

# King County Metro Mobility Board recommendation for Lynnwood Link Connections Mobility Project

November 13, 2023

Michelle Allison, General Manager

King County Metro Transit

201 South Jackson Street

Seattle, WA 98104

Re: Support for Lynnwood Link Connections Mobility Project network proposal

Dear Ms. Allison,

We are writing this letter to express the Lynnwood Link Connections Mobility Board's support for the proposed transit network, which will complement the expected opening of the Link light rail extension to Lynnwood in Fall of 2024. We are a group of 15 community members who live, work, and travel in North King County, including, but not limited to: North Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell. The Mobility Board is made up of culturally and linguistically diverse group of immigrants, students, elders, parents, and community organizers. We have all come together over the past year to describe our experiences using transit and provide feedback to Metro staff.

We held nine meetings between April 2022 and October 2023, most of which were virtual due to the COVID-19 pandemic, with the exception of two in-person workshops. The meetings started with general information from Metro staff on project background, transit planning considerations, outreach findings, and other information, followed by time to provide feedback and ideas in regional subgroups – Shoreline/ Mountlake Terrace, North Seattle and Northshore – SR 522. Besides the board meetings, we also have the opportunities to support in-person outreach alongside with Metro staff at regional transit centers and exchanges, including Northgate Station, Aurora Village Transit Center, Kenmore Park & Ride and Lake City. These outreach sessions helped Metro to spread the words about upcoming changes to transit service, and to hear comments from riders in person on the proposed network. There are five project goals in this Lynnwood Link Connections Mobility Project:

1. Create new and improved east-west transit connections
2. Provide transit to and from community destinations and locations with dense housing development plans by 2026
3. Improve night-time transit service serving major and important destinations
4. Maintain and improve frequencies on routes that connect to and from major destinations and frequent high capacity transit
5. Improve weekend transit service serving major and important destinations
6. Ensure that transit transfers are convenient, accessible, reliable as possible for all riders

After we identified these priority mobility needs, Metro staff drafted the service concept and proposals based on feedback from various forms of community engagement and the mobility board's input. In the phase 2 network, the mobility board helped Metro staff to prioritize and address the issues brought up during the engagement process. For example, we prioritized service to the area along Lake City Way between NE 75<sup>th</sup> and NE 92<sup>nd</sup> St with the creation of new Route 77, while retaining service on 5<sup>th</sup> Ave NE between NE 125<sup>th</sup> Street and NE Northgate Way on Route 75, as well as retaining Linden Ave service covering Sanford Hildebrandt Towers on Route 345. We also prioritized east-west connections in Shoreline and North Seattle through Route 75 and new Route 77 (125<sup>th</sup> - 130<sup>th</sup> Street), new Route 61 (Lake City to Greenwood via Northgate), new Route 333 (NE 145<sup>th</sup> and NE 175<sup>th</sup> Streets) and Route 345 (NE 155<sup>th</sup> Street). After phase 3 engagement, the mobility board provided further feedback and suggestions for issues such as the loss of service on Meridian Avenue between 145<sup>th</sup> and 175<sup>th</sup> Streets by suggesting the retention of a shortened version of Route 346 between Aurora Village and NE 148<sup>th</sup> / Shoreline North Station. We also helped to modify peak-only Routes 303 and 322 to serve both South Lake Union and First Hill and increase their coverage of major employment areas. Finally, we focused on ensuring reliable transit would be accessible to all, regardless of the time of day or week by proposing to increase weekend frequency on Route 75 and new Route 77, important crosstown connectors in northeast Seattle.

There were several ideas over the course of the project that we enthusiastically supported, such as general frequency improvements, particularly on routes connecting with Link to help ensure fast and easy transfer, and opportunities for allowing buses to run earlier in the morning and later at night to meet the full span of Link service, and generally provide more flexibility for travelers. Metro will also work with the Seattle Department of Transportation on replacement service on Latona Ave by revising Route 62 to better serve southern Green Lake and Wallingford in the future.

In our last mobility board meeting in October, the board came to a unanimous consent in support of the final route proposals for North King County and portion of South Snohomish County. We recognize the needs of fast and frequent transit service to support the growth of our region, and hope that King County Metro, local city governments and other stakeholders agree.

Thank you very much for your consideration and for supporting our work over the past year and a half.

Sincerely,

Lynnwood Link Connections Mobility Board

Andrea Chen	Shoreline
Andres Arjona	Kenmore
Daniel Fletcher	Bothell
Eulalie Mathieu	Seattle (Haller Lake)
Isaac Pace	Shoreline
Jackie Ma	Shoreline
Leandra Burt (Andy)	Shoreline
Linda Leben	Seattle (Northgate/Licton Springs)
Mary Monroe	Seattle (Lake City)
Nancy Messenger	Lake Forest Park
Raymond Sismaet	Shoreline

Sanjay Das  
Tariku Allen  
Tracey Walsh  
Zaref Anderson

Seattle (Lake City)  
Seattle (Bitter Lake)  
Seattle (Bitter Lake)  
Seattle (U District)