



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

### Ordinance 19751

**Proposed No.** 2024-0054.3

**Sponsors** Dembowski

1 AN ORDINANCE approving Lynnwood Link Connections  
2 public transportation service changes for King County.

3 **STATEMENT OF FACTS:**

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

7 2. The proposed changes are consistent with the policy direction and  
8 priorities adopted in Ordinance 19367, enacted December 15, 2021, via  
9 which the King County council adopted the 2021 update to the King  
10 County Metro Strategic Plan for Public Transportation 2021-2031 and  
11 Service Guidelines.

12 3. Incremental implementation of the proposed changes is consistent with  
13 the policy direction and policies approved in the Metro Service Recovery  
14 Plan by the adoption of Ordinance 19581.

15 4. The proposed changes reinstate or replace the fully or partially  
16 suspended service on Routes 16, 20, 28, 45, 64, 65, 67, 73, 75, 301, 303,  
17 304, 320, 322, 345, 346, 347, 348, and 372 within the Lynnwood Link  
18 Connections project consistent with the approach identified in the Metro  
19 Service Recovery Plan.

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20           5. In 2022 and 2023, the Metro transit department conducted public  
21           outreach concerning proposed changes to service in the north Seattle,  
22           Shoreline, and North Shore areas of King County currently provided by  
23           Routes 5, 16, 20, 28, 45, 64, 65, 67, 73, 75, 301, 302, 303, 304, 320, 322,  
24           330, 331, 345, 346, 347, 348, and 372.

25           6. The proposed service changes would eliminate and replace Routes 16,  
26           20, 64, 73, 301, 302, 304, 320, 330, 347, and 372, and reinvest savings to  
27           create new Routes 61, 72, 77, 333, and 365, and expand service on Routes  
28           65, 303, 331, 345, and 348.

29           7. The proposed changes would modify the routing of Routes 28, 45, 303,  
30           322, 345, 346, and 348.

31           8. Sound Transit will initially open four new light rail stations on the Link  
32           1 Line between Northgate and Lynnwood, with a fifth station at Northeast  
33           130th Street in Seattle to open at a later date.

34           9. Sound Transit may consider changes to ST Express Route 522 at or  
35           after the opening of the Link 2 Line extension between Bellevue and  
36           downtown Seattle.

37           BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

38           SECTION 1. The Lynnwood Link Connections service changes for King County,  
39           substantially as described in Attachment A to this ordinance, are hereby approved. The  
40           Metro transit department may implement the changes beginning with the Fall 2024  
41           service change.

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42            SECTION 2. A. To ensure successful implementation of the Lynnwood Link  
43            Connections Mobility Project, the executive shall work with Sound Transit and other  
44            stakeholder organizations to carry out a joint public outreach and promotional campaign  
45            focused on customer education and assistance to help riders identify new travel options  
46            using the Lynnwood Link as part of the Metro transit department bus network and the  
47            greater regional public transit system. The public outreach and promotional campaign  
48            should include opportunities to encourage riders to take transit, including, but not limited  
49            to, vouchers for or offers of free rides for those boarding transit within the Lynnwood  
50            Link Connections Mobility Project area during the first week the service change is  
51            implemented. The public outreach and promotional campaign should also encourage and  
52            assist riders to enroll in appropriate ORCA fare products, including the ORCA LIFT card  
53            that provides discounted fares for low-income riders, the Regional Reduced Fare Permit  
54            ORCA card that provides discounted fares for senior and disabled riders, and the youth  
55            ORCA card that assists youth in taking advantage of the free fare for youth.

56            B. The executive shall provide a summary of the activities already implemented  
57            or planned to be implemented for the joint public outreach and promotional campaign for  
58            the Lynnwood Link Connections Mobility Project in a letter to the council, to be sent no  
59            later than the date of the Fall 2024 service change to the clerk of the council, who shall  
60            retain an electronic copy and provide an electronic copy to all councilmembers, the

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- 61 council chair of staff, and the lead staff for the transportation, economy, and environment
- 62 committee or its successor.


Ordinance 19751 was introduced on 2/13/2024 and passed as amended by the Metropolitan King County Council on 3/26/2024, by the following vote:

Yes: 8 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Upthegrove, von Reichbauer and Zahilay  
Excused: 1 - Perry


KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

DocuSigned by:  
  
 E76CE01F07B14EF...  
 Dave Upthegrove, Chair

ATTEST:

DocuSigned by:  
  
 8DE1BB375AD3422...  
 Melani Hay, Clerk of the Council

APPROVED this \_\_\_\_ day of 4/3/2024, \_\_\_\_\_.

DocuSigned by:  
  
 4FBCAB8196AE4C6...  
 Dow Constantine, County Executive

**Attachments:** A. Lynnwood Link Public Transportation Service Changes for King County, Updated March 19, 2024

**Updated March 19, 2024**

**Lynnwood Link Public Transportation Service Changes for King County**

## Route: 16 (delete)

### OBJECTIVES:

Replacement service for Route 16 will be provided by the Route 5. Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

Shoreline, Greenwood, Phinney, Fremont, Downtown Seattle

#### SERVICE CHANGE:

Delete Route 16 to reallocate hours to all-day service. Alternative service will be provided by Route 5.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	15-20 min	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	4:45 AM –7:30 AM, 4:00 PM– 6:30 PM	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	-	-	-





## Route: 20 (delete)

### OBJECTIVES:

Replacement service for Route 20 will be provided by Routes 44, 45, 61, and 62.

Restructure service to leverage high-capacity transit investments, reduce duplication, and provide new east-west connections and better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

### IMPACTED SERVICE AREA:

Lake City, Northgate, Licton Springs, Green Lake, Wallingford, University District

**SERVICE CHANGE:**

Delete Route 20 to reduce duplicative service. Alternative service will be provided by Routes 44, 45, and 61. The Route 44 will replace the service lost between the University District and Wallingford, The Route 45 will provide alternative north-south service between the UW station and Loyal Heights. The new route 61 will provide alternative service between Greenwood and Lake City via Northgate.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	15-20 min	30 min	30 min	30 min	30 min	30 min	30 min
<b>Current</b>	15 min	30 min	60 min	30 min	60 min	30 min	60 min
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	4:45 AM – 7:30 AM, 4:00 PM – 6:30 PM	6:00 AM – 12:00 AM	6:00 AM – 12:00 AM
<b>Current</b>	5:45 AM – 12:05 AM	6:00 AM – 12:00 AM	5:55 AM – 11:55 PM
<b>Proposed</b>	-	-	-



## Route: 28 (revise)

### OBJECTIVES:

Revise service on Route 28 to no longer serve the peak-only northern tail of the route, in the Broadview area, in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *5. Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.
  - Directness should be considered in relation to the market for the service. Where a route deviates away from its major path to serve a specific

destination, the delay to riders on board the bus should be considered in relation to the ridership gained on a deviation.

**IMPACTED SERVICE AREA:**

Broadview, Carkeek Park, Ballard, Fremont, Downtown Seattle

**SERVICE CHANGE:**

Delete the peak-only portion of Route 28 between NW 103 St. and NW 145 St. due to low ridership and availability of nearby alternatives on Greenwood Ave N where riders can use Route 5.

**Frequency (segment between NW 103 St. and NW 145 St.):**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	20-30 min	-	-	-	-	-	-
<b>Current</b>	45 min	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service (segment between NW 103 St. and NW 145 St.):**

	Weekday	Saturday	Sunday
<b>March 2022</b>	6:00 AM – 8:30 AM, 5:00 PM – 7:00	-	-
<b>Current</b>	6:00 AM – 8:30 AM, 5:00 PM – 7:00 PM	-	-
<b>Proposed</b>	-	-	-



## Route: 45 (revise)

### OBJECTIVES:

Revise service on Route 45 to improve route reliability, match service levels to ridership demand, and secure appropriate layover facilities in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Improve speed and reliability consistent with Metro Connects.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
- *3. Easy to Understand*
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *9. Route Terminals*
  - Metro carefully selects the locations where bus routes end and buses wait before starting the next trip (layover). Maintaining existing layover spaces at route terminals is a critical priority to support continued and future service, and expanding layover may be required to support service expansion.
  - Terminals should be in areas where restroom facilities are available for operators, considering the times of day when the facilities would be needed.

### IMPACTED SERVICE AREA:

Loyal Heights, Greenwood, Green Lake, Roosevelt, University District.

### SERVICE CHANGE:

Revise Route 45 to extend south along University Way to NE Pacific St. and Boat St. layover upon implementation of Route 522 Express realignment from Roosevelt to 148th. Revise peak-period frequency from every 10-12 minutes to every 12-15 minutes.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	10-12 min	15 min	30 min	15 min	30 min	15 min	30 min
<b>Current</b>	10-13 min	15 min	15 min	15 min	15 min	15 min	15 min
<b>Proposed</b>	12-15 min	15 min	30 min	15 min	30 min	15 min	30 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	5:00 AM – 1:00 AM	5:15 AM – 1:00 AM	5:15 AM – 1:00 AM
<b>Current</b>	5:00 AM – 1:00 AM	5:15 AM – 1:00 AM	5:15 AM – 1:00 AM
<b>Proposed</b>	5:00 AM – 1:00 AM	5:15 AM – 1:00 AM	5:15 AM – 1:00 AM





## Route: 61 (new)

### OBJECTIVES:

Create new route that serves Greenwood, Northgate, and Lake City Way in order to leverage high-capacity transit investments, improve network connectivity and create new east-west connections in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *4. Route Spacing and Duplication*
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

### IMPACTED SERVICE AREA:

Greenwood, Northgate and Lake City Way.

**SERVICE CHANGE:**

Implement new Route 61, which will provide service between Greenwood, the Northgate Station, and Lake City Way. On weekdays and weekends Route 61 will operate every 15 minutes from 5:30 AM to 10:00 PM, and every 30 minutes from 10:00 PM to 1:30 AM.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	-	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	15 min	15 min	30 min	15 min	30 min	15 min	30 min

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	-	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	5:00 AM – 1:30 AM	5:30 AM – 1:30 AM	5:30 AM – 1:30 AM



## Route: 64 (delete)

### OBJECTIVES:

Replacement service for Route 64 will be provided by Routes 62 and 65.

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
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  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

### IMPACTED SERVICE AREA:

Wedgwood, Ravenna, Roosevelt, South Lake Union

**SERVICE CHANGE:**

Delete Route 64 to reallocate hours to all-day service. Alternative service will be provided by Routes 62 and 65. The Route 62 will provide service between Downtown Seattle and Sand Point via Greenlake, while the Route 65 will provide service to the Shoreline South/148<sup>th</sup> Station and Lake City via 35<sup>th</sup> Ave. NE.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	15-20 min	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	4:45 AM – 7:30 AM, 4:00 PM – 6:30 PM	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	-	-	-



## Route: 65 (revise)

### OBJECTIVES:

Revise service on Route 65 to serve the new Shoreline South/148<sup>th</sup> Street Station in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

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  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
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- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *5. Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.
  - Directness should be considered in relation to the market for the service. Where a route deviates away from its major path to serve a specific destination, the delay to riders on board the bus should be considered in relation to the ridership gained on a deviation.



**IMPACTED SERVICE AREA:**

Aurora Avenue, Lake City, University of Washington, Roosevelt

**SERVICE CHANGE:**

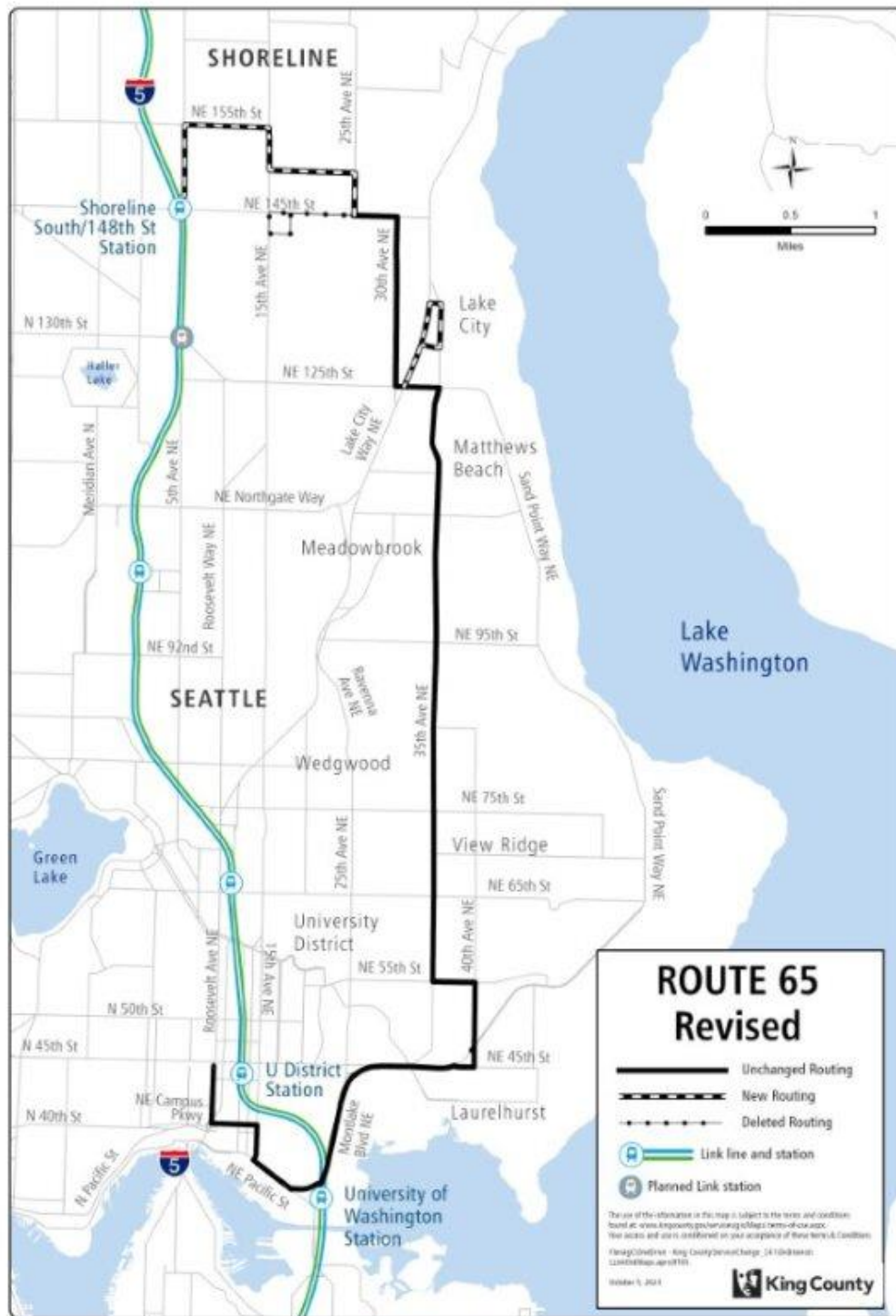
Revise service on Route 65 to serve the Shoreline South/148<sup>th</sup> Street Station via NE 150<sup>th</sup> Street and NE 155<sup>th</sup> Street after Sound Transit light rail trains can operate across Lake Washington and 1 Line frequency increases with full 2 Line opening. Sound Transit may also consider changes to Route 522 Express at this time. In the interim, before any proposed revisions to Route 522 are implemented, extend Route 65 to Shoreline South Station via N 145<sup>th</sup> St.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	15-20 min	-	-	-	-	-	-
<b>Current</b>	15 min	15 min	15 min	17 min	22 min	17 min	22 min
<b>Proposed</b>	30 min	-	-	-	-	-	-

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	6:00 AM – 9:30 AM, 4:00 PM – 6:30 PM	-	-
<b>Current</b>	5:00 AM – 2:55 AM	5:15 AM – 3:15 AM	5:15 AM - 2:55 AM
<b>Proposed</b>	5:30 AM – 9:00 AM, 3:50 PM – 7:00 PM	-	-



## Route: 72 (new)

### OBJECTIVES:

Create new route that serves Lake City, Wedgewood, Ravenna, and the University District in order to leverage high-capacity transit investments, improve service legibility, and match service to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

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  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *4. Route Spacing and Duplication*
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

Lake City, Wedgewood, Ravenna, U-District.

**SERVICE CHANGE:**

Implement new Route 72 after Link 2 Line in operation across Lake Washington between Downtown Seattle and Bellevue, and Sound Transit considers changes to ST Express Route 522, and construction along 145th St is substantially complete. Route 72 will provide service between Lake City, Wedgewood, Ravenna, and the University District via N 145<sup>th</sup> St., Lake City Way NE, and 25<sup>th</sup> Ave. NE.

On weekdays Route 72 will operate every 20 minutes from 4:30 AM to 6:00 AM, every 10 minutes from 6:00 AM to 7:00 PM, every 15 minutes from 7:00 PM to 10:00 PM, and every 30 minutes from 10:00 PM to 1:00 AM. On weekends Route 72 will operate every 15 minutes from 5:30 AM to 10:00 PM and every 30 minutes from 10:00 PM to 1:00 AM.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	-	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	10 min	10 min	30 min	15 min	30 min	15 min	30 min

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	-	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	4:30 AM – 1:00 AM	5:30 AM – 1:00 AM	5:30 AM – 1:00 AM



## Route: 73 (delete)

### OBJECTIVES:

Replacement service for Route 73 will be provided by Routes 67 and 348.

Restructure service to reduce duplication, serve where needs are greatest, and provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

### IMPACTED SERVICE AREA:

Jackson Park, Pinehurst, Roosevelt, University District.

### SERVICE CHANGE:

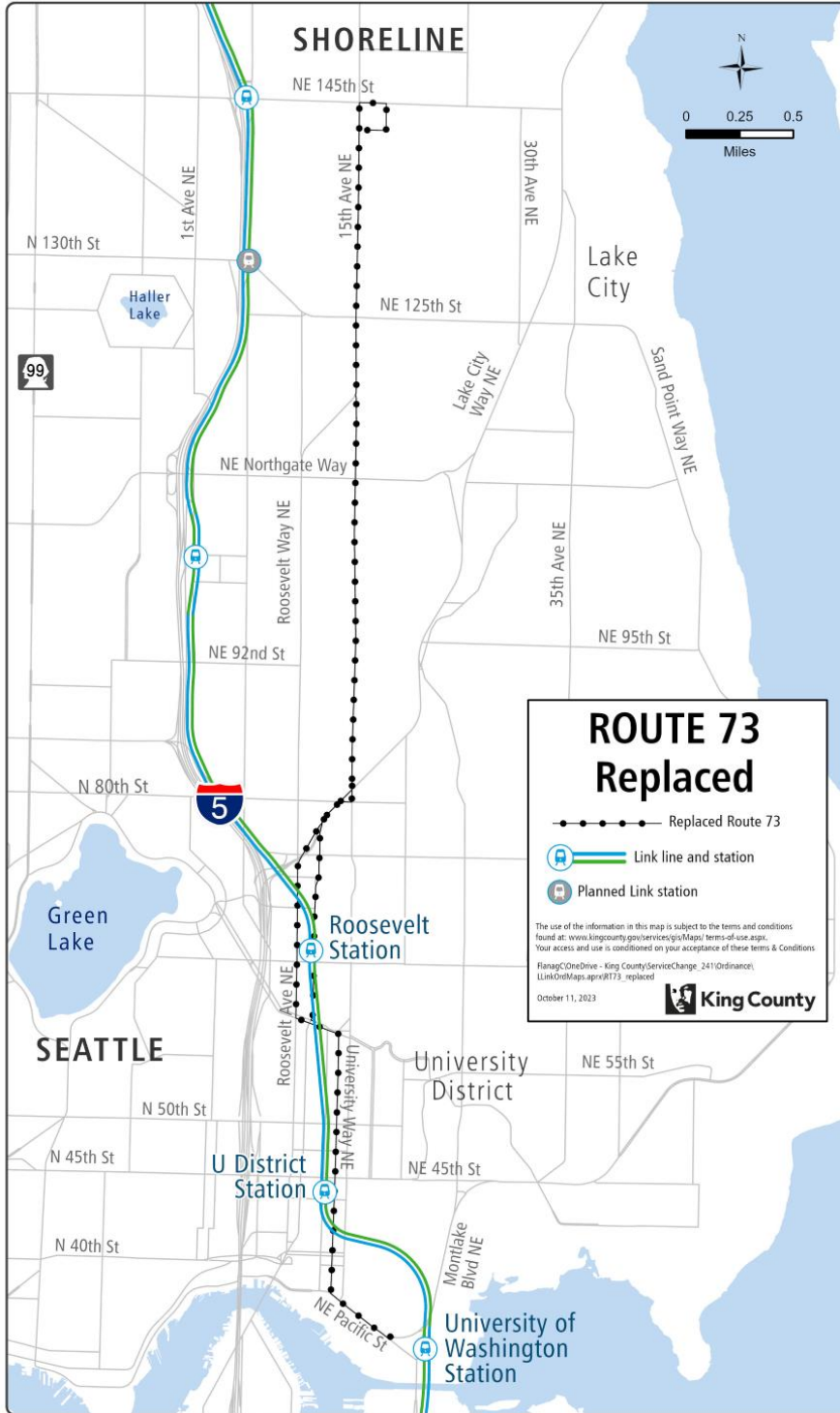
Delete Route 73 to reduce duplicative service. Alternative service will be provided by Route 67, which operates along Roosevelt Way NE between Northgate and U District, and Route 348, which operates on Route 73's pathway on 15<sup>th</sup> Ave. NE between NE 145<sup>th</sup> St. and NE 120<sup>th</sup> St.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	20 min	30 min	-	30 min	-	30 min	-
<b>Current</b>	30-37 min	52 min	60 min	60 min	60 min	60 min	60 min
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	5:30 AM – 9:45 PM	7:30 AM – 7:30 PM	7:30 AM – 7:30 PM
<b>Current</b>	5:30 AM – 11:15 PM	6:30 AM – 11:35 PM	6:30 AM – 11:30 AM
<b>Proposed</b>	-	-	-





## Route: 77 (new)

### OBJECTIVES:

Create new route that serves Roosevelt, the University District, Lake City Way, and Bitter Lake to leverage high-capacity transit investments, improve network connectivity and create new east-west connections in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *4. Route Spacing and Duplication*
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

### IMPACTED SERVICE AREA:

Roosevelt, the University District, Lake City Way, and Bitter Lake.

**SERVICE CHANGE:**

Implement new Route 77 after Link 2 Line in operation across Lake Washington between Downtown Seattle and Bellevue, and Sound Transit considers changes to ST Express Route 522. Route 77 will initially provide service between Roosevelt, the University District, Lake City Way and would later extend between Bitter Lake via N 130th St, NE 125th St., and Lake City Way NE upon the opening of 130th St Station on the Link 1 Line and substantial completion of street improvement projects on N 130th St. and NE 125th St.

On weekdays Route 77 will operate every 30 minutes from 5:00 AM to 6:00 AM, every 15 minutes from 6:00 AM to 10:00 PM, and every 30 minutes from 10:00 PM to 1:00 AM. On weekends Route 77 will operate every 30 minutes from 5:30 AM to 6:00 AM, every 20 minutes from 6:00 AM to 9:00 AM, every 15 minutes from 9:00 AM to 10:00 PM, and every 30 minutes from 10:00 PM to 1:00 AM.

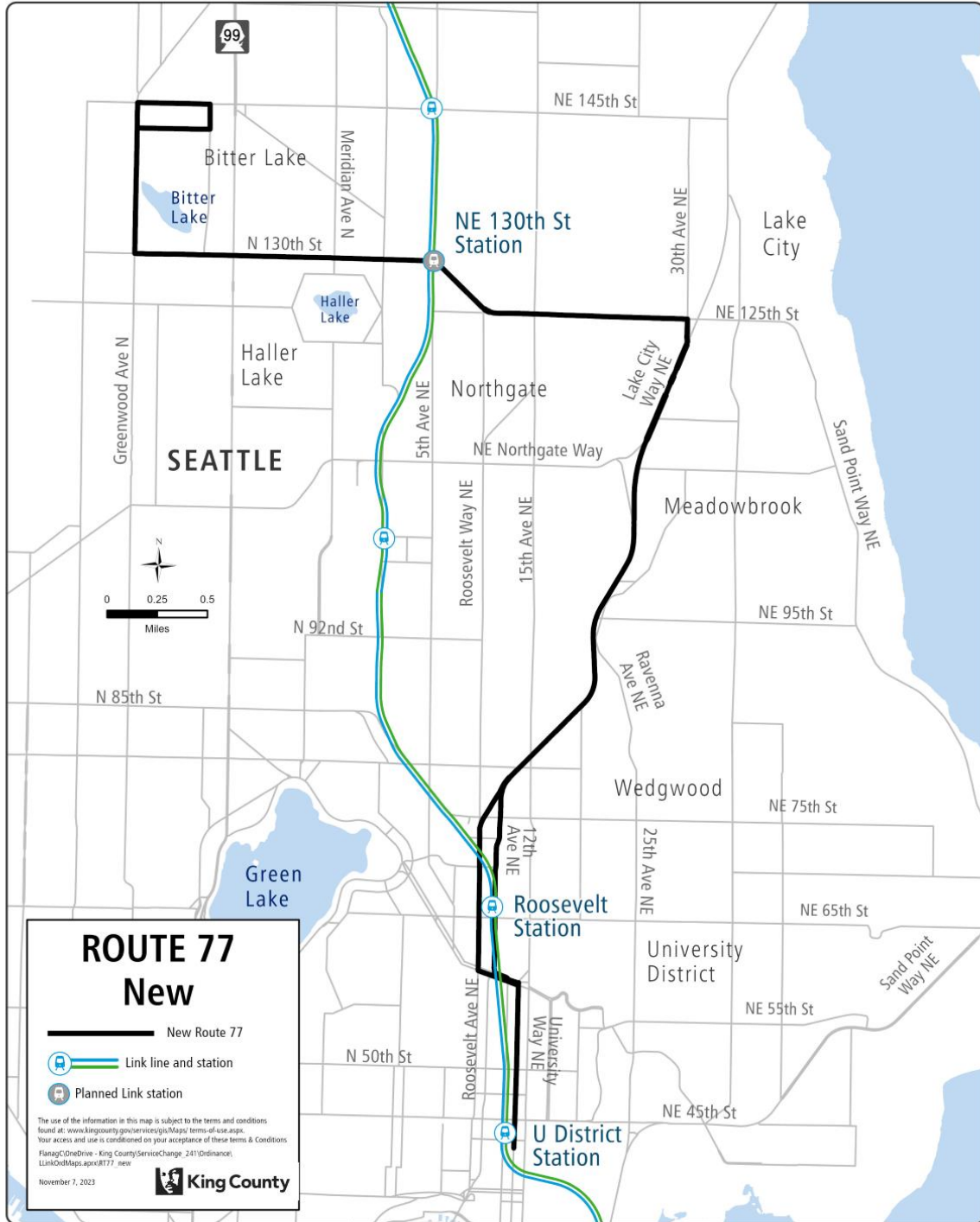
Route 77 will be interlined with revised Route 75, meaning riders using both routes will not be required to transfer in the University District.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	-	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	15 min	15 min	30 min	20-15 min	30 min	20-15 min	30 min

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	-	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	5:00 AM – 1:30 AM	5:30 AM – 1:00 AM	5:30 AM – 1:00 AM



## Route: 301 (delete)

### OBJECTIVES:

Replacement service for Route 301 will be provided by Routes 303, 333, 348, E Line, and Link 1 Line. Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

### IMPACTED SERVICE AREA:

Aurora Village, Shoreline, Northgate.

**SERVICE CHANGE:**

Delete Route 301 to reallocate hours to all-day service. Alternative service will be provided by Routes 303, 333, 348, E Line, and Link 1 Line. The E Line provides an alternative along Aurora Ave N between N 175<sup>th</sup> St. and Aurora Village Transit Center. Link 1 Line provide an alternative for riders between N 175<sup>th</sup> St. and Northgate. Route 331 will also connect Link 1 Line and Aurora Village Transit Center. Route 33 will provide along N 175<sup>th</sup> St.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	15-20 min	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	4:45 AM – 7:30 AM, 4:00 PM – 6:30 PM	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	-	-	-



## Route: 302 (delete)

### OBJECTIVES:

Replacement service for Route 302 will be provided by Routes 303, 322, 331, 348, and Link 1 Line. Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

### IMPACTED SERVICE AREA:

Richmond Beach, Shoreline, Northgate, First Hill

**SERVICE CHANGE:**

Delete Route 302 to reallocate hours to all-day service. Alternative service will be provided by Routes 303, 322, 331, 348, and Link 1 Line.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	35-45 min	-	-	-	-	-	-
<b>Current</b>	40-45 min	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	5:30 AM – 7:15 AM, 15:30 PM – 5:45 PM	-	-
<b>Current</b>	5:35 AM – 5:45 PM	-	-
<b>Proposed</b>	-	-	-





## Route: 303 (revise)

### OBJECTIVES:

Revise service on Route 303 to serve South Lake Union via Mercer Street before serving First Hill via 8<sup>th</sup> Ave. and Boren Ave., in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *5. Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.
  - Directness should be considered in relation to the market for the service. Where a route deviates away from its major path to serve a specific destination, the delay to riders on board the bus should be considered in relation to the ridership gained on a deviation.

**IMPACTED SERVICE AREA:**

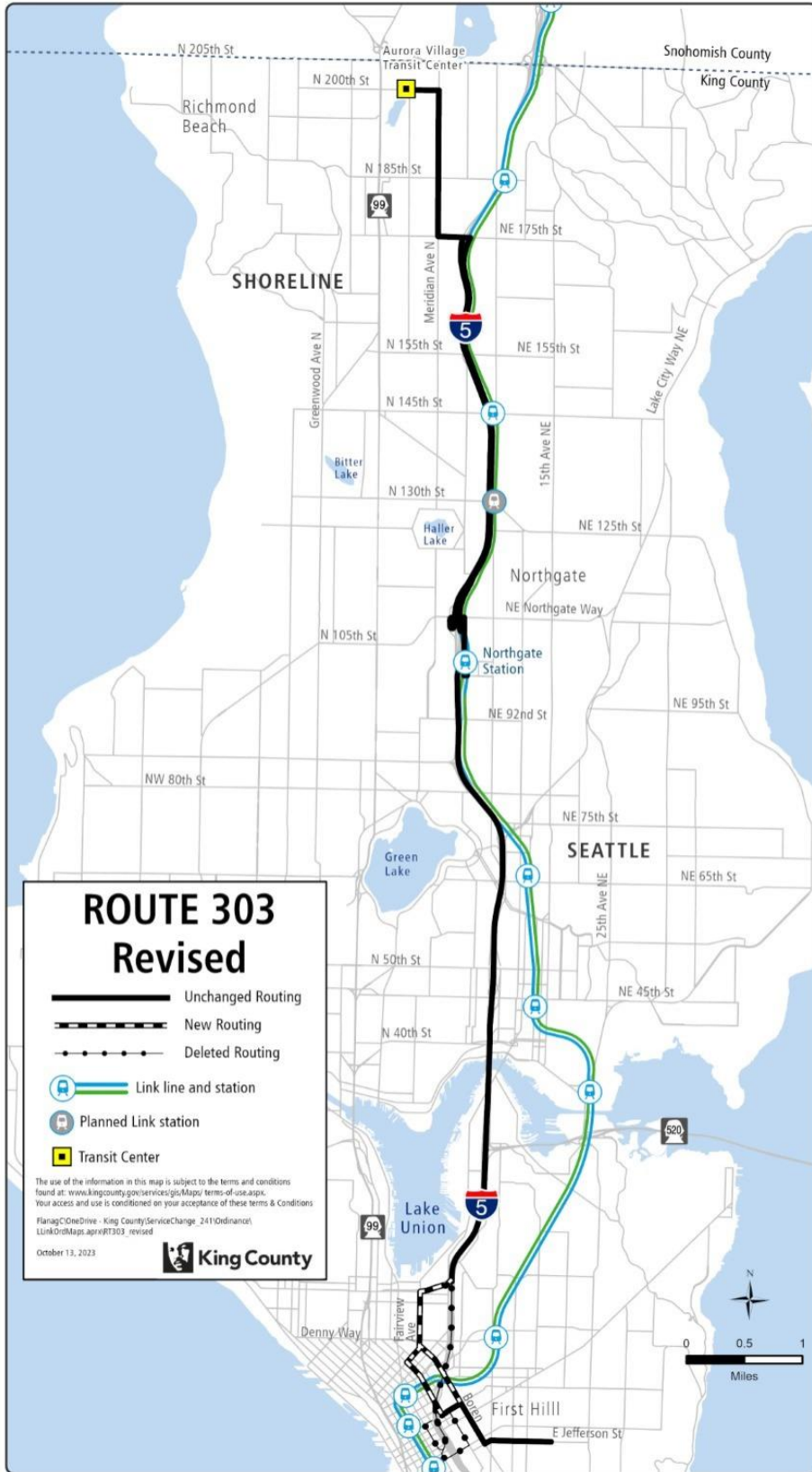
Shoreline, Aurora Village, Northgate, South Lake Union, First Hill

**SERVICE CHANGE:**Revise peak-only Route 303 to serve South Lake Union via Mercer Street before serving First Hill via 8<sup>th</sup> Ave. and Boren Ave., and add one additional trip to each of the AM and PM peak periods.**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	30-40 min	-	-	-	-	-	-
<b>Current</b>	45-60 min	-	30 min	-	-	-	-
<b>Proposed</b>	30 min	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	5:30 AM – 8:00 AM, 3:50 PM – 7:50 PM	-	-
<b>Current</b>	5:30 AM – 7:50 PM	-	-
<b>Proposed</b>	5:30 AM – 9:00 AM, 3:50 PM – 7:00 PM	-	-



## Route: 304 (delete)

### OBJECTIVES:

Replacement service for Route 304 will be provided by Routes 331, 333, 348, and Link 1 Line. Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.

### IMPACTED SERVICE AREA:

Shoreline, Richmond Highlands, Bitter Lake, Northgate

**SERVICE CHANGE:**

Delete Route 304 to reallocate hours to all-day service. Alternative service will be provided by Routes 331, 333, 348, and Link 1 Line

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	30 min	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	6:15 AM – 7:45 AM, 4:00 PM – 6:00 PM	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	-	-	-



## Route: 320 (delete)

### OBJECTIVES:

Replacement service for Route 320 will be provided by Routes 322, 61, 522 BRT, and Link 1 Line. Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.
- *5. Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.
  - Directness should be considered in relation to the market for the service. Where a route deviates away from its major path to serve a specific destination, the delay



to riders on board the bus should be considered in relation to the ridership gained on a deviation.

**IMPACTED SERVICE AREA:**

Bothell, Kenmore, Lake Forest Park, Lake City, Northgate, South Lake Union

**SERVICE CHANGE:**

Delete Route 320 to reallocate hours to all-day service. Alternative service will be provided by Routes, 61, 322, 522 BRT, and Link 1 Line.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	25-30 min	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	5:30 AM – 9:30 AM, 4:00 PM – 7:40 PM	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	-	-	-



## Route: 322 (revise)

### OBJECTIVES:

Revise service on Route 322 to serve Northgate Station and South Lake Union via Mercer Street before serving First Hill via 8<sup>th</sup> Ave. and Boren Ave. in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *5. Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.
  - Directness should be considered in relation to the market for the service. Where a route deviates away from its major path to serve a specific destination, the delay to riders on board the bus should be considered in relation to the ridership gained on a deviation.

**IMPACTED SERVICE AREA:**

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

**SERVICE CHANGE:**

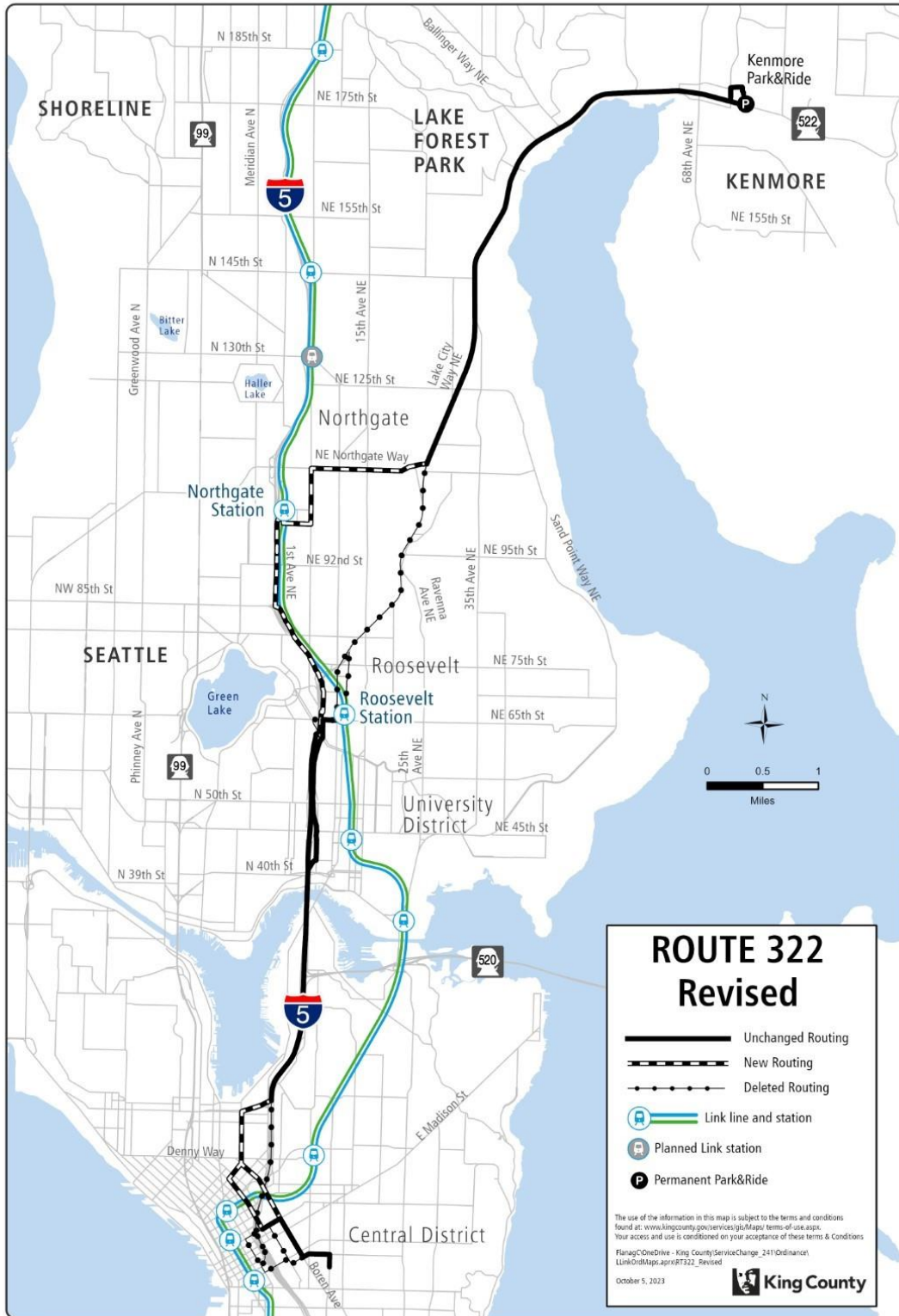
Revise peak-only Route 322 to serve Northgate Station and South Lake Union via Mercer Street before serving First Hill via 8th Ave. and Boren Ave.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	20-30 min	-	-	-	-	-	-
<b>Current</b>	26-30 min	-	60 min	-	-	-	-
<b>Proposed</b>	30 min	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	5:45 AM – 8:50 AM, 4:00 PM – 7:40 PM	-	-
<b>Current</b>	5:45 AM - 7:40 PM	-	-
<b>Proposed</b>	5:45 AM – 8:45 AM, 4:00 PM – 7:00 PM	-	-



## Route: 330 (delete)

### OBJECTIVES:

Replacement service for Route 330 will be provided by Routes 65, 72, 333, and 345.

Restructure service to leverage high-capacity transit investments, reduce duplication, and provide new east-west connections and better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

### IMPACTED SERVICE AREA:

Highland Terrace, Parkwood, Ridgecrest, Briarcrest, Lake City.

**SERVICE CHANGE:**

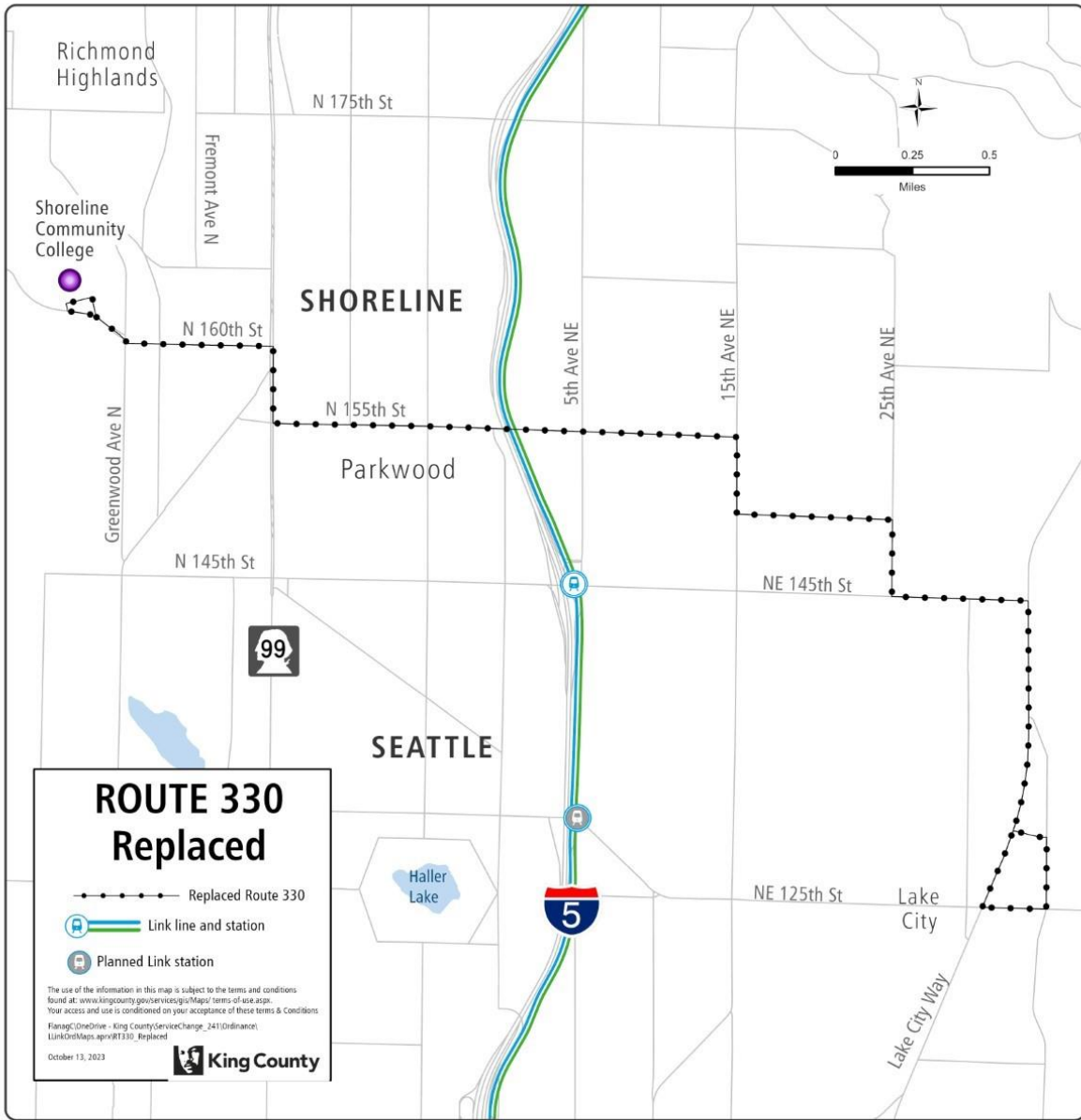
Delete Route 330 to reduce duplicative service and provide better all-day transit service. Alternative service will be provided by Routes 65, 72, 333, and 345.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	60min	60min	-	-	-	-	-
<b>Current</b>	60 min	66 min	60 min	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	7:30 AM – 7:45 PM	-	-
<b>Current</b>	6:55 AM – 7:45 PM	-	-
<b>Proposed</b>	-	-	-





## Route: 331 (revise)

### OBJECTIVES:

Revise service on Route 331 to make new network connections and match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
- *3. Easy to Understand*
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *9. Route Terminals*
  - Metro carefully selects the locations where bus routes end and buses wait before starting the next trip (layover). Maintaining existing layover spaces at route terminals is a critical priority to support continued and future service, and expanding layover may be required to support service expansion.
  - Terminals should be in areas where restroom facilities are available for operators, considering the times of day when the facilities would be needed.

### IMPACTED SERVICE AREA:

Shoreline, Echo Lake, Lake Forest Park, Kenmore.

### SERVICE CHANGE:

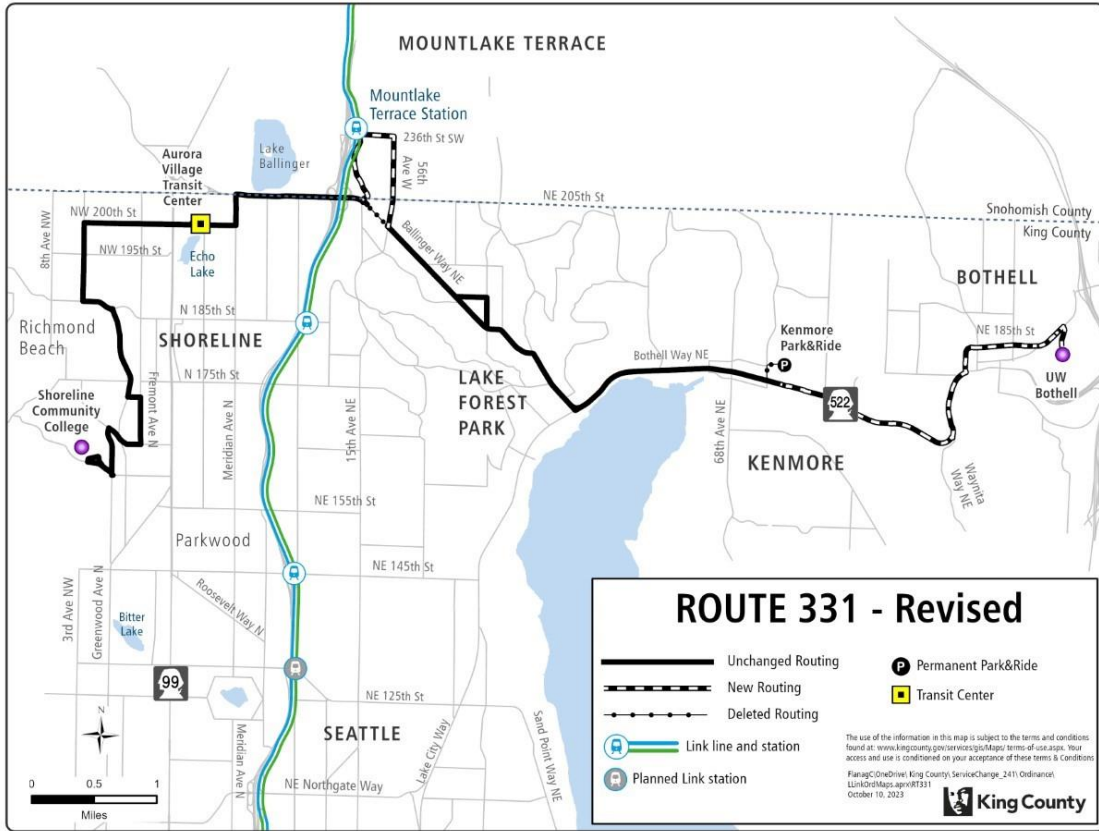
Revise Route 331 to serve Mountlake Terrace Station upon Link 1 Line extension to Lynnwood, and extend Route 331 to UW Bothell after Link 2 Line in operation across Lake Washington between Downtown Seattle and Bellevue, and Sound Transit considers changes to ST Express Route 522, and construction along 145th St is substantially complete. Extend span of service to end at 12am on weekdays and 11pm on weekends.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	20 min	30 min	-	30-60 min	-	30-60 min	-
<b>Current</b>	24 min	28 min	60 min	43 min	60 min	43 min	60 min
<b>Proposed</b>	20 min	30 min	30-60 min	30 min	30 min	30 min	30 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	6:15 AM – 7:00 PM	7:00 AM – 7:00 PM	7:00 AM – 7:00 PM
<b>Current</b>	6:15 AM – 7:15 PM	6:55 AM – 7:10 PM	6:55 AM – 7:05 PM
<b>Proposed</b>	5:30 AM – 12:00 AM	6:30 AM – 11:00 PM	6:30 AM – 11:00 PM



## Route: 333 (new)

### OBJECTIVES:

Create a new route that serves the Mountlake Terrace Station, North City via 15<sup>th</sup> Ave. NE and NE 175th St., Shoreline Community College, and Shoreline South/148th Station via Dayton Ave. N and N 145th St. in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

#### IMPACTED SERVICE AREA:

Mountlake Terrace, North City, Richmond Highlands, Parkwood

**SERVICE CHANGE:**

Implement new Route 333, which provide service between the Mountlake Terrace Station, North City via 15<sup>th</sup> Ave. NE and NE 175th St., Shoreline Community College, and Shoreline South/148th Station via Dayton Ave. N and N 145th St.

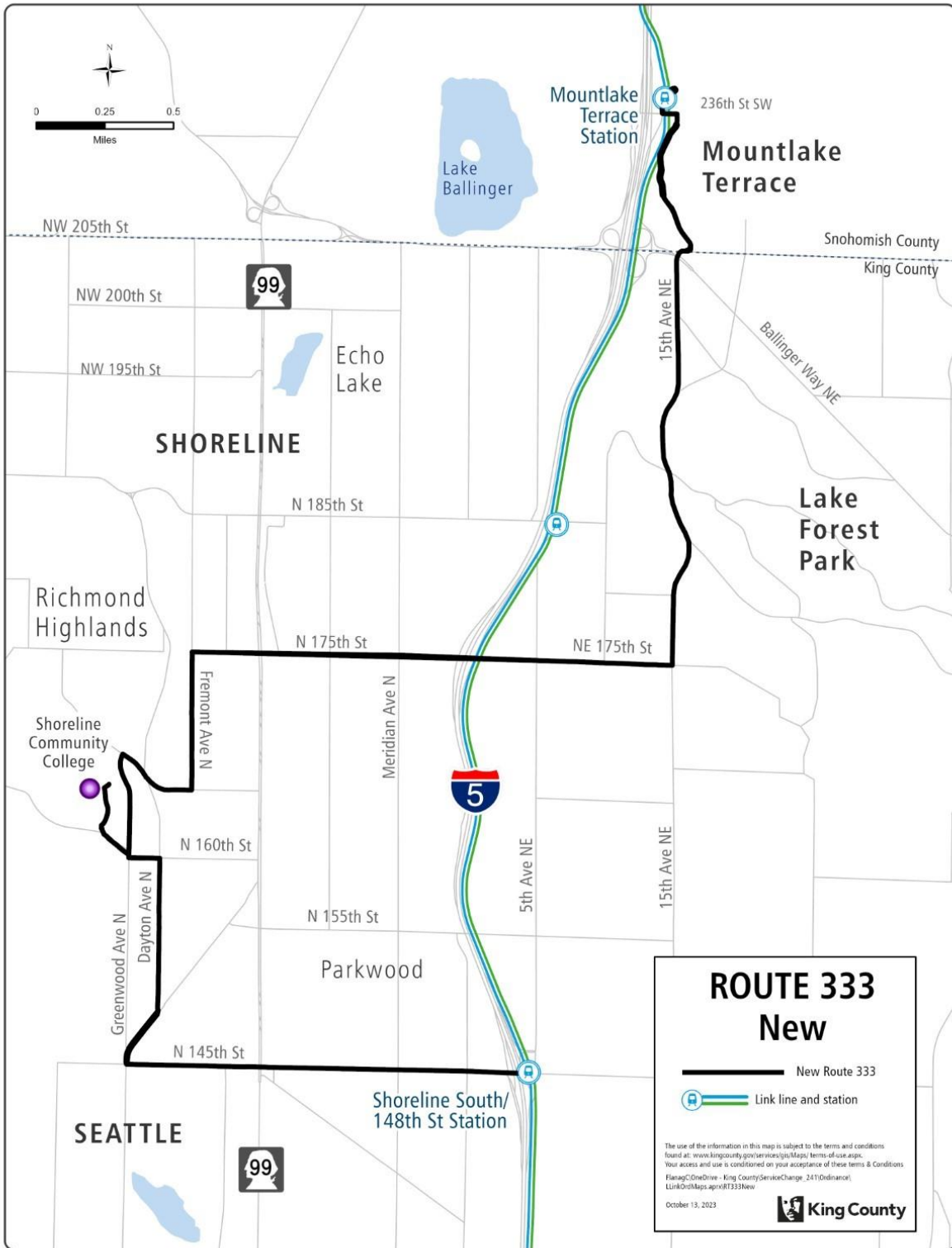
Route 333 will operate every 15 minutes from approximately 6:00 AM until 7:00 PM on all seven days of the week. Route 333 will operate every 30 minutes between 5:30 AM and 6:00 AM, and between 7:00 PM to midnight on all seven days of the week.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	-	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	15	15	30	15-30	30	15-30	30

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	-	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	5:30 AM – 12:00 AM	5:30 AM – 12:00 AM	5:30 AM – 12:00 AM



## Route: 345 (revise)

### OBJECTIVES:

Revise Route 345 to connect with high capacity transit and serve the Shoreline South/148th Station in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.

### IMPACTED SERVICE AREA:

Aurora Village, Shoreline, Bitter Lake, Northgate

### SERVICE CHANGE:

Revise Route 345 from its current terminal at Shoreline Community College, to provide service between the Shoreline South/148th Station and Northgate Station via Greenwood Ave. N. and N. 130<sup>th</sup> St. in the Bitter Lake neighborhood.

Route 345 will operate every 30 minutes from approximately 6:00 AM until 11:30 PM on weekdays but will operate every 20 minutes during peak periods. On weekends, Route 346 will operate every 30 minutes from approximately 6:00 AM until 7 PM and hourly from 7 PM until 11:00 PM.

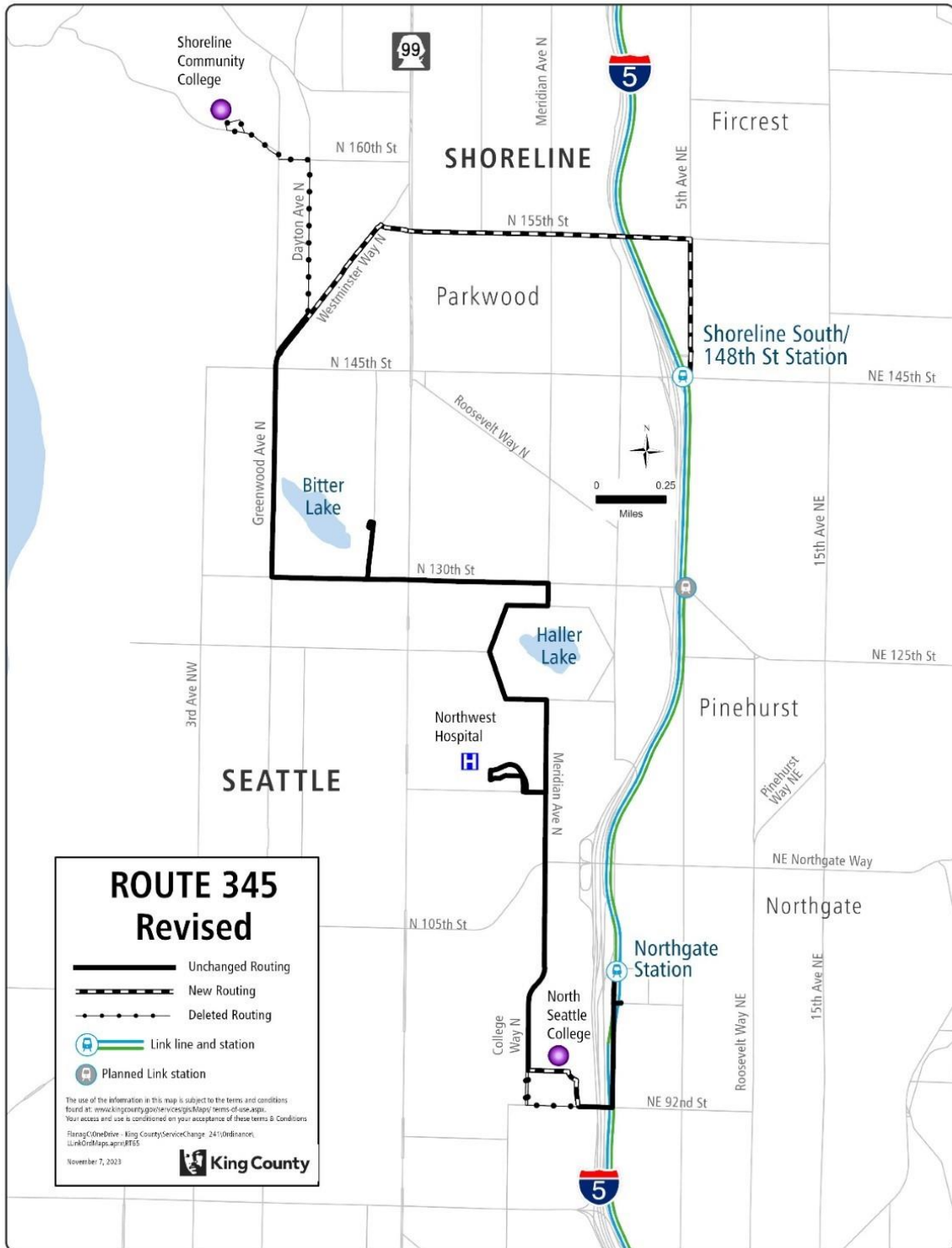
**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	20 min	30 min	30 min	30 min	60 min	30 min	60 min
<b>Current</b>	20-22 min	30 min	60 min	38 min	60 min	38 min	60 min
<b>Proposed</b>	20 min	30 min	30 min	30 min	60 min	30 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	6:15 AM – 11:30 PM	6:30 AM – 11:30 PM	6:30 AM – 11:30 PM
<b>Current</b>	6:15 AM – 11:40 PM	6:30 AM – 11:30 PM	6:30 AM – 11:30 PM
<b>Proposed</b>	6:00 AM – 11:30 PM	6:00 AM – 11:00 PM	6:00 AM – 11:00 PM





## Route: 346 (revise)

### OBJECTIVES:

Revise Route 346 to operate between the Aurora Village Transit Center and South Shoreline/148<sup>th</sup> St. Station via Meridian Ave. N, in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

### IMPACTED SERVICE AREA:

Shoreline, Aurora Village Transit Center

### SERVICE CHANGE:

Revise Route 346, which will provide service between Shoreline South/148<sup>th</sup> St. Station and Aurora Village Transit Center via Meridian Ave. N. Delete segment south of N. 155<sup>th</sup> St., which will be covered by new Route 365.

Route 346 will operate every 30 minutes from approximately 6:00 AM until midnight on weekdays. On weekends, Route 346 will operate every 30 minutes from approximately 6:00 AM until 7 PM and hourly from 7PM until 11:15 PM.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
<b>March 2022</b>	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	20 min	30 min	30 min	30 min	60 min	30 min	60 min
<b>Proposed</b>	30 min	30 min	30 min	30 min	60 min	30 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	5:15 AM – 11:15 PM	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM
<b>Current</b>	5:15 AM – 11:15 PM	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM
<b>Proposed</b>	6:00 AM – 12:00 PM	6:00 AM – 11:15 PM	6:00 AM – 11:15 PM



## Route: 347 (delete)

### OBJECTIVES:

Replacement service for Route 347 will be provided by Routes 333, 348, 365, and Link 1 Line. Restructure service to leverage high-capacity transit investments, reduce duplication, and provide new east-west connections and better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *4. Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

### IMPACTED SERVICE AREA:

Northgate, North City, Mountlake Terrace.

**SERVICE CHANGE:**

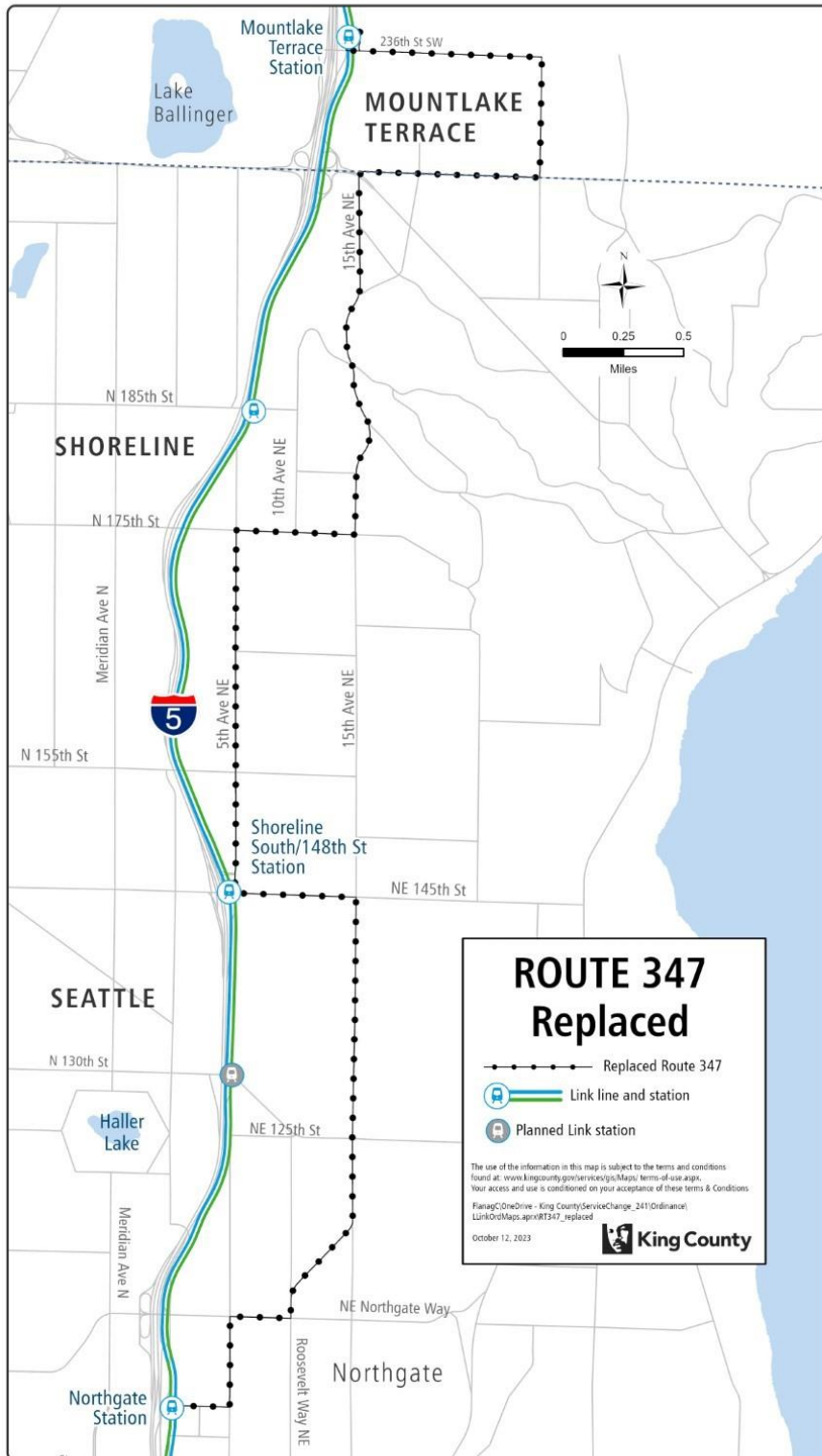
Delete Route 347 to reduce duplicative service and provide better all-day transit service. Alternative service will be provided by Routes 333, 348, 365, and Link 1 Line.

**Frequency:**

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	20 min	30 min	30-40 min	30-60 min	60 min	30-60 min	60 min
<b>Current</b>	20-24 min	30 min	36 min	37 min	60 min	37 min	60 min
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	Weekday	Saturday	Sunday
<b>March 2022</b>	5:30 AM – 11:30 PM	6:30 AM – 11:00 PM	6:30 AM – 11:00 PM
<b>Current</b>	5:25 AM – 11:35 PM	6:25 AM – 11:00 PM	6:25 AM – 11:00 PM
<b>Proposed</b>	-	-	-



## Route: 348 (revise)

### OBJECTIVES:

Revise service on Route 348 to make new network connections, match service levels to ridership demand, and secure appropriate layover facilities in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *3. Easy to Understand*
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *9. Route Terminals*
  - Metro carefully selects the locations where bus routes end and buses wait before starting the next trip (layover). Maintaining existing layover spaces at route terminals is a critical priority to support continued and future service, and expanding layover may be required to support service expansion.
  - Terminals should be in areas where restroom facilities are available for operators, considering the times of day when the facilities would be needed.

### IMPACTED SERVICE AREA:

Richmond Beach, Shoreline, North City, Pinehurst, Northgate.



**SERVICE CHANGE:**

Revise Route 348 to include a short-turn variant so that half of Route 348 trips terminate at Richmond Beach, and the other half terminate between 3<sup>rd</sup> Ave. NW and 8th Ave. NW. Revise so that the overlapping portion of the route variants has improved frequent all-day service, with extended span of service until 12 AM. Revise to serve the 185th Street Station.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	20 min	30 min	30 min	30-60 min	60 min	30-60 min	60 min
<b>Current</b>							
<b>Proposed</b>	15 min	15 min	30 min	30 min	30 min	30 min	30 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	5:30 AM – 11:00 PM	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM
<b>Current</b>	5:40 AM – 11:05 PM	5:55 AM – 11:30 PM	5:55 AM – 11:30 PM
<b>Proposed</b>	5:30 AM – 12:00 AM	5:30 AM – 12:00 AM	5:30 AM – 12:00 AM



## Route: 365 (new)

### OBJECTIVES:

Create new route that serves Northgate Station, North Seattle College, NW Hospital, Haller Lake, Shoreline South/148th Station via Meridian Ave. N and N 145th St., and the North Shoreline/185th Station via 5th Ave. NE, in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.

### IMPACTED SERVICE AREA:

North City, Haller Lake, Northgate

### SERVICE CHANGE:

Implement new Route 365, which will provide service between Shoreline North/185<sup>th</sup> St Station and Northgate Station via 5<sup>th</sup> Ave. NE and Meridian Ave. N.

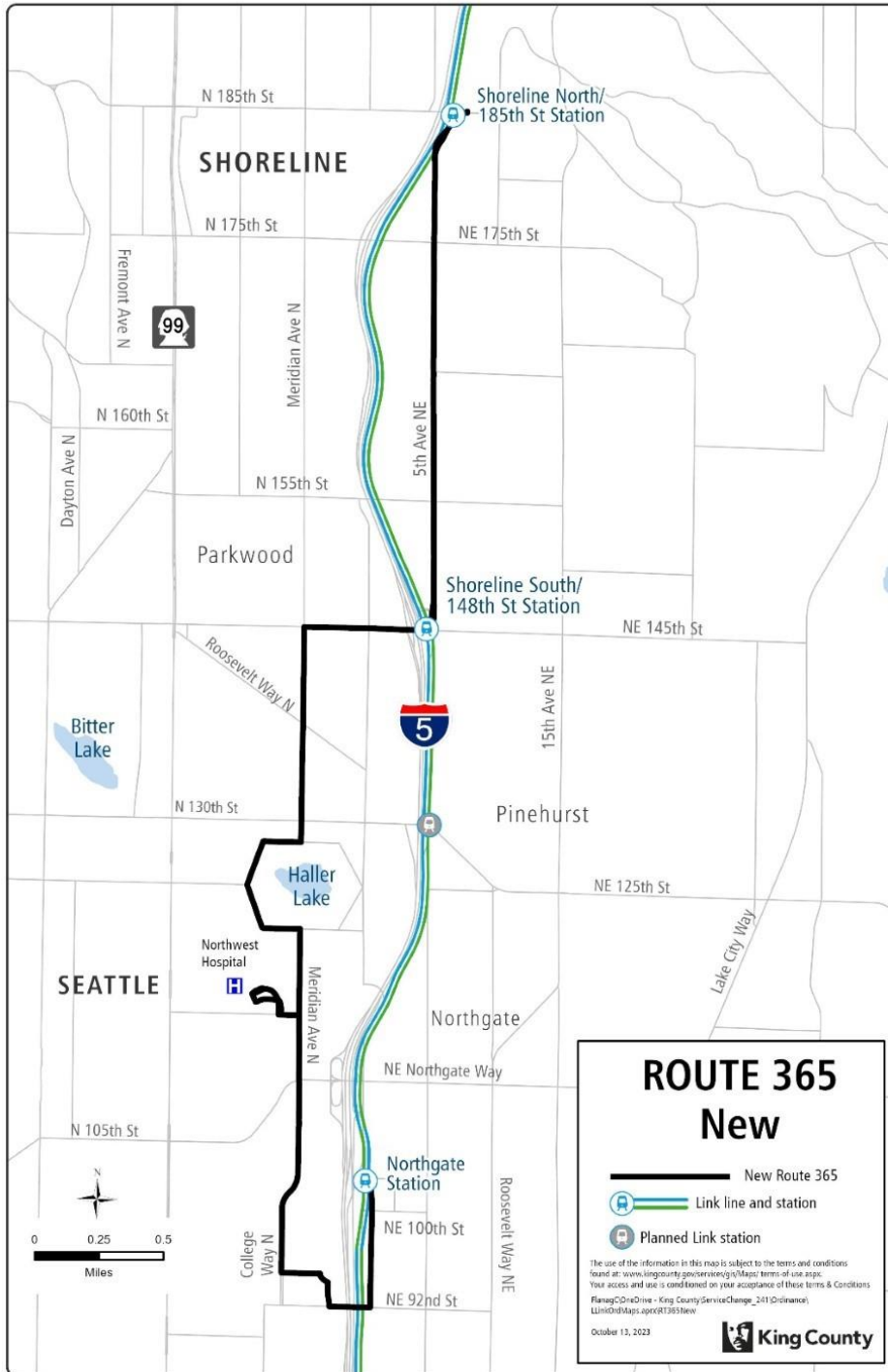
Route 365 will operate every 30 minutes from approximately 5:00 AM until 11:30 PM on weekdays.  
Route 365 will operate every 30-60 minutes on weekends from 6:00 AM until 11:30 PM.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	-	-	-	-	-	-	-
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	20	30	30	30	60	30	60

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	-	-	-
<b>Current</b>	-	-	-
<b>Proposed</b>	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM	6:00 AM – 11:30 PM



## Route: 372 (delete)

### OBJECTIVES:

Replacement service for Route 372 will be provided by Routes 72, 77, 322, 331, and Stride 522 BRT. Restructure service to leverage high-capacity transit investments, match service to ridership demand, improve service legibility and reliability, and provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Provide a range of mobility services that enable seamless connections among modes and destinations.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *1. Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 1 Line, commuter rail lines, and other modes.
- *2. Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *3. Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

### IMPACTED SERVICE AREA:

Bothell, Kenmore, Lake Forest Park, Lake City, University District.

### SERVICE CHANGE:

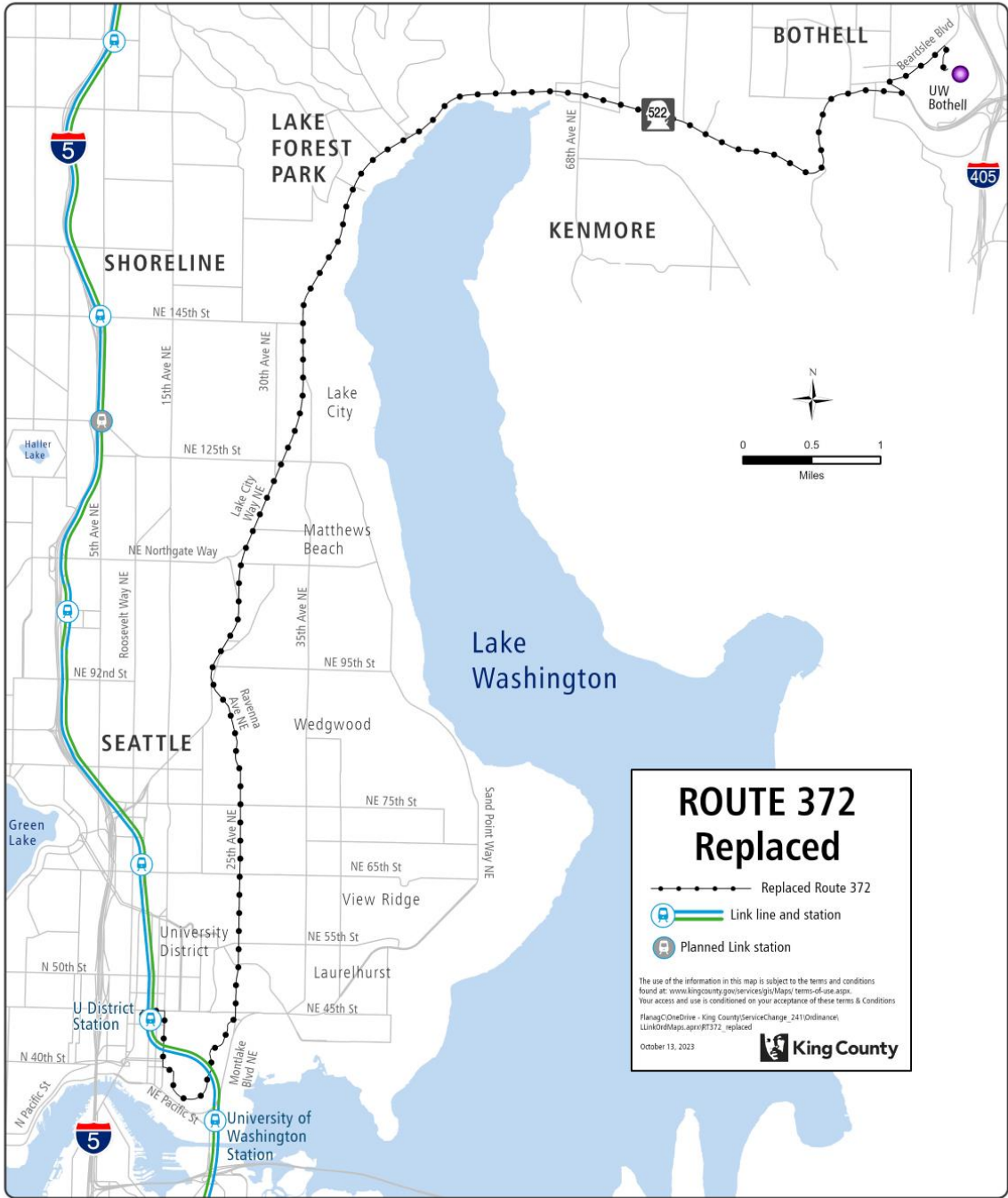
Delete Route 372 after Link 2 Line in operation across Lake Washington between Downtown Seattle and Bellevue, and Sound Transit considers changes to ST Express Route 522, and construction along 145th St is substantially complete. Alternative service will be provided by Routes 72, 77, 322, 331, and Stride 522 BRT.

**Frequency:**

	<b>Weekday</b>			<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>March 2022</b>	10-15 min	15 min	30 min	15 min	30 min	15 min	30 min
<b>Current</b>	12-13 min	14 min	25 min	17 min	30 min	17 min	30 min
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>March 2022</b>	5:00 AM – 1:00 AM	6:15 AM – 12:30 AM	6:15 AM – 12:30 AM
<b>Current</b>	5:05 AM – 1:00 AM	6:15 AM – 12:35 AM	6:15 AM – 12:40 AM
<b>Proposed</b>	-	-	-





**Certificate Of Completion**

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Document Pages: 4	Signatures: 3
Supplemental Document Pages: 76	Initials: 0
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dave.upthegrove@kingcounty.gov  
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Security Level: Email, Account Authentication (None)

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ID: 6680ebdf-4298-42e7-8245-58a65a5b8a5a

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

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Signature Adoption: Pre-selected Style  
Using IP Address: 198.49.222.20

Sent: 3/27/2024 1:31:25 PM  
Viewed: 3/27/2024 2:09:56 PM  
Signed: 3/27/2024 2:10:04 PM

**Electronic Record and Signature Disclosure:**

Accepted: 9/30/2022 11:27:12 AM  
ID: 639a6b47-a4ff-458a-8ae8-c9251b7d1a1f

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

DocuSigned by:  
  
4FBCAB8196AE4C6...  
Signature Adoption: Uploaded Signature Image  
Using IP Address: 146.129.84.117

Sent: 3/27/2024 2:10:06 PM  
Viewed: 4/3/2024 9:52:14 AM  
Signed: 4/3/2024 9:52:29 AM

**Electronic Record and Signature Disclosure:**

Accepted: 4/3/2024 9:52:14 AM  
ID: 533868c2-51eb-4848-afe2-442ff39c1a53

In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp

Intermediary Delivery Events	Status	Timestamp
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Certified Delivery Events	Status	Timestamp
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Carbon Copy Events	Status	Timestamp
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Ames Kessler akessler@kingcounty.gov King County Security Level: Email, Account Authentication (None) <b>Electronic Record and Signature Disclosure:</b> Not Offered via DocuSign	<div style="border: 2px solid blue; padding: 5px; display: inline-block;"><b>COPIED</b></div>	Sent: 3/27/2024 2:10:06 PM Viewed: 3/27/2024 4:09:15 PM
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Witness Events	Signature	Timestamp
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Notary Events	Signature	Timestamp
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Envelope Summary Events	Status	Timestamps
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Envelope Sent	Hashed/Encrypted	3/27/2024 10:54:22 AM
Certified Delivered	Security Checked	4/3/2024 9:52:14 AM
Signing Complete	Security Checked	4/3/2024 9:52:29 AM
Completed	Security Checked	4/3/2024 9:52:29 AM

Payment Events	Status	Timestamps
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Electronic Record and Signature Disclosure
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You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

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- ii. send us an email to [cipriano.dacanay@kingcounty.gov](mailto:cipriano.dacanay@kingcounty.gov) and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

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