

March 2016 Service Change Proposal— Link Connections

**King County Council-TrEE Committee
September 29, 2015**

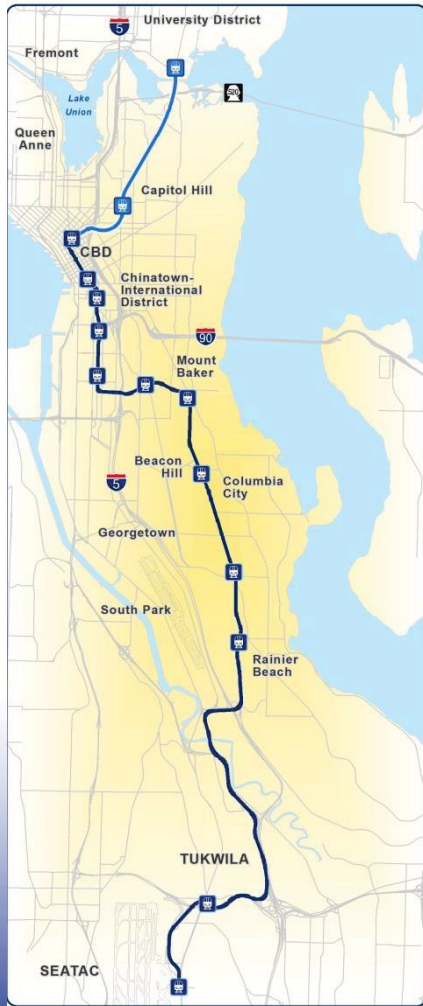


**King County
METRO**

We'll Get You There.

Sound Transit's University Link Extension

A catalyst, but not the sole reason for change



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



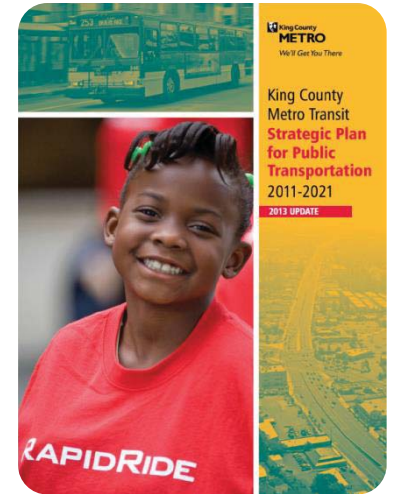
Metro's Service Restructures and ST Integration

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



Service Guidelines - Restructures

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



Community Engagement

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



Fare Payment



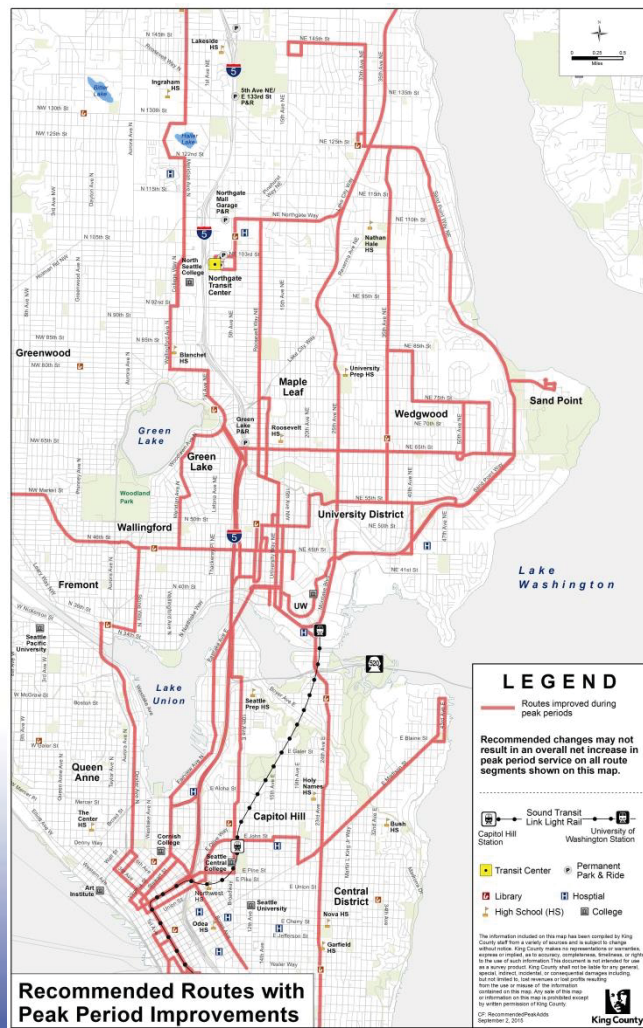
- Seamless transfer between bus and rail using ORCA or ORCA Lift
- Partnering with Sound Transit on outreach to increase availability and educate riders
 - Distributing free cards, advertising, ORCA to Go, Street teaming, In-Motion
- Bus service between downtown Seattle and U District will continue to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

Proposal Overview

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



Peak Period Service



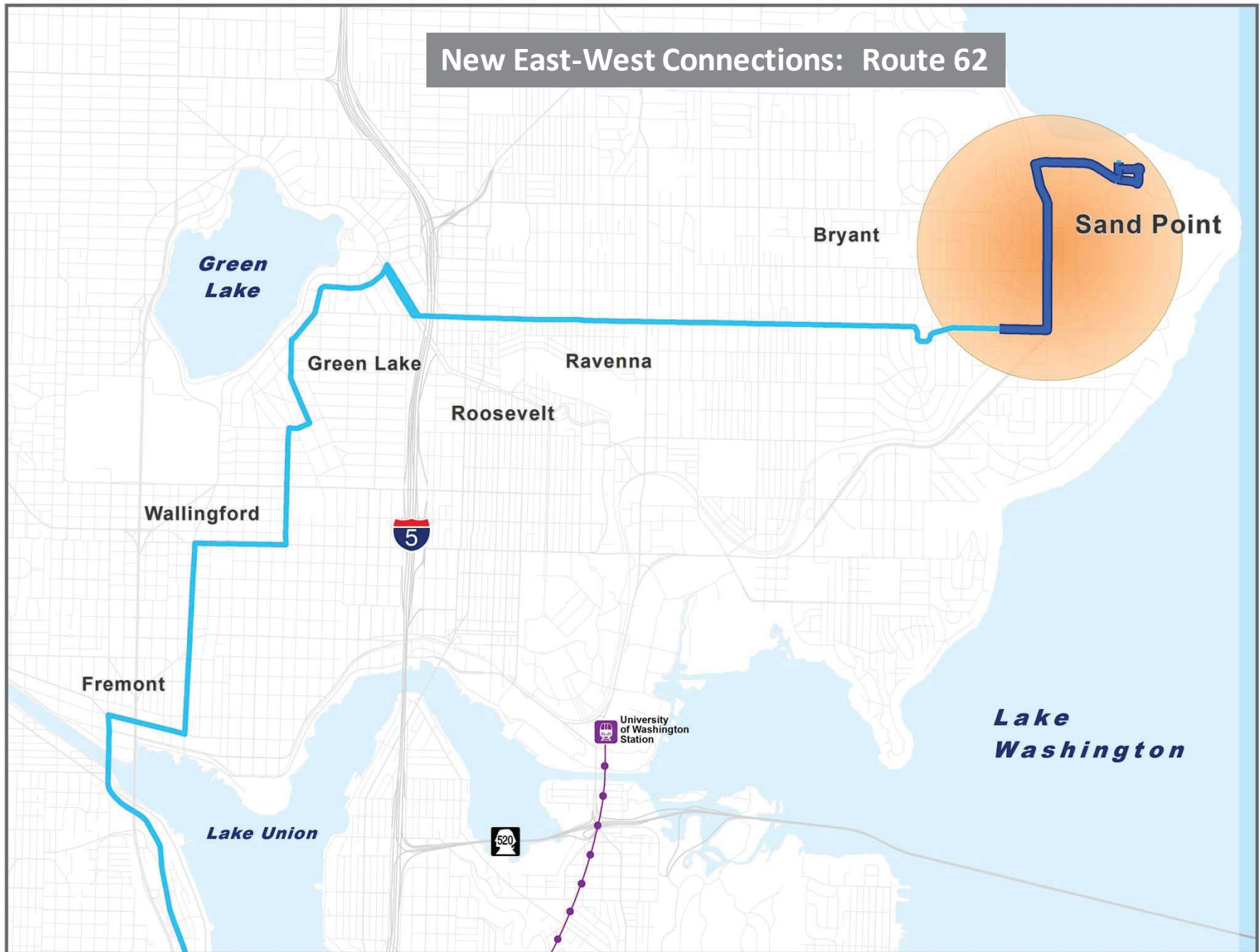
- More bus service to key employer destinations
- Maintains fast connections to Downtown Seattle
- Provides new, fast connections to
 - South Lake Union
 - First Hill
- Most peak commuter routes bypass U. District and use I-5 reversible lanes

New Connections

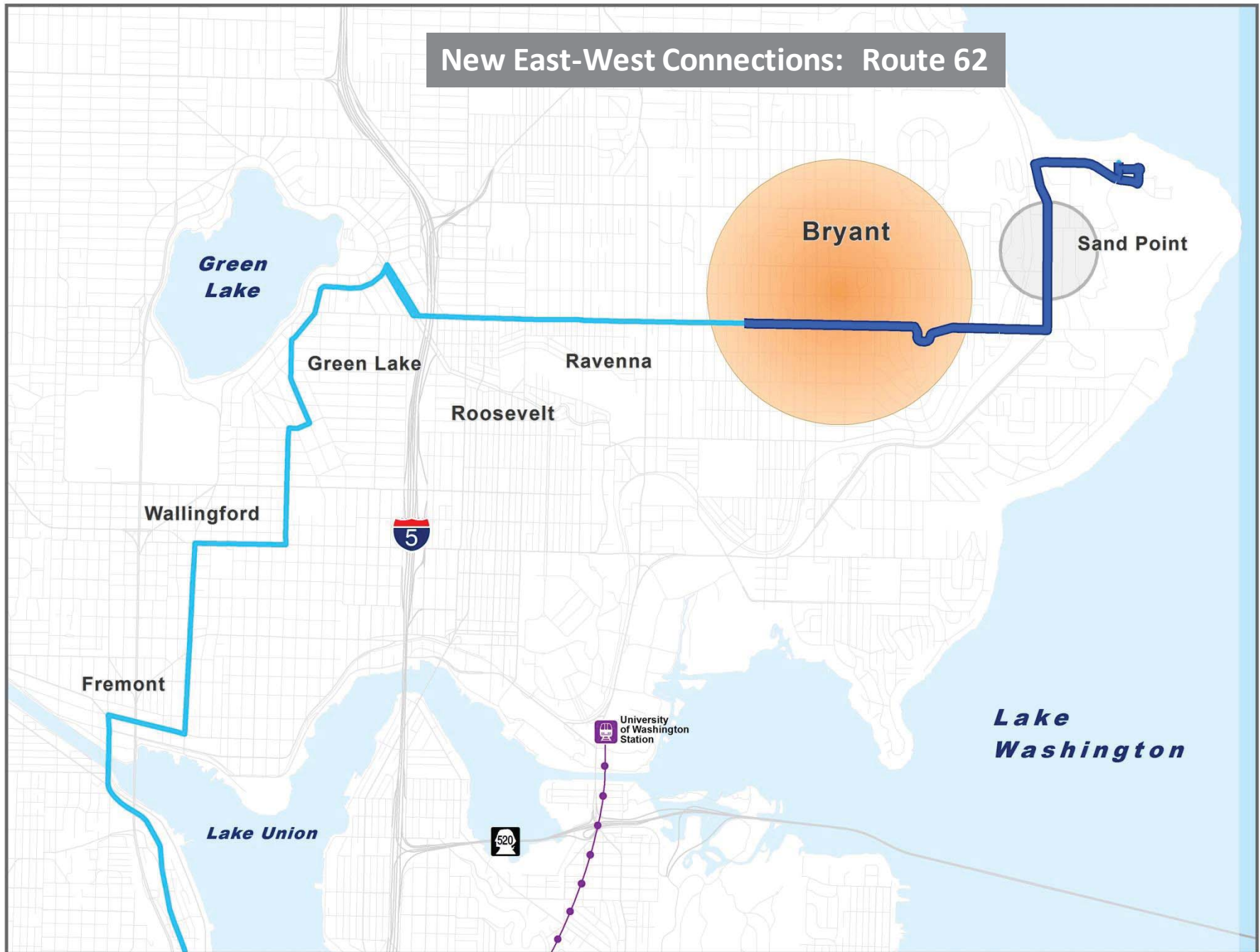


- New east-west connection between neighborhoods in NW and NE Seattle (Route 62)
- New/improved connections to SLU/First Hill (Routes 63 and 64)

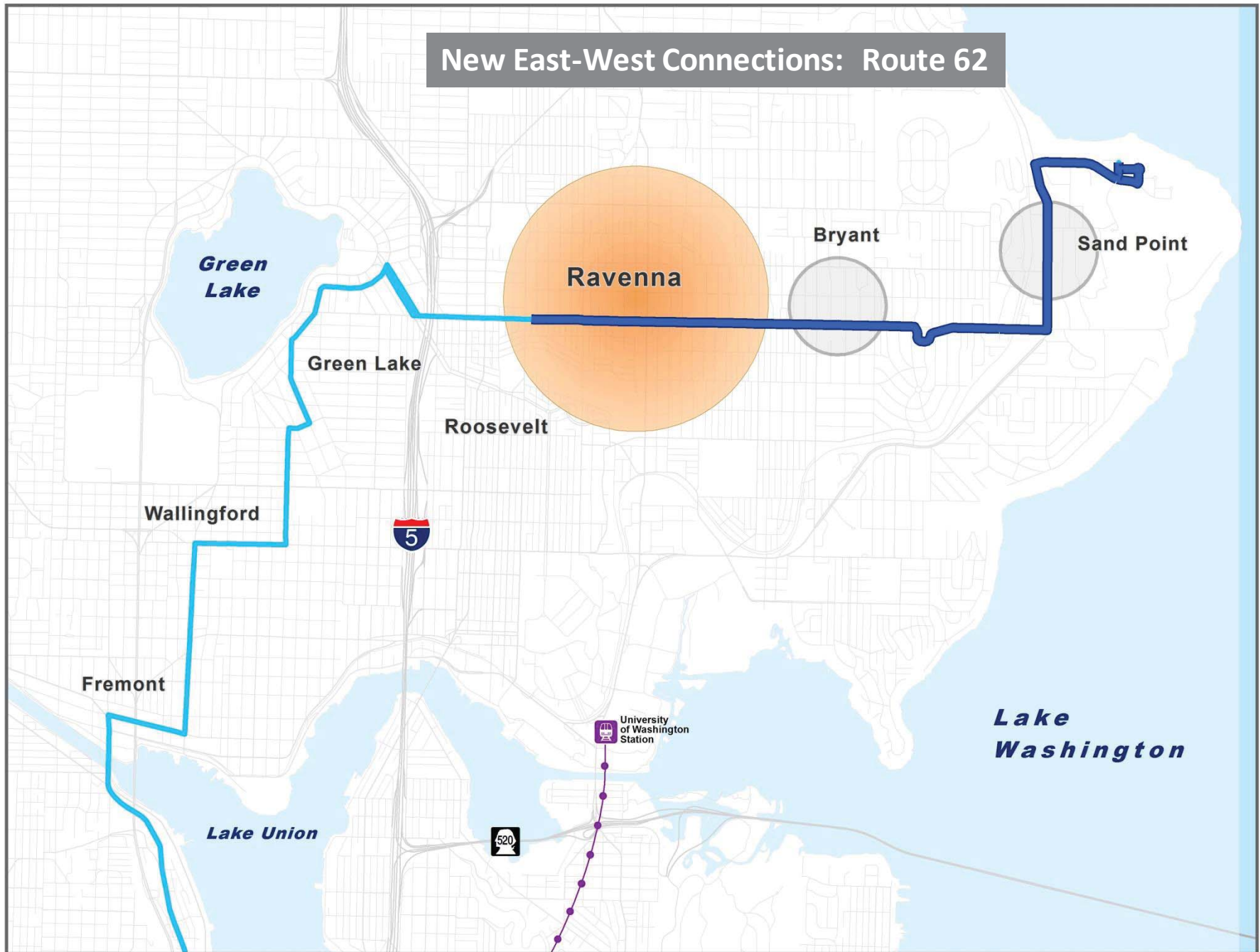
New East-West Connections: Route 62



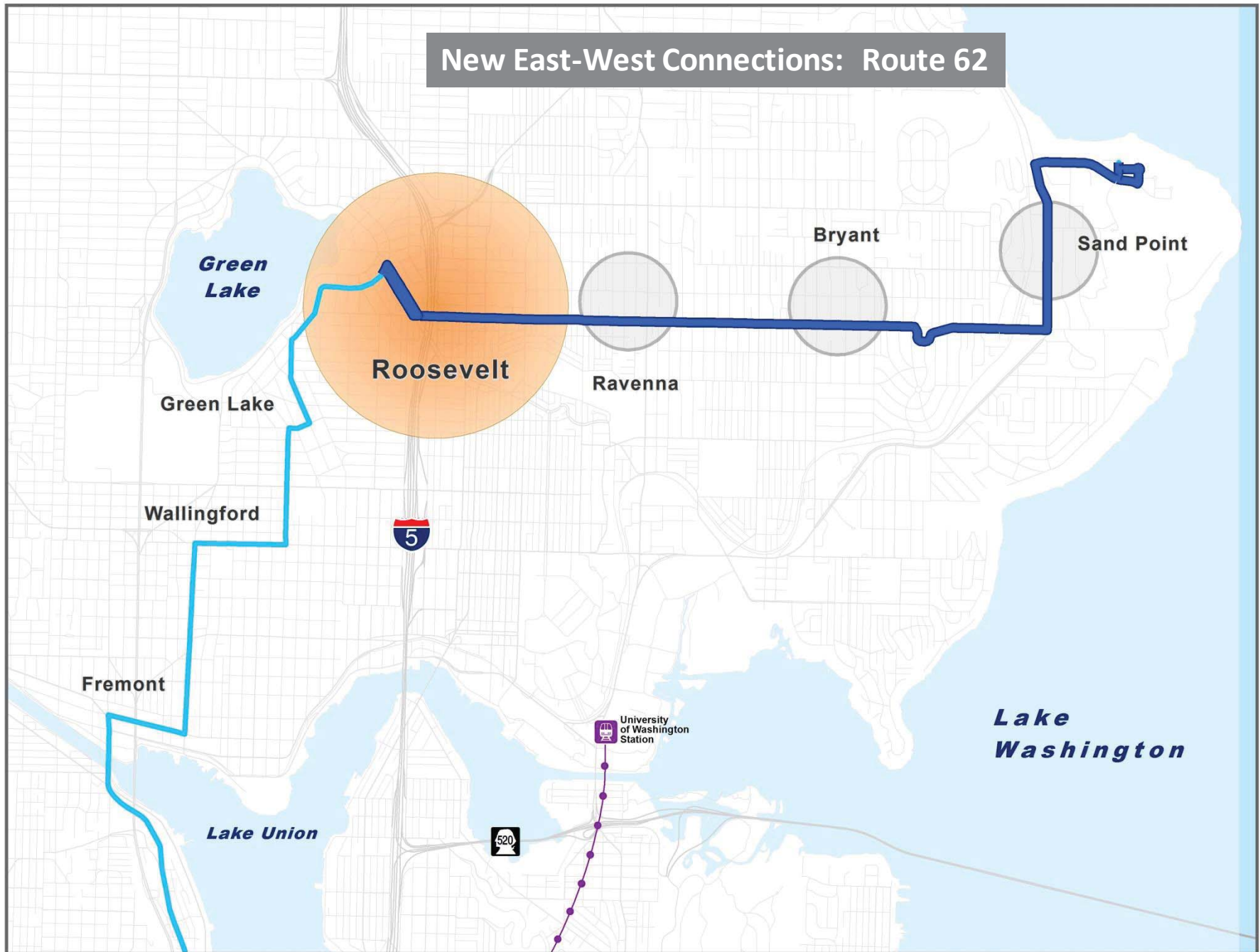
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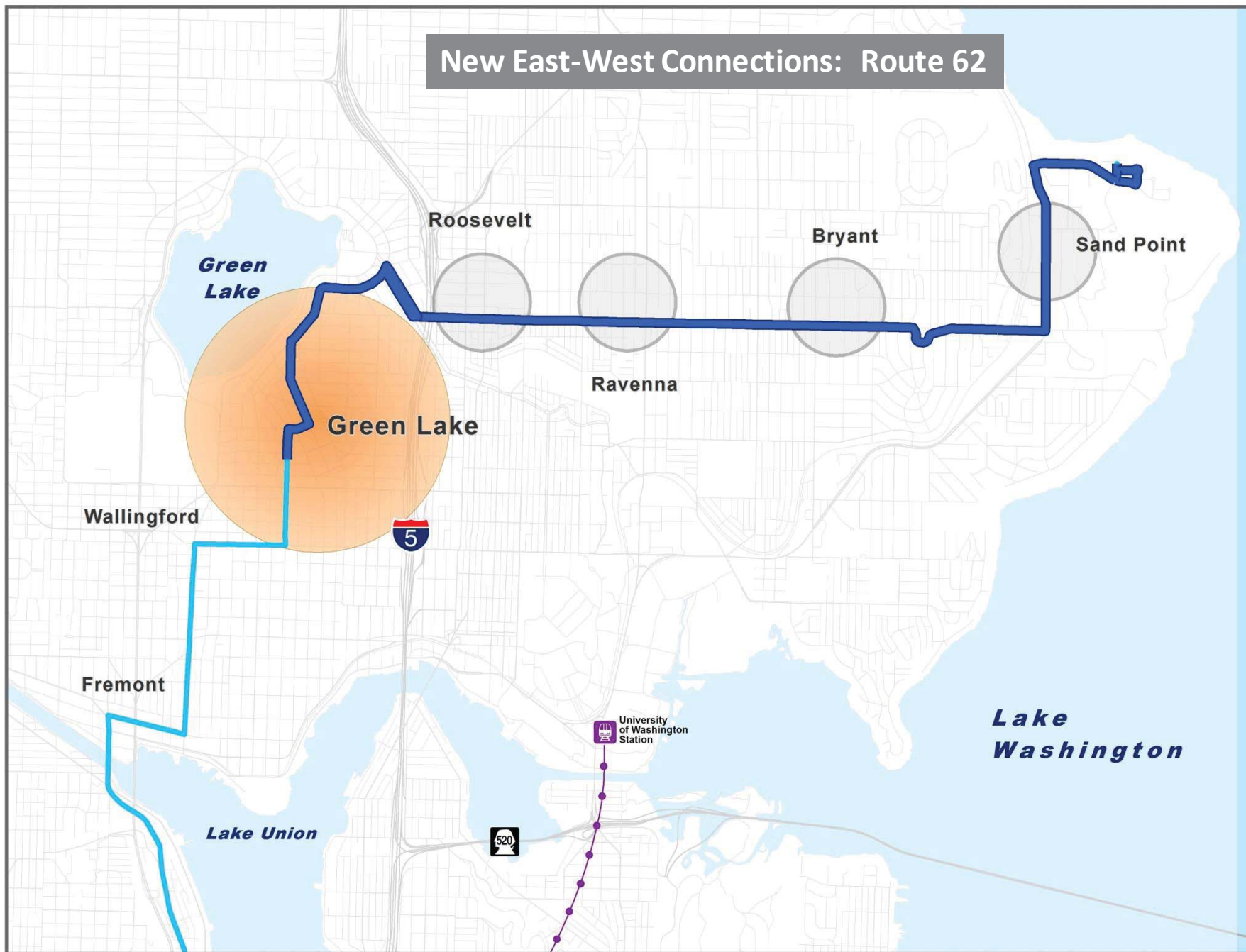
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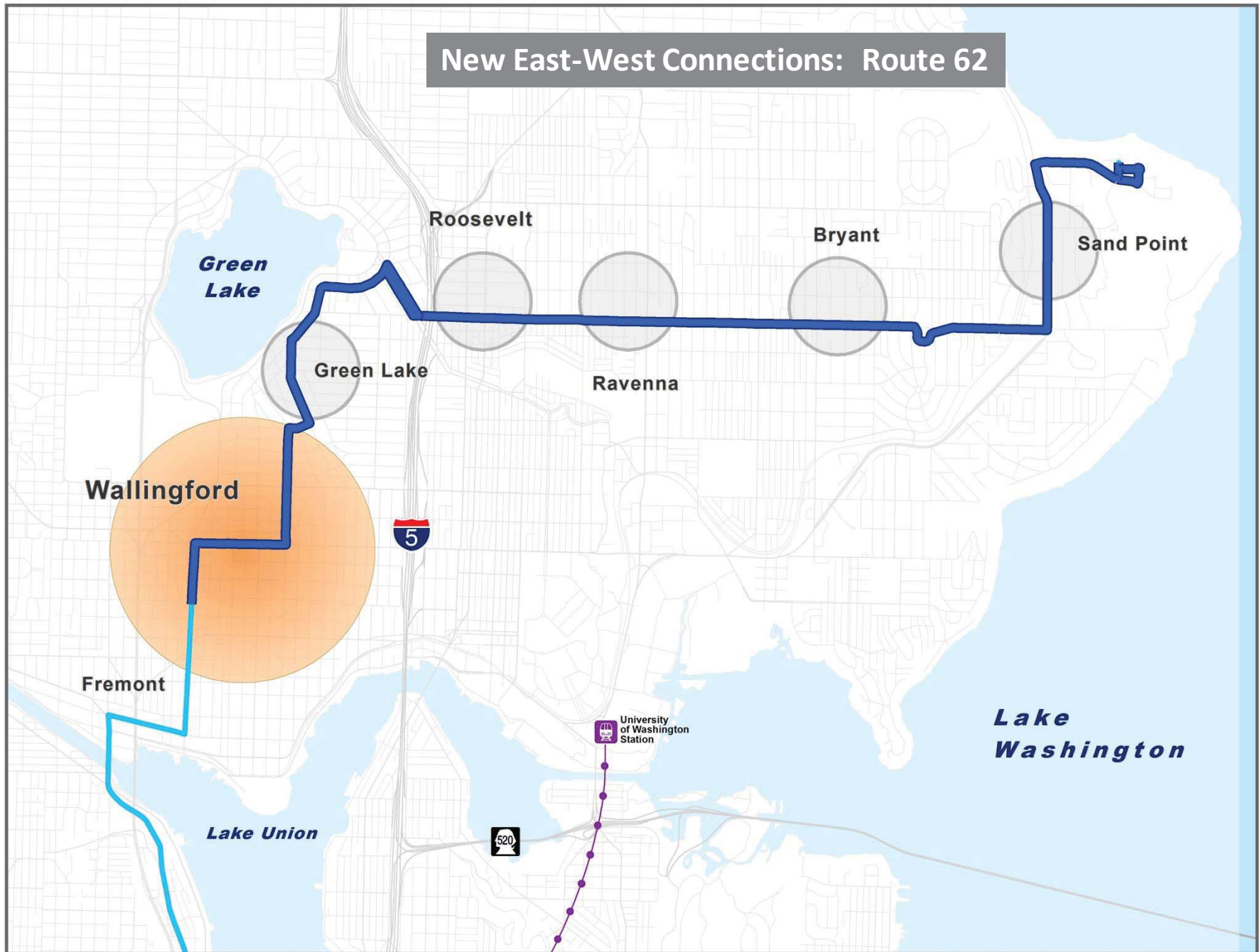
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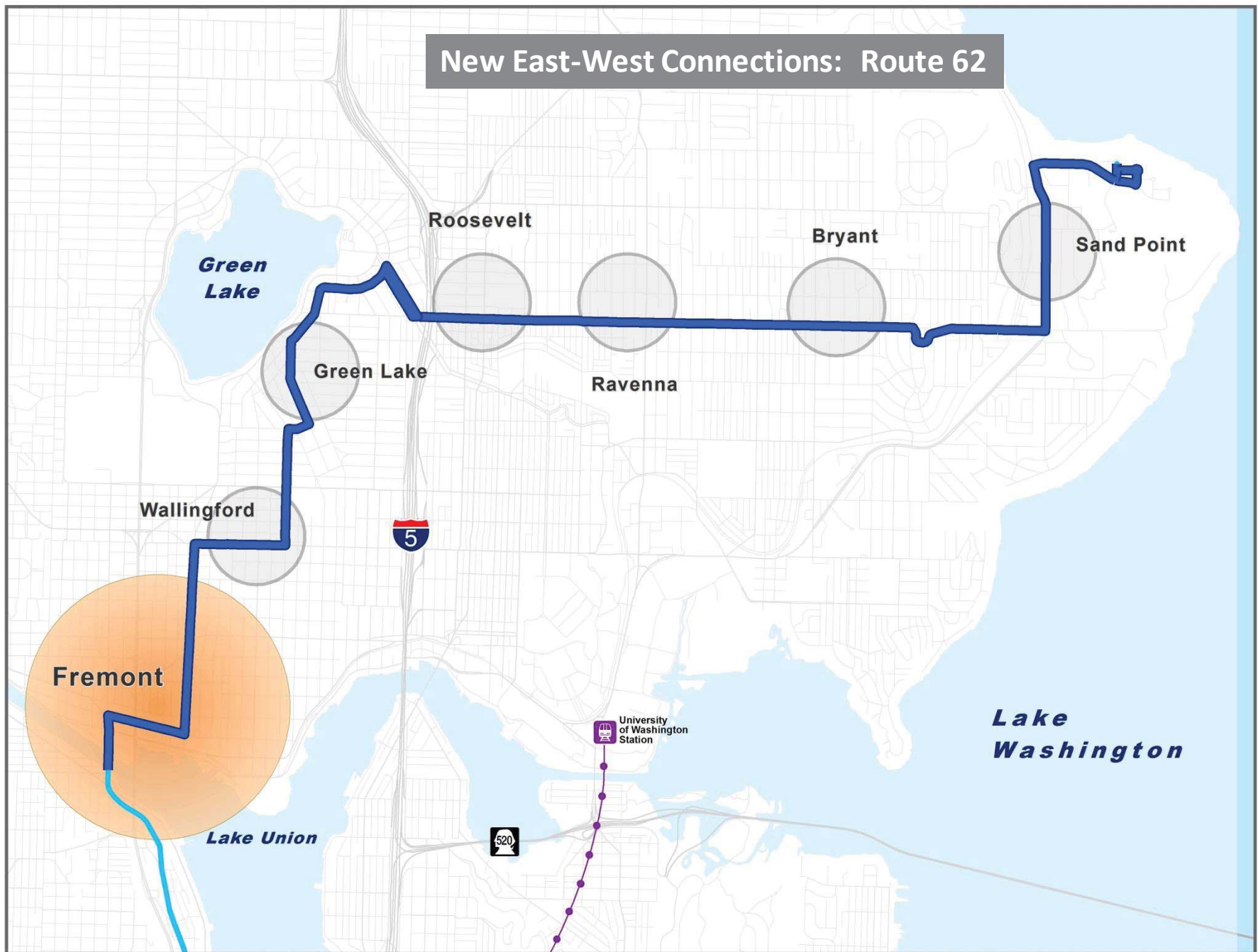
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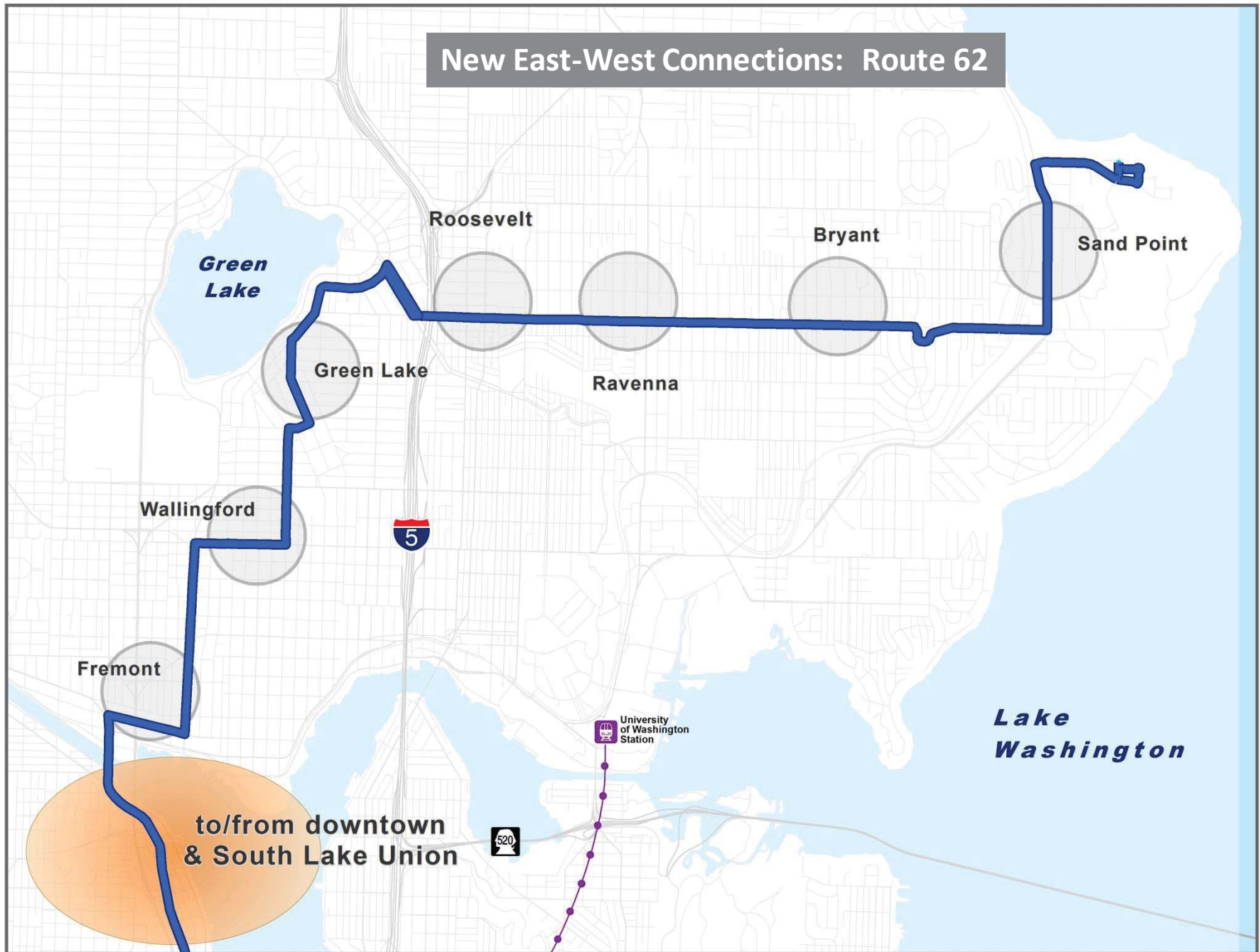
New East-West Connections: Route 62



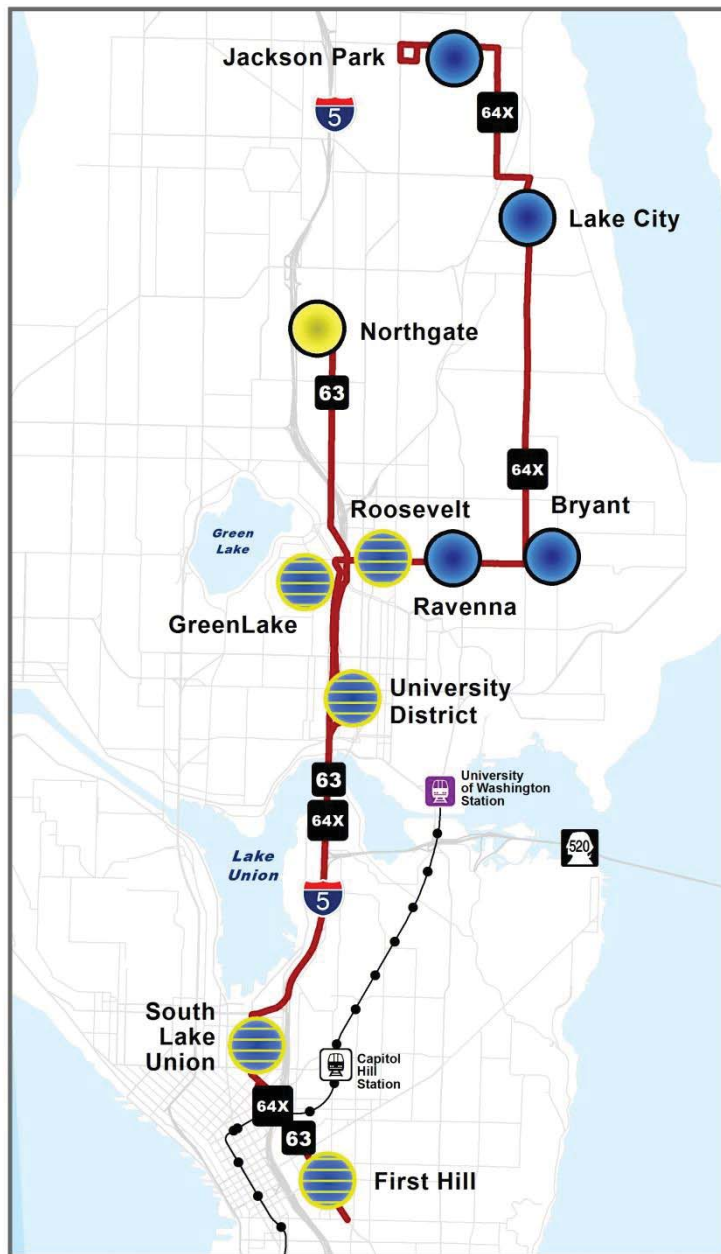
New East-West Connections: Route 62



New East-West Connections: Route 62



New Connections to South Lake Union and First Hill



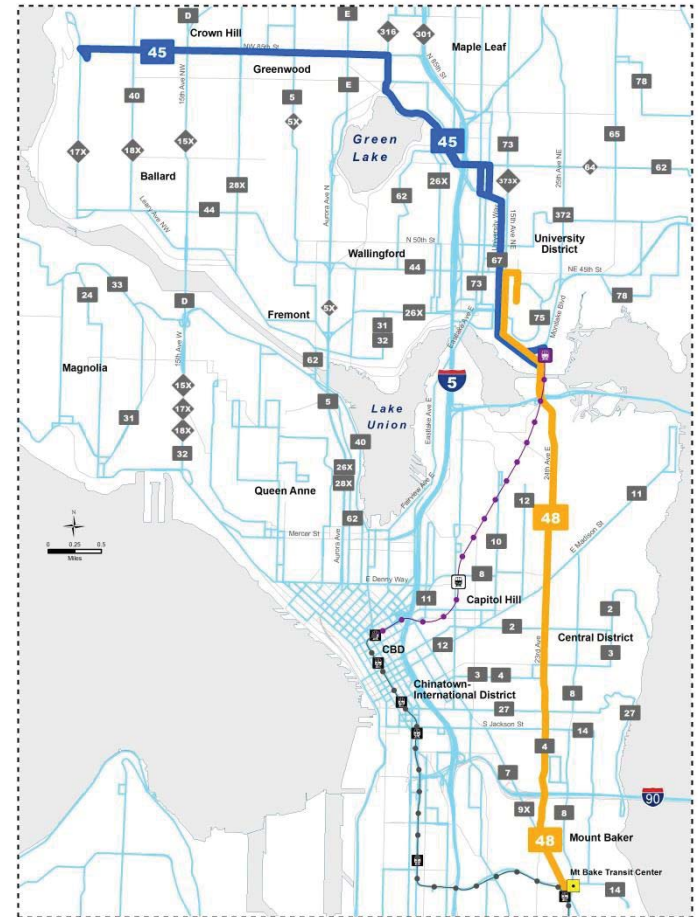
Improved Reliability

Buses on time = Riders on time

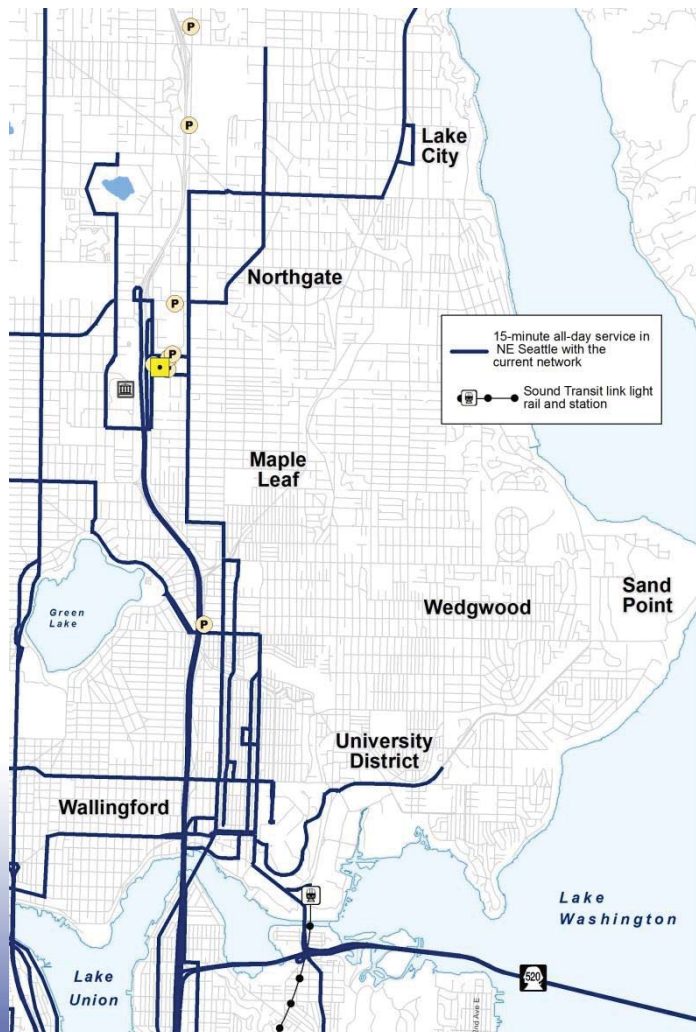


Reinvests resources to split two long and unreliable cross-town routes

Provides improved connections to Link



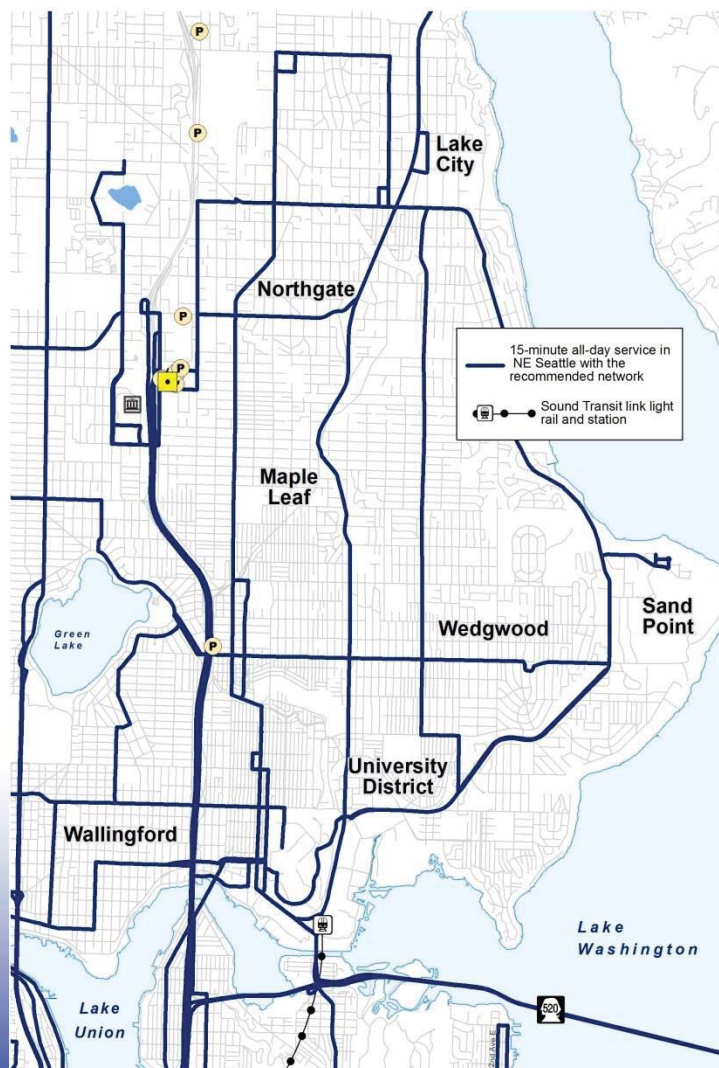
Frequency Improvements – NE Seattle



Households with access to
15 Minute Mid-day Service

- Current Network: 8,700

Frequency Improvements – NE Seattle

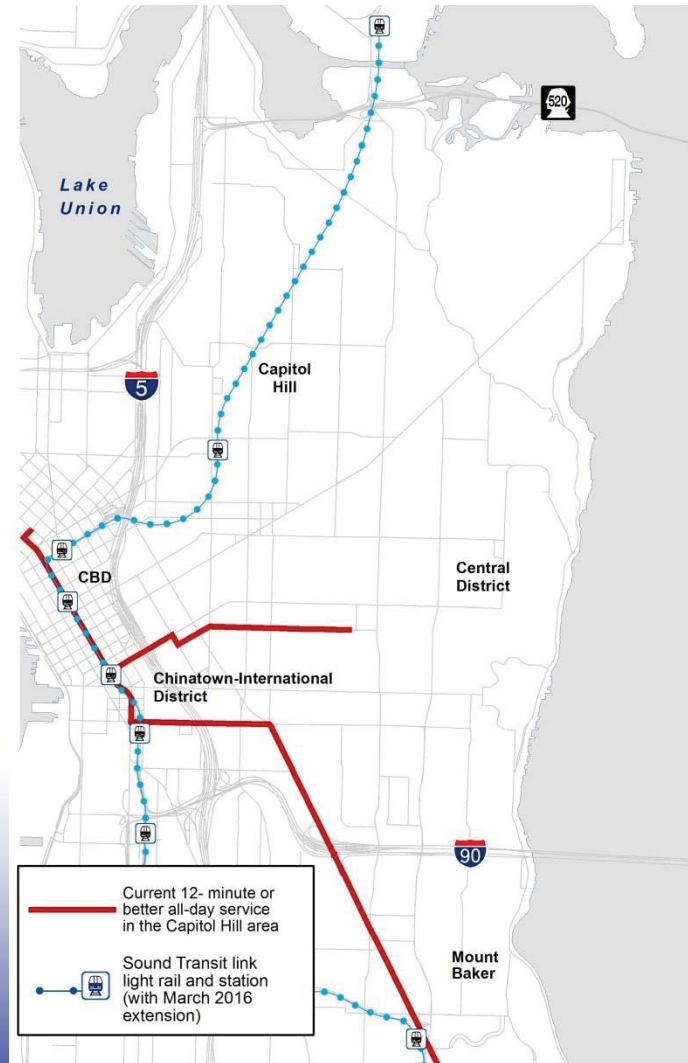


Households with access to
15 Minute Mid-day Service

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

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

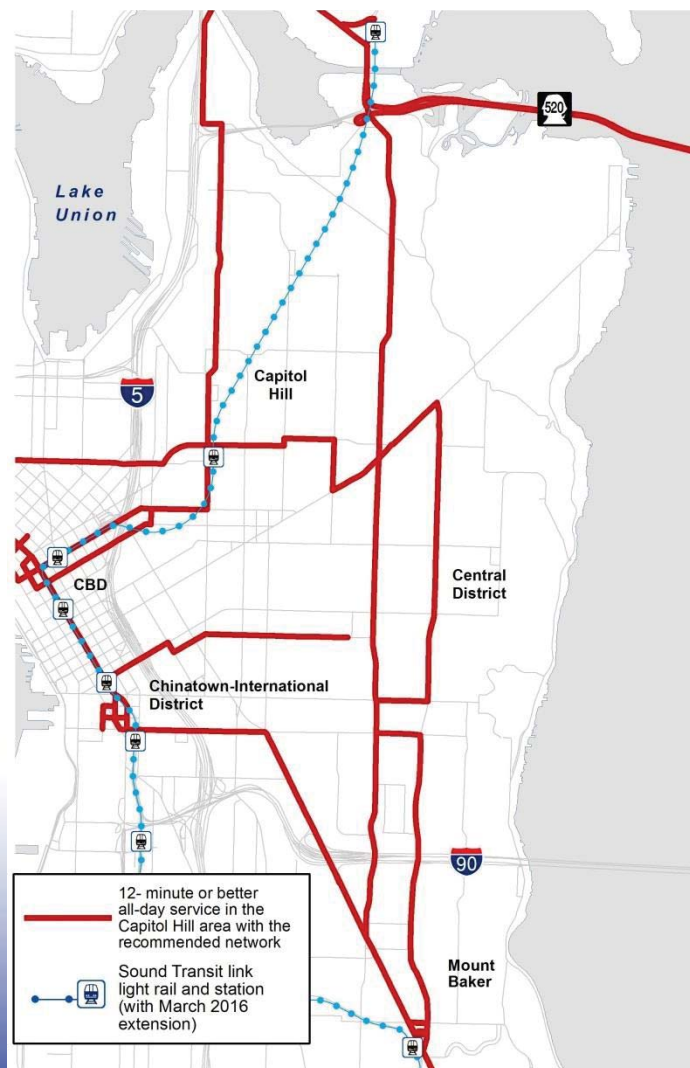
Frequency Improvements – Capitol Hill



Households with access to
12 Minute Mid-day Service

- Current Network: 15,600

Frequency Improvements – Capitol Hill



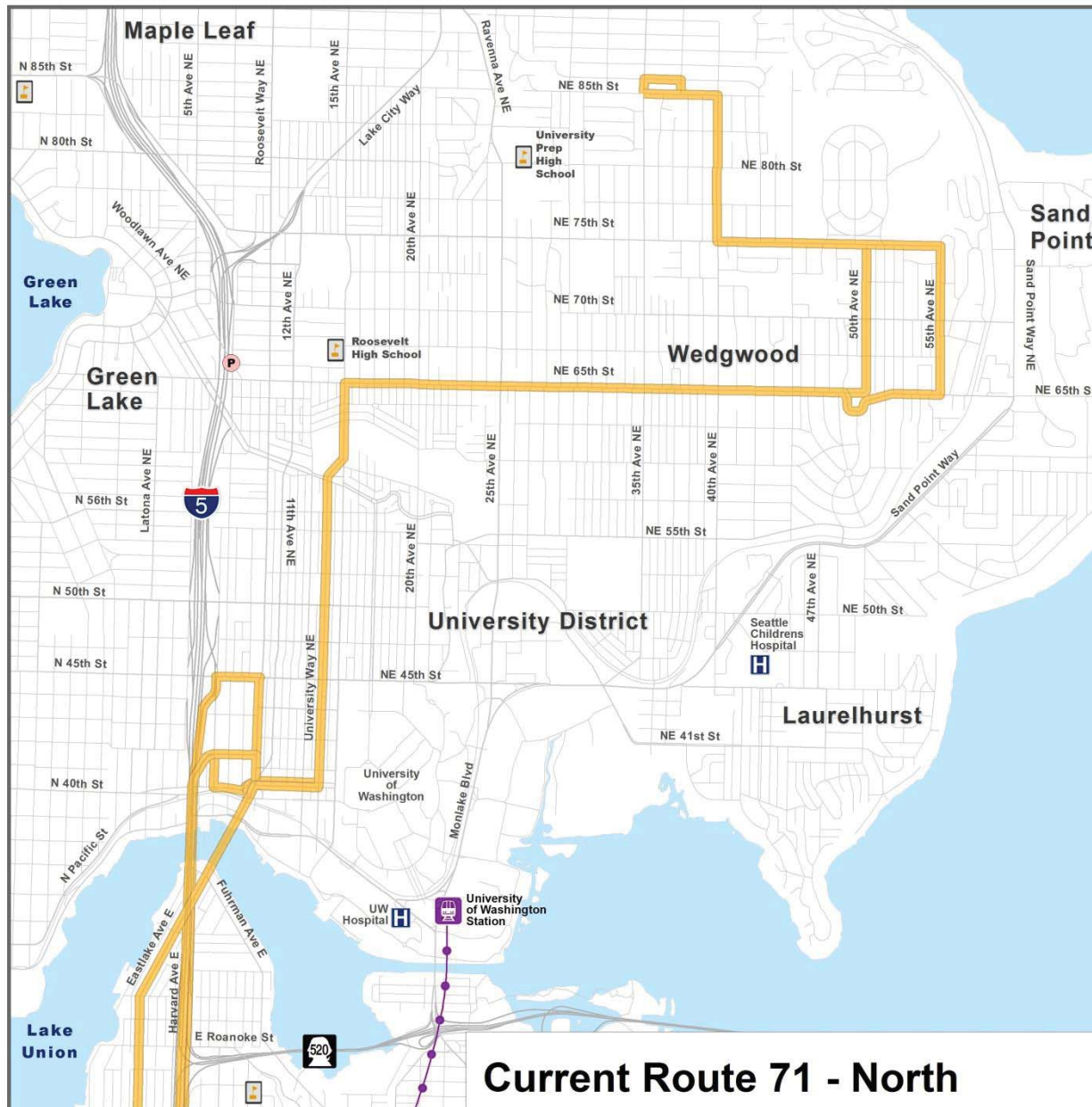
Households with access to 12 Minute Mid-day Service

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

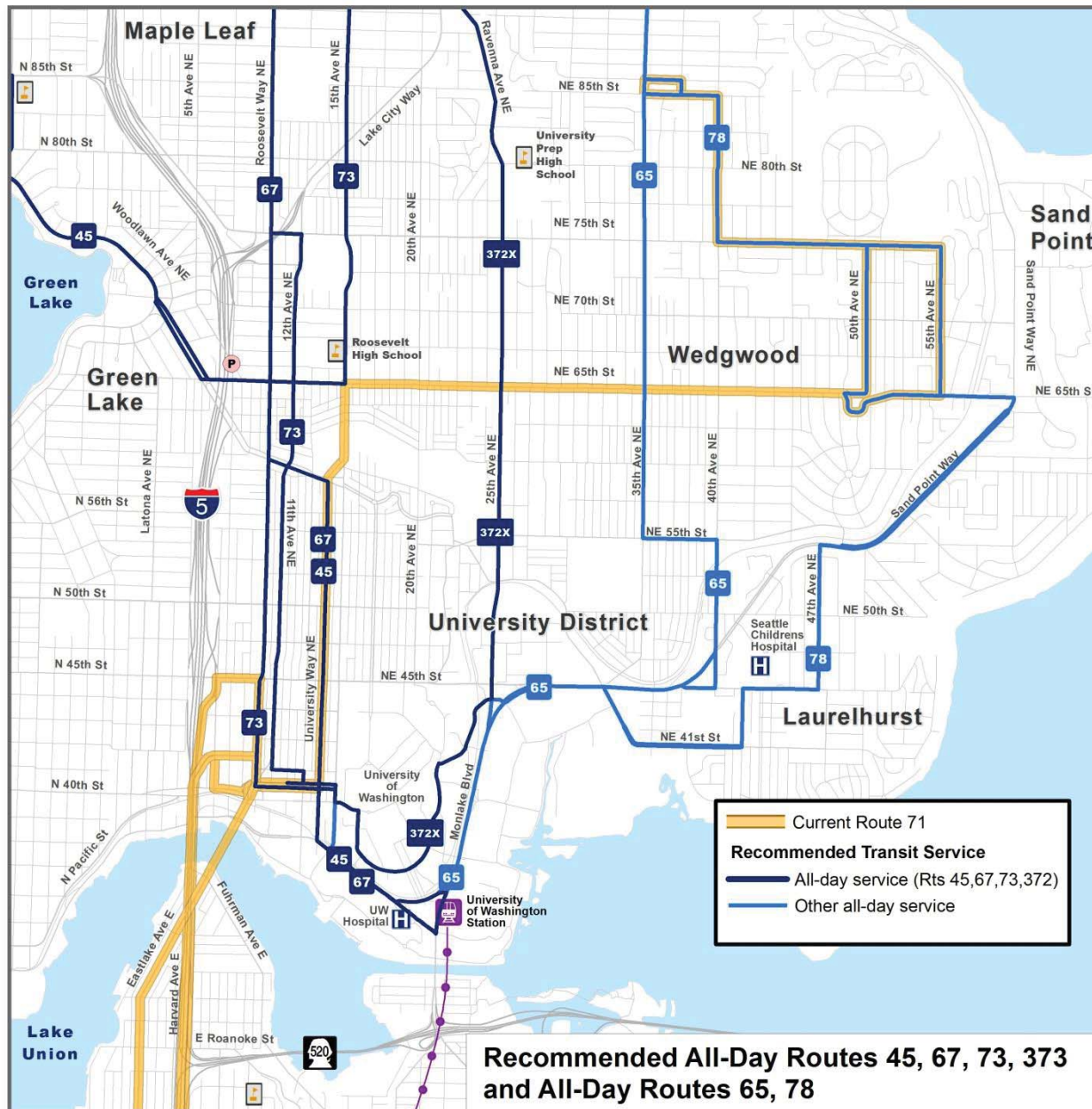
More than doubles the number of households with access to service every 12 minutes or better all-day

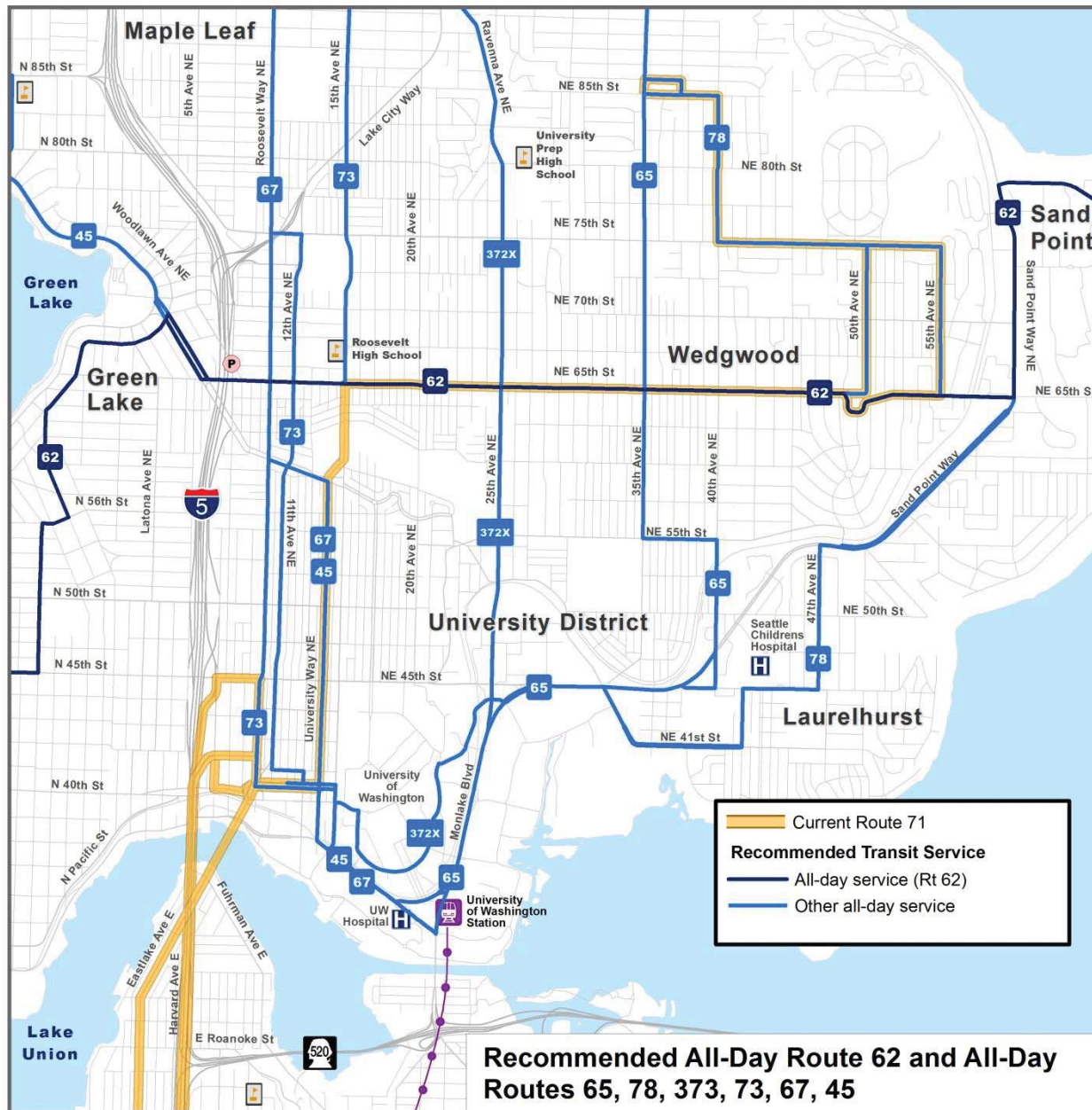
Proposed Options for Current Route 71 Riders

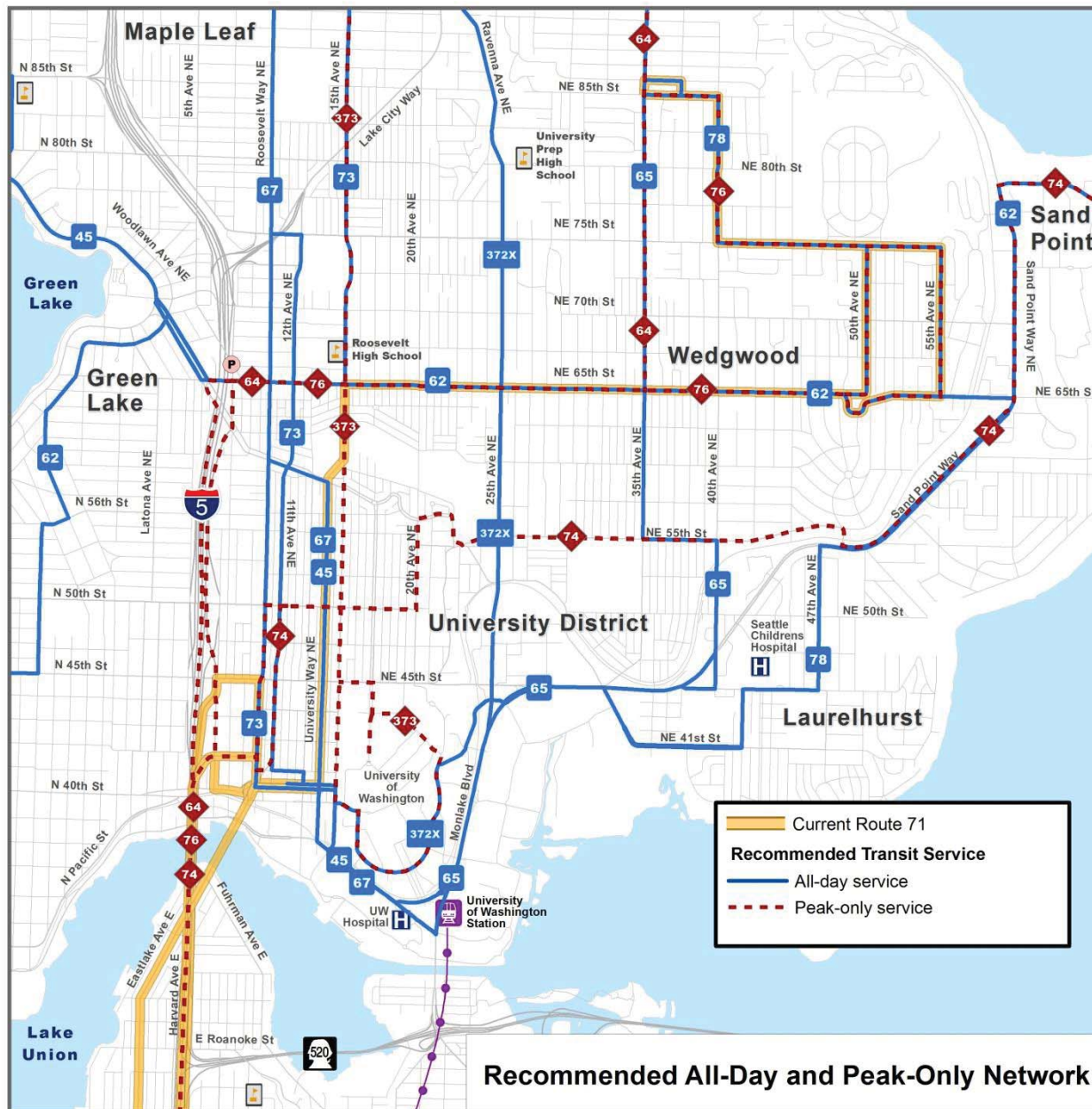
- Route 71 will be replaced by...
 - Link light rail
 - Expanded peak period service on Route 76
 - More frequent service on intersecting north-south corridors
 - More frequent east-west service on NE 65th Street
 - 30-minute service in View Ridge



Current Route 71 - North









Current Route 71 riders that will have access to frequent, all-day service to the University District within $\frac{1}{4}$ mile of an existing stop:

94 %

Peak Commuter Options for Current Route 71 Riders



Peak Commuter Routes will provide fast connections to:

- Downtown Seattle
- South Lake Union
- First Hill

Recommended Service Levels

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

* Green indicates an increase

Proposed Options for Current Route 43 Riders

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

Route 43

Wallingford

University District

5

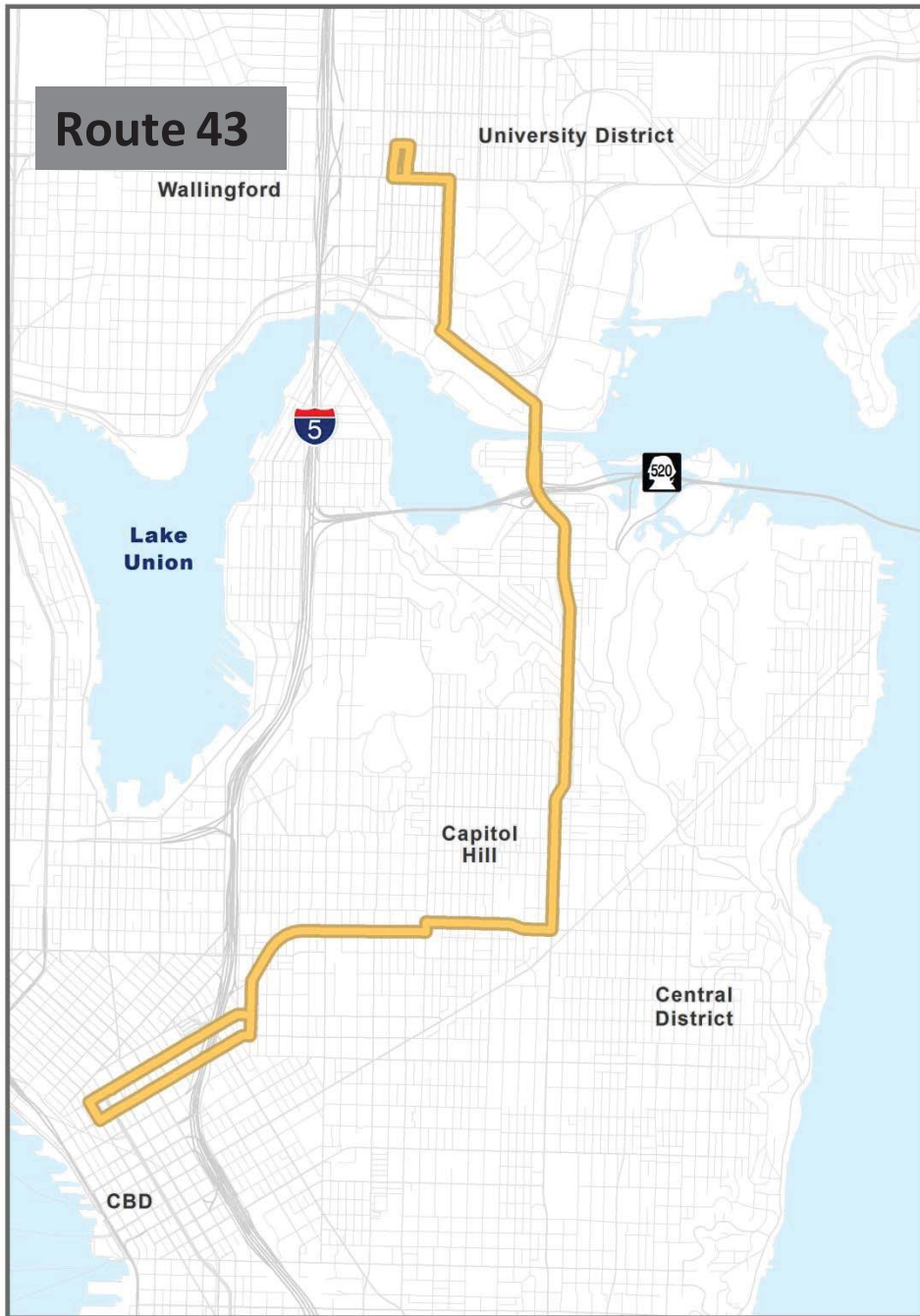
Lake Union

520

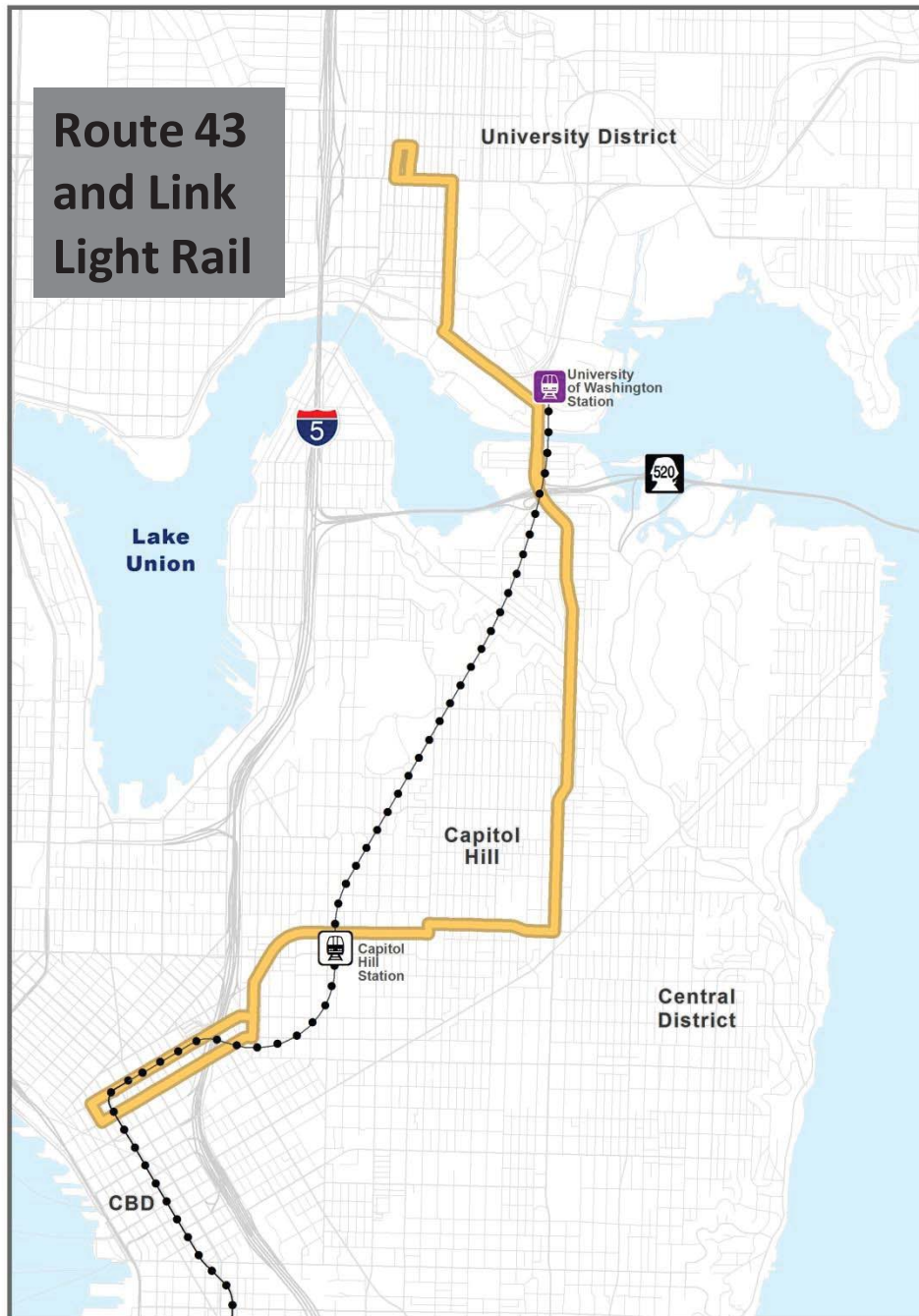
Capitol Hill

Central District

CBD



Route 43 and Link Light Rail



Route 48

Wallingford

University District

48

University of Washington Station

520

48

Capitol Hill

48

Capitol Hill Station

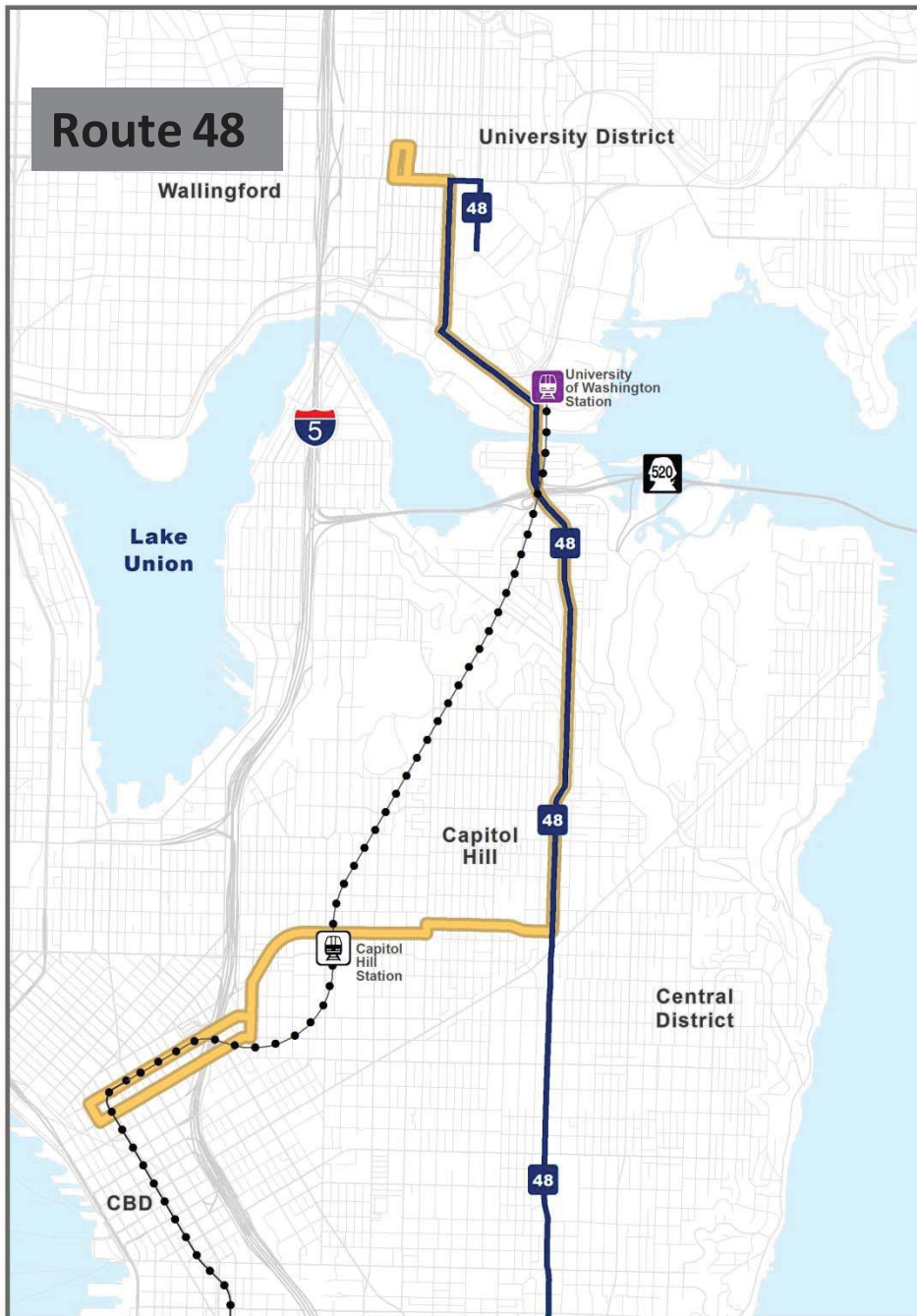
Central District

48

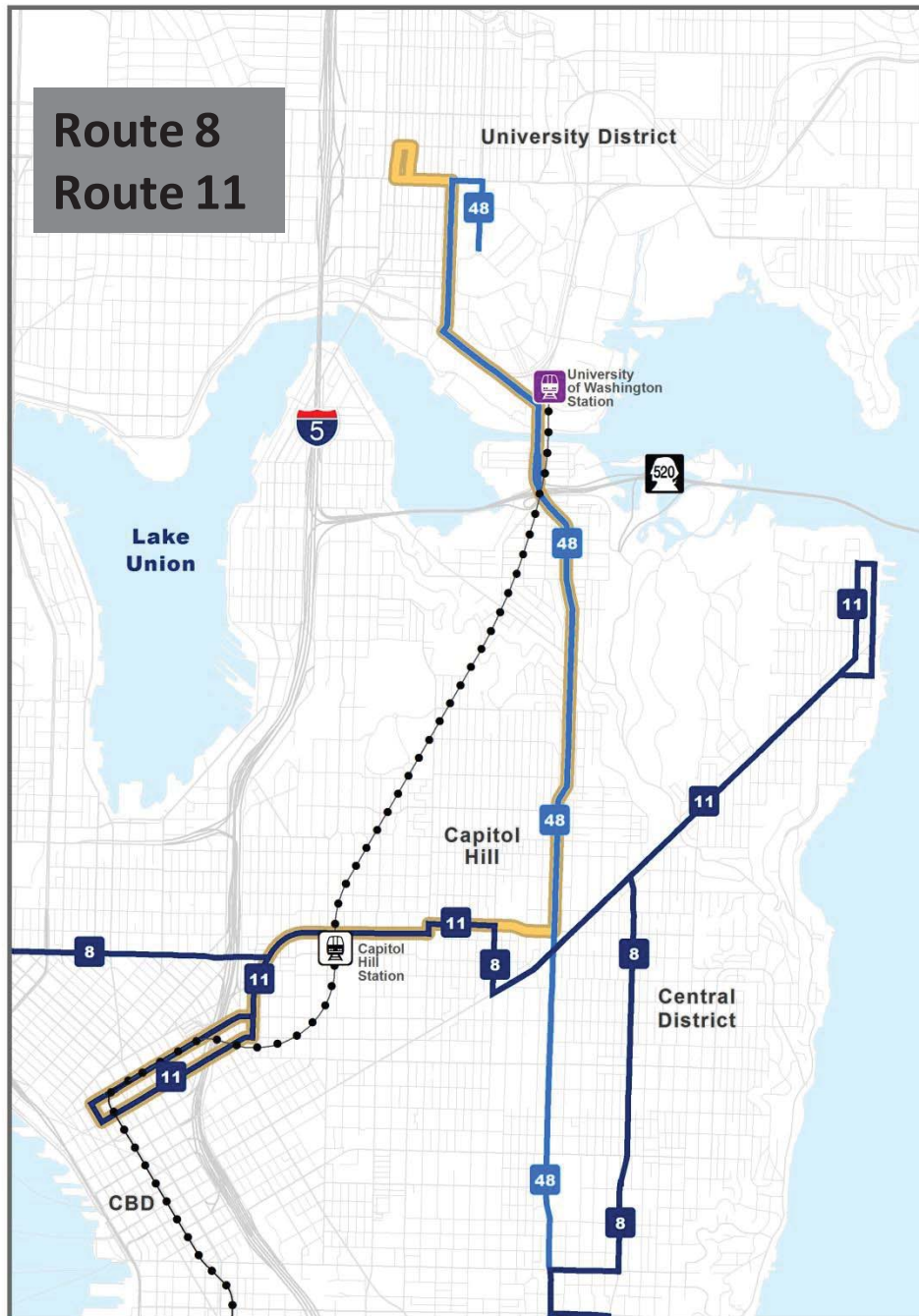
Lake Union

5

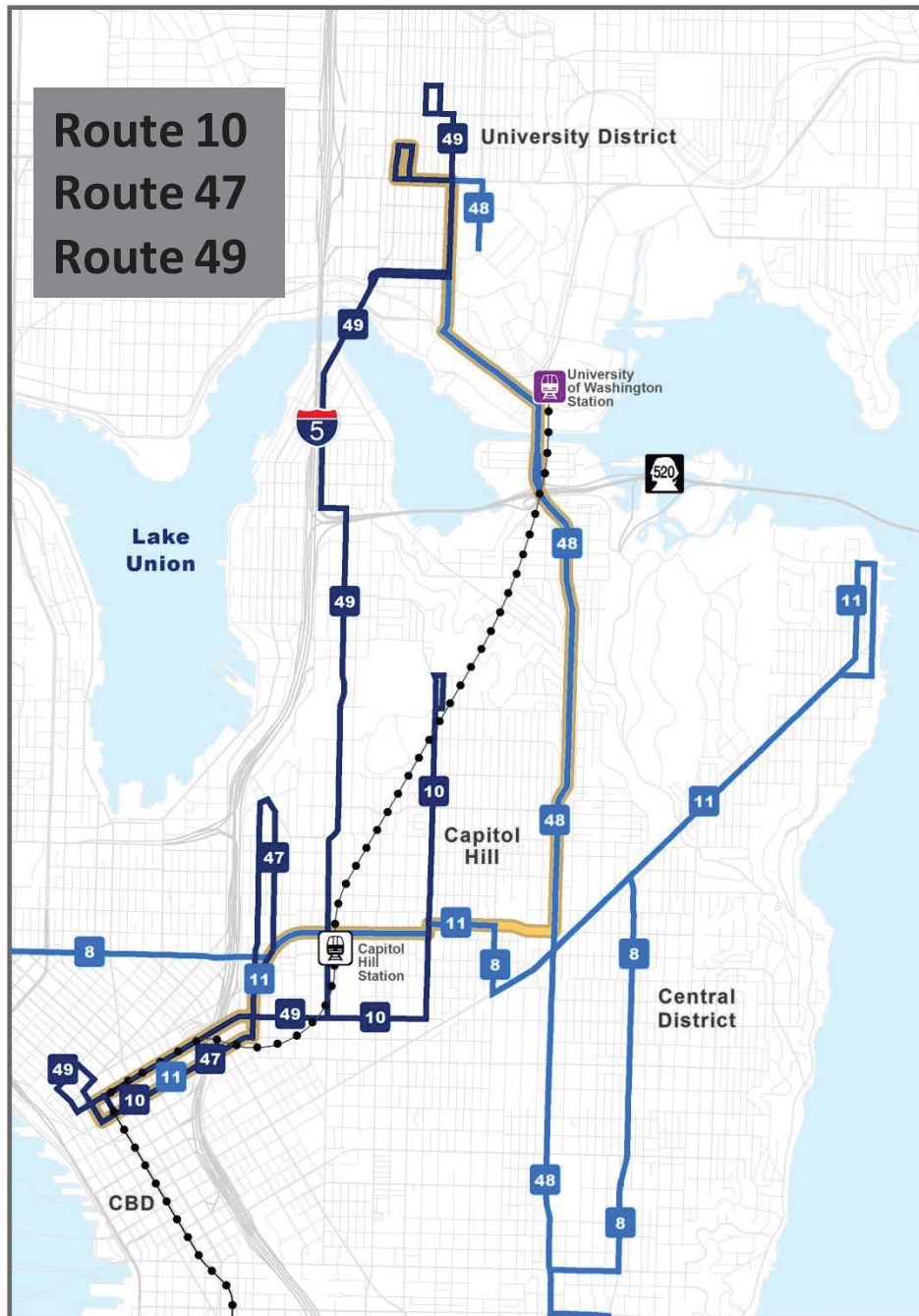
CBD



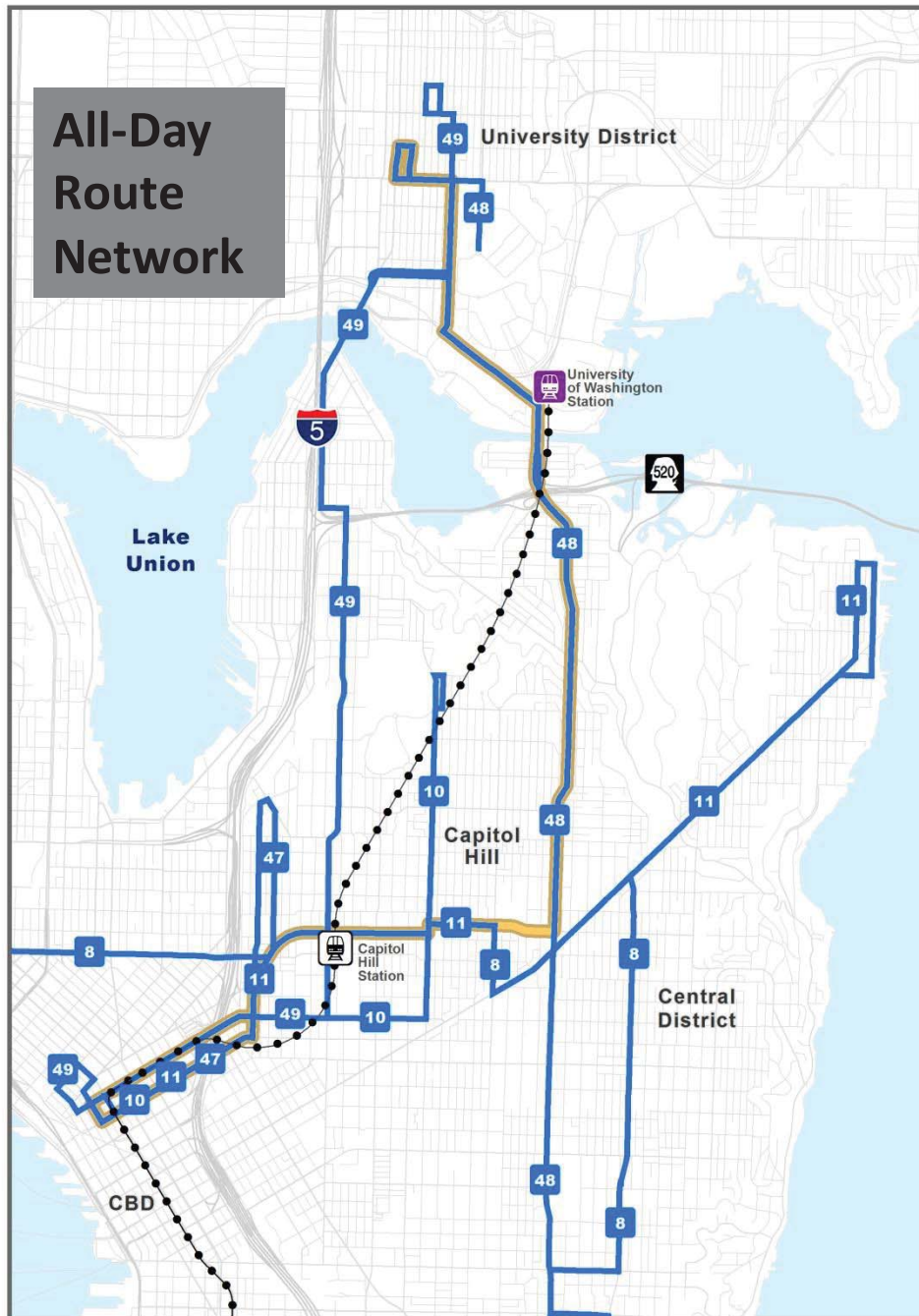
Route 8 Route 11



Route 10
Route 47
Route 49



All-Day Route Network



All-Day Route Network with Frequency



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

100 %

Sounding Board Recommendation

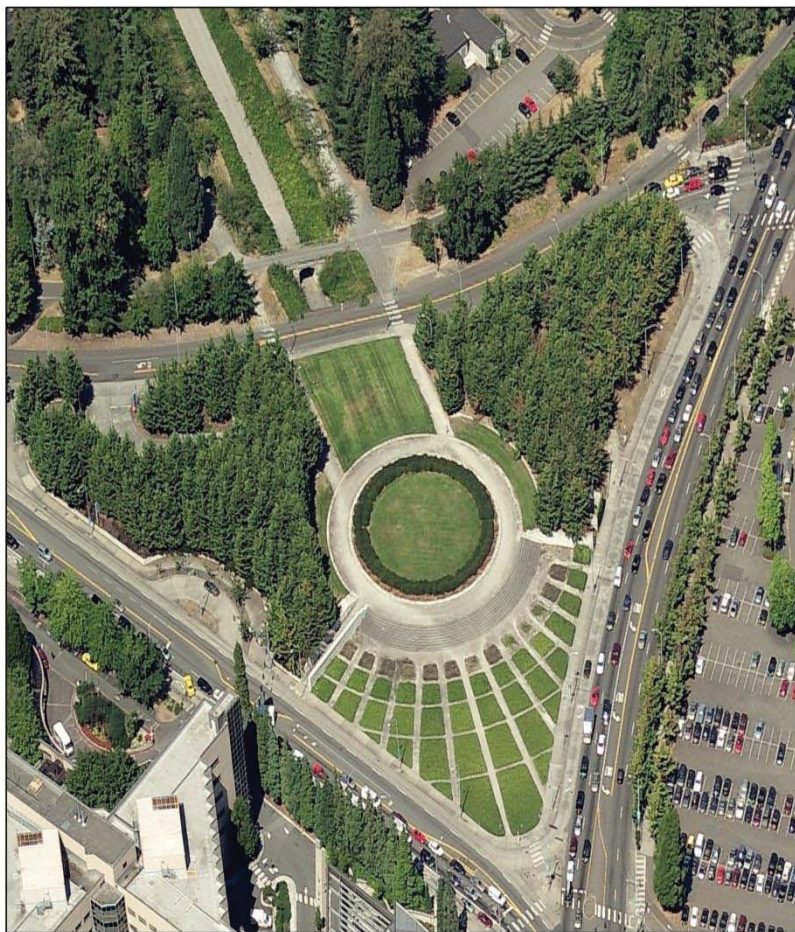


The resulting system, as proposed, is by far more logical and more useful than our current system.

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

Transfer Environment – UW Station

Montlake Triangle rebuilt to improve pedestrian travel

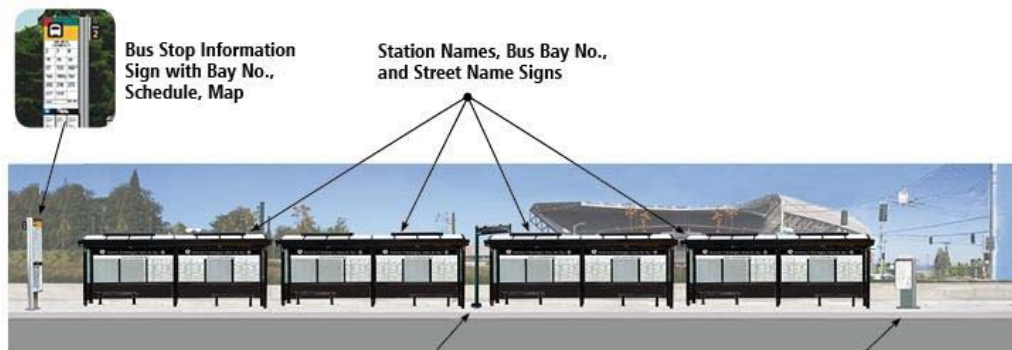


2005

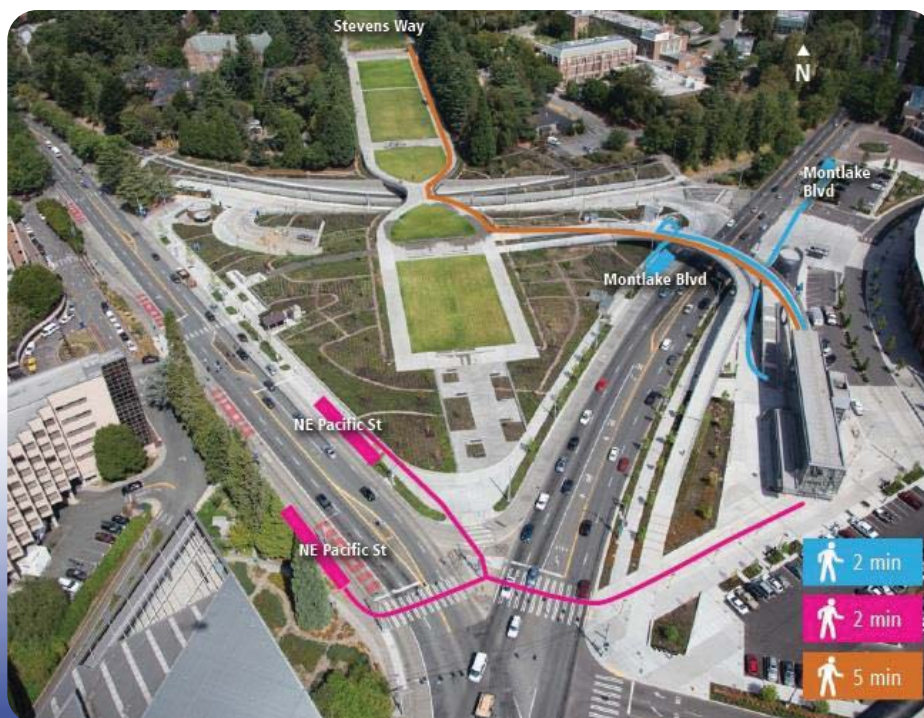


2015

Transfer Environment – UW Station



Bus Bay Map,
Transit Map,
Directional



Helping with the Transition



ORCA To-Go



Rider Information – printed and online



Street Teaming



In Motion

Questions?

March 2016 Service Change Proposal Non-Link Connections

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RapidRide C/D Line Extensions and Route 200 Questions

RapidRide C and D Line Extensions

- City Funding Status
- Fleet Procurement
- Operations Costs

Route 200

- Service to Andrew's Arms Apartment Complex