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June 19, 2017

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Sponsor: Balducci

Proposed No.: 2017-0192.2

- 1 **AMENDMENT TO PROPOSED MOTION 2017-0192, VERSION 2**
- 2 Delete Attachment B, Additional Transit Options for Consideration for One Center City
- 3 Planning, June 6, 2017, and insert Attachment B, Additional Transit Options for
- 4 Consideration for One Center City Planning, Updated June 19, 2017
- 5 **EFFECT: Adds language requesting that ongoing One Center City planning efforts**
- 6 **take into account a list of potential transit options that Councilmembers request**
- 7 **Metro to study for minimizing inconvenience to transit riders on Eastside routes.**

Additional Transit Options for Consideration for One Center City Planning
Updated June 19, 2017

Listed below are additional transit options that are intended to supplement those outlined in King County Metro Transit's response to Ordinance 18409 Section 132 Proviso 3, "Scope, Schedule, and Public Outreach Process related to One Center City Planning and Implementation" (Attachment A to Proposed Motion 2017-0192).

Metro Transit is asked to evaluate if these options or alternative solutions that could achieve the stated aims can be incorporated into the planning for capital projects and transit service restructuring conducted as part of the One Center City effort.

King County Metro Route 41 Service to Westlake Station

In addition to the potential service concept for Route 41 service from Lake City and Northgate to Westlake Station that is outlined on pages A8 and A9 of Attachment A, Metro Transit is asked to evaluate a new, split route option:

- One version of Route 41 would serve Westlake Station via Pike and Pine Streets, and
- One version of Route 41 would serve International District Station via a routing that would remain on I-5 until the last express lane exit in the south end of downtown Seattle.

This split route option could provide for more efficient transit service for riders traveling between Lake City or Northgate and the south end of downtown Seattle.

West Seattle/Vashon Peak Routes Service to First Hill

In addition to the potential service concept for Routes 37, 56, 57, 113, 116, 118, and 119 to be rerouted to serve First Hill via Yesler Way that is outlined on pages A6 and A7 of Attachment A, Metro Transit is asked to evaluate an alternative that:

- Preserves some Vashon/West Seattle trips through downtown Seattle on existing north-south alignments or other north-south alignments, allowing for transfers to the RapidRide C Line further north in downtown Seattle, and
- Provides a number of trips to First Hill via Yesler Way that is appropriate to the demand for such trips.

This alternative option could preserve some one-seat rides and provide two-seat rides for access between Vashon/West Seattle and the north end of downtown Seattle/South Lake Union, with the added benefit of easing demand on the RapidRide C Line.

King County Metro Route 99 Service between Alaskan Way and First Avenue and between Broad and Stewart

Page 15 of the report notes that the future Center City Connector Streetcar is planned to replace most of the existing Route 99. A significant revision, replacement, or deletion of the Route 99 may be part of the March 2018 service change ordinance, although temporary reroutes would be administrative. Changes to the Route 99 could make access to transit more difficult for many people and could isolate Belltown, a densely populated area of the center city.

Metro Transit is asked to evaluate routing options that could preserve mobility and easy access to transit for residents, workers and tourists between Alaskan Way and First Avenue and between Broad and Stewart.

State Route 520 Routes Service to University of Washington Station

In addition to the potential service concept for Metro Routes 252, 255, 257, 268, and 311 and Sound Transit Route 545 to serve University of Washington Link Station and the University District that is outlined on pages A2 and A3 of Attachment A, Metro Transit is asked to work with Sound Transit to provide information on options that:

- Preserve direct trips between SR 520 to downtown Seattle,
- Provide trips between SR 520 and South Lake Union/the northern part of downtown Seattle, and
- Extend SR 520 routes westward to Ballard to provide additional north-south connections.

Understanding these alternative options and their impacts is important to communicate with riders about the best way to minimize the impacts of multiple construction projects on travel between downtown Seattle and the Eastside.

Sound Transit Route 550 Service to International District/Chinatown Station

In addition to the potential service concept for Routes 550 to be truncated to serve the International District/Chinatown Station and Pioneer Square that is outlined on pages A4 and A5 of Attachment A, Metro Transit is asked to work with Sound Transit to provide information on an option that:

- Preserves a one-seat Route 550 surface alignment from International District/Chinatown Station to the north end of downtown Seattle with preferential bus priority right-of-way on as much of the alignment as possible.

Due to East Link construction activities, including closure of the South Bellevue Park-and-Ride D-2 roadway, will increase travel times and inconvenience for Route 550 riders, making it critical for the One Center City partner agencies to collaborate on maintaining service in the downtown Seattle portion of the route.