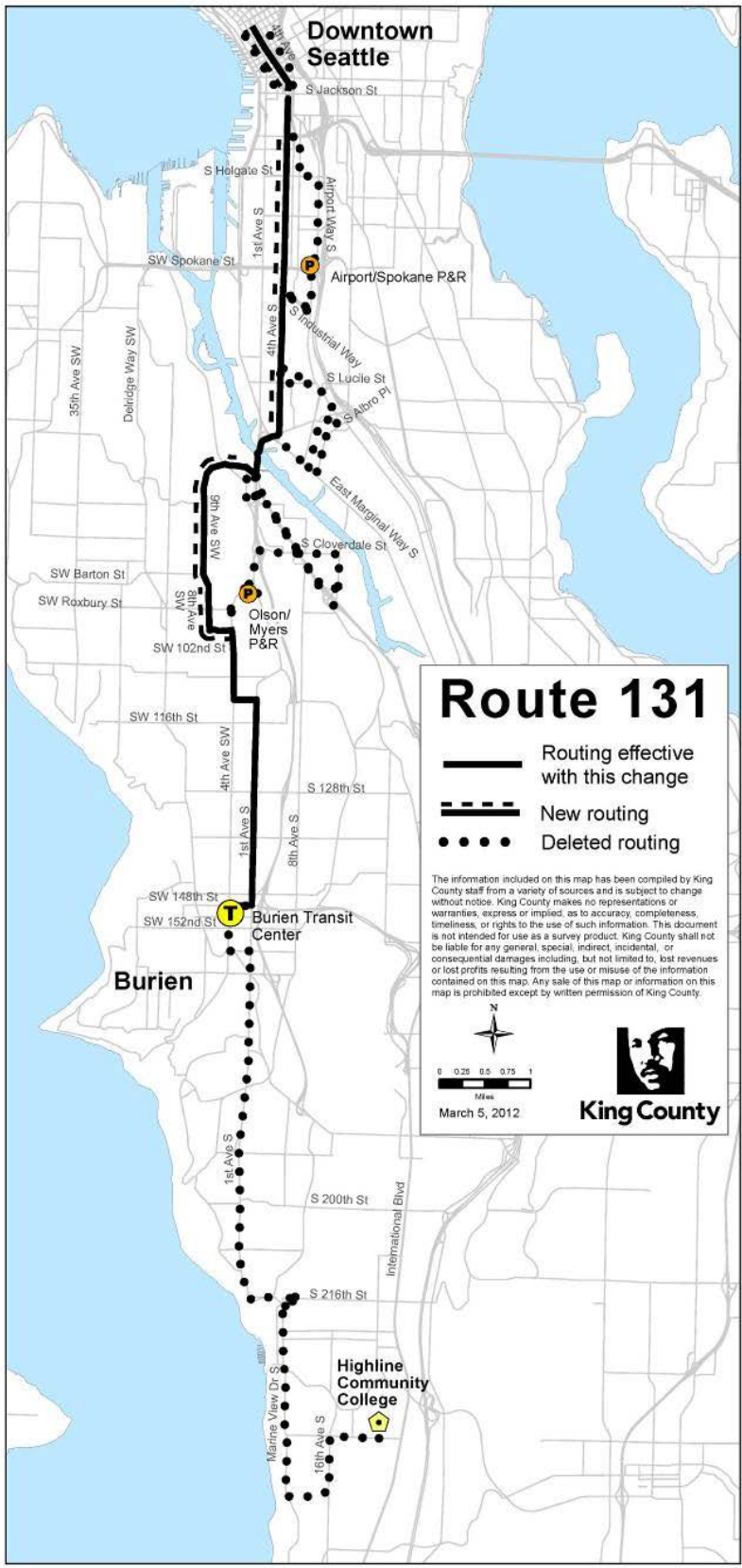
Highline Community College, Des Moines, Normandy Park, Burien, Myers Way Park-and-Ride, South Park, Georgetown, SODO, Downtown Seattle

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

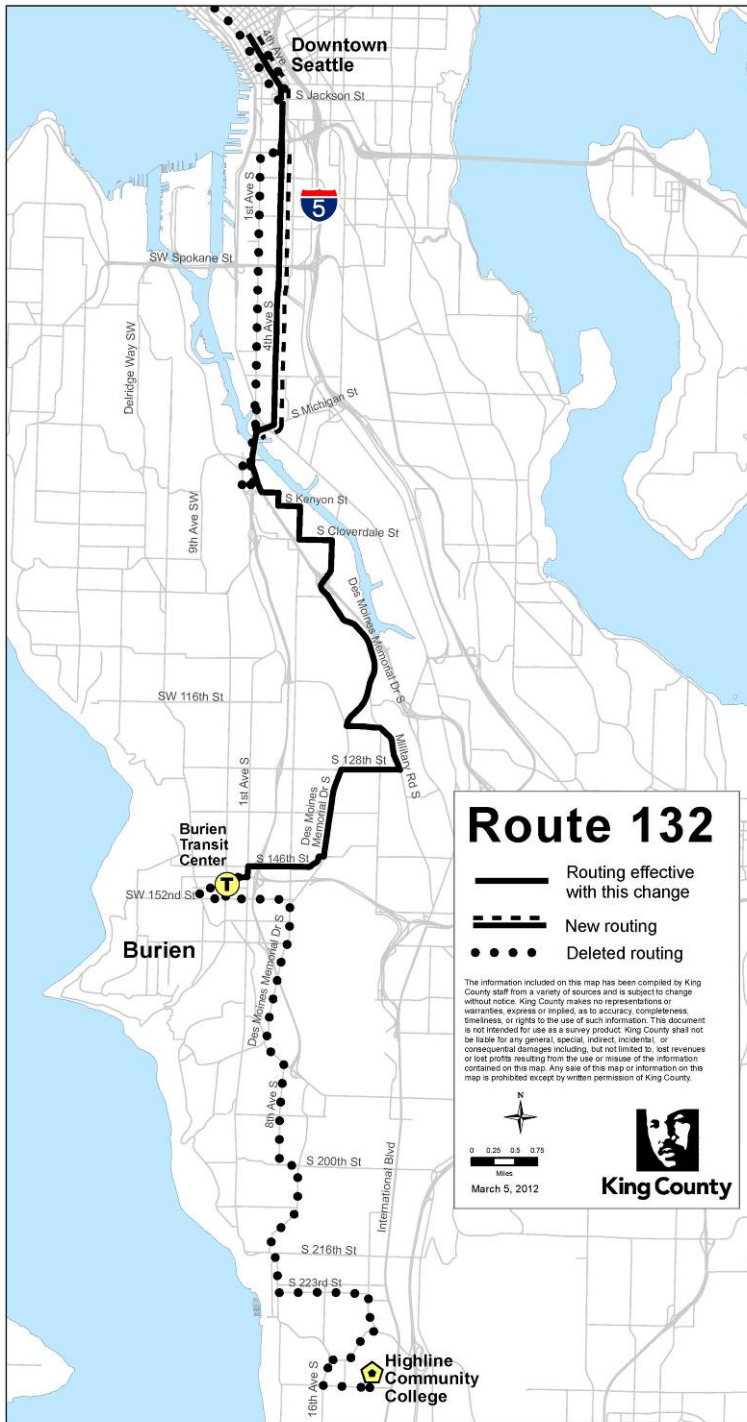
SERVICE CHANGE:

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.*

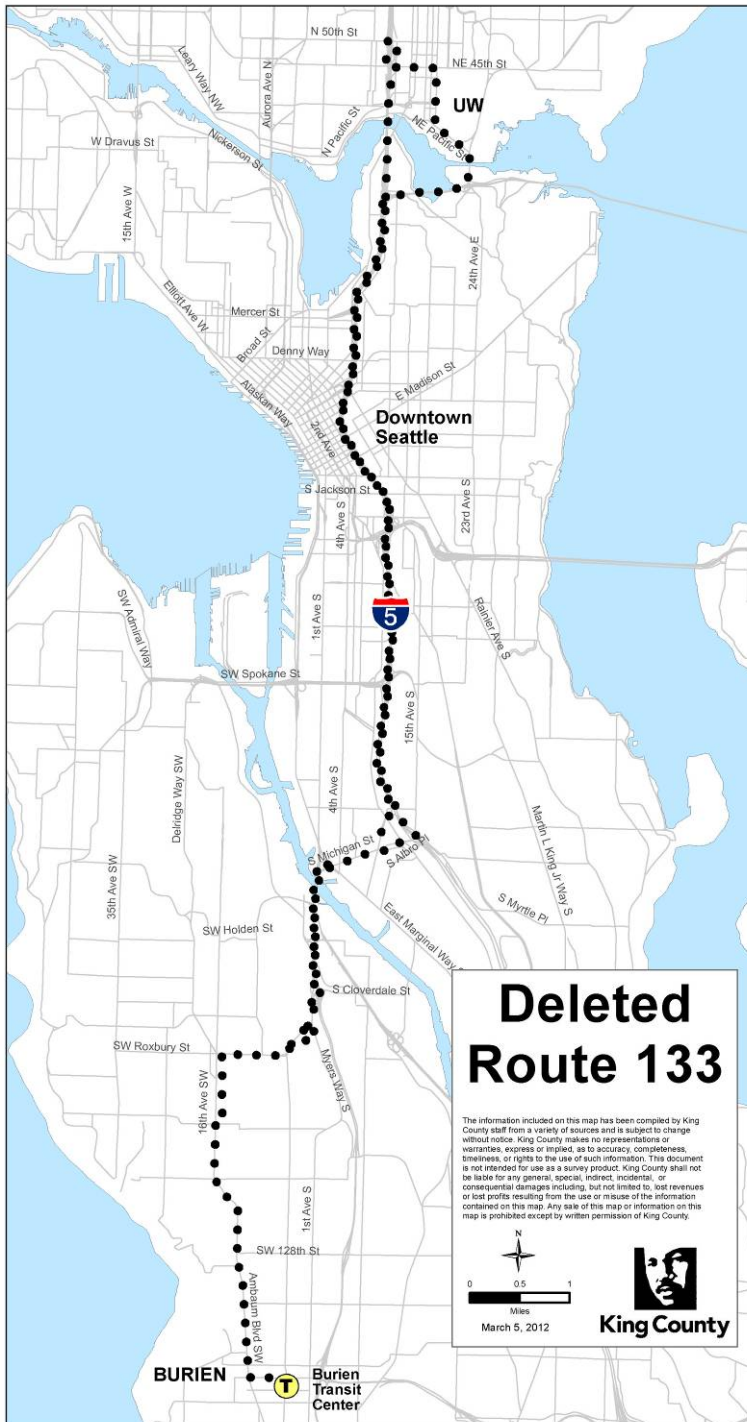
IMPACTED SERVICE AREA:

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.*

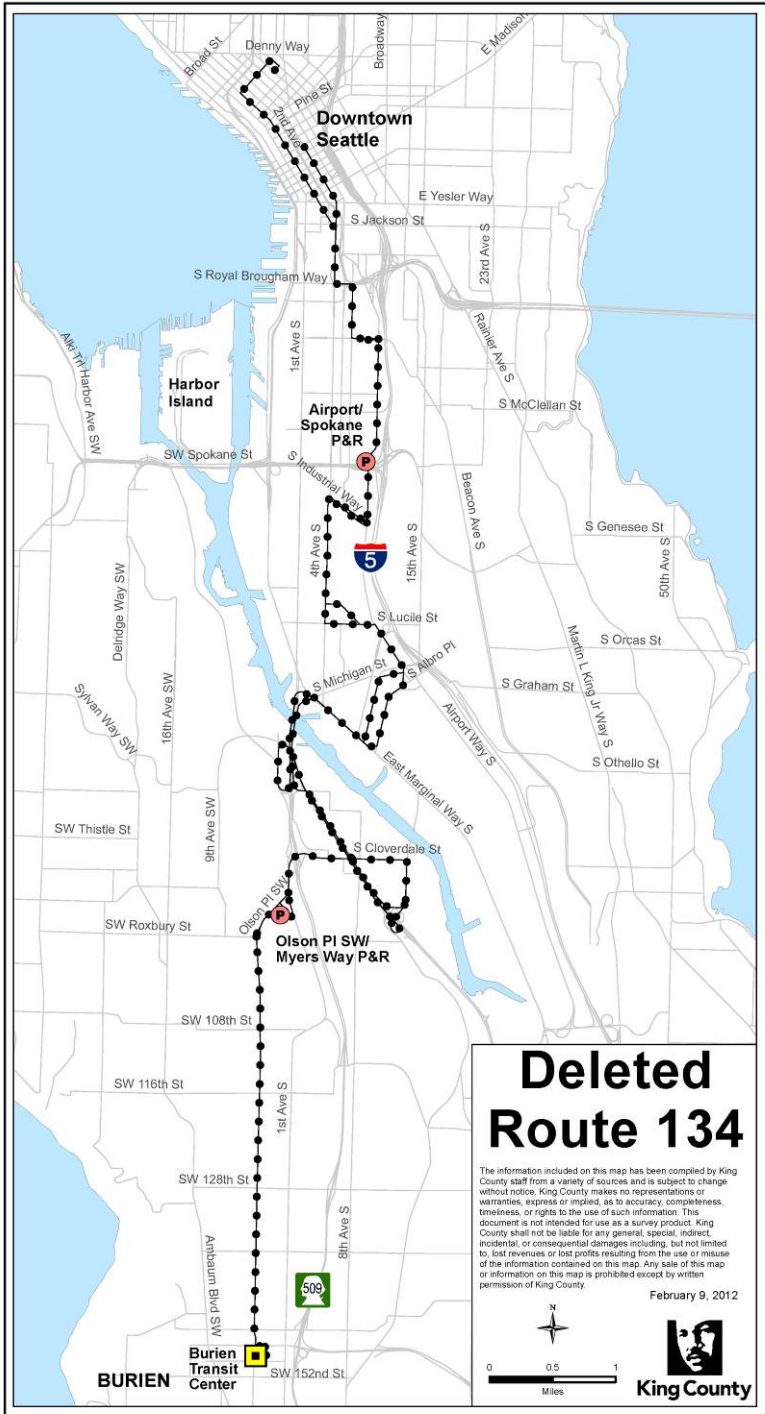
IMPACTED SERVICE AREA:

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.*

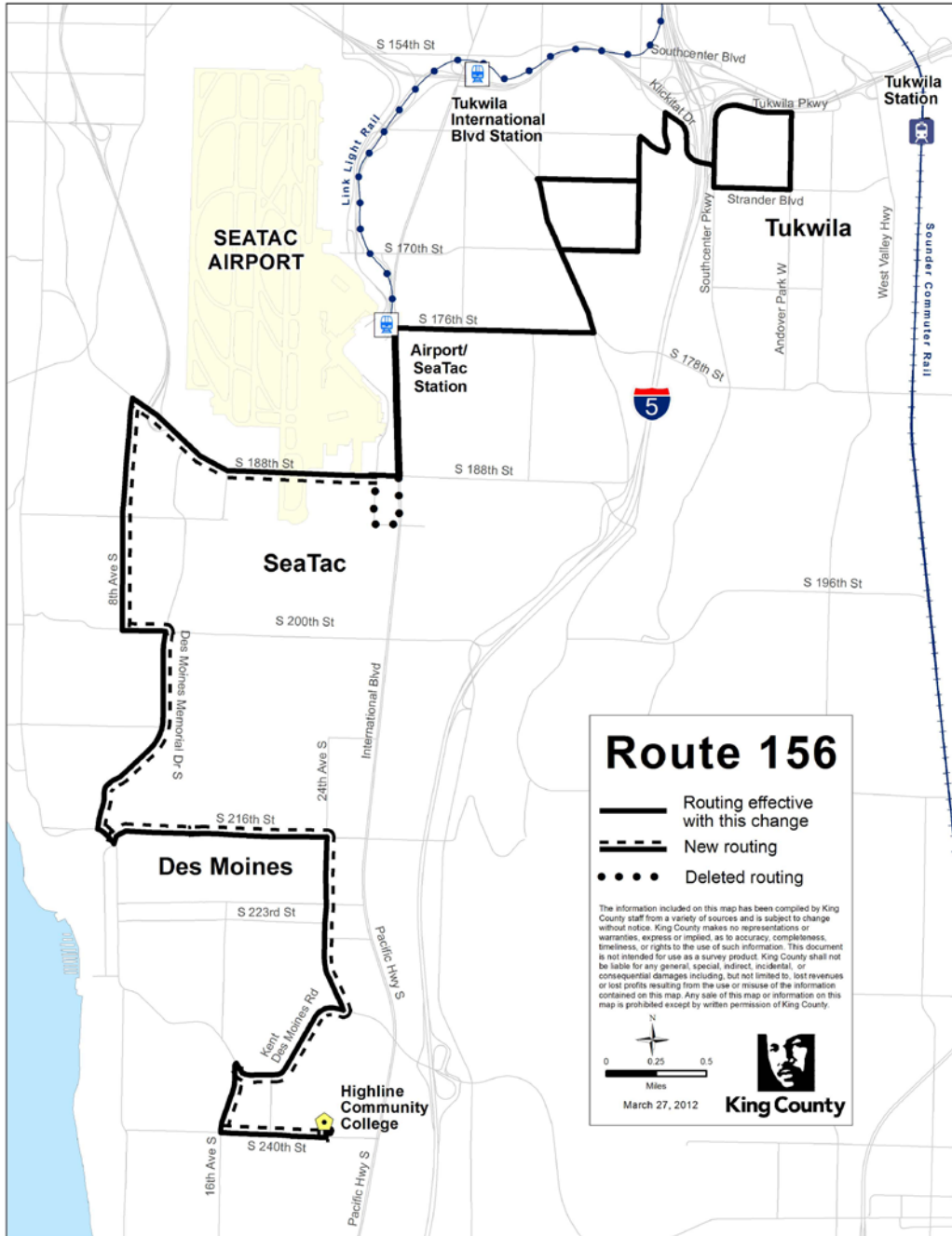
IMPACTED SERVICE AREA:

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 156

- Routing effective with this change
- New routing
- Deleted routing

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Miles

March 27, 2012

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.*

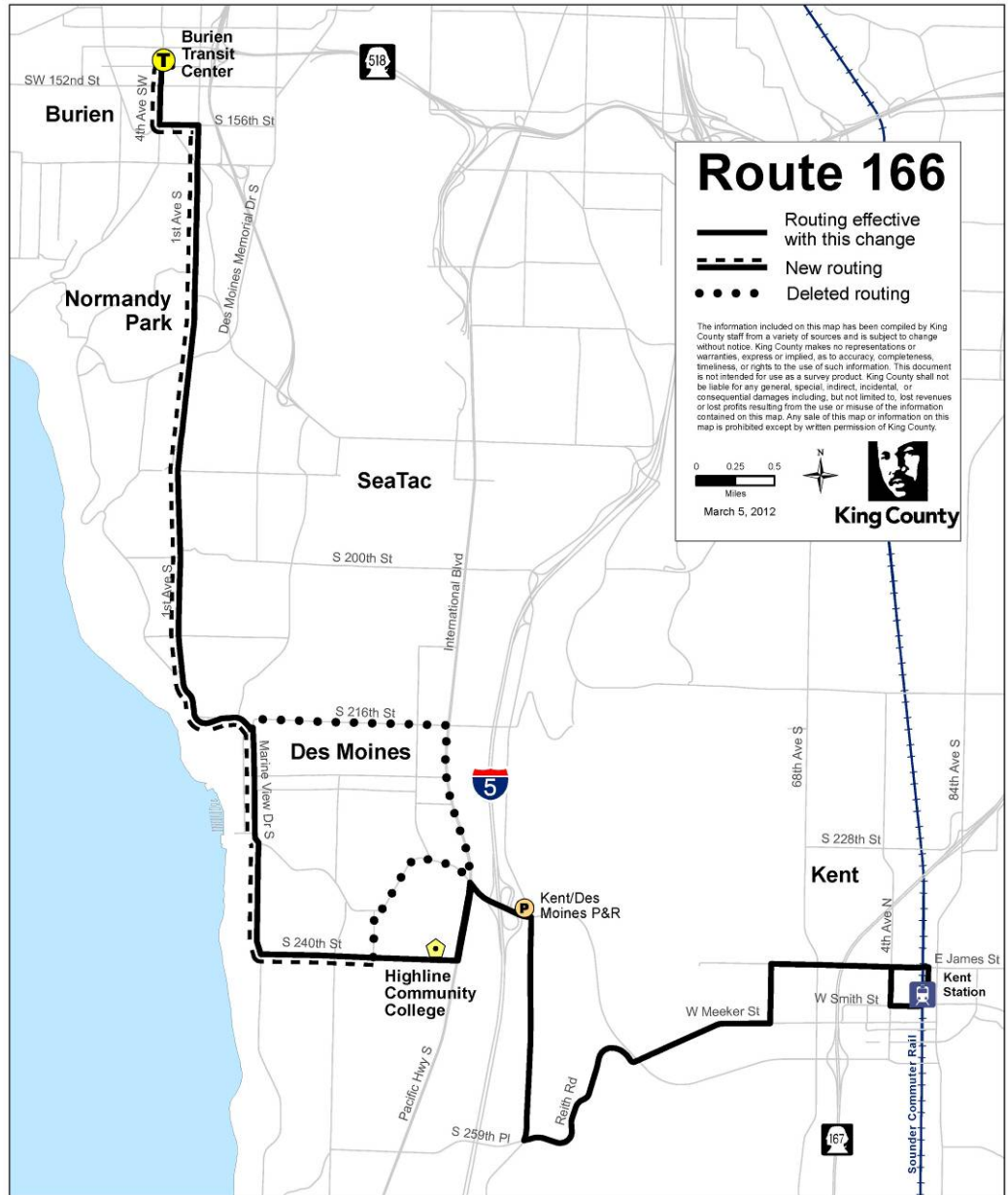
IMPACTED SERVICE AREA:

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.



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

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**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.

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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
7	Route 7 should be a RapidRide	110
10	Need a stop on or at 2 nd Avenue	10
14N	Oppose changes	78, 104
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
15, 18, 44	Supports changes to these routes and Ballard improvements, appreciates efforts to address service on 32 nd Avenue Northwest, Ballard connection to West Nickerson Street	106
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, 109
	Supports proposed Route 18	52, 79

	Supports current Route 18	50, 73
21	Do not delete Arbor Heights neighborhood service	42
	Supports deletion of Arbor Heights neighborhood service	108
24	Support current Route 24	16, 47, 73
28	Oppose deletion of off-peak service north of Northwest 103 rd Street	38, 96, 97, 100, 101
30, 45	Oppose changes that require additional Queen Anne-Sand Point transfer	114
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	87, 90
	Concerned about elimination of the 34 Express and 39 – how often do Link trains run?	3
	Oppose elimination of the 34 Express and 39 (might be okay if taking Link did not require payment of a second fare each time)	13
35	Oppose elimination of the Route 35, or have some Route 50 trips serve Harbor Island	89, 94
	Oppose elimination of the Route 35	105
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	12
	Support Route 53 – it does not carry a lot of riders but is important	30
39	Oppose deletion of Route 39, replacement by Route 50 – this will eliminate his one-seat ride	8
	Oppose deletion of Route 39	91
46	Oppose deletion, it is quicker than the Route 44. If cancellation proceeds, consider a Route 44 Express	4
	Oppose deletion	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, 95, 98, 102
55	Oppose deletion of Route 55, or ensure there is an early morning trip on the Route 57 Express	112
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
120	Oppose deletion of a stop at Delridge and Orchard (this responds to a separate Metro Transit request for comments on Route 120 stop consolidation)	113

April 30, 2012

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
131, 166	Supports proposed changes to these routes	103
132	Question about loss of service on South 152 nd Street east of 1 st Avenue South in Burien resulting from Route 132 change	15
	Support change to Route 132	27
133	Oppose deletion of Route 133	83, 85, 93, 99
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, 107
	Oppose elimination of Ride Free Area – have Metro employees with handheld ORCA readers stationed at busy stops during the afternoon peak	111
	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

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

NO.	NAME
29.	MaryJane Anderson
30.	Daryl Banks
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 Zimmeroff
83.	Katrina Ooms
84.	Dave Yarno
85.	William Larsen
86.	J. R. Ellison

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

NO	NAME
87.	Evelyn Lewis
88.	Lew Bertsch
89.	John Hays
90.	Elena Mullin
91.	Marilyn Watkins
92.	Lisa Reager
93.	Barbrina Dunmire
94.	Hilary Pickerel
95.	Ron Salsbury
96.	Claudia Jochheim
97.	Chris Morse
98.	Jonathan Prange
99.	Rachel Plemel
100.	William Atkins
101.	Louise Wright
102.	William Ball
103.	Suzette Sommer
104.	Joetta Stadel
105.	Tyson Thurlow
106.	Andrew Natzel
107.	Phelia Lorenzen
108.	Tom McDonough
109.	Kate Martin
110.	Bob Sotito-Michael Gish
111.	Pete Records
112.	Victoria Brazil
113.	Cheryl Knox
114.	Jon Reinsch
115.	

NO.	NAME
116.	

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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

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1

05/01/12

[pdc]

Sponsor: Larry Phillips

Proposed No.: 2012-0141

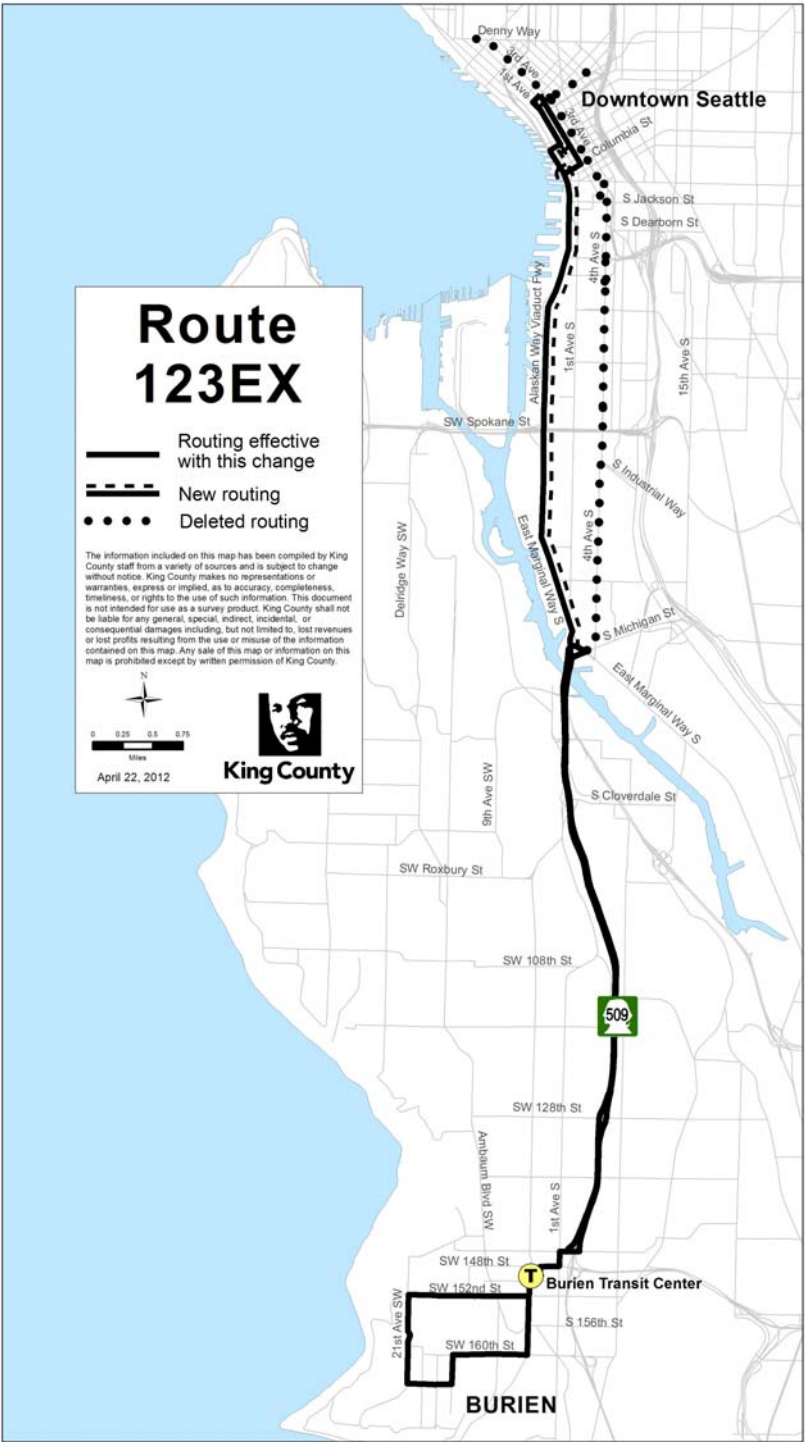
1 **AMENDMENT TO PROPOSED ORDINANCE 2012-0141, VERSION 1**

2 Delete page 76 of Attachment A, September 2012 Public Transportation Change for King
3 County – April 11, 2012 and insert page 76 of Attachment A, June 2012 Public
4 Transportation Changes for King County dated May 1, 2012.

5 Delete page 87 of Attachment A, September 2012 Public Transportation Change for King
6 County – April 11, 2012 and insert page 87 of Attachment A, June 2012 Public
7 Transportation Changes for King County dated May 1, 2012.

8

9 **EFFECT: Corrects a map reference to a freeway (SR 509 is incorrectly labeled I-5);**
10 **corrects a route number.**



Route 123EX

- Routing effective with this change
- New routing
- Deleted routing

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April 22, 2012

King County

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 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.

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