

# March 2016 Service Change Proposal— Link Connections

King County Council-TrEE Committee  
September 29, 2015

# Sound Transit's University Link Extension

A catalyst, but not the sole reason for change

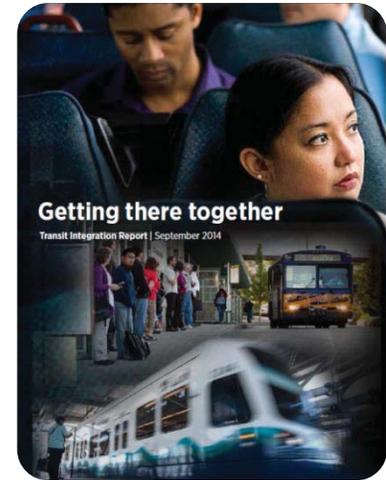


- ✓ Fast
- ✓ Frequent
- ✓ Reliable
- ✓ High Capacity



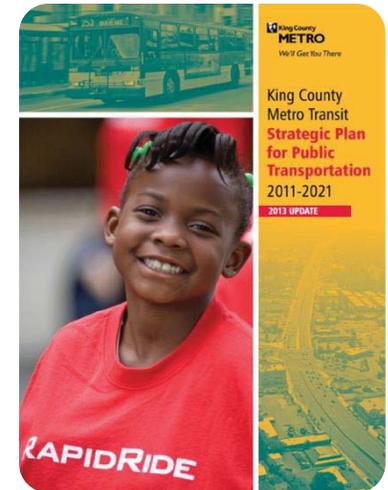
# Metro's Service Restructures and ST Integration

- Maximize the public tax dollar
- New Sound Transit Services
  - 1999 Service Integration Motion - Three counties agree to modify bus service in response to new Sound Transit service
- 1995 to Present
  - NE Seattle and Capitol Hill have seen little change in service structure over many decades. Most other areas of King County have seen service route restructures of similar scope and scale.



# Service Guidelines - Restructures

- "Under all circumstances...service restructures shall have a goal to:"
  - focus service frequency on the highest ridership
  - create convenient opportunities for transfer connections between services
  - match service capacity to ridership demand
  - increase ridership
- Service will be designed for convenient transfers and travel time penalties should be minimized
  - a maximum walk distance goal of 1/4 mile



# Community Engagement

- Proposal evolved in response to public input over three phases
- 16,000 comments and survey responses shaped the final proposal
- Proposal development aided by Sounding Board of community members who ride transit
- Riders want better frequency, better reliability and new connections
- Tradeoff – some riders want to add choices AND maintain historic travel patterns



# Fare Payment



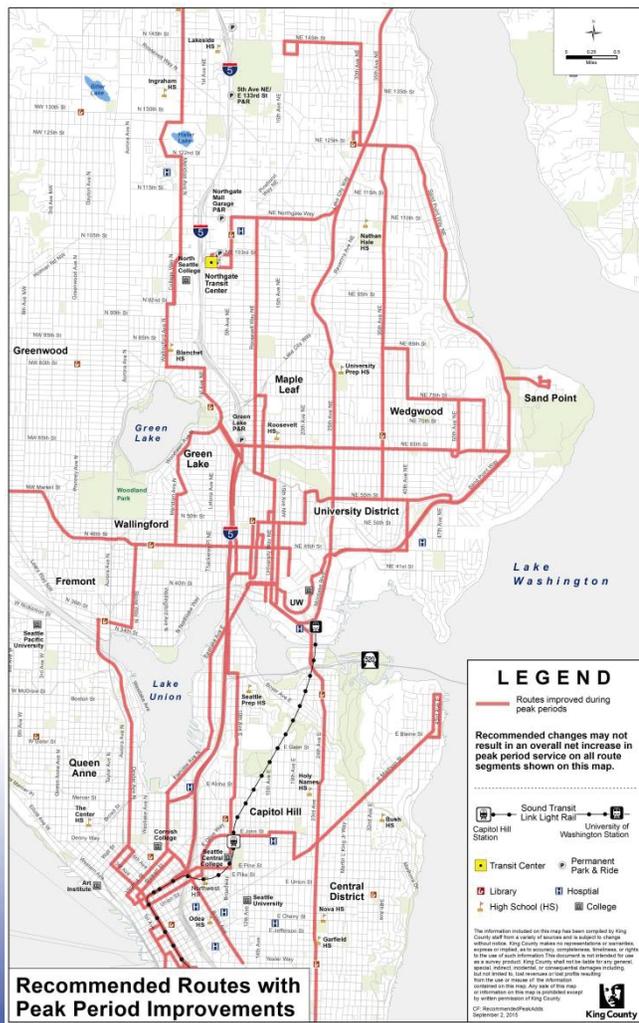
- Seamless transfer between bus and rail using ORCA or ORCA Lift
- Partnering with Sound Transit on outreach to increase availability and educate riders
  - Distributing free cards, advertising, ORCA to Go, Street teaming, In-Motion
- Bus service between downtown Seattle and U District will continue to be available

# Proposal Overview

- **More peak-period service**
- **More frequent bus service** to 80,000 daily riders
- **Slower and less reliable service between U District and Downtown Seattle replaced by Link**
  - Resources reinvested to improve frequency
  - Bus connection options to downtown Seattle remain
- **Improved reliability** by shortening routes and providing connecting riders to Link
- Adds **new connections** to South Lake Union and between NE Seattle, Fremont and downtown
- Proposal includes Seattle's **Prop 1 investments**



# Peak Period Service



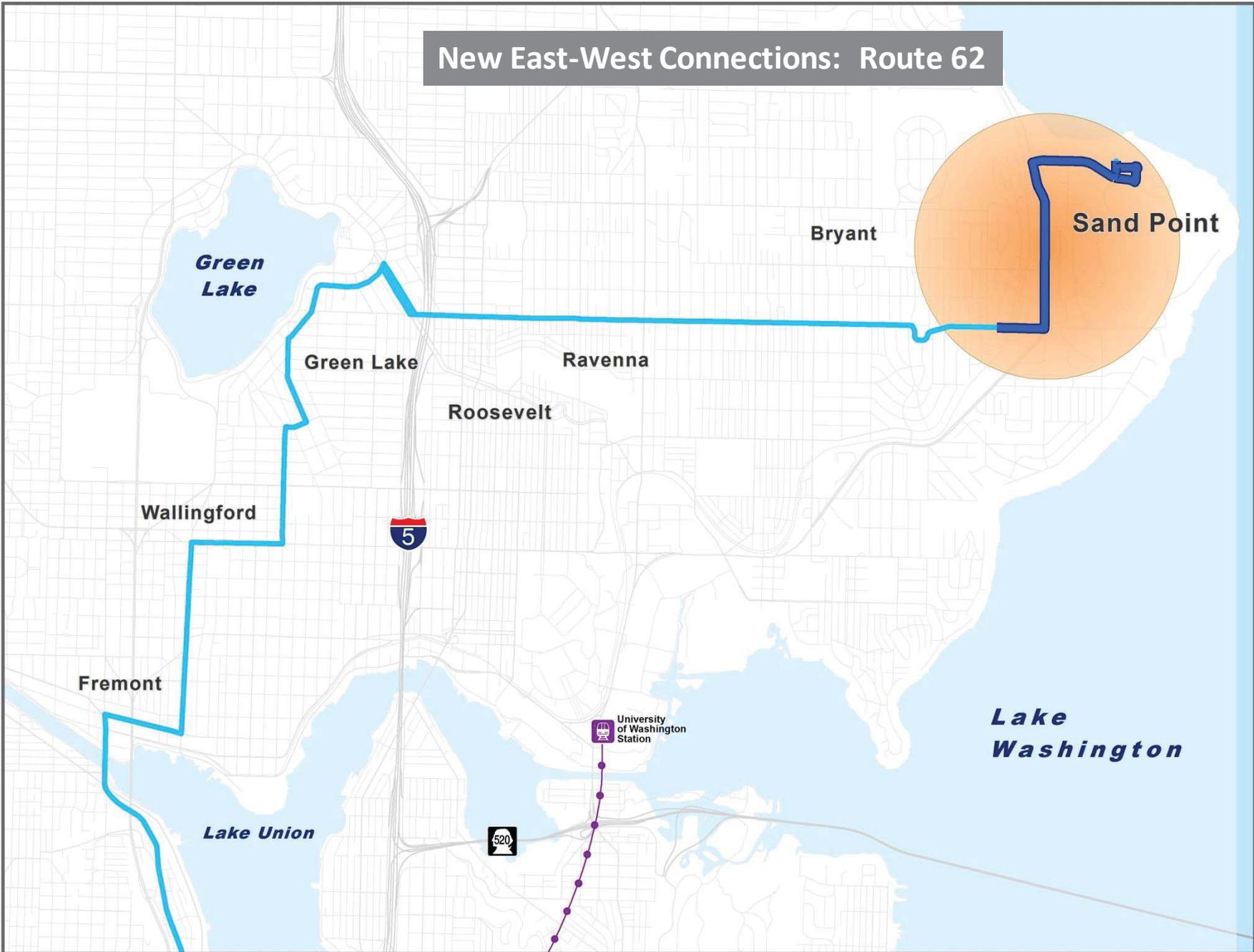
- More bus service to key employer destinations
- Maintains fast connections to Downtown Seattle
- Provides new, fast connections to
  - South Lake Union
  - First Hill
- Most peak commuter routes bypass U. District and use I-5 reversible lanes

# New Connections



- New east-west connection between neighborhoods in NW and NE Seattle (Route 62)
- New/improved connections to SLU/First Hill (Routes 63 and 64)

# New East-West Connections: Route 62



*Green Lake*

Green Lake

Ravenna

Roosevelt

Bryant

Sand Point

Wallingford

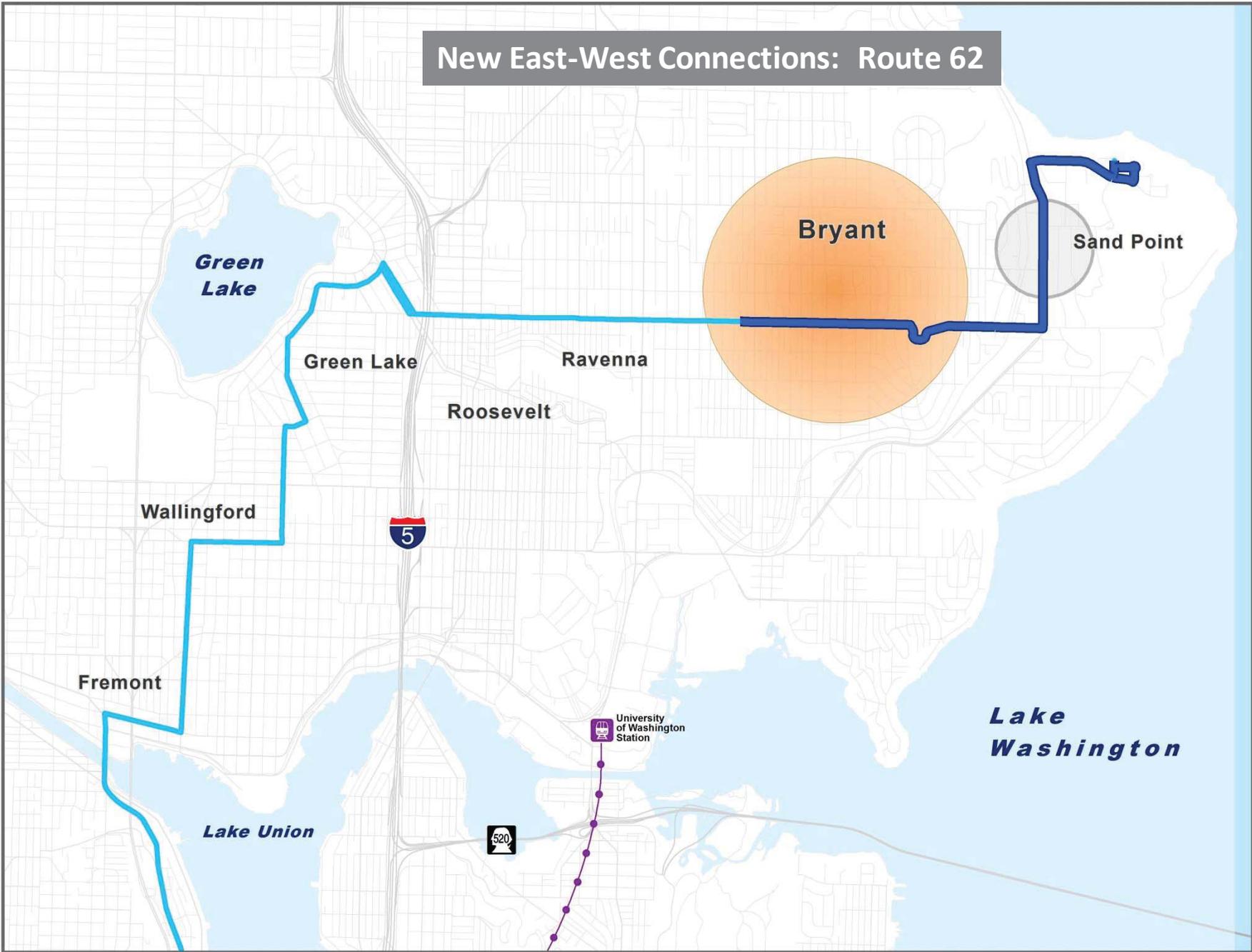
Fremont

*Lake Union*

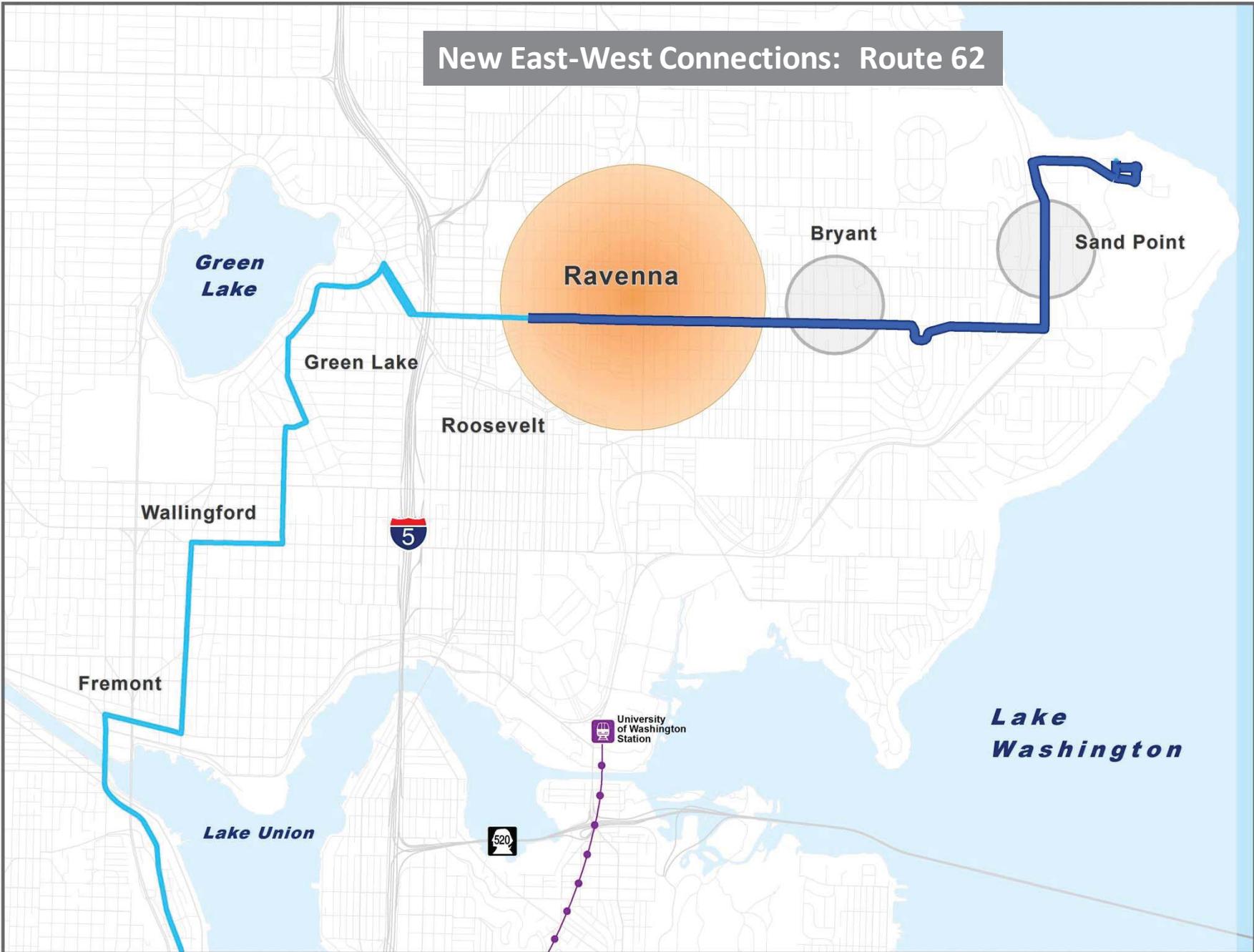
*Lake Washington*



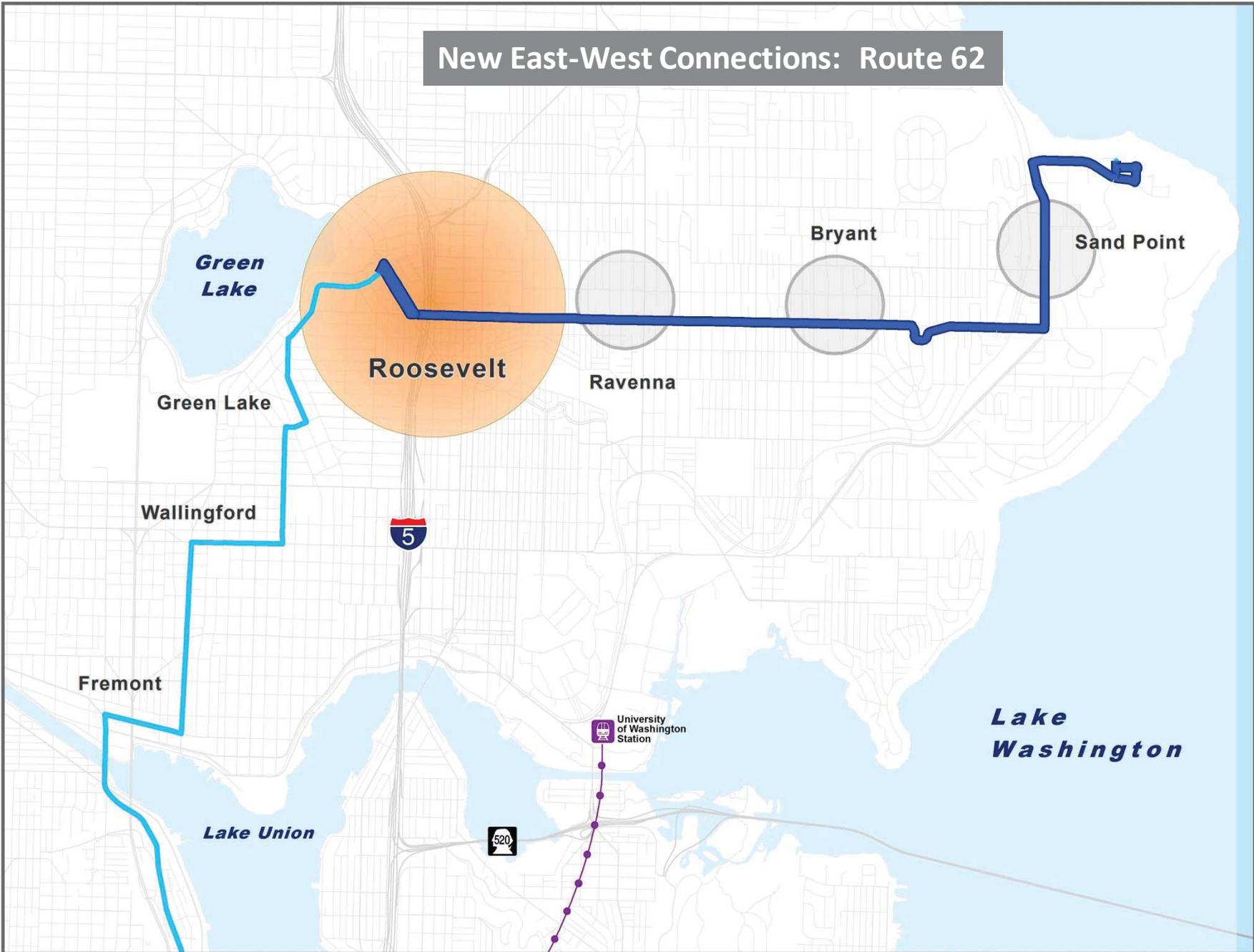
# New East-West Connections: Route 62



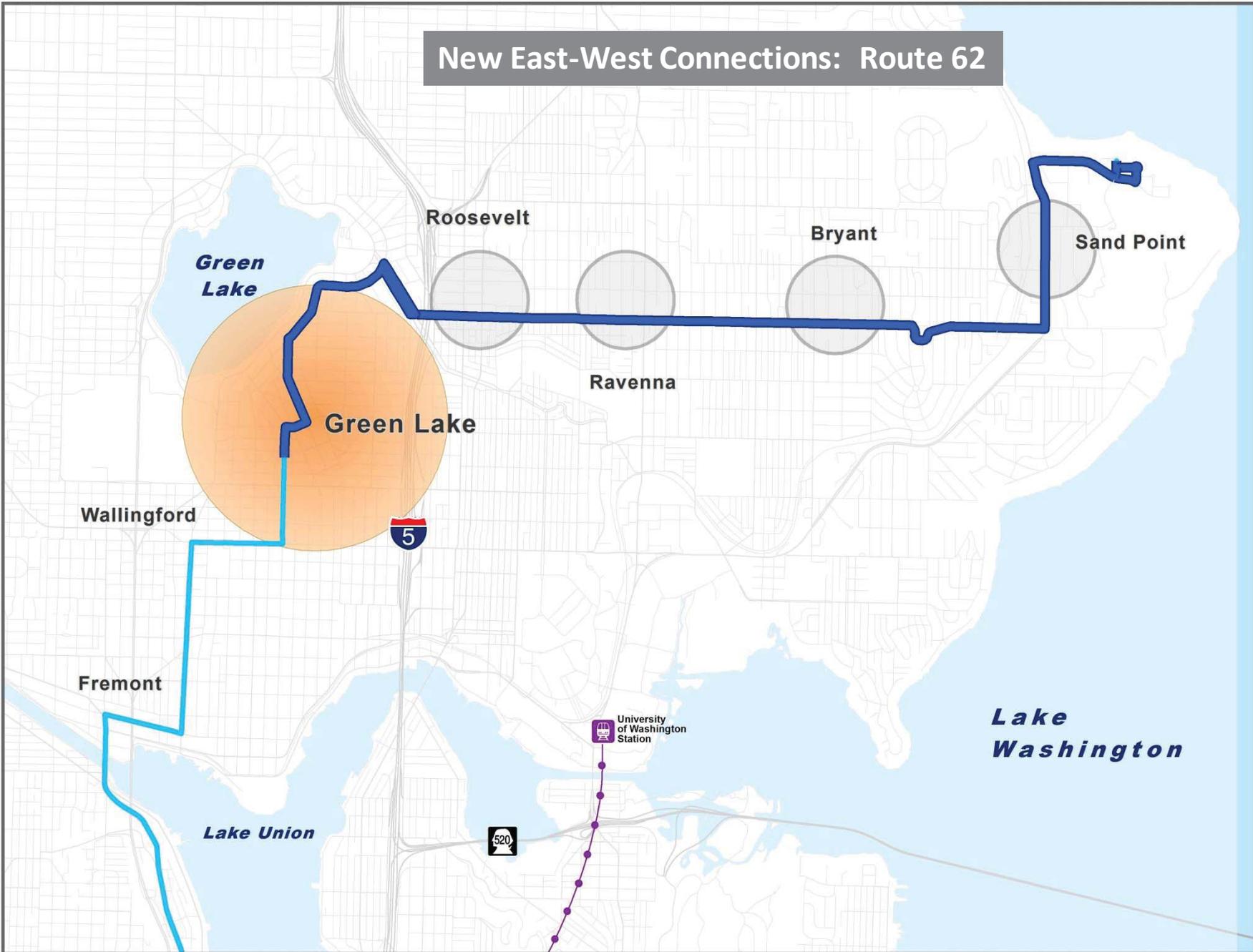
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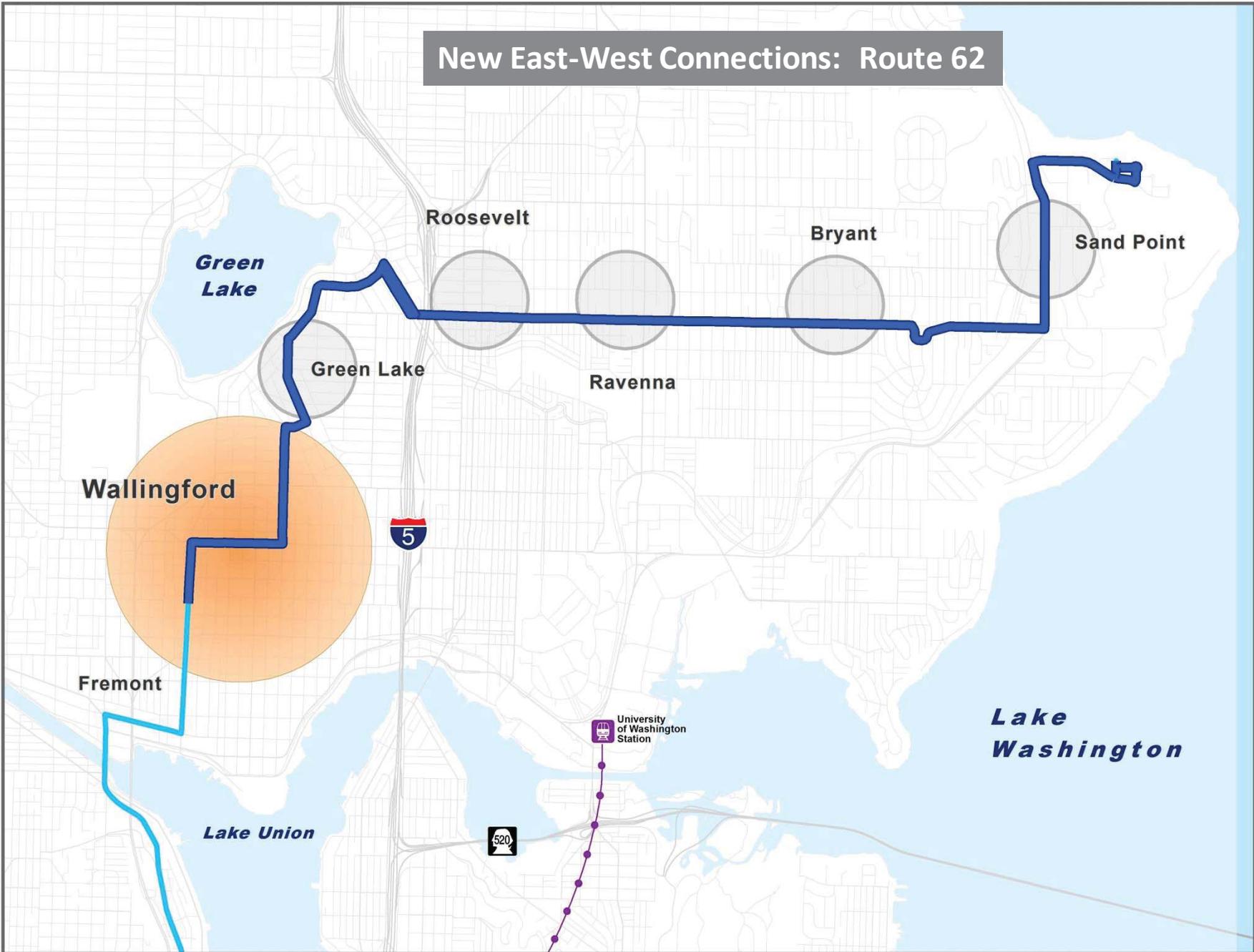
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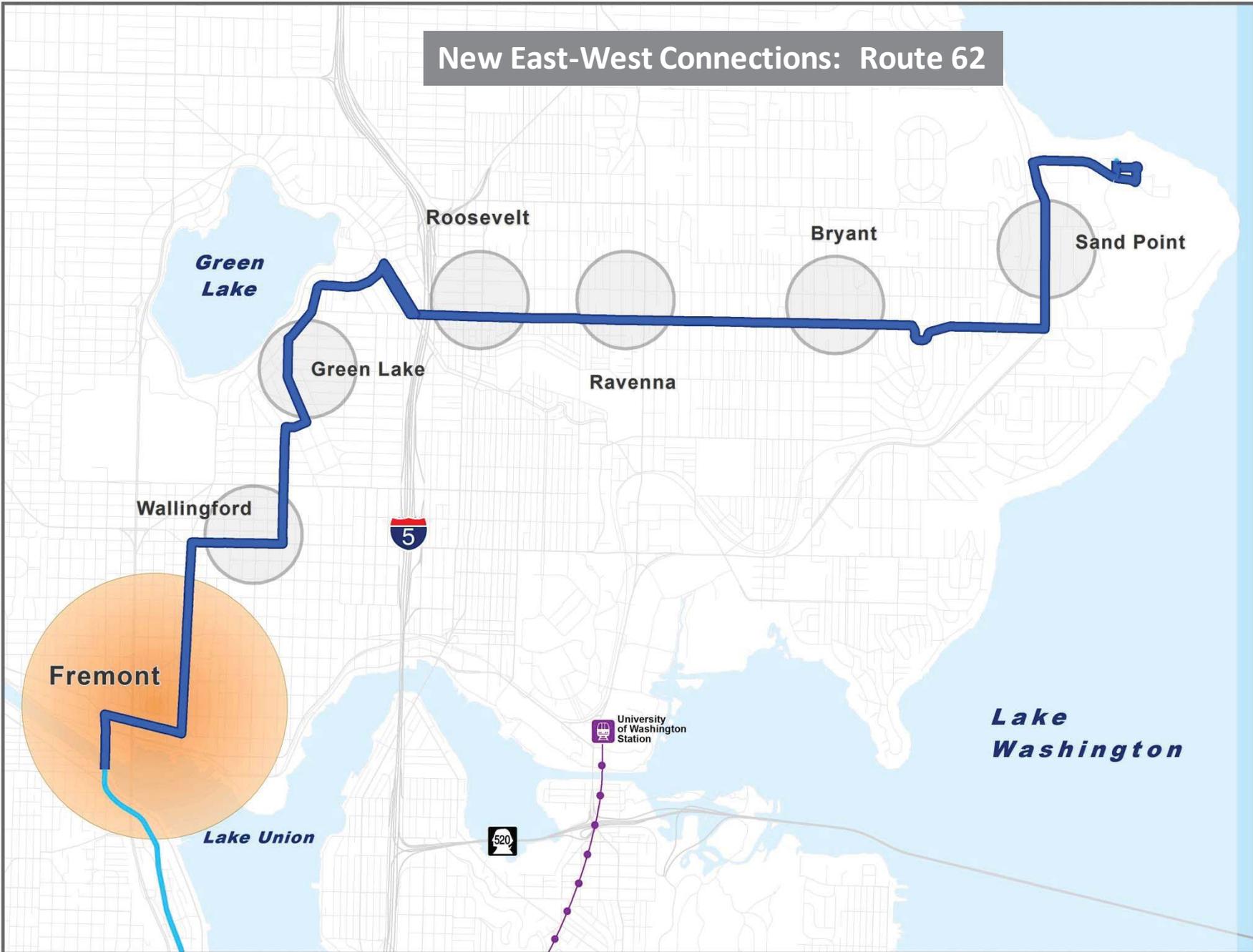
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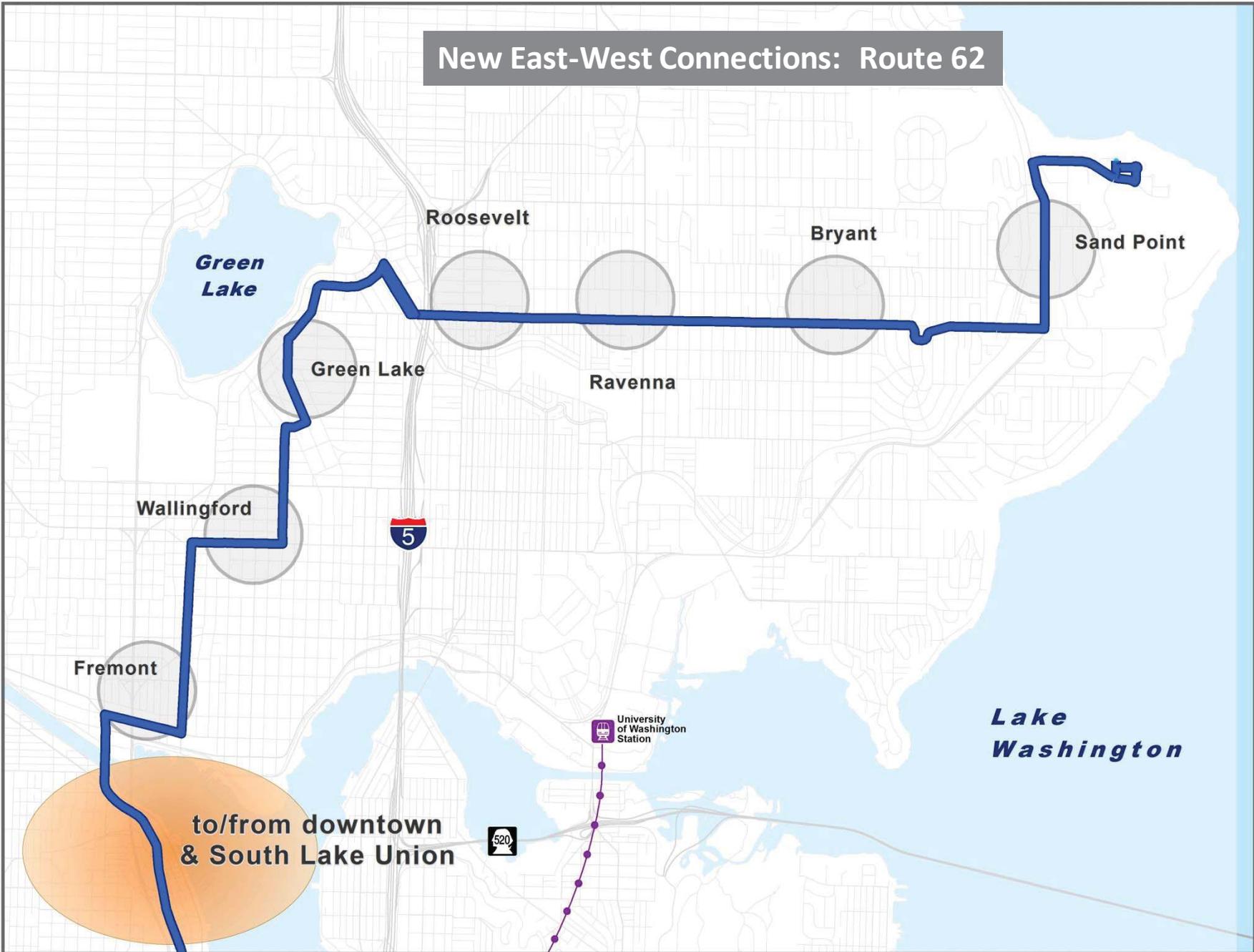
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*Green Lake*

Roosevelt

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Fremont

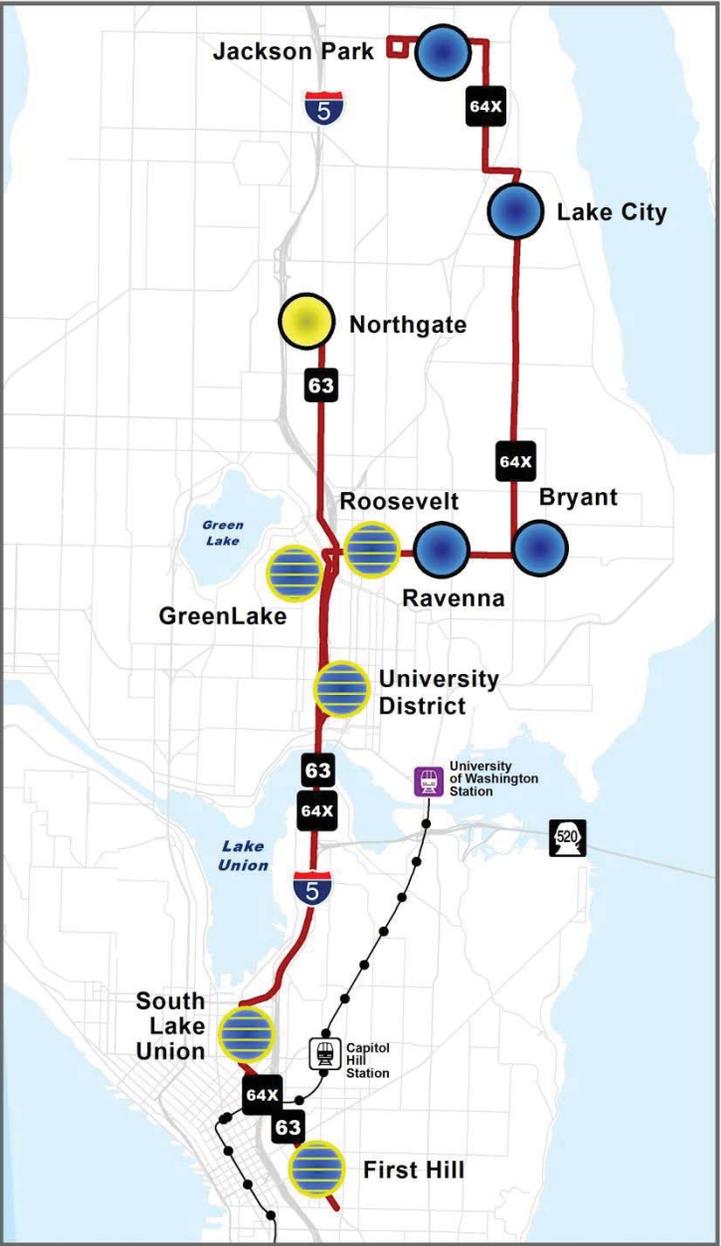
University of Washington Station

*Lake Washington*

to/from downtown & South Lake Union



# New Connections to South Lake Union and First Hill



- Recommended peak routes 63 and 64X
- Neighborhoods served by the route 63
- Neighborhoods served by the route 64
- Neighborhoods served by both routes

# Improved Reliability

Buses on time = Riders on time

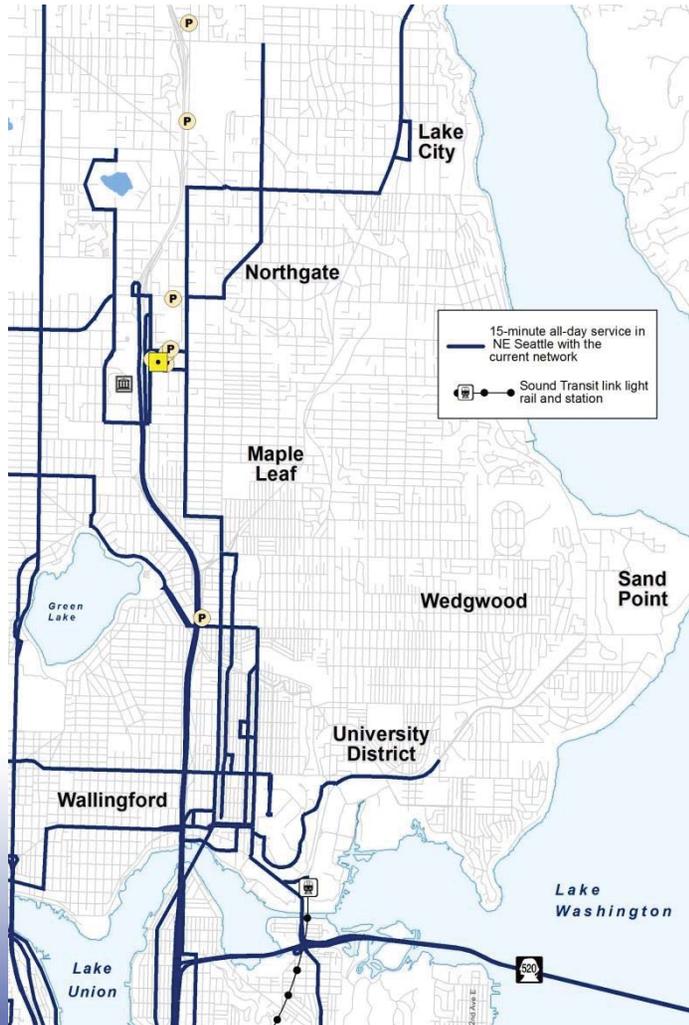


Reinvests resources to split two long and unreliable cross-town routes

Provides improved connections to Link



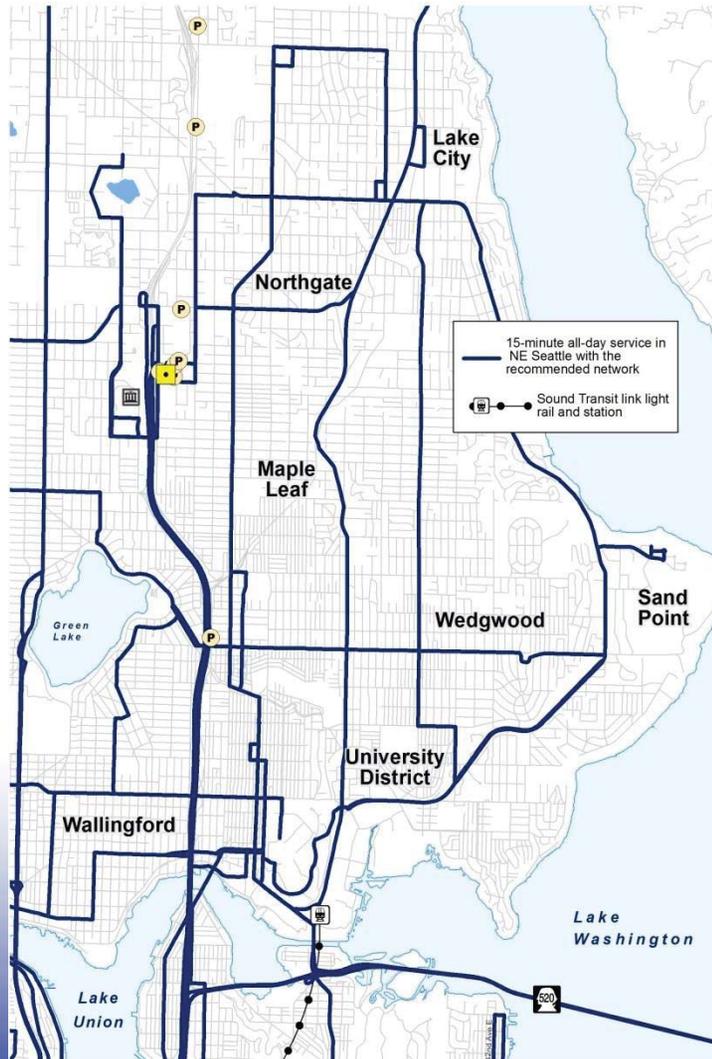
# Frequency Improvements – NE Seattle



Households with access to  
15 Minute Mid-day Service

- Current Network: 8,700

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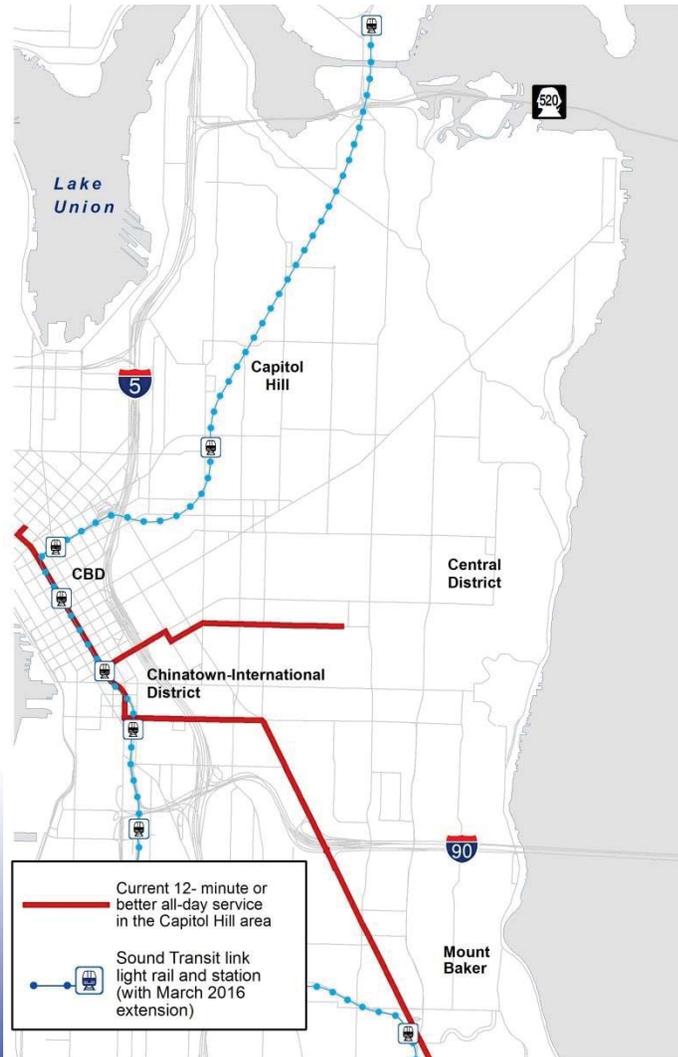


Households with access to  
15 Minute Mid-day Service

- Current Network: 8,700
- **Proposed Network: 28,000**

**Triples** the number of households  
with access to service every 15  
minutes or better all-day

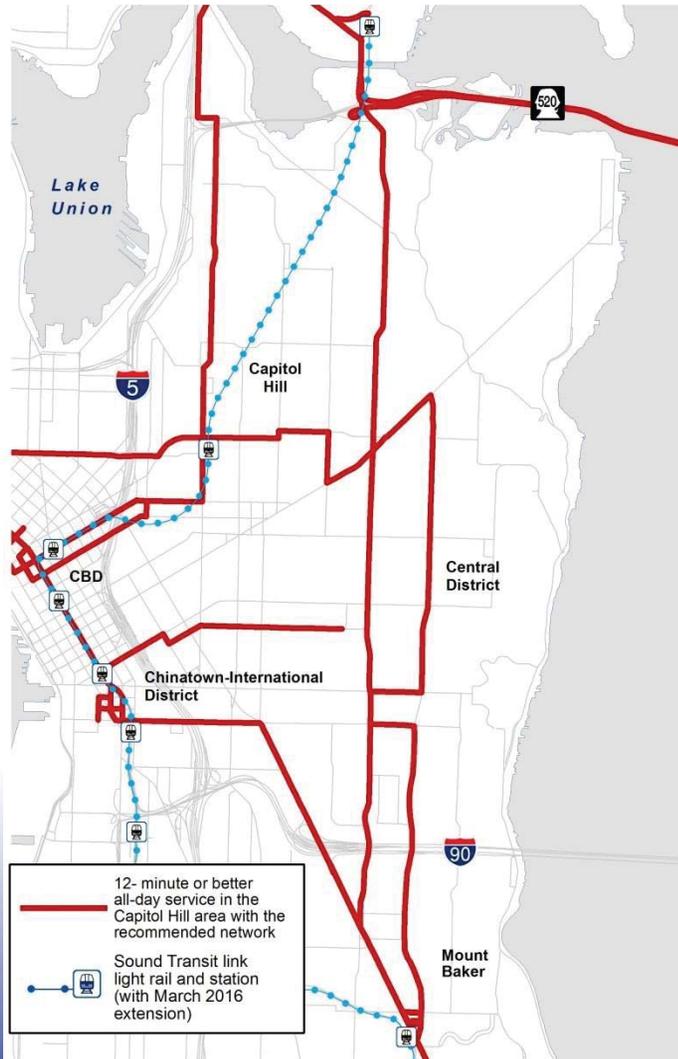
# Frequency Improvements – Capitol Hill



Households with access to  
12 Minute Mid-day Service

- Current Network: 15,600

# Frequency Improvements – Capitol Hill



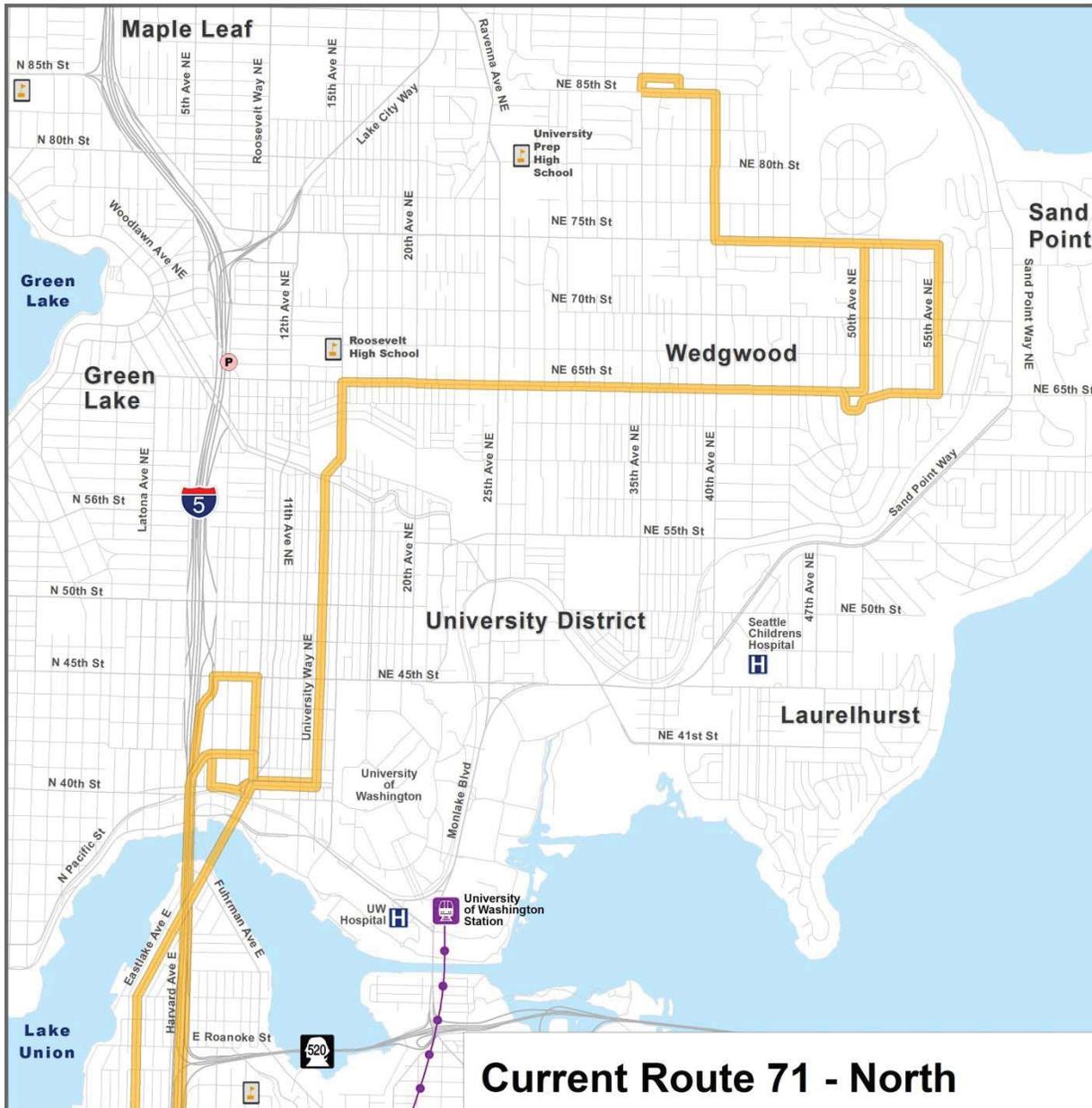
Households with access to 12 Minute Mid-day Service

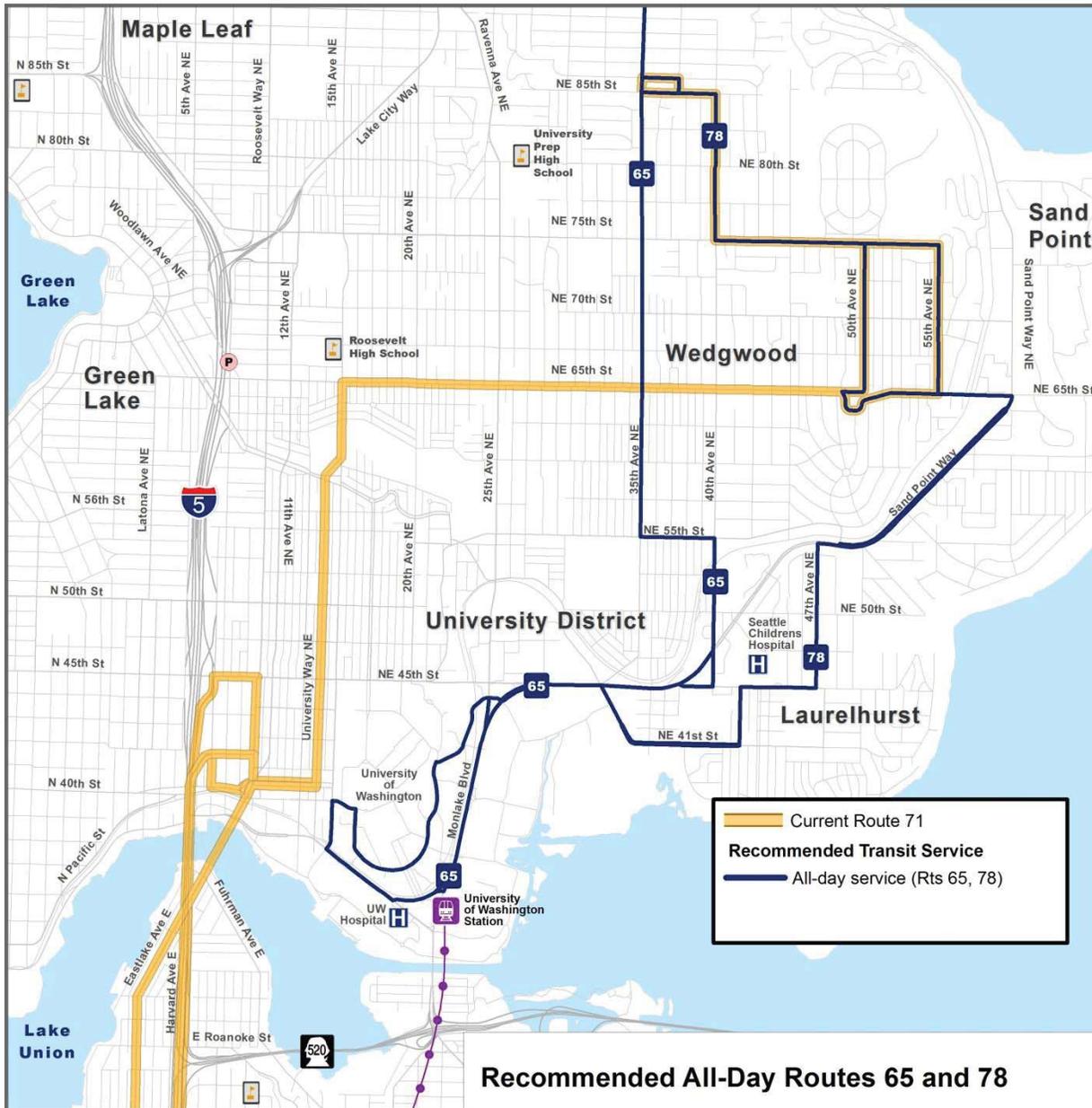
- Current Network: 15,600
- **Proposed Network: 40,000**

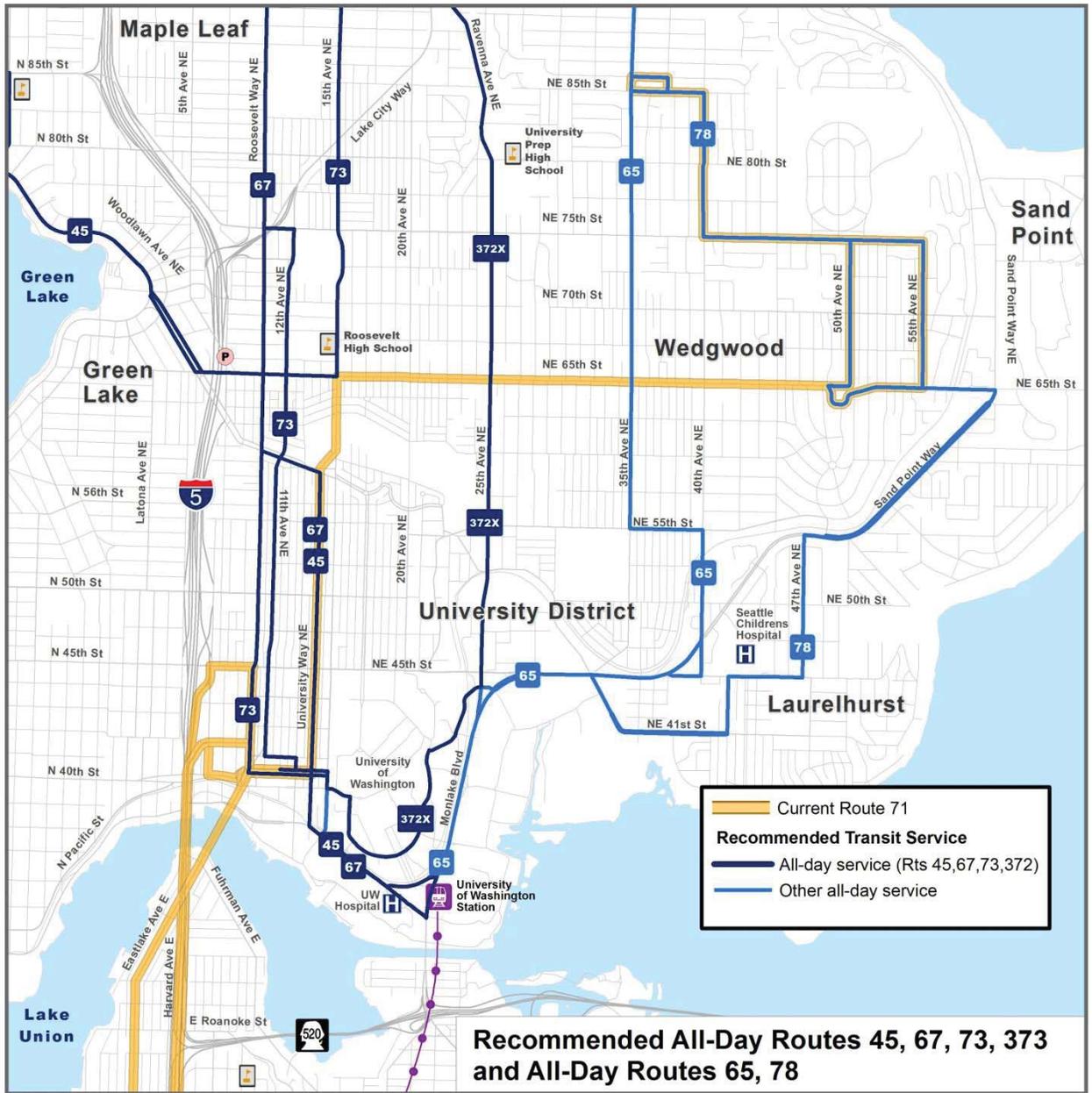
**More than doubles** the number of households with access to service every 12 minutes or better all-day

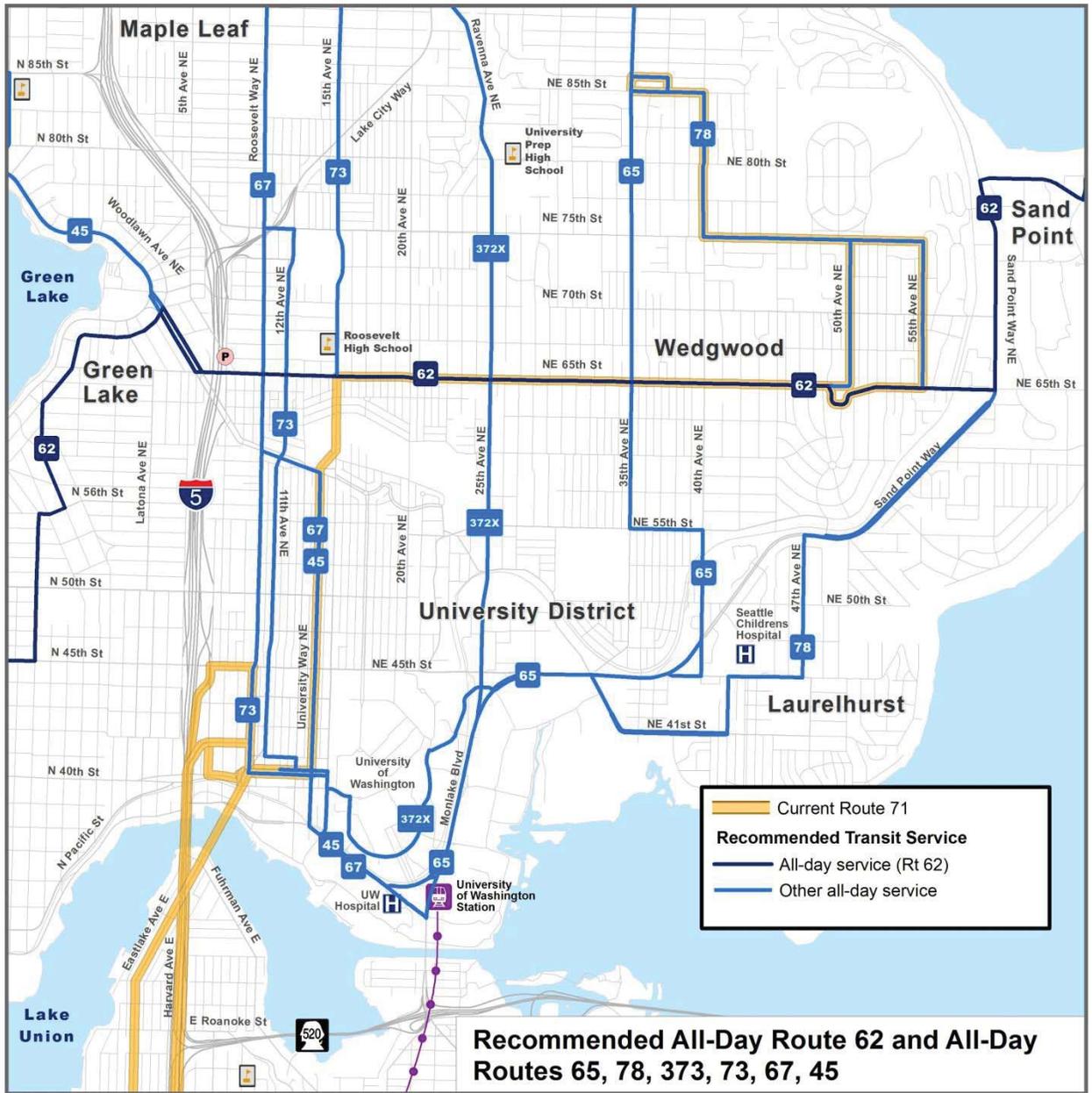
# Proposed Options for Current Route 71 Riders

- Route 71 will be replaced by...
  - Link light rail
  - Expanded peak period service on Route 76
  - More frequent service on intersecting north-south corridors
  - More frequent east-west service on NE 65<sup>th</sup> Street
  - 30-minute service in View Ridge













# Peak Commuter Options for Current Route 71 Riders



Peak Commuter Routes will provide fast connections to:

- Downtown Seattle
- South Lake Union
- First Hill

## Recommended Service Levels

Route	Daily Bus Trips	
	AM Peak	PM Peak
64	7	8
74	11	11
76	16	15
373	8	9

\* Green indicates an increase

# Proposed Options for Current Route 43 Riders

- Route 43 will be replaced by...
  - Link light rail
  - Added service on Route 48
  - More frequent east-west service in John/Thomas corridor (Routes 8 and 11)
  - Frequent service in Pike/Pine corridor (Routes 10, 11, 47 and 49)

# Route 43

Wallingford

University District

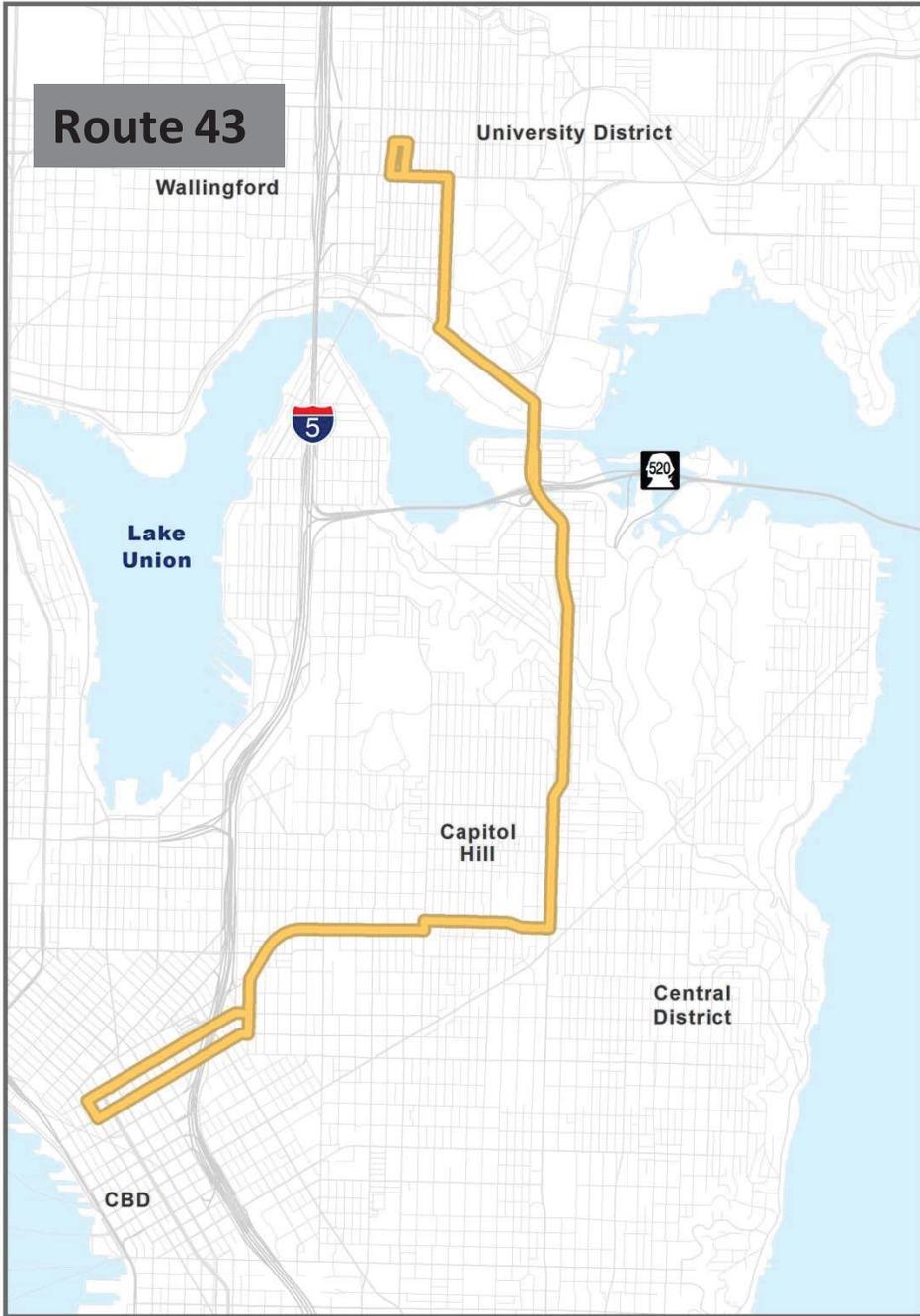
Lake Union



Capitol Hill

Central District

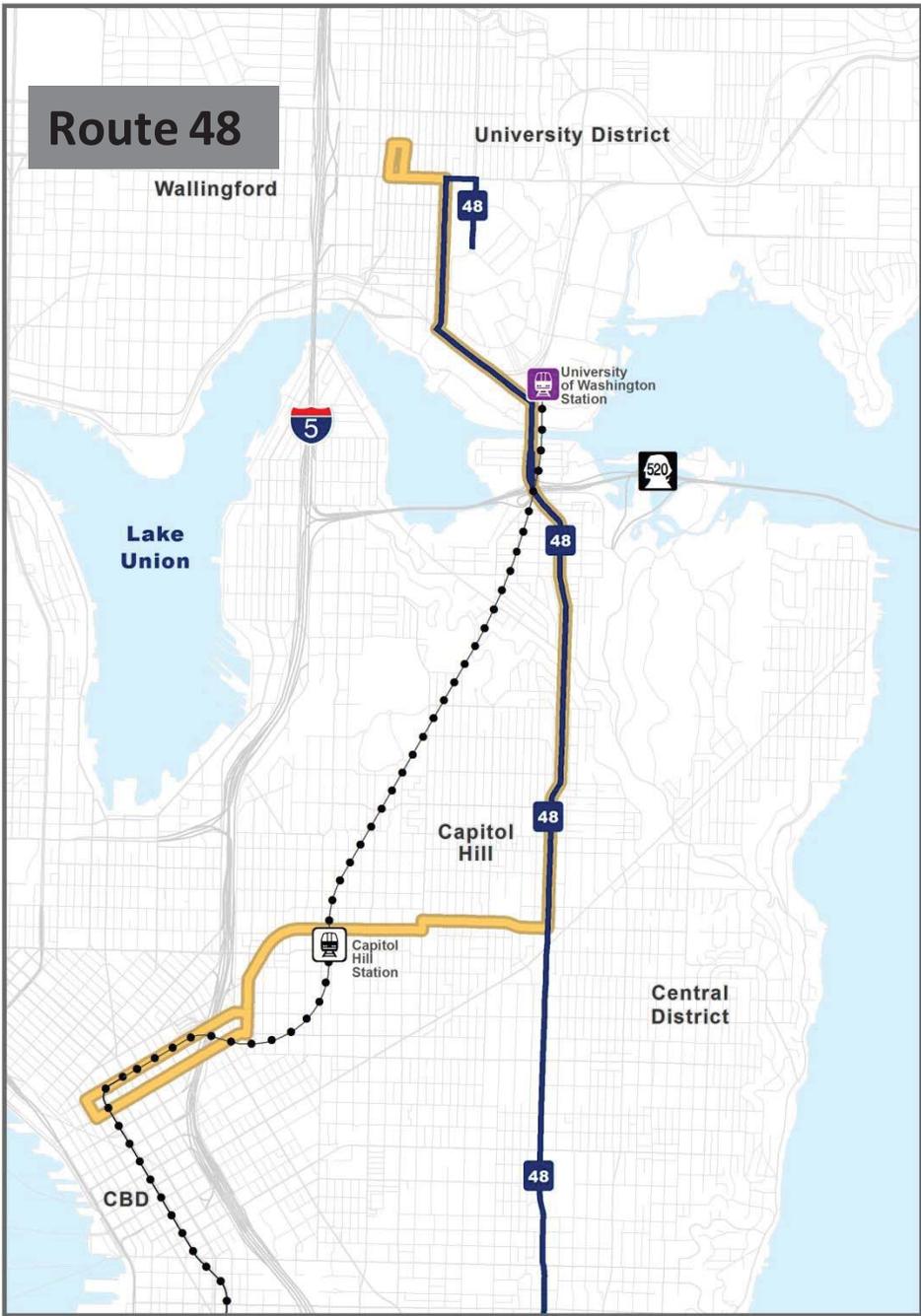
CBD



# Route 43 and Link Light Rail



# Route 48



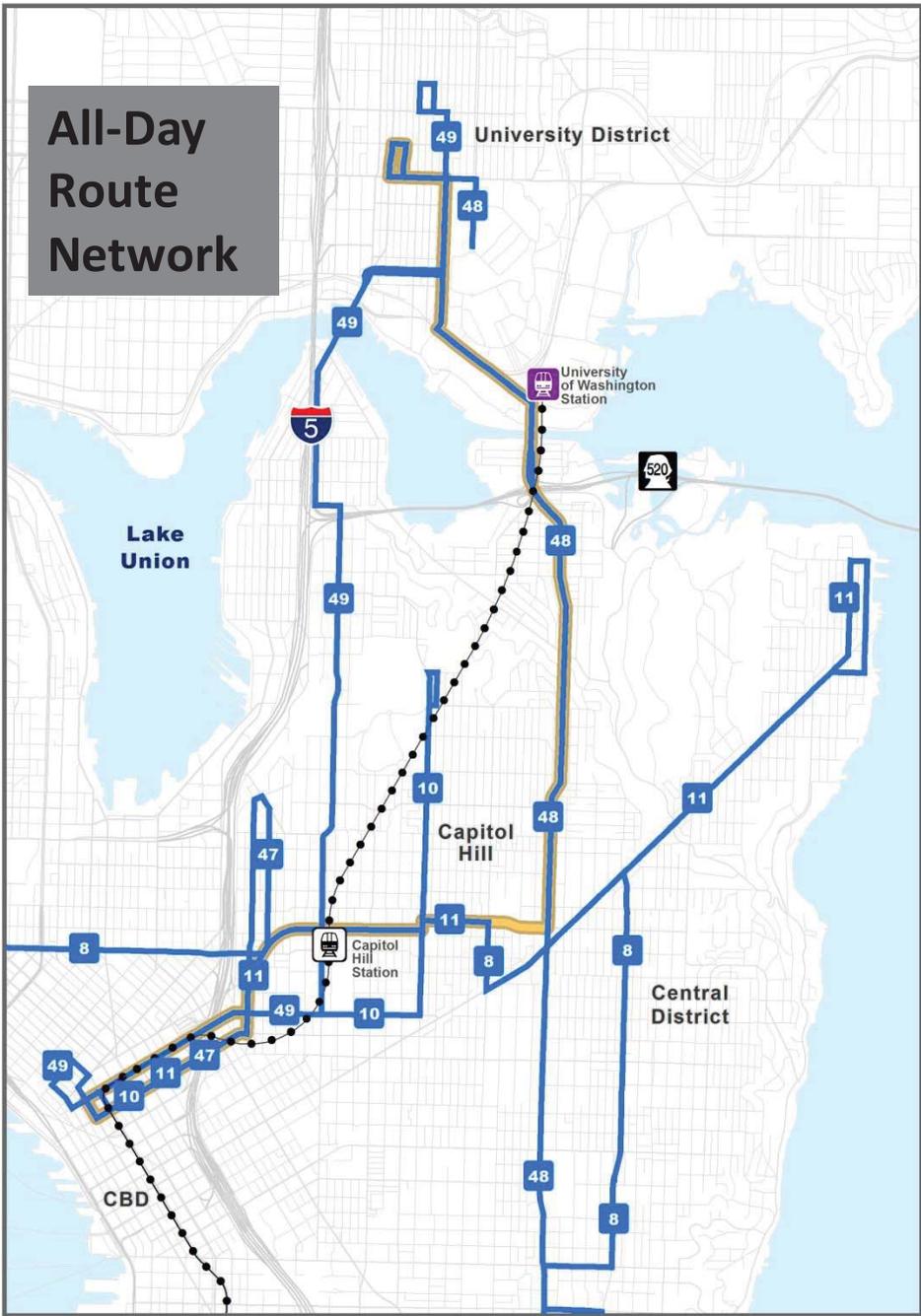
**Route 8  
Route 11**



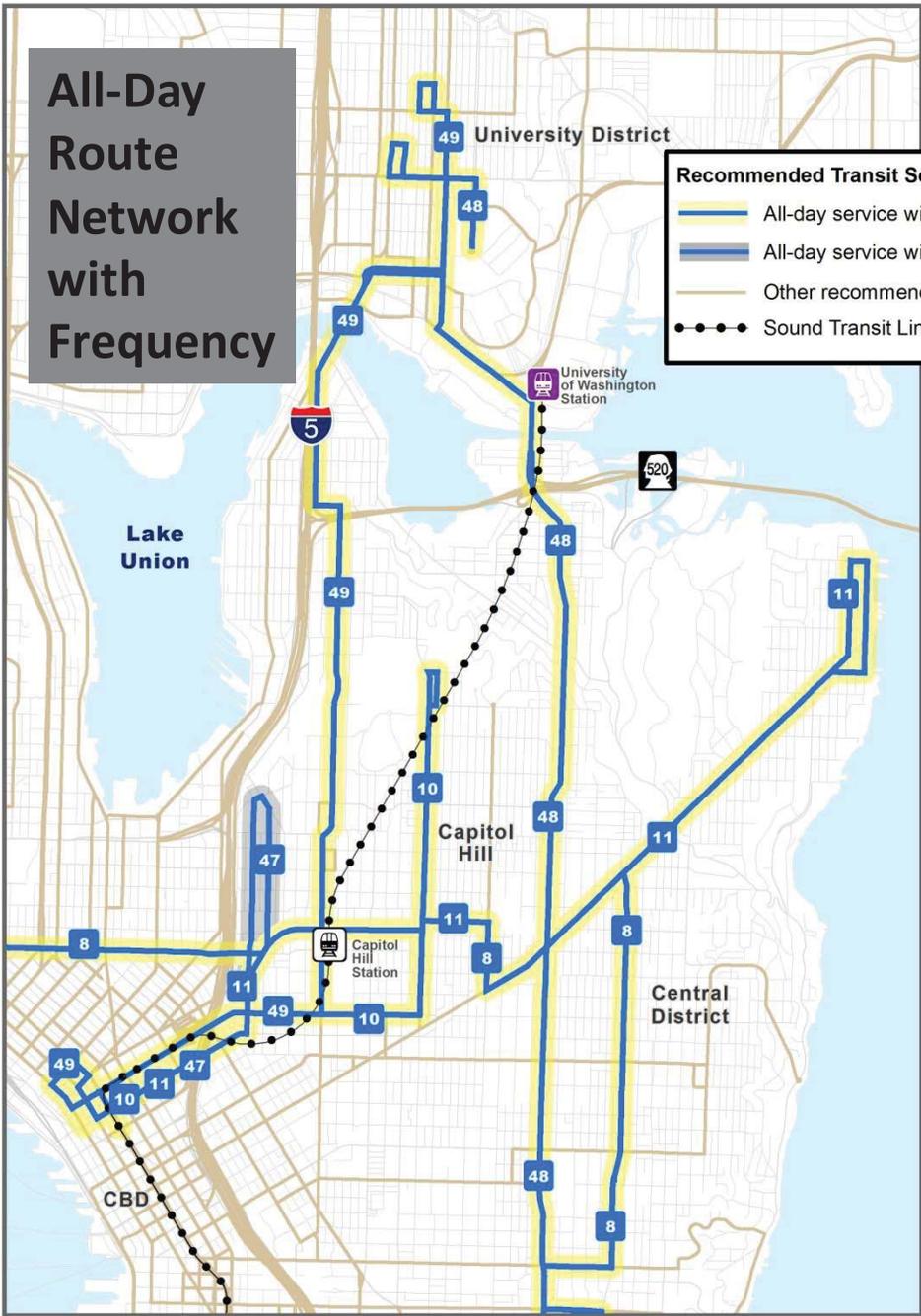
Route 10  
Route 47  
Route 49



# All-Day Route Network



# All-Day Route Network with Frequency



**Recommended Transit Service**

- All-day service with 15 minute or better frequency
- All-day service with 30 minute frequency
- Other recommended routes
- Sound Transit Link Light Rail

Current Route 43 riders that will have access to frequent, all-day service within ¼ mile of an existing stop:

**100 %**

# Sounding Board Recommendation



*The resulting system, as proposed, is by far more logical and more useful than our current system.*

*...Metro's final restructuring proposal delivers more reliability and frequency, enabling more people both to commute and take spontaneous trips without the need of a car.*

# Transfer Environment – UW Station

Montlake Triangle rebuilt to improve pedestrian travel

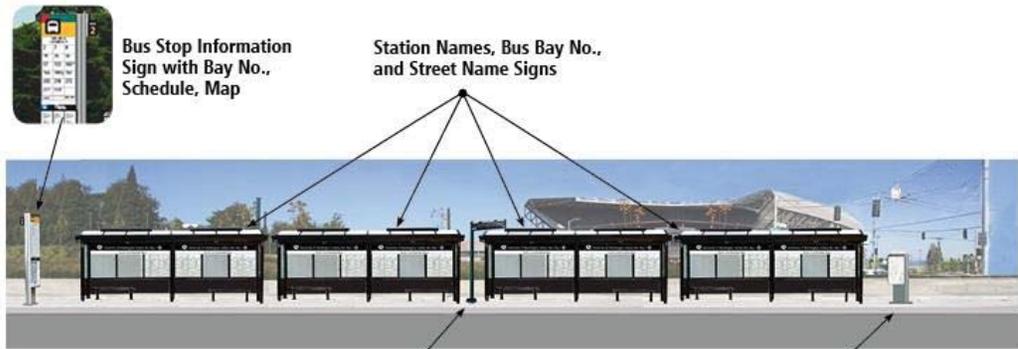


2005



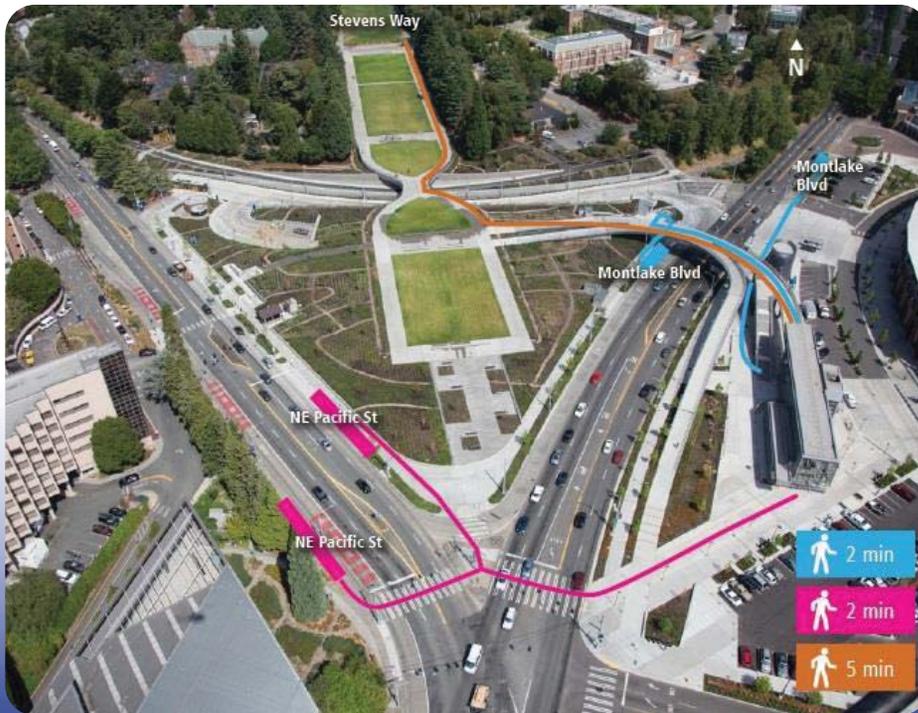
2015

# Transfer Environment – UW Station



Realtime Bus Arrival Sign

Bus Bay Map, Transit Map, Directional



# Helping with the Transition



ORCA To-Go



Street Teaming



Rider Information – printed and online



In Motion

Questions?

# March 2016 Service Change Proposal Non-Link Connections

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King County  
**METRO**

***We'll Get You There.***

# RapidRide C/D Line Extensions and Route 200 Questions

## RapidRide C and D Line Extensions

- City Funding Status
- Fleet Procurement
- Operations Costs

## Route 200

- Service to Andrew's Arms Apartment Complex