



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

Ordinance 19280

Proposed No. 2021-0130.2

Sponsors Zahilay

1 AN ORDINANCE approving October 2021 public
2 transportation service changes for King County.

3 **STATEMENT OF FACTS:**

4 1. The proposed changes to the Metro transit department's bus transit
5 network include revisions to bus service in the cities of Bothell, Kenmore,
6 Lake Forest Park, Seattle and Shoreline.

7 2. The proposed changes are consistent with the policy direction and
8 priorities adopted in Ordinance 18301, enacted June 16, 2016, via which
9 the King County Council adopted the 2015 update to the King County
10 Metro Strategic Plan for Public Transportation 2011-2021 and Service
11 Guidelines.

12 4. In 2019 and 2020, the Metro transit department conducted public
13 outreach concerning proposed changes to service in the North Seattle and
14 North Shore areas of King County currently provided by Routes 5X, 26,
15 31, 32, 40, 41, 44, 45, 48, 49, 62, 63, 64, 65, 67, 70, 71, 73, 74, 75, 76, 77,
16 78, 301, 303, 304, 308, 309, 312, 316, 330, 331, 345, 346, 347, 348, 355,
17 372 and 373.

18 5. The proposed service changes would eliminate and replace Routes 5X,
19 26, 41, 63, 71, 74, 76, 77, 78, 308, 309, 312, 316, 355 and 373, and

Ordinance 19280

20 reinvest savings to create new Routes 16X, 20, 79, 302, 320 and 322, and

21 expand service on Routes 31, 73, 301, 331, 345, 346, 347 and 348.

22 6. The proposed service changes would modify the routing of Routes 31,

23 32, 48, 64, 73, 75, 301, 303 and 304.

24 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

25 SECTION 1. The October 2021 public transportation service changes for King

Ordinance 19280

26 County, substantially as described in Attachment A to this ordinance, are hereby
27 approved and shall be implemented effective October 2, 2021.
28

Ordinance 19280 was introduced on 3/16/2021 and passed by the Metropolitan King County Council on 5/4/2021, by the following vote:

Yes: 8 - Ms. Balducci, Mr. Dunn, Ms. Kohl-Welles, Ms. Lambert, Mr. McDermott, Mr. Upthegrove, Mr. von Reichbauer and Mr. Zahilay
No: 1 - Mr. Dembowski

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

DocuSigned by:
Claudia Balducci
7E1C273CE9994B6...

Claudia Balducci, Chair

ATTEST:

DocuSigned by:
Melani Pedroza
8DE1BB375AD3422...

Melani Pedroza, Clerk of the Council

APPROVED this _____ day of 5/20/2021, _____.

DocuSigned by:
Dow Constantine
4FBCAB8196AE4C6...

Dow Constantine, County Executive

Attachments: A. October 2021 Public Transportation Service Changes for King County dated April 22, 2021

Ordinance 19280

2021-0130 Attachment A

April 22, 2021

October 2021 Public Transportation Service Changes for King County

Revised April 22, 2021

Ordinance 19280

2021-0130 Attachment A

Route: 5X (delete)

OBJECTIVES:

Replacement service for Route 5X will be provided by new Route 16X.

Restructure service for simplified design and improved network legibility in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* - Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.
 - *Service Design Guideline* - A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality.

IMPACTED SERVICE AREA:

Greenwood, Phinney Ridge, Downtown Seattle

SERVICE CHANGE:

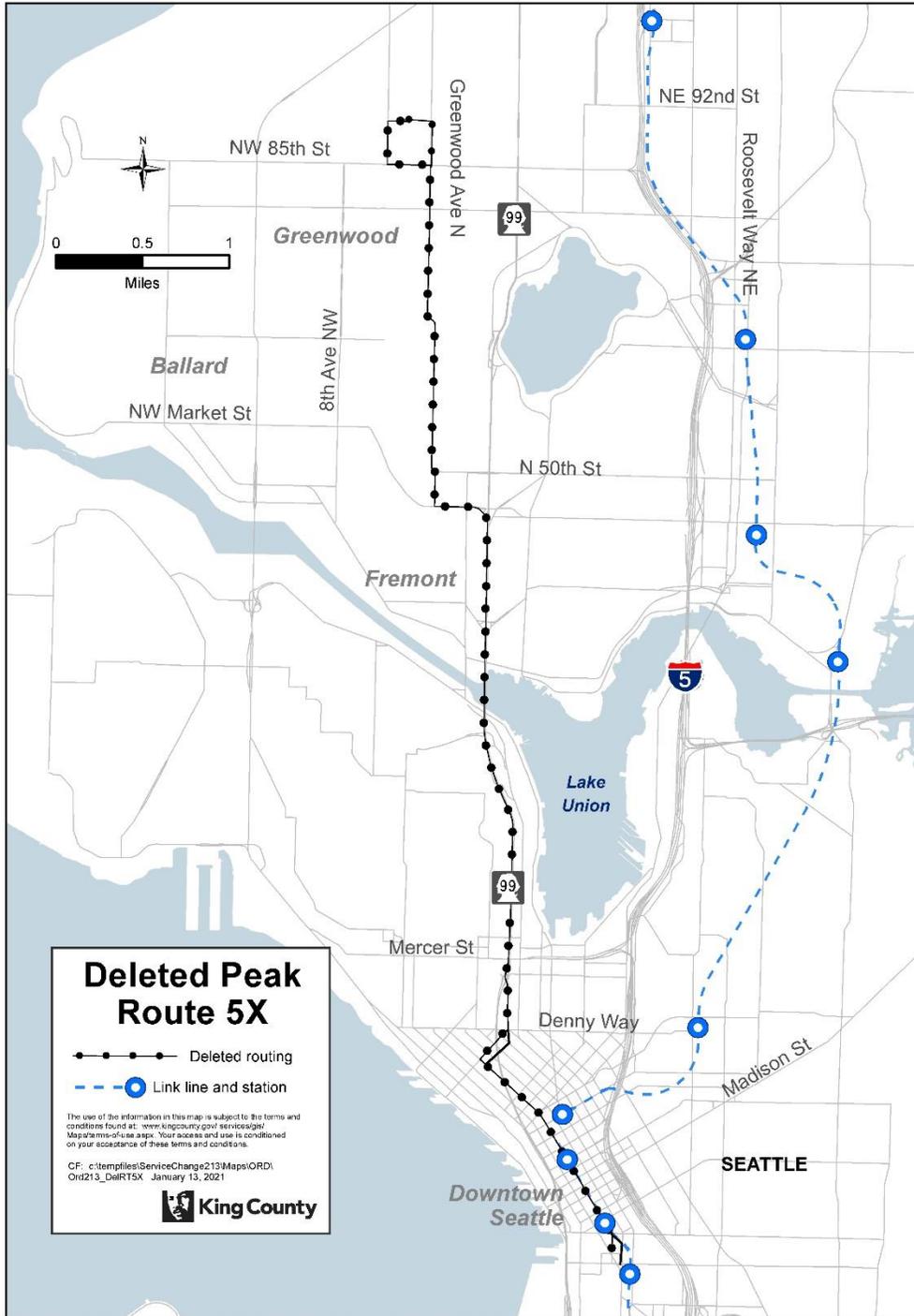
Delete Route 5X to improve network legibility. Alternative service will be provided by new Route 16X, connecting Broadview, Greenwood, and Phinney Ridge to Belltown and Downtown Seattle.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 13AM trips, 13 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|---|----------|--------|
| Current | 6:00 AM - 8:30 AM, 3:45 PM - 6:00 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 16X (new)

OBJECTIVES:

Restructure service to create new connections, simplify design, and improve network legibility in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* - Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.
 - *Service Design Guideline* - A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality.

IMPACTED SERVICE AREA:

Broadview, Greenwood, Phinney Ridge, Downtown Seattle

SERVICE CHANGE:

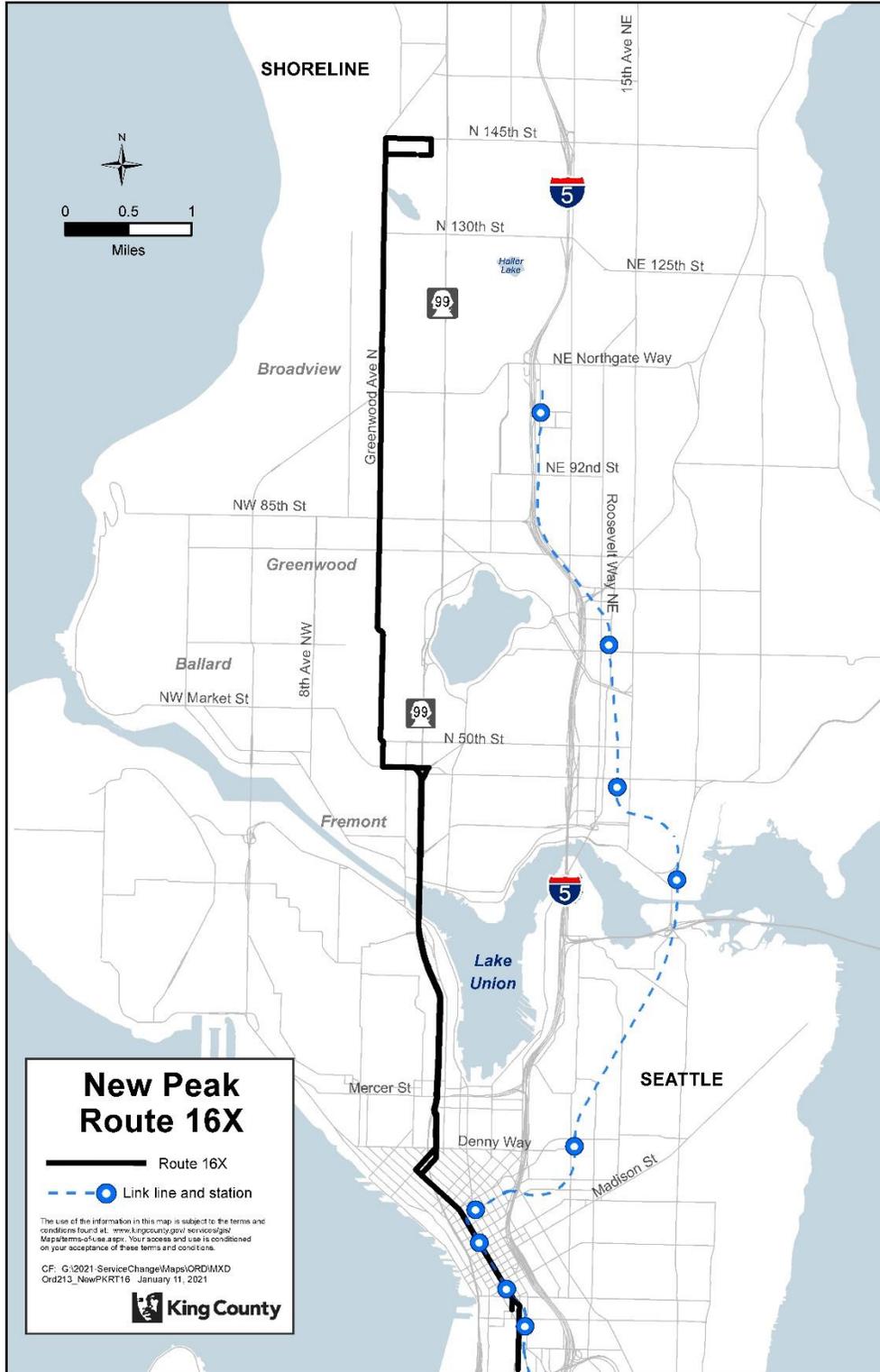
Implement new Route 16X, which will provide service connecting Broadview, Greenwood, and Phinney Ridge to Belltown and Downtown Seattle. This route will operate during weekday peak periods.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | N/A | N/A | N/A | N/A | N/A |
| Proposed | 13 AM trips, 13 PM trips | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|---|----------|--------|
| Current | N/A | N/A | N/A |
| Proposed | 6:00 AM - 8:30 AM, 3:45 PM - 6:00 PM | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 20 (new)

OBJECTIVES:

Restructure service to create new connections, simplify design, and improve network legibility in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1:* Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- *Strategic Plan Strategy 2.1.2:* Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* - Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.
 - *Service Design Guideline* - A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality.

IMPACTED SERVICE AREA:

Lake City, Northgate, Green Lake, Wallingford, and University District

SERVICE CHANGE:

Implement new Route 20, which will provide service connecting Lake City, Northgate, Green Lake, Wallingford, and University District. This route will operate during daily with 15-minute weekday peak service, and 30-minute service at all other times.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | N/A | N/A | N/A | N/A | N/A |
| Proposed | 15 | 30 | 30 | 30 | 30 |

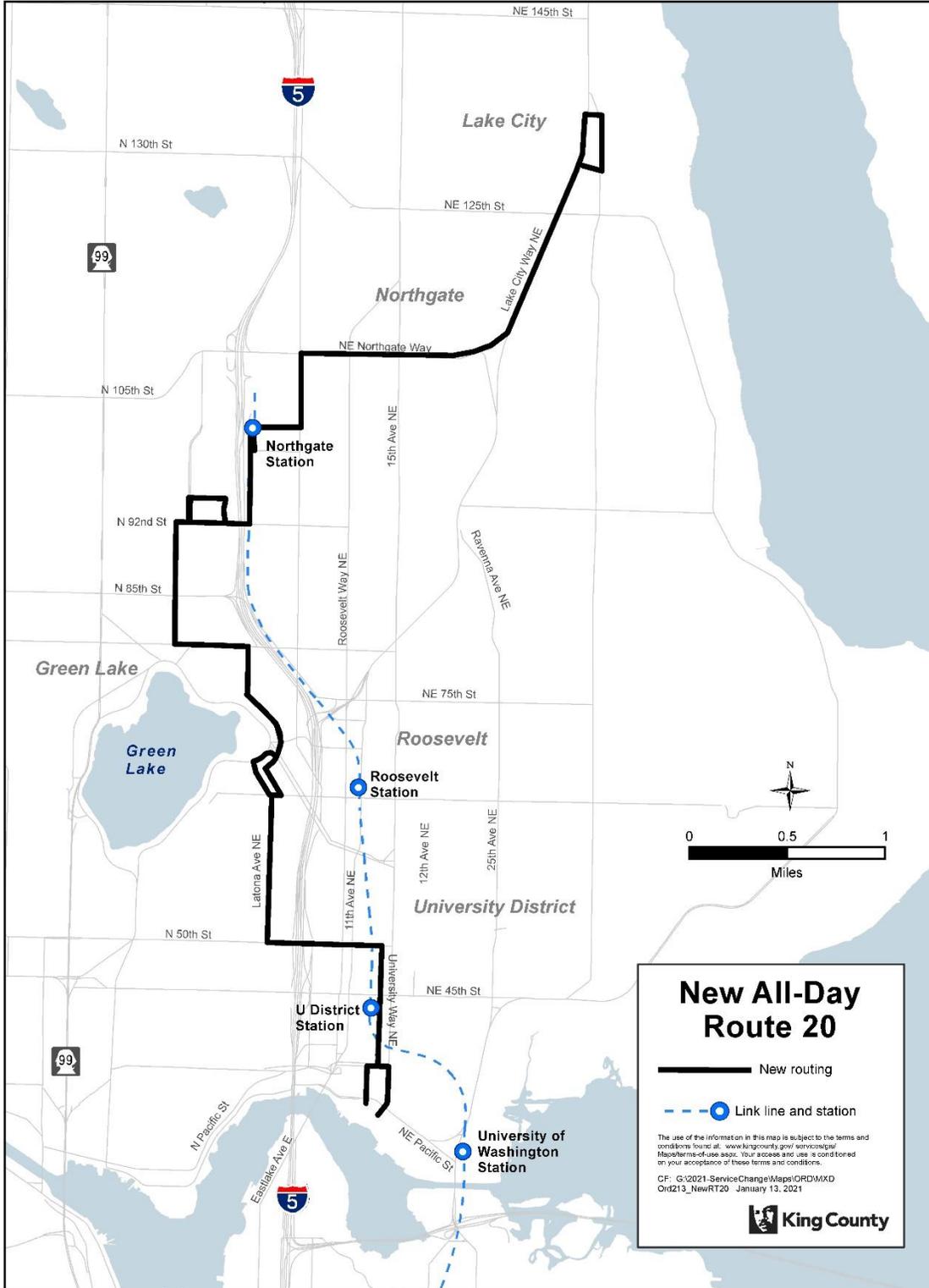
Span:

Revised April 22, 2021

Ordinance 19280

2021-0130 Attachment A

| | Weekdays | Saturday | Sunday |
|-----------------|--------------------|--------------------|--------------------|
| Current | N/A | N/A | N/A |
| Proposed | 6:30 AM – 12:00 AM | 6:30 AM – 12:00 AM | 6:30 AM – 12:00 AM |



Ordinance 19280

2021-0130 Attachment A

Route: 26 (delete)

OBJECTIVES:

Replacement service for the Route 26 will be provided by Route 62; revised Routes 31, 32, and 44; new Route 20; and Link light rail.

Restructure service to provide new connections, leverage high-capacity transit investments, reduce duplication, and improve travel time reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – The length of bus routes should provide useful connections for riders and be more attractive than other travel modes.
- *Strategic Plan Strategy 6.2.3:* Develop and implement alternative public transportation services and delivery strategies.

IMPACTED SERVICE AREA:

Northgate, Green Lake, Wallingford, Queen Anne, and Downtown Seattle,

SERVICE CHANGE:

Delete Route 26. Route 26 is replaced by Route 62 providing frequent all-day service between Green Lake, Wallingford, Fremont, SLU, and downtown Seattle, revised routes 31, 32, 44 providing improved east-west service between Wallingford and the U-District Link Station, U-Village, Seattle Children’s Hospital, and new Route 20 providing all-day service between Lake City and U-District via Northgate, Green Lake, and Wallingford.

Frequency:

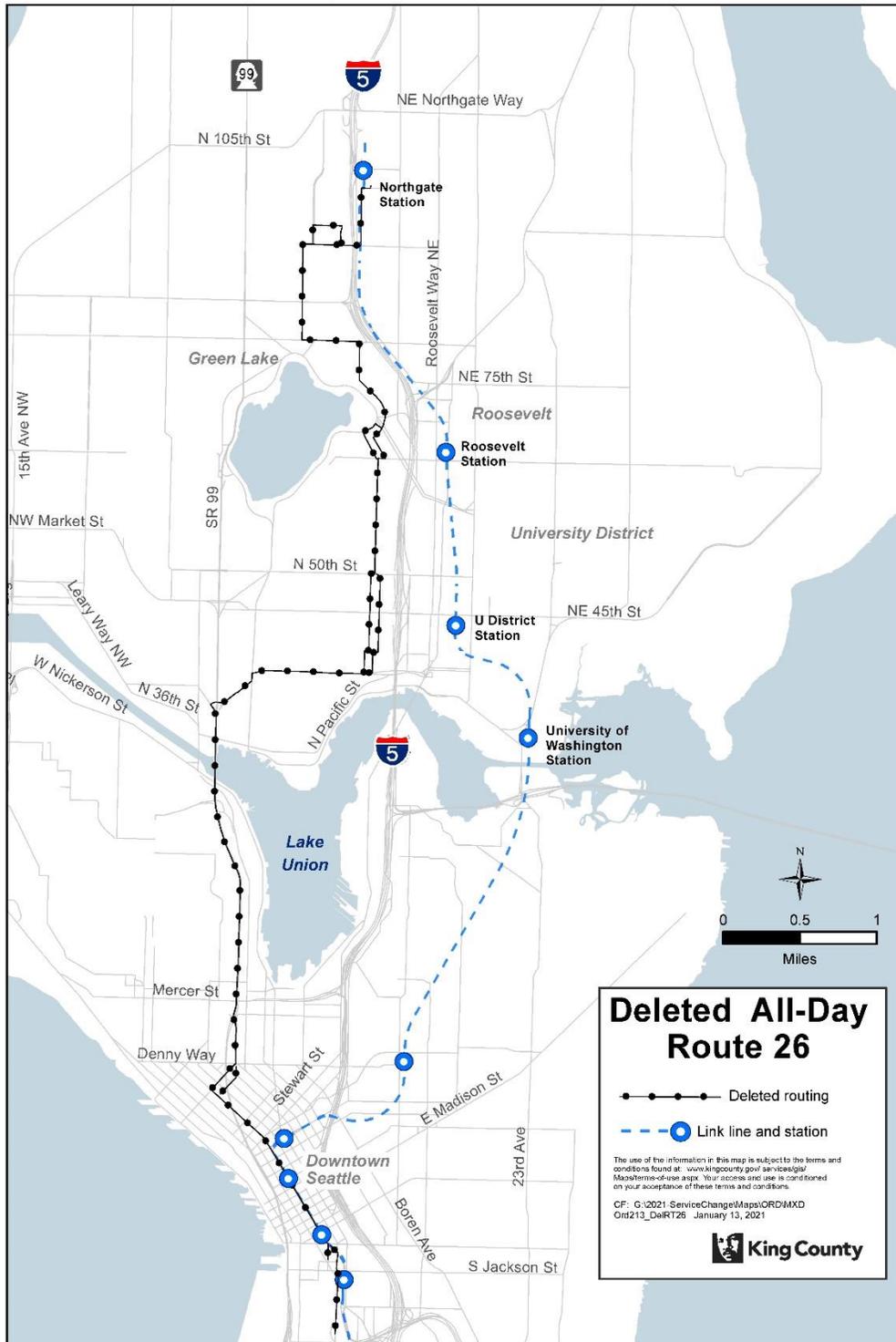
| | Weekdays | | | Weekend | | | |
|-----------------|----------|--------|-------|----------|-----|--------|-----|
| | Peak | Midday | Night | Saturday | | Sunday | |
| Current | 15-30 | 30 | 30 | 30 | 30 | 30 | 30 |
| Proposed | N/A | N/A | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|----------------|------------------|------------------|------------------|
| Current | 5:00AM - 12:00AM | 6:30AM - 12:00AM | 6:30AM - 12:00AM |

Revised April 22, 2021

| | | | |
|-----------------|-----|-----|-----|
| Proposed | N/A | N/A | N/A |
|-----------------|-----|-----|-----|



Ordinance 19280

2021-0130 Attachment A

Route: 31 (revise)

OBJECTIVES:

Restructure service to create new east-west connections to community assets, better integrate with Link light rail, and increase frequency and span in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.2:* Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region’s growing population and serve new transit markets.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

University District

SERVICE CHANGE:

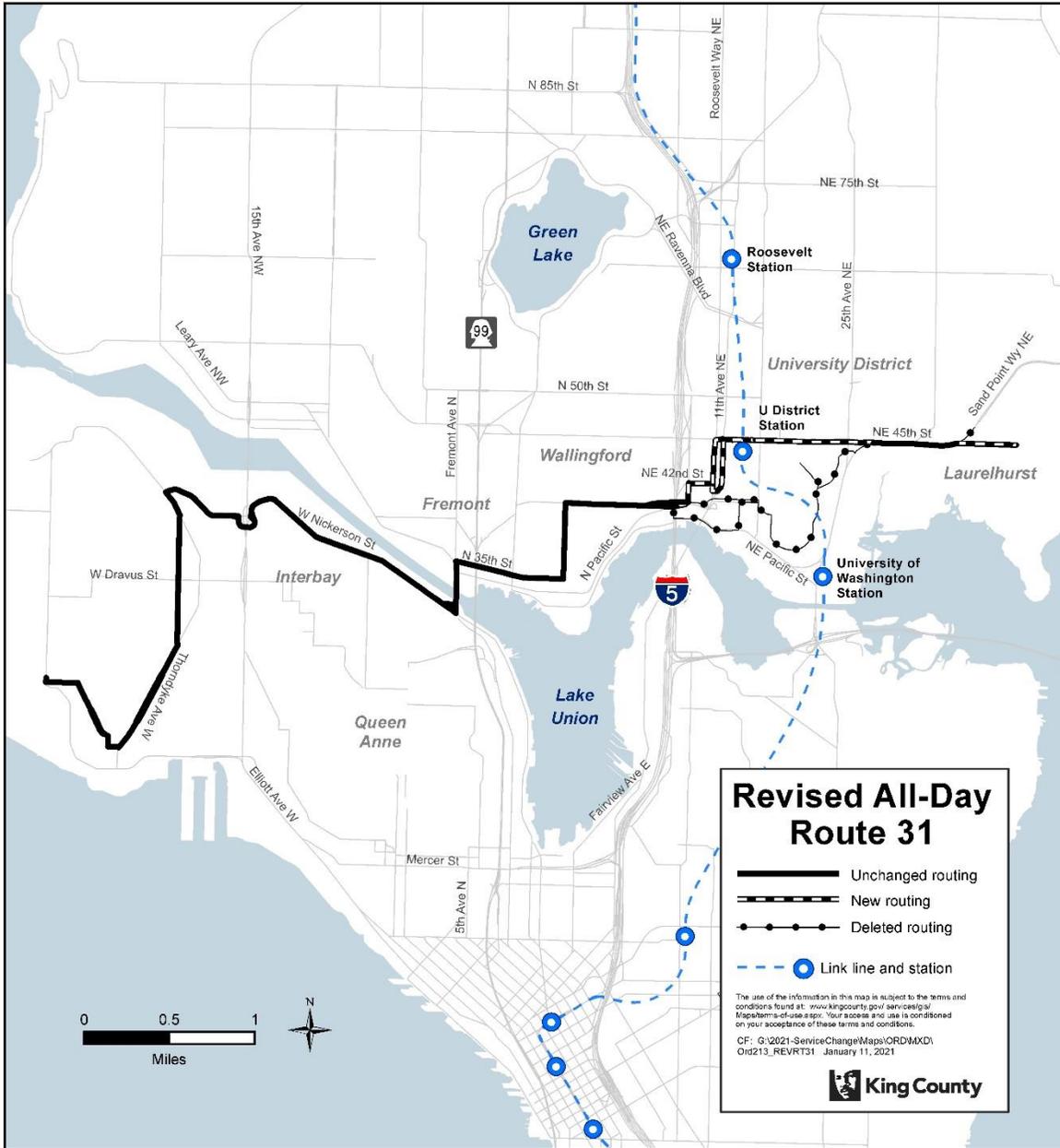
Revise Route 31 to provide new connections to the University District Seattle Children’s Hospital via N 45th St. This extension of Route 31’s pathway will break the interline with Route 75. On weekdays and Saturday, the route will maintain its current service levels. Add service on Sunday, when Route 31 will operate every 30 minutes from approximately 7:30 AM until 10:00 PM.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 15-30 | 30 | 30 | 30 | N/A |
| Proposed | 15-30 | 30 | 30 | 30 | 30 |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|--------------------|--------------------|--------------------|
| Current | 6:00 AM – 10:00 PM | 7:30 AM – 10:00 PM | N/A |
| Proposed | 6:00 AM – 10:00 PM | 7:30 AM – 10:00 PM | 7:30 AM – 10:00 PM |



Ordinance 19280

2021-0130 Attachment A

Route: 32 (revise)

OBJECTIVES:

Restructure service to create new east-west connections to community assets and better integrate with Link light rail, in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.2:* Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region’s growing population and serve new transit markets.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.

IMPACTED SERVICE AREA:

University District

SERVICE CHANGE:

Revise Route 32 to provide new connections to the University District Seattle Children’s Hospital via N 45th St. This extension of Route 32’s pathway will break the interline with Route 75. On weekdays, Saturday, and Sunday the route will maintain its current service levels.

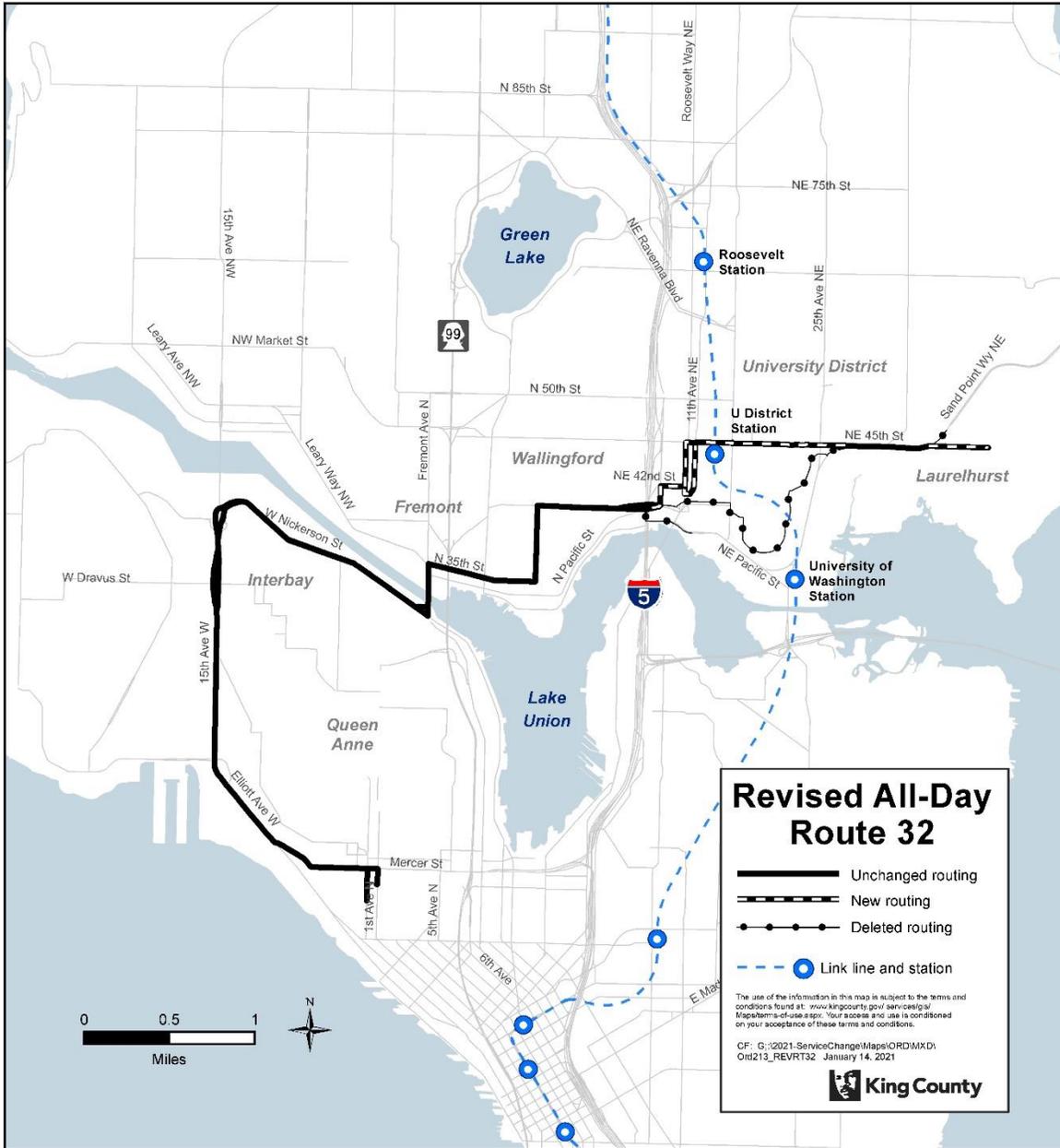
Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 15-30 | 30 | 30 | 30 | 30 |
| Proposed | 15-30 | 30 | 30 | 30 | 30 |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|--------------------|--------------------|--------------------|
| Current | 5:45 AM – 12:00 AM | 6:00 AM – 12:00 AM | 6:00 AM – 12:00 AM |
| Proposed | 5:45 AM – 12:00 AM | 6:00 AM – 12:00 AM | 6:00 AM – 12:00 AM |

Revised April 22, 2021



Ordinance 19280

2021-0130 Attachment A

Route: 41 (delete)

OBJECTIVES:

Replacement service for Route 41 will be provided by revised Route 75 and Link light rail.

Restructure service to reduce duplication, leverage new high-capacity transit options, and increase transit reliability in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers, local jurisdictions and the private sector to create an integrated and efficient regional transportation system that takes innovative approaches to improving mobility.
- *Strategic Plan Strategy 5.1.3:* Improve transit speed and reliability.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should be designed to avoid competing for the same riders.
- *Strategic Plan Strategy 6.1.2:* Establish and maintain a long-range transit service and capital plan developed in collaboration with local comprehensive and regional long-range transportation planning.

IMPACTED SERVICE AREA:

Northgate, Lake City, Downtown Seattle

SERVICE CHANGE:

Delete Route 41 to reduce duplication and leverage reliable, high-capacity transit options. Alternative service will be provided by revised Route 75, which will be revised to serve NE 125th St and 5th Ave NE.

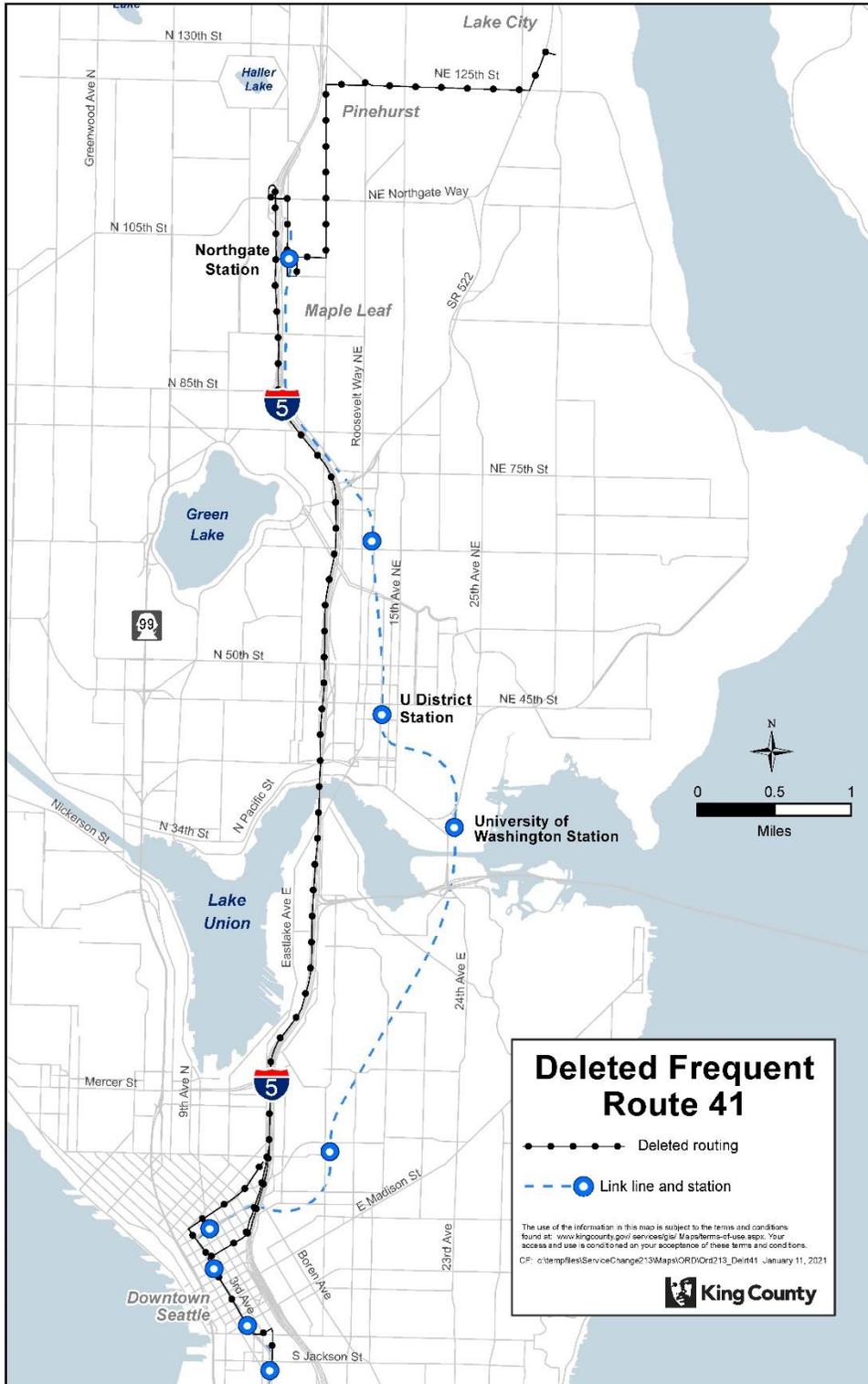
Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 5-10 | 10-15 | 15-30 | 15 | 15 |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|-------------------|-------------------|-------------------|
| Current | 5:00 AM – 1:00 AM | 5:30 AM – 1:00 AM | 6:00 AM – 1:00 AM |
| Proposed | N/A | N/A | N/A |

Revised April 22, 2021



Ordinance 19280

2021-0130 Attachment A

Route 43 (revise)

OBJECTIVES:

Reduce service and adjust trip times to shift operational resources into more productive all-day routes and improve operational efficiency by through-routing all trips with Route 44 trips in accordance with the Strategic Plan for Public Transportation, 2011-2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.
- *Strategic Plan Strategy 6.2.4:* Provide alternative or “right-sized” services in the context of overall system financial health and the need to reduce, maintain or expand the system.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.
 - *Service Design Guideline* – Routes should be designed to avoid competing for the same riders.

IMPACTED SERVICE AREA:

Capitol Hill, Montlake, University District

SERVICE CHANGE:

Cut low performing trips and revise trip start times to be through-routed with Route 44.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 15-60 | N/A | 60 | 60 | 60 |
| Proposed | 30-60 | N/A | 60 | 60 | 60 |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|-------------------|-------------------|-------------------|
| Current | 5:10 AM – 7:30 PM | 4:50 AM – 1:24 AM | 4:50 AM – 1:24 AM |
| Proposed | 5:10 AM – 7:30 PM | 4:50 AM – 1:24 AM | 4:50 AM – 1:24 AM |

Ordinance 19280

2021-0130 Attachment A

Route: 48 (revise)

OBJECTIVES:

Restructure service to create new connections to community assets and operate along streets where existing trolley infrastructure will support the future electrification of the Route 48, in accordance with the Strategic Plan for Public Transportation, 2011-2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.2:* Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.
- *Strategic Plan Strategy 3.2.3:* Facilitate convenient and safe access to transit by all modes.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 4.1.1:* Increase the proportion of travel in King County that is provided by public transportation products and services.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* – The location where a bus route ends and the buses wait before starting the next trip must be carefully selected.
 - *Service Design Guideline* – Priority should be given to maintaining existing layover spaces at route terminals to support continued and future service.

IMPACTED SERVICE AREA:

Mount Baker, Central District, Montlake, University District

SERVICE CHANGE:

Revise northern segment of the Route 48 in the University District to serve the University Heights and operate along streets where there is existing trolley OCS to support the future electrification of the Route 48.

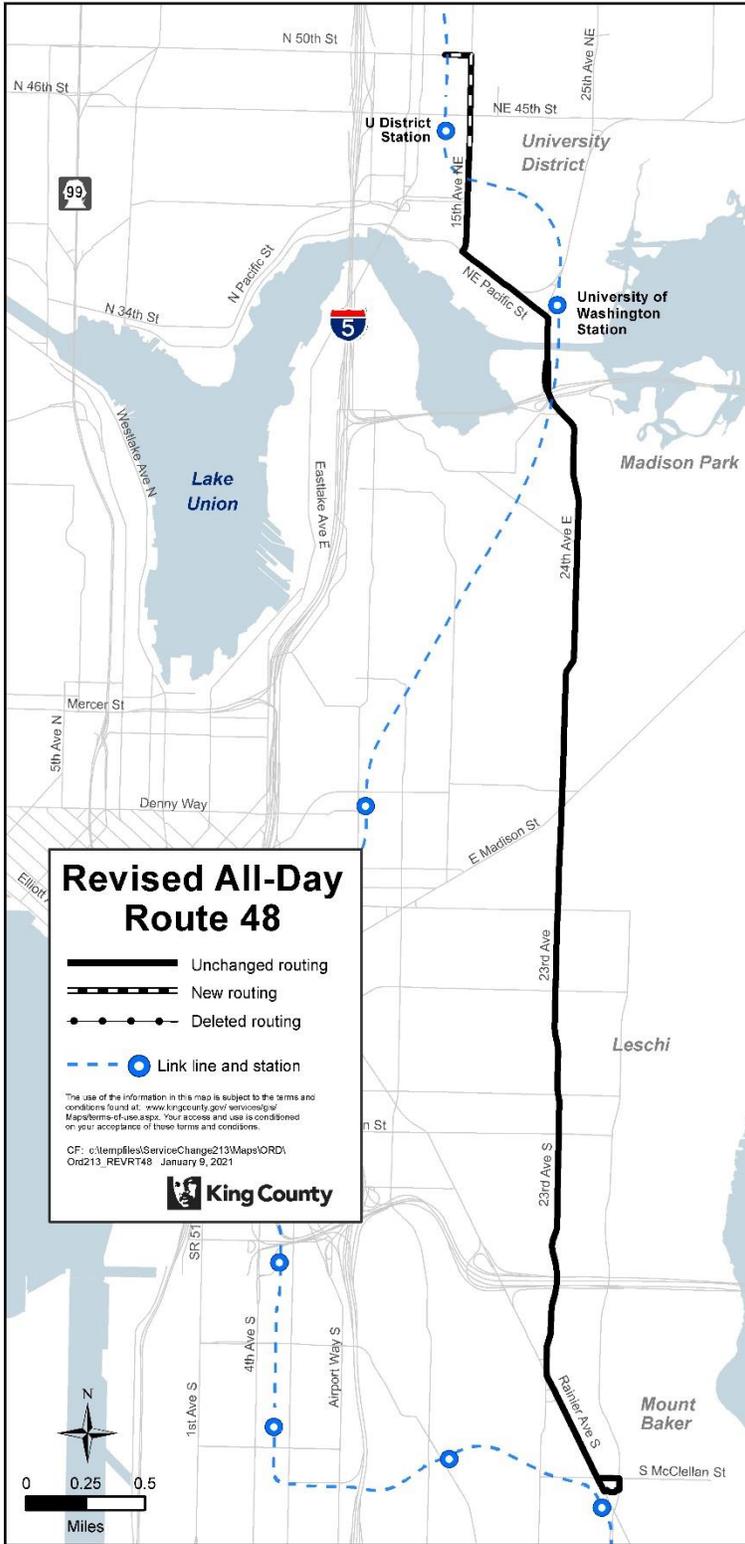
Frequency:

| | Weekday | | | Weekend | |
|-----------------|---------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 10 | 15 | 15-30 | 15-30 | 30 |
| Proposed | 10-15 | 15 | 15-30 | 15-30 | 15-30 |

Span:

| | Weekday | Saturday | Sunday |
|-----------------|-------------------|-------------------|-------------------|
| Current | 5:00 AM – 4:00 AM | 5:00 AM – 4:00 AM | 5:00 AM – 4:00 AM |
| Proposed | 5:00 AM – 4:00 AM | 5:00 AM – 4:00 AM | 5:00 AM – 4:00 AM |

Revised April 22, 2021



Ordinance 19280

2021-0130 Attachment A

Route: 63 (delete)

OBJECTIVES:

Replacement service for Route 63 will be provided by Routes 322, 320, 64, 67

Restructure service in North Seattle to provide new connections to the expanded LINK light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* - Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline* - A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Northgate, Greenlake, University District, South Lake Union, and First Hill

SERVICE CHANGE:

Delete Route 63. New Route 320 will provide a connection between Northgate and South Lake Union. Route 63 riders between Northgate and Green Lake Park and Ride can use Route 67 on Roosevelt Way NE. Route 63 riders between Green Lake Park and Ride and South Lake Union or First Hill can use either Route 64 or new Route 322.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 8 AM trips, 10 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

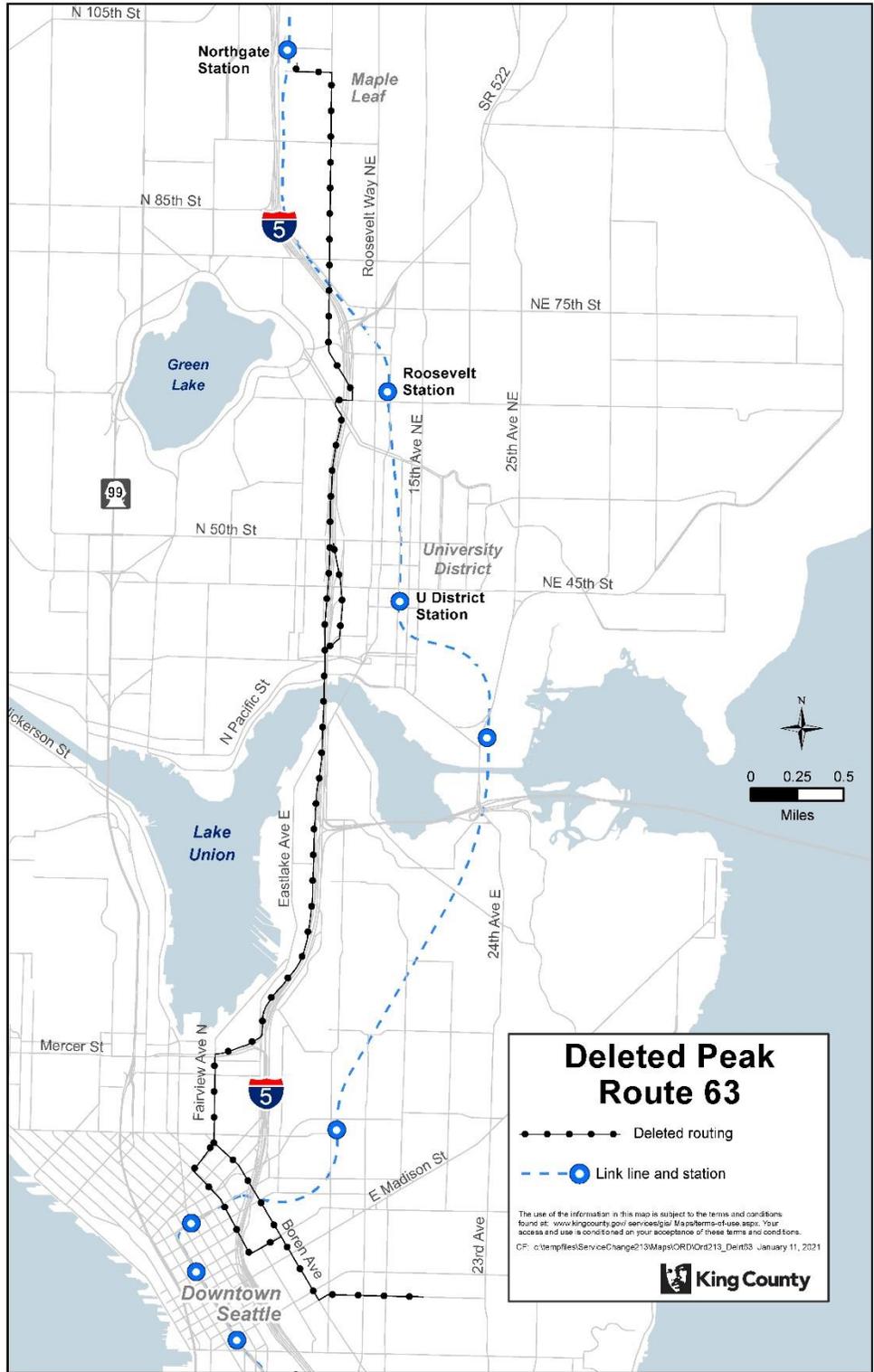
Span:

Revised April 22, 2021

Ordinance 19280

2021-0130 Attachment A

| | Weekdays | Saturday | Sunday |
|-----------------|--------------------------------------|-----------------|---------------|
| Current | 6:30 AM – 9:30 AM 3:45PM – 7:30PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Route: 64 (revise)

OBJECTIVES:

Restructure to provide maintain direct connections to key centers like First Hill and South Lake Union and reduce service duplication in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – The length of bus routes should provide useful connections for riders and be more attractive than other travel modes

IMPACTED SERVICE AREA:

Lake City, Northgate, Roosevelt, University District, South Lake Union, and First Hill

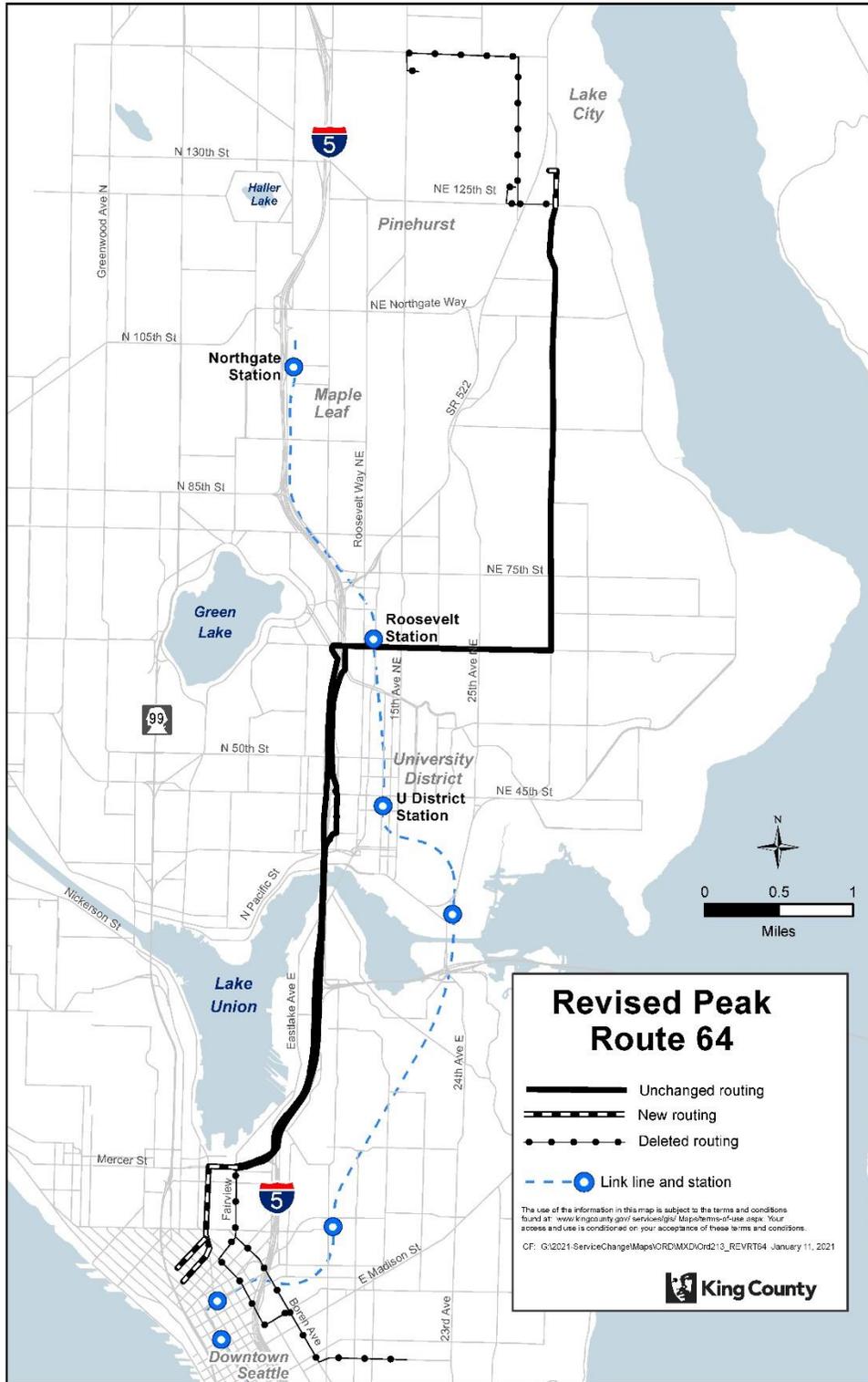
SERVICE CHANGE:

Shorten Route 64 to begin in Lake City; Southern routing through SLU and First Hill is changed to provide a more direct connection to the core of South Lake Union and the Denny Triangle neighborhood. Changes are to provide an improved peak-period express service between northeast Seattle / Roosevelt Station area, and South Lake Union/Denny Triangle Seattle Center City area.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 7 AM trips, 9 PM trips | N/A | N/A | N/A | N/A |
| Proposed | 11 AM trips, 13 PM trips | N/A | N/A | N/A | N/A |

| | Weekdays | Saturday | Sunday |
|-----------------|--------------------------------------|----------|--------|
| Current | 6:30 AM – 9:30 AM 3:45PM – 7:30PM | N/A | N/A |
| Proposed | 5:45 AM – 9:30 AM 3:45PM – 7:30PM | N/A | N/A |



Route 71 (Deleted)

Replacement service for Route 71 will be provided by Routes 45, 62, 64, 73, 79

Restructure service in North Seattle to provide new connections to the expanded LINK light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* - Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline* - A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality.
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Wedgewood, View Ridge, Ravenna, and University District

SERVICE CHANGE:

Delete Route 71. Route 71 is replaced by new Route 79 providing east-west service along NE 75th Street between Sand Point and Roosevelt Station, upgraded service on existing Routes 62 and 64, and by Link light rail and existing service on Routes 45 and 73.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 30 | 30 | 30 | 30 | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|----------------|--------------------------------------|----------|--------|
| Current | 6:30 AM – 9:30 AM 3:45PM – 7:30PM | N/A | N/A |

Ordinance 19280

2021-0130 Attachment A

Route: 73 (revise)

OBJECTIVES:

Restructure service in the Roosevelt area to better serve Link light rail in accordance with the Strategic Plan for Public Transportation, 2011-2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.2:* Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - Service Design Guideline – Routes should be designed in the context of the entire transportation system.
 - Service Design Guideline – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - Service Design Guideline – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - Service Design Guideline – Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - Service Design Guideline – Routes should serve connection points where riders can transfer to frequent services, opening the widest possible range of travel options.
 - Service Design Guideline – The location where a bus route ends and the buses wait before starting the next trip must be carefully selected.
 - Service Design Guideline – Priority should be given to maintaining existing layover spaces at route terminals to support continued and future service.

IMPACTED SERVICE AREA:

Jackson Park, Pinehurst, Roosevelt, University District

SERVICE CHANGE:

Add peak trips to Route 73 administratively, and modify routing in the Roosevelt area to serve Roosevelt Station by shifting Route 73 to operate southbound on Roosevelt Way NE and Lake City Way NE; and northbound on 12th Avenue NE and Lake City Way NE between NE 80th Street and NE Ravenna Boulevard.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | N/A | 30 | 30 | 30 | 30 |
| Proposed | 15 | 30 | 30 | 30 | 30 |

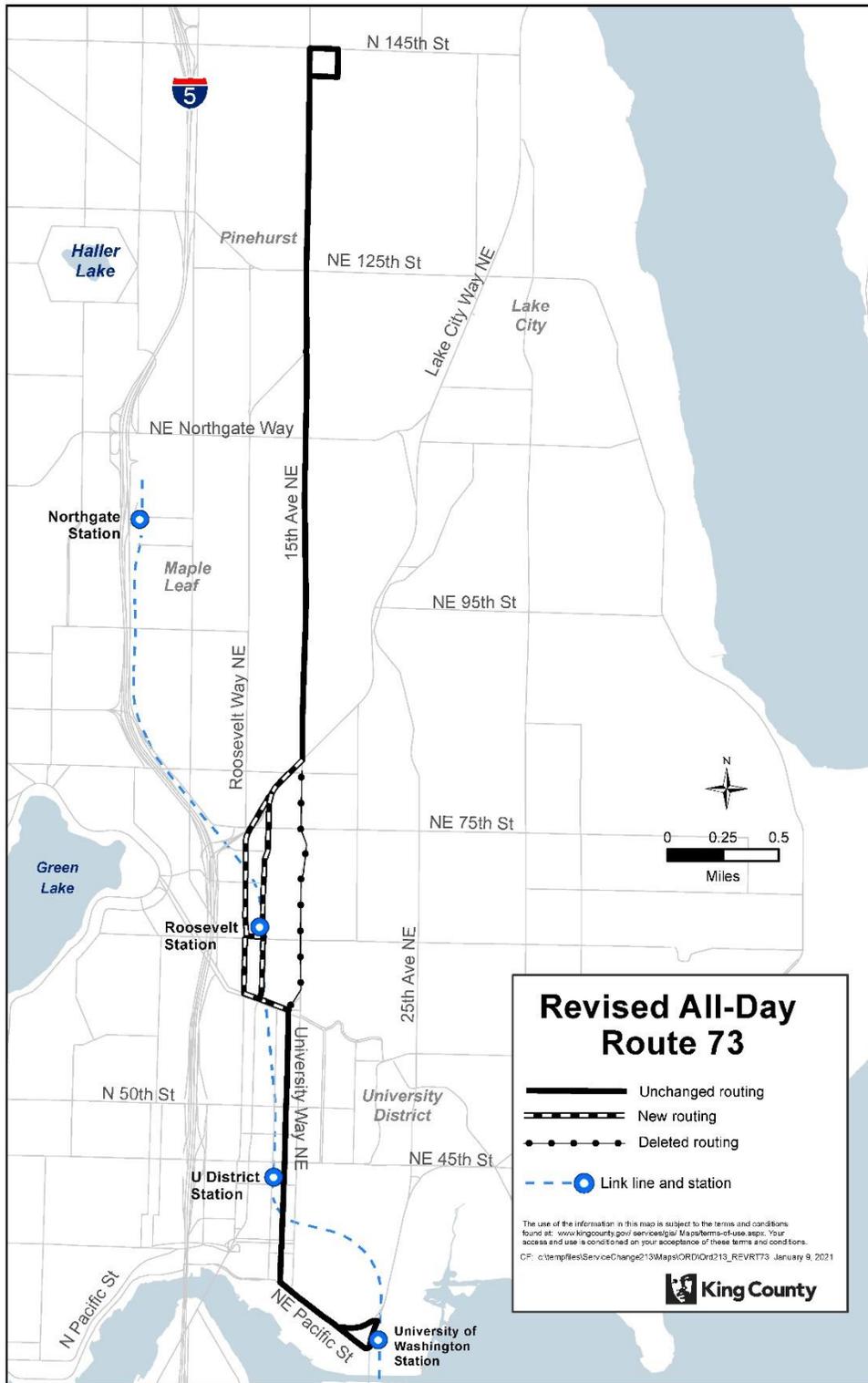
Revised April 22, 2021

Ordinance 19280

2021-0130 Attachment A

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|--------------------|-------------------|-------------------|
| Current | 5:30 AM – 10:00 PM | 7:15 AM – 8:00 PM | 7:15 AM – 8:00 PM |
| Proposed | 5:30 AM – 10:00 PM | 7:15 AM – 8:00 PM | 7:15 AM – 8:00 PM |



Ordinance 19280

2021-0130 Attachment A

Route 74 (delete)

OBJECTIVES:

Replacement service for Route 74 will be provided by Route 75, new Route 79, and Link Light Rail.

Restructure service in North Seattle to provide new connections to the expanded Link light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* - Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline* - A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Sand Point, Bryant, Ravenna, University District, Downtown Seattle

SERVICE CHANGE:

Delete Route 74. New Route 79 will provide a connection between Sand Point and the University District, and connections to Downtown Seattle can be made via Link Light Rail. Route 74 riders on Sand Point Way NE between NE 65th St and NE 77th St can use Route 75.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 10-30 | 30 | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

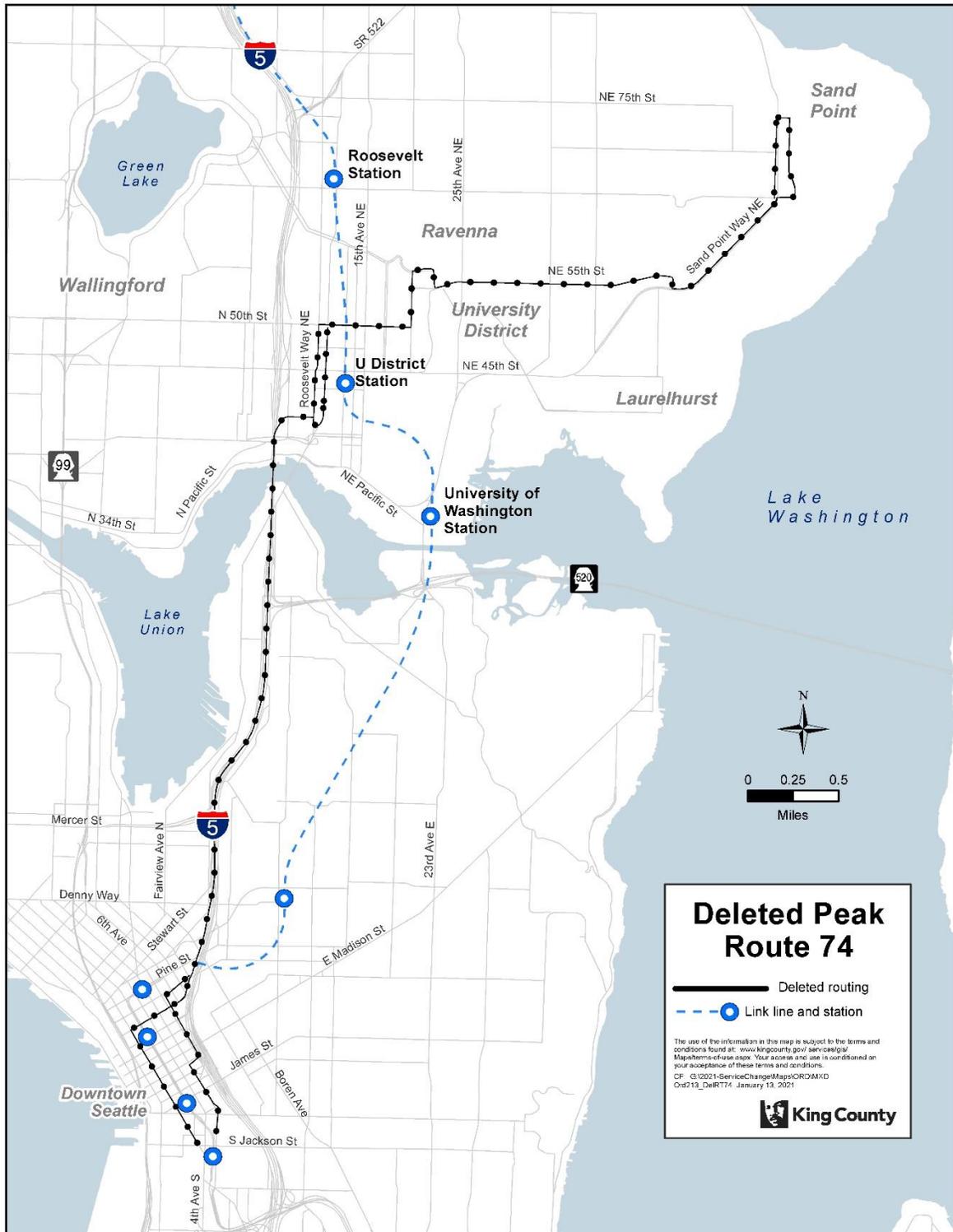
Span:

| | Weekdays | Saturday | Sunday |
|--|----------|----------|--------|
| | | | |

Ordinance 19280

2021-0130 Attachment A

| | | | |
|-----------------|-------------------|-----|-----|
| Current | 5:45 AM – 6:45 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 75 (revise)

OBJECTIVES:

Restructure service in North Seattle to provide new connections to the expanded Link light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – The length of bus routes should provide useful connections for riders and be more attractive than other travel modes

IMPACTED SERVICE AREA:

Lake City, Northgate, Sand Point, and University District

SERVICE CHANGE:

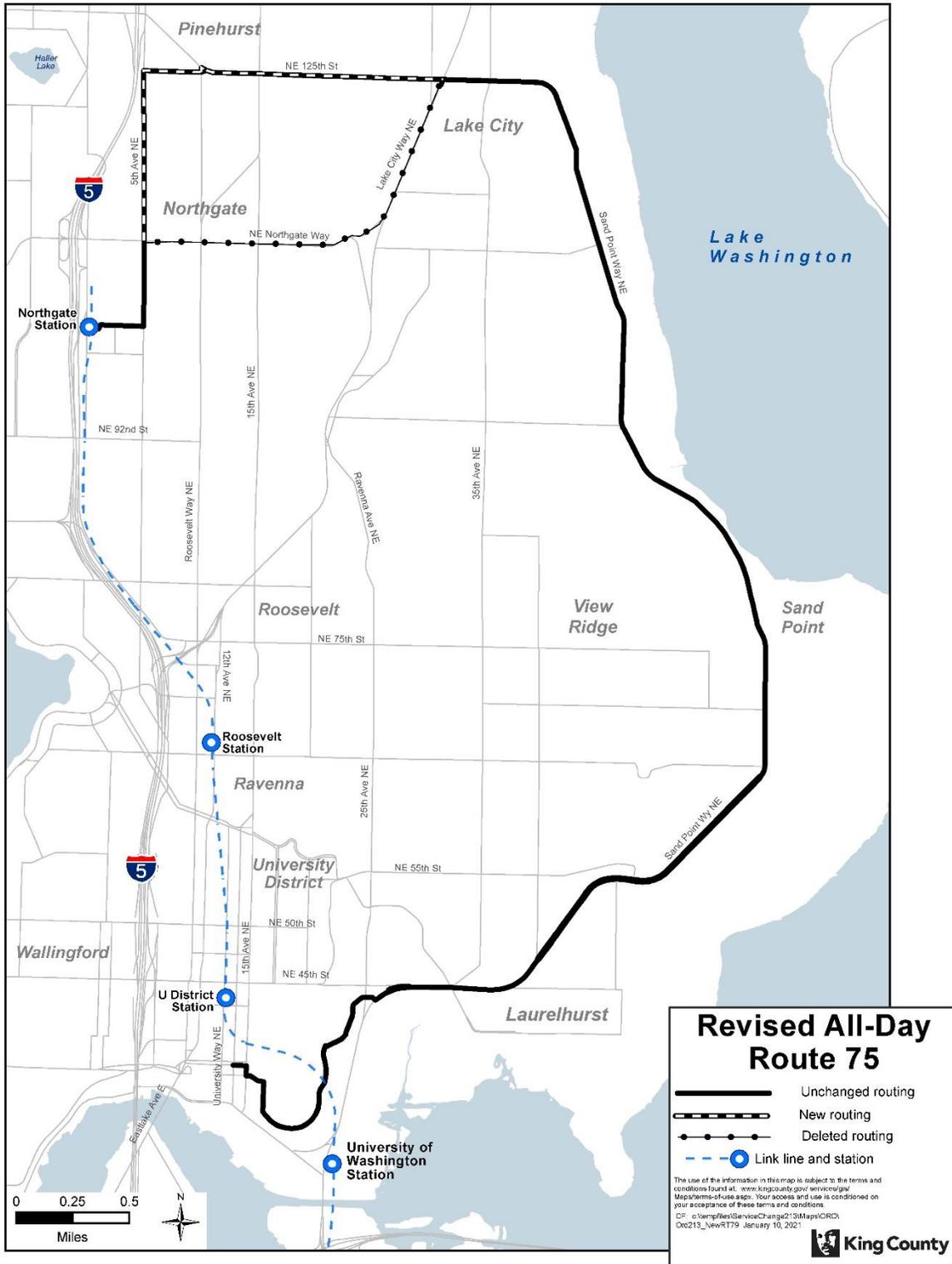
Modify routing between Lake City and Northgate to use NE 125th Street and 5th Avenue NE in order to replace discontinued Route 41 and provide a connection to Link light rail at Northgate Station. Through-route Route 75 with Route 45, so that the two routes will be connected through the University of Washington campus along E Stevens Way NE.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 10 | 15 | 15 | 15-30 | 30 |
| Proposed | 10-15 | 15 | 15-30 | 15-30 | 15-30 |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|-------------------|-------------------|-------------------|
| Current | 5:15 AM – 1:00 AM | 6:00 AM – 1:15 AM | 6:00 AM – 1:00 AM |
| Proposed | 5:15 AM – 1:00 AM | 5:30 AM – 1:15 AM | 5:30 AM – 1:15 AM |



Ordinance 19280

2021-0130 Attachment A

Route: 76 (delete)

OBJECTIVES:

Replacement service for Route 76 will be provided by Route 62, 64, 79, and Link light rail.

Restructure service in northeast Seattle to provide new connections to the expanded Link light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – The length of bus routes should provide useful connections for riders and be more attractive than other travel modes.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Wedgwood, View Ridge, Roosevelt, U-District, downtown Seattle

SERVICE CHANGE:

Delete Route 76. Route 76 is replaced by new Route 79 providing east-west service along NE 75th Street between Sand Point and Roosevelt Station, upgraded service on existing Routes 62 and 64, and by Link light rail.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 15 AM trips, 13 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

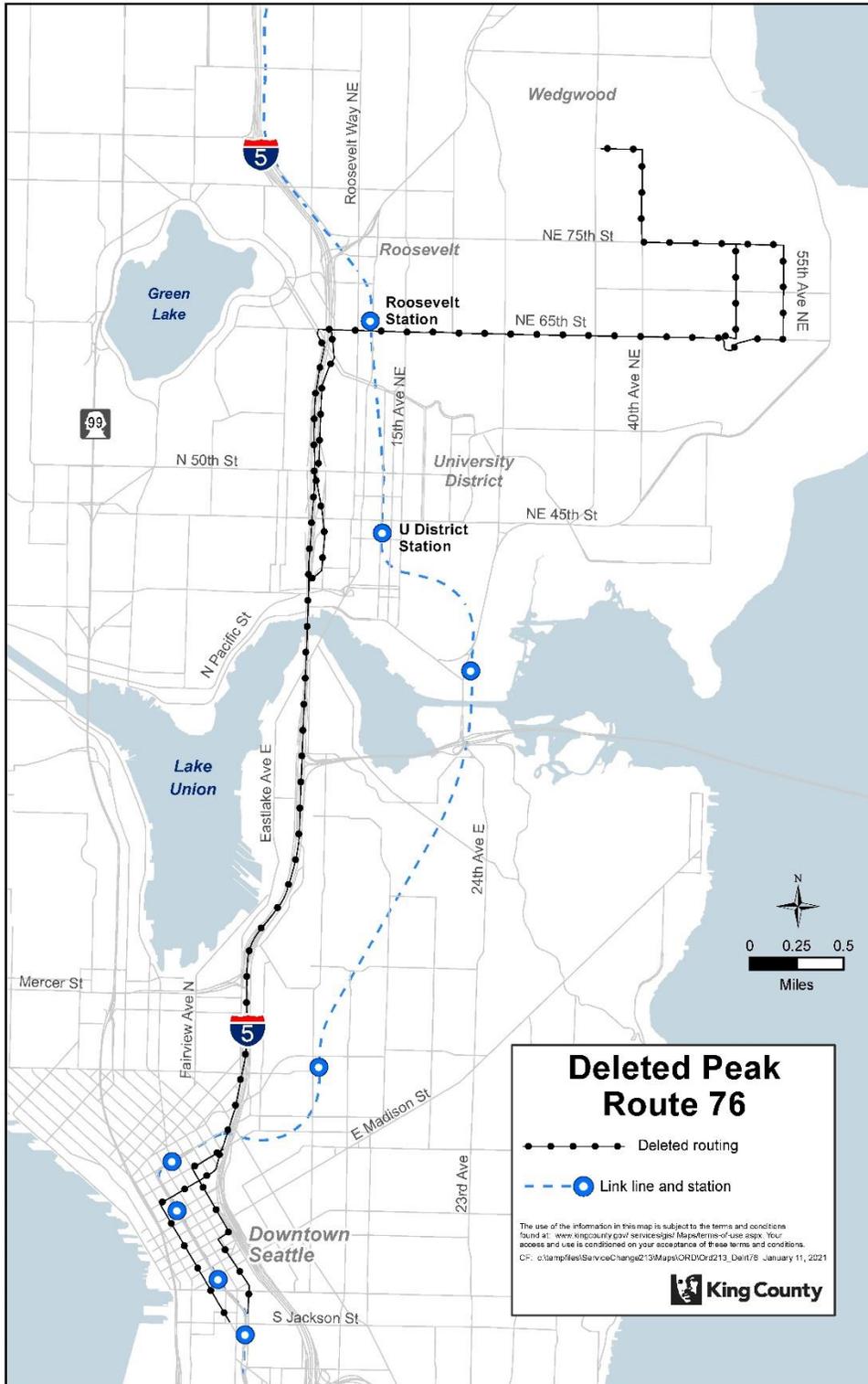
Span:

Revised April 22, 2021

Ordinance 19280

2021-0130 Attachment A

| | Weekdays | Saturday | Sunday |
|-----------------|---------------------------------|-----------------|---------------|
| Current | 5 AM - 10 AM, 3 PM - 7:30 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 77 (delete)

OBJECTIVES:

Replacement service for Route 77 will be provided by new Route 73, 347, 348, and Link light rail.

Restructure service in to provide new connections to the expanded Link light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – The length of bus routes should provide useful connections for riders and be more attractive than other travel modes.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Shoreline, Jackson Park, Victory Heights, downtown Seattle

SERVICE CHANGE:

Delete Route 77. Route 77 is replaced by upgraded Routes 347 and 348 providing service to Northgate Station where riders can connect with Link light rail to Downtown Seattle, and by upgraded service on Route 73 providing service to Roosevelt Station where riders can connect with Link light rail to Downtown Seattle.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 12 AM trips, 10 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

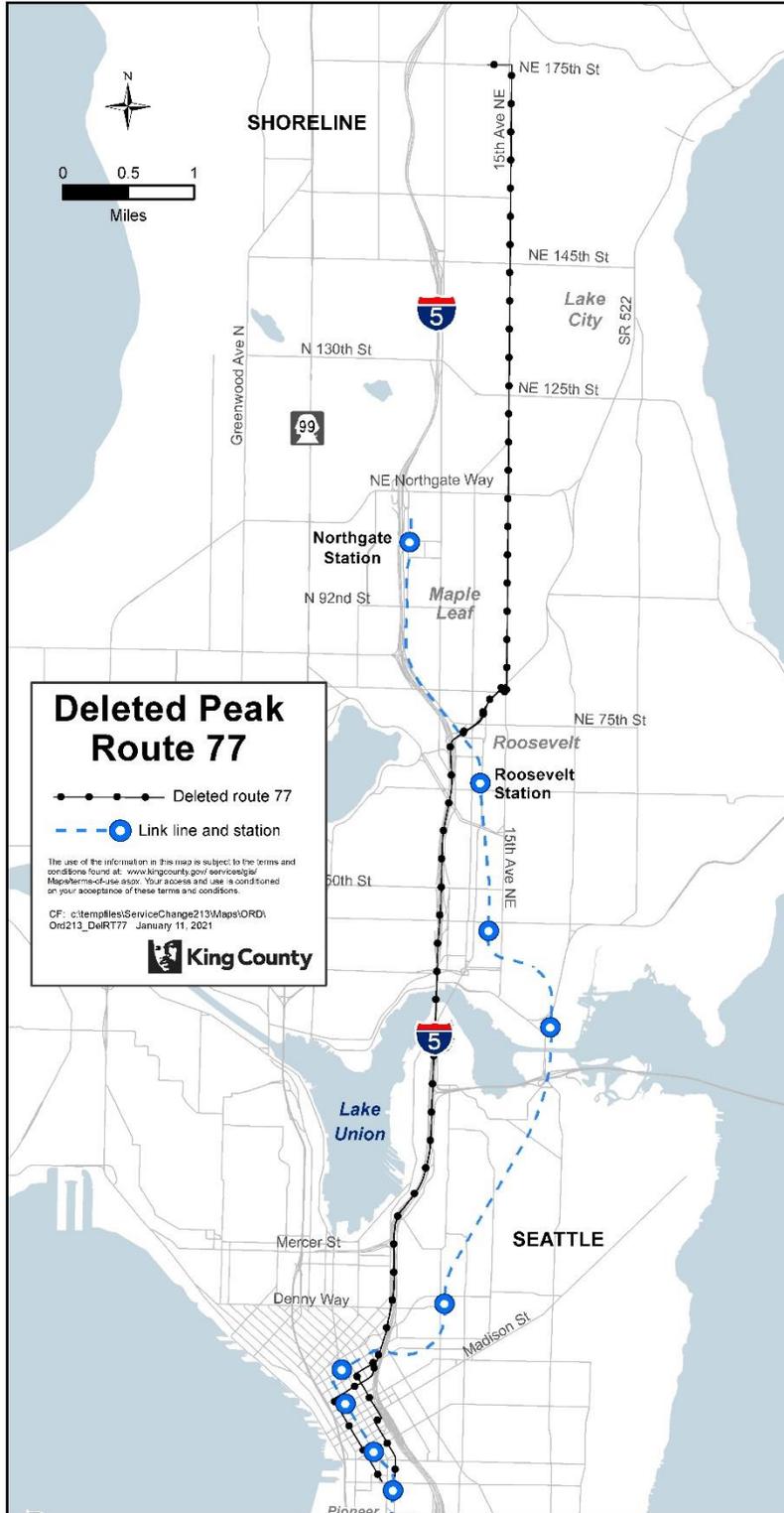
Span:

Revised April 22, 2021

Ordinance 19280

2021-0130 Attachment A

| | Weekdays | Saturday | Sunday |
|-----------------|-----------------------------|-----------------|---------------|
| Current | 5 AM - 9 AM, 3 PM - 7 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 78 (delete)

OBJECTIVES:

Replacement service for Route 78 will be provided by new Routes 31, 32, 65, and 75.

Restructure service and reallocate limited resources to provide new connections to expanded Link light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.3.1:* Provide products and services that are designed to provide geographic value in all parts of King County.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – The length of bus routes should provide useful connections for riders and be more attractive than other travel modes
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Laurelhurst, U-District

SERVICE CHANGE:

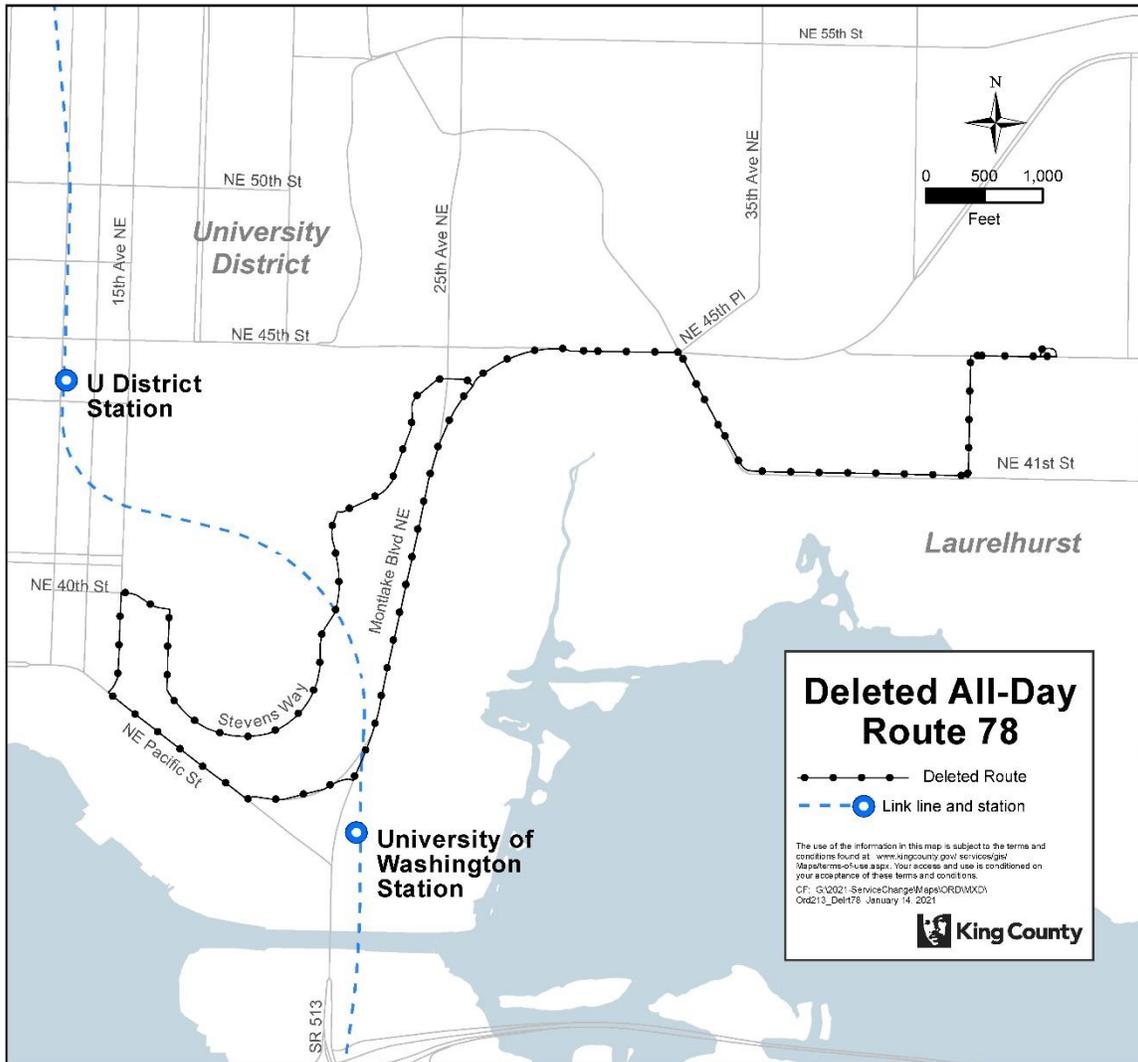
Delete Route 78 and improve service in areas with higher ridership. Deleting Route 78 reduces duplication with improved Routes 31 and 32, serving NE 45th St, and Routes 65 and 75, connecting Laurelhurst and the U-District.

Frequency:

| | Weekday | | | Weekend | |
|-----------------|----------------|--------|-------|----------------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 30 | 35-50 | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|-------------------|-----------------|---------------|
| Current | 6:00 AM - 6:30 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Route: 79 (new)

OBJECTIVES:

Restructure service in northeast Seattle to provide new east-west connections to the expanded Link light rail service in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1:* Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- *Strategic Plan Strategy 2.1.2:* Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets. *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 4.1.1:* Increase the proportion of travel in King County that is provided by public transportation products and services.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Wedgwood, View Ridge, Bryant, Roosevelt, Ravenna, U-District

SERVICE CHANGE:

Create new Route 79 to provide east-west service along NE 75th St and a connection with LINK light rail at Roosevelt Station. Route 79 would also provide east-west service along NE 55th St and a connection with LINK light rail at U-District Station

Frequency:

| | Weekdays | | | Weekend | |
|--|----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| | | | | | |

Ordinance 19280

2021-0130 Attachment A

| | | | | | |
|-----------------|-----|-----|-----|-----|-----|
| Current | N/A | N/A | N/A | N/A | N/A |
| Proposed | 15 | 30 | 30 | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|--------------------|-----------------|---------------|
| Current | N/A | N/A | N/A |
| Proposed | 6:25 AM to 9:15 PM | N/A | N/A |

Route: 301 (revise)

OBJECTIVES:

Restructure service in Shoreline to provide new connections to the expanded Link light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers, local jurisdictions and the private sector to create an integrated and efficient regional transportation system that takes innovative approaches to improving mobility.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 5.1.3:* Improve transit speed and reliability.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* - When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* - Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* - Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline* - Buses should be routed primarily on arterial streets and freeways, except where routing on local or collector streets is necessary to reach layover areas or needed to ensure that facilities and fleet used in all communities is equivalent in age and quality
 - *Service Design Guideline* – Routes should serve connection points where riders can connect to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – The length of bus routes should provide useful connections for riders and be more attractive than other travel modes.

IMPACTED SERVICE AREA:

Shoreline, Richmond Highlands, Aurora Village, Northgate, downtown Seattle

SERVICE CHANGE:

Eliminate segment between Northgate and Downtown Seattle. Revise to provide frequent two-way peak-period service connecting Aurora Village, Shoreline, and Northgate. Replace segment of route serving the Richmond Highlands loop with new Route 302. Remove stop at NE 145th St to improve speed and reliability.

Frequency:

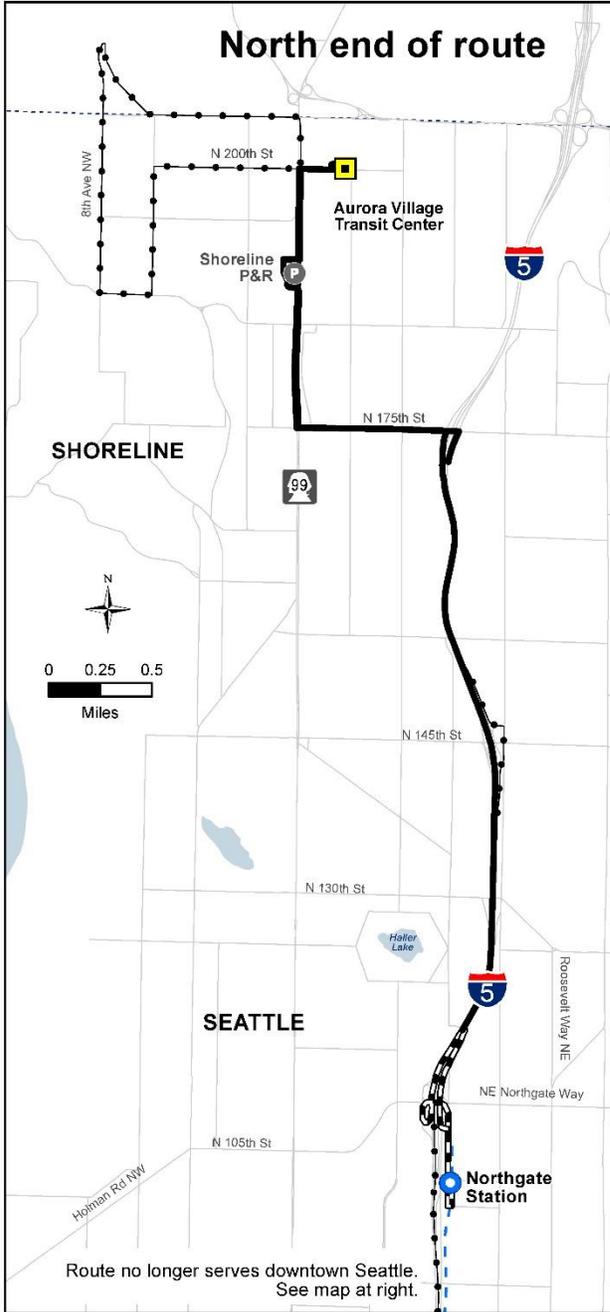
| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 20 AM trips, 19 PM trips | N/A | N/A | N/A | N/A |
| Proposed | 32 AM trips, 32 PM trips | N/A | N/A | N/A | N/A |

Ordinance 19280

2021-0130 Attachment A

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|--------------------------------------|-----------------|---------------|
| Current | 4:30 AM - 9:30 AM, 3 PM - 7 PM | N/A | N/A |
| Proposed | 4:45 AM - 9:30 AM, 3 PM - 7:15 PM | N/A | N/A |



Revised Route 301

————— Unchanged routing - - - - - New routing
 ●-●-● Deleted routing - - - ● Link line and station

The use of the information in this map is subject to the terms and conditions found at www.kingcounty.gov/transportation/Maps/terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms and conditions.

CF: G:\2021-ServiceChangeMaps\ORD\MXD\Ord213_revtr301 January 11, 2021

King County

Ordinance 19280

2021-0130 Attachment A

Route: 302 (new)

OBJECTIVES:

Implement new peak-only Route 302 to connect Richmond Beach, Aurora Village, Northgate Station, and First Hill and complement revised Route 303 in accordance with the Strategic Plan for Public Transportation, 2011-2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1:* Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers, local jurisdictions and the private sector to create an integrated and efficient regional transportation system that takes innovative approaches to improving mobility.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - Service Design Guideline – Routes should be designed in the context of the entire transportation system.
 - Service Design Guideline – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - Service Design Guideline – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - Service Design Guideline – Routes should serve connection points where riders can transfer to frequent services, opening up the widest possible range of travel options.
 - Service Design Guideline – Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.

IMPACTED SERVICE AREA:

Richmond Beach, Aurora Village, Northgate, First Hill

SERVICE CHANGE:

Implement new peak-only Route 302 to provide AM and PM peak period service on weekdays between Richmond Beach, Aurora Village, Northgate Station, and First Hill in coordination with the revised Route 303.

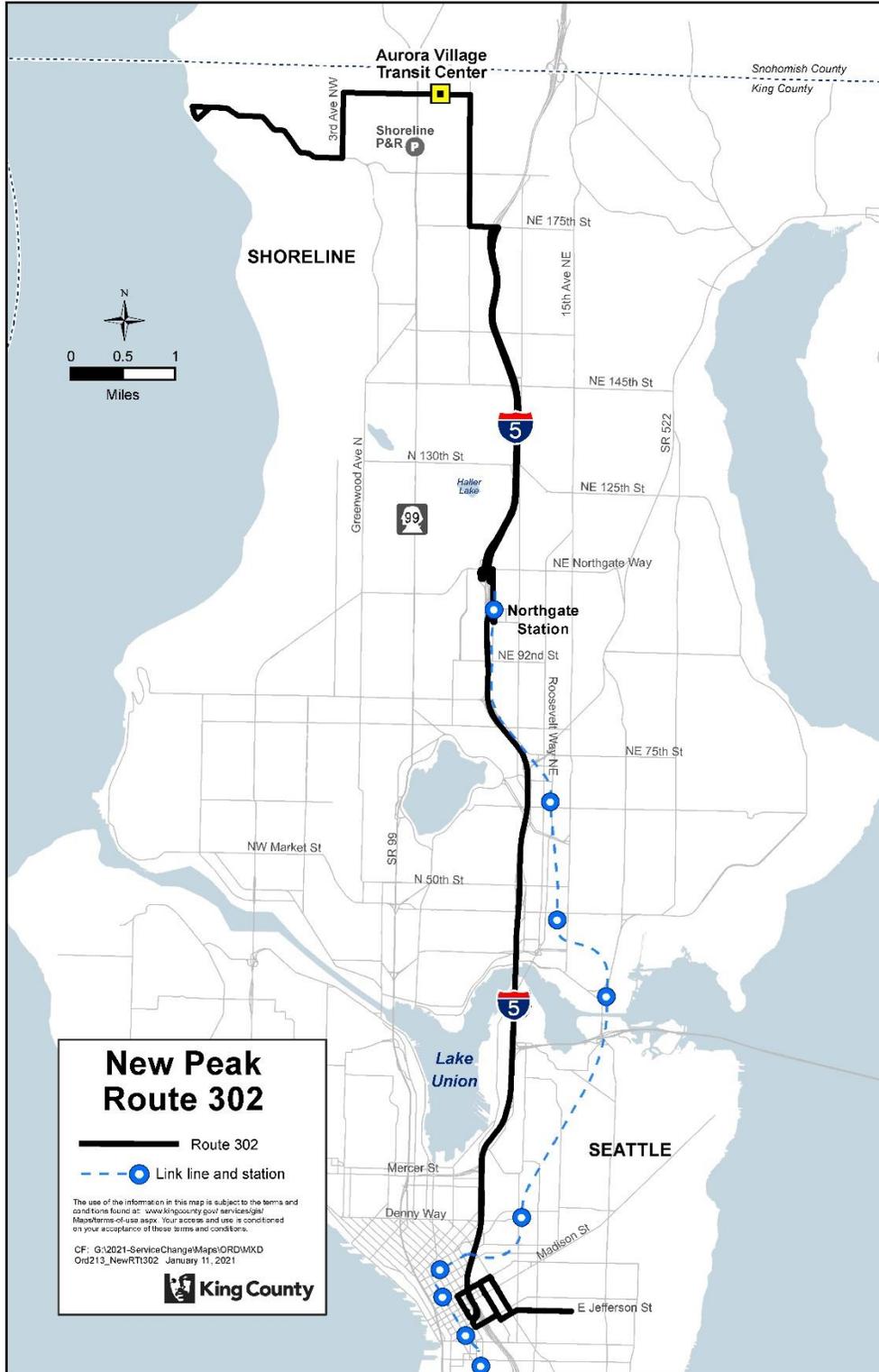
Frequency:

| | Weekdays | | | Weekend | |
|-----------------|---------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | N/A | N/A | N/A | N/A | N/A |
| Proposed | 4 AM trips, 4 PM trips | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|---|----------|--------|
| Current | N/A | N/A | N/A |
| Proposed | 5:30 AM – 7:10 AM, 4:30 PM – 6:00 PM | N/A | N/A |

Revised April 22, 2021



Ordinance 19280

2021-0130 Attachment A

Route: 303 (revise)

OBJECTIVES:

Restructure service to create new connections, simplify design, improve network legibility and provide coordinated peak-only service with new Route 302 in accordance with the Strategic Plan for Public Transportation, 2011-2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1:* Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers, local jurisdictions and the private sector to create an integrated and efficient regional transportation system that takes innovative approaches to improving mobility.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – Routes should serve connection points where riders can transfer to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.

IMPACTED SERVICE AREA:

Aurora Village, Northgate, First Hill

SERVICE CHANGE:

Revise Route 303 to have its northern terminal at the Aurora Village Transit Center and provide coordinated peak-only service with new Route 302 between Richmond Beach, Aurora Village, Northgate Station, and First Hill.

Frequency:

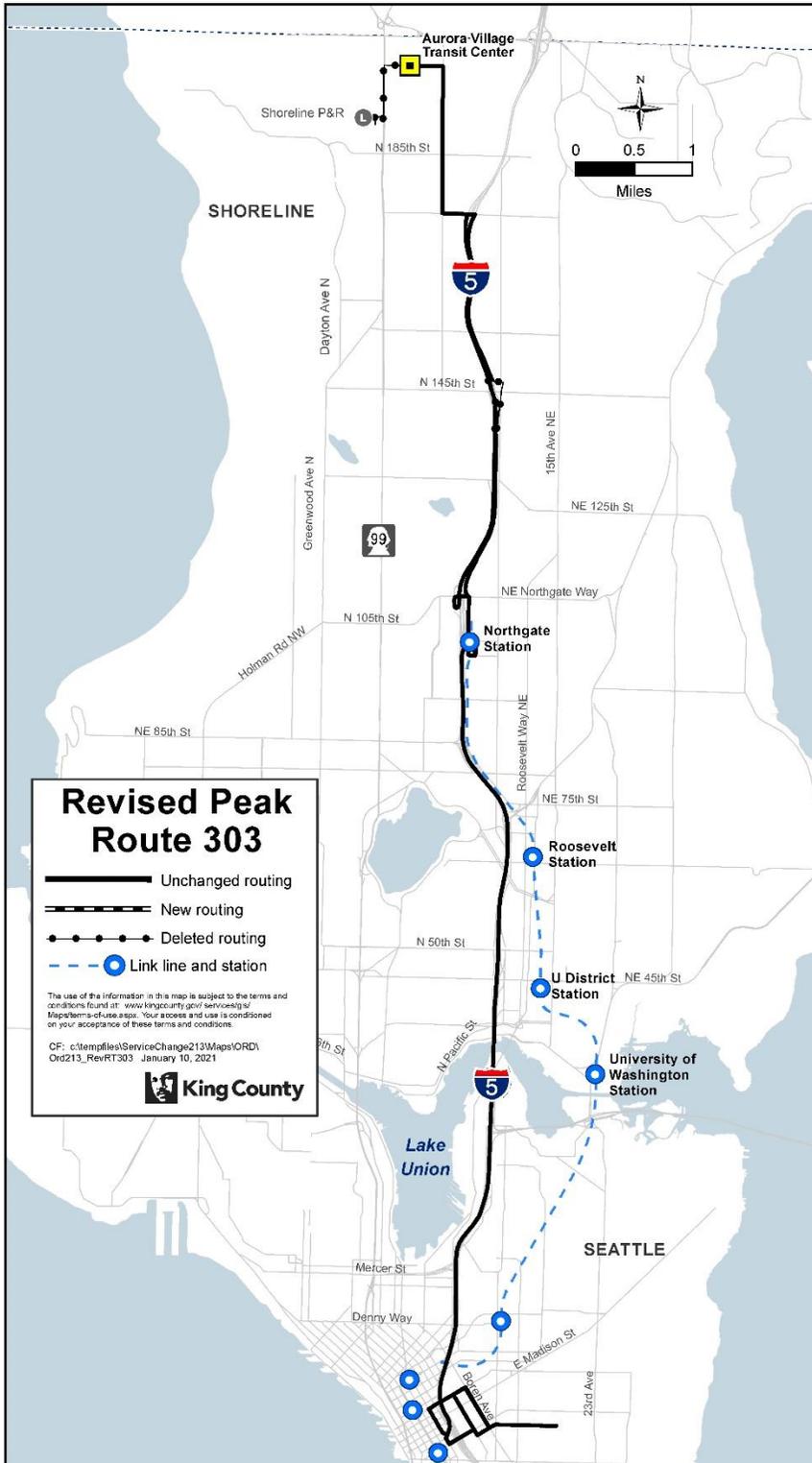
| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 11 AM trips, 11 PM trips | N/A | N/A | N/A | N/A |
| Proposed | 9 AM trips, 9 PM trips | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|----------------|---|----------|--------|
| Current | 5:30 AM – 8:00 AM, 3:30 PM – 7:40 PM | N/A | N/A |

Revised April 22, 2021

| | | | |
|-----------------|---|-----|-----|
| Proposed | 5:30 AM – 8:45 AM, 3:30 PM – 8:00 PM | N/A | N/A |
|-----------------|---|-----|-----|



Route: 304 (revise)

OBJECTIVES:

Restructure Route 304 to reduce duplication, make new connections, leverage new high-capacity transit options, and increase transit reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1:* Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers, local jurisdictions and the private sector to create an integrated and efficient regional transportation system that takes innovative approaches to improving mobility.
- *Strategic Plan Strategy 4.1.1:* Increase the proportion of travel in King County that is provided by public transportation products and services.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – Routes should serve connection points where riders can transfer to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.

IMPACTED SERVICE AREA:

Shoreline Park & Ride, Richmond Highlands, Northgate

SERVICE CHANGE:

Revise peak-only Route 304 to be reoriented to serve the new Northgate Station, have its northern terminal changed to the Shoreline Park & Ride, and improved service levels and span using savings from no longer operating into downtown Seattle.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|---------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 4 AM trips, 5 PM trips | N/A | N/A | N/A | N/A |
| Proposed | 5 AM trips, 8 PM trips | N/A | N/A | N/A | N/A |

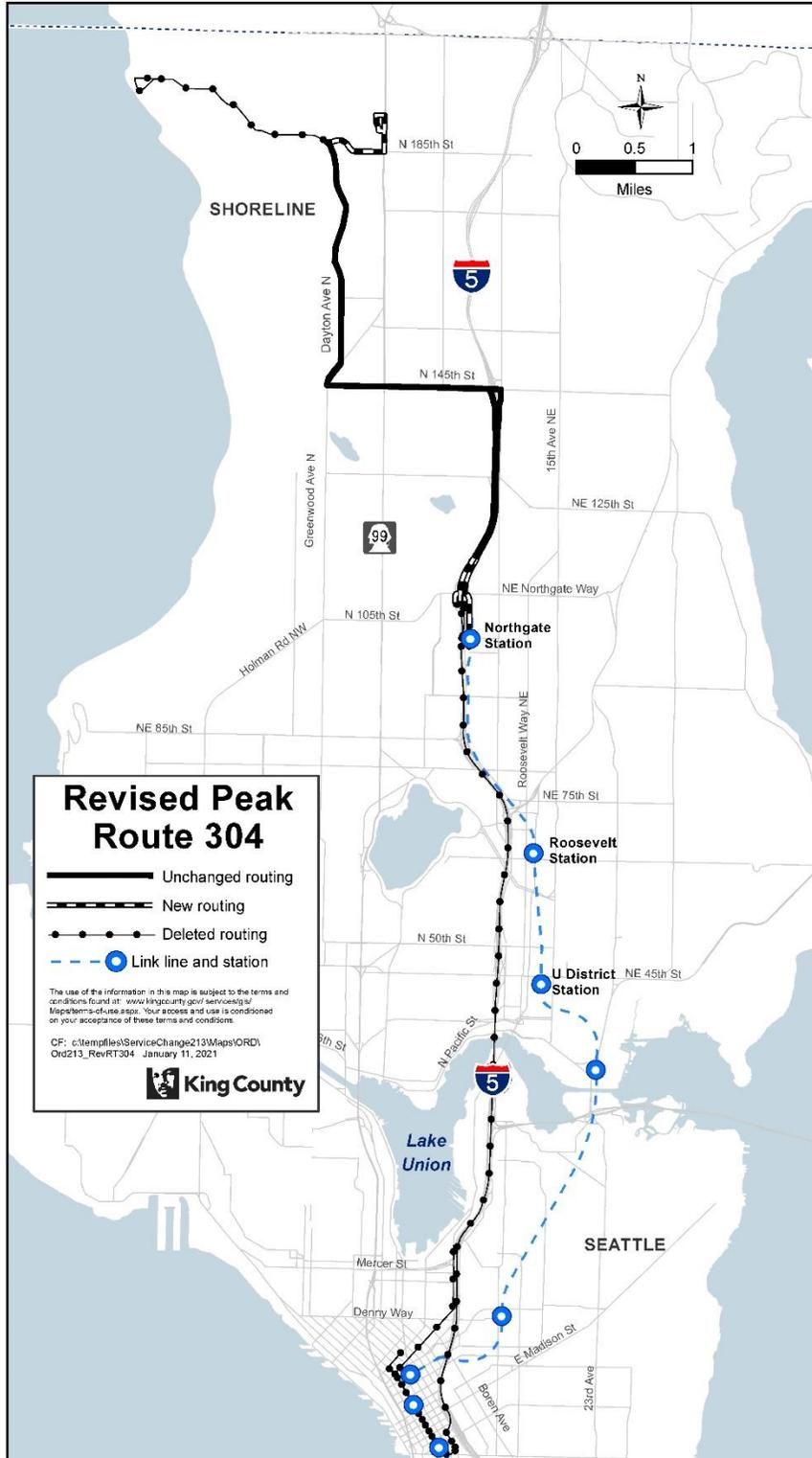
Span:

| | Weekdays | Saturday | Sunday |
|--|----------|----------|--------|
|--|----------|----------|--------|

Ordinance 19280

2021-0130 Attachment A

| | | | |
|-----------------|---|-----|-----|
| Current | 6:00 AM – 7:30 AM, 3:30 PM – 5:30 PM | N/A | N/A |
| Proposed | 6:10 AM – 7:30 AM, 4:00 PM – 6:00 PM | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 308 (delete)

OBJECTIVES:

Restructure service in the SR522 corridor and reallocate limited resources to provide new connections to the expanded LINK light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – Routes should serve connection points where riders can transfer to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes should be designed to avoid competing for the same riders.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Horizon View, Lake Forest Park, Lake City, Downtown Seattle

SERVICE CHANGE:

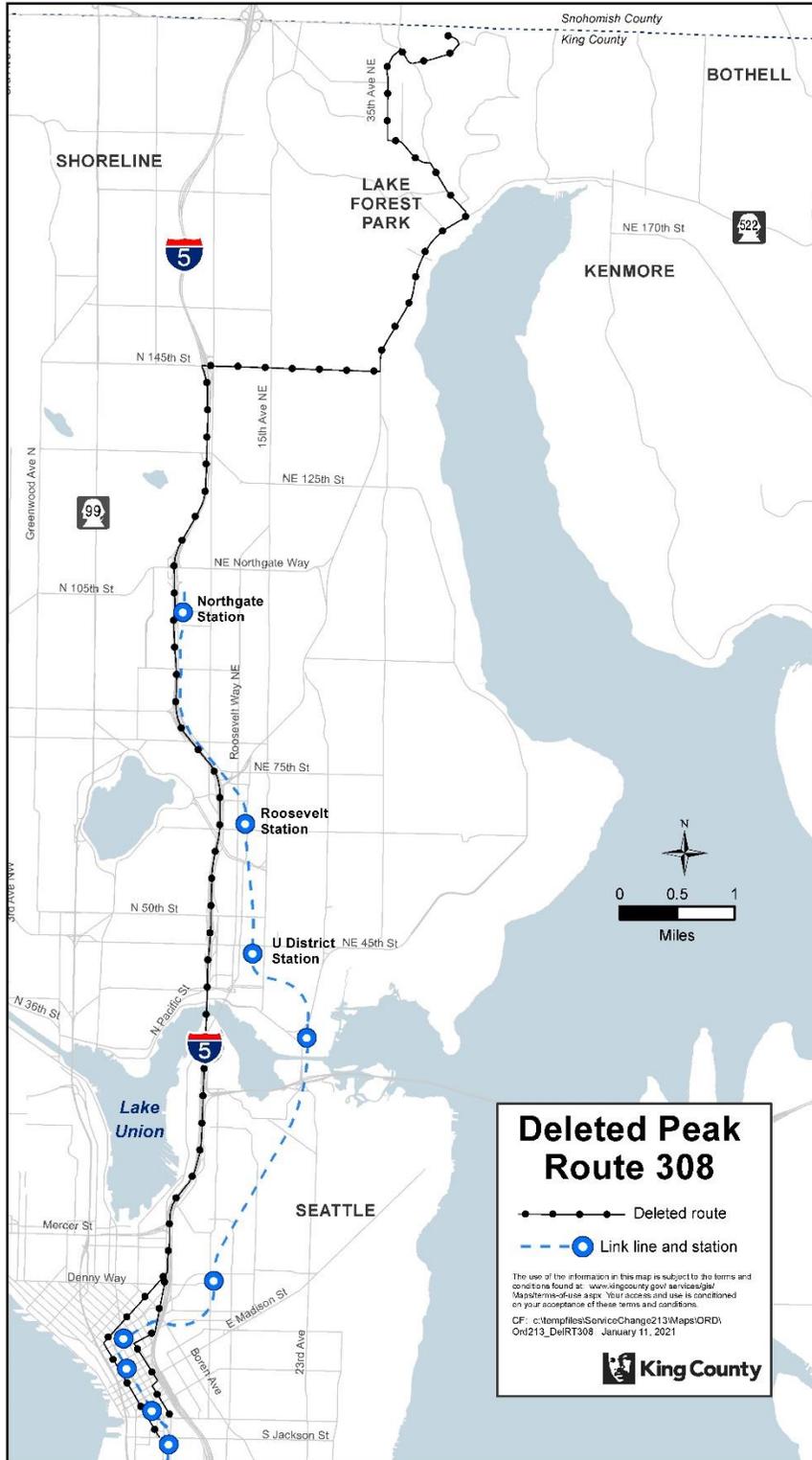
Delete Route 308 and reinvest operational resources into Route 331 along Ballinger Way NE, routes 322, 320, 372, and 522 along SR-522, and routes 65, 73, 347, and 348 along NE 145th Street.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|---------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 4 AM trips, 3 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|---|----------|--------|
| Current | 5:45 AM – 7:30 AM, 4:00 PM – 6:00 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 309 (delete)

OBJECTIVES:

Restructure service in the SR522 corridor and reallocate limited resources to provide new connections to the expanded LINK light rail service in order to reduce service duplication and improve service reliability in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – Routes should serve connection points where riders can transfer to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes should be designed to avoid competing for the same riders.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Kenmore, Lake Forest Park, Lake City, South Lake Union, First Hill

SERVICE CHANGE:

Delete Route 309 and reinvest operational resources into new Routes 320 and 322.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|---------------------------|--------|-------|----------------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 5 AM trips, 4 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|--|-----------------|---------------|
| Current | 6:00 AM –8:20 AM, 4:00 PM – 5:30 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 312 (delete)

OBJECTIVES:

Delete Route 312 and reinvest resources to reduce duplication with Link light rail and other bus routes and use resources to improve route network frequencies and provide connections not served by Link light rail, in accordance with the Strategic Plan for Public Transportation, 2011-2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – Routes should serve connection points where riders can transfer to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline* – Routes should be designed to avoid competing for the same riders.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Bothell, Kenmore, Lake Forest Park, Lake City, downtown Seattle

SERVICE CHANGE:

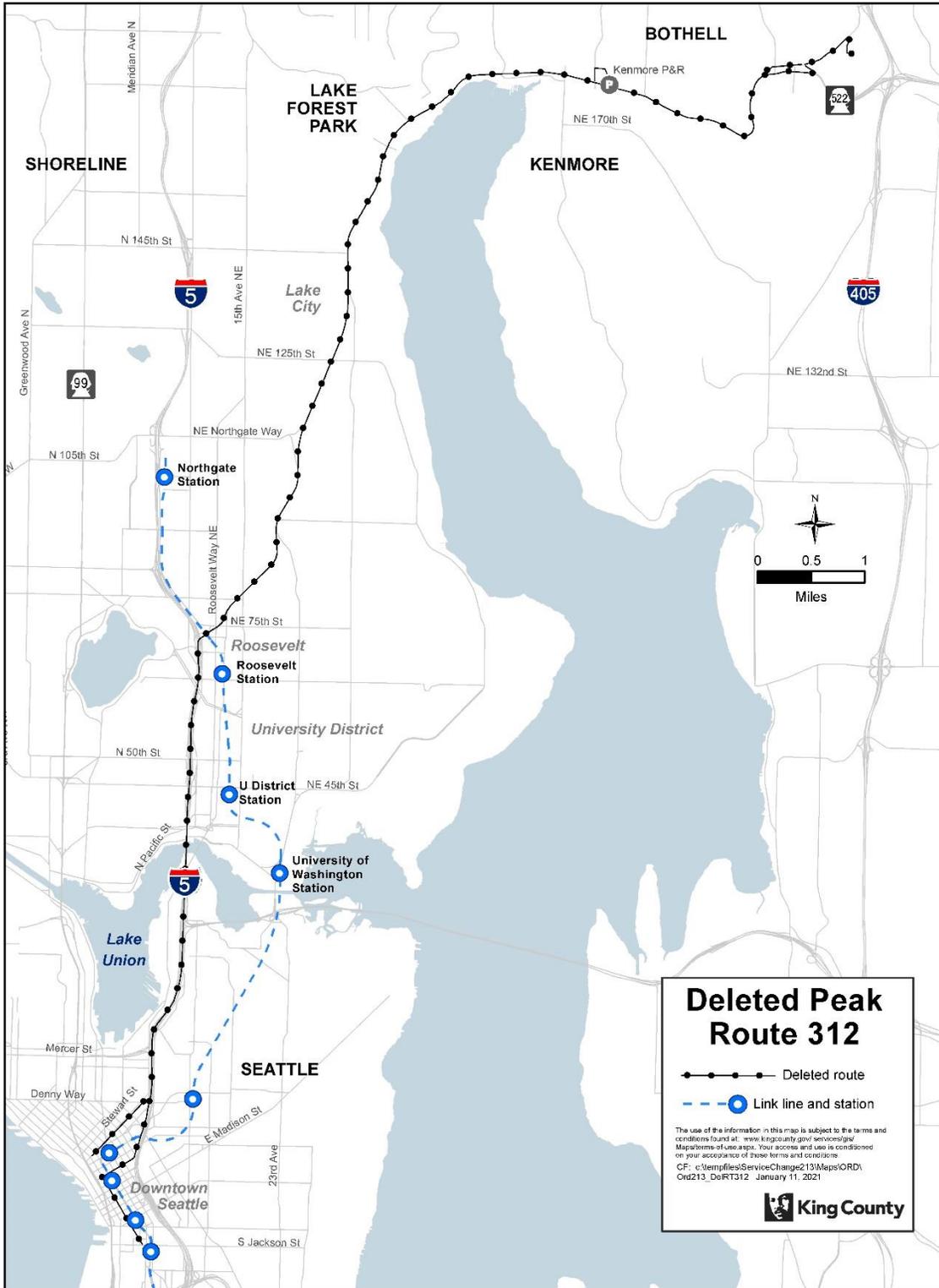
Delete Route 312 and reinvest operational resources into new Routes 320 and 322.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 23 AM trips, 23 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|---|-----------------|---------------|
| Current | 4:30 AM – 9:00 AM, 2:40 PM – 7:30 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 316 (delete)

OBJECTIVES:

Replacement service for Route 316 will be provided by Routes 20, 45, 345, and 346.

Restructure service in Meridian Park, Haller Lake, and Green Lake simplify design, improve efficiency, and increase frequency and span of service. Reduce duplication with Link light rail and other bus routes and use resources to improve route network frequencies and provide connections not served by Link light rail in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1: Manage the transit system through service guidelines and performance measures.*
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* – Routes should serve connection points where riders can transfer to frequent services, opening the widest possible range of travel options
 - *Service Design Guideline* – Routes should be designed to avoid competing for the same riders.
- *Strategic Plan Strategy 6.2.1: Continually explore and implement cost efficiencies, including operational and administrative efficiencies.*

IMPACTED SERVICE AREA:

Meridian Park, Haller Lake, Green Lake, Downtown Seattle

SERVICE CHANGE:

Delete Route 316 to reduce service duplication and improve network service levels and connections in the surrounding area. Replacement service for Route 316 will be provided by Routes 345 or 346 (North of N 92nd St), new Route 20 (between N 85th and N 92nd St), and Route 45 (South of N 85th St).

Frequency:

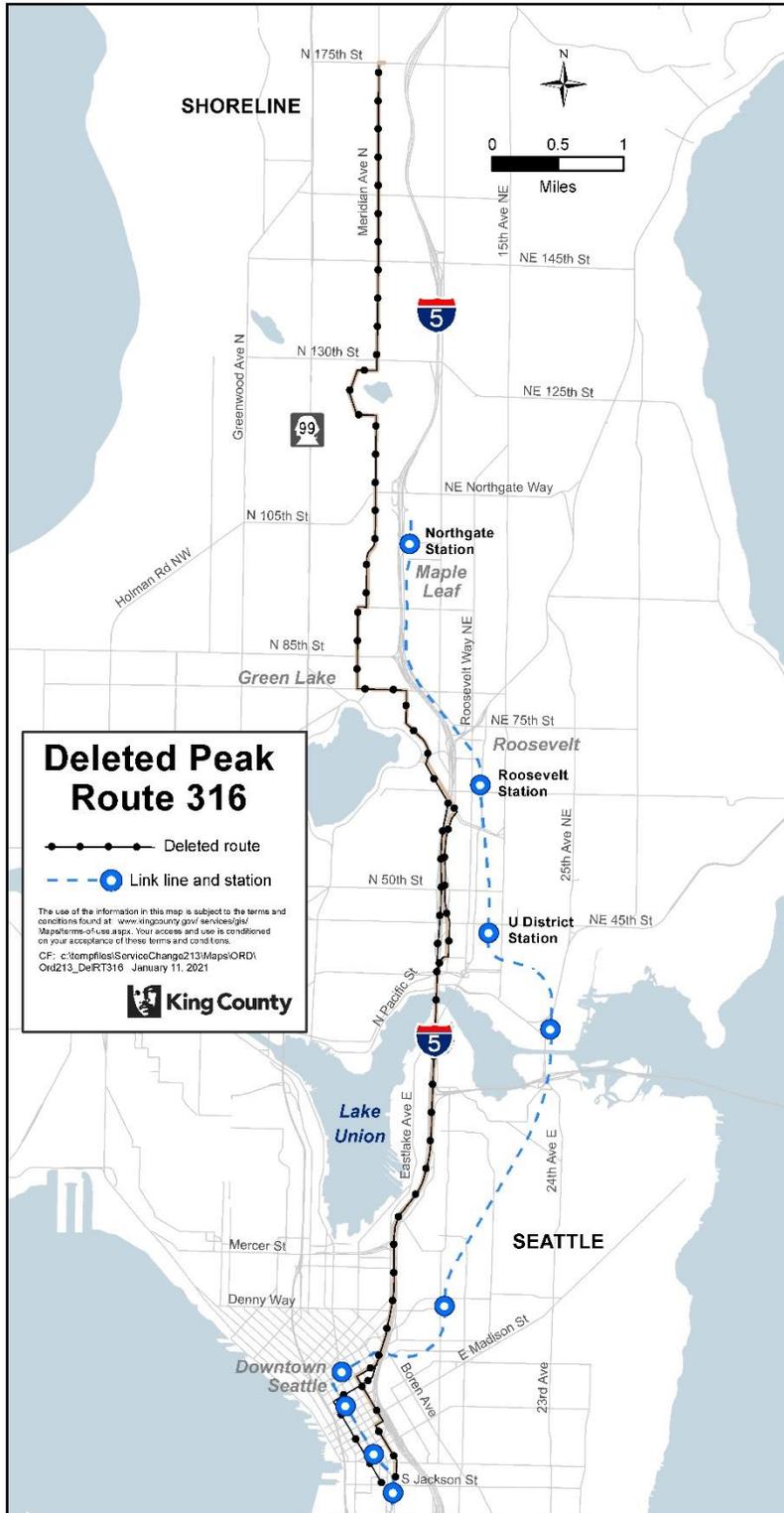
| | Weekdays | | | Weekend | |
|-----------------|----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 10 AM trips, 9 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|----------------|--------------------|----------|--------|
| Current | 6:00 AM – 9:30 AM, | N/A | N/A |

Revised April 22, 2021

| | | | |
|-----------------|-------------------|-----|-----|
| | 4:00 PM – 6:30 PM | | |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 320 (new)

OBJECTIVES:

Restructure service to provide an improved, peak-only direct connection between Northgate, communities along the SR-522 corridor, and centers and community assets in South Lake Union, Northgate, and north downtown Seattle in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1:* Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- *Strategic Plan Strategy 2.1.2:* Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.
- *Strategic Plan Strategy 2.1.3:* Provide products and services that are designed to provide geographic value in all parts of King County.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 4.1.1:* Increase the proportion of travel in King County that is provided by public transportation products and services.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 5.1.3:* Improve transit speed and reliability.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline-* Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline-* When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline-* Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline-* Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline-* Routes should serve connection points where riders can transfer to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline-* Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline-* A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.

IMPACTED SERVICE AREA:

Kenmore, Lake Forest Park, Lake City, Northgate, South Lake Union, Denny Triangle

SERVICE CHANGE:

Implement new Route 320 which will provide a one-seat, peak period ride between communities along SR 522, Northgate area and light rail station, South Lake Union, and north downtown Seattle. Route 320

Ordinance 19280

2021-0130 Attachment A

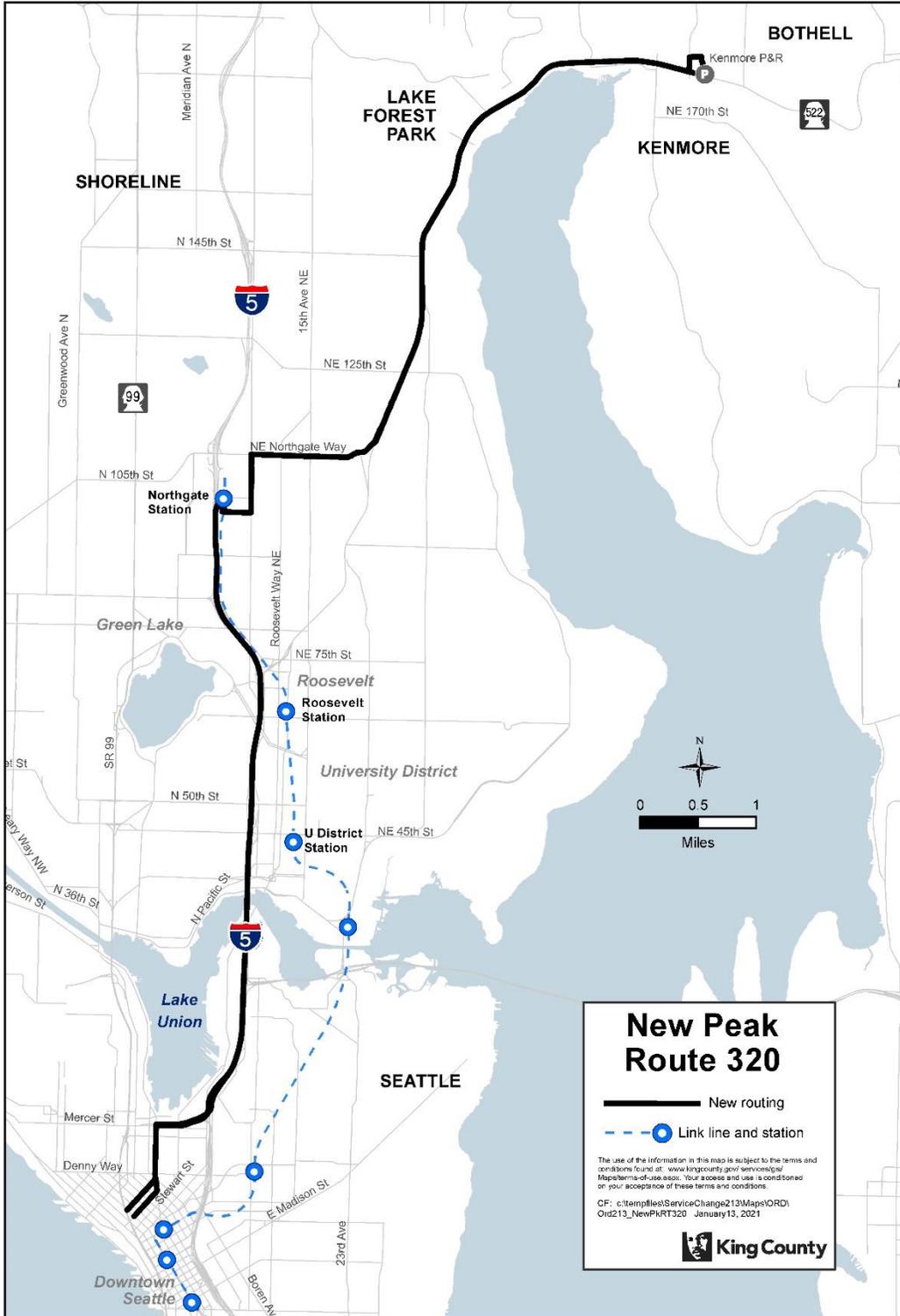
will operate 15 trips between approximately 5:00 AM and 9:00 AM, and 16 trips between approximately 3:00 PM and 7:30 PM.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | N/A | N/A | N/A | N/A | N/A |
| Proposed | 15 AM trips, 16 PM trips | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|---|-----------------|---------------|
| Current | N/A | N/A | N/A |
| Proposed | 5:00 AM – 9:00 AM, 3:00 PM – 7:30 PM | N/A | N/A |



Route: 322 (new)

OBJECTIVES:

Restructure service to provide an improved, peak-only connection between Kenmore, Lake Forest Park, Lake City, Roosevelt area and light rail station, and First Hill that is more direct than existing service, is and provides new or improved connections to/from major community assets, Link light rail, and important destinations in accordance with the Strategic Plan for Public Transportation, 2011-2021 and King County Metro Service Guidelines.

- *Strategic Plan Strategy 2.1.1:* Design and offer a variety of public transportation products and services appropriate to different markets and mobility needs.
- *Strategic Plan Strategy 2.1.2:* Provide travel opportunities and supporting amenities for historically disadvantaged populations, such as low-income people, students, youth, seniors, people of color, people with disabilities, and others with limited transportation options.
- *Strategic Plan Strategy 2.1.3:* Provide products and services that are designed to provide geographic value in all parts of King County.
- *Strategic Plan Strategy 3.2.1:* Expand services to accommodate the region's growing population and serve new transit markets.
- *Strategic Plan Strategy 3.2.2:* Coordinate and develop services and facilities with other providers, local jurisdictions and the private sector to create an integrated and efficient regional transportation system that takes innovative approaches to improving mobility.
- *Strategic Plan Strategy 3.4.1:* Serve centers and other areas of concentrated activity, consistent with Transportation 2040.
- *Strategic Plan Strategy 4.1.1:* Increase the proportion of travel in King County that is provided by public transportation products and services.
- *Strategic Plan Strategy 5.1.1:* Provide service that is easy to understand and use.
- *Strategic Plan Strategy 5.1.3:* Improve transit speed and reliability.
- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline-* Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline-* When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline-* Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline-* Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline-* Routes should serve connection points where riders can transfer to frequent services, opening up the widest possible range of travel options.
 - *Service Design Guideline-* Routes should be designed to avoid competing for the same riders.
 - *Service Design Guideline-* Where services do overlap, they should be scheduled together, if possible, to provide effective service along the common routing.
 - *Service Design Guideline-* A route that operates directly between two locations is faster and more attractive to riders than one that takes a long, circuitous path.

IMPACTED SERVICE AREA:

Kenmore, Lake Forest Park, Lake City, Roosevelt, First Hill

SERVICE CHANGE:

Implement new Route 322 which will provide a one-seat, peak period ride between Kenmore, Lake Forest Park, Lake City, Roosevelt area and light rail station, and First Hill. Route 322 will operate 16 trips between approximately 4:40 AM and 9:00 AM, and 21 trips between approximately 3:00 PM and 7:40 PM.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|-----------------------------|--------|-------|----------------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | N/A | N/A | N/A | N/A | N/A |
| Proposed | 16 AM trips, 21 PM trips | N/A | N/A | N/A | N/A |

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|---|-----------------|---------------|
| Current | N/A | N/A | N/A |
| Proposed | 4:40 AM – 9:00 AM, 3:00 PM – 7:40 PM | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 355 (delete)

OBJECTIVES:

Replacement service for Route 355 will be provided by Routes 16X, 40, 45, 304, 345, and Link light rail.

Restructure service in Shoreline, Greenwood, University District, Downtown Seattle to reduce duplication of Link light rail and bus service, provide new connections, simplify design, improve efficiency, and increase frequency and span of service in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* – Routes should serve connection points where riders can transfer to frequent services, opening the widest possible range of travel options
 - *Service Design Guideline* – Routes should be designed to avoid competing for the same riders.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies.

IMPACTED SERVICE AREA:

Shoreline, Greenwood, University District, Downtown Seattle

SERVICE CHANGE:

Delete Route 355 to reduce service duplication and improve network service levels and connections in the surrounding area. Replacement service for Route 355 will be provided by Link light rail at Northgate Station to reach downtown Seattle or the University District, and the following routes to connect to Northgate Station: revised Route 304 (North of NE 145th St), revised Route 345 (between NE 145th and NE 130th St), Route 40 (near NE 105th St), and new Route 45 (South of N 85th St). Replacement service along N 85th St will be provided by revised Route 45 and a connection to Link light rail at Roosevelt Station to reach downtown Seattle or the University District. Replacement service between NE 130th St and NE 85th St will be provided by new Route 16 to downtown Seattle.

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|----------------------------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 10 AM trips, 9 PM trips | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

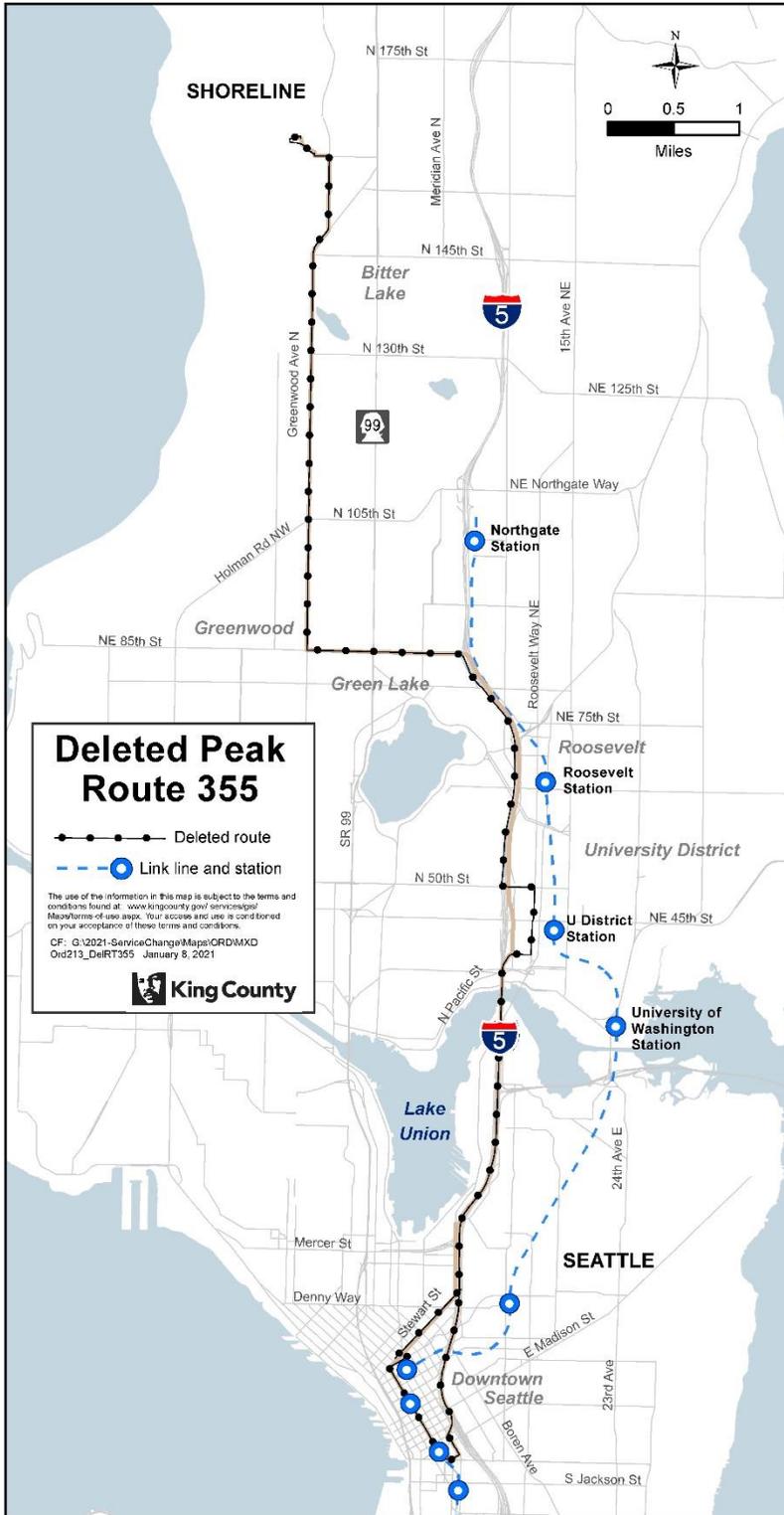
Revised April 22, 2021

Ordinance 19280

2021-0130 Attachment A

Span:

| | Weekdays | Saturday | Sunday |
|-----------------|---|-----------------|---------------|
| Current | 5:45 AM – 8:15 PM, 3:00 PM – 6:00 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Ordinance 19280

2021-0130 Attachment A

Route: 373 (delete)

OBJECTIVES:

Replacement service for Route 373 will be provided by Routes 73, 301, 302, 303, 346, 347, 348, and Link light rail.

Restructure service in Shoreline, Jackson Park, Pinehurst, Maple Leaf, Roosevelt, University District to reduce duplication of Link light rail and bus service, simplify design, improve efficiency, and increase frequency and span of service in accordance with the Strategic Plan for Public Transportation, 2011 – 2021, and King County Metro Service Guidelines.

- *Strategic Plan Strategy 6.1.1:* Manage the transit system through service guidelines and performance measures.
 - *Service Design Guideline* – Routes should be designed in the context of the entire transportation system.
 - *Service Design Guideline* – When designing a network of services, Metro should consider locations where transfer opportunities could be provided for the convenience of customers and to improve the efficiency of the transit network.
 - *Service Design Guideline* – Routes are more efficient when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - *Service Design Guideline* – Routes should have predictable and direct routings, and the frequency and span of service should be appropriate to the market served.
 - *Service Design Guideline* – Routes should serve connection points where riders can transfer to frequent services, opening the widest possible range of travel options
 - *Service Design Guideline* – Routes should be designed to avoid competing for the same riders.
- *Strategic Plan Strategy 6.2.1:* Continually explore and implement cost efficiencies, including operational and administrative efficiencies

IMPACTED SERVICE AREA:

Shoreline, Jackson Park, Pinehurst, Maple Leaf, Roosevelt, University District

SERVICE CHANGE:

Delete Route 373 to reduce service duplication and improve network service levels and connections in the surrounding area. Replacement service for Route 373 will be provided by revised Route 73 (south of NE 145th St), and the following routes to transfer to/from Link light rail at Northgate Station to reach the University District and UW Station area: revised routes 301, 303, 346 and new Route 302 (west of I-5 in Shoreline); Route 347 (east of I-5 and north of NE 145th St); revised routes 347 and 348 (south of NE 145th St).

Frequency:

| | Weekdays | | | Weekend | |
|-----------------|-----------|--------|-------|----------|--------|
| | Peak | Midday | Night | Saturday | Sunday |
| Current | 15-20 min | N/A | N/A | N/A | N/A |
| Proposed | N/A | N/A | N/A | N/A | N/A |

Span:

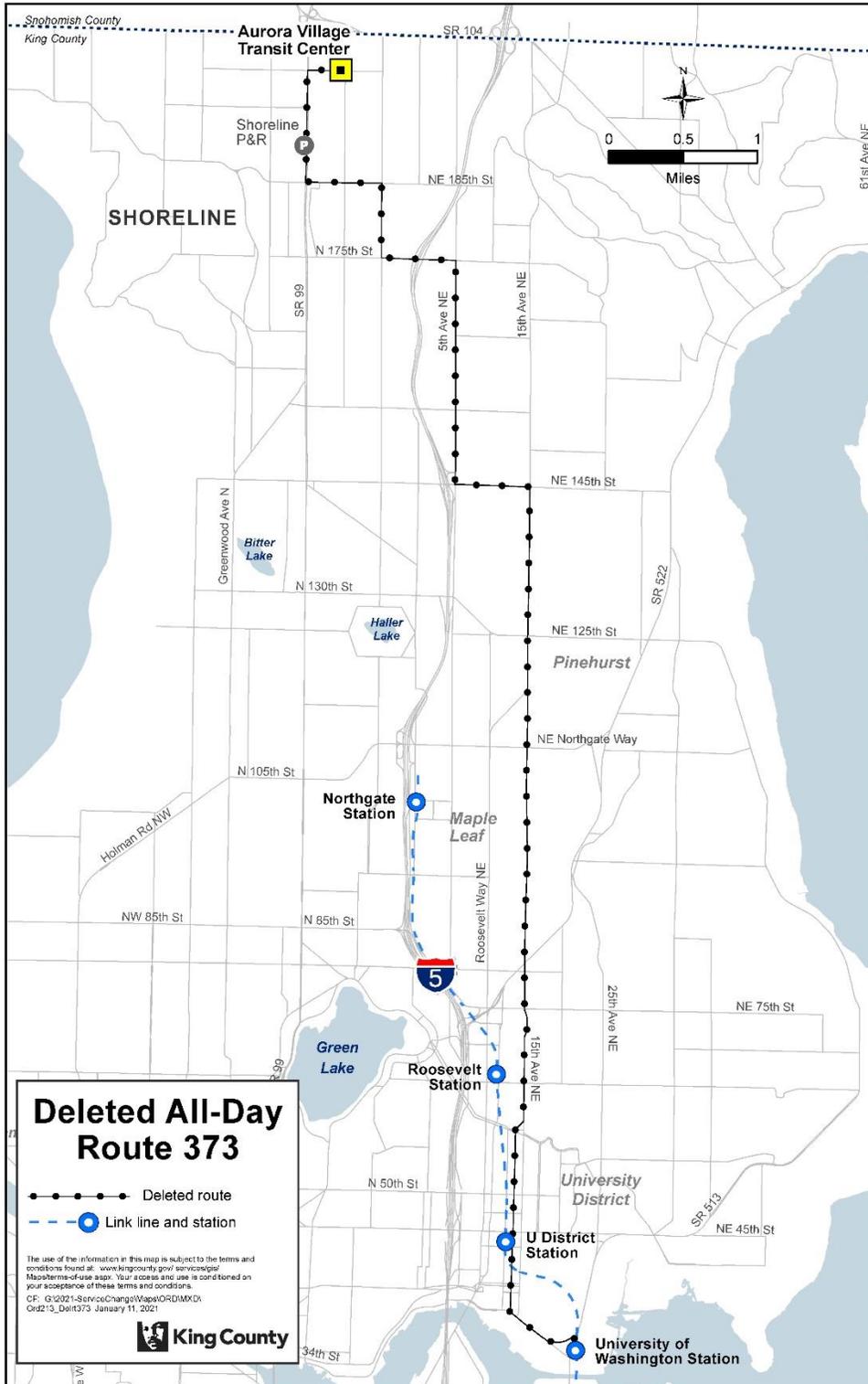
| | Weekdays | Saturday | Sunday |
|--|----------|----------|--------|
| | | | |

Revised April 22, 2021

Ordinance 19280

2021-0130 Attachment A

| | | | |
|-----------------|---|-----|-----|
| Current | 5:00 AM – 9:30 AM, 2:30 PM – 7:00 PM | N/A | N/A |
| Proposed | N/A | N/A | N/A |



Certificate Of Completion

| | |
|---|----------------------------|
| Envelope Id: C48D5F48A7D14C77AA5E9B4F362B447D | Status: Completed |
| Subject: Please DocuSign: Ordinance 19280.docx, Ordinance 19280 Attachment A.docx | |
| Source Envelope: | |
| Document Pages: 3 | Signatures: 3 |
| Supplemental Document Pages: 76 | Initials: 0 |
| Certificate Pages: 5 | Envelope Originator: |
| AutoNav: Enabled | Cherie Camp |
| Envelopeld Stamping: Enabled | 401 5th Ave |
| Time Zone: (UTC-08:00) Pacific Time (US & Canada) | Suite 100 |
| | Seattle, WA 98104 |
| | Cherie.Camp@kingcounty.gov |
| | IP Address: 198.49.222.20 |

Record Tracking

| | | |
|--------------------------------------|---------------------------------|--------------------|
| Status: Original | Holder: Cherie Camp | Location: DocuSign |
| 5/5/2021 12:00:15 PM | Cherie.Camp@kingcounty.gov | |
| Security Appliance Status: Connected | Pool: FedRamp | |
| Storage Appliance Status: Connected | Pool: King County General (ITD) | Location: DocuSign |

Signer Events

Claudia Balducci
 claudia.balducci@kingcounty.gov
 King County General (ITD)
 Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:

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 Signature Adoption: Pre-selected Style
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Timestamp

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Electronic Record and Signature Disclosure:

Not Offered via DocuSign
 Supplemental Documents:

Ordinance 19280 Attachment A.docx

Viewed: 5/10/2021 5:09:57 PM
 Read: Not Required
 Accepted: Not Required

Melani Pedroza
 melani.pedroza@kingcounty.gov
 Clerk of the Council
 King County Council
 Security Level: Email, Account Authentication (None)

DocuSigned by:

 8DE1BB375AD3422...
 Signature Adoption: Uploaded Signature Image
 Using IP Address: 50.35.117.117

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 Signed: 5/11/2021 7:32:29 AM

Electronic Record and Signature Disclosure:

Not Offered via DocuSign
 Supplemental Documents:

Ordinance 19280 Attachment A.docx

Viewed: 5/11/2021 7:32:21 AM
 Read: Not Required
 Accepted: Not Required

Dow Constantine
 Dow.Constantine@kingcounty.gov
 Security Level: Email, Account Authentication (None)

DocuSigned by:

 4FBCAB8196AE4C6...
 Signature Adoption: Uploaded Signature Image
 Using IP Address: 198.49.222.20

Sent: 5/11/2021 7:32:32 AM
 Viewed: 5/20/2021 5:18:37 PM
 Signed: 5/20/2021 5:18:56 PM

Electronic Record and Signature Disclosure:

Accepted: 5/20/2021 5:18:37 PM
 ID: 8ba33de4-215e-4060-8fe2-e01d75aa984b
 Supplemental Documents:

Ordinance 19280 Attachment A.docx

Viewed: 5/20/2021 5:18:49 PM
 Read: Not Required

| Signer Events | Signature | Timestamp |
|---------------|-----------|-----------|
|---------------|-----------|-----------|

Accepted: Not Required

| In Person Signer Events | Signature | Timestamp |
|-------------------------|-----------|-----------|
|-------------------------|-----------|-----------|

| Editor Delivery Events | Status | Timestamp |
|------------------------|--------|-----------|
|------------------------|--------|-----------|

| Agent Delivery Events | Status | Timestamp |
|-----------------------|--------|-----------|
|-----------------------|--------|-----------|

| Intermediary Delivery Events | Status | Timestamp |
|------------------------------|--------|-----------|
|------------------------------|--------|-----------|

| Certified Delivery Events | Status | Timestamp |
|---------------------------|--------|-----------|
|---------------------------|--------|-----------|

| Carbon Copy Events | Status | Timestamp |
|--------------------|--------|-----------|
|--------------------|--------|-----------|

Bailey Bryant
bailey.bryant@kingcounty.gov
Security Level: Email, Account Authentication
(None)

COPIED

Sent: 5/11/2021 7:32:32 AM
Viewed: 5/18/2021 11:36:10 AM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

| Witness Events | Signature | Timestamp |
|----------------|-----------|-----------|
|----------------|-----------|-----------|

| Notary Events | Signature | Timestamp |
|---------------|-----------|-----------|
|---------------|-----------|-----------|

| Envelope Summary Events | Status | Timestamps |
|-------------------------|--------|------------|
|-------------------------|--------|------------|

| | | |
|---------------------|------------------|----------------------|
| Envelope Sent | Hashed/Encrypted | 5/5/2021 12:03:34 PM |
| Certified Delivered | Security Checked | 5/20/2021 5:18:37 PM |
| Signing Complete | Security Checked | 5/20/2021 5:18:56 PM |
| Completed | Security Checked | 5/20/2021 5:18:56 PM |

| Payment Events | Status | Timestamps |
|----------------|--------|------------|
|----------------|--------|------------|

| Electronic Record and Signature Disclosure |
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Required hardware and software

| | |
|--------------------|---|
| Operating Systems: | Windows® 2000, Windows® XP, Windows Vista®; Mac OS® X |
| Browsers: | Final release versions of Internet Explorer® 6.0 or above (Windows only); Mozilla Firefox 2.0 or above (Windows and Mac); Safari™ 3.0 or above (Mac only) |
| PDF Reader: | Acrobat® or similar software may be required to view and print PDF files |
| Screen Resolution: | 800 x 600 minimum |

| | |
|----------------------------|---------------------------|
| Enabled Security Settings: | Allow per session cookies |
|----------------------------|---------------------------|

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