



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

February 9, 2016

Motion 14564

Proposed No. 2016-0092.1

Sponsors Dembowski

1 A MOTION relating to the establishment of a work plan for
2 improving the transfer environment at locations impacted
3 by the University Link bus integration, as directed by
4 Ordinance 18133, Section 2.

5 WHEREAS, in October 2015, Ordinance 18133 approved the March 2016
6 University Link bus integration service changes, and

7 WHEREAS, Ordinance 18133, Section 2, requires the executive to transmit a
8 motion by January 29, 2016, approving a work plan to improve the transfer environment
9 at locations impacted by the University Link bus integration, and

10 WHEREAS, the work plan shall:

11 1. Describe specific improvements planned for each of ten key transfer locations
12 shown in Attachment B to Ordinance 18133, Key Transfer Locations map, and a timeline
13 for implementation that shall include plans to be implemented by March 2016, during the
14 course of 2016, and plans to be implemented between 2017 and 2020;

15 2. Identify the responsible party and funding source for each planned
16 improvement;

17 3. Include any legislation needed to implement the improvements; and

18 4. Be implemented as expeditiously as possible to help achieve the objectives of
19 safe and accessible transfer environments.

20 WHEREAS, the work plan includes a scope of work, tasks, schedule, milestones,
21 and budget, and

22 WHEREAS, Metro has compiled the required information and the executive has
23 transmitted the work plan for improving the transfer environment at locations impacted
24 by the University Link bus integration as set forth as Attachment A to this motion to the
25 council;

26 NOW, THEREFORE, BE IT MOVED by the Council of King County:

27 The council hereby accepts the King County Metro Transit Work Plan for

- 28 Improving the Transfer Environment at Locations Impacted by the University Link Bus
29 Integration, Attachment A to this motion.
30

Motion 14564 was introduced on 2/1/2016 and passed by the Metropolitan King County Council on 2/8/2016, by the following vote:

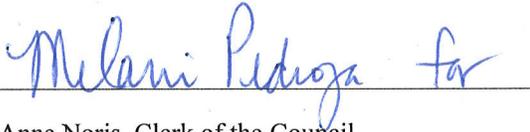
Yes: 9 - Mr. von Reichbauer, Mr. Gossett, Ms. Lambert, Mr. Dunn,
Mr. McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles
and Ms. Balducci
No: 0
Excused: 0

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



J. Joseph McDermott, Chair

ATTEST:



Anne Noris, Clerk of the Council

Attachments: A. King County Metro Transit Work Plan for Improving the Transfer Environment of Locations Impacted by the University Link Bus Integration

King County Metro Transit

Work Plan for Improving the Transfer Environment at Locations Impacted by the University Link Bus Integration

January 29, 2016

Prepared for:
King County Council

Prepared by:



**Department of Transportation
Metro Transit Division
Service Development Section
King Street Center, KSC-TR-0415
201 S Jackson St.
Seattle, WA 98104
www.kingcounty.gov/metro**

**Alternative Formats Available
206-477-3832 TTY Relay: 711**

Introduction

Ordinance 18133, adopted in October 2015, approved King County Metro's public transportation service changes to integrate with the Sound Transit University Link light rail extension to Capitol Hill and the University of Washington. Metro will implement those changes in March 2016.

To help facilitate connections in locations where passenger transfers are expected to increase due to the proposed changes, Section 2 of the ordinance requires a work plan to make transfers convenient, safe and accessible. This work plan will:

1. Describe specific improvements planned for each of 10 Key Transfer Locations shown in Attachment B to the ordinance, Key Transfer Locations map, and a timeline for implementation that shall include plans to be implemented by March 2016, during the course of 2016, and plans to be implemented between 2017 and 2020;
2. Identify the responsible party and funding source for each planned improvement;
3. Include any legislation needed to implement the improvements; and
4. Be implemented as expeditiously as possible to help achieve the objectives of safe and accessible transfer environments.

This document is the work plan for implementing improvements at these transfer locations.

Summary

The integration between bus and rail services provides an opportunity for Metro to improve service, and to increase rider choices to take transit to more destinations. Transfers by riders connecting between bus routes, as well as transfers between rail and bus services, are expected to increase with the March 26, 2016, service change. Metro's vision for key transfer locations is to provide an environment that is convenient, safe, and accessible, and would include:

- bus stops that are within a reasonable walking distance and connected to a good sidewalk network;
- amenities for riders to make their wait between buses comfortable, safe, and secure, including bus shelters and benches, lighting, and trash receptacles;
- wayfinding and other signage to orient riders and direct their travel between stops; and
- printed or electronic information for customers including schedules, maps, and bus arrivals.

As part of its network planning, and consistent with its service guidelines, Metro considers locations where transfer opportunities could be provided and where the provision of convenient transfers could improve the efficiency of the transportation network. To ensure that the impacts and opportunities are addressed in the upcoming transit service change, as well as future service changes, Metro is working with its transit and jurisdictional partners, including Sound Transit, the University of Washington and the City of Seattle Department of Transportation (SDOT), to provide convenient and accessible transfer facilities that will improve the experience for riders.

There is a major effort in progress to ensure that critical transfer location improvements are in place in time for the start of the March 2016 service change (see Table 2), including transit information displays at both the Capitol Hill and University of Washington Link stations.

Other improvements slated for completion in 2017 or later are summarized in Table 4. Current funding and potential future funding (via the 2017/18 budget process) are noted in Table 5. Implementation of future improvements is contingent upon negotiated agreements between Metro and the jurisdictional partners.

On-going Efforts

Through on-going programs, Metro regularly works to provide passenger amenities and customer information to improve the environment at bus stops. Metro upgrades facilities based on the number of boardings at the stops, changes to the transit network, and physical conditions surrounding the stop environment. When appropriate, Metro works with other transit agencies, jurisdictions, institutions and property owners in planning and implementing physical improvements at bus stops.

To ensure that passenger amenities provide the greatest benefit across the transit system, ridership is used to guide investment decisions for specific types of improvements. For instance, benches are typically warranted when there are 25 or more daily boardings, and shelters are warranted when there are 50 or more daily boardings. At all bus stops, ridership activity is monitored and additional benches, shelter capacity or other passenger amenities are added if warranted by the number of daily boardings.

The number of boardings is not the only factor considered when determining whether a location should receive a shelter or other amenities. Site suitability depends on the amount of available space and other site conditions, like terrain, existing obstructions, and adjacent property uses. Expected redevelopment or planned improvements by others also affect decisions about the scope of bus stop improvements to be undertaken. For instance, improvements may be deferred if upcoming construction projects would require removal of the shelter and tearing out costly site preparation work.

Facility improvements are designed and implemented to meet requirements of the Americans with Disabilities Act (ADA), as well as local standards and guidelines for access, regardless of the number of users of the facilities. These include pathway improvements to remove barriers to access, curb ramps at intersections, and shelter design that meets ADA requirements.

Other improvements are made to address safety and operational needs. For example:

- personal safety – including amenities that enable riders to feel secure and comfortable while waiting for the bus;
- traffic safety – placing stops and amenities to minimize adverse impacts to traffic flow and sight-lines for vehicles travelling on adjacent roadways; and
- operational policies – adding features, like paved areas within the bus stops, to allow passengers to board and alight using the rear coach doors.

Project elements included in this work plan address these needs.

Customer information that is accessible to all users, including those with disabilities, is provided at bus stops in a variety of ways. Bus stop signs are augmented with route schedule information and maps where appropriate. In more complex stop environments where many routes intersect, individual stops may be designated as bus bays, and additional wayfinding displays are provided to direct passengers to the appropriate bays. Metro recognizes the benefits of providing electronic displays at bus stops to show bus arrival information (commonly referred to as real time information signs, or RTIS), and has implemented these displays at RapidRide stations. Outside of RapidRide, Metro currently does not have a specific program to provide RTIS displays. In recent years the City of Seattle has implemented such RTIS infrastructure at several bus stops outside of the RapidRide corridors. In the future, RTIS displays could be implemented by either Metro or local cities at bus stops that have 150 or more daily boardings, comparable to the ridership criteria used to establish RapidRide stations.

Bus-Rail Station Area Planning

Locations where Metro bus routes intersect with rail services (Sound Transit Link light rail or the City of Seattle streetcar lines) provide opportunities to improve the efficiency of the transportation network.

A King County Metro / Sound Transit Integration Steering Committee (co-chaired by King County Metro's General Manager and Sound Transit's Chief Executive Officer) provides a forum for coordination between Metro, Sound Transit and partnering jurisdictions (including City of Seattle) in the planning and implementation of facility improvements at intermodal hubs. The objective of this committee is to provide King County transit riders with a seamless transit experience and instill public confidence in the partner agencies. The group monitors activities related to short-range projects, long-range planning, customer experience, infrastructure and facilities, and operational efficiencies.

An inter-agency Station Area Planning staff work group recommends facility improvements that will provide consistency in facility identification, integrated wayfinding, and amenities. Specific amenities for each bus stop within the planning area are designated, agency planning and implementation roles are established, and costs are allocated between parties.

Work at bus stops or along pedestrian routes of travel between stops is undertaken independently by Metro and or jointly with its jurisdictional partners. Some improvements, such as wayfinding and directional signage, are also made by Sound Transit on station property or on walkways leading to adjacent bus stops. Work at several locations included in this work plan (specifically, Transfer Locations 3, 6, 7 and 8) will be undertaken jointly by agencies with the goal of improving the efficiency the transfer environment, and supporting intermodal connections.

Key Transfer Locations

Ten specific locations are identified in Ordinance 18133 as being affected by the University Link Bus Integration and are addressed in this work plan:

1. NE Northgate Way and Roosevelt Way NE
2. NE Ravenna Boulevard and NE 65th Street
3. Roosevelt Way NE and NE 65th Street
4. 25th Avenue NE and NE 65th Street
5. NE Campus Parkway and University Way NE
6. NE Pacific Street and ST Link University of Washington Station
7. Montlake Boulevard NE and ST Link University of Washington Station
8. ST Link Capitol Hill Station (Broadway Avenue E and E John Street)
9. 23rd Avenue E and E Madison Street
10. 19th Avenue E and E Madison Street

Although called out separately in Ordinance 18133, Transfer Locations 6 and 7 are both adjacent to the ST Link University of Washington Station, and transfers can occur between any of seven bus stops in this vicinity. In this work plan, Transfer Locations 6 and 7 are described jointly.

Table 1 summarizes the estimated increase in daily transfer activity at the 10 Key Transfer Locations following implementation of the March 2016 transit service change.

Table 1 – Estimated Increase in Transfer Activity

Transfer Location	Location Description	Estimated Increase in Transfer Activity following March 2016 Service Change ^A
1	NE Northgate Way and Roosevelt Way NE	60
2	NE Ravenna Boulevard and NE 65 th Street	80
3	Roosevelt Way NE and NE 65 th Street	80
4	25 th Avenue NE and NE 65 th Street	30
5	NE Campus Parkway and University Way NE	0
6/7	NE Pacific Street /Montlake Boulevard NE and ST Link University of Washington Station	1580
8	ST Link Capitol Hill Station (Broadway Avenue E and E John Street)	560
9	23 rd Avenue E and E Madison Street	90
10	19 th Avenue E and E Madison Street	0
^A Following the March 2016 transit service change, the estimated number of additional riders transferring to Metro bus routes each day at each transfer location.		

Scope of Work, Responsibilities, and Schedule

Specific improvements planned for each of 10 key transfer areas are described in this work plan and a timeline for their implementation is provided, as directed in Ordinance 18133. The responsible party and funding source for each of the planned improvements are also identified in the work plan, as well as legislation required to implement the improvements.

Detailed descriptions of each transfer location are provided in Appendix A, Key Transfer Location Details, found on pages A1 through A14 of this document.

Improvements to be Completed by March 2016

In preparation for the March 2016 Metro transit service change, Metro has been working both independently and with others (Sound Transit, City of Seattle, and University of Washington) on a number of projects to improve the transfer environment at many individual bus stops associated with the Transfer Locations affected by the University Link transit restructure. The locations, scope of improvements, and agencies working on various components of each project are described in Table 2. Highlighted in the table are improvements that have been agreed to through the Station Area Planning effort, described in the Background section of this report.

All work described for these locations is scheduled to be completed in advance of the March 26, 2016, Metro transit service change date unless otherwise noted in Table 2.

Table 2 – Transfer Location Improvements for Completion by March 2016

Transfer Location	Stop #	Direction	On Street	Cross Street	Scope for March 2016 Implementation	Agencies
1	82198	WB	NE Northgate Way	Roosevelt Way NE	Shelter with lighting and bench, paved landing pads	Metro
6/7	29299	EB	NE Pacific St	Montlake Blvd	Shelters with lighting and benches, paved landing pads, RTIS ^A , bus stop signage	Metro, SDOT, ST
6/7	29405	WB	NE Pacific St	Montlake Blvd	Shelters with lighting and benches, paved landing pads, RTIS ^A , bus stop signage	Metro, SDOT, ST
6/7	25765	NB	Montlake Blvd	NE Pacific Pl	Shelters with lighting and benches, paved landing pads, bus stop signage ^B	Metro, SDOT, ST
6/7	25240	SB	Montlake Blvd	NE Pacific Pl	Shelters with lighting and benches, bus stop signage	Metro, SDOT, ST
6/7	29242	EB	NE Pacific Pl	NE Pacific ST	Shelter improvements, bus stop signage	Metro
6/7	75415	EB	Stevens Way	Rainier Vista	Establish bus stops by March 2016; passenger amenities to be added upon approval by UW ^C	Metro, SDOT, UW
6/7	75402	WB	Stevens Way	Rainier Vista	Establish bus stops by March 2016; passenger amenities to be added upon approval by UW ^C	Metro, SDOT, UW
8	29270	EB	E John St	Broadway East	Establish stop at ST station entrance, install bus stop signage	Metro, ST
8	11060	SB	Broadway	E Denny Way	Establish stop at ST station entrance, install bus stop signage	Metro, ST

^A Bus arrival information on electronic Real Time Information Signs (RTIS) furnished by SDOT.

^B Establishment of stop 25765, including construction of associated passenger amenities, is pending KC Council approval of a traffic impacts analysis of adding this stop.

^C Stops on Stevens Way will be established by March 2016 and available for passenger boarding and alighting. Passenger amenity improvements including shelters, seating, lighting, and RTIS are dependent on approval by the University of Washington, and will be implemented as early as possible.

King County Funding

All King County work identified in Table 2 will be implemented and funded by two on-going King County programs: Shelters and Lighting, and Bus Zone Safety and Access. Both programs are included in the current adopted budget. King County's costs are estimated at \$427,000 plus a share of \$182,000 *Costs to be Allocated* (refer to Table 5).

Improvements to be Completed in 2016, following the March 26, 2016, Transit Service Change

Additional improvements listed in Table 3 are currently in the planning or design phases, and are expected to be completed in 2016, following the March 2016 transit service change. The proposed scope of improvements, expected completion date, and agencies involved in the projects are provided.

Table 3 – Transfer Location Improvements for Completion during 2016, but following March 26, 2016

Transfer Location	Stop #	Direction	On Street	Cross Street	Proposed Scope	Expected Completion	Agencies
1	81367	EB	NE Northgate Way	Roosevelt Way NE	Landing pads	Summer 2016	Metro
2	16409	SB	NE Ravenna Blvd	I-5 SB Ramp	Landing pads	Fall 2016	Metro
3	16440	SB	Roosevelt Way NE	NE 65th St	Improvements by SDOT Roosevelt AAC ^A project: transit island with shelter, bench, RTIS ^B	Summer 2016	SDOT, Metro
4	37410	EB	NE 65th St	25th Ave NE	Landing pads	Fall 2016	Metro
9	35825	NB	23rd Ave E	E John St	Landing pads	Fall 2016	Metro
9	29276	EB	E John St	22nd Ave E	Landing pads	Fall 2016	Metro
9	35821	SB	23rd Ave E	E John St	Landing pads	Fall 2016	Metro
^A Arterial Asphalt and Concrete (AAC) paving projects led by SDOT. ^B Bus arrival information on electronic RTIS furnished by SDOT.							

King County Funding

All King County work identified in Table 3 will be implemented and funded by two on-going King County programs: Shelters and Lighting, and Bus Zone Safety and Access. Both programs are included in the current adopted budget. Work at stop 16440 is led by the SDOT Transit Division; SDOT funding comes from a variety of sources. King County will contribute to this project by funding and installing the bus shelter and static signage. King County's costs are estimated at \$135,000.

Improvements to be Completed in 2017 and Later

Additional improvements listed in Table 4 are currently in the planning phase and are expected to be completed in future years, as indicated. The proposed scope of improvements, expected completion date, and agencies involved in the projects are provided.

Table 4 – Transfer Location Improvements for Completion in 2017 and Later

Transfer Location	Stop #	Direction	On Street	Cross Street	Proposed Scope	Expected Completion	Agencies
2	36960	WB	NE 65th St	Oswego Pl NE	RTIS ^A	2018	Metro, SDOT
2	16410	EB	NE 65th St	NE Ravenna Blvd	RTIS ^A	2018	Metro, SDOT
2	16409	SB	NE Ravenna Blvd	I-5 SB Ramp	RTIS ^A	2018	Metro, SDOT
3	New	WB	NE 65th St	12th Ave NE	Consolidate stops 36950, 36940 at station entrance, add passenger amenities, RTIS	2021	Metro, SDOT, ST ^B
3	New	EB	NE 65th St	12th Ave NE	Consolidate stops 16430, 35740, add shelter or other passenger amenities, RTIS	2021	Metro, SDOT, ST ^B
3	23560	NB	12 th Ave NE	NE 65 th St	Additional RapidRide improvements led by SDOT ^C , scope TBD	2021	Metro, SDOT
3	16440	SB	Roosevelt Way NE	NE 65 th St	Additional RapidRide improvements led by SDOT ^C , scope TBD	2021	Metro, SDOT
5	9581	NB	University Way NE	NE 41st St	RTIS ^A	2018	Metro, SDOT
5	9142	SB	University Way NE	NE 41st St	RTIS ^A	2018	Metro, SDOT
6,7	25765	NB	Montlake Blvd	NE Pacific Pl	RTIS ^A	2018	Metro, SDOT
6,7	25240	SB	Montlake Blvd	NE Pacific Pl	RTIS ^A	2018	Metro, SDOT
6,7	75415	EB	Stevens Way	Rainier Vista	RTIS ^A	2018	Metro, SDOT
6,7	75402	WB	Stevens Way	Rainier Vista	RTIS ^A	2018	Metro, SDOT
8	29264	WB	East Olive Way	Broadway East	Relocate to E John Street with new shelter, RTIS	2018	Metro, SDOT, ST
8	29270	EB	E John St	Broadway East	Additional passenger amenities at station entrance, RTIS	2018	Metro, SDOT, ST
8	11060	SB	Broadway E	E Denny Way	Relocate with FHS ^D , shelter and other passenger amenities, RTIS	2018	Metro, SDOT, ST
8	11180	NB	Broadway E	E John St	Relocate with FHS ^D , shelter and other passenger amenities, RTIS	2018	Metro, SDOT, ST
9	35825	NB	23rd Ave E	E John St	RTIS ^A	2018	Metro, SDOT
9	29258	WB	E John St	22nd Ave E	RTIS ^A	2018	Metro, SDOT
9	29258	WB	E John St	22nd Ave E	Pursue stop relocation to 23 rd Ave E, add landing pads, shelter, other passenger amenities	2018	Metro, SDOT
9	new	NB	23rd Ave E	E Denny Way	Establish with SDOT 23rd Ave Project: shelter and other passenger amenities	2017	SDOT

^A Bus arrival information on electronic RTIS to be developed jointly between Metro and SDOT.
^B ST Link Roosevelt Station.
^C Seattle RapidRide Corridor 7: Roosevelt. Scope and implementation date undetermined; 2021 is shown here in reference to the ST Link Roosevelt Station opening.
^D First Hill Streetcar(FHS) extension to E Roy Street.

Real Time Information Signage

Real time information signs (RTIS) at the 11 bus stops associated with Transfer Locations 2, 5, 6/7, and 9 are planned to be implemented by 2018. Metro is currently developing a new project initiative to implement RTIS installations on non-RapidRide corridors. If this initiative advances, Metro will lead the RTIS projects identified here. In the absence of a new Metro RTIS program, Metro will work with SDOT to assess the feasibility of these RTIS installations, and will advance these projects jointly.

King County Funding

Funding for RTIS improvements at the 11 bus stops associated with Transfer Locations 2, 5, 6/7, and 9 is dependent on additional budget authority that Metro will seek through the 2017-2018 King County budget process. The approximate cost of adding RTIS at these 11 bus stops is \$1,100,000.

In addition to funding required to provide RTIS described above, King County's costs to provide other passenger amenities require additional budget authority that Metro will seek through the 2017-2018 King County budget process. In the 2017 or later timeframe, these King County costs are approximately \$320,000 plus a share of \$1,137,400 *Costs to be Allocated* (refer to Table 5).

Cost Summary

The total projected cost of all improvements described in this work plan is currently estimated at \$5,556,400. All project costs, including contributions by other agencies, are summarized in Table 5. These cost estimates and agency cost allocations will continue to be refined and updated as planning and design work progresses.

King County's projected costs in the current budget biennium (through 2016) are estimated at \$562,000 plus a share of \$182,000 *Costs to be Allocated*. King County's projected costs in future years (2017 and beyond) are estimated at \$1,420,000 plus a share of \$1,137,400 *Costs to be Allocated*.

Table 5 – Work Plan Costs

		King County	Sound Transit	City of Seattle	Costs to be Allocated *	Total
Completion by March 2016						
Transfer Location 1	NE Northgate Way and Roosevelt Way N	\$ 25,000				\$ 25,000
Transfer Locations 6, 7	ST Link University of Washington Station	\$ 372,000	\$ 285,000	\$ 467,000	\$ 182,000	\$ 1,306,000
Transfer Location 8	ST Link Capitol Hill Station	\$ 30,000	\$ 93,000			\$ 123,000
subtotal		\$ 427,000	\$ 378,000	\$ 467,000	\$ 182,000	\$ 1,454,000
Completion during 2016 (after March)						
Transfer Location 1	NE Northgate Way and Roosevelt Way N	\$ 20,000				\$ 20,000
Transfer Location 2	NE Ravenna Boulevard and NE 65 th Street	\$ 20,000				\$ 20,000
Transfer Location 3	Roosevelt Way NE and NE 65 th Street	\$ 15,000		\$ 200,000		\$ 215,000
Transfer Location 4	25 th Avenue NE and NE 65 th Street	\$ 20,000				\$ 20,000
Transfer Location 9	23 rd Avenue E and E Madison Street	\$ 60,000				\$ 60,000
subtotal		\$ 135,000	\$ 0	\$ 200,000	\$ 0	\$ 335,000
Completion in 2017 or later						
Transfer Location 2	NE Ravenna Boulevard and NE 65 th Street	\$ 300,000				\$ 300,000
Transfer Location 3	Roosevelt Way NE and NE 65 th Street	\$ 156,000	\$ 110,000	\$ 571,000	\$ 553,400	\$ 1,390,400
Transfer Location 5	NE Campus Parkway and University Way NE	\$ 200,000				\$ 200,000
Transfer Locations 6, 7	ST Link University of Washington Station	\$ 400,000				\$ 400,000
Transfer Location 8	ST Link Capitol Hill Station	\$ 89,000	\$ 83,000	\$ 396,000	\$ 584,000	\$ 1,152,000
Transfer Location 9	23 rd Avenue E and E Madison Street	\$ 275,000		\$ 50,000		\$ 325,000
subtotal		\$ 1,420,000	\$ 193,000	\$ 1,017,000	\$ 1,137,400	\$ 3,767,400
Total		\$ 1,982,000	\$ 571,000	\$ 1,684,000	\$ 1,319,400	\$ 5,556,400
* Cost sharing between King County and City of Seattle to be determined; includes project contingency.						

Legislation Needed

To fund future RTIS implementation described in this work plan at the 11 bus stops associated with Transfer Locations 2, 5, 6, 7, and 9, additional budget authority will be sought through the 2017-2018 King County budget process.

To fund King County's contribution to work to be undertaken beyond 2016 in the Station Area Planning effort, overseen by the Integration Steering Committee, additional budget authority may be sought through the 2017-2018 King County budget process.

Key Transfer Location Details

A detailed description of each of the 10 Key Transfer Locations identified in Ordinance 18133 is provided in Appendix A, including a summary of the expected bus transfer activity, desired amenities, proposed improvements and future related projects impacting the locations.

Appendix A
Key Transfer Location Details

1. NE Northgate Way and Roosevelt Way NE

Summary: A shelter will be added at stop 2 by March 2016. Landing pads are proposed for stop 3.

Location description: Connecting transit markets: northeast Seattle, Shoreline, and Snohomish County communities including Richmond Beach, Mountlake Terrace, UW, Sand Point, and Lake City. All routes serving this Transfer Location continue to the Northgate Transit Center, less than ½ mile away. Pedestrian environment: All stops are within 400’ of the intersection; sidewalk connections between existing bus stops are good.

Expected transfer activity: In March 2016, transfer activity is expected to double, increasing to about 60 daily transfers. Existing ridership - 280 ons and 270 offs daily. Overall ridership activity is not expected to change significantly with the implementation of the March 2016 service change.

Amenities warranted by expected ridership activity: Each of the four bus stops at this location currently exceeds ridership warrants for shelters. None of the stops approach warrants for RTIS.

Facilities expected to be in place in March 2016: Work is under way to add a shelter at stop 2 by March 2016. Stops 1 and 4 currently have standard Metro shelters. Past projects to add a shelter stop 3 have not advanced due to right-of-way constraints; this stop currently has a bench.

Proposed additional improvements: Landing pads at stop 3 for rear door alighting.

Future related projects: No additional transit-related changes, major transportation projects by others, or development changes are currently known for this vicinity.



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

							Passenger Amenities Expected in March 2016				
Stop #	Direction	On Street	Cross Street	Ons	Offs	Shelter	Lighting	Landing Pads	Bench	RTIS	
1	81368	NB	Roosevelt Way NE	NE Northgate Way	77	42	F21	No	Yes	inside shelter	No
2	82198	WB	NE Northgate Way	Roosevelt Way NE	55	202	in process	in process	in process	in process	No
3	81367	EB	NE Northgate Way	Roosevelt Way NE	84	20	No	No	Front door	stand alone	No
4	82205	SB	Roosevelt Way NE	NE Northgate Way	63	6	F21	Yes	Yes	inside shelter	No

F21: Small standard Metro bus shelter.

In process: indicates new work that is expected to be complete by March 2016; other amenities listed in the table are currently installed unless otherwise noted.

2. NE Ravenna Boulevard and 65th Street

Summary: Metro will add landing pads at stop 5. Metro will work with SDOT to assess the feasibility of adding RTIS at stops 1, 2 and 5.

Location description: Connecting transit markets: various northeast Seattle communities and routes serving Downtown Seattle and First Hill. The Green Lake Park-and-Ride lot is adjacent. Pedestrian connections: a pair of stops on NE 65th Street beneath I-5 serve all routes operating through this area and facilitates easy transfers, other stops are within 500'; sidewalk connections between existing bus stops are good.

Expected transfer activity: In March 2016, transfers are expected to double, increasing to about 80 daily transfers. All increase in transfer activity will be during the peak periods. Existing ridership - 670 ons and 690 offs daily. Most boardings occur at stops 1 and 2, directly across the street from one another; stop 3 serves almost entirely people getting off the bus. A small increase in overall ridership activity is expected with the implementation of the March 2016 service change.

Amenities warranted by expected ridership activity: Stops 1, 2 and 5 currently exceed ridership warrants for shelters. These stops are also expected to meet warrants for RTIS following implementation of the March 2016 service change.

Facilities expected to be in place in March 2016: Stops 1, 2 and 5 currently have standard Metro shelters with adequate capacity for the number of expected boardings. These shelters are lit, and additional overhead cover is provided at stops 1 and 2 by the I-5 structure running above the stops. No additional amenities are expected to be added by March 2016.

Proposed additional improvements: Metro will add landing pads for rear door alighting at stop 5. Metro will work with SDOT to determine the feasibility of adding RTIS at stops 1, 2 and 5.



2. (continued) NE Ravenna Boulevard and 65th Street

Future related projects: The ST Link Roosevelt Station will be at Roosevelt Ave NE and NE 65th Street, about ¼ mile east of this Transfer Location, planned for completion in 2021. Except routes 316 and 542, other routes serving the Transfer Location also operate through Transfer Location #3, adjacent to the future ST Link Roosevelt Station. Additional development is likely to occur in the vicinity with completion of the ST station.

							Passenger Amenities Expected in March 2016				
	Stop #	Direction	On Street	Cross Street	Ons	Offs	Shelter	Lighting	Landing Pads	Bench	RTIS
1	36960	WB	NE 65th St	Oswego Pl NE	351	314	F12	Yes	Yes	inside shelter	No
2	16410	EB	NE 65th St	NE Ravenna Blvd	134	40	F11	Yes	Yes	inside shelter	No
3	16419	NB	8th Ave NE	NE 64th ST	12	229	No	No	Yes	No	No
4	16509	NB	NE Ravenna Blvd	NE 65 th ST	6	100	No	No	Yes	No	No
5	16409	SB	NE Ravenna Blvd	I-5 SB Ramp	164	9	F21	Yes	No	Inside shelter	No

F21, F11: Small standard Metro bus shelter. F12: Large standard Metro bus shelter.
Amenities listed in the table are currently installed unless otherwise noted.

3. Roosevelt Way NE and NE 65th Street

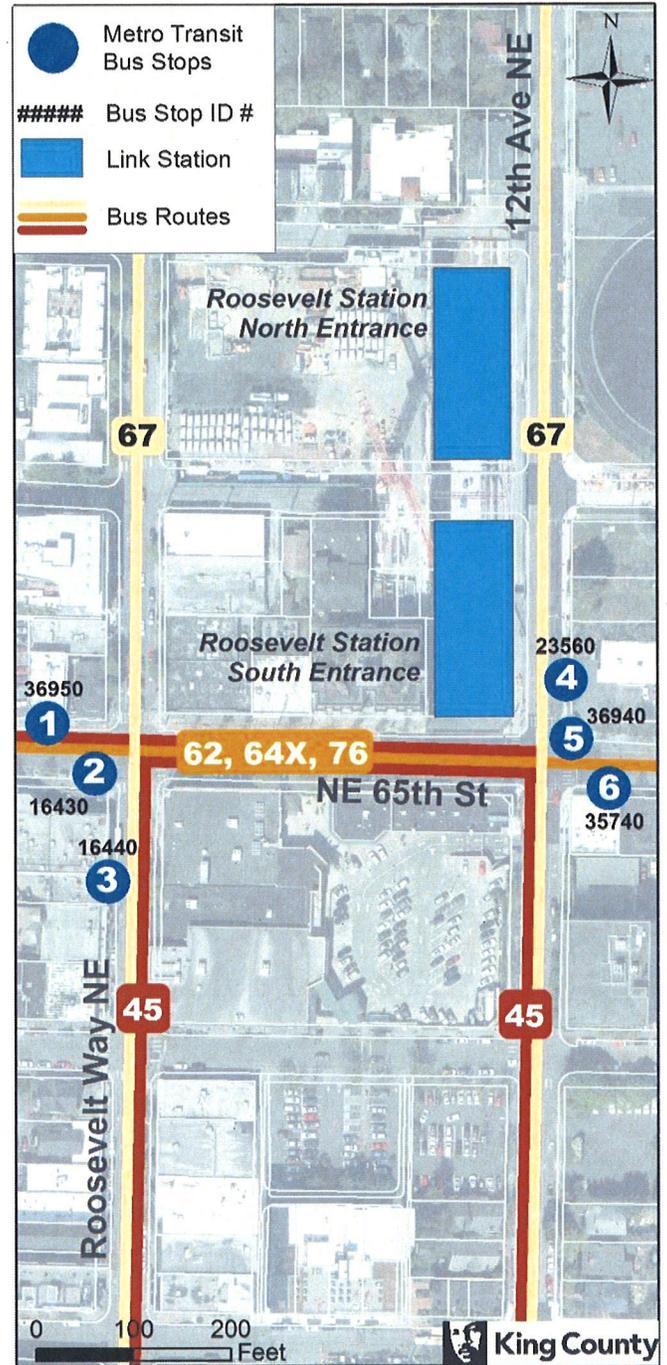
Summary: SDOT will complete improvements to stop 3 in 2016, including a transit island, shelter, bench, and RTIS. The east bound stops (stops 2 and 6) and the west bound stops (stops 1 and 5) will be consolidated to a single stop pair on the block of NE 65th Street between Roosevelt Way NE and 12th Avenue NE, to facilitate transfers at the future ST Link Roosevelt Station. Stop consolidation to a new east bound stop will be advanced by Metro, independent of ST construction. Consolidation to a new west bound stop will coincide with the ST Link Roosevelt Station opening in 2021.

Location description: Connecting transit markets: various north Seattle communities, including Northgate and the University District. This location is the future site of the ST Link Roosevelt Station, planned to be open in 2021. Pedestrian connections: North-south transit service operates on the 12th Ave NE - Roosevelt Way NE couplet. Long-standing bus stops in the vicinity were placed to minimize the distance between connecting routes. Proposed stop consolidation, described earlier, will facilitate bus-rail transfers and improve pedestrian connections. All existing bus stops at this location are within 500' of each other.

Expected transfer activity: In March 2016, transfers are expected to increase, from about 140 to 220 daily. Existing ridership - 560 ons and 520 offs daily. Most boardings occur at the stops closest to Roosevelt Way NE, and most alightings are closer to 12th Avenue NE. A modest increase in overall ridership activity is expected with the implementation of the March 2016 service change.

Amenities warranted by expected ridership activity: Stops 1, 2, 3, and 4 currently exceed ridership warrants for shelters. Stops 2 and 3 exceed warrants for RTIS.

Facilities expected to be in place in March 2016: Stops 2, 4 and 5 have standard Metro shelters with adequate capacity for the number of expected boardings. No additional amenities are expected to be added by March 2016.



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

3. (continued) Roosevelt Way NE and NE 65th Street

Proposed additional improvements: The SDOT Roosevelt Arterial Asphalt and Concrete (AAC) project, scheduled for completion in 2016, will add amenities at stop 3 including a transit island, shelter, bench, and RTIS. Metro will pursue stop consolidation of east bound stops 2 and 6 including shelter or other overhead cover and RTIS, independently of ST station construction. West bound stops 1 and 5 will be consolidated with the opening of the ST Link Roosevelt Station in 2021; Metro will work with ST to provide passenger amenities at this stop including overhead cover, lighting, and RTIS.

Future related projects: Proposed SDOT Rapid Ride Corridor 7: Roosevelt – will run on the north-south couplet with stations planned north bound at the NE 65th St/12th Ave NE intersection, and south bound at NE 65th St/Roosevelt Way NE, replacing existing passenger facilities at the north and south bound stops; implementation date is unknown.

							Passenger Amenities Expected in March 2016				
	Stop #	Direction	On Street	Cross Street	Ons	Offs	Shelter	Lighting	Landing Pads	Bench	RTIS
1	36950	WB	NE 65th St	Roosevelt Way NE	114	134	No	No	Yes	No	No
2	16430	EB	NE 65th St	Roosevelt Way NE	175	106	F21	No	Yes	inside shelter	No
3	16440	SB	Roosevelt Way NE	NE 65th St	154	60	in process	in process	in process	in process	in process
4	23560	NB	12th Ave NE	NE 65th St	63	116	F21	Yes	Yes	inside shelter	No
5	36940	WB	NE 65th St	12th Ave NE	28	79	F21	No	Yes	Yes	No
6	35740	EB	NE 65th St	12th Ave NE	29	29	No	No	No	No	No

F21: Small standard Metro bus shelter.

In process: indicates new work that is expected to be complete by March 2016; other amenities listed in the table are currently installed unless otherwise noted.

4. 25th Ave NE and NE 65th Street

Summary: Metro will add landing pads at stop 4. Existing facilities at remaining stops are commensurate with the expected ridership activity following March 2016.

Location description: Connecting transit markets: northeast Seattle communities including Northgate, Sand Point, Greenlake, Wallingford, Fremont, and the University District, SR-522 corridor to north King County. Pedestrian connections: stops are within 200' of the intersection; sidewalk connections between existing bus stops are good.

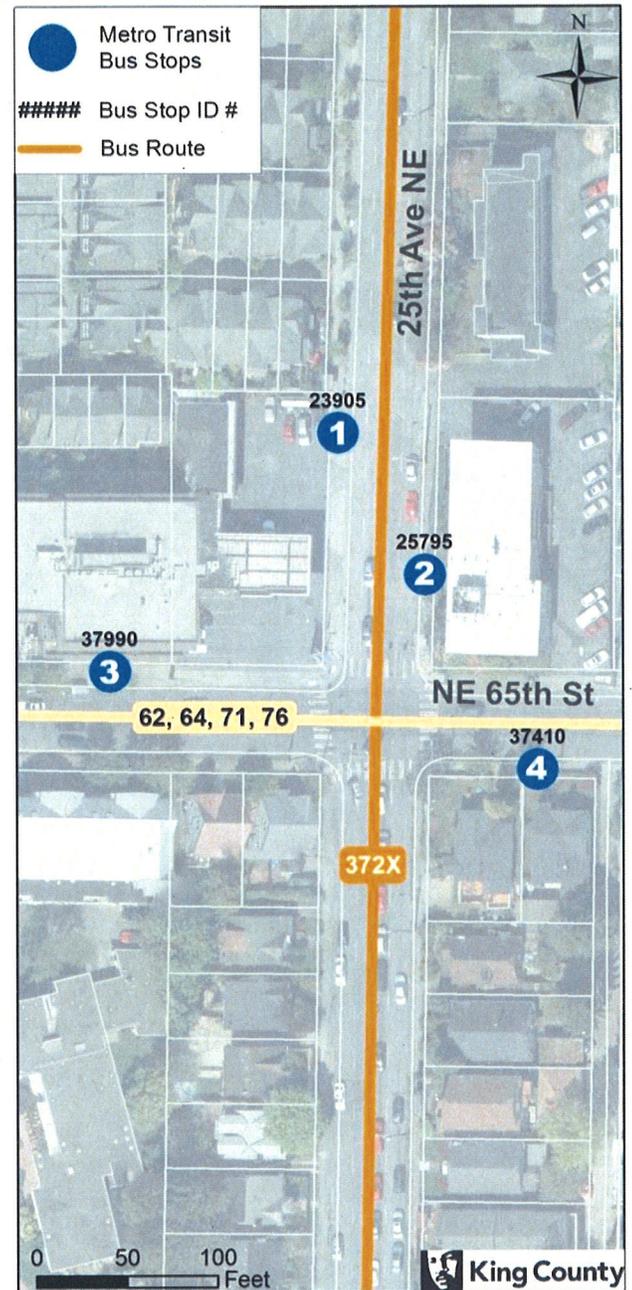
Expected transfer activity: In March 2016, transfers are expected to increase from about 20 to 50 transfers daily. Existing ridership - 250 ons and 260 offs daily. Most passenger activity is associated with service operating along 25th Avenue NE. A small increase in overall ridership is expected with implementation of the March 2016 service change.

Amenities warranted by expected ridership activity: Stops 1 and 3 currently exceed ridership warrants for shelters. None of the stops meet warrants for Real Time Information Signs.

Facilities expected to be in place in March 2016: Stop 1 currently has a shelter and stop 3 has overhead cover provided by adjacent building awning. No additional amenities are expected to be added by March 2016.

Proposed additional improvements: Add landing pads for rear door alighting at stop 4 (note impacts to landscaping at adjacent single-family residences).

Future related projects: No additional transit changes, major transportation projects by others, or development changes are currently known for this vicinity.



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

Passenger Amenities Expected in March 2016											
Stop #	Direction	On Street	Cross Street	Ons	Offs	Shelter	Lighting	Landing Pads	Bench	RTIS	
1	SB	25th Ave NE	NE 65th St	119	38	F21	Yes	Yes	inside shelter	No	
2	NB	25th Ave NE	NE 65th St	36	130	No	No	Yes	stand alone	No	
3	WB	NE 65th St	25th Ave NE	86	6	awning	No	Yes	No	No	
4	EB	NE 65th St	25th Ave NE	7	90	No	No	front door	No	No	

F21: Small standard Metro bus shelter.
Amenities listed in the table are currently installed unless otherwise noted.

5. NE Campus Parkway and University Way NE

Summary: Metro will work with SDOT to assess the feasibility of adding RTIS at stops 1 and 2. Other existing facilities at remaining stops are commensurate with the expected ridership activity following March 2016. Transfer activity at this location is not expected to increase because the route structure does not change significantly.

Location description: Connecting transit markets: Fremont/Wallingford, Capitol Hill, other northeast Seattle neighborhoods, and South Lake Union. Pedestrian connections: existing stops are within 500' of the intersection; sidewalk connections between bus stops are good.

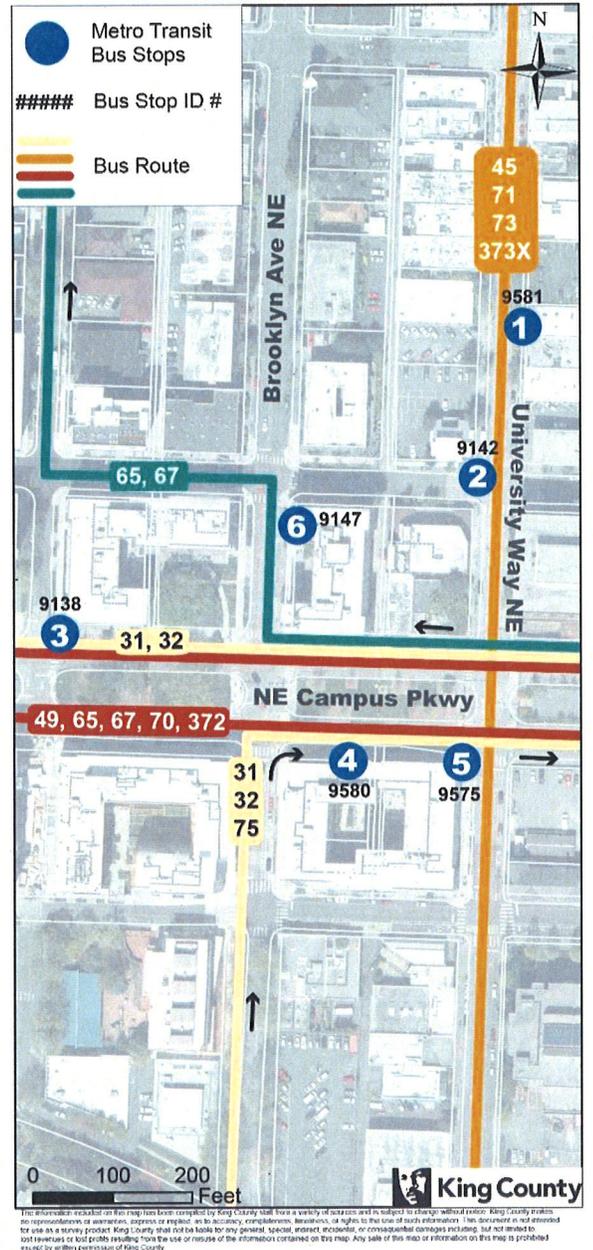
Expected transfer activity: In March 2016, transfer activity is expected to remain at about 360 daily transfers. Existing ridership - 6420 ons and 5860 offs daily.

Amenities warranted by expected ridership activity: All stops currently exceed ridership warrants for shelters. All stops except stop 6 exceed ridership warrants for RTIS.

Facilities expected to be in place in March 2016: All stops have shelter coverage adequate for the number of boardings, benches, and lighting. RTIS are currently in place at stops 3, 4 and 5, provided by SDOT. No additional amenities are expected to be added by March 2016.

Proposed additional improvements: Metro will work with SDOT to determine the feasibility of adding RTIS at stops 1 and 2.

Future related projects: No anticipated transit changes or major transportation projects by others. Re-development of some adjacent parcels in the area is expected by UW.



Passenger Amenities Expected in March 2016

Stop #	Direction	On Street	Cross Street	Ons	Offs	Shelter	Lighting	Landing Pads	Bench	RTIS
1	NB	University Way NE	NE 41st St	533	470	F22	Yes	Yes	Yes	No
2	SB	University Way NE	NE 41st St	930	668	F22	Yes	Yes	Yes	No
3	WB	NE Campus Parkway	12th Avenue NE	2212	852	Custom UW	Yes	Yes	Yes	Yes
4	EB	NE Campus Parkway	Brooklyn Ave NE	674	1832	Custom UW	Yes	Yes	Yes	Yes
5	EB	NE Campus Parkway	University Way NE	1997	1913	Custom UW	Yes	Yes	Yes	Yes
6	NB	Brooklyn Ave NE	NE Campus Parkway	71	129	Custom UW	Yes	Yes	Yes	No

F22: Large standard Metro bus shelter. Custom UW: Shelter provided and maintained by UW or incorporated in building design.

Amenities listed in the table are currently installed unless otherwise noted.

6. NE Pacific Street and ST Link University of Washington Station

7. Montlake Boulevard NE and ST Link University of Washington Station

Summary: Significant upgrades to the passenger facilities associated with this Transfer Location are underway with planned completion by March 2016, with work at all associated stops.

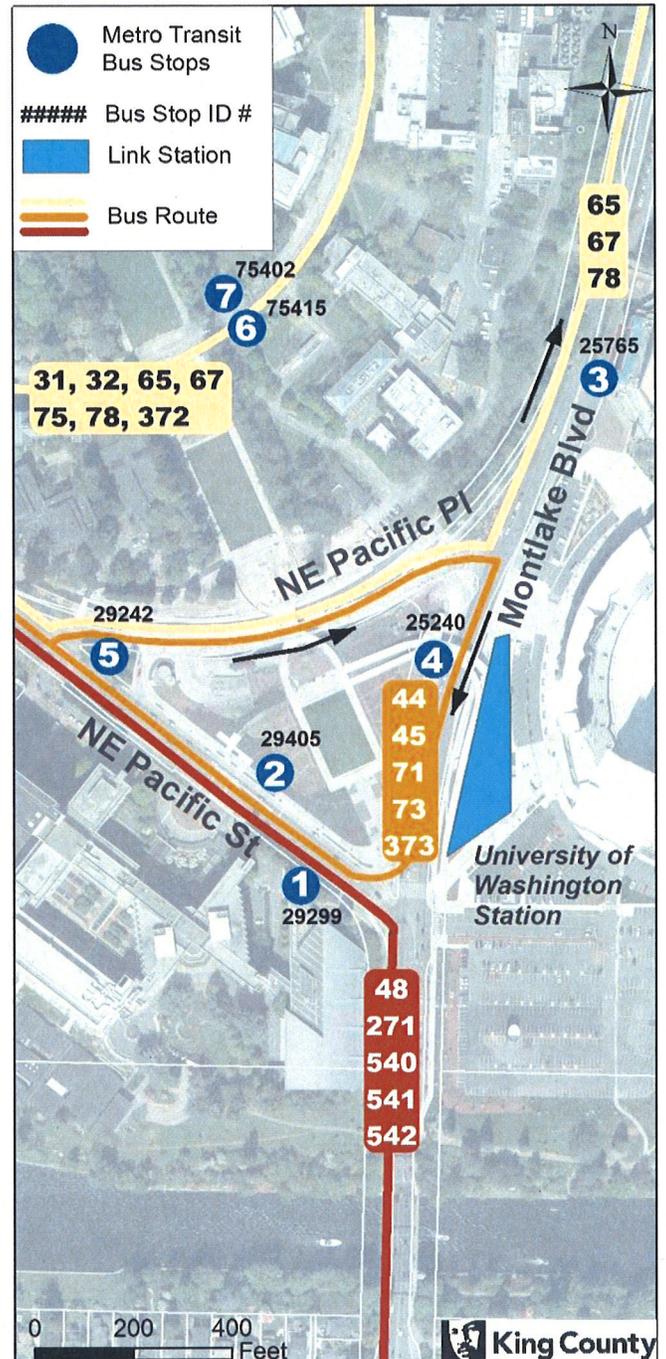
Location description: Transit markets served: bus connections to various northeast Seattle neighborhoods, Capitol Hill and Central District, East King County, and Downtown Seattle, rail connections to ST Link light rail serving Downtown Seattle. Pedestrian connections: stops range from 500' to 900' from the ST Link University of Washington Station; sidewalk connections between the bus stops are very good.

Expected transfer activity: In March 2016, transfer activity is expected to increase greatly due to the addition of ST Link light rail service and the increased frequency of feeder bus routes. The total number of bus transfers is expected to increase from about 220 to about 1800 transfers daily. Existing ridership - about 2700 ons and 2600 offs daily. A significant increase in overall ridership activity is expected with the implementation of the March 2016 service change. (Only three of the seven bus stops that comprise this Transfer Location are currently active; current ridership data are not indicative of future boardings and alightings.)

Amenities warranted by expected ridership activity: All stops are expected to exceed ridership warrants for shelters. Stops 1 and 2 are expected to exceed warrants for RTIS beginning in March 2016.

Facilities expected to be in place in March 2016: By March 2016, stops 1, 2, 3, 4 and 5 are expected to have shelters, benches, lighting and landing pads to allow all-door use. RTIS signs will be installed at stops 1 and 2. Establishment of stop 3, including construction of associated passenger amenities, is pending KC Council approval of a traffic impacts analysis of adding this stop. Stops 6 and 7 will be established by March 2016; completion of stop amenities is dependent on approvals by the University of Washington.

Proposed additional improvements: Metro will work with SDOT to assess the feasibility of adding RTIS at stops 6 and 7. Metro will monitor boarding activity at stops 3 and 4 and work with SDOT to add RTIS if warranted.



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

6. (continued) NE Pacific Street and University of Washington Station

7. (continued) Montlake Boulevard NE and University of Washington Station

Future related projects: Beyond March 2016, there are no anticipated transit changes or major transportation projects by others. Additional re-development in the area by UW is unknown. Planning by UW is underway for future upgrades to the Burke Gilman Trail.

						Passenger Amenities Expected in March 2016					
Stop #	Direction	On Street	Cross Street	Ons	Offs	Shelter	Lighting	Landing Pads	Bench	RTIS	
1	29299	EB	NE Pacific St	Montlake Blvd	1558	546	in process	in process	in process	in process	in process
2	29405	WB	NE Pacific St	Montlake Blvd	1139	1758	in process	in process	in process	in process	in process
3	25765	NB	Montlake Blvd	NE Pacific Pl	n/a		in process	in process	in process	in process	No
4	25240	SB	Montlake Blvd	NE Pacific Pl	n/a		in process	in process	in process	in process	No
5	29242	EB	NE Pacific Pl	NE Pacific ST	44	284	F12	Yes	Yes	inside shelter	No
6	75415	EB	Stevens Way	Rainier Vista	n/a		in process	in process	in process	in process	No
7	75402	WB	Stevens Way	Rainier Vista	n/a		in process	in process	in process	in process	No

F12: Large standard Metro bus shelter.

In process: indicates new work that is expected to be complete by March 2016; other amenities listed in the table are currently installed unless otherwise noted.

8. ST Link Capitol Hill Station (Broadway Avenue E and E John Street)

Summary: Metro will work with SDOT to assess the feasibility of adding RTIS at all stops, and will pursue the relocation of stop 2 west of Broadway E beginning in 2016. Future improvements are planned in association with the First Hill Streetcar extension in 2018.

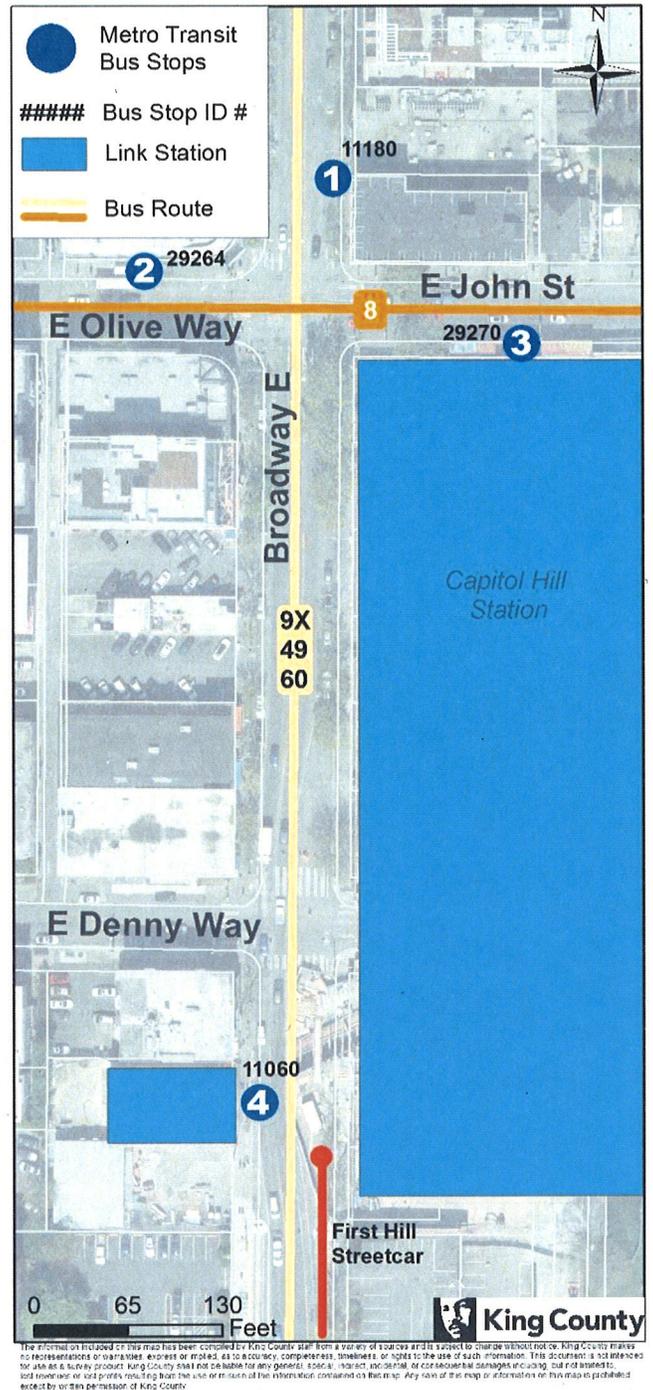
Location description: Connecting transit markets: Capitol Hill, Central District, South Lake Union, Lower Queen Anne, University District, and Downtown Seattle. The Transfer Location serves the ST Link Capitol Hill Station, as well as the Seattle First Hill Streetcar. Pedestrian connections: bus stops are within 400' of the intersection; sidewalk connections between existing bus stops are very good.

Expected transfer activity: In March 2016, transfer activity is expected to increase significantly, from about 140 to about 700 transfers daily, due to the addition of ST Link light rail service. Existing ridership – about 1410 ons and 1830 offs daily (spring 2015 ridership for stops 1 and 2, plus prior ridership at stops 3 and 4 which have been closed for ST Link station construction). A significant increase in overall ridership activity is expected with the implementation of the March 2016 service change, ST Link light rail service, and Seattle First Hill Streetcar service.

Amenities warranted by expected ridership activity: All stops at this location are expected to exceed ridership warrants for both shelters and RTIS.

Facilities expected to be in place in March 2016: Stop 2 currently has standard Metro shelters with adequate capacity for the number of expected boardings. Stops 3 and 4 will be reopened adjacent to the ST Link Capitol Hill Station entrances upon completion of those facilities; those stops will have overhead cover provided by the station entrances. A shelter at stop 1 is not possible due to site constraints.

Proposed additional improvements: Metro will work with SDOT to determine the feasibility of adding RTIS in the future at all stops. In 2016, Metro will work with Sound Transit and SDOT to relocate stop 2 to 10th Avenue East to improve its proximity to the ST Link Capitol Hill Station.



8. (continued) ST Link Capitol Hill Station (Broadway Avenue E and E John Street)

Future related projects: Seattle First Hill Streetcar Broadway Extension – expected to begin construction 2016, and be completed as early as 2018. This project will extend the streetcar line along Broadway Avenue East to East Roy Street, with two new stations north of existing terminus at the ST Link Capitol Hill Station. This project provides the opportunity for future co-location of the north and south bound bus stops (stops 1 and 4) and streetcar stops; Metro will pursue the relocation of stop 1 to East Denny Way, to the proposed streetcar station.

							Passenger Amenities Expected in March 2016				
	Stop #	Direction	On Street	Cross Street	Ons	Offs	Shelter	Lighting	Landing Pads	Bench	RTIS
1	29264	WB	East Olive Way	Broadway East	600	692	F31 x 2	No	Yes	inside shelter	No
2	11180	NB	Broadway	E John St	309	460	No	No	Yes	No	No
3	29270	EB	E John St	Broadway East	394*	547*	Awning	Yes	Yes	No	No
4	11060	SB	Broadway	E Denny Way	115*	129*	Awning	Yes	Yes	No	No

*Ridership prior to temporary stop closure for ST Link station construction.
 F31 x 2: Two small standard Metro bus shelters.
 Amenities listed in the table are currently installed unless otherwise noted.

9. E Madison Street and 23rd Avenue E

Summary: Metro will add landing pads at stops 1, 2, 3, and 4, and will pursue the relocation of stop 2 to improve its proximity for transfers at 23rd Avenue E. Metro will work with SDOT to assess the feasibility of adding RTIS at stops 1 and 2. Metro will work with SDOT to establish a new north bound stop at E Denny Way, consistent with the SDOT 23rd Avenue project implementation. Ridership activity will be monitored and additional shelter capacity or other passenger amenities will be added if warranted.

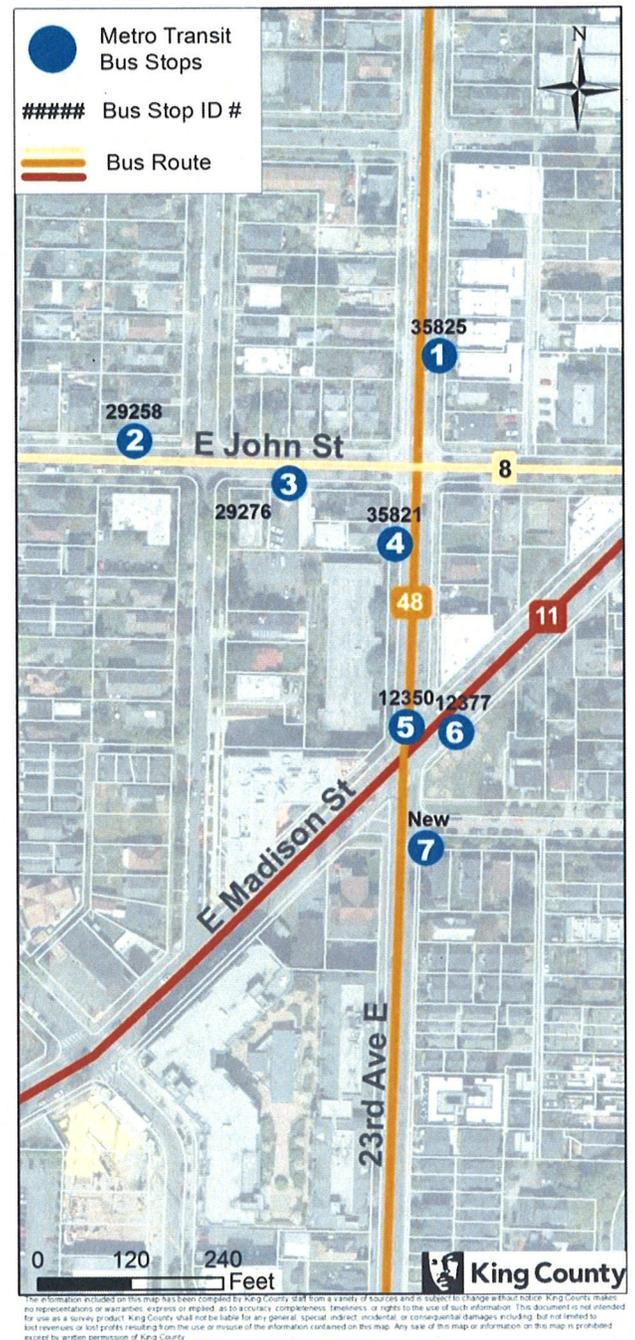
Location description: Connecting transit markets: Capitol Hill, Central District, South Lake Union, Lower Queen Anne, University District, and Downtown Seattle. Due to the close proximity between E Madison Street and E John Street, existing north and south bound bus stops associated with this Transfer Location are closer to E John Street; east-west transit service on E John Street (Route 8) is also included in this Transfer Location. Pedestrian connections: the six existing bus stops are within 600' of the Madison/23rd Street intersection; sidewalk connections between existing stops are good.

Expected transfer activity: In March 2016, transfer activity is expected to double, to approximately 180 daily transfers, due to the elimination of Route 43. Existing ridership – 860 ons and 820 offs daily. Ridership is not expected to increase substantially with the implementation of the March 2016 service change.

Amenities warranted by expected ridership activity: With the exception of stop 6, all other existing stops at this location currently exceed ridership warrants for shelters. Additional shelter capacity is warranted at stops 1 and 2, but right of way constraints prohibit larger shelters than currently exist at these stop. Stops 1 and 2 exceed warrants for RTIS.

Facilities expected to be in place in March 2016: Stop 6 is temporarily closed for a private development project; upon completion in 2017, this stop will have overhead cover provided by building awnings. All remaining existing stops at this location currently have shelters.

Proposed additional improvements: Metro will add landing pads at stops 1, 2, 3, and 4 for rear door alighting. Metro will also work to relocate stop 2 to be closer to the 23rd Avenue E intersection. Metro will work with SDOT to determine the feasibility of adding RTIS at stops 1 and 2.



9. (continued) E Madison Street and 23rd Avenue E

Future related projects: SDOT 23rd Avenue Project Phase 1 – will be completed in 2017. Metro will work with SDOT to add a new north bound stop at E Denny Way (stop 7). SDOT RapidRide Corridor 1: Madison BRT – will run on Madison Street with stations planned for the Madison/22nd and Madison/John intersections nearby, replacing existing passenger facilities at the east and west bound stops; implementation date unknown. SDOT RapidRide Corridor 4: 23rd Avenue/Rainier – will run on 23rd Ave E, with stations planned for the E Denny Way and E John Street intersections, replacing existing passenger facilities at the north and south bound stops; implementation date unknown.

							Passenger Amenities Expected in March 2016				
	Stop #	Direction	On Street	Cross Street	Ons	Offs	Shelter	Lighting	Landing Pads	Bench	RTIS
1	35825	NB	23rd Ave E	E John St	324	151	F31	No	front door	inside shelter	No
2	29258	WB	E John St	22nd Ave E	273	172	F21	PED-SCALE	front door	inside shelter	No
3	29276	EB	E John St	22nd Ave E	100	304	F21	No	front door	inside shelter	No
4	35821	SB	23rd Ave E	E John St	66	103	F21	Yes	front door	No	No
5	12350	WB	E Madison St	23rd Ave E	65	49	F51	No	Yes	inside shelter	No
6	12377	EB	E Madison St	23rd Ave E	27	43	Private redevelopment underway that will incorporate overhead cover (awning) in the building design.				
7	new	NB	23rd Ave E	E Denny Way	n/a		Stop to be established in 2017 with completion of SDOT 23 rd Avenue Project Phase 1 improvements.				
F31, F21, F51: Small standard Metro bus shelters.											
Amenities listed in the table are currently installed unless otherwise noted.											

10. E Madison Street and 19th Avenue E

Summary: Because transfer activity at this location is not expected to change, improvements are not planned at this time. This location was identified as a Key Transfer Location in Ordinance 18133 due to a proposed change in the routing of Route 8 which would have operated through this intersection. A decision by SDOT not to alter the street layout prohibits this routing change; instead Route 8 will maintain its current routing on E John Street.

Location description: Connecting transit markets: Madison Park, Capitol Hill, First Hill, and Downtown Seattle. Pedestrian connections: two common bus stops, directly across E Madison Street, serve both routes at this intersection.

Expected transfer activity: In March 2016, transfer activity is not expected to change. Two routes serving this location serve similar markets and are not expected to generate significant transfer activity. Existing ridership – 190 ons and 130 offs daily. Overall ridership is not expected to increase with the implementation of the March 2016 service change.

Amenities warranted by expected ridership activity: Stop 1 currently exceeds ridership warrants for a shelter, and also meets warrants for a RTIS.

Facilities expected to be in place in March 2016: Stop 1 currently has a shelter and additional overhead cover provided by the adjacent building.

Proposed additional improvements: None.

Future related projects: SDOT RapidRide Corridor 1: Madison BRT – runs on E Madison Street with stations planned for the Madison/17th intersection nearby, replacing existing passenger facilities at the east and west bound stops. Implementation date unknown. Due to this pending project, RTIS will not be pursued at stop 1 at this time.



	Stop #	Direction	On Street	Cross Street	Ons	Offs	Passenger Amenities Expected in March 2016				
							Shelter	Lighting	Landing Pads	Bench	RTIS
1	12353	WB	E Madison St	19th Ave	182	38	F21	No	Yes	inside shelter	No
2	12373	EB	E Madison St	18th Ave	10	94	No	No	Yes	No	No

F21: Small standard Metro bus shelter.

Amenities listed in the table are currently installed unless otherwise noted.