**APPENDIX I: LIST OF ROUTES PROPOSED FOR ORDINANCE CHANGES**

This appendix includes information about each route proposed for a change in the proposed ordinance. “Peak period” refers to 5:00 a.m.-9:00 a.m. and 3:00 p.m.-7:00 p.m. “Night” is 7:00 PM to 5:00 AM. “Off-peak” refers to other times of the weekday and weekends.

An Express Bus makes limited stops in some parts of a route alignment and may have a different alignment on part of the route. In this Appendix, express routes are designated with an “X” – for example the 26 Express is referred to as the “26X.”

A “peak-direction, peak only” route provides service from a residential area to a job center in the morning and back to the residential area in the afternoon.

Downtown Seattle, the Seattle Central Business District, is referred to as the “Seattle CBD.” The University District is referred to as the “U District” and the University of Washington as “UW” or “UW campus.” The new Link Light Rail Station adjacent to Husky Stadium is names the University of Washington State and is called the “UW Link Station.”

**Service Frequency** – For the All Day and Peak Network, the King County Metro Service Guidelines identify a desired level of service on 112 Transit Corridors, the frequency determined by productivity, social equity, geographic value, and current route performance factors. A separate analysis identifies peak-direction, peak only routes. Most routes affected by this service change ordinance serve corridors in the Very Frequent Service Family (15 minutes or better in the peak and off-peak, 30 minutes or better at night), the Frequent Service Family (15 minutes or better in the peak, 30 minutes in the off-peak and at night), and the Peak only category. A few are in the Local Service Family.

**Route performance** is measured during the peak, off-peak, and night periods using two measures: (1) rides/platform hour and (2) passenger miles/platform mile. An all-day route would have six measures, two for each of the three time periods. A peak-only route would have just the two measures for the peak time period. In this chart, ONLY top 25% and bottom 25% performance is mentioned. Seattle Core routes (those serving the Seattle CBD and adjacent neighborhoods or the U District) are expected to perform better than the Non-Seattle Core routes, which provide service to lower-density areas. The Route 242, proposed for deletion, is the only non-Seattle Core route in this proposed ordinance.

Data in this Appendix are from Spring 2014, and therefore performance measures do not reflect the impact of June 2015 and September 2015 investments made with City of Seattle Proposition 1 revenues.

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| 8 | Transit Corridor: #78 (Rainier Beach-Seattle Center via Martin Luther King Jr. Way, E. John Street, Denny Way)Very Frequent Service  |
| Proposed Hours: 56,580 [smaller route] – includes 6,400 Seattle-funded hours | Weekday Rides: 10,300 | All-Day | Top 25% of Seattle Core routes in rides/ platform hour during peak. |
| September 2014 Hours: 68,768 |
| System Impact: Revised route is expected to be more reliable; midday frequency increased; 10% of current Route 8 riders would have to transfer at Mt. Baker Transit Center. |

Route 8 connects the Seattle Center with Capitol Hill via Denny and E. John, then runs along Martin Luther King Jr. Way to Rainier Beach Link Station. The proposal would split the route at Mt. Baker Station, with the revised Route 8 retaining the route alignment north of Mt. Baker Station. [See Route 38 for the southern alignment.]

The proposed change is intended to address frequent delays on the Route 8; it would also increase weekday midday frequency to about 12 minutes. Service planners describe the main benefits of the split as improved on-time performance for Route 8 north/westbound and new Route 38 southbound.  Riders on the new Route 8 would no longer be affected by delays encountered along Martin Luther King Jr. Way South, south of the Mount Baker Transit Center; new Route 38 riders would no longer be affected by delays in South Lake Union/Capitol Hill.

Some riders would have to transfer at Mount Baker Transit Center. The number of passenger trips on the current Route 8 that pass through Mount Baker Transit Center is 1,000 to 1,100 weekday rides.  This is approximately 10% of the current ridership.

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| 16 | Transit Corridor: #69 (Northgate to Seattle CBD via Green Lake, Wallingford)Very Frequent Service |
| Proposed Hours: -0- | Weekday Rides: 4,800 | All-Day | Bottom 25% of Seattle Core routes in riders/platform hour during off-peak and night. |
| September 2014 Hours: 53,934 |
| System Impact: Hours reinvested in service estimated to be higher performing; replacement routes estimated to offer comparable service. |

The Route 16 is proposed to be deleted. Service between Northgate and Green Lake would be available on the revised Route 26X, and service between Green Lake and the Seattle CBD would be available on new Route 62 (service is on Dexter Avenue as opposed to Aurora Avenue). Aurora Avenue service between Wallingford and the Seattle CBD would be available on Route 5, the RapidRide E Line, and revised Routes 26X and 28X.

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| 25 | Transit Corridor: #58 (Laurelhurst to University District via NE 45th Street) - Local;#107 (University District to Seattle CBD via Lakeview) – Frequent |
| Proposed Hours: 0 | Weekday Rides: 600 | All-Day (No night service) | Bottom 25% of Seattle Core routes in passenger miles/ platform mile in peak and off-peak, bottom 25% in rides/ platform hour in off-peak. |
| September 2014 Hours: 6,917 |
| System Impact: Allows reinvestment of service hours. |

The Route 25 is a lower-performing route that is proposed for deletion. In Laurelhurst, alternate service would be available on revised Route 65, Route 75, and new Route 78. On East Montlake Place and Eastlake Avenue East, Routes 48 and 70 would provide alternate service. Lakeview Avenue East would lose all service, leaving Transit Corridor #107 without service.

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| 26 | Transit Corridor: #34 (Fremont to Seattle CBD via Dexter Avenue N – shared with Route 28)Very Frequent Service |
| Proposed Hours: -0- | Weekday Rides: 3,000 | All-Day | Top 25% Seattle Core rides/platform hour in Peak. |
| September 2014 Hours: 27,296 [26 and 26X] |
| System Impact: Reduce duplicative service; maintain Corridor #34 service level. |

# The proposal would delete Route 26 and replace it with a revised Route 26X Express operating all day in both directions. Deleted Route 26 connected Green Lake, Wallingford, and Fremont with the Seattle CBD via Dexter Avenue North; part of this current route is aligned with Route 28. Revised Route 26X would connect Northgate Transit Center (via Wallingford Avenue N) with Green Lake, Wallingford, and the Seattle CBD via Aurora Avenue N.

# Alternate service for areas not served by the revised Route 26X: Revised Routes 31 and 32 would connect Wallingford and Fremont; Route 40 would connect Fremont and the Seattle CBD via Westlake Avenue North, and Route 62 would connect Fremont and the Seattle CBD via Dexter Avenue N.

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| 26X | Transit Corridor: #34 (Fremont to Seattle CBD via Dexter Avenue N – shared with Route 28) – Note that 26X does not serve DexterVery Frequent Service |
| Proposed Hours: 30,919 – includes 2,200 Seattle-funded hours | Weekday Rides: 700 | Proposed: All-Day  | Top 25% rides/ platform hour  |
| September 2014 Hours: 27,296 [26 and 26X] |
| System Impact: Maintain Northgate-Green Lake-Wallingford-Seattle CBD service. |

# The revised Route 26X proposal would connect Northgate Transit Center (via Wallingford Avenue N) with Green Lake, Wallingford, and the Seattle CBD via Aurora Avenue N.

According to service planners, no stops on existing Route 26 Local would lose all service under the all-day Route 26X and revised Routes 31/32.  Route 26X would make all stops that Route 26 Local does north/east of Wallingford Av N/N 40th St.  In the portion of lower Wallingford that Route 26 Local would no longer serve, Routes 31/32 would provide replacement service. The Seattle CBD stops should be the same; the Aurora/Galer stop will be considered for adding to the express stop patterns as that provides access to the West South Lake Union area.

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| 28 | Transit Corridor: #36 (Fremont to Whittier Heights via 8th Avenue NW, 3rd Avenue NW) – Local Service#34 (Fremont to Seattle CBD via Dexter Avenue N – shared with Route 26) – Very Frequent Service |
| Proposed Hours: -0- | Weekday Rides: 3,000 | All-Day | Top 25% Seattle Core routes rides/platform mile during Peak; bottom 25% passenger miles/platform mile Off-Peak and Night. |
| September 2014 Hours: 31,110 [28 and 28X] |
| System Impact: Reduce duplication; maintain Corridor #34 service level; improve Corridor #36 service level. |

The proposal would delete the Route 28 and replace it with a revised Route 28X Express service operating all day in both directions.

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| 28X | Transit Corridor: #36 (Fremont to Whittier Heights via 8th Avenue NW, 3rd Avenue NW) – Local Service#34 (Fremont to Seattle CBD via Dexter Avenue N – shared with Route 26) – Note that 28X does not serve DexterVery Frequent Service |
| Proposed Hours: 27,612 – includes 400 Seattle-funded hours | Weekday Rides: 1,200 | Proposed: All-Day | -- |
| September 2014 Hours: 31,110 [28 and 28X] |
| System Impact: Maintain service between Seattle CBD, Fremont, and Whittier Heights.  |

# The revised 28X Express service would continue to provide peak-period, peak direction service from Bitter Lake (NE 145th Street) as it currently does. From Holman Road NW southward, the 28X would provide a connection to the Seattle CBD via 8th Avenue NE, Leary Way, N 39th Street, and Aurora Avenue N. Between Holman Road NW and the Seattle CBD, all-day, weekday service would be added to provide 10-30 minute service during the peak periods and 30 minute service in the off-peak, and all day weekends.

For Route 28X, service planners anticipate providing more stops than currently exist on the Route 28X stop pattern south of NW 65th Street.  Exact stops have not been identified but the standard is a stop every ¼ mile, roughly every five blocks.  This would imply stops in the vicinity of NW 60th St, NW Market St, NW 50th St, NW 45th St/Leary Way, Leary Way/NW 40th St, and a stop or two along NW 39th St on the way to the Aurora Bridge. The Seattle CBD stops are expected to be the same; the Aurora/Galer stop will be considered for adding to the express stop patterns to provide access to the west South Lake Union area.

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| 30 | Transit Corridor: #92 (Sand Point to University District via NE 55th Street)Frequent Service |
| Proposed Hours: -0- | Weekday Rides: 1,300 | All-Day | Bottom 25% of Seattle Core routes in rides/platform hour (off-peak only); bottom 25% in passenger miles/ platform mile (all periods). |
| September 2014 Hours: 5,614 |
| System Impact: Reinvest service hours in higher ridership areas; maintain service using other routes. |

The Route 30 is proposed for deletion. The route connects Sand Point with the University District via Sand Point Way and NE 55th Street.

Alternate service would be provided by Routes 65, 74X, 75, 372X, and new Route 78.

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| 38 | Transit Corridor: #78 (Rainier Beach-Seattle Center via MLK Jr. Way, E. John Street, Denny) - PortionVery Frequent Service  |
| Proposed Hours: 27,815 – includes 100 Seattle-funded hours | Weekday Rides: NEW | All-Day | Lower-performing service |
| September 2014 Hours: -0- |
| System Impact: Revised route is expected to be more reliable; frequency unchanged in this segment; 10% of current Route 8 riders would have to transfer at Mt. Baker Transit Center. |

The new Route 38 would provide service between Mt. Baker Transit Center and Rainier Beach, replacing the southern portion of Route 8. As noted in the Route 8 discussion, about 10% of current Route 8 riders would have to transfer at Mount Baker Transit Center.

Route 38 would have 10-15 minute peak service, about 15 minute service in midday, about 30 minutes at night on weekdays, about 15-30 minutes all day on Saturdays, and about every 30 minutes on Sundays. This service level is the same as the current Route 8.

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| 43 | Transit Corridor: None |
| Proposed Hours: -0- | Weekday Rides: 7,700 | All-Day | Top 25% of Seattle Core routes in rides/platform hour in peak, night. |
| September 2014 Hours: 47,634 |
| System Impact: Reduce duplicative service.  |

Route 43 is proposed to be deleted. Route 43 connects the University District with the Seattle CBD via 24th Avenue East, 23rd Avenue East, East Thomas Street, East John Street, and Pike and Pine.

All stops served by the Route 43 would have alternate service on other routes. Some Route 43 trips could be taken on Link Light Rail, using the new Husky Stadium and Capitol Hill stations. In addition, the Route 12 and revised Route 48 would provide alternate service in Montlake and on NE 24th Street/Northeast 23rd Street. The revised Route 8 or 11 would provide alternate service on East Thomas and East John. The Routes 10, 11, 47, and 49 would provide alternate service along Pike and Pine.

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| 45 | Transit Corridor: #8 (Ballard-University District via Green Lake, Greenwood)Very Frequent Service |
| Proposed Hours: 54,186 – includes 3,000 Seattle-funded hours | Weekday Rides: NEW | All-Day |  |
| September 2014 Hours: -0-  |
| System Impact: Improve efficiency, provides connection to U-Link for the area it serves. improved Service Quality all periods, improved frequency in Off-Peak and Night. |

This proposed new route would replace the current Route 48 between Ballard (Loyal Heights) and the University District, terminating at University of Washington Light Rail Station near Husky Stadium. The Route 45 will travel on University Way in the U District instead of 15th Avenue NE.

Route 45 would operate every 8-15 minutes during the peak period, 15 minutes during midday, 15-30 minutes during the night on weekdays, and 15-30 minutes on weekends. The schedules for the Routes 45 and 67 would be coordinated to provide 4-8 minute frequencies between Roosevelt Way and the Husky Link Station.

Splitting Routes 45 and 48 is expected to have on-time performance benefits.  Customers between Ballard and the University District would no longer be affected by delays encountered in the Montlake/SR-520 area.  Customers between Mount Baker and the University District would no longer be affected by delays along N 85th Street between Greenwood and Green Lake.  Service planners expect that on-time performance would improve for the new Route 45 and the revised Route 48 in comparison to the current Route 48.

The new 45 and revised 48 overlap in the U District between Montlake Boulevard and NE 45th Street, so service planners cannot calculate exactly the number of through-riders who would have to transfer.  Northbound there are 1,600 riders coming into the U District at NE Pacific St and 1,320 riders get off the bus in the U. District.  So there are at least 280 riders traveling through the U. District northbound.  Southbound there are 2,320 riders coming into the U. District at NE 45th Street and 2,020 riders get off the bus in the U. District – at least 300 riders travel through southbound.   These figures suggest that perhaps 600 or so current rides would be affected by the need to transfer, about 5% of the daily rides on current Route 48.

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| 48 | Transit Corridor: #8 (Ballard-University District via Green Lake, Greenwood)#66 (Mt. Baker-University District via 23rd Avenue E)Very Frequent Service |
| Proposed Hours: 57,341 – includes 9,800 Seattle-funded hours | Weekday Rides: 12,000 | All-Day | Top 25% of Seattle Core routes in rides/platform hour in peak. |
| September 2014 Hours: 75,628 |
| System Impact: Splitting route seeks to improve reliability; service quality and frequency expected to improve in all time periods. |

The revised Route 48 would connect the University District (15th Avenue NE at NE 45th Street) to the Mount Baker Light Rail Station via 24th Avenue East/23rd Avenue East. The new Route 45 would replace the northern segment of Route 48, connecting Ballard (Loyal Heights) with the University District north of NE 45th Street.

The revised Route 48 would have more frequent service: about every 7-10 minutes in the peak, about every 10 minutes during the midday, and about every 15-30 minutes at night on weekdays; about 10-30 minutes on Saturdays and about 15-30 minutes on Sundays.

See the Route 45 description for the service planners’ estimate that 5% of current Route 48 riders would have to transfer at Montlake Triangle.

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| 62 | Transit Corridor: Portion of #110 (Wedgwood to Cowen Park via View Ridge, Northeast 65th Street) – Local Service#34 (Fremont to Seattle CBD Via Dexter Avenue N) – Very Frequent Service |
| Proposed Hours: 78,876 | Weekday Rides: NEW | All-Day |  |
| September 2014 Hours: -0- |
| System Impact: Retain service on transit corridors where other routes are proposed for deletion. |

New Route 62 would connect Sand Point and the Seattle CBD via NE 65th Street, Green Lake, Wallingford (Stone Way), Fremont, and Dexter Avenue N.

On weekdays, Route 62 would operate about every 30 minutes between 5:00 AM and 6:00 AM, every 7-15 minutes between 6:00 AM and 9:00 AM, every 15 minutes between 9:00 AM and 3:00 PM, every 10 minutes between 3:00 PM and 6:00 PM, every 15 minutes between 6:00 PM and 10:00 PM, and every 30 minutes between 10:00 PM and 1:00 AM. On Saturdays and Sundays, Route 62 would operate about every 15-30 minutes from 6:00 AM to 7:00 AM, every 15 minutes from 7:00 AM to 10:00 PM, and every 30-60 minutes from 10:00 PM to 1:00 AM.

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| 63 | Transit Corridor: None |
| Proposed Hours: 5,125 | Weekday Rides: New – 630-790 estimated | Peak | New |
| September 2014 Hours: -0- |
| System Impact: Improve peak service to South Lake Union and First Hill job markets. |

New Route 63 would provide peak period, peak-direction service from Northgate and 5th Avenue NE in Maple Leaf to South Lake Union, then on Fairview and Boren to First Hill. On weekdays only, there would be 6-7 southbound AM trips and 7-8 northbound PM trips.

Service planners comment that Routes 63 and 64 are designed to complement each other between the Green Lake Park-and-Ride and First Hill via South Lake Union.  First Hill and South Lake Union are complementary markets due to the nature of the commuting patterns. Commuters to First Hill tend to arrive at work early and leave work early, while South Lake Union commuters arrive late and leave late.  By combining the markets the buses can be full early (with First Hill riders) and late (with SLU riders) while still providing service to the areas in the less well used times for rider convenience.

The new Route 63 would be one of several routes serving First Hill. Route 309 connects Kenmore and SR-522 with First Hill and South Lake Union. Peak service to First Hill includes Route 64, Route 193 (Federal Way/I-5 South) and Route 303 (Shoreline/Northgate).  First Hill-Capitol Hill is a Regional Growth Center (as designated by the Puget Sound Regional Council), and is therefore a transit activity center as defined by the Service Guidelines.  Route 63 is expected to meet the Service Guidelines two peak period criteria of ridership and travel time versus alternative routes to South Lake Union and First Hill (one can only know this when the route is operating).

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| 64X | Transit Corridor: None. |
| Proposed Hours: 6,799 – includes 250 Seattle-funded hours | Weekday Rides: 800 | Peak Only | Lowest 25% of Seattle Core routes in passenger miles/ platform mile. |
| September 2014 Hours: 6,571 |
| System Impact: Improve peak service to South Lake Union job market. |

Revised 64X would provide weekday peak-hour, peak-direction service between Jackson Park/Lake City, Wedgwood, and Green Lake connecting to South Lake Union and First Hill. The revised routing would shift service from the heart of the Seattle CBD (but still serve the northeast corner of the Seattle CBD) to make the connection to South Lake Union on Fairview Avenue N. and then serve First Hill via Boren. There would be about 7 AM southbound and 7 PM northbound trips.

[See First Hill service discussion under Route 63.]

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| 65 | Transit Corridor: #57 (Lake City to the University District via 35th Avenue NE)Frequent Service |
| Proposed Hours: 35,794 | Weekday Rides: 3,200 | All Day | Lowest 25% of Seattle Core routes in passenger miles/ platform mile, Peak and Off-Peak. |
| September 2014 Hours: 28,521 |
| System Impact: Provide connection to UW Link Station and improve frequency. |

Revised Route 65 would continue to connect Jackson Park/Lake City with the University District via 35th Avenue NE. The revision would add a loop on North Pacific Street and Montlake Boulevard to stop at the University of Washington Link Station. An additional routing change affecting northbound trips would provide more direct access to Childrens Hospital. Service would be improved to 15 minutes on weekdays.

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| 66X | Transit Corridor: #68 (Northgate to University District via Roosevelt)Very Frequent Service |
| Proposed Hours: -0- | Weekday Rides: 3,100 |  | Bottom 25% of Seattle Core routes in rides/platform hour at night. |
| September 2014 Hours: 29,738 |
| System Impact: Reduce duplicate services; reinvest service hours in Corridor; estimate to improve Corridor #68 quality and frequency of service. |

Route 66X is proposed for deletion. This route connects Northgate Transit Center with the Seattle CBD via Maple Leaf, Roosevelt Way NE southbound, 11th Avenue NE northbound, and Eastlake Avenue.

Alternate options: New Route 63 and revised Route 67 would provide alternate service north of the University District; revised Routes 73 and 74X would provide alternate service on Roosevelt Way NE and 11th Avenue NE; Route 70 would provide alternate service on Eastlake.

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| 67 | Transit Corridor: #68 (Northgate to University District via Roosevelt)Very Frequent Service |
| Proposed Hours: 43,786 | Weekday Rides: 1,800 | All-Day | Top 25% of Seattle Core routes in rides/ platform hour and passenger miles/ platform mile in Off-Peak. |
| September 2014 Hours: 9,892 |
| System Impact: Improve service quality and frequency on Corridor #68, provide connection to Link Light Rail at Husky Stadium. |

The revised Route 67 would continue to have its northern terminus at Northgate Transit Center, eliminating service on 5th Avenue NE and instead connecting north to Northgate Way, southbound on Roosevelt Way NE to NE Ravenna Boulevard (north on 12th Avenue NE), then on University Way NE and on Pacific to the Husky Link stadium.

Revised Route 67 would operate every 8-15 minutes during the peak period, 15 minutes during midday, 15-30 minutes during the night on weekdays. New weekend service would operate 15-30 minutes on Saturdays and about 30 minutes on Sundays.

The schedules for the Routes 45 and 67 would be coordinated to provide 4-8 minute frequencies between Roosevelt Way and the Husky Link Station.

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| 68 | Transit Corridor: #70 (Northgate to University District via Roosevelt Way NE, NE 75th Street)Very Frequent Service |
| Proposed Hours: -0- | Weekday Rides: 2,200 | All-Day | Lowest 25% of Seattle Core routes in passenger miles/ platform mile, Peak; top 25% in rides/platform hour in Off-Peak. |
| September 2014 Hours: 12,787 |
| System Impact: Service hours reinvested in higher-performing service. |

Route 68 is proposed to be deleted. This route connects Northgate and the University District via Roosevelt Way NE, NE 75th Street, 25th Avenue NE, and through the UW campus. Revised Routes 67, 63, and 373X would provide alternate service north of NE 75th Street and revised Route 372X would provide alternate service south of NE 75th Street.

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| 71, 71X | Transit Corridor: #104 (University District to Seattle CBD via Eastlake, Fairview)Transit Corridor: #25 (Cowen Park to Seattle CBD via University Way, I-5)Transit Corridor: #110 (Wedgwood to Cowen Park via View Ridge, Northeast 65th Street)#25 and #104 are Very Frequent Service, #110 is Local Service |
| Proposed Hours: -0- | Weekday Rides: 5,300 | All-Day | Top 25% of Seattle Core routes in rides/ platform hour and passenger miles/ platform mile in Peak, Off-Peak and Night. |
| September 2014 Hours: 32,165 |
| System Impact: Reinvest service hours to provide connections to Link Light Rail at University of Washington Station. |

Route 71 and 71X are proposed for deletion. The 71-71X-72-72X-73-73X-74X bus routes (the “71 series”) currently provide service in the Downtown Seattle Transit Tunnel connecting the Seattle CBD with northeast Seattle communities. A significant restructure of these routes is part of the planning strategy to acknowledge University Link’s dedicated right-of-way connecting the Seattle CBD with the Montlake-Husky Stadium vicinity.

Alternate service would be available on revised Routes 45 and 67 on University Way NE, Routes 65, 73, 76, 372X or new Routes 62 or 78 along NE 65th Street, Routes 65, 76 or new Routes 62 or 78 north of NE 65th Street, and Link Light Rail and revised Route 74X between the U District and the Seattle CBD.

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| 72, 72X | Transit Corridor: #25 (Cowen Park to Seattle CBD via University Way, I-5)#104 (University District to Seattle CBD via Eastlake, Fairview)Very Frequent Service |
| Proposed Hours: -0- | Weekday Rides: 4,800 | All-Day | Top 25% of Seattle Core routes in rides/ platform hour and passenger miles/ platform mile in Peak, Off-Peak and Night. |
| September 2014 Hours: 27,516 |
| System Impact: Service hours reinvested, partial coverage retained. |

Route 72 is proposed for deletion.

Alternate service would be available on revised Route 372X and Route 522 north of NE 80th Street, Routes 45, 67, 73, or 373X between NE 80th Street and the University District; routes 45 and 67 along University Way NE; and Link Light Rail or revised Route 74X between the U District and the Seattle CBD.

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| 73 | Transit Corridor: #104 (University District to Seattle CBD via Eastlake, Fairview)#25(Cowen Park to Seattle CBD via University Way, I-5) |
| Proposed Hours: 11,386 – includes 1,600 Seattle-funded hours | Weekday Rides: 6,100 | All-Day | Top 25% of Seattle Core routes in rides/ platform hour and passenger miles/ platform mile in Peak, Off-Peak and Night. |
| September 2014 Hours: 33,968 |
| System Impact: Service hours reinvested; northern portion of route retained, no direct connection with the Seattle CBD. |

Route 73 is proposed for revision. The northern portion serving 15th Avenue NE from Northeast 145th Street to Northeast 65th Street would be unchanged. The revised route would serve the University District on 11th Avenue NE and Roosevelt Way NE, and then continue eastward as the Route 78. A southbound passenger destined for downtown Seattle could board Link Light Rail or take the Route 74X.

The revised route 73 would provide 30 minute service each direction weekdays only, from about 6:00 AM to about 9:00 PM. The Route 73 would be “through-routed” with the Route 78, so that the same bus would operate on both routes.

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| 74X | Transit Corridor: None |
| Proposed Hours: 8,015 | Weekday Rides: 1,400 | Peak | Top 25% of Seattle Core routes in rides/ platform hour and passenger miles/ platform mile in Peak. |
| September 2014 Hours: 5,720 |
| System Impact: Increase peak period, peak direction capacity. |

Route 74X is proposed for revision. The current alignment connects Sand Point with the Seattle CBD via Sand Point Way, NE 55th Street, University Way NE and I-5. The proposed revision would serve the University District on Roosevelt Way NE (southbound) and 11th Avenue NE (northbound) instead of University Way NE. Alternate service on University Way NE would be available on Routes 45 and 67.

There are currently 9 AM southbound trips and 9 PM northbound trips. The additional service hours would add peak period trips.

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| 75 | Transit Corridor: #56 (Northgate to the University District via Lake City, Sand Point)Frequent Service |
| Proposed Hours: 44,381 | Weekday Rides: 4,400 | All-Day | Top 25% of Seattle Core routes in rides/platform hour, Night only. |
| September 2014 Hours: 29,991 |
| System Impact: Improve frequency. |

This route connects the Northgate area and the University District via Sand Point Way and the UW campus. The proposed change would improve frequency to 10-15 minutes during the peak period, about 15 minutes during the midday on weekdays, and about 15-30 minutes on Saturdays.

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| 76 | Transit Corridor: None |
| Proposed Hours: 11,300 | Weekday Rides: 1,100 | Peak Only | Top 25% of Seattle Core routes in rides/ platform hour and passenger miles/ platform mile. |
| September 2014 Hours: 5,174 |
| System Impact: Improve frequency. |

This route provides peak-direction, peak period service between the Wedgwood area and the Seattle CBD, with 8 morning southbound trips and 8 afternoon northbound trips. The proposed change would add service so the total would be 16 morning southbound trips and 15 afternoon northbound trips.

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| 78 | Transit Corridor: None (would serve part of Corridor #58) |
| Proposed Hours: 9,677 | Weekday Rides: NEW | All-Day |  |
| September 2014 Hours: -0- |
| System Impact: New service would partially replace Route 25 in NE Seattle. |

New Route 78 would provide service between Wedgwood and the University District via View Ridge, Sand Point, and Laurelhurst. Route 78 would provide 30 minute service from 6:30 a.m. until about 10:30 p.m. on weekdays only. The Route 78 would be “through-routed” with the Route 73, so that the same bus would operate on both routes.

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| 242 | Transit Corridor: None |
| Proposed Hours: -0- | Weekday Rides: 400 | Peak Only | Non-Seattle Core: top 25% passenger miles/platform mile |
| September 2014 Hours: 5,726 |
| System Impact: Reinvest hours in higher ridership areas. |

Route 242 is proposed for deletion. This one-direction, peak-period route provides six AM trips from the Ridgecrest neighborhood in Shoreline to Overlake and six PM trips from Overlake to Ridgecrest.

Alternate options for Route 242 riders depend on the destination.  Alternate service would be available on Routes 41 or 347 between Ridgecrest and the Northgate Transit Center, new Route 63 between Northgate and the Green Lake Park-and-Ride, and Route 542 between the Green Lake Park-and-Ride and Overlake.

Riders north of Green Lake but south of Northgate could take new Route 63 to Green Lake P&R for the transfer to Route 542.  Riders north of Northgate could take Route 41 to Northgate and transfer to Route 555 to Evergreen Point and then Routes 542 or 545 to Overlake.  There are about 50 daily boardings north of Northgate with about half of those riders getting off the bus at or before Northgate (i.e. making local trips).  Therefore there should be about 25 customers who would face a three bus commute to Overlake.  It is also the case that Routes 542 and 545 only serve limited stops in Overlake compared to Route 242, which would suggest that some riders might need to use the Microsoft Shuttles to complete the Overlake portion of their trips.

The proposal to delete Route 242 is primarily based on the loss in ridership.  In 2007, Route 242 carried 640 daily riders.  By 2014, Route 242 was serving 380 daily riders, a 40% drop.  Contributing factors are the creation of Sound Transit Route 542 and the Microsoft Connector service.

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| 316 | Transit Corridor: None |
| Proposed Hours: 7,857 (+3,641) | Weekday Rides: 900 | Peak Only | Top 25% of Seattle Core routes, both measures. |
| September 2014 Hours: 4,216 |
| System Impact: Increase service to address demand. |

Route 316 is a peak-direction, peak-period route providing seven AM trips from Shoreline’s Meridian Park neighborhood to the Seattle CBD and seven PM trips from the Seattle CBD to Meridian Park. The proposed change would add up to seven trips (four AM and three PM). There would be no change in the route, just the number of trips. [Note that the Route 316 is one of the routes to be removed from the Downtown Seattle Transit Tunnel in September 2015 to accommodate Link Light Rail testing.]

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| 372X | Transit Corridor: #45 (Kenmore-University District via Lake Forest Park, Lake City)Frequent Service |
| Proposed Hours: 52,877 | Weekday Rides: 5,100 | All-Day | Top 25% of Seattle Core routes in passenger miles/ platform mile in the off-peak. |
| September 2014 Hours: 30,552 |
| System Impact: Expand service on Corridor #45; delete service between UW-Bothell and downtown Woodinville (replaced by Route 238). |

This route connects the University District with Woodinville via 25th Avenue NE, SR 522, and the UW Bothell-Cascadia Community College campus. The proposal would revise the route to terminate at the UW Bothell-Cascadia Community College campus instead of downtown Woodinville. Service between this campus and Woodinville would be available on the Route 238 and the ST Route 522.

Service is currently all day in both directions. Frequency would increase to 5-15 minutes during peak periods, 15 minutes during the midday weekdays, and 30 minutes at night on weekdays. Weekend service between Lake City and the University District would be added and would operate about 15-30 minutes on all day on Saturdays and 30 minutes all day on Sundays.

Service planners report that very few Route 372X riders transfer to other routes serving the Seattle CBD. Seattle CBD riders to the SR 522 corridor would have continued access to the Route 312 and Sound Transit Route 522, which is expected to add a stop at 20th Avenue NE in addition to its stops north of Northeast 125th Street. Route 372X riders could connect with Routes 49 and 70 at the Campus Parkway for service to the Seattle CBD. Routes 74 and 76, which intersect Route 372X at NE 55th and NE 65th Streets, will continue to provide direct service to the Seattle CBD during the peak period, and both routes will have increased service.  Riders travelling between UW Station and University Village would have the option of boarding Routes 65 or 78 at the northbound stop on Montlake Boulevard near the UW Link Station.