

## Appendix E

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**Notices, website screenshots, handouts, display boards**

# “WILL I HAVE TO WAIT LONGER FOR MY BUS?”

Metro is planning for service cuts. Find out how they would affect you. [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)





# “WILL MY BUS BE MORE CROWDED?”

Metro is planning for service cuts. Find out how they would affect you. [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



# ¿Se suspenderá el autobús que suelo tomar?

Metro está planificando reducciones en el servicio.  
Infórmese acerca de cómo lo podrían afectar a usted.  
[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



# “WILL MY BUS BE CUT?”

Metro is planning for service cuts. Find out how they would affect you. [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)





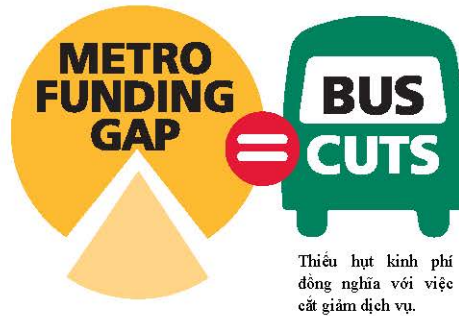
## **Metro panea recortes en el servicio de autobús**

- 74 rutas serían eliminadas
- 107 rutas serían modificadas
- 33 rutas no serían modificadas, pero posiblemente estarían más concurridas

### ***Conozca cómo estos recortes pueden afectarles y dé su opinión***

Asista a una reunión o evento público;  
llámenos, o envíenos un mensaje.

- Visite [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) para averiguar cuándo estaremos en su comunidad.
- Español 206-263-9988
- Envíe un correo electrónico a [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov)



## Metro đang Lập Kế Hoạch Cắt Giảm Xe Buýt

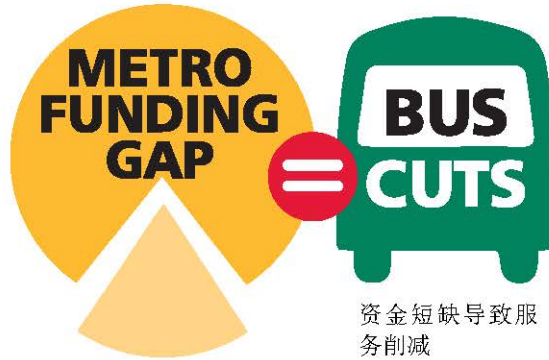
- 74 tuyến xe sẽ bị xóa
- 107 tuyến xe sẽ được thay đổi
- 33 tuyến xe sẽ không bị thay đổi, nhưng rất có thể trở nên đông khách hơn

*Tìm hiểu xem những cắt giảm này có thể ảnh hưởng đến quý vị như thế nào và chia sẻ suy nghĩ của quý vị*

Đến dự cuộc họp hoặc sự kiện công khai, gọi điện thoại hoặc gửi tin nhắn cho chúng tôi.

- Truy cập [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) để biết khi nào chúng tôi sẽ có mặt ở cộng đồng quý vị
- Gọi tới số 206-263-9674 (tiếng Việt)
- Gửi email đến [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov)














## Metro 正计划削减公交服务

- 将取消 74 条路线
- 将更改 107 条路线
- 33 条路线维持不变，但很可能会变得更加拥挤

### *请了解这些削减给您造成的影响并提供您的意见*

获取信息和提供意见的途径为参加公开会议或活动、拨打我们的电话或给我们发送邮件。

- 请访问 [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)，了解我们在您所在社区开展相关会议或活动的时间
- 请拨打 206-263-8874
- 请发送电邮至 [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov)

|  |  |  |
|--|--|--|
|  <p>November 2013</p>   |  <p>November 2013</p>  |  <p>November 2013</p>   |
| <h2>Service Cuts Planned</h2> <p><b>Metro is planning major service cuts because of a funding shortage.</b></p> <p>Metro has cut costs, increased fares, and taken many other steps to preserve most service over the past five years. But after some temporary funding runs out next June, we'll have no choice but to make cuts unless new funding becomes available.</p> <ul style="list-style-type: none"> <li>• 74 routes would be deleted</li> <li>• 107 routes would be changed</li> <li>• 33 routes would not be changed, but would likely become more crowded</li> </ul> <p><b>Learn more, share your thoughts, and stay informed about what's happening:</b></p> <ul style="list-style-type: none"> <li>• Find details and an online survey at <a href="http://www.kingcounty.gov/metro/future">www.kingcounty.gov/metro/future</a></li> <li>• Come to a community meeting (see schedule on the website)</li> <li>• Call our message line: 206-263-9770</li> <li>• Email us: <a href="mailto:haveasay@kingcounty.gov">haveasay@kingcounty.gov</a></li> </ul> <p>See the website for translated information and message line phone numbers for Vietnamese, Chinese, Russian, Somali, Korean, Ukrainian, Amharic, Arabic, Oromo, and Tigrinya.</p>  | <h2>Service Cuts Planned</h2> <p><b>Metro is planning major service cuts because of a funding shortage.</b></p> <p>Metro has cut costs, increased fares, and taken many other steps to preserve most service over the past five years. But after some temporary funding runs out next June, we'll have no choice but to make cuts unless new funding becomes available.</p> <ul style="list-style-type: none"> <li>• 74 routes would be deleted</li> <li>• 107 routes would be changed</li> <li>• 33 routes would not be changed, but would likely become more crowded</li> </ul> <p><b>Learn more, share your thoughts, and stay informed about what's happening:</b></p> <ul style="list-style-type: none"> <li>• Find details and an online survey at <a href="http://www.kingcounty.gov/metro/future">www.kingcounty.gov/metro/future</a></li> <li>• Come to a community meeting (see schedule on the website)</li> <li>• Call our message line: 206-263-9770</li> <li>• Email us: <a href="mailto:haveasay@kingcounty.gov">haveasay@kingcounty.gov</a></li> </ul> <p>See the website for translated information and message line phone numbers for Vietnamese, Chinese, Russian, Somali, Korean, Ukrainian, Amharic, Arabic, Oromo, and Tigrinya.</p>  | <h2>Service Cuts Planned</h2> <p><b>Metro is planning major service cuts because of a funding shortage.</b></p> <p>Metro has cut costs, increased fares, and taken many other steps to preserve most service over the past five years. But after some temporary funding runs out next June, we'll have no choice but to make cuts unless new funding becomes available.</p> <ul style="list-style-type: none"> <li>• 74 routes would be deleted</li> <li>• 107 routes would be changed</li> <li>• 33 routes would not be changed, but would likely become more crowded</li> </ul> <p><b>Learn more, share your thoughts, and stay informed about what's happening:</b></p> <ul style="list-style-type: none"> <li>• Find details and an online survey at <a href="http://www.kingcounty.gov/metro/future">www.kingcounty.gov/metro/future</a></li> <li>• Come to a community meeting (see schedule on the website)</li> <li>• Call our message line: 206-263-9770</li> <li>• Email us: <a href="mailto:haveasay@kingcounty.gov">haveasay@kingcounty.gov</a></li> </ul> <p>See the website for translated information and message line phone numbers for Vietnamese, Chinese, Russian, Somali, Korean, Ukrainian, Amharic, Arabic, Oromo, and Tigrinya.</p>  |
| <p>102913 - 150,000</p>   | <p>102913 - 150,000</p>   | <p>102913 - 150,000</p>   |





## Recortes planeados en el servicio de autobús

Debido a la escasez de fondos, Metro está obligado a planificar reducciones en el servicio.

- Se suprimirán 74 rutas
- Se modificarán 107 rutas
- No se cambiarán 33 rutas, pero es probable que hayan más pasajeros

Para averiguar cómo podrían afectarle estos recortes y compartir sus ideas,

- Visite [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)
- Asista a una reunión o evento comunitario (consulte los horarios en Internet). Llame con anticipación para solicitar un intérprete: 206-263-9988
- Llame a nuestra línea de mensajes en Español: 206-263-9988
- Envíe un correo electrónico a [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov)



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- Envíe un correo electrónico a [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov)



# Will your bus be cut?

Metro is planning service cuts because of a funding shortage. Find out about proposed reductions:

- Visit [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)
- Come to a public meeting in January (see schedule online)
- Call 206-263-9770

# Se cortará el autobús?

Debido a la escasez de fondos, Metro planea reducciones en el servicio. Infórmese sobre los recortes propuestos:

- Visite [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)
- Asista a una reunión comunitario en enero (consulte los horarios en Internet)
- Llame a 206-263-9988 (español)





# "WILL MY BUS BE CUT?"

¿Se suspenderá el autobús que suelo tomar?

Metro is planning for service cuts. Find out how they would affect you.  
Metro está planificando reducciones en el servicio. Infórmese acerca de cómo lo podrían afectar a usted.

[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

Phone: 206.263.9768

Español: 206.263.9988

Email: [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov)

 #KCMetroCuts





NOVEMBER 2013

Would my bus be deleted? ..... 2  
How does Metro decide where to make cuts?.. 2  
Why does Metro have to reduce service?..... 4

## Bus cuts planned to close funding gap

Metro works hard to provide the service our customers rely on; the last thing we want to do is make cuts. As the sales tax revenue that supports Metro service has fallen short since 2009, we've cut costs, raised fares, and taken many other actions to keep buses on the road. But after some temporary funding runs out next June, Metro faces a \$75 million budget gap. Legislators are considering new ways to fund transit, but they haven't yet agreed on a solution. Without new funding, we have no choice but to plan service cuts.

### What can you do?

Learn more and tell us what you think about the proposed cuts.

If ways are found to reduce impacts on riders and serve more customers while still cutting the necessary service hours, we might be able to make adjustments to the plan. We'll submit a final proposal to the King County Council by April.

Visit [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) for details about the proposal and an online survey.



**Come to a community meeting or visit our roving information van.** Meeting schedule on back.

**Other ways to give us your feedback or ask questions:**  
email: [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov)

Call: 206-263-9770  
Non-English language lines on back.

**Join our conversation**  
Blog: <http://metrofutureblog.wordpress.com>  
Twitter: @kcmetrobus  
Facebook: HaveaSayatKCMetro  
hashtag #KCMetroCuts

To close the gap we would have to cut up to 600,000 service hours—about 17 percent of the Metro system. Another 45,000 hours would be cut when funding runs out for extra bus service during Alaskan Way Viaduct replacement work. Reductions would be made in June and September 2014, with more to follow in 2015.

- **74 of Metro's 214 routes would be deleted.**
- **107 routes would be reduced or revised**—fewer trips, service ending earlier at night, part of a route deleted or combined with another route, or bus moved to a different street.
- **33 routes would not be changed, but would likely become more crowded** as they absorb other riders.

More than 80 percent of Metro's bus and DART routes would be affected.

**Riders and communities across King County would feel the impacts:** fewer travel options, longer waits between buses, more transfers, more-crowded and less-reliable buses, and increased traffic congestion.

Metro's ridership is approaching an all-time high. Instead of making cuts, **Metro should be increasing service by 15 percent** to reduce crowding, keep buses on time, and meet demand today. Even more service is needed for the future.



## How routes are affected in the service reduction proposal

For more information >> [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

### Deleted

|       |     |        |      |
|-------|-----|--------|------|
| 4     | 82  | 205 EX | DART |
| 5 EX  | 83  | 209    |      |
| 7 EX  | 84  | 210    | 901  |
| 19    | 99  | 211 EX | 908  |
| 21    | 110 | 213    | 909  |
| 22    | 113 | 215    | 910  |
| 25    | 139 | 217    | 913  |
| 26    | 152 | 237    | 916  |
| 27    | 154 | 238    | 919  |
| 28    | 158 | 242    | 927  |
| 30    | 159 | 243    | 930  |
| 31    | 161 | 244 EX | 935  |
| 37    | 167 | 250    |      |
| 47    | 173 | 260    |      |
| 48 EX | 178 | 265    |      |
| 57    | 179 | 277    |      |
| 61    | 190 | 280    |      |
| 62    | 192 | 304    |      |
| 66 EX | 200 | 306 EX |      |
| 67    | 201 | 308    |      |
| 68    | 202 |        |      |
| 72    | 203 |        |      |

### Reduced/Revised

|        |       |        |        |          |
|--------|-------|--------|--------|----------|
| C Line | 33    | 116 EX | 180    | 252      |
| D Line | 36    | 118 EX | 181*   | 255      |
| 1      | 40    | 118    | 182    | 257      |
| 2      | 41    | 119 EX | 186    | 269      |
| 3*     | 43    | 119    | 187    | 271      |
| 5      | 44    | 120    | 193 EX | 311      |
| 7      | 49    | 121    | 197    | 331      |
| 8      | 50*   | 122    | 204    | 342*     |
| 9 EX   | 55    | 123    | 208    | 346      |
| 11     | 56 EX | 124    | 212*   | 348      |
| 12     | 60    | 125    | 214    | 355 EX*  |
| 13*    | 64 EX | 128    | 221    | 358 EX*  |
| 14     | 65    | 131    | 226    | (E Line) |
| 16*    | 70*   | 132    | 232    | 372 EX*  |
| 17 EX  | 71    | 143 EX | 234    | DART     |
| 18 EX  | 73*   | 148    | 235*   |          |
| 21 EX  | 98†   | 150    | 236    | 903      |
| 24     | 105   | 156    | 240    | 907      |
| 26 EX* | 106*  | 157*   | 241    | 914      |
| 28 EX* | 107   | 164    | 245    | 915      |
| 29     | 111   | 168*   | 248    | 917      |
| 32*    | 114   | 177*   | 249    | 931      |

### Unchanged

|              |        |
|--------------|--------|
| A Line       | 268    |
| B Line       | 301    |
| 10           | 303 EX |
| 15 EX        | 309 EX |
| 48           | 312 EX |
| 74 EX        | 316    |
| 75           | 330    |
| 76           | 345    |
| 77           | 347    |
| 101          | 373 EX |
| 102          | 601 EX |
| 140 (F Line) | DART   |
| 153          | 906    |
| 166          |        |
| 169          |        |
| 183          |        |
| 216          |        |
| 218          |        |
| 219          |        |
| 224          |        |
| 246          |        |

□ Routes in shaded cells are among Metro's lowest-performing 25%

\* Routes have additional service/trips as a result of a revision

† South Lake Union Streetcar

## How did Metro determine where to propose cuts?

Following our service guidelines, we collected data about our service and asked these questions:

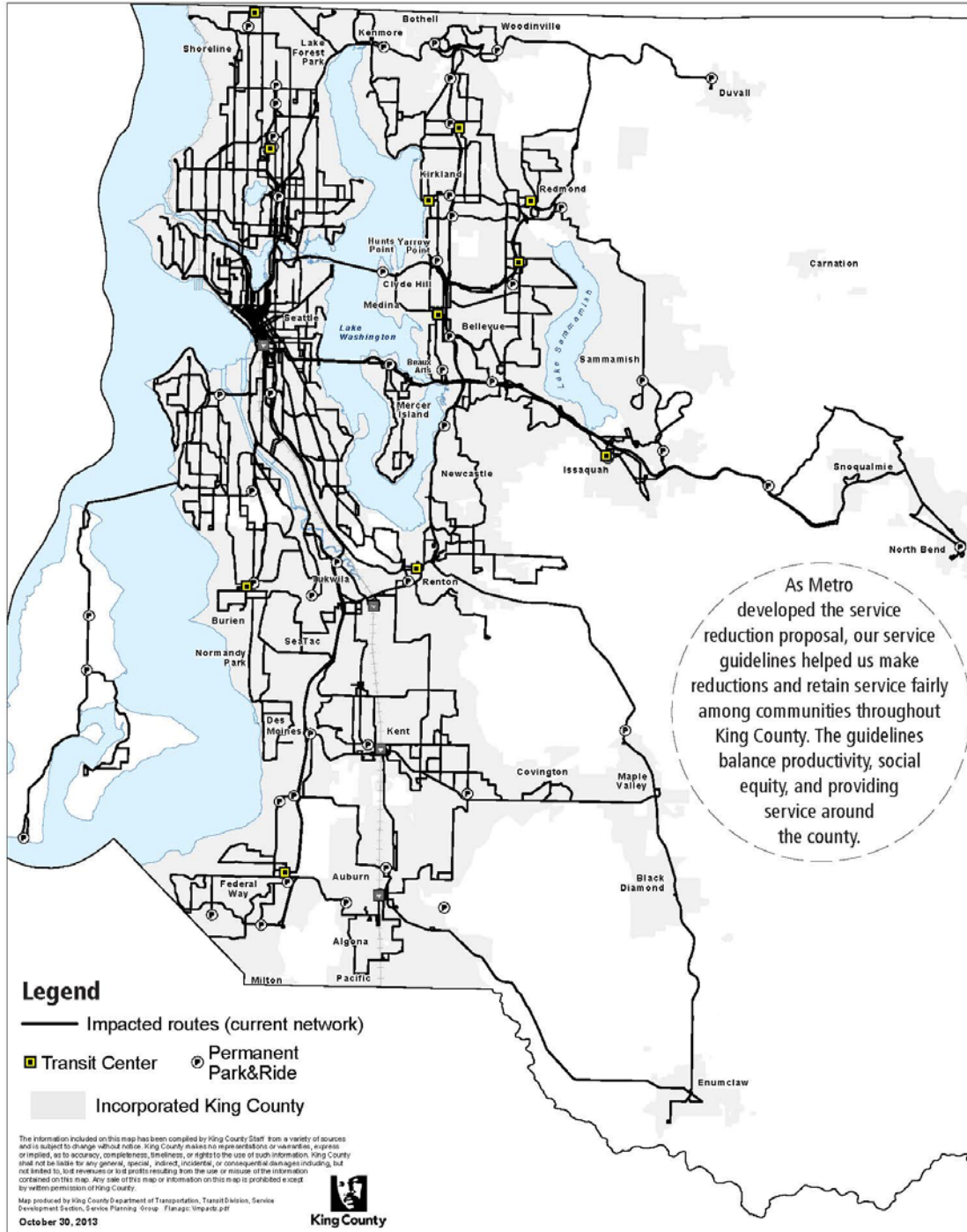
- **How well is the route performing compared to other routes?** We measure performance by asking how many riders does the bus carry every hour, and how well used are all miles of the route? The lowest-performing routes, trips, or parts of routes are the first we consider deleting or reducing.
- **Does the route duplicate other bus service?** If so, it's more likely to be cut because other options are available for riders.
- **If the route runs in peak periods only, are its travel time and ridership much better than the all-day service?** If not, it might be changed to reduce costs.
- **Is existing transit service in the corridor below, at, or above its target service level?** Metro sets target service levels for transit corridors based on the number of homes, jobs and colleges nearby; the number of riders in areas that have many minority and low-income residents; and the major destinations the corridor serves. A route is less likely to be reduced if service on the corridor is already below the target level.
- **Are there opportunities to restructure a network of routes to soften the impact of cuts, serve the most riders, and reduce operating costs?** We might combine routes, delete parts of routes that carry fewer riders, or move buses to different streets to improve the overall network. Even routes that are performing well and carrying many riders might be revised.

The Regional Transit Task Force, made up of community members, recommended that Metro adopt objective guidelines for adding, reducing, or changing transit service. The King County Council adopted the service guidelines in 2011.

We proposed cuts and revisions based on the answers, following a priority order defined in the guidelines.



**Service reductions would affect all areas of the county**



Why does Metro have to reduce service?

## Despite top-to-bottom financial reforms, funding gap remains

### Much of Metro's funding comes from sales tax.

Fares are the next largest source. Metro's revenue from sales tax fell sharply during the financial crisis, and hasn't caught up to the level needed today.

### We've avoided major service reductions so far by vigorously adopting financial reforms throughout the agency.

We have cut costs, made operations more efficient, tapped reserve funds, found new sources of revenue, and raised fares four times in four years (a total 80 percent increase). *These and other actions have saved or raised nearly \$800 million, preserving most bus service between 2009 and 2013.*

In 2011, the County Council passed a two-year congestion reduction charge to help bridge Metro's remaining budget gap while the state legislature looked for a transportation funding solution.

**The state legislature hasn't agreed on a fix.** With the congestion reduction charge running out in June 2014, and available reserves used up, Metro faces a shortfall of about \$75 million per year beginning mid-2014. To close that gap, we would have to reduce up to 600,000 hours of bus service. (The actual amount could change depending on our financial situation at the time reductions are approved.)



### Alaskan Way Viaduct funding also runs out.

The Washington State Department of Transportation has been paying for extra bus service in areas where traffic is affected by the Alaskan Way Viaduct work. (Between downtown Seattle and West Seattle, Burien, White Center, north Seattle [Aurora], and Ballard. Most is in the West Seattle area.)

Metro is carrying 33,000 more riders each weekday—and taking a bite out of traffic congestion—as a result.

Funding for this extra service ends in June 2014. If it isn't extended, 45,000 additional service hours—about 150 bus trips a day—would have to be cut. West Seattle would lose about 30 percent of its service as a result of the combined reductions.

### With no funding solution, Metro has to plan for cuts.

We are continually looking for ways to preserve service by operating more efficiently. However, after all the actions we've taken already, there are no options left that could close the large remaining gap. We are not able to provide the service the public needs without additional, sustainable funding.

### Community meetings

Federal Way, Wednesday, Nov. 20, 6-8 p.m.,  
Federal Way Community Center

West Seattle, Tuesday, Dec. 3, 6-8 p.m.,  
Youngstown Cultural Arts Center

North Seattle, Thursday, Dec. 5, 6-8 p.m.,  
North Seattle Community College

Downtown Seattle, Tuesday, Dec. 10,  
noon- 2 p.m., Union Station

Bellevue, Wednesday, Dec. 11, 6- 8 p.m.,  
Bellevue City Hall

Kent, Monday, Dec. 16, 6-8 p.m.,  
Kent Commons

Kirkland, Thursday, Jan. 16, 6- 8 p.m.,  
Peter Kirk Community Center

Southeast Seattle, Thursday, Jan. 23,  
6-8 p.m., South Shore K-8

North King County, Monday, Jan. 27,  
6-8 p.m., Lake Forest Park City Hall

### Non-English message lines

206-477-6234 – Amharic

206-477-6235 – Arabic

206-263-8874 – Chinese

206 477-6232 – Korean

206 477-6236 – Oromo

206-296-0851 – Russian

206-296-0850 – Somali

206-263-9988 – Spanish

206-477-6237 – Tigrinya

206-477-6233 – Ukrainian

206-263-9674 – Vietnamese



King County Dept. of Transportation  
Community Relations  
KSC-TR-0824  
201 S Jackson St  
Seattle, WA 98104-3856

Reasonable accommodations at public meetings available upon request.  
206-477-3835, TTY relay: 711

Alternative formats available  
206-477-3835, TTY relay: 711





noviembre 2013

¿Se suprimiría mi autobús? ..... 2  
¿Cómo hizo Metro para determinar  
dónde realizar los recortes? ..... 2  
¿Por qué Metro tiene que reducir el servicio? ..... 4

## Cortes propuestos en el servicio de autobús

Metro trabaja muy intensamente para proporcionar el servicio que nuestros clientes quieren y necesitan. El recorte del servicio es la última cosa que queremos hacer. Metro ha tenido una grave escasez de fondos desde el año 2008, y hemos reducido costos, elevado las tarifas y tomado muchas otras acciones para mantener los autobuses en las calles. Pero después que algunos fondos temporales se agotaran en junio de 2014, nos enfrentaremos a un déficit anual de \$75 millones. Los legisladores han estado considerando nuevas herramientas para la financiación del transporte público, pero aún no han convenido una solución. Ahora no tenemos más remedio que implementar reducciones en el servicio.

### ¿Qué puede hacer?

Conozca más sobre el tema y díganos lo que piensa sobre los recortes propuestos.

Si encontramos maneras de reducir el impacto sobre los pasajeros y prestar el servicio a más clientes incluso recortando las horas de servicio que sean necesarias, podríamos hacer los ajustes necesarios al plan. Le presentaremos una propuesta final al Consejo del Condado de King en abril.

Visite [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) para obtener más información acerca de la propuesta y responder a una encuesta en línea.

Asista a una reunión comunitaria o visite nuestra camioneta de información itinerante.

Otras maneras de darnos sus comentarios, hacer preguntas, o solicitar un intérprete en una reunión pública son:

Correo electrónico: [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov)

Llame a nuestra línea de mensajes en español: 206-263-9988

Únase a nuestra conversación

En nuestro blog: <http://metrofuture-blog.wordpress.com>

En Twitter: @kcmetrobus

En Facebook: [HaveaSayatKCMetro](https://www.facebook.com/HaveaSayatKCMetro) hashtag #kcmetrocuts

Para cerrar la brecha, tenemos que recortar hasta 600.000 horas de servicio — alrededor del 17 por ciento de nuestro sistema. Otras 45.000 horas serían recortadas cuando el financiamiento se acabe el servicio adicional de autobuses durante la construcción del viaducto Alaskan Way. Si no se aprueba una nueva financiación, podrían hacerse reducciones en junio y septiembre de 2014, y luego otras más en el año 2015.

- **74** de las 214 rutas de Metro serían suprimidas.
- **107** rutas serían reducidas o revisadas — menos viajes, terminación del servicio más temprano, eliminación de parte de una ruta o combinación con otra ruta, o una ruta diferente.
- **33** rutas no serían cambiadas, pero es probable que sean más concurridas en la medida que absorban más pasajeros.

Más del 80% de las rutas de autobús de Metro y DART se verían afectadas.

Los pasajeros y las comunidades a lo largo y ancho del Condado King sentirían el impacto: menos opciones de transporte, mayores esperas entre un autobús y otro, más transferencias, autobuses más llenos y menos confiables, y mayor congestión de tráfico.

El número de pasajeros de Metro se aproxima a un récord histórico. En vez de hacer recortes, Metro debería estar aumentando el servicio en 15 por ciento para reducir el hacinamiento, mantener la puntualidad en y satisfacer la demanda actual. En el futuro, el servicio debe ser incrementado.



## Cómo se verán afectadas las rutas ante la propuesta de reducción del servicio

Para más información >> [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

### Deleted

|       |     |        |      |
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| 21    | 110 | 213    | 909  |
| 22    | 113 | 215    | 910  |
| 25    | 139 | 217    | 913  |
| 26    | 152 | 237    | 916  |
| 27    | 154 | 238    | 919  |
| 28    | 158 | 242    | 927  |
| 30    | 159 | 243    | 930  |
| 31    | 161 | 244 EX | 935  |
| 37    | 167 | 250    |      |
| 47    | 173 | 260    |      |
| 48 EX | 178 | 265    |      |
| 57    | 179 | 277    |      |
| 61    | 190 | 280    |      |
| 62    | 192 | 304    |      |
| 66 EX | 200 | 306 EX |      |
| 67    | 201 | 308    |      |
| 68    | 202 |        |      |
| 72    | 203 |        |      |

### Reduced/Revised

|        |       |        |        |          |
|--------|-------|--------|--------|----------|
| C Line | 33    | 116 EX | 180    | 252      |
| D Line | 36    | 118 EX | 181    | 255      |
| 1      | 40    | 118    | 182    | 257      |
| 2      | 41    | 119 EX | 186    | 269      |
| 3      | 43    | 119    | 187    | 271      |
| 5      | 44    | 120    | 193 EX | 311      |
| 7      | 49    | 121    | 197    | 331      |
| 8      | 50    | 122    | 204    | 342      |
| 9 EX   | 55    | 123    | 208    | 346      |
| 11     | 56 EX | 124    | 212    | 348      |
| 12     | 60    | 125    | 214    | 355 EX   |
| 13     | 64 EX | 128    | 221    | 358 EX   |
| 14     | 65    | 131    | 226    | (E Line) |
| 16     | 70    | 132    | 232    | 372 EX   |
| 17 EX  | 71    | 143 EX | 234    | DART     |
| 18 EX  | 73    | 148    | 235    |          |
| 21 EX  | 98    | 150    | 236    | 903      |
| 24     | 105   | 156    | 240    | 907      |
| 26 EX  | 106   | 157    | 241    | 914      |
| 28 EX  | 107   | 164    | 245    | 915      |
| 29     | 111   | 168    | 248    | 917      |
| 32     | 114   | 177    | 249    | 931      |

### Unchanged

|              |        |
|--------------|--------|
| A Line       | 268    |
| B Line       | 301    |
| 10           | 303 EX |
| 15 EX        | 309 EX |
| 48           | 312 EX |
| 74 EX        | 316    |
| 75           | 330    |
| 76           | 345    |
| 77           | 347    |
| 101          | 373 EX |
| 102          | 601 EX |
| 140 (F Line) | DART   |
| 153          | 906    |
| 166          |        |
| 169          |        |
| 183          |        |
| 216          |        |
| 218          |        |
| 219          |        |
| 224          |        |
| 246          |        |

## ¿Cómo hizo Metro para determinar dónde realizar los recortes?

Siguiendo nuestros lineamientos de servicio, recogimos datos acerca de nuestro servicio, he hicimos estas preguntas:

**¿Cuál es el desempeño de esta ruta comparada con otras rutas?** Medimos el desempeño preguntando ¿A cuántos pasajeros transporta el autobús por hora?, y ¿qué tanto se usan determinadas secciones de la ruta? Las rutas, trayectos o partes de las rutas de menor desempeño son las primeras que consideramos para una eventual eliminación o reducción.

**¿La ruta duplica otro servicio de autobús?** Si es así, es más probable que sea recortada porque los pasajeros tienen otras opciones disponibles.

**Si la ruta se hace en horas pico únicamente, ¿el tiempo de viaje y el número de pasajeros es mucho mejor que el servicio durante todo el día?** Si no es así, podría ser cambiada para reducir costos.

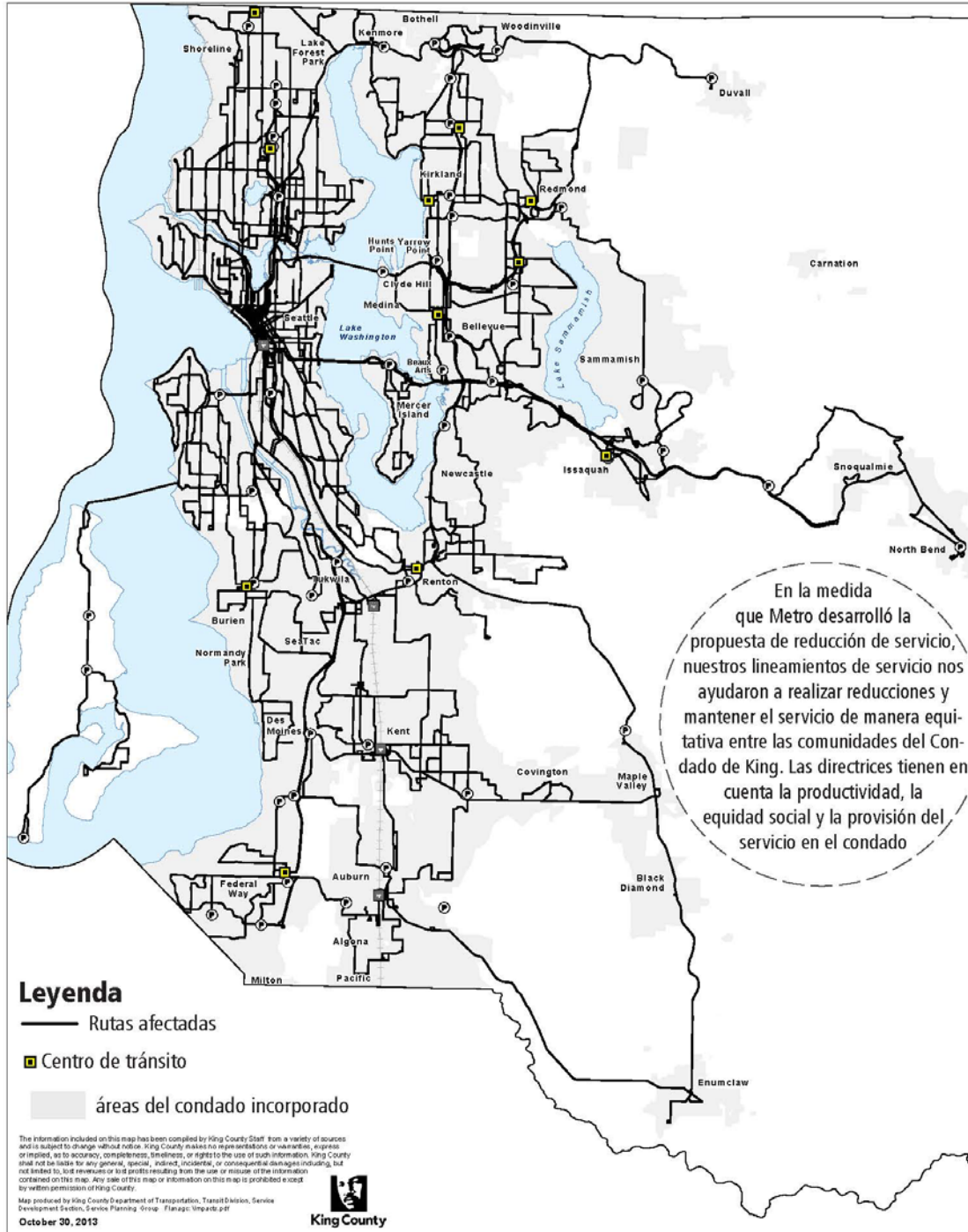
**¿Existe un servicio de transporte en el corredor de menor, igual o mejor nivel de servicio?** Metro establece metas en los niveles de servicio para los corredores de tránsito basándose en el número de hogares, trabajos y escuelas cercanas; el número de pasajeros en áreas que tienen muchas minorías y residentes de bajos ingresos; y los principales destinos a los que llega el corredor. Una ruta tiene menos probabilidades de ser recortada si el servicio en el corredor está ya por debajo de la meta.

**¿Podríamos reestructurar una red de rutas para reducir el impacto de los recortes, prestar el servicio a una mayoría de pasajeros y reducir los costos operativos?** Podríamos combinar rutas, eliminar partes de las mismas en las que se transportan menos pasajeros o trasladar los autobuses a diferentes calles para mejorar la red en general. Incluso las rutas que están funcionando bien y llevan a muchos pasajeros podrían ser revisadas.

Hemos propuesto recortes y revisiones basándonos en las respuestas, siguiendo un orden de prioridad definido en los lineamientos de servicio.

El Regional Transit Task Force, compuesta por miembros de la comunidad, recomendó que Metro adoptara lineamientos objetivos para incrementar, reducir o modificar el servicio de transporte público. El Concejo del Condado King adoptó dichos lineamientos de servicio en 2011.

## Reducciones de servicio puede afectar todas las áreas del condado



¿Por qué Metro tiene que reducir el servicio?

## A pesar de las reformas financieras, sigue existiendo un problema de financiación

**Gran parte de la financiación de Metro proviene de los impuestos sobre las ventas.** Las tarifas son la segunda fuente más importante. Los ingresos de Metro provenientes del impuesto a las ventas cayeron bruscamente durante la crisis financiera y hoy en día no han alcanzado el nivel necesario.

**Hasta ahora hemos evitado mayores reducciones del servicio adoptando vigorosamente las reformas financieras a través de la agencia.** Hemos reducido costos, hemos aumentado la eficiencia de las operaciones, hemos usado fondos de reserva, hemos encontrado nuevas fuentes de ingresos y hemos elevado las tarifas cuatro veces en cuatro años (un aumento del 80 por ciento en total). Con estas y otras acciones hemos ahorrado o recaudado casi \$800 millones, conservando la mayoría del servicio de autobuses entre 2009 y 2013.

En 2011, el Consejo del Condado aprobó un cobro para reducir la congestión durante dos años y, así ayudar a superar el déficit presupuestario de Metro mientras la legislatura del estado buscaba una solución para la financiación del transporte.

**La legislatura del estado no ha acordado una solución.** Con la finalización del cobro para reducir la congestión en junio de 2014 y habiendo usado las reservas disponibles, Metro enfrenta un déficit de aproximadamente \$75 millones por año a partir de mediados de 2014. Para reducir ese déficit, tendríamos que reducir hasta 600.000 horas en el servicio de

autobuses. (Dicha cantidad podría cambiar dependiendo de nuestra situación financiera en el momento en que se aprueben las reducciones.)



**Los fondos del viaducto Alaskan Way también se agotan.** El Departamento de Transporte del Estado de Washington ha estado pagando por un servicio adicional de autobuses en áreas donde el tráfico ha estado afectado por los trabajos del viaducto Alaskan Way. (Entre el centro de Seattle y West Seattle, Burien, White Center, el norte de Seattle [Aurora] y Ballard. La mayor parte está en la zona oeste de Seattle).

Metro transporta a 33.000 pasajeros más cada día de la semana — reduciendo así la congestión del tráfico.

La financiación de este servicio adicional termina en junio de 2014. Si no se extiende, se tendrán que recortar 45.000 horas adicionales de servicio— unos 150 viajes diarios de autobuses. El oeste de Seattle perdería alrededor del 30% de su servicio como consecuencia de la combinación de reducciones.

**A falta de soluciones de financiación, Metro tiene que planificar los recortes.** Estamos buscando continuamente maneras de preservar el servicio de manera más eficiente. Sin embargo, después de todas las acciones que ya hemos tomado, no quedan opciones para terminar completamente con el déficit actual. No podemos proporcionar el servicio que el público necesita sin una financiación adicional y sostenible.

### Reuniones de la comunidad

Federal Way, miércoles, 20 de noviembre, 6-8 p.m., Federal Way Community Center

West Seattle, martes, 3 de diciembre, 6-8 p.m., Youngstown Cultural Arts Center

Al norte de Seattle, jueves, 5 de diciembre, 6-8 p.m., North Seattle Community College

El centro de Seattle, martes, 10 de diciembre, 12-2 p.m., Union Station

Bellevue, miércoles, 11 de diciembre, 6-8 p.m., Bellevue City Hall

Kent, lunes, 16 de diciembre, 6-8 p.m., Kent Commons

Kirkland, jueves, 16 de enero, 6-8 p.m., Peter Kirk Community Center

Sureste Seattle, jueves, 23 de enero, 6-8 p.m., South Shore K-8

Al norte del condado de King, lunes, 27 de enero, 6-8 p.m., Lake Forest Park City Hall



King County Dept. of Transportation  
Community Relations  
KSC-TR-0824  
201 S Jackson St  
Seattle, WA 98104-3856

Las adaptaciones razonables en las reuniones públicas están disponibles por solicitud previa.  
206-477-3835, TTY relay: 711

Formatos alternativos disponibles  
206-477-3835, TTY relay: 711





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Community Relations  
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## የአውቶቡስ አገልግሎት ለመቀነስ ታቅዶአል

በገንዘብ አጥረት ምክንያት ሜትሮ (Metro) ዋና አገልግሎቶችን ለማቋረጥ እያቀደ ይገኛል።

አብዛኛዎቹን አገልግሎቶች እየሰጠ ለመቆየት ባለፉት አምስት ዓመታት ውስጥ Metro ወጪዎችን ቀንሶአል፤ ዋጋዎችን ጨምሮአል፤ እንዲሁም ሌሎች ብዙ እርምጃዎችን ወስዶአል። ነገር ግን፣ በሚቀጥለው ሰኔ አንድ ጊዜያዊ የገንዘብ ምንጭ ስለሚቋረጥ፣ አዲስ ገንዘብ እስኪገኝ ድረስ ከማቋረጥ ሌላ አማራጭ የለንም።

ቅኅላው የሚካሄደው በሰኔ 2014 ዓ.ም (በዚህ ጽሁፍ ውስጥ የተጠቀሱት ቀንና ዓ.ም የተገለጹት በአውሮፓውያን አቆጣጠር ነው) ሆኖ የበለጠው ቅኅላ ደግሞ የሚካሄደው በ2015 ዓ.ም ነው።

- ከ214 የMetro መስመሮች 74ቱ ይሰረዛሉ።
- 107 መስመሮች ይቀነሳሉ ወይም እንደገና ይታያሉ (ይከለሳሉ) ። ጥቃቅን ጉዞዎች፣ አገልግሎት በጊዜ ማብቃት፣ አገልግሎት በምሽት ቀደም ብሎ ማቆም፣ ከመስመሮቹ በከፊል መሰረዝ ወይም ከሌላ መስመር ጋር ማገናኘት፣ ወይም የመስመሮች መቀየር።
- 33 መስመሮች አይለወጡም፣ ነገር ግን የበለጠውን ሊጨናነቁ ይችላሉ።

### እርስዎ ምን ማድረግ ይችላሉ?

ለማቋረጥ ስለታቀዱ አገልግሎቶች በተመለከተ የበለጠውን እንዲያውቁ ምን ሃሳብ እንዳለዎት እንዲገባሩን እንጋብዝዎታለን። በተጠቃሚዎች ላይ ሊከሰት የሚችለውን ተጽዕኖ የሚቀንሱ መንገዶች ተለይተው ከታወቁና አሁንም አስፈላጊውን የአገልግሎት ሰዓቶች እየቀነሱ ብዙ ደንበኞችን ማገልገል ከተቻለ፣ ለዕቅዱ ማስተካከያ ልናደርግ እንችላለን። የመጨረሻውን እቅድ ለKing County Council (ለከንግ ካውንቲ ምክር ቤት) በየካቲት አናቀርባለን።

ምን እንደታቀደና አስተያየት መስጠት ስለሚቻልባቸው መንገዶች በዝርዝር ለማወቅ [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) ን ይጎብኙ።

ወደ ማህበረሰባችን ስብሰባ ይምጡ ወይም ተንቀሳቃሽ የመረጃ መኪናችንን ይዩ። በድህረ ገጻችን ሰዓቶችንና ቦታዎችን ያግኙ።

### Metro አገልግሎቶችን መቀነስ ያለበት ለምንድን ነው?

ብዙ የMetro ገንዘብ ደገኝ የነበረው በገንዘብ ቀውጥ ወቅት ከወደቀውና ዛሬ ወደሚፈለገው ደረጃ ካልደረሰው ከሽያጭ ቀረጥ ነበረ። ወጪዎችን በመቀነስ፣ አሰራሮችን የበለጠውን ውጤታማ በማድረግ፣ ከተጠባባቂ የገንዘብ ምንጮች በመጠቀም፣ አንዳንድ አዳዲስ የገቢ ምንጮችን በማግኘት፣ እና ክፍያዎችን በመጨመር እስካሁን ድረስ ዋና የአገልግሎቶችን ቅኅላዎች አላደረግንም። ነገር ግን፣ አንዳንድ ጊዜያዊ የገንዘብ ምንጮች በሰኔ 2014 ያልቃሉ። በAlaskan Way Viaduct (በአላስካ ጎዳና ድልድዮች) ግንባታ ወቅት ደግሞ የገንዘብ ምንጭ ያልቃል። የአስቴት ህግ አውጪ አዲስ የመገናኛ ገንዘብ መንገዶችን ለማግኘት እያሰበ ነው። ነገር ግን በመፍትሄው ላይ አልተስማማም። አዲስ ገንዘብ ከሌለ፣ Metro አገልግሎት መቀነስ አለበት።

### Metro በየት መቀነስ እንዳለበት እንዴት ወሰነ?

እኛ መረጃ እንጠቀማለን እና የአገልግሎት መመሪያዎችን እንከተላለን። ሦሥት ጥያቄዎችን እንጠይቃለን፤

መስመሩ ከሌሎች መስመሮች ጋር ሲገጸጸር አፈጻጸሙ እንዴት ነው? ለምሳሌ፣ አውቶቡሱ ስንት ተሳፋሪዎችን ይጭናል? ከሁሉ ዝቅተኛ የአገልግሎት አፈጻጸም ያላቸው ርቶው በቅድሚያ ለቅኅላ ወይም ለስርዝ የምናስባቸው።

መስመሩ እንደሌላኛው የአውቶቡስ መስመር ዓይነት ነው? እንደዚያ ከሆነ፣ የመቀነስ ሁኔታው የበለጠ ነው።

ጠቀሜታ እንዲኖረው፣ መስመሩ በዋና አገልግሎት በሚፈለግባቸው ሰዓቶች የሚንቀሳቀስ ከሆነ፣ ከሌሎች መስመሮች ይልቅ የበለጠውን በቂ ተሳፋሪዎች ወይም ፈጣኝ የጉዞ ጊዜ አለው? ያ ካልሆነ፣ ሊቀየር ይችላል።

ያለው የመጓጓዣ አገልግሎት በሚፈለገው (በታላላቅ) የአገልግሎት ደረጃው በቅርብ አለ? Metro የኢላማ አገልግሎት ደረጃዎችን የሚመድበው በአጠገብ በሚገኙ በቤቶች ቁጥር፣ በሥራዎችና በት/ቤቶች፣ አናሳዎችና ዝቅተኛ ገቢ ያላቸው በከፍተኛ ሁኔታ ባሉበት በመጓጓዣው በሚመኩት ሰዎች ቁጥር፣ እና ሰዎች ለመሄድ በሚፈልጉባቸው ቦታዎች ግንኙነቶች ነው። በቦታው አገልግሎቱ ቀድሞውኑ ከኢላማ ደረጃ ቦታዎች ከሆነ መስመሩ ሊቀነስ ይችላል።

ወጪዎችን እየቀነሰን አገልግሎቱን እየሰጠን ለመቀጠል መስመሮችን የምንከልሰባቸው መንገዶች አሉ?

**የአገልግሎት ቅነሳ እቅድ በመስመሮች ላይ ተጽዕኖ የሚያሳድረው እንዴት ነው።**

**ተሰርዘዋል**

|       |     |        |             |
|-------|-----|--------|-------------|
| 4     | 82  | 205 EX | <b>DART</b> |
| 5 EX  | 83  | 209    |             |
| 7 EX  | 84  | 210    | 901         |
| 19    | 99  | 211 EX | 908         |
| 21    | 110 | 213    | 909         |
| 22    | 113 | 215    | 910         |
| 25    | 139 | 217    | 913         |
| 26    | 152 | 237    | 916         |
| 27    | 154 | 238    | 919         |
| 28    | 158 | 242    | 927         |
| 30    | 159 | 243    | 930         |
| 31    | 161 | 244 EX | 935         |
| 37    | 167 | 250    |             |
| 47    | 173 | 260    |             |
| 48 EX | 178 | 265    |             |
| 57    | 179 | 277    |             |
| 61    | 190 | 280    |             |
| 62    | 192 | 304    |             |
| 66 EX | 200 | 306 EX |             |
| 67    | 201 | 308    |             |
| 68    | 202 |        |             |
| 72    | 203 |        |             |

**ተቀንሰዋል ወይም ተከልሰዋል**

|        |       |        |        |                 |
|--------|-------|--------|--------|-----------------|
| C Line | 33    | 116 EX | 180    | 252             |
| D Line | 36    | 118 EX | 181    | 255             |
| 1      | 40    | 118    | 182    | 257             |
| 2      | 41    | 119 EX | 186    | 269             |
| 3      | 43    | 119    | 187    | 271             |
| 5      | 44    | 120    | 193 EX | 311             |
| 7      | 49    | 121    | 197    | 331             |
| 8      | 50    | 122    | 204    | 342             |
| 9 EX   | 55    | 123    | 208    | 346             |
| 11     | 56 EX | 124    | 212    | 348             |
| 12     | 60    | 125    | 214    | 355 EX          |
| 13     | 64 EX | 128    | 221    | 358 EX (E Line) |
| 14     | 65    | 131    | 226    |                 |
| 16     | 70    | 132    | 232    | 372 EX          |
| 17 EX  | 71    | 143 EX | 234    | <b>DART</b>     |
| 18 EX  | 73    | 148    | 235    |                 |
| 21 EX  | 98    | 150    | 236    | 903             |
| 24     | 105   | 156    | 240    | 907             |
| 26 EX  | 106   | 157    | 241    | 914             |
| 28 EX  | 107   | 164    | 245    | 915             |
| 29     | 111   | 168    | 248    | 917             |
| 32     | 114   | 177    | 249    | 931             |

**አልተለወጡም**

|              |             |
|--------------|-------------|
| A Line       | 268         |
| B Line       | 301         |
| 10           | 303 EX      |
| 15 EX        | 309 EX      |
| 48           | 312 EX      |
| 74 EX        | 316         |
| 75           | 330         |
| 76           | 345         |
| 77           | 347         |
| 101          | 373 EX      |
| 102          | 601 EX      |
| 140 (F Line) | <b>DART</b> |
| 153          | 906         |
| 166          |             |
| 169          |             |
| 183          |             |
| 216          |             |
| 218          |             |
| 219          |             |
| 224          |             |
| 246          |             |

**ጥያቄዎች ወይም አስተያየቶች አሉዎት?**

ይደውሉ (206) 477-6234



## تخفيضات الحافلات المقررة

تخطط Metro (مترو) لتخفيضات كبيرة في الخدمة بسبب نقص التمويل.

خفضت Metro (مترو) من النفقات، ورفعت الأجرة واتخذت العديد من الخطوات الأخرى للحفاظ على معظم الخدمات خلال الخمس سنوات الأخيرة، ولكن نظرًا لنفاد التمويل في تموز/يونيو المقبل، سوف نضطر إلى القيام بتخفيضات ما لم يتوفر لنا تمويل جديد.

سيتم إجراء التخفيضات في تموز/يونيو وأيلول/سبتمبر عام ٢٠١٤، يتبعها مزيد من التخفيضات عام ٢٠١٥.

- إلغاء ٧٤ مسارًا من مسارات Metro (مترو) التي تبلغ ٢١٤ مسارًا.
- تقليص أو مراجعة ١٠٧ مسار، وتشمل التخفيضات أيضًا رحلات أقل أو إنهاء الخدمة مبكرًا ليلاً، أو إلغاء جزء من المسار أو جمعه بمسار آخر، أو تغيير المسار.
- عدم تغيير ٣٣ مسارًا، ولكن هذه المسارات سوف تصبح أكثر ازدحامًا على الأرجح.

### ما الذي بإمكانكم فعله؟

ندعوكم لمعرفة المزيد من التفاصيل وإعلامنا بأرائكم في التخفيضات المقترحة. في حالة تحديد وسائل للحد من الآثار السلبية على الركاب وخدمة المزيد من العملاء أثناء تخفيض ساعات الخدمة المطلوبة، ربما يكون في وسعنا إذن إجراء تعديلات على الخطة. وسوف نقدم مقترحًا نهائيًا إلى King County Council (مجلس مقاطعة كينج) في شهر شباط/فبراير.

يرجى زيارة موقع [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) لمزيد من التفاصيل حول المقترحات ووسائل ترك تعليقاتكم.

تعالوا إلى اجتماعات المجتمع المحلي أو زوروا شاحنة المعلومات المتجولة الخاصة بنا. تعرفوا على مواعيد هذه الاجتماعات وأماكنها عبر موقعنا على الإنترنت.

### لماذا سنضطر Metro (مترو) لإجراء هذه التخفيضات؟

يأتي معظم تمويل Metro (مترو) من ضريبة المبيعات التي انخفضت انخفاضًا حادًا خلال الأزمة المالية ولم ترتفع مرة أخرى إلى المستوى المطلوب حتى الآن. لقد تجنبنا إجراء تخفيضات في الخدمات الرئيسية حتى الآن عن طريق خفض التكاليف، وجعل العمليات أكثر كفاءة، والاستعانة بالأموال الاحتياطية، وإيجاد بعض المصادر الجديدة للدخل، ورفع الأسعار. ومع ذلك سوف ينتهي بعض التمويل الموقت في تموز/يونيو ٢٠١٤. كما سينتهي تمويل الخدمات الإضافية أيضًا خلال إنشاء جسر ريق الإسكا (Alaskan Way Viaduct). ولذا، ينظر المجلس التشريعي للولاية في استحداث أدوات تمويل جديدة للنقل ولكنه لم يتوصل إلى حل حتى الآن، ودون إيجاد مصادر تمويل جديدة فإنه يتعين على Metro (مترو) التخطيط لإجراء تخفيضات.

### كيف تقرر Metro (مترو) المسارات التي سيجري عليها التخفيضات؟

نستخدم البيانات ونتبع إرشادات الخدمة. ولذا، فإننا نطرح هذه الأسئلة:

ما هو أداء المسار مقارنة بالمسارات الأخرى؟ على سبيل المثال، كم يبلغ عدد الركاب الذي تستوعبه الحافلة؟ سوف نلغي أو نقلص أقل الخدمات كفاءة بادئ ذي بدء.

هل المسار مزدوج وتقدم فيه خدمة من حافلات أخرى؟ إن كان كذلك فمن المرجح إلغاؤه.



هل يعمل المسار خلال ساعات الذروة فقط، هل يرتاد هذا المسار عدد كاف من الركاب أو يتميز بسرعة الوقت مقارنة بالخدمة □ والى اليوم ليكون جديراً بالاهتمام؟ إن لم يكن الأمر كذلك، فقد يتم تغييره إذن.

هل خدمة النقل العابر في العمر على مستوى الخدمة المستهدف المطلوب؟ تحدد Metro (مترو) مستويات الخدمة المستهدفة بناء على عدد المنازل والوظائف والمدارس في الجوار، وكذلك عدد الأشخاص الذين يعتمدون على من □ ق العبور التي تتميز بنسبة عالية من الأقليات والسكان ذوي الدخل المنخفض والصلوات بالأماكن التي يذهب إليها الناس. ومن المرجح تطبيق التخفيضات على المسار إذا كانت خدمة النقل دون المستوى المستهدف.

هل ثمة □ رق يمكننا مراجعتها للحفاظ على الخدمة مع الحد من نفقات التشغيل؟

### كيف ستتأثر المسارات في مقترح تخفيض الخدمات؟

| ملغي  |     |        |      | مخفضة أو مراجعة |       |        |        |                    | لا تغيير        |        |
|-------|-----|--------|------|-----------------|-------|--------|--------|--------------------|-----------------|--------|
| 4     | 82  | 205 EX | DART | C Line          | 33    | 116 EX | 180    | 252                | A Line          | 268    |
| 5 EX  | 83  | 209    |      | D Line          | 36    | 118 EX | 181    | 255                | B Line          | 301    |
| 7 EX  | 84  | 210    | 901  | 1               | 40    | 118    | 182    | 257                | 10              | 303 EX |
| 19    | 99  | 211 EX | 908  | 2               | 41    | 119 EX | 186    | 269                | 15 EX           | 309 EX |
| 21    | 110 | 213    | 909  | 3               | 43    | 119    | 187    | 271                | 48              | 312 EX |
| 22    | 113 | 215    | 910  | 5               | 44    | 120    | 193 EX | 311                | 74 EX           | 316    |
| 25    | 139 | 217    | 913  | 7               | 49    | 121    | 197    | 331                | 75              | 330    |
| 26    | 152 | 237    | 916  | 8               | 50    | 122    | 204    | 342                | 76              | 345    |
| 27    | 154 | 238    | 919  | 9 EX            | 55    | 123    | 208    | 346                | 77              | 347    |
| 28    | 158 | 242    | 927  | 11              | 56 EX | 124    | 212    | 348                | 101             | 373 EX |
| 30    | 159 | 243    | 930  | 12              | 60    | 125    | 214    | 355 EX             | 102             | 601 EX |
| 31    | 161 | 244 EX | 935  | 13              | 64 EX | 128    | 221    | 358 EX<br>(E Line) | 140<br>(F Line) | DART   |
| 37    | 167 | 250    |      | 14              | 65    | 131    | 226    | 372 EX             | 153             | 906    |
| 47    | 173 | 260    |      | 16              | 70    | 132    | 232    | 372 EX             | 166             |        |
| 48 EX | 178 | 265    |      | 17 EX           | 71    | 143 EX | 234    | DART               | 169             |        |
| 57    | 179 | 277    |      | 18 EX           | 73    | 148    | 235    | 903                | 183             |        |
| 61    | 190 | 280    |      | 21 EX           | 98    | 150    | 236    | 907                | 216             |        |
| 62    | 192 | 304    |      | 24              | 105   | 156    | 240    | 914                | 218             |        |
| 66 EX | 200 | 306 EX |      | 26 EX           | 106   | 157    | 241    | 915                | 219             |        |
| 67    | 201 | 308    |      | 28 EX           | 107   | 164    | 245    | 917                | 224             |        |
| 68    | 202 |        |      | 29              | 111   | 168    | 248    | 931                | 246             |        |
| 72    | 203 |        |      | 32              | 114   | 177    | 249    |                    |                 |        |

هل لديكم أسئلة أو تعليقات؟

اتصل (206) 477-6235



King County Dept. of Transportation  
Community Relations  
KSC-TR-0824  
201 S Jackson St  
Seattle, WA 98104-3856



## 削減公車服務計劃

鑒於資金短缺，Metro正計劃削減主要的公車路線服務。

過去五年間，Metro為了維持大部份服務，已經從削減成本、增加票價及其他多方面著手。直到明年六月，一些臨時資金用完後，我們別無選擇，在沒有新資金注入的情況下，部份路線服務將會被迫停運。

削減服務路線將會從2014年6月及9月開始分階段實施，2015年將有更多的服務被削減。

- Metro原有的214條路線中，將有74條路線被取消。
- 當中107條路線的服務將會減少或修改 □ 例如減少班次，晚間服務提早結束，部份路線取消或與另一路線合併，又或改變行車路線等。
- 33條路線維持不變，但可能因為使用人次增加而較往常擠迫。

### 你可以做些什麼？

我們真誠的邀請您瞭解更多，並希望您能就削減線路服務提出意見。在削減必需服務時間的大前提下，若能提出減少對乘客影響及能服務更多顧客的方案，我們將會重新審視並且盡可能對計劃作出最大的改動。最終的建議書將於二月呈交 King County Council（金縣議會）審議。

所建議的內容或如何參與，請瀏覽 [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)。

歡迎閣下出席社區會議或訪問我們的流動資訊車。時間及地點已刊載到我們的網站上。

### 為何Metro必須削減服務呢？

Metro大部份的營運資金來自銷售稅收，因為金融危機的緣故，不幸地銷售稅收急劇下跌，直至今天仍未能趕上所需的水平。過往為保障主要服務免被削減，我們曾經嘗試減低成本、提升服務效率、動用後備資金、增加票價及其他開源節流的措施。但到了2014年6月一些臨時資金將會耗盡。而興建 Alaskan Way Viaduct（阿拉斯加高架橋）時提供的額外服務資金也用完。州議會現正考慮新的公共交通撥款方案，但仍然未有定案。鑒於缺乏新資金的情況下，Metro才被迫削減服務。

### Metro如何決定在那些地方削減服務？

我們參照數據及依從服務指引，考慮到下列問題：

跟其他路線比較，考慮削減的路線整體表現如何？比如說，路線的載客量有多少？表現最差的路線會成為取消或削減服務的首要對象。

該路線與其他公車服務有否重疊？若有的話，削減這些路線的可能性便較大。

只在繁忙時間運行的路線，是否有足夠多的旅客量，或與全日服務的路線相比，是否能縮短旅程的時間、值得乘客選擇乘搭？若答案是否定的話，這些路線便會作出改動。

於交通走廊中現有的公共交通服務是否已達到目標服務水平？Metro一般是以提供公交服務附近的家庭、工作及學校的數目；區內依賴公共交通服務的人數，特別是一些少數族裔及低收入居民比例高的社區的人數；及人們欲前往地點的交通連接等各項因素為基礎，來制定目標服務水平。如果在交通走廊上的服務已低於目標水平，削減路線服務的可能性會較低。

是否有其他辦法，能讓我們在修改路線以及維持服務的同時，能降低運營成本？

**在削減服務的建議中，路線將會受到什麼樣的影響**

**取消**

|       |     |        |             |
|-------|-----|--------|-------------|
| 4     | 82  | 205 EX | <b>DART</b> |
| 5 EX  | 83  | 209    |             |
| 7 EX  | 84  | 210    | 901         |
| 19    | 99  | 211 EX | 908         |
| 21    | 110 | 213    | 909         |
| 22    | 113 | 215    | 910         |
| 25    | 139 | 217    | 913         |
| 26    | 152 | 237    | 916         |
| 27    | 154 | 238    | 919         |
| 28    | 158 | 242    | 927         |
| 30    | 159 | 243    | 930         |
| 31    | 161 | 244 EX | 935         |
| 37    | 167 | 250    |             |
| 47    | 173 | 260    |             |
| 48 EX | 178 | 265    |             |
| 57    | 179 | 277    |             |
| 61    | 190 | 280    |             |
| 62    | 192 | 304    |             |
| 66 EX | 200 | 306 EX |             |
| 67    | 201 | 308    |             |
| 68    | 202 |        |             |
| 72    | 203 |        |             |

**減少或修改**

|        |       |        |        |                    |
|--------|-------|--------|--------|--------------------|
| C Line | 33    | 116 EX | 180    | 252                |
| D Line | 36    | 118 EX | 181    | 255                |
| 1      | 40    | 118    | 182    | 257                |
| 2      | 41    | 119 EX | 186    | 269                |
| 3      | 43    | 119    | 187    | 271                |
| 5      | 44    | 120    | 193 EX | 311                |
| 7      | 49    | 121    | 197    | 331                |
| 8      | 50    | 122    | 204    | 342                |
| 9 EX   | 55    | 123    | 208    | 346                |
| 11     | 56 EX | 124    | 212    | 348                |
| 12     | 60    | 125    | 214    | 355 EX             |
| 13     | 64 EX | 128    | 221    | 358 EX<br>(E Line) |
| 14     | 65    | 131    | 226    |                    |
| 16     | 70    | 132    | 232    | 372 EX             |
| 17 EX  | 71    | 143 EX | 234    | <b>DART</b>        |
| 18 EX  | 73    | 148    | 235    |                    |
| 21 EX  | 98    | 150    | 236    | 903                |
| 24     | 105   | 156    | 240    | 907                |
| 26 EX  | 106   | 157    | 241    | 914                |
| 28 EX  | 107   | 164    | 245    | 915                |
| 29     | 111   | 168    | 248    | 917                |
| 32     | 114   | 177    | 249    | 931                |

**不變**

|                 |             |
|-----------------|-------------|
| A Line          | 268         |
| B Line          | 301         |
| 10              | 303 EX      |
| 15 EX           | 309 EX      |
| 48              | 312 EX      |
| 74 EX           | 316         |
| 75              | 330         |
| 76              | 345         |
| 77              | 347         |
| 101             | 373 EX      |
| 102             | 601 EX      |
| 140<br>(F Line) | <b>DART</b> |
| 153             | 906         |
| 166             |             |
| 169             |             |
| 183             |             |
| 216             |             |
| 218             |             |
| 219             |             |
| 224             |             |
| 246             |             |

如有疑問或意見

請致電 (206) 263-8874



## 버스 노선 축소 안

Metro 는 자금 부족으로 인해 서비스 대폭 축소를 계획하고 있습니다.

지난 5년간 Metro 는 비용 축소, 교통비 인상 및 여러 조치를 취하여 대부분의 서비스를 유지하고자 하였습니다. 하지만 내년 6 월 임시 자금이 고갈되고 나면 새로 자금이 유입되지 않는 한 서비스 축소 형태로 들어가는 수밖에 없게 됩니다.

축소는 2014 년 6 월 및 9 월에 실시되며 2015 년에는 더욱 축소될 예정입니다.

- Metro 의 214 개 노선 중 74 개 노선이 중단됩니다.
- 107 개 노선이 축소되거나 조정됩니다. 운행이 축소되거나 야간 운행 중단 시간이 앞당겨지거나 일부 노선 중단 혹은 다른 노선과 함께 운행 또는 노선이 변경될 것입니다.
- 33 개 노선은 변경되지는 않으나 더욱 혼잡해질 가능성이 높습니다.

### 이에 대해 어떻게 하면 좋을까요?

자세한 사항을 살펴보고 축소 안에 대한 의견을 주셨으면 합니다. 운행 시간을 줄이면서도 승객의 불편을 덜고 더 많은 고객에게 서비스를 제공할 방도가 있을 경우 축소 안에 조정을 가할 수도 있을 것입니다. 최종적인 축소 안은 2 월에 King County Council(킹 카운티 의회)에 전달됩니다.

[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) 를 방문하시어 축소 안 및 의견 제출 사항에 대한 기타 정보를 살펴보시기 바랍니다.

지역사회 모임이나 저희 이동 정보 차량을 방문하여 주시기 바랍니다. 웹사이트의 장소 및 시간을 참조하십시오.

### Metro 가 축소를 하는 이유

Metro 의 대부분의 자금은 판매세에서 충당하는데 이 판매세가 재정 위기로 인해 급속히 감소하여 현재 필요로 하는 수준에 도달하지 못하고 있습니다. 비용 축소, 보다 효율적인 운영, 준비 자금의 활용, 새로운 자금 수입원의 모색, 교통비 인상 등을 통해 운행의 대대적인 축소를 피하고자 하였습니다. 하지만 일부 임시 자금이 2014 년에 고갈됩니다.

자금은 또한 Alaskan Way Viaduct 건설 중 추가 운행에도 사용되어 소진됩니다. 주 입법부는 새로운 교통 자금 수단을 고려하였으나 해결책에 동의하지 못했습니다. 새로운 자금이 없을 경우 Metro 는 축소를 기획하여야 합니다.

### **Metro 가 축소 분야를 결정한 과정**

자료를 사용하고 서비스 지침을 따릅니다. 다음과 같은 질문을 행합니다:

다른 경로에 비해 본 경로의 운행 실적은 어떠한가? 예를 들면 버스에 타는 승객이 몇 명인가? 운행 실적이 가장 낮은 노선이 중단이나 축소의 첫 번째 고려 대상이 됩니다.

경로가 다른 버스 노선과 중복되는가? 그럴 경우 대개 축소에 들어가게 됩니다.

이용이 가장 많은 시간대에만 운행되는 경로의 경우 온종일 운행 노선과 비교할 때 이용객이 더 많거나 이동 시간이 더 빨라서 운행 가치가 있는가? 그렇지 않다면 변경될 수 있습니다.

기존 회랑지대의 교통 운행이 목표 운행 수준에 있는가? Metro 는 근처에 위치한 집, 직장, 학교의 수, 저소득 및 소수집단이 많이 거주하는 지역 내 대중교통에 의존하는 주민의 수, 가고자 하는 장소로의 서비스 연결을 기준으로 목표 운행 수준을 설정합니다. 회랑지대의 운행이 이미 대상 수준에 미치지 못할 경우 본 경로는 축소될 가능성이 높습니다.

운영비를 축소하면서 운영을 유지할 수 있도록 경로를 수정할 수 있는 방법이 있는가?

**운행 축소 안에서 경로의 변경 사항 여부**

**중단**

|       |     |        |             |
|-------|-----|--------|-------------|
| 4     | 82  | 205 EX | <b>DART</b> |
| 5 EX  | 83  | 209    |             |
| 7 EX  | 84  | 210    | 901         |
| 19    | 99  | 211 EX | 908         |
| 21    | 110 | 213    | 909         |
| 22    | 113 | 215    | 910         |
| 25    | 139 | 217    | 913         |
| 26    | 152 | 237    | 916         |
| 27    | 154 | 238    | 919         |
| 28    | 158 | 242    | 927         |
| 30    | 159 | 243    | 930         |
| 31    | 161 | 244 EX | 935         |
| 37    | 167 | 250    |             |
| 47    | 173 | 260    |             |
| 48 EX | 178 | 265    |             |
| 57    | 179 | 277    |             |
| 61    | 190 | 280    |             |
| 62    | 192 | 304    |             |
| 66 EX | 200 | 306 EX |             |
| 67    | 201 | 308    |             |
| 68    | 202 |        |             |
| 72    | 203 |        |             |

**축소 혹은 조정**

|        |       |        |        |                 |
|--------|-------|--------|--------|-----------------|
| C Line | 33    | 116 EX | 180    | 252             |
| D Line | 36    | 118 EX | 181    | 255             |
| 1      | 40    | 118    | 182    | 257             |
| 2      | 41    | 119 EX | 186    | 269             |
| 3      | 43    | 119    | 187    | 271             |
| 5      | 44    | 120    | 193 EX | 311             |
| 7      | 49    | 121    | 197    | 331             |
| 8      | 50    | 122    | 204    | 342             |
| 9 EX   | 55    | 123    | 208    | 346             |
| 11     | 56 EX | 124    | 212    | 348             |
| 12     | 60    | 125    | 214    | 355 EX          |
| 13     | 64 EX | 128    | 221    | 358 EX (E Line) |
| 14     | 65    | 131    | 226    |                 |
| 16     | 70    | 132    | 232    | 372 EX          |
| 17 EX  | 71    | 143 EX | 234    | <b>DART</b>     |
| 18 EX  | 73    | 148    | 235    |                 |
| 21 EX  | 98    | 150    | 236    | 903             |
| 24     | 105   | 156    | 240    | 907             |
| 26 EX  | 106   | 157    | 241    | 914             |
| 28 EX  | 107   | 164    | 245    | 915             |
| 29     | 111   | 168    | 248    | 917             |
| 32     | 114   | 177    | 249    | 931             |

**구변경**

|              |             |
|--------------|-------------|
| A Line       | 268         |
| B Line       | 301         |
| 10           | 303 EX      |
| 15 EX        | 309 EX      |
| 48           | 312 EX      |
| 74 EX        | 316         |
| 75           | 330         |
| 76           | 345         |
| 77           | 347         |
| 101          | 373 EX      |
| 102          | 601 EX      |
| 140 (F Line) | <b>DART</b> |
| 153          |             |
| 166          |             |
| 169          |             |
| 183          |             |
| 216          |             |
| 218          |             |
| 219          |             |
| 224          |             |
| 246          |             |

**의문 사항이나 의견이 있으십니까?**

전화하여 주십시오. (206) 477-6232





## Tajaajila Atobuusii Gabaabsuuf Karoofame

Metroon sababa hanqina gargaarsa horiif jedhee tajaajila guddaa kutuuf xiyyeeffataa jira.

Metroon baroota darban shanan keessatti tajaajila autobuusi gara caalan hambisuuf baasii gadi cabseera, baasii itti dabaleera, tarkaanfii baayyees fudhateera. Garuu yeroo qarshiin ammaaf jiru Waxabajjii dhufutti dhumatu, yennaa horiin gargaarsaa argame malee fala kan biraa hin qabnu tajaajila atobuusii gadi kutuu irraa kan hafe.

Tajaajila xiqqeessonni Waxabajjii fi Fulbaana 2014 keessa ta'a, isattis aanuun bara 2015 keessa caalaatti xiqqeessanni gadi kutuun.

- Meetroota 74 fi daandii (karaa) 214 cufamee bada.
- Daandii (karaan) 107 gadi xiqqaata yookiis irra deebi'ee ilaalama – adeemsota muraasa ta'aniif, tajaajilli galgalaa dafee dhaabata, kutaan karaa ni cufama yookiis karaa kan biraa wajjin walitti dabalama, yookiis kan biraatti jijjiirama.
- Karaan 33 hin jijjiiramu, garuu tarii caalaatti namni karaa wal'itti dhiphisa.

## Maal gochuu dandeessu?

Akka isin caalaatti barattanii wa'ee karoofama tajaajila atobuusii kutuu maal akka yaaddan akka nutti himtan isin affeera. Yennaa karaan kan ittiin dhiibbaa kara adeemsaa iratti argame karaan xinneessan argamee namoota gara caalaa gargaara ta'ee utuu ammaa iyyuu yeroo barbaachisaa ta'e kutanii, tarii xiyyeeffannoo sana sisirreessuu ni danadeenya ta'a. Yaada isa dhumaa Gurraandhala keessa konyaa mootii mana mareetti (King County Council).

dhi'eesina.

Yaada isa dhumaa Gurraandhala keessa gumi King County (King County Council) dhi'eesina.

Dabalataf ammoo metro gara fuula duraatti caalaatti waa'ee yaada dhi'aatee fi karaa kamiin akka yaadi kennamaman [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) caalaatti maal akka dhi'aatee fi karaa itti yaada kennilaali.

Wal ga'ii hawaasaa kottu yookiis makiinaa odeeffannoo keenyaa naanna'u daawwadhu. Website keenya irratti yeroo fi iddoo barbaadii argadhu.

## Meetroon Maaliif Kutuun irra jiraate?

Qarshiin garri caalaan ashuuraa daldaalaa irraa dhufa, innis yeroo economiin biyyaa dhibee argate guddisee gadi kufe, ol ka'ees iddoo harr'a itti barbaachisu guddatee ga'u hin dandeenye. Tajaajila baayyee gadi kukkunne hamma yowwanaatti gatii gadi qabuun, kan ittiin hojjenu qusachuun, horii isa kaa'ame keessaa fuudhuun, karaa kan biraa haaraa ittiin horiin argamu barbaaduun, gatiis ol kaasuun. Haata'u malee, gargaarsi ammaaf jiru Waxabajjii 2014 dhumata. Yeroo Alaskan Way Viaduct (Dildilla Alaskaa) ijaarsaatiif gargaarsis tajaajila kan biraaf jedhamee ni kutama. Warri seera tuman konyaa karaa haaraa ittiin namoonni asiif achi adeemaniif horiin argamu yaadaa turan, garuu furmaata tokko irra hin geenye. Kanaafis gargaarsa horii haaraan yoo argame malee, Meetroon kutuuf xiyyeeffannoo qaba.



## Meetroon warra kutuuf yaada qabu maaliin murteessa?

Galmee fi geggeessaa tajaajilaa duukaa bu'ee gaaffolii kana gaafachuun:

Karaan irra deemtan kun karaa isa kaanii wajjin yeroo walbira qabdani ilaaltan hammam gaarii hojjeta? Fakkenyaaf, atobuusiin tokko nama meeqatu keessa jira? Jennee gaafannee isa keessaa isa hundaa gadi xinnoo baatu dursinee kutuu, yookiis gadi xinneessu murteessina.

Daandiin kun tajaajila autobuusi warra kaanii wajjin wal darrabaa? Yoo kana ta'e, kutamuu danda'a.

Yoo karaan sun yeroo namni itti baayatu duwwaa adeema ta'eef, caalaatti hamma ga'an namoota ni argata moo yookiis warra yeroo hundaa adeeman caalaatti dafee adeemaa hojii irra akka ooluuf? Yoo miti ta'e, ni jijjiirama ta'a.

Tajaajila nama asiif achi deddeebisuu keessatti akka irraa eegamutti hojjetaa jiraa? Meetroon tajaajila yeroo dhi'eessu manneetiin meeqa akka jiran, hojii fi mana barannoo naanno sana jiran, lakoobsa namootaa warra waan ittiin adeeman barbaadan kan garri caalaan hiyyeeyyii ta'anii - galii muraassa argatan achi jiraatanii fi lafa namoonni dhaquu barbaadani wajjin kan wal'itti fidu irratti murteessu. Karaan adeemsa sun calaatti gadi muraasachuu ni danda'a yoo tajaajilli toora sana irraa adeeman hamma eegamuu gadi ta'e.

Karaan maaltu jira kan nu horii amma ittiin hojjetaa jirru irraa utuu hin kutin tajaajila nama asiif achi adeemsisuu irra deebinee ilaaltee wayyeesuu dandeenyu?

## Akkamittiin xiyyeeffanoon yaada tajaajila karaa adeemsa gadi xinneessu miidhamu

Cufamee bada

|       |     |        |      |
|-------|-----|--------|------|
| 4     | 82  | 205 EX | DART |
| 5 EX  | 83  | 209    |      |
| 7 EX  | 84  | 210    | 901  |
| 19    | 99  | 211 EX | 908  |
| 21    | 110 | 213    | 909  |
| 22    | 113 | 215    | 910  |
| 25    | 139 | 217    | 913  |
| 26    | 152 | 237    | 916  |
| 27    | 154 | 238    | 919  |
| 28    | 158 | 242    | 927  |
| 30    | 159 | 243    | 930  |
| 31    | 161 | 244 EX | 935  |
| 37    | 167 | 250    |      |
| 47    | 173 | 260    |      |
| 48 EX | 178 | 265    |      |
| 57    | 179 | 277    |      |
| 61    | 190 | 280    |      |
| 62    | 192 | 304    |      |
| 66 EX | 200 | 306 EX |      |
| 67    | 201 | 308    |      |
| 68    | 202 |        |      |
| 72    | 203 |        |      |

Irraa kutama yookiis irra deebi'amee ilaalama

|        |       |        |        |                 |
|--------|-------|--------|--------|-----------------|
| C Line | 33    | 116 EX | 180    | 252             |
| D Line | 36    | 118 EX | 181    | 255             |
| 1      | 40    | 118    | 182    | 257             |
| 2      | 41    | 119 EX | 186    | 269             |
| 3      | 43    | 119    | 187    | 271             |
| 5      | 44    | 120    | 193 EX | 311             |
| 7      | 49    | 121    | 197    | 331             |
| 8      | 50    | 122    | 204    | 342             |
| 9 EX   | 55    | 123    | 208    | 346             |
| 11     | 56 EX | 124    | 212    | 348             |
| 12     | 60    | 125    | 214    | 355 EX          |
| 13     | 64 EX | 128    | 221    | 358 EX (E Line) |
| 14     | 65    | 131    | 226    |                 |
| 16     | 70    | 132    | 232    | 372 EX          |
| 17 EX  | 71    | 143 EX | 234    | DART            |
| 18 EX  | 73    | 148    | 235    |                 |
| 21 EX  | 98    | 150    | 236    | 903             |
| 24     | 105   | 156    | 240    | 907             |
| 26 EX  | 106   | 157    | 241    | 914             |
| 28 EX  | 107   | 164    | 245    | 915             |
| 29     | 111   | 168    | 248    | 917             |
| 32     | 114   | 177    | 249    | 931             |

Akka jirutti hafa.

|              |        |
|--------------|--------|
| A Line       | 268    |
| B Line       | 301    |
| 10           | 303 EX |
| 15 EX        | 309 EX |
| 48           | 312 EX |
| 74 EX        | 316    |
| 75           | 330    |
| 76           | 345    |
| 77           | 347    |
| 101          | 373 EX |
| 102          | 601 EX |
| 140 (F Line) | DART   |
| 153          | 906    |
| 166          |        |
| 169          |        |
| 183          |        |
| 216          |        |
| 218          |        |
| 219          |        |
| 224          |        |
| 246          |        |

## Gaaffii yookaan yaada?

Waami (206) 477-6236



King County Dept. of Transportation  
Community Relations  
KSC-TR-0824  
201 S Jackson St  
Seattle, WA 98104-3856



## Плановое сокращение автобусных перевозок

Компания Metro планирует значительное сокращение услуг по перевозке пассажиров из-за дефицита финансирования.

В течение более пяти последних лет компания Metro сократила расходы, увеличила стоимость проезда и предприняла ряд других мер для сохранения большинства услуг. В июне следующего года исчерпывается временное финансирование, поэтому у нас не останется выбора и придется сократить перевозки, если только не будет нового финансирования.

Сокращение будет проводиться в июне и сентябре 2014 г., с последующим сокращением в 2015 г.

- 74 из 214 маршрутов Metro будут отменены.
- 107 маршрутов будут сокращены или изменены: меньшее количество рейсов, работа маршрута будет заканчиваться раньше вечером, часть маршрута будет сокращена или соединена с другим маршрутом, или изменена схема маршрута.
- 33 маршрута останутся без изменений, но, вероятно, количество пассажиров увеличится.

### Что вы можете сделать?

Мы приглашаем Вас ознакомиться с предложенными сокращениями и высказать свое мнение. Если Ваши предложения помогут уменьшить негативное влияние сокращения на пассажиров, а также помогут обслуживать больше клиентов наряду с сохранением сокращения рабочих часов, мы, возможно, сможем внести изменения в план. Окончательное предложение по проекту сокращений будет подано Совету округа Кинг (King County Council) в феврале.

Для получения детальной информации об этом проекте, а также если вы хотите оставить комментарий, посетите наш сайт: [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

Приходите на встречу общественности или посетите наш передвижной информационный автобус. Время и место вы можете узнать на нашем веб-сайте.

### Почему компания Metro вынуждена провести сокращения?

Большая часть финансирования Metro – это налог от продаж, который резко упал во время финансового кризиса и не поднялся до уровня, необходимого на сегодняшний день. До сих пор нам удавалось избегать сокращения предоставления основных услуг благодаря сокращению расходов, повышению эффективности работы, используя резервные средства, привлекая новые источники дохода и повышая стоимость проезда. Тем не менее, некоторые из временных источников финансирования заканчиваются в июне 2014. Также заканчивается финансирование дополнительного маршрута, необходимого на время строительства Alaskan Way Viaduct (путепровода Аласкан). Правительство штата рассматривало новые инструменты финансирования перевозок, но не пришло к решению. Без нового финансирования Metro вынуждена планировать сокращения.

**Как компания Metro определила, где проводить сокращения?**

Мы используем данные и руководствуемся служебными нормативами. Отвечаем на такие вопросы, как:

Насколько хорошо работает маршрут по сравнению с остальными маршрутами? Например, сколько пассажиров перевозит автобус? Самые малоэффективные услуги первыми подлежат отмене или сокращению.

Дублирует ли маршрут другие услуги по перевозке пассажиров? Если да, то вероятнее всего он будет сокращен.

Если маршрут работает только в час пик. Перевозит ли он больше пассажиров, а также быстрее ли проезжает маршрут по сравнению с маршрутами, работающими полный день, чтобы быть ценным? Если нет, то он может быть изменен.

Соответствует ли транзитная услуга коридору целевого уровня услуги? Metro установила целевой уровень услуги, который основывается на количестве домов, мест работы и школ в районе маршрута; количеству пассажиров, которые рассчитывают на возможность проезда в районах с высоким процентом населения, относящегося к национальным меньшинствам и с жителями с низким доходом; и на количестве пересадок в популярные места следования. Менее вероятно, что маршрут будет сокращен, если коридор услуги уже опустился ниже целевого уровня.

Возможно ли изменить маршруты, чтобы сохранить перевозки и, одновременно, сократить рабочие расходы?

**Как проект сокращения услуг повлияет на маршруты?**

**Отмена**

|       |     |        |      |
|-------|-----|--------|------|
| 4     | 82  | 205 EX | DART |
| 5 EX  | 83  | 209    |      |
| 7 EX  | 84  | 210    | 901  |
| 19    | 99  | 211 EX | 908  |
| 21    | 110 | 213    | 909  |
| 22    | 113 | 215    | 910  |
| 25    | 139 | 217    | 913  |
| 26    | 152 | 237    | 916  |
| 27    | 154 | 238    | 919  |
| 28    | 158 | 242    | 927  |
| 30    | 159 | 243    | 930  |
| 31    | 161 | 244 EX | 935  |
| 37    | 167 | 250    |      |
| 47    | 173 | 260    |      |
| 48 EX | 178 | 265    |      |
| 57    | 179 | 277    |      |
| 61    | 190 | 280    |      |
| 62    | 192 | 304    |      |
| 66 EX | 200 | 306 EX |      |
| 67    | 201 | 308    |      |
| 68    | 202 |        |      |
| 72    | 203 |        |      |

**Сокращение или изменение**

|        |       |        |        |                 |
|--------|-------|--------|--------|-----------------|
| C Line | 33    | 116 EX | 180    | 252             |
| D Line | 36    | 118 EX | 181    | 255             |
| 1      | 40    | 118    | 182    | 257             |
| 2      | 41    | 119 EX | 186    | 269             |
| 3      | 43    | 119    | 187    | 271             |
| 5      | 44    | 120    | 193 EX | 311             |
| 7      | 49    | 121    | 197    | 331             |
| 8      | 50    | 122    | 204    | 342             |
| 9 EX   | 55    | 123    | 208    | 346             |
| 11     | 56 EX | 124    | 212    | 348             |
| 12     | 60    | 125    | 214    | 355 EX          |
| 13     | 64 EX | 128    | 221    | 358 EX (E Line) |
| 14     | 65    | 131    | 226    |                 |
| 16     | 70    | 132    | 232    | 372 EX          |
| 17 EX  | 71    | 143 EX | 234    | DART            |
| 18 EX  | 73    | 148    | 235    |                 |
| 21 EX  | 98    | 150    | 236    | 903             |
| 24     | 105   | 156    | 240    | 907             |
| 26 EX  | 106   | 157    | 241    | 914             |
| 28 EX  | 107   | 164    | 245    | 915             |
| 29     | 111   | 168    | 248    | 917             |
| 32     | 114   | 177    | 249    | 931             |

**Без изменений**

|              |        |
|--------------|--------|
| A Line       | 268    |
| B Line       | 301    |
| 10           | 303 EX |
| 15 EX        | 309 EX |
| 48           | 312 EX |
| 74 EX        | 316    |
| 75           | 330    |
| 76           | 345    |
| 77           | 347    |
| 101          | 373 EX |
| 102          | 601 EX |
| 140 (F Line) | DART   |
| 153          | 906    |
| 166          |        |
| 169          |        |
| 183          |        |
| 216          |        |
| 218          |        |
| 219          |        |
| 224          |        |
| 246          |        |

**Вопросы или комментарии?**

Позвонить 206-296-0851



## Lacag ka dhimista Baska ee la Qorsheeyey

Metro waxa ay adeeg lacag dhimis weyn u qorsheynaysaa maalgelintoo yar aawadeed.

Metro ayaa qiimihii dhintay, baabuur raac kordhisay, waxay kaloona qaaday tallaabooyin badan oo lagu dhawrayo adeega badankii ee shantii sano la soo dhaafay. Kadib markii maalgelin ku meelgaar ah ay lee'anto bisha Juunyo ee xigta laakin, ma kala jecelni balse si aan u sameyno qiimo dhimis illaa maalgelin cusub laga helo.

Dhimista waxaa la sameyn doonaa bisha Juunyo iyo Seteembar 2014, iyadoo in badan raacsan sanadka 2015.

- 74 ka mid ah 214 wado ee Metro leedahay ayaa la tirtiri doonaa.
- 107 wado ayaa la yareyn doonaa ama dib loo eegi doonaa-dhawr safaro ah, adeega dhamaanaya horaanta habeenkii, qeyb wadada ka mid ah waa la tirtiray ama waxay ka koobneyd wado kale ama wado la bedelay.
- 33 wado lama bedeli doono, laakin waxaa laga yaabi doonaa inay aad u xoomowdo.

### Maxaad sameyn kartaa?

Waxaynu kugu casuumaynaa inaad wax badan barato oo aad noo sheegto waxa aad moodo qiimo dhimista la qorsheeyey. Haddii siyaaboyinka lagu sheegay inay yareyso isku dhacyada rakaabka una adeegaan macaamiil faro badan iyadoo weli la jarayo saacadaha adeega ee lagama maarmaanka ah, waxaa laga yaabaa inaan hagaajin ku sameyno qorshaha. Waxaynu soo gudbin doonaa qorshaha kama dambeyska ah ee King County Council bisha Febraayo gudaheeda.

Booqo [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) wixii macluumaad oo ku saabsan waxa la qorsheeyey iyo siyaabaha looga faaloodo.

Imow kulanka jaaliyada ama booqo macluumaadka gaariga wareega. Shabakadeena u hel wakhtiyo iyo goobo.

### Maxay tahay sababta Metro inay u sameyso qiimo dhimis?

In badan oo maalgelinta Metro waxay ka timaadaa cashuur iibsiga, taasoo si xoogan u dhacday intii lagu jirey dhibaatooyinkii dhaqaale oo aan la soo qabsan heerkii maanta looga baahnaa. Waxaynu horey uga baxsanay adeeg qiimo dhimis aad u weyn iyadoo la dhimayo qiimaha, iyadoo la sameynayo shaqo xisaabeed oo tayo waxqabad leh, gow-dhaaminta maalgelinta meel u tiilay, helida ilo cusub ee cashuur bixinta, iyo qiimo siyaadinta. Si kastaba ha'ahaatee, qaar ka mid ah maalgelinta waxay dhamaanaysaa bisha Juunyo 2014. Maalgelinta sidoo kale waxay dhamaanaysaa adeega dheeriga ah inta lagu jiro dhismaha Alaskan Way Viaduct. Sharci dejiyayaasha gobolka waxay tixgelinayeen qalab maalgelin gaadiid cusub, laakin iskuma raacin xal. Maalgelin cusub la'aanteed, Metro waa inay qorsheysaa qiimo dhimis.

**Sidee bay Metro go'aan ugu gaartaa halka lagu qorsheynayo qiimo dhimista?**

Waxaynu isticmaalnaa xog kumbuyuutareed iyo inaynu raacno hagida adeega. Waxaynu weydiinaa su'aalahaan:

Sidee fiican bay wadada u sameysan tahay iyadoo lala barbardhigayo wadooyinka kale? Tusaale ahaan, immisa rakaab ayuu basku qaadaa? Adeega howlqabashada ugu hooseeysa waa kuwa ugu horreeya aan tixgelinayo tirtirida ama yareynta.

Miyey wadadu nuqul ka sameysaa adeeg bas kale? Hadey sidaa tahay, waxaa aad looga yaabaa in qiimo dhimis loo sameeyo.

Haddii wadada la maro xiliyada mashquulka badan keliya, miyey leedahay baabuureey badan ama waqti safar oo dhaqsi badan oo lala barbardhigay adeega maalintii oo idil inay noqoto mid qiimo leh? Hadey sidaa aheyn, waa la bedeli karaa.

Miyey adeega guddinta jirta korodooyada ku sugan tahay heerka hiigsashada adeega? Metro waxaa u degan heerka adeega hiigsashada oo ku saleysan tirada guryaha, shaqooyinka iyo iskuulada u dhow; tirada dadka oo isku haleeya meelaha la isku gudbiya oo leh tiro aad u sarreysa oo boqolley ah oo laga badan yahay iyo dadka deegaanka ee daqliga soo gala hooseeyo; iyo xiriirka meelaha dadka ay rabaan inay aadaan. Wadada waxaa laga yaabaa in la yareeyo haddii adeega korodooyada oo horey hoos yimaada heerka hiigsashada.

Miyey jiraan siyaabooyin aynu dib ugu eegi karno wadooyinka si loo dhowro adeega inta laga yareynayo qiimaha lagu howlgalo?

**Sidee wadooyinka u saameeyaan adeega qorshaha yareynta**

La tirtiray

|       |     |        |             |
|-------|-----|--------|-------------|
| 4     | 82  | 205 EX | <b>DART</b> |
| 5 EX  | 83  | 209    |             |
| 7 EX  | 84  | 210    | 901         |
| 19    | 99  | 211 EX | 908         |
| 21    | 110 | 213    | 909         |
| 22    | 113 | 215    | 910         |
| 25    | 139 | 217    | 913         |
| 26    | 152 | 237    | 916         |
| 27    | 154 | 238    | 919         |
| 28    | 158 | 242    | 927         |
| 30    | 159 | 243    | 930         |
| 31    | 161 | 244 EX | 935         |
| 37    | 167 | 250    |             |
| 47    | 173 | 260    |             |
| 48 EX | 178 | 265    |             |
| 57    | 179 | 277    |             |
| 61    | 190 | 280    |             |
| 62    | 192 | 304    |             |
| 66 EX | 200 | 306 EX |             |
| 67    | 201 | 308    |             |
| 68    | 202 |        |             |
| 72    | 203 |        |             |

La yareeyey ama dib loo eegay

|        |       |        |        |                 |
|--------|-------|--------|--------|-----------------|
| C Line | 33    | 116 EX | 180    | 252             |
| D Line | 36    | 118 EX | 181    | 255             |
| 1      | 40    | 118    | 182    | 257             |
| 2      | 41    | 119 EX | 186    | 269             |
| 3      | 43    | 119    | 187    | 271             |
| 5      | 44    | 120    | 193 EX | 311             |
| 7      | 49    | 121    | 197    | 331             |
| 8      | 50    | 122    | 204    | 342             |
| 9 EX   | 55    | 123    | 208    | 346             |
| 11     | 56 EX | 124    | 212    | 348             |
| 12     | 60    | 125    | 214    | 355 EX          |
| 13     | 64 EX | 128    | 221    | 358 EX (E Line) |
| 14     | 65    | 131    | 226    |                 |
| 16     | 70    | 132    | 232    | 372 EX          |
| 17 EX  | 71    | 143 EX | 234    | <b>DART</b>     |
| 18 EX  | 73    | 148    | 235    |                 |
| 21 EX  | 98    | 150    | 236    | 903             |
| 24     | 105   | 156    | 240    | 907             |
| 26 EX  | 106   | 157    | 241    | 914             |
| 28 EX  | 107   | 164    | 245    | 915             |
| 29     | 111   | 168    | 248    | 917             |
| 32     | 114   | 177    | 249    | 931             |

Aan la bedelin

|              |             |
|--------------|-------------|
| A Line       | 268         |
| B Line       | 301         |
| 10           | 303 EX      |
| 15 EX        | 309 EX      |
| 48           | 312 EX      |
| 74 EX        | 316         |
| 75           | 330         |
| 76           | 345         |
| 77           | 347         |
| 101          | 373 EX      |
| 102          | 601 EX      |
| 140 (F Line) | <b>DART</b> |
| 153          | 906         |
| 166          |             |
| 169          |             |
| 183          |             |
| 216          |             |
| 218          |             |
| 219          |             |
| 224          |             |
| 246          |             |

**Su'aalo ama faallo?**

Wac (206) 296-0850





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La tirtiray

|       |     |        |             |
|-------|-----|--------|-------------|
| 4     | 82  | 205 EX | <b>DART</b> |
| 5 EX  | 83  | 209    |             |
| 7 EX  | 84  | 210    | 901         |
| 19    | 99  | 211 EX | 908         |
| 21    | 110 | 213    | 909         |
| 22    | 113 | 215    | 910         |
| 25    | 139 | 217    | 913         |
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| 57    | 179 | 277    |             |
| 61    | 190 | 280    |             |
| 62    | 192 | 304    |             |
| 66 EX | 200 | 306 EX |             |
| 67    | 201 | 308    |             |
| 68    | 202 |        |             |
| 72    | 203 |        |             |

La yareeyey ama dib loo eegay

|        |       |        |        |                 |
|--------|-------|--------|--------|-----------------|
| C Line | 33    | 116 EX | 180    | 252             |
| D Line | 36    | 118 EX | 181    | 255             |
| 1      | 40    | 118    | 182    | 257             |
| 2      | 41    | 119 EX | 186    | 269             |
| 3      | 43    | 119    | 187    | 271             |
| 5      | 44    | 120    | 193 EX | 311             |
| 7      | 49    | 121    | 197    | 331             |
| 8      | 50    | 122    | 204    | 342             |
| 9 EX   | 55    | 123    | 208    | 346             |
| 11     | 56 EX | 124    | 212    | 348             |
| 12     | 60    | 125    | 214    | 355 EX          |
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| 14     | 65    | 131    | 226    |                 |
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| 28 EX  | 107   | 164    | 245    | 915             |
| 29     | 111   | 168    | 248    | 917             |
| 32     | 114   | 177    | 249    | 931             |

Aan la bedelin

|              |             |
|--------------|-------------|
| A Line       | 268         |
| B Line       | 301         |
| 10           | 303 EX      |
| 15 EX        | 309 EX      |
| 48           | 312 EX      |
| 74 EX        | 316         |
| 75           | 330         |
| 76           | 345         |
| 77           | 347         |
| 101          | 373 EX      |
| 102          | 601 EX      |
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| 153          | 906         |
| 166          |             |
| 169          |             |
| 183          |             |
| 216          |             |
| 218          |             |
| 219          |             |
| 224          |             |
| 246          |             |

**Su'aalo ama faallo?**

Wac (206) 296-0850





## Планове скорочення автобусних маршрутів

Компанія Metro планує значне скорочення послуг через дефіцит фінансування.

За період більше ніж п'яти останніх років компанією Metro було скорочено витрати, збільшено вартість проїзду та вжито ряд інших заходів для збереження об'ємів автобусного обслуговування. Але після того, як в червні наступного року вичерпається тимчасове фінансування, у нас не залишиться іншого вибору ніж скоротити перевезення, якщо тільки не буде нового фінансування.

Скорочення буде проводитися у червні та вересні 2014 р., з подальшим скороченням у 2015 р.

- 74 з 214 маршрутів Metro будуть скасовані.
- 107 маршрутів будуть скорочені або змінені: менша кількість рейсів, робота маршруту буде закінчуватися раніше ввечері, частина маршруту буде скорочена або поєднана з іншим маршрутом або схему маршруту буде змінено.
- 33 маршрути залишаться без змін, але, ймовірно, буде більше пасажирів.

### Що Ви можете зробити?

Ми запрошуємо Вас дізнатися більше про запропоновані скорочення і висловити свою думку. Якщо Ваші пропозиції допоможуть зменшити негативний вплив на пасажирів, а також допоможуть обслуговувати більше клієнтів поряд із збереженням скорочення робочих годин, ми, можливо, зможемо внести зміни до проекту скорочень. Остаточна пропозиція буде передана до Ради округу Кінг у лютому.

З метою отримання детальної інформації про проект, а також щоби залишити коментар, відвідайте наш веб-сайт [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future).

Прийдіть на збори громадськості або відвідайте наш пересувний інформаційний автобус. Про час і місце ви можете дізнатися на нашому веб-сайті.

### Чому Metro змушена провести скорочення?

Значна частина фінансування Metro – це податок від продажів, який різко впав під час фінансової кризи і не піднявся до рівня, необхідного на сьогоднішній день. Нам досі вдалося уникати скорочення надання основних послуг завдяки скороченню витрат, підвищенню ефективності роботи, використанню резервних коштів, залученню нових джерел доходу та збільшенню вартості проїзду. Але деякі з тимчасових джерел фінансування закінчуються в червні 2014 р. Також закінчується фінансування додаткового маршруту, необхідного на час будівництва AlaskanWay Viaduct (шляхопроводу Аласкан). Уряд штату розглядав нові інструменти фінансування перевезень, але не прийняв остаточного рішення. Без нового фінансування компанія Metro змушена планувати скорочення.

**Як Metro визначила, де проводити скорочення?**

Ми використовуємо дані та керуємося службовими нормативами. Відповідаємо на такі питання, як:

Наскільки добре працює маршрут у порівнянні з іншими маршрутами? Наприклад, скільки пасажирів перевозить автобус? Найбільш малоефективні маршрути першими підлягають скасуванню або скороченню.

Чи дублює маршрут інші послуги з перевезення пасажирів? Якщо так, то найімовірніше він буде скорочений.

Якщо маршрут працює тільки в годину-пік, чи перевозить він достатньо більшу кількість пасажирів, або чи швидше проїжджає маршрут порівняно з маршрутами, які працюють повний день щоби бути важливим? Якщо ні, то він може бути змінений.

Чи вкладається транзитна послуга в коридор цільового рівня обслуговування? Компанія Metro встановила цільовий рівень обслуговування, який базується на кількості будинків, місць роботи та шкіл району; кількості осіб, які розраховують на можливість проїзду у районах з високим відсотком населення, яке відноситься до національних меншин, і мешканців з низьким доходом; і на пересадках для проїзду в популярні місця прямування. Маршрут менш вірогідно буде скорочено, якщо коридор послуги вже є нижчим від цільового рівня.

Чи можливо змінити маршрути, щоби зберегти послуги і одночасно скоротити робочі витрати?

**Як проект скорочення послуг вплине на маршрути?**

Скасування

|       |     |        |      |
|-------|-----|--------|------|
| 4     | 82  | 205 EX | DART |
| 5 EX  | 83  | 209    |      |
| 7 EX  | 84  | 210    | 901  |
| 19    | 99  | 211 EX | 908  |
| 21    | 110 | 213    | 909  |
| 22    | 113 | 215    | 910  |
| 25    | 139 | 217    | 913  |
| 26    | 152 | 237    | 916  |
| 27    | 154 | 238    | 919  |
| 28    | 158 | 242    | 927  |
| 30    | 159 | 243    | 930  |
| 31    | 161 | 244 EX | 935  |
| 37    | 167 | 250    |      |
| 47    | 173 | 260    |      |
| 48 EX | 178 | 265    |      |
| 57    | 179 | 277    |      |
| 61    | 190 | 280    |      |
| 62    | 192 | 304    |      |
| 66 EX | 200 | 306 EX |      |
| 67    | 201 | 308    |      |
| 68    | 202 |        |      |
| 72    | 203 |        |      |

Скорочення чи зміна

|        |       |        |        |                 |
|--------|-------|--------|--------|-----------------|
| C Line | 33    | 116 EX | 180    | 252             |
| D Line | 36    | 118 EX | 181    | 255             |
| 1      | 40    | 118    | 182    | 257             |
| 2      | 41    | 119 EX | 186    | 269             |
| 3      | 43    | 119    | 187    | 271             |
| 5      | 44    | 120    | 193 EX | 311             |
| 7      | 49    | 121    | 197    | 331             |
| 8      | 50    | 122    | 204    | 342             |
| 9 EX   | 55    | 123    | 208    | 346             |
| 11     | 56 EX | 124    | 212    | 348             |
| 12     | 60    | 125    | 214    | 355 EX          |
| 13     | 64 EX | 128    | 221    | 358 EX (E Line) |
| 14     | 65    | 131    | 226    | 372 EX          |
| 16     | 70    | 132    | 232    | 372 EX          |
| 17 EX  | 71    | 143 EX | 234    | DART            |
| 18 EX  | 73    | 148    | 235    | 903             |
| 21 EX  | 98    | 150    | 236    | 907             |
| 24     | 105   | 156    | 240    | 914             |
| 26 EX  | 106   | 157    | 241    | 915             |
| 28 EX  | 107   | 164    | 245    | 917             |
| 29     | 111   | 168    | 248    | 917             |
| 32     | 114   | 177    | 249    | 931             |

Без змін

|              |        |
|--------------|--------|
| A Line       | 268    |
| B Line       | 301    |
| 10           | 303 EX |
| 15 EX        | 309 EX |
| 48           | 312 EX |
| 74 EX        | 316    |
| 75           | 330    |
| 76           | 345    |
| 77           | 347    |
| 101          | 373 EX |
| 102          | 601 EX |
| 140 (F Line) | DART   |
| 153          | 906    |
| 166          |        |
| 169          |        |
| 183          |        |
| 216          |        |
| 218          |        |
| 219          |        |
| 224          |        |
| 246          |        |

**Питання чи коментарі?**

Зателефонуйте (206) 477-6233



## Kế Hoạch Cắt Giảm Xe Buýt

Metro đang lên kế hoạch cho các đợt cắt giảm phần lớn dịch vụ vì thiếu kinh phí.

Metro đã cắt giảm chi phí, tăng giá vé và thực hiện nhiều bước khác để duy trì hầu hết các dịch vụ trong suốt năm năm qua. Nhưng sau khi một số nguồn kinh phí tạm thời sắp sử dụng hết vào tháng 6 tới, chúng tôi sẽ không có lựa chọn nào khác ngoài việc thực hiện cắt giảm trừ khi có nguồn kinh phí mới.

Việc cắt giảm sẽ được thực hiện vào tháng 6 và tháng 9 năm 2014 và nhiều đợt tiếp theo vào năm 2015.

- 74 trong số 214 tuyến xe của Metro sẽ bị xóa.
- 107 tuyến xe sẽ được cắt giảm hoặc sửa đổi ít chuyến hơn, dịch vụ kết thúc sớm hơn vào ban đêm, một phần tuyến xe bị xóa bỏ hoặc kết hợp với tuyến xe khác hoặc thay đổi lộ trình.
- 33 tuyến xe sẽ không bị thay đổi nhưng sẽ có khả năng trở nên đông khách hơn.

### Quý vị có thể làm gì?

Chúng tôi mời quý vị tìm hiểu thêm và cho chúng tôi biết suy nghĩ của quý vị về đề xuất cắt giảm này. Nếu có cách nào đó nhằm làm giảm ảnh hưởng đến người đi xe và phục vụ thêm hành khách trong khi vẫn cắt giảm thời gian phục vụ cần thiết, chúng tôi có thể điều chỉnh kế hoạch. Chúng tôi sẽ nộp bản đề xuất cuối cùng lên King County Council vào tháng 2.

Truy cập [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future) để biết chi tiết về những gì được đề xuất và các phương thức góp ý.

Đến dự cuộc họp cộng đồng hoặc ghé thăm xe thông tin lưu động của chúng tôi. Tìm kiếm thời gian và địa điểm trên trang web của chúng tôi.

### Tại sao Metro phải thực hiện cắt giảm?

Phần nhiều nguồn kinh phí của Metro được trích từ thuế doanh thu, nguồn kinh phí này đã giảm mạnh trong cuộc khủng hoảng tài chính và không đáp ứng kịp mức nhu cầu cần thiết ngày nay. Cho đến nay chúng tôi đã tránh những đợt cắt giảm lớn các dịch vụ bằng cách cắt giảm chi phí, tăng hiệu quả điều hành, sử dụng quỹ dự trữ, tìm kiếm một số nguồn thu nhập mới và tăng giá vé. Tuy nhiên, một số nguồn kinh phí tạm thời sắp sử dụng hết vào tháng 6 năm 2014. Nguồn kinh phí cho dịch vụ bổ sung cũng sẽ hết trong khi xây dựng Alaskan Way Viaduct. Cơ quan lập pháp của tiểu bang đang xem xét các công cụ cấp kinh phí giao thông mới nhưng vẫn chưa thống nhất giải pháp. Nếu không có nguồn kinh phí mới, Metro phải lập kế hoạch cắt giảm.

### Metro đã xác định nơi cần đề xuất cắt giảm như thế nào?

Chúng tôi sử dụng dữ liệu và làm theo các hướng dẫn dịch vụ. Chúng tôi đặt ra những câu hỏi này:

Tuyến xe này đang hoạt động như thế nào so với các tuyến khác? Ví dụ như, có bao người sử dụng xe buýt này? Các dịch vụ hoạt động kém hiệu quả nhất là dịch vụ chúng tôi cân nhắc xóa bỏ hoặc cắt giảm trước tiên.

Tuyến xe này có trùng với các tuyến xe buýt khác hay không? Nếu thế, tuyến xe này có nhiều khả năng bị cắt giảm hơn.

Nếu tuyến xe này chỉ chạy trong các giờ cao điểm, nó có thêm nhiều hành khách hoặc thời gian đi nhanh hơn đáng kể so với dịch vụ cả ngày hay không? Nếu không, tuyến xe này có thể được thay đổi.

Dịch vụ chuyển tiếp hiện tại ở hành lang có đạt mức phục vụ mục tiêu hay không? Metro thiết lập các mức phục vụ mục tiêu dựa trên số nhà, công việc và trường học gần đó; số lượng người phụ thuộc vào dịch vụ chuyển tiếp ở các khu vực có tỷ lệ phần trăm người có thu nhập thấp và người thiếu số cao; và các chuyến xe chạy nối tiếp đến những địa điểm mà mọi người muốn đến. Tuyến xe này ít có khả năng bị cắt giảm hơn nếu dịch vụ ở hành lang đã thấp hơn mức mục tiêu.

Có cách nào mà chúng tôi có thể sửa đổi các tuyến xe để duy trì dịch vụ đồng thời cắt giảm chi phí hoạt động hay không?

**Các tuyến xe chịu tác động trong đề xuất cắt giảm dịch vụ này như thế nào**

**Bị xóa bỏ**

|       |     |        |      |
|-------|-----|--------|------|
| 4     | 82  | 205 EX | DART |
| 5 EX  | 83  | 209    |      |
| 7 EX  | 84  | 210    | 901  |
| 19    | 99  | 211 EX | 908  |
| 21    | 110 | 213    | 909  |
| 22    | 113 | 215    | 910  |
| 25    | 139 | 217    | 913  |
| 26    | 152 | 237    | 916  |
| 27    | 154 | 238    | 919  |
| 28    | 158 | 242    | 927  |
| 30    | 159 | 243    | 930  |
| 31    | 161 | 244 EX | 935  |
| 37    | 167 | 250    |      |
| 47    | 173 | 260    |      |
| 48 EX | 178 | 265    |      |
| 57    | 179 | 277    |      |
| 61    | 190 | 280    |      |
| 62    | 192 | 304    |      |
| 66 EX | 200 | 306 EX |      |
| 67    | 201 | 308    |      |
| 68    | 202 |        |      |
| 72    | 203 |        |      |

**Bị cắt giảm hoặc sửa đổi**

|        |       |        |        |                 |
|--------|-------|--------|--------|-----------------|
| C Line | 33    | 116 EX | 180    | 252             |
| D Line | 36    | 118 EX | 181    | 255             |
| 1      | 40    | 118    | 182    | 257             |
| 2      | 41    | 119 EX | 186    | 269             |
| 3      | 43    | 119    | 187    | 271             |
| 5      | 44    | 120    | 193 EX | 311             |
| 7      | 49    | 121    | 197    | 331             |
| 8      | 50    | 122    | 204    | 342             |
| 9 EX   | 55    | 123    | 208    | 346             |
| 11     | 56 EX | 124    | 212    | 348             |
| 12     | 60    | 125    | 214    | 355 EX          |
| 13     | 64 EX | 128    | 221    | 358 EX (E Line) |
| 14     | 65    | 131    | 226    |                 |
| 16     | 70    | 132    | 232    | 372 EX          |
| 17 EX  | 71    | 143 EX | 234    | DART            |
| 18 EX  | 73    | 148    | 235    |                 |
| 21 EX  | 98    | 150    | 236    | 903             |
| 24     | 105   | 156    | 240    | 907             |
| 26 EX  | 106   | 157    | 241    | 914             |
| 28 EX  | 107   | 164    | 245    | 915             |
| 29     | 111   | 168    | 248    | 917             |
| 32     | 114   | 177    | 249    | 931             |

**Không thay đổi**

|              |        |
|--------------|--------|
| A Line       | 268    |
| B Line       | 301    |
| 10           | 303 EX |
| 15 EX        | 309 EX |
| 48           | 312 EX |
| 74 EX        | 316    |
| 75           | 330    |
| 76           | 345    |
| 77           | 347    |
| 101          | 373 EX |
| 102          | 601 EX |
| 140 (F Line) | DART   |
| 153          | 906    |
| 166          |        |
| 169          |        |
| 183          |        |
| 216          |        |
| 218          |        |
| 219          |        |
| 224          |        |
| 246          |        |

**Thắc mắc hoặc góp ý?**

Gọi điện thoại (206) 263-9674





## Letter to Access paratransit customers

Dear [customer name],

Metro works hard to provide the service our customers rely on; the last thing we want to do is make cuts. As the sales tax revenue that supports Metro service has fallen short since 2009, we've cut costs, raised fares, and taken many other actions to keep buses on the road. But after some temporary funding runs out next June, Metro faces a \$75 million budget gap. Legislators are considering new ways to fund transit, but they haven't yet agreed on a solution. Without new funding, we have no choice but to plan service cuts.

Metro recently announced a proposal to close the gap that would cut up to 600,000 service hours — about 17 percent of the Metro system. Another 45,000 hours would be cut when funding runs out for extra bus service during Alaskan Way Viaduct replacement work. Reductions would be made in June and September 2014, with more to follow in 2015.

You are receiving this letter because an analysis of your trip history shows that you could be affected if the proposed changes to Metro's network of regular bus routes is adopted by King County Council in the spring. Although we don't know at this time if Access ADA Paratransit service will be reduced, King County Metro wants to insure that every customer knows about potential changes to the transit system. More information is available on the Metro web page at: <http://metro.kingcounty.gov/am/future/>.

Metro is hosting a series of public meetings in locations throughout King County to provide you the opportunity to learn about and comment on the potential bus and Access ADA Paratransit service reductions. The dates and meeting locations are on the calendar below. We hope to see you at a meeting near you. If you can't attend a meeting, you can submit your comments at [haveasay@kingcounty.gov](mailto:haveasay@kingcounty.gov) or by calling 206-263-9770.

| <b>Service Reductions Meeting Calendar</b> |                                     |                                 |
|--|-------------------------------------|---------------------------------|
| Area                                       | Date and Time                       | Location                        |
| West Seattle                               | Tuesday, December 3, 6 – 8 p.m.     | Youngstown Cultural Arts Center |
| North Seattle                              | Thursday, December 5, 6 – 8 p.m.    | North Seattle Community College |
| Downtown Seattle                           | Tuesday, December 10, noon – 2 p.m. | Union Station                   |
| Bellevue                                   | Wednesday, December 11, 6 – 8 p.m.  | Bellevue City Hall              |
| Kent                                       | Monday, December 16, 6 – 8 p.m.     | Kent Commons                    |
| Kirkland                                   | Thursday, January 16, 6 – 8 p.m.    | Peter Kirk Community Center     |
| Southeast Seattle                          | Thursday, January 23 6 – 8 p.m.     | South Shore K-8                 |
| North King County                          | Monday, January 27, 6 – 8 p.m.      | Lake Forest Park City Hall      |

The screenshot shows a web browser window with the URL [metro.kingcounty.gov/am/future/](http://metro.kingcounty.gov/am/future/). The page features the King County logo and navigation menus for Home, How do I..., Services, About King County, and Departments. A search bar is located in the top right. Below the navigation is a yellow banner with the text "Metro Transit We'll Get You There" and a photo of a woman. A secondary navigation bar includes "METRO online" and icons for Bus, Bike, Rideshare, Rail, Water Taxi, and Accessible. Further right are links for SCHEDULES & MAPS, FARES & ORCA PASSES, and ALERTS & UPDATES. A breadcrumb trail reads "You are in: About Metro > Financial Stability & Sustainability".

The main content area is titled "Financial Stability & Sustainability" and includes a language selection dropdown. Below the title are tabs for Overview, Proposed Changes, Why Cut Service, Priorities, FAQ, and Participate. The "Overview" tab is active, displaying the section "Service cuts proposed".

**Service cuts proposed**

**Metro must plan now for major service cuts in absence of funding**

We've cut costs, raised fares, and created other efficiencies to preserve most service over the past five years. But temporary funding authority from the state expires in June, and unless action is taken on stable funding, Metro must plan now for drastic service reductions next year.

- **74 routes would be deleted.**
- **107 routes would be changed.**
- **33 unchanged routes would likely become more crowded.**

More than 80 percent of Metro's bus and DART routes would be affected.

**Riders and communities across King County would feel the impacts:** fewer travel options, longer waits between buses, more transfers, more-crowded and less-reliable buses, and increased traffic congestion.

Open the tabs at the top of this page to learn more about the proposed service cuts.

On the right side of the page, there is a video player with a play button and a video title: "A few words from Metro General Manager Kevin Desmond". Below the video player is a section titled "See likely impacts on..." with two links: [Activity centers \(PDF\)](#) and [State highways \(PDF\)](#).

In the left sidebar, there is a "METRO FUNDING GAP = BUS CUTS" graphic and contact information for the Dept. of Transportation Metro Transit Division: King Street Center, 201 S. Jackson St, Seattle, WA 98104, (206) 553-3000.

**METRO online**

Bus Bike Rideshare Rail Water Taxi Accessible

SCHEDULES & MAPS FARES & ORCA PASSES ALERTS & UPDATES

You are in: About Metro > Financial Stability & Sustainability > Proposed Changes

Metro Online Home  
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Customer Services  
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Site Index

**METRO FUNDING GAP = BUS CUTS**

Dept. of Transportation  
Metro Transit Division

King Street Center  
201 S. Jackson St  
Seattle, WA 98104  
(206) 553-3000

## Financial Stability & Sustainability

Choose a language...

Overview Proposed Changes Why Cut Service Priorities FAQ Participate

### Proposed changes to bus service

**COLOR KEY:** NO CHANGE CHANGED DELETED

- RapidRide
- Routes 1-50
- Routes 51-150
- Routes 151-220
- Routes 221-300
- Routes 301-601
- DART routes 900-935
- Streetcar
- Access

**Summaries to view or download:**

- » [Overview \(PDF\)](#)
- » [Spreadsheet \(PDF\)](#) | [\(Excel\)](#)

#### Area maps

Click for maps of proposed changes in each part of the county.

#### Maps of restructured areas

- [Northeast King County](#)
- [Northeast Seattle](#)
- [Northwest/North Central Seattle](#)
- [Queen Anne/Central Seattle](#)
- [West Seattle](#)
- [Central/Southeast Seattle](#)
- [I-5 Commuter Service](#)
- [Magnolia](#)

Connect with Metro

f w t r y have a say

**METRO online**

Bus Bike Rideshare Rail Water Taxi Accessible

SCHEDULES & MAPS | FARES & ORCA PASSES | ALERTS & UPDATES

You are in: About Metro > Financial Stability & Sustainability > Proposed Changes

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**METRO FUNDING GAP = BUS CUTS**

Dept. of Transportation  
Metro Transit Division

King Street Center  
201 S. Jackson St  
Seattle, WA 98104  
(206) 553-3000

## Financial Stability & Sustainability

Choose a language...

Overview | Proposed Changes | Why Cut Service | Priorities | FAQ | Participate

### Proposed changes to bus service

COLOR KEY: NO CHANGE CHANGED DELETED

- RapidRide
- Routes 1-50
- Routes 51-150
- Routes 150-200 **SW SEATTLE/S KING COUNTY**
  - Proposed changes
  - Proposed network (after changes are made)
- Routes 201-300
- Routes 301-601
- DART routes 900-935
- Streetcar
- Access

Summaries to view or download:  
» [Overview \(PDF\)](#)  
» [Spreadsheet \(PDF\)](#) | [\(Excel\)](#)

#### Area maps

Click for maps of proposed changes in each part of the county.

#### Maps of restructured areas

- Northeast King County
- Northeast Seattle
- Northwest/North Central Seattle
- Queen Anne/Central Seattle
- West Seattle
- Central/Southeast Seattle
- I-5 Commuter Service
- Magnolia

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METRO online

 Bus
 Bike
 Rideshare
 Rail
 Water Taxi
 Accessible
 

[SCHEDULES & MAPS](#)
[FARES & ORCA PASSES](#)
[ALERTS & UPDATES](#)

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 King Street Center  
 201 S. Jackson St  
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 (206) 553-3000

## Financial Stability & Sustainability

Choose a language... ▼

Overview
Proposed Changes
Why Cut Service
Priorities
FAQ
Participate

### Proposed changes to bus service

COLOR KEY: NO CHANGE
CHANGED
DELETED

▶ RapidRide

^ Routes 1-50

|     |     |     |     |     |
|-----|-----|-----|-----|-----|
| 1   | 2   | 3   | 4   | 5   |
| 5X  | 7   | 7X  | 8   | 9X  |
| 10  | 11  | 12  | 13  | 14  |
| 15X | 16  | 17X | 18X | 19  |
| 21  | 21X | 22  | 24  | 25  |
| 26  | 26X | 27  | 28  | 28X |
| 29  | 30  | 31  | 32  | 33  |
| 36  | 37  | 40  | 41  | 43  |
| 44  | 47  | 48  | 48X | 49  |

#### Area maps

Click for maps of proposed changes in each part of the county.

#### Maps of restructured areas

- [Northeast King County](#)
- [Northeast Seattle](#)
- [Northwest/North Central Seattle](#)
- [Queen Anne/Central Seattle](#)
- [West Seattle](#)
- [Central/Southeast Seattle](#)
- [I-5 Commuter Service](#)
- [Magnolia](#)



METRO online

 Bus
 Bike
 Rideshare
 Rail
 Water Taxi
 Accessible
 

[SCHEDULES & MAPS](#)
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[ALERTS & UPDATES](#)

You are in: [About Metro](#) > [Financial Stability & Sustainability](#) > [Proposed Changes](#)

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## Financial Stability & Sustainability

Choose a language... ▼

Overview
Proposed Changes
Why Cut Service
Priorities
FAQ
Participate

### Proposed changes to bus service

**DELETED**

**Why delete Route 19?**

It's one of the lowest performing peak-only routes in Metro's system.

**Rider options:**

Use revised routes [24](#) or [33](#).

|           |           |           |            |           |
|-----------|-----------|-----------|------------|-----------|
| 1         | 2         | 3         | 4          | 5         |
| <b>5X</b> | 7         | <b>7X</b> | 8          | 9X        |
| 10        | 11        | 12        | 13         | 14        |
| 15X       | 16        | 17X       | 18X        | <b>19</b> |
| <b>21</b> | 21X       | <b>22</b> | 24         | <b>25</b> |
| <b>26</b> | 26X       | <b>27</b> | <b>28</b>  | 28X       |
| 29        | <b>30</b> | <b>31</b> | 32         | 33        |
| 36        | <b>37</b> | 40        | 41         | 43        |
| 44        | <b>47</b> | 48        | <b>48X</b> | 49        |

#### Area maps






Area maps of proposed changes for part of the county.

#### Maps of restructured areas

- [Northeast King County](#)
- [Northeast Seattle](#)
- [Northwest/North Central Seattle](#)
- [Queen Anne/Central Seattle](#)
- [West Seattle](#)
- [Central/Southeast Seattle](#)
- [I-5 Commuter Service](#)
- [Magnolia](#)

**Dept. of Transportation**  
**Metro Transit Division**

King Street Center  
 201 S. Jackson St  
 Seattle, WA 98104  
 (206) 553-3000



You are in: [About Metro](#) > [Financial Stability & Sustainability](#) > [Why Cut Service](#)

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## Financial Stability & Sustainability

Choose a language... ▾

[Overview](#) [Proposed Changes](#) [Why Cut Service](#) [Priorities](#) [FAQ](#) [Participate](#)

### Why does Metro have to cut service?

**Starting in mid-2014, Metro won't have enough funds to maintain the current level of service.**

Metro service is funded mainly by sales tax. Since 2008, the weak economy has caused a deep shortfall in Metro's sales tax revenue —about \$1.2 billion for 2009-2015.

We've kept most of our bus service so far by taking actions that add up to about \$800 million in savings and new revenue ([learn more below](#)).

But some temporary funding will run out in mid-2014, so our budget includes a \$75 million annual shortfall beginning then. One of these temporary sources, the congestion reduction charge, was authorized by the state legislature and then approved by the County Council in 2011. The legislature's idea was to preserve Metro service for two years while developing a statewide transportation funding package. However, the legislature has not yet approved a transportation bill.


Without new funding, Metro has no choice but to cut up to 600,000 annual hours of bus service to close the budget gap. The actual size of the reduction will depend on Metro's finances at the time reductions are approved. And another 45,000 annual hours must be cut if funding for Alaskan Way Viaduct mitigation service is not extended ([learn more](#)).

[+ What Metro has done to reduce the funding gap](#)

#### Alaskan Way Viaduct Mitigation

Included in the cuts described here are cuts that would start in June 2014 when funding for extra bus service during Alaskan Way Viaduct construction runs out.








[Learn more](#)



Watch a video about Metro's funding situation. ([En Español](#))

Connect with Metro



SCHEDULES & MAPSFARES & ORCA PASSESALERTS & UPDATES

You are in: About Metro > Financial Stability & Sustainability > Service Reduction Priorities

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## Financial Stability & Sustainability

Choose a language...

Overview Proposed Changes Why Cut Service **Priorities** FAQ Participate

### Priorities for reducing service

**When Metro has to reduce service to fit our budget, we follow service guidelines that set priorities for making cuts or changes.**

The guidelines also help us make the best use of fewer transit dollars by keeping service where it's needed most: highly productive routes that carry many riders, low-income and minority communities where many people rely on buses, and routes that get people to key destinations across King County.

- Priority 1: Cut lowest-performing service
- Priority 2: Restructure a network
- Priority 3: Cut the next lowest-performing service
- Priority 4: Cut the lowest-performing service in areas below their target levels

[Learn more about Metro's service guidelines](#)

#### Transit terms

**Service** can mean a whole route, part of a route, or a single trip.

**Low performing service** carries fewer people or carries them for shorter distances to fewer of the places the route goes.

**Duplicates other service** means a route or part of a route serves the same area or part of a street that another route serves, so another option is available to riders.

**Corridor** is a transit service area linking major destinations. More than one route can operate on a corridor.

**Service level** means how often buses come, how many hours a day they run, and how many days of the week they provide service.

**Target service level**—Metro sets this for each corridor, based on:

- The number of homes, jobs, and colleges nearby.
- The number of riders in areas that have many minority or low-income residents.
- Connections to major destinations.
- The number of riders using the service.

The screenshot displays the Metro Online website interface. At the top, there is a navigation bar with the Metro Online logo and icons for various transit modes: Bus, Bike, Rideshare, Rail, Water Taxi, and Accessible. To the right of these icons are links for SCHEDULES & MAPS, FARES & ORCA PASSES, and ALERTS & UPDATES. Below the navigation bar, a breadcrumb trail reads: "You are in: About Metro > Financial Stability & Sustainability > Frequently Asked Questions (FAQ)".

The main content area is titled "Financial Stability & Sustainability" and includes a language selection dropdown. Below this title are several tabs: Overview, Proposed Changes, Why Cut Service, Priorities, FAQ (which is the active tab), and Participate. The "Frequently Asked Questions (FAQ)" section contains a list of questions, each with a plus sign icon:

- What's being done to get stable funding for Metro?
- Can't Metro's budget shortfall be eliminated through simple belt-tightening?
- Why can't Metro just raise fares to close its funding gap?
- The economy is improving. Aren't sales tax revenues getting better?
- Why is Metro planning to launch new RapidRide lines when regular service is in jeopardy?
- How will these reductions affect people with disabilities and those who use Access paratransit?

To the right of the FAQ list is a photograph of a crowded bus interior. Below the photo is the caption: "Service cuts will mean more crowded buses."

On the left side of the page, there is a sidebar with a navigation menu including: Metro Online Home, About Metro (highlighted), Contact Us, Customer Services, Programs & Projects, and Site Index. Below the menu is a graphic with the text "METRO FUNDING GAP = BUS CUTS" and an image of a bus. Further down, contact information for the Metro Transit Division is provided: "Dept. of Transportation Metro Transit Division, King Street Center, 201 S. Jackson St, Seattle, WA 98104, (206) 553-3000".

At the bottom of the page, there is a "Connect with Metro" section with social media icons for Facebook, Twitter, YouTube, and a "have a say" button.

The screenshot shows the METRO online website interface. At the top, there is a navigation bar with the METRO logo and icons for various transit modes: Bus, Bike, Rideshare, Rail, Water Taxi, and Accessible. To the right of these icons are links for SCHEDULES & MAPS, FARES & ORCA PASSES, and ALERTS & UPDATES. Below the navigation bar, a breadcrumb trail reads: "You are in: About Metro > Financial Stability & Sustainability > Participate".

The main content area is titled "Financial Stability & Sustainability" and includes a language selection dropdown. Below the title are several tabs: Overview, Proposed Changes, Why Cut Service, Priorities, FAQ, and Participate. The "Participate" tab is active.

The "Participate" section features a heading "Participate" and a paragraph: "Metro has begun a countywide outreach process to let people know about proposed cuts and receive their feedback." Below this is another paragraph: "We plan to send a package of service changes to the County Council for approval next spring. Once approved by the council, the service changes will be phased in beginning in September 2014. The public will also have an opportunity to provide comment to the council before service changes are adopted."

A call to action section is titled "Come to a public meeting or other event" and includes the text: "Please see our calendar below. New events are being added all the time, so check back for new opportunities to talk with us directly." Below this text are two buttons: "Calendar of meetings and events" and "Timeline for outreach and decision-making".

On the right side of the "Participate" section, there is a yellow box titled "Play a part in Metro's future" containing two buttons: "Survey" and "Encuesta". Below these buttons is a list of actions: "Sign up for our Metro Matters email list", "Share this information with your network", "Join the conversation on the Metro Matters blog", and "Contact us: HaveASay@kingcounty.gov 206-263-9770".


Below the yellow box is a green box titled "View, print, & share" containing a list of links: "Information: English | Español", "Service Reduction Priorities", and "Service reduction summary: PDF | Excel".

The left sidebar contains a navigation menu with links to Metro Online Home, About Metro, Contact Us, Customer Services, Programs & Projects, and Site Index. Below the menu is a graphic with the text "METRO FUNDING GAP = BUS CUTS" and contact information for the Dept. of Transportation Metro Transit Division: King Street Center, 201 S. Jackson St, Seattle, WA 98104, (206) 553-3000.

At the bottom of the page, there is a "Connect with Metro" section with social media icons for Facebook, WordPress, Twitter, YouTube, and RSS, along with a "have a say" logo.



Programs & Projects  
Site Index



Dept. of Transportation  
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King Street Center  
201 S. Jackson St  
Seattle, WA 98104  
(206) 553-3000

## Participate

Metro has begun a countywide outreach process to let people know about proposed cuts and receive their feedback.

We plan to send a package of service changes to the County Council for approval next spring. Once approved by the council, the service changes will be phased in beginning in September 2014. The public will also have an opportunity to provide comment to the council before service changes are adopted.

### Come to a public meeting or other event

Please see our calendar below. New events are being added all the time, so check back for new opportunities to talk with us directly.

#### Calendar of meetings and events

Today ◀ ▶ Tuesday, December 10 ▾ Print Week Mon

|                                |   |
|--------------------------------|---|
| <b>Tuesday, December 10</b>    | 12:00pm Downtown Seattle Service Reduction Public Meeting |
| <b>Wednesday, December 11</b>  | 6:00pm Bellevue Service Reduction Public Meeting          |
| <b>Thursday, December 12</b>   | 3:30pm Outreach Van @ Kent Station                        |
| <b>Friday, December 13</b>     | 11:30am Fall City Community Association                   |
|                                | 3:30pm Outreach Van @ Auburn Station                      |
| <b>Monday, December 16</b>     | 6:00pm Kent Service Reduction Public Meeting              |
| <b>Wednesday, December 18</b>  | 6:30pm Four Creeks Community Council                      |
| <b>Monday, January 6, 2014</b> | 6:30pm Greater Maple Valley Area Council                  |

Events shown in time zone: Pacific Time 

Calendar not showing? [View on Google](#)

#### Timeline for outreach and decision-making

### Play a part in Metro's future

[Survey](#)

[Encuesta](#)

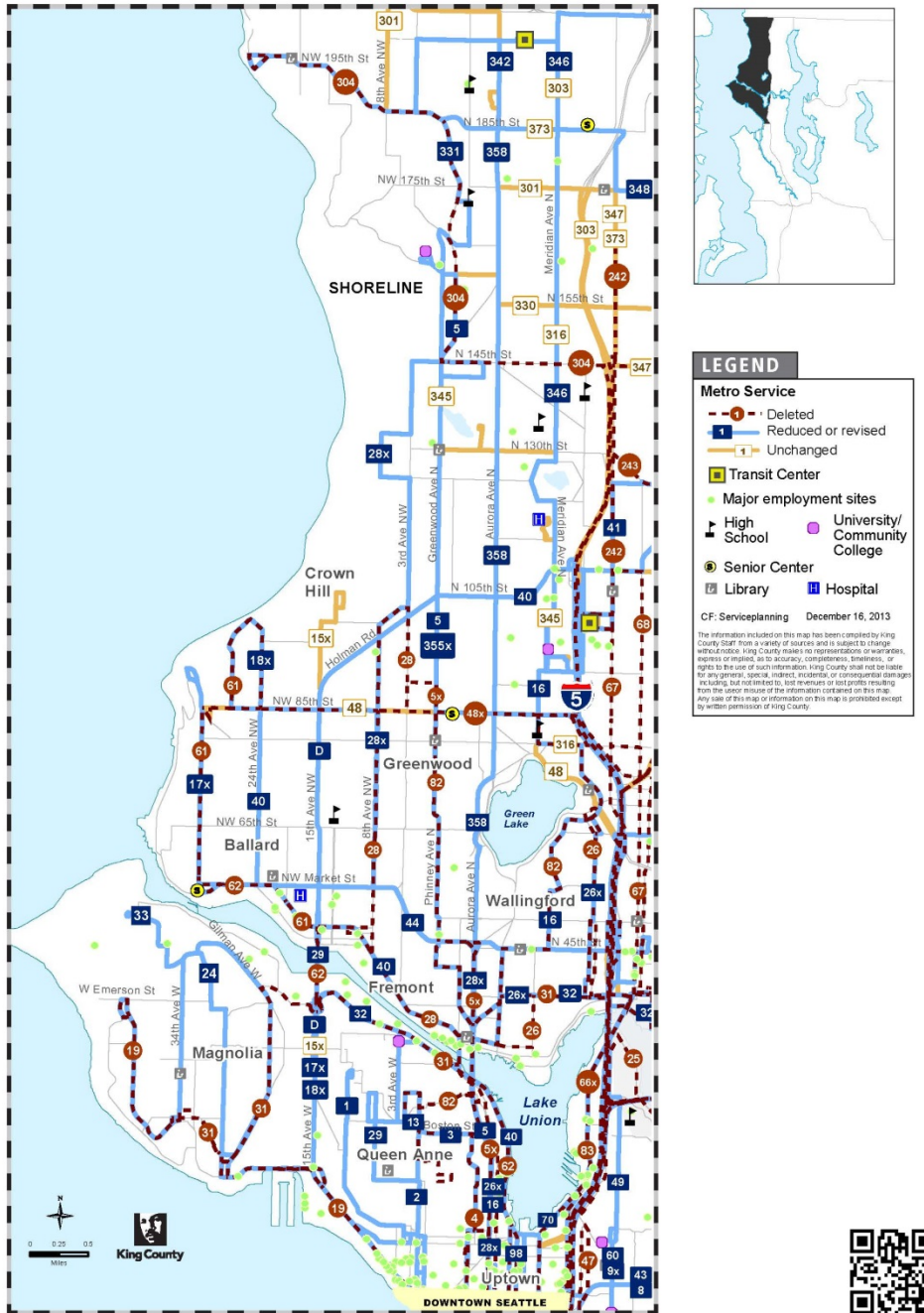
- Sign up for our [Metro Matters email list](#)
- Share this information with your network
- Join the conversation on the [Metro Matters blog](#)
- Contact us: [HaveASay@kingcounty.gov](mailto:HaveASay@kingcounty.gov)  
206-263-9770

### View, print, & share

- Information:  
[English](#) | [Español](#)
- [Service Reduction Priorities](#)
- Service reduction summary:  
[PDF](#) | [Excel](#)



**Service Reduction Proposal: Northwest Seattle/North King County**





**Service Reduction Proposal: Northeast Seattle/North King County**



**LEGEND**

**Metro Service**

- - - Deleted
- ▶ Reduced or revised
- ▶ Unchanged

**Landmarks**

- Transit Center
- Major employment sites
- ▲ High School
- University/Community College
- Senior Center
- Library
- Hospital

CF: Serviceplanning December 16, 2013

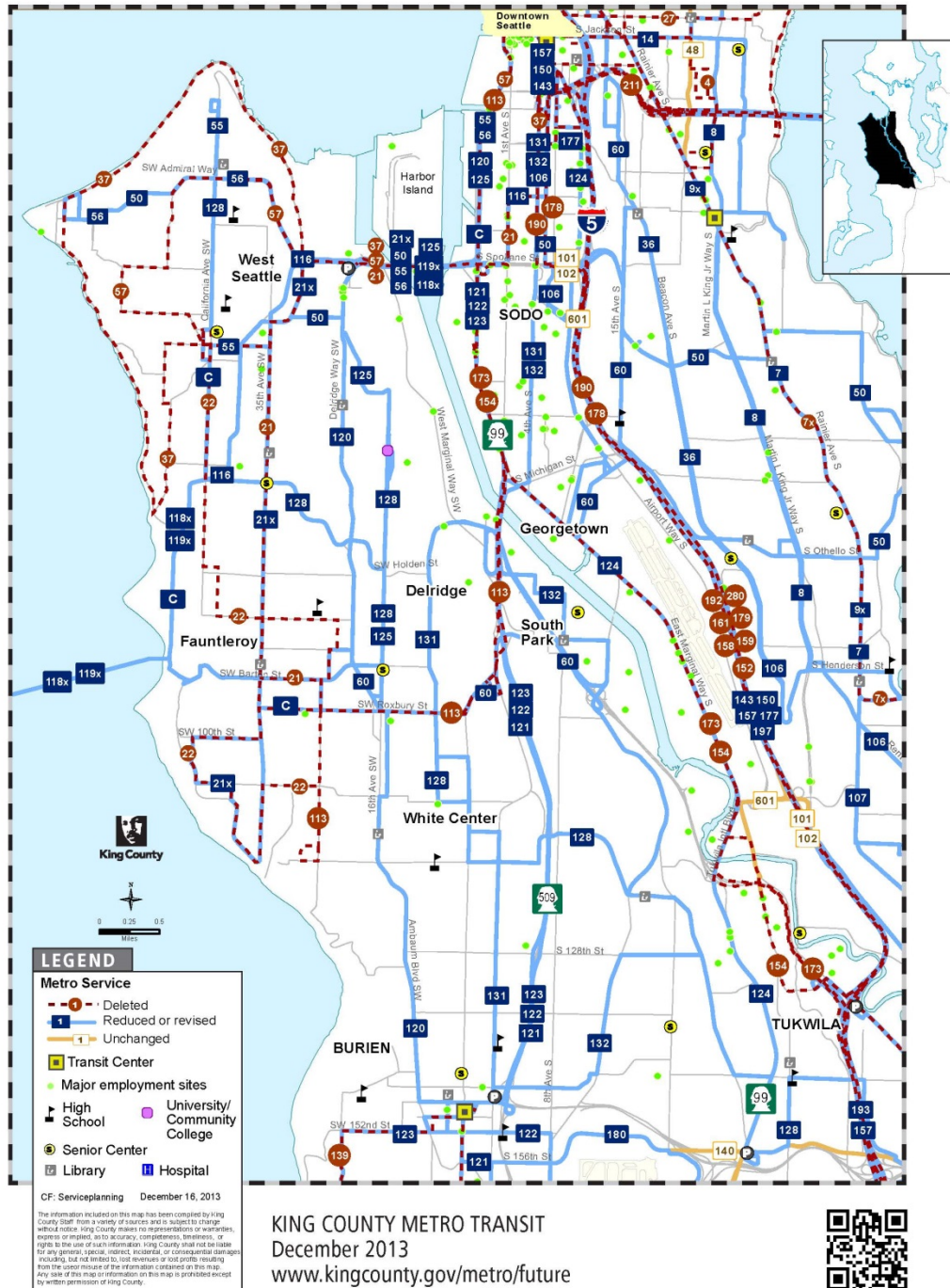
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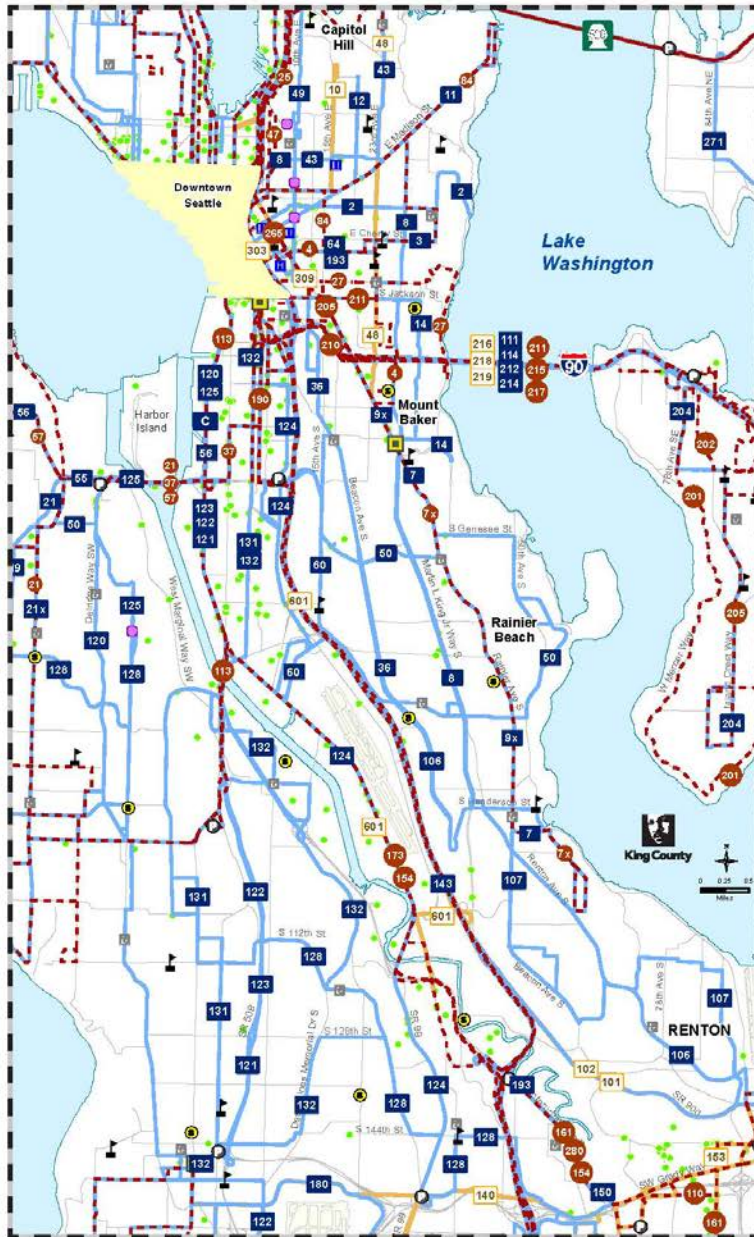


**Service Reduction Proposal: Southwest Seattle/South King County**





**Service Reduction Proposal: Central And Southeast Seattle/South King County**



**LEGEND**

**Metro Service**

- Deleted
- Reduced or revised
- Unchanged

**Transit Center**

● Major employment sites

● University/Community College

● High School

● Senior Center

● Library

● Hospital

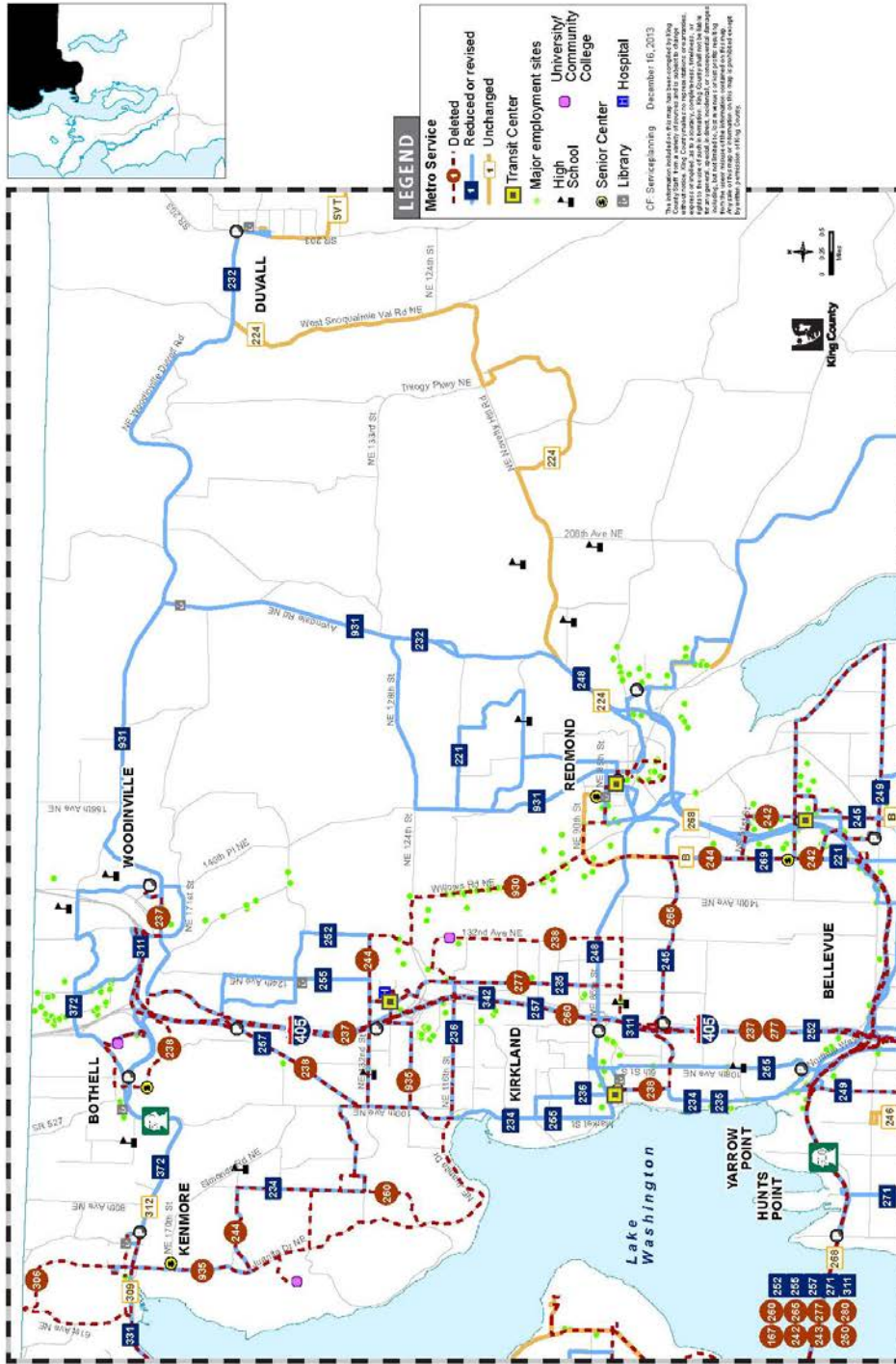
CF: Serviceplanning December 16, 2013

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Service Reduction Proposal: East King County—North



www.kingcounty.gov/metro/future

December 2013

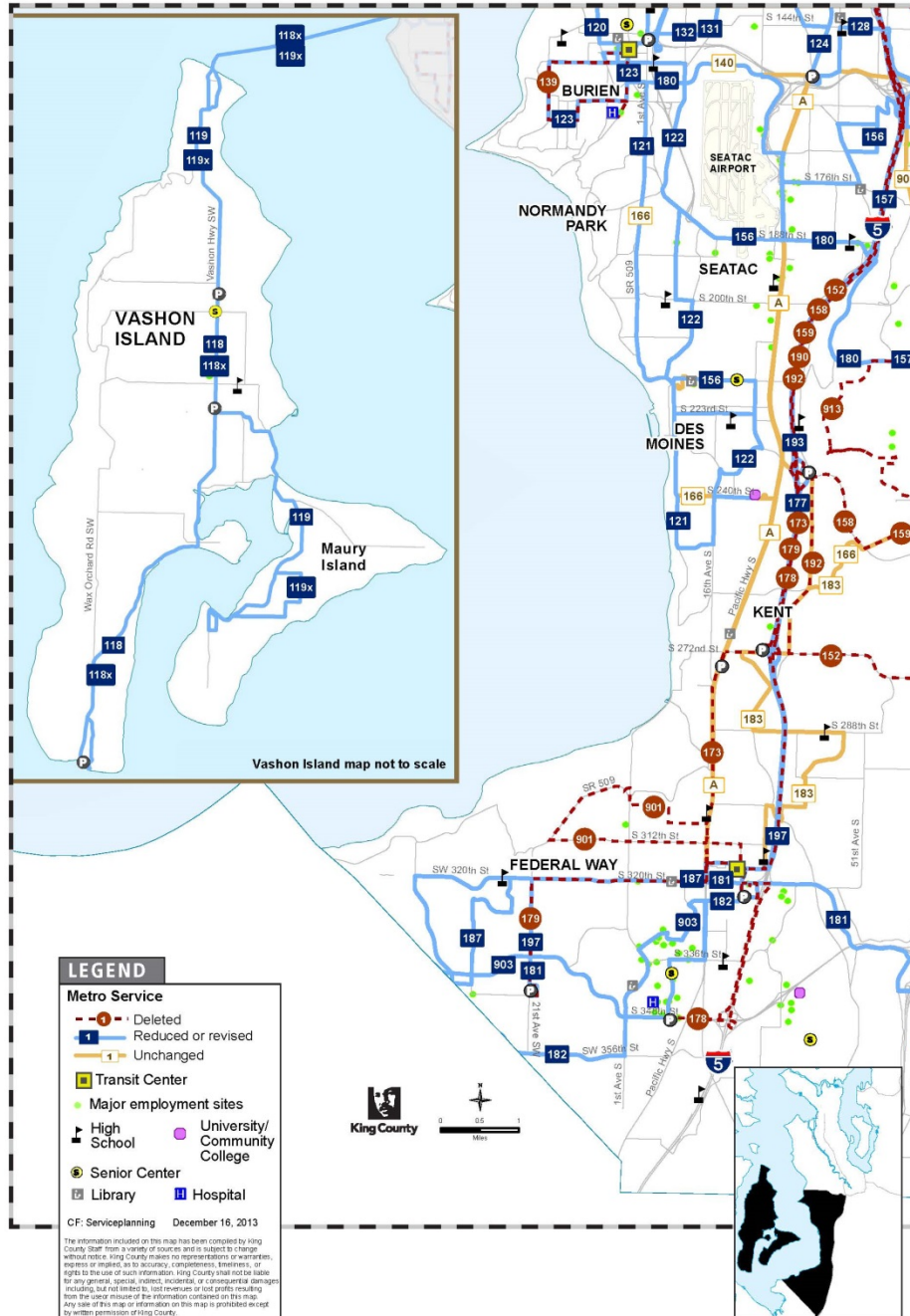
KING COUNTY METRO TRANSIT







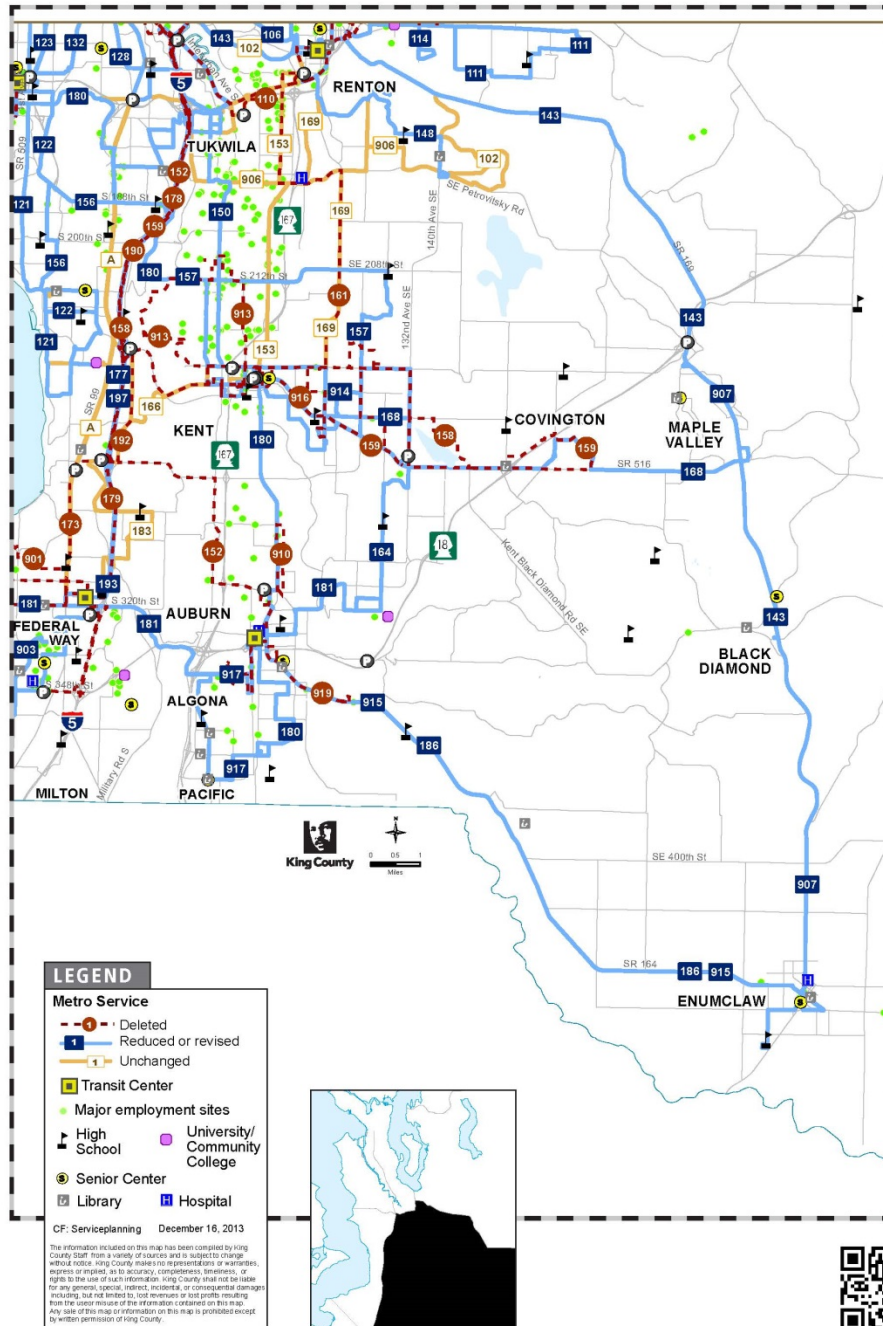
**Service Reduction Proposal: Southwest King County**





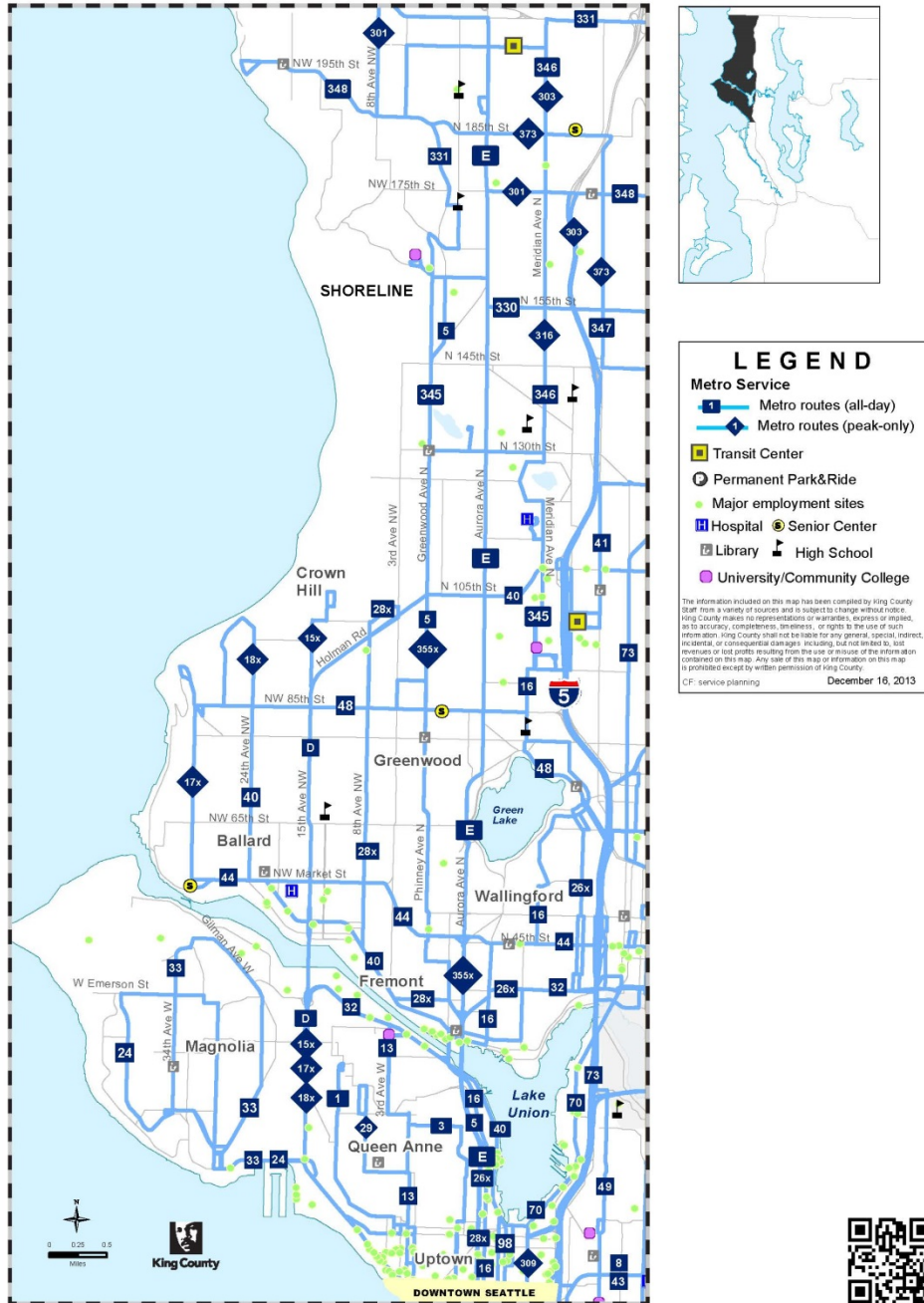


**Service Reduction Proposal: Southeast King County**





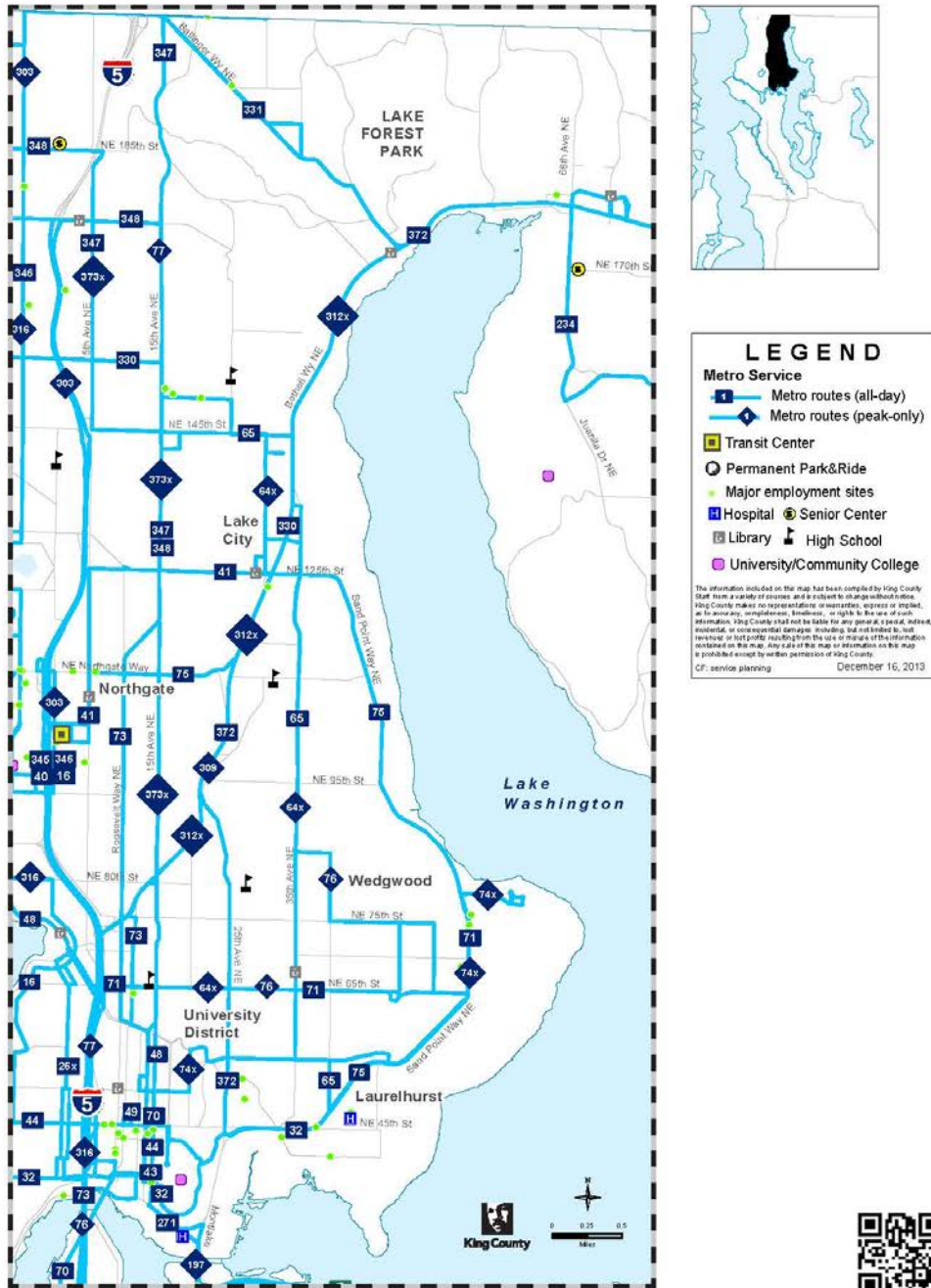
**Proposed network: Northwest Seattle/North King County**  
 The future network if service reduction proposals are adopted





**Proposed Network: Northeast Seattle/North King County**

The future network if service reduction proposals are adopted

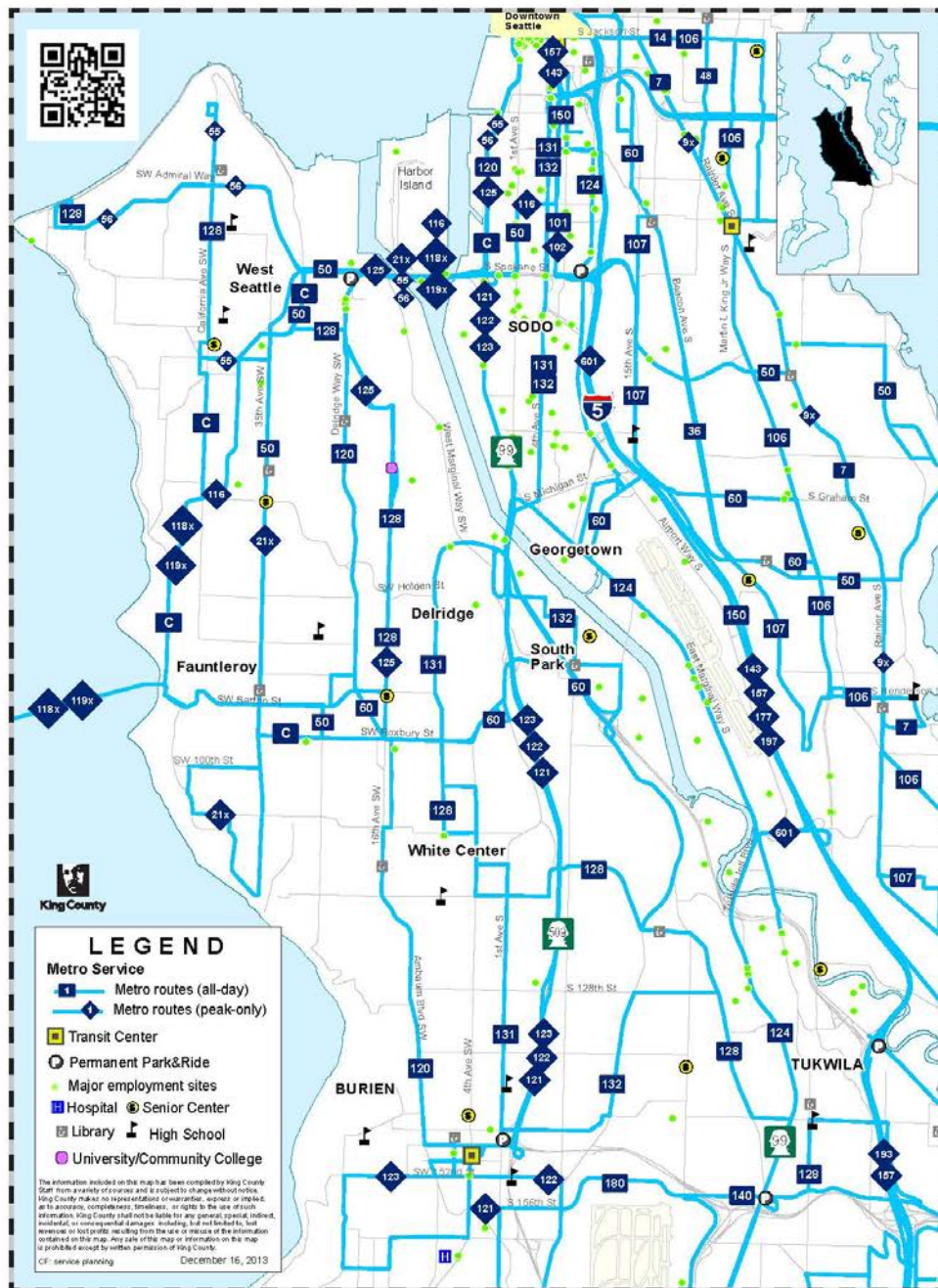






**Proposed Network: Southwest Seattle/South King County**

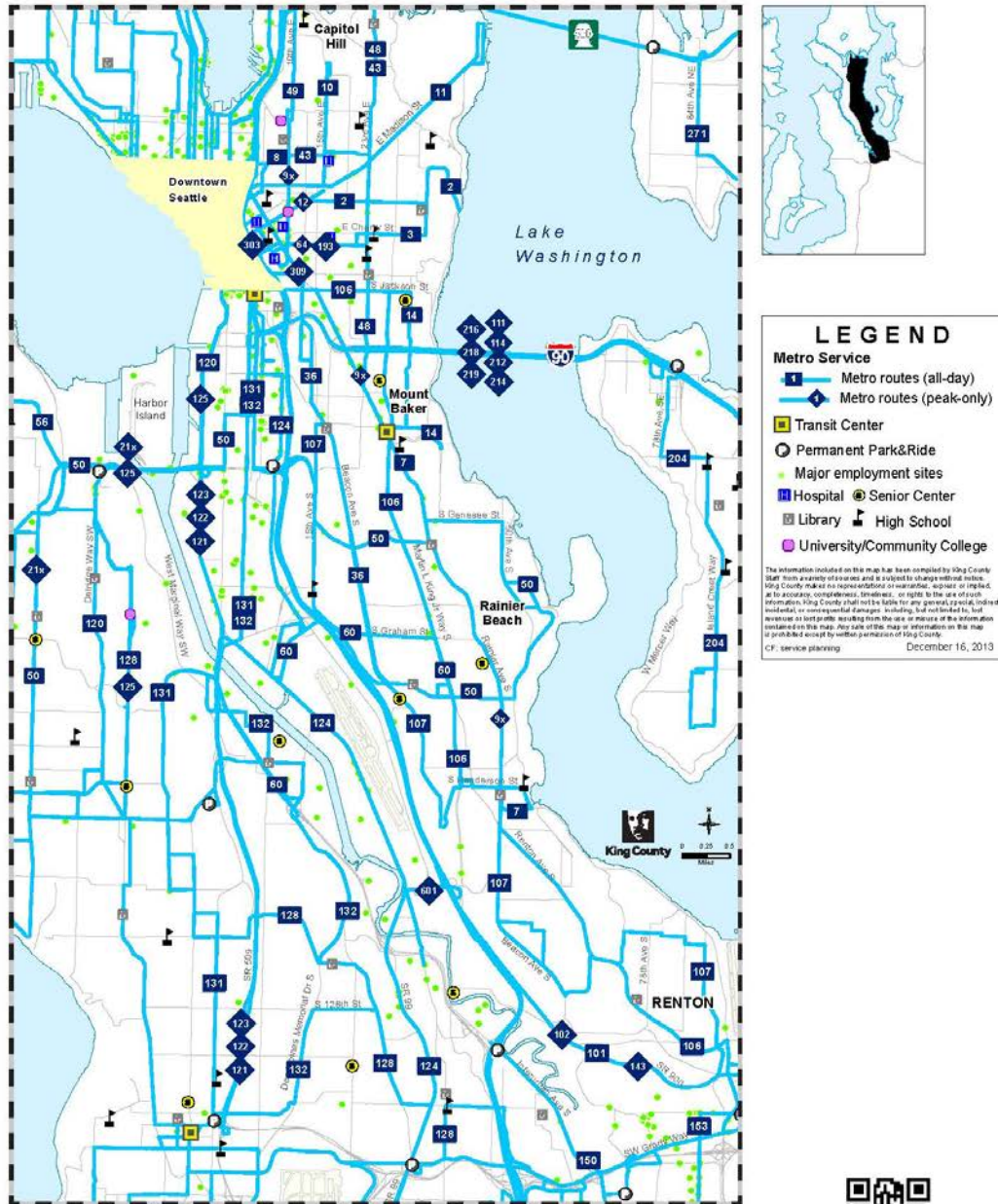
The future network if service reduction proposals are adopted





**Proposed Network: Central And Southeast Seattle/South King County**

The future network if service reduction proposals are adopted

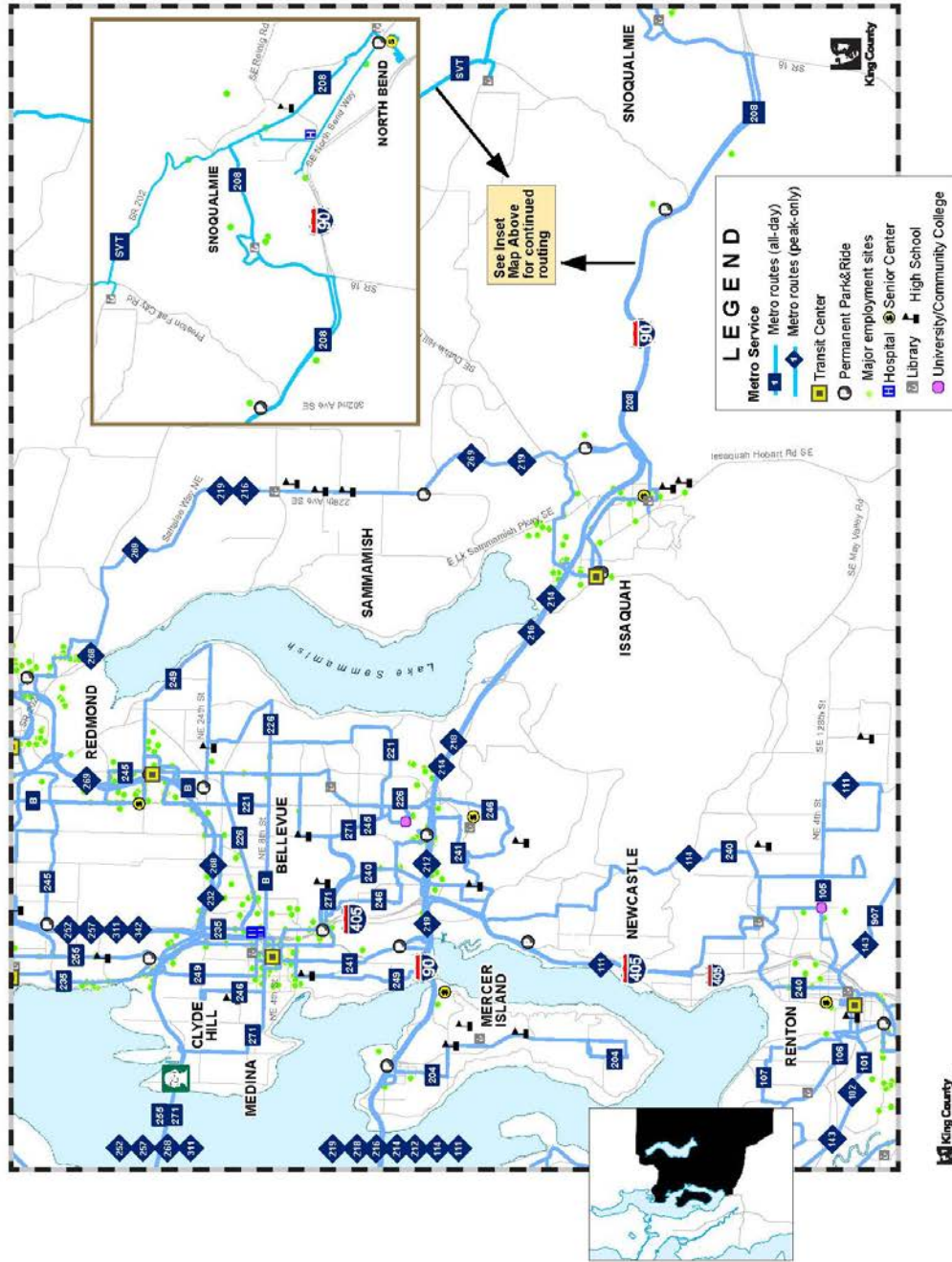






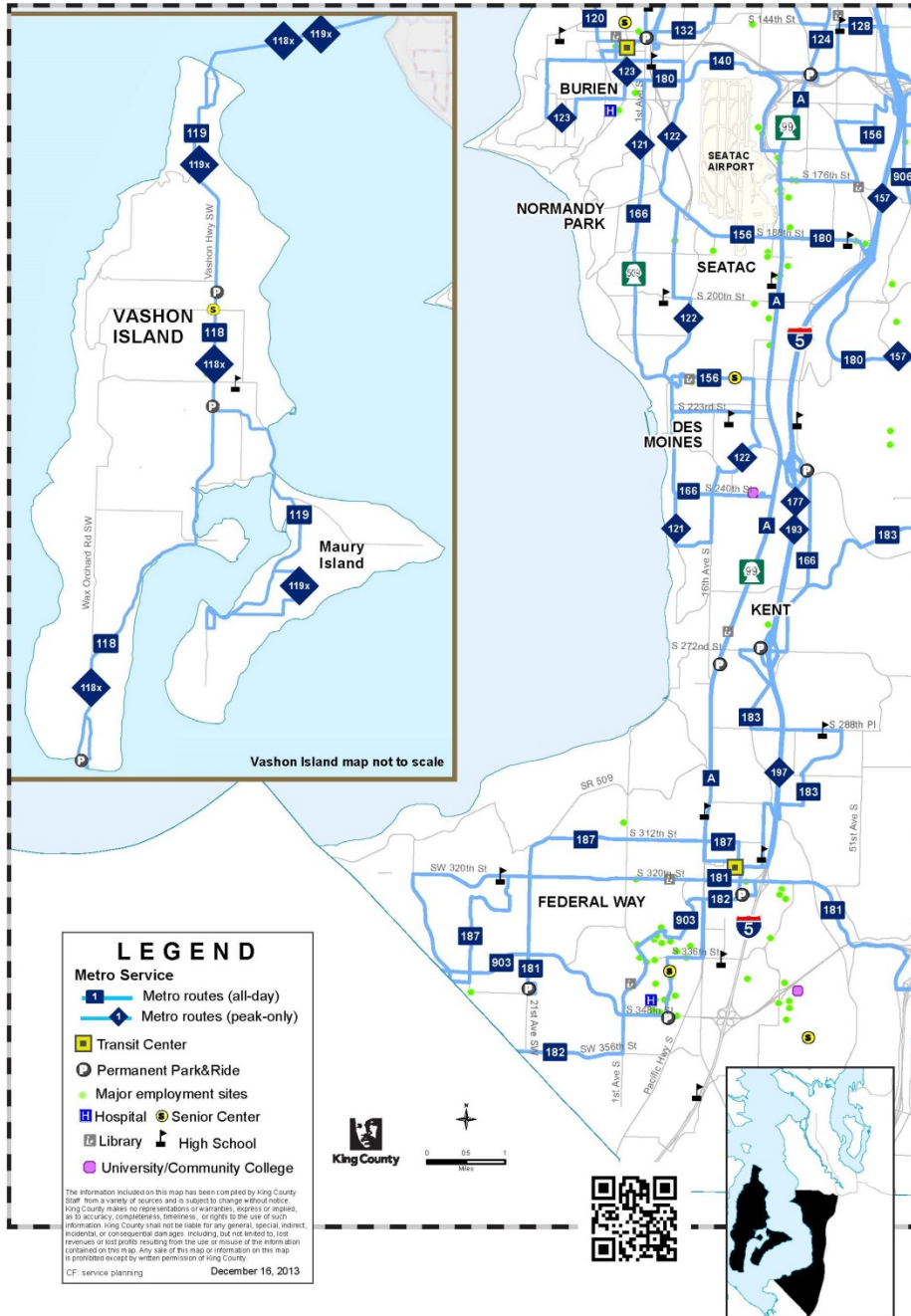
**Proposed Network: East King County—South**

The future network if service reduction proposals are adopted





**Proposed Network: Southwest King County**  
 The future network if service reduction proposals are adopted

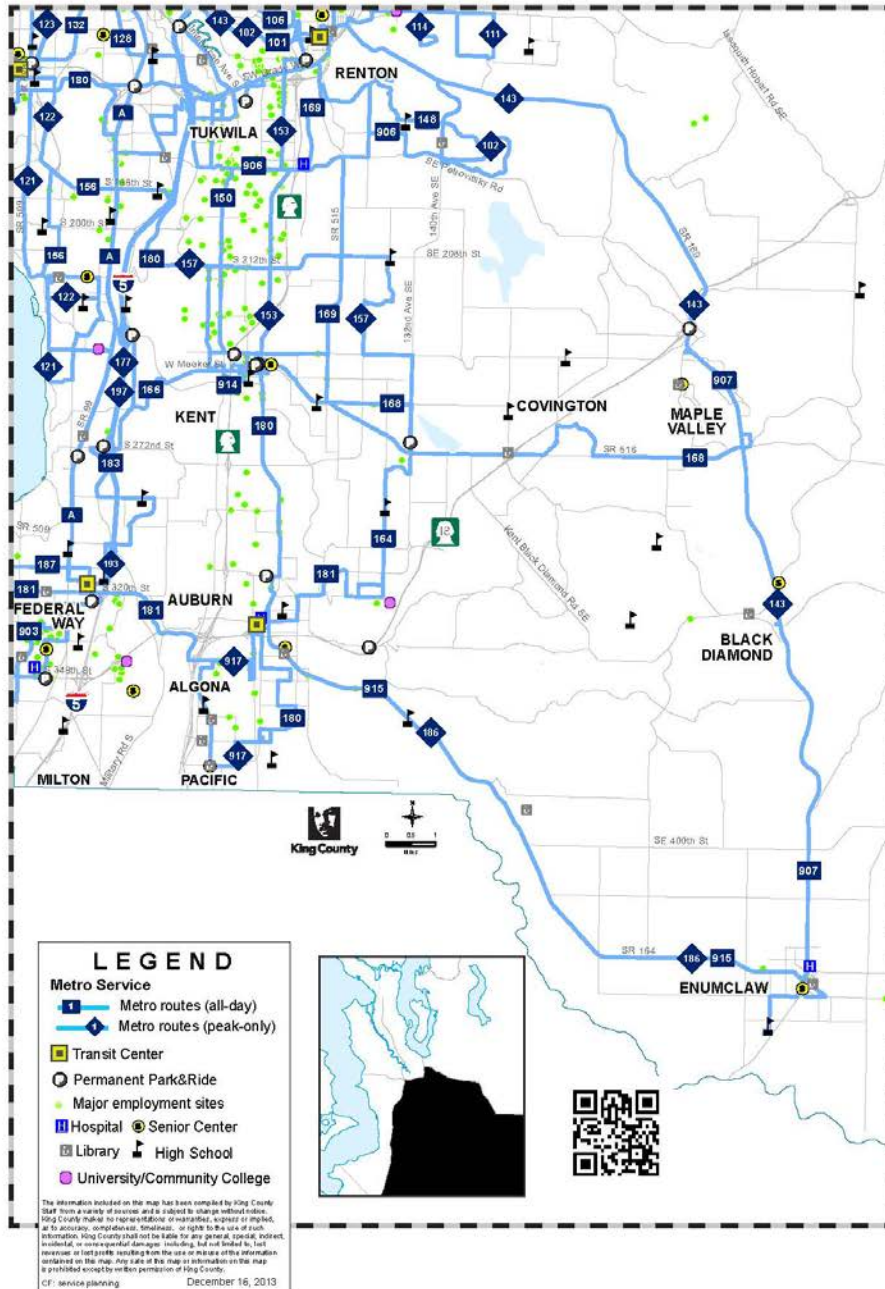






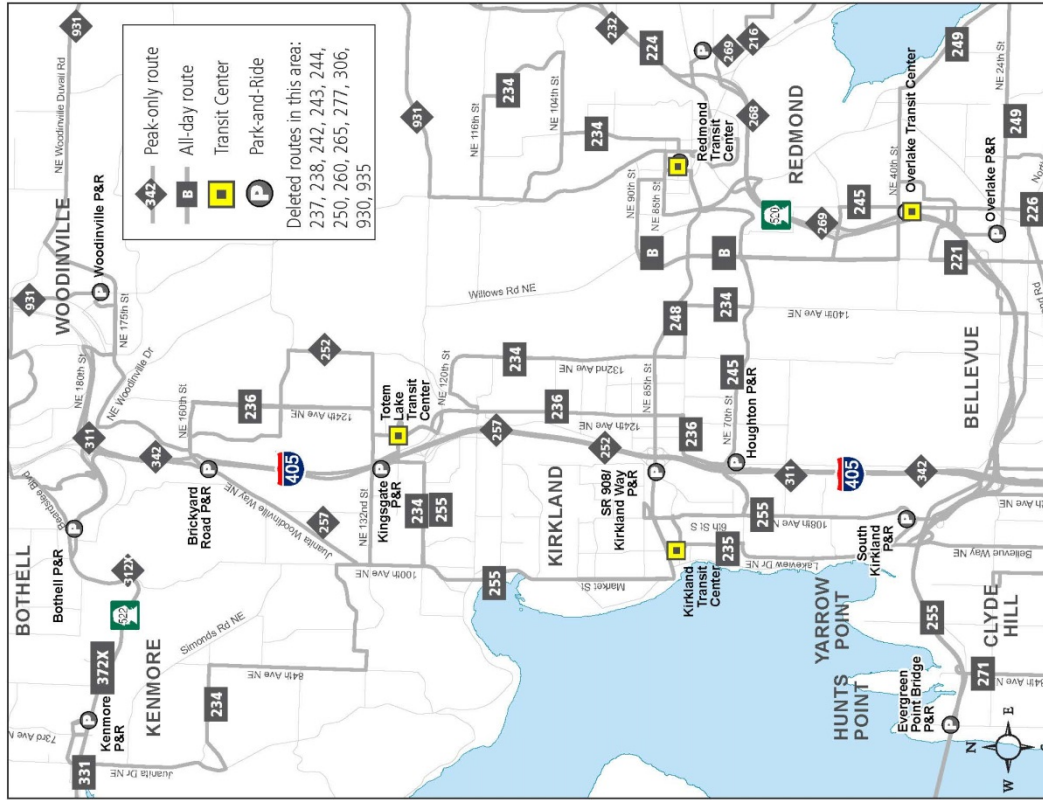
### Proposed Network: Southeast King County

The future network if service reduction proposals are adopted





11/20/2013



### Proposed Revision: Northeast King County

In the 2014-2015 service reduction proposal, Metro has revised the Northeast King County network to:

- Save as many resources as possible
- Shorten some routes that have less productive segments
- Reduce duplication
- Better match service provided to the demand for that service
- Maintain frequency in areas with high ridership
- Reduce service coverage to areas with fewer riders

| Route | Routing revision | Approximate minutes between bus trips |                |                              |          |
|-------|------------------|---------------------------------------|----------------|------------------------------|----------|
|       |                  | Weekday peak (6-9 a.m., 3-7 p.m.)     | Weekday midday | Weekday night (after 7 p.m.) | Saturday |
| B     | No               | 10                                    | 15             | 15-30                        | 15       |
| 221   | Yes              | 30                                    | 30             | 60                           | 30       |
| 224   | No               | 120                                   | 150            | -                            | -        |
| 226   | No               | 30                                    | 30             | 60                           | 30       |
| 234   | Yes              | 30                                    | 60             | -                            | 60       |
| 235   | Yes              | 15                                    | 30             | 30                           | 30       |
| 236   | Yes              | 30                                    | 60             | 60                           | 60       |
| 245   | Yes              | 15                                    | 15             | 30-60                        | 30       |
| 248   | No               | 30                                    | 30             | 60                           | 30       |
| 249   | No               | 60                                    | 60             | -                            | 45       |
| 255   | Yes              | 10                                    | 15             | 30-60                        | 30       |
| 271   | Yes              | 10                                    | 15             | 30                           | 30       |
| 331   | No               | 30                                    | 30             | -                            | 30       |
| 372X  | Yes              | 6-30                                  | 30             | 30-60                        | 30       |

| Peak only routes in proposed network |                  |              |                   |
|--------------------------------------|------------------|--------------|-------------------|
| Route                                | Routing revision | Weekday peak | Weekday peak      |
| 216                                  | No               | 12 trips     | 9 trips           |
| 232                                  | No               | 8 trips      | 21 trips          |
| 252                                  | No               | 13 trips     | 34 trips          |
| 257                                  | No               | 10 trips     | 9 trips           |
| 268                                  | No               | 9 trips      | 7 trips           |
| 269                                  | No               | 14 trips     | (both directions) |

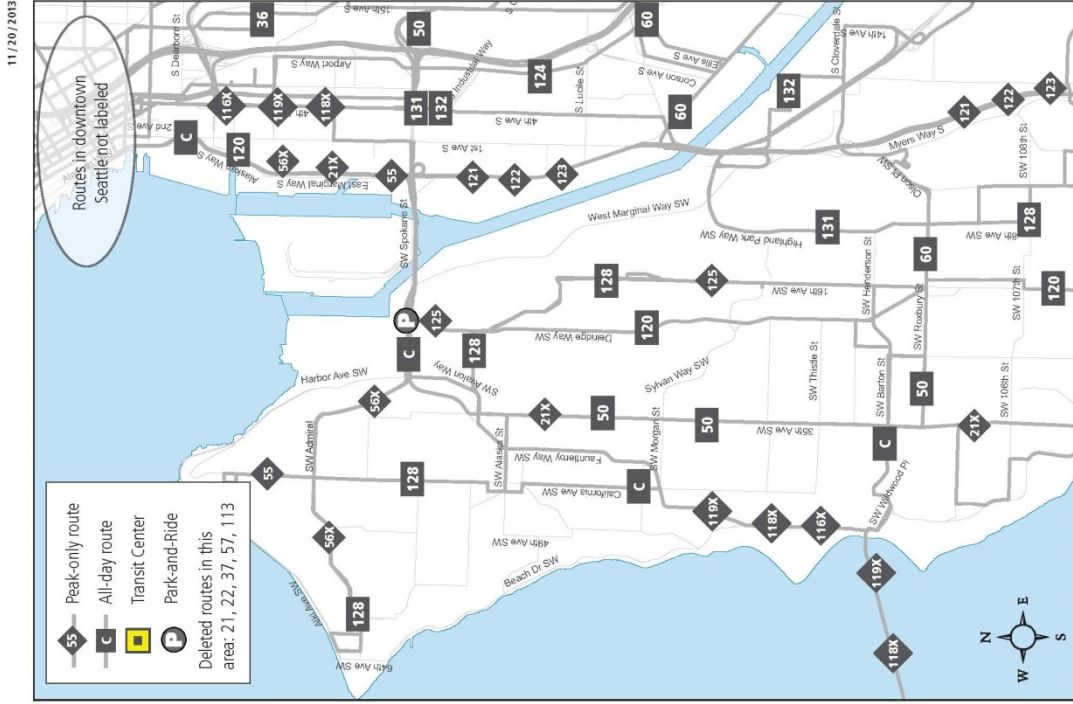


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 www.kingcounty.gov/metrofuture

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**King County METRO** **Proposed Revision: West Seattle/SW King County**

In the 2014-2015 service reduction proposal, Metro has revised the West Seattle/SW King County network to:

- Save as many resources as possible
- Adjust service due to discontinued Washington State Department of Transportation funds that supported extra transit related to Alaskan Way Viaduct work
- Consolidate service to preserve commuter network
- Preserve service coverage and frequency to West Seattle and SW King County arterials

| Route | Routing revision | All day routes in proposed network    |                |                              |          |        |
|-------|------------------|---------------------------------------|----------------|------------------------------|----------|--------|
|       |                  | Approximate minutes between bus trips |                |                              |          |        |
|       |                  | Weekday peak (6-9 a.m., 3-7 p.m.)     | Weekday midday | Weekday night (after 7 p.m.) | Saturday | Sunday |
| C     | No               | 10                                    | 15             | 15-30                        | 15       | 15     |
| 50    | Yes              | 20                                    | 30             | 60                           | 30       | 30     |
| 60    | Yes              | 30                                    | 30             | 60                           | 30       | 30     |
| 120   | No               | 10                                    | 15             | 30-60                        | 15       | 30     |
| 128   | Yes              | 30                                    | 30             | 30                           | 30       | 30     |
| 131   | Yes              | 30                                    | 60             | 60                           | 60       | 60     |
| 132   | Yes              | 30                                    | 60             | 60                           | 60       | 60     |

| Route | Routing revision | Peak only routes in proposed network |                  |                            |
|-------|------------------|--------------------------------------|------------------|----------------------------|
|       |                  | Weekday peak trips                   |                  |                            |
|       |                  | Route                                | Routing revision | Weekday peak trips         |
| 21X   | No               | 119X                                 | Yes              | 2 trips                    |
| 55    | No               | 121                                  | No               | 13 trips                   |
| 56X   | No               | 122                                  | No               | 10 trips                   |
| 116X  | Yes              | 123                                  | No               | 6 trips                    |
| 118X  | Yes              | 125                                  | No               | 17 trips (both directions) |

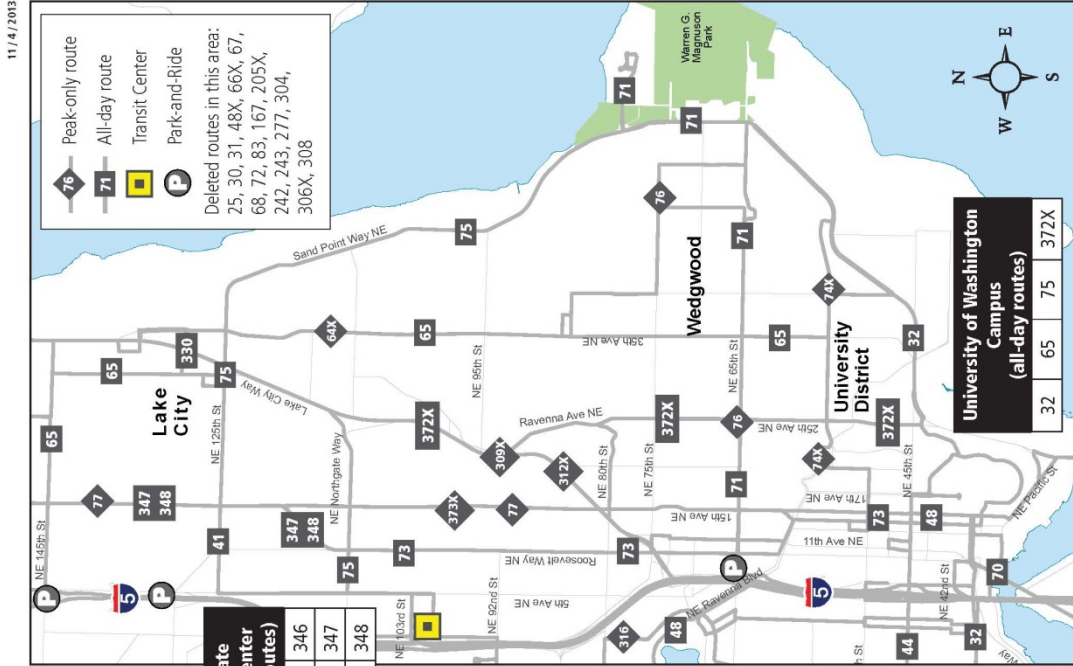


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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

11/20/2013



## Proposed Revisions: Northeast Seattle

In the 2014-2015 service reduction proposal, Metro has revised the Northeast Seattle network to:

- Save as many resources as possible
- Consolidate several duplicative services into one frequent route between Northgate and downtown Seattle
- Preserve night and weekend service on corridors with higher ridership
- Reduce service to areas with fewer riders

| Route | Routing revision | All day routes in proposed network |                |                              |          |
|-------|------------------|------------------------------------|----------------|------------------------------|----------|
|       |                  | Weekday peak (6-9 a.m., 3-7 p.m.)  | Weekday midday | Weekday night (after 7 p.m.) | Saturday |
| 32    | Yes              | 8-15                               | 30             | 30                           | 30       |
| 41    | No               | 5                                  | 15             | 30-60                        | 15       |
| 44    | No               | 10-12                              | 15             | 15-30                        | 15       |
| 48    | No               | 10                                 | 15             | 15-30                        | 15       |
| 65    | No               | 10-15                              | 30             | 30-60                        | 30       |
| 70    | No               | 10                                 | 15             | (Rt 73)                      | 15       |
| 71    | Yes              | 60                                 | 60             | -                            | -        |
| 73    | Yes              | 8                                  | 8              | 15-30                        | 10       |
| 75    | No               | 15                                 | 30             | 30                           | 30       |
| 330   | No               | 60                                 | 60             | -                            | -        |
| 347   | No               | 30                                 | 30             | 60                           | 30       |
| 348   | No               | 30                                 | 30             | 60                           | 30       |
| 372X  | Yes              | 6-30                               | 30             | 30-60                        | 30       |

| Route | Routing revision | Peak only routes in proposed network |                  |                    |          |
|-------|------------------|--------------------------------------|------------------|--------------------|----------|
|       |                  | Weekday peak trips                   | Routing revision | Weekday peak trips |          |
| 64X   | No               | 10 trips                             | 309X             | No                 | 9 trips  |
| 74X   | No               | 17 trips                             | 312X             | No                 | 34 trips |
| 76    | No               | 16 trips                             | 316              | No                 | 14 trips |
| 77    | No               | 17 trips                             | 373X             | No                 | 19 trips |

Intergrater  
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傳真: 206-553-0600 傳呼: 98 METRO

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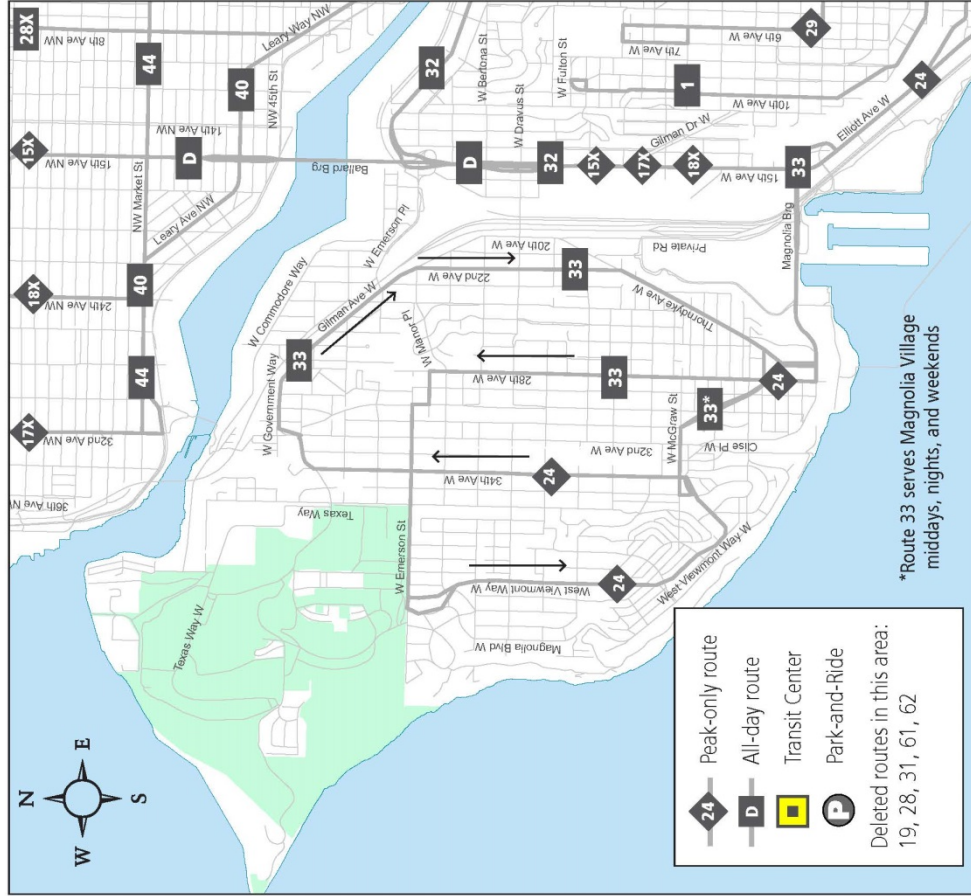
**King County METRO**  
**Proposed Revision: Magnolia**

In the 2014-2015 service reduction proposal, Metro has revised Magnolia service to:

- Save as many resources as possible
- Maintain all-day service to areas with the highest ridership
- Preserve peak service levels that match rider demand

| Route | Routing revision | All day routes in proposed network    |                |                              |          |        |
|-------|------------------|---------------------------------------|----------------|------------------------------|----------|--------|
|       |                  | Approximate minutes between bus trips |                |                              |          |        |
|       |                  | Weekday peak (6-9 a.m., 3-7 p.m.)     | Weekday midday | Weekday night (after 7 p.m.) | Saturday | Sunday |
| D     | No               | 10                                    | 15             | 15-30                        | 15       | 15     |
| 32    | Yes              | 8-15                                  | 30             | 30                           | 30       | 30     |
| 33    | Yes              | 20                                    | 30*            | 60*                          | 60*      | 60*    |

| Peak only routes in proposed network |                  |                            |
|--------------------------------------|------------------|----------------------------|
| Route                                | Routing revision | Weekday peak trips         |
| 15X                                  | No               | 13 trips                   |
| 17X                                  | No               | 11 trips                   |
| 18X                                  | No               | 13 trips                   |
| 24                                   | Yes              | 18 trips (both directions) |

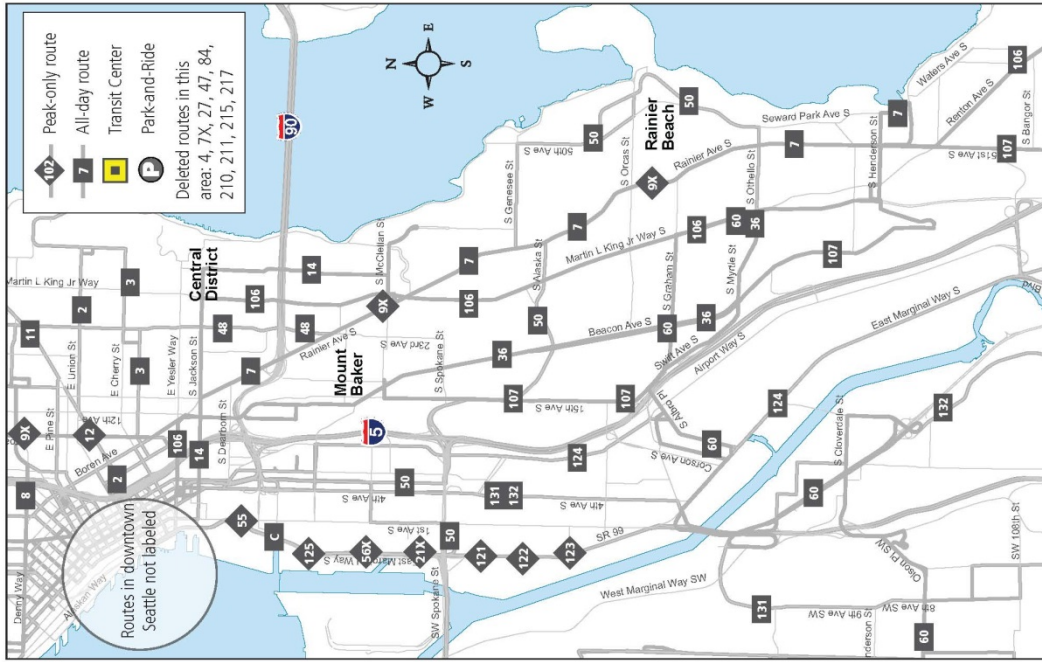


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### Proposed Revisions: Central/Southeast Seattle

In the 2014-2015 service reduction proposal, Metro has revised the Central/Southeast Seattle network to:

- Save as many resources as possible
- Consolidate service to reduce duplication
- Preserve off-peak and night service and maintain connections to areas with higher ridership
- Shorten some routes and reduce service to areas that have fewer riders

| Route | Routing revision | Approximate minutes between bus trips |                |                              |
|-------|------------------|---------------------------------------|----------------|------------------------------|
|       |                  | Weekday peak (6-9 a.m., 3-7 p.m.)     | Weekday midday | Weekday night (after 7 p.m.) |
| 2     | Yes              | 10                                    | 12             | 30-60                        |
| 3     | Yes              | 10                                    | 15             | 15-60                        |
| 7     | Yes              | 10                                    | 10             | 15-60                        |
| 8     | Yes              | 15                                    | 15             | 30-60                        |
| 14    | No               | 15                                    | 30             | -                            |
| 36    | No               | 10                                    | 15             | 20-30                        |
| 48    | No               | 10                                    | 15             | 15-30                        |
| 50    | Yes              | 20                                    | 30             | 60                           |
| 60    | Yes              | 30                                    | 30             | 60                           |
| 106   | Yes              | 15                                    | 15             | 30-60                        |
| 107   | Yes              | 30                                    | 30             | 30-60                        |
| 124   | No               | 30                                    | 30             | 30-60                        |
| 131   | Yes              | 30                                    | 60             | 60                           |
| 132   | Yes              | 30                                    | 60             | 60                           |

| Route | Peak only routes in proposed network |                    |
|-------|--------------------------------------|--------------------|
|       | Weekday peak trips                   | Weekday peak trips |
| 9X    | 17 trips                             | 8 trips            |

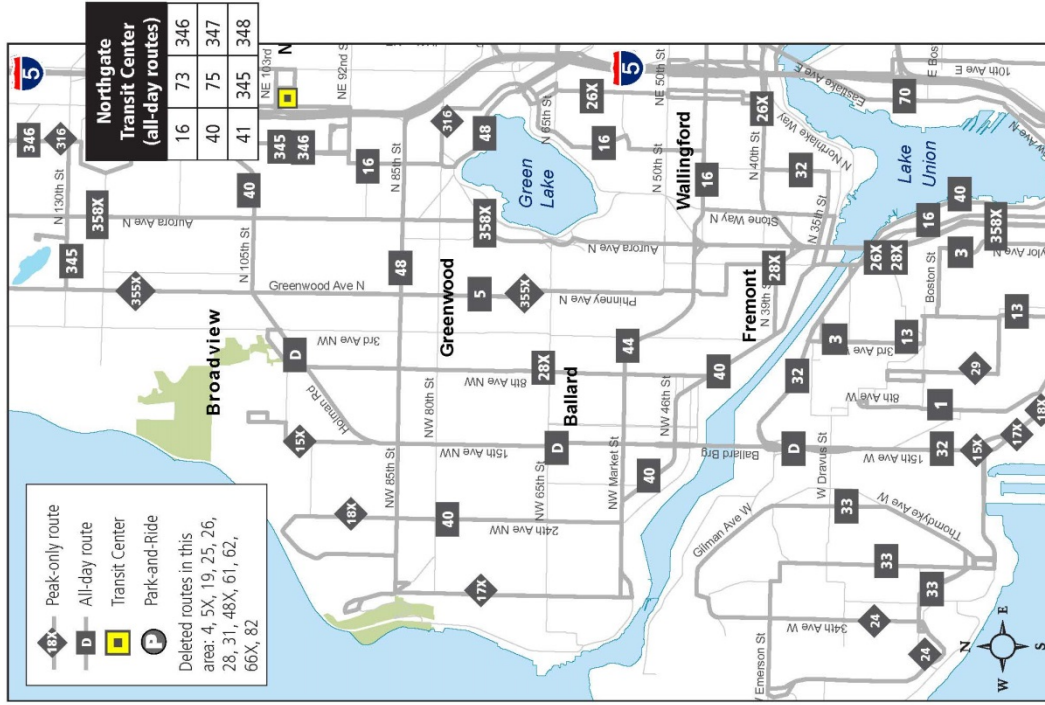


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### Proposed Revision: Northwest/North Central Seattle

In the 2014-2015 service reduction proposal, Metro has revised the North Central Seattle network to:

- Save as many resources as possible
- Streamline routings and consolidate duplicative services
- Preserve off-peak, night, and weekend service on corridors with higher ridership
- Reduce service in areas with fewer riders

| Route | Routing revision | Approximate minutes between bus trips |                |                              |          |
|-------|------------------|---------------------------------------|----------------|------------------------------|----------|
|       |                  | Weekday peak (6-9 a.m., 3-7 p.m.)     | Weekday midday | Weekday night (after 7 p.m.) | Saturday |
| D     | No               | 10                                    | 15             | 15-30                        | 15       |
| 1     | No               | 15                                    | 30             | -                            | -        |
| 3     | Yes              | 10                                    | 15             | 15-60                        | 15       |
| 5     | No               | 14-20                                 | 20             | 20-30                        | 20       |
| 13    | No               | 10                                    | 15             | 15-60                        | 20       |
| 16    | Yes              | 15                                    | 20             | 30                           | 20       |
| 26X   | No               | 20                                    | 30             | -                            | -        |
| 28X   | Yes              | 10-30                                 | 30             | 60                           | 30       |
| 32    | Yes              | 8-15                                  | 30             | 30                           | 30       |
| 33    | Yes              | 30                                    | 30             | 60                           | 60       |
| 40    | No               | 15                                    | 20             | 30-60                        | 20       |
| 44    | No               | 10-12                                 | 15             | 15-30                        | 15       |
| 48    | No               | 10                                    | 15             | 15-30                        | 15-30    |
| 70    | No               | 10                                    | 15             | -                            | 15       |
| 345   | No               | 30                                    | 30             | 60                           | 30-60    |
| 346   | No               | 30                                    | 30             | 60                           | 30       |
| 358X  | No               | 8                                     | 15             | 20-30                        | 15       |

| Route | Peak only routes in proposed network |                            |
|-------|--------------------------------------|----------------------------|
|       | Routing revision                     | Weekday peak trips         |
| 15X   | No                                   | 13 trips                   |
| 17X   | No                                   | 11 trips                   |
| 18X   | No                                   | 13 trips                   |
| 24    | Yes                                  | 18 trips (both directions) |

| Route | Peak only routes in proposed network |                    |
|-------|--------------------------------------|--------------------|
|       | Routing revision                     | Weekday peak trips |
| 29    | Yes                                  | 18 trips           |
| 316   | No                                   | 14 trips           |
| 355X  | Yes                                  | 27 trips           |

**Intergrater**  
206-555-0000  
Intergrater - 811-1111  
Intergrater - 1800-333-3333

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**King County METRO** **Proposed Revision: I-5 commuter service**

In the 2014-2015 service reduction proposal, Metro has revised I-5 commuter service to:

- Save as many resources as possible
- Maintain frequency and access to current destinations from most highly used park-and-rides
- Eliminate peak service to park-and-rides that have relatively low use

| Route | Routing revision | All day routes in proposed network    |                |                              |          |        |
|-------|------------------|---------------------------------------|----------------|------------------------------|----------|--------|
|       |                  | Approximate minutes between bus trips |                |                              |          |        |
|       |                  | Weekday peak (6-9 a.m., 3-7 p.m.)     | Weekday midday | Weekday night (after 7 p.m.) | Saturday | Sunday |
| A     | No               | 10                                    | 15             | 15-30                        | 15       | 15     |
| 156   | No               | 30                                    | 60             | -                            | 60       | 60     |
| 166   | No               | 30                                    | 30             | 60                           | 30-60    | 60     |
| 180   | No               | 30                                    | 30             | 30-60                        | 30       | 30     |
| 181   | No               | 15-30                                 | 30             | 30                           | 30       | 30     |
| 182   | No               | 60                                    | 60             | -                            | 60       | 60     |
| 183   | No               | 30                                    | 60             | -                            | 60       | -      |
| 187   | Yes              | 30-60                                 | 60             | 60                           | 60       | 60     |
| 903   | No               | 30                                    | 60             | -                            | 60       | 60     |

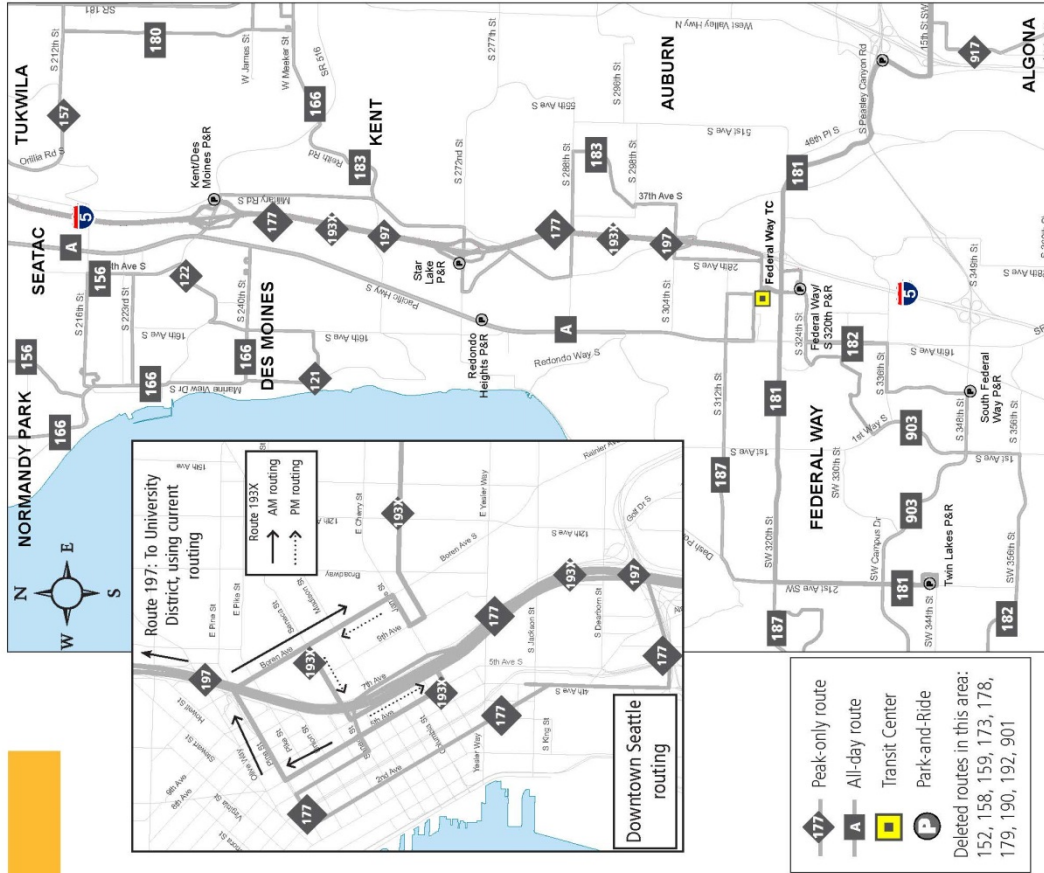
| Route | Routing revision | Peak only routes in proposed network |       |                    |
|-------|------------------|--------------------------------------|-------|--------------------|
|       |                  | Weekday peak trips                   | Route | Weekday peak trips |
| 121   | No               | 13 trips                             | 193X  | 13 trips           |
| 122   | No               | 10 trips                             | 197   | 14 trips           |
| 157   | Yes              | 12 trips                             |       | 8 trips            |
| 177   | Yes              | 34 trips                             | 917   | (both directions)  |

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| Route                   | Description  |
|-------------------------|--|
| <b>RapidRide C Line</b> | Westwood Village - Seattle Central Business District |



### Summary of changes

- Reduce late night and weekend trips that carry fewer riders.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduce trips currently supported by a WSDOT contract for Alaskan Way Viaduct construction mitigation

| Route                   | Description                                 |
|-------------------------|---|
| <b>RapidRide D Line</b> | Ballard - Seattle Central Business District |



### Summary of changes

- Reduce late night and weekend trips that carry fewer riders.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduce trips currently supported by a WSDOT contract for Alaskan Way Viaduct construction mitigation

| Route    | Description                                 |
|----------|---|
| <b>1</b> | Kinnear - Seattle Central Business District |



### Summary of changes

- Operate on weekdays between 6:00 AM and 7:00 PM only.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 15      | 30     | 30-60 | 30       | 30     |
| PROPOSED | 15      | 30     | -     | -        | -      |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 11:00 PM |
| PROPOSED | Before 7:00 PM  |

### Rider options

- North of Mercer St., use Route 13.
- South of Mercer St., use the RapidRide D Line or Route 13.

| Route    | Description  |
|----------|--|
| <b>2</b> | West Queen Anne - Seattle Central Business District - Madrona Park |



### Summary of changes

- Combine service with Route 13 between Queen Anne and downtown Seattle to reduce duplication.
- Shift route from Seneca Street to Madison Street, where more service would be needed because revised Route 12 would operate only during commute hours.
- Operate service more often on weekdays since Route 12 would no longer operate.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |           |              | WEEKEND  |        |
|----------|-----------|-----------|--------------|----------|--------|
|          | Peak      | Midday    | Night        | Saturday | Sunday |
| CURRENT  | 10-15     | 15        | 30           | 15       | 30     |
| PROPOSED | <b>10</b> | <b>12</b> | <b>30-60</b> | 15       | 30     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 1:00 AM         |
| PROPOSED | <b>Before 11:00 PM</b> |

See proposed route map on next page. →

11/7/13



[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



| Route    | Description  |
|----------|--|
| <b>2</b> | West Queen Anne - Seattle Central Business District - Madrona Park |

**Rider options**

- North of downtown Seattle, use RapidRide D Line or Route 13.
- On First Hill, service would be moved two blocks south to Madison Street.
- Traveling through downtown, connect with frequent service on Third Avenue.



| Route    | Description   |
|----------|---|
| <b>3</b> | North Queen Anne - Seattle Central Business District - Madrona Park |



### Summary of changes

- Combine service with Route 4 to reduce duplication between Queen Anne and the Central District.
- Extend route to Seattle Pacific University so it connects with Route 32 and can be operated more efficiently.
- Operate service more often on weekdays and on Saturday since Route 4 would no longer operate.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 20      | 30     | 30    | 30       | 30     |
| PROPOSED | 10      | 15     | 15-60 | 15       | 30     |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 1:00 AM  |
| PROPOSED | Before 12:00 AM |

See proposed route map on next page. →

| Route    | Description   |
|----------|---|
| <b>3</b> | North Queen Anne - Seattle Central Business District - Madrona Park |

**Rider options**

- In Queen Anne, use revised Route 3 or Route 13.



| Route    | Description  |
|----------|--|
| <b>5</b> | Shoreline Community College -<br>Seattle Central Business District |



**Summary of changes**

- Operate service less often after 7:00 PM, on weekdays between 9:00 AM and 3:00 PM and on Saturdays.
- End service earlier.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY      |           |              | WEEKEND   |        |
|----------|--------------|-----------|--------------|-----------|--------|
|          | Peak         | Midday    | Night        | Saturday  | Sunday |
| CURRENT  | 15           | 15        | 15-30        | 15        | 30     |
| PROPOSED | <b>14-20</b> | <b>20</b> | <b>20-30</b> | <b>20</b> | 30     |

**When does service end?**

|          |                        |
|----------|------------------------|
| CURRENT  | Before 1:00 AM         |
| PROPOSED | <b>Before 12:00 AM</b> |



| Route    | Description                                       |
|----------|---|
| <b>7</b> | Rainier Beach - Seattle Central Business District |



**Summary of changes**

- Eliminate the Prentice Street loop part of the route in Rainier Beach.
- Operate service less often after 10:00 PM and during the daytime on Saturday.
- End service earlier.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

**In the tables below, the color red indicates a change.**

| <b>How often does the bus come?</b> (approximate minutes between buses)<br>Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |         |        |       |          |        |
|---|---------|--------|-------|----------|--------|
|   | WEEKDAY |        |       | WEEKEND  |        |
|   | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT   | 10      | 10     | 15-30 | 12       | 15     |
| PROPOSED  | 10      | 10     | 15-60 | 15       | 15     |

| <b>When does service end?</b> |                |
|-------------------------------|----------------|
| CURRENT                       | Before 3:00 AM |
| PROPOSED                      | Before 2:00 AM |

**See proposed route map on next page. →**

| Route    | Description                                       |
|----------|---|
| <b>7</b> | Rainier Beach - Seattle Central Business District |



**Rider options**

- On Prentice loop, use Route 106.

11/7/13

[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



| Route    | Description                    |
|----------|--------------------------------|
| <b>8</b> | Seattle Center - Rainier Beach |



### Summary of changes

- Eliminate the part of the route between E John Street/16th Avenue E and S Jackson Street /23rd Avenue S.
- Operate service less often after 10:00 PM.
- Replace the south part of the route between Rainier Beach and S Jackson Street /23rd Avenue S with Route 106 to provide a direct connection between Renton Transit Center and downtown Seattle via Martin Luther King Junior Way S, S Jackson Street, and E Yesler Way (See Route 106 for more details).
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 15      | 15     | 30    | 15       | 30     |
| PROPOSED | 15      | 15     | 30-60 | 15       | 30     |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 12:00 AM |
| PROPOSED | Before 11:00 PM |

See proposed route map on next page. →

| Route    | Description                    |
|----------|--------------------------------|
| <b>8</b> | Seattle Center - Rainier Beach |



- ### Rider options
- In Capitol Hill between 16th Avenue E and 23rd Avenue E, use Route 43.
  - In Madison Valley between 23rd Avenue E and Martin Luther King Jr. Way E, use Route 11.
  - In the Central District between E Madison Street and S Jackson Street, use routes 2, 3, 14, or revised Route 106.
  - South of S Jackson Street, use revised Route 106.

11/7/13

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| Route      | Description                  |
|------------|------------------------------|
| <b>9EX</b> | Rainier Beach - Capitol Hill |



**Summary of changes**

- Operate only during commute hours.
- Operate as a one-way route, northbound in the morning and southbound in the afternoon.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 15-20   | 30     | –     | –        | –      |
| PROPOSED | –       | –      | –     | –        | –      |

**Number of Peak trips**  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M.     | P.M.     |
|----------|----------|----------|
| CURRENT  | –        | –        |
| PROPOSED | <b>9</b> | <b>8</b> |

**Rider options**

- South of S Jackson Street, use Route 7.
- North of S Jackson Street, use the First Hill Streetcar

| Route     | Description                                      |
|-----------|--|
| <b>11</b> | Madison Park - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 15      | 30     | 30-60 | 30       | 30     |
| PROPOSED   | 15      | 30     | 30-60 | 30       | 30     |

| When does service end? |                        |
|------------------------|------------------------|
| CURRENT                | Before 1:00 AM         |
| PROPOSED               | <b>Before 11:00 PM</b> |

| Route     | Description   |
|-----------|---|
| <b>12</b> | Interlaken Park - Seattle Central Business District |



**Summary of changes**

- Eliminate the part of the route northeast of E Madison Street/15th Avenue to reduce duplication with routes 10, 11 and 43.
- Operate Route 12 as a one-way route during commute hours, westbound in the morning and eastbound in the afternoon.
- Shift Route 2 from Seneca Street to provide service on E Madison Street.

**Reduction priority and reasons why the service was reduced or changed**

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 10      | 15     | 30-60 | 15       | 30     |
| PROPOSED | -       | -      | -     | -        | -      |

**Number of Peak trips**

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M.              | P.M.              |
|----------|-------------------|-------------------|
| CURRENT  | (All-day service) | (All-day service) |
| PROPOSED | 5                 | 3                 |

**When does service end?**

|          |                 |
|----------|-----------------|
| CURRENT  | Before 11:00 PM |
| PROPOSED | -               |

**See proposed route map on next page. →**

| Route     | Description   |
|-----------|---|
| <b>12</b> | Interlaken Park - Seattle Central Business District |

**Rider options**

- North of Madison Street, use Route 10 on 15th Avenue E, Route 11 on E Madison Street, or Route 43 on E John Street
- On Madison Street, use revised Route 2.





| Route     | Description   |
|-----------|---|
| <b>13</b> | Seattle Pacific - Seattle Central Business District |



### Summary of changes

- Combine service with Route 2 between Queen Anne and downtown Seattle to reduce duplication.
- Operate more frequently on weekdays and on Saturday since Route 2 would no longer operate.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |           |              | WEEKEND   |        |
|----------|-----------|-----------|--------------|-----------|--------|
|          | Peak      | Midday    | Night        | Saturday  | Sunday |
| CURRENT  | 15        | 30        | 30           | 30        | 30     |
| PROPOSED | <b>10</b> | <b>15</b> | <b>15-60</b> | <b>20</b> | 30     |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 11:00 PM |
| PROPOSED | Before 11:00 PM |

| Route     | Description                                     |
|-----------|---|
| <b>14</b> | Mount Baker - Seattle Central Business District |



### Summary of changes

- Operate Route 14 on weekdays only between 6:00 AM and 7:00 PM.
- Revise Route 106 to provide additional service on S Jackson Street.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 15      | 30     | 30-60 | 30       | 30     |
| PROPOSED | 15      | 30     | -     | -        | -      |

### When does service end?

|          |                |
|----------|----------------|
| CURRENT  | Before 1:00 AM |
| PROPOSED | Before 7:00 PM |

### Rider options

- On South Jackson Street, use revised Route 106 after 7:00 PM and on weekends.

| Route     | Description  |
|-----------|--|
| <b>16</b> | Northgate TC - Seattle Central Business District via Wallingford |



### Summary of changes

- Streamline routing to Northgate Transit Center by using N 92nd Street instead of NE Northgate Way.
- Shift routing from Aurora Avenue N to Fremont Bridge/Dexter Avenue N since routes 26 and 28 would no longer serve the area.
- Operate service more often during commute hours since routes 26 and 28 would no longer operate.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

**In the tables below, the color red indicates a change.**

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |        |       | WEEKEND  |        |
|----------|-----------|--------|-------|----------|--------|
|          | Peak      | Midday | Night | Saturday | Sunday |
| CURRENT  | 20        | 20     | 30    | 20       | 30     |
| PROPOSED | <b>15</b> | 20     | 30    | 20       | 30     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 1:00 AM         |
| PROPOSED | <b>Before 12:00 AM</b> |

**See proposed route map on next page. →**

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| Route     | Description  |
|-----------|--|
| <b>16</b> | Northgate TC - Seattle Central Business District via Wallingford |



11/7/13

[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



| Route       | Description                                     |
|-------------|---|
| <b>17EX</b> | Sunset Hill - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Reduce one afternoon trip.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduce trips currently supported by a WSDOT contract for Alaskan Way Viaduct construction mitigation</li> </ul> |

In the tables below, the color red indicates a change.

| Number of Peak trips                             |      |          |
|--|------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |          |
|  | A.M. | P.M.     |
| CURRENT  | 6    | 6        |
| PROPOSED   | 6    | <b>5</b> |

| Route       | Description                                     |
|-------------|---|
| <b>18EX</b> | North Beach - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Reduce one afternoon trip.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> .                |
| <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduce trips currently supported by a WSDOT contract for Alaskan Way Viaduct construction mitigation</li> </ul> |

In the table below, the color red indicates a change.

| Number of Peak trips                             |      |          |
|--|------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |          |
|  | A.M. | P.M.     |
| CURRENT  | 6    | 8        |
| PROPOSED   | 6    | <b>7</b> |

| Route       | Description                                       |
|-------------|---|
| <b>21EX</b> | Arbor Heights - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Reduce one morning and one afternoon trip.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> .                |
| <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduce trips currently supported by a WSDOT contract for Alaskan Way Viaduct construction mitigation</li> </ul> |

In the table below, the color red indicates a change.

| Number of Peak trips                             |          |          |
|--|----------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |          |          |
|  | A.M.     | P.M.     |
| CURRENT  | 10       | 10       |
| PROPOSED   | <b>9</b> | <b>9</b> |

| Route     | Description                                  |
|-----------|--|
| <b>24</b> | Magnolia - Seattle Central Business District |



### Summary of changes

- Operate during commute hours only and eliminate the part of the route that serves 28th Avenue W.
- Revise Route 33 to serve 28th Avenue W and Magnolia Village.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 15-30   | 30     | 30    | 30       | 30     |
| PROPOSED | 20      | -      | -     | -        | -      |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 10:00 PM |
| PROPOSED | Before 7:00 PM  |

See proposed route map  
on next page. →



| Route     | Description                                  |
|-----------|--|
| <b>24</b> | Magnolia - Seattle Central Business District |

**Rider options**

- Use revised routes 24 or 33.



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

| Route       | Description                                     |
|-------------|---|
| <b>26EX</b> | Wallingford - Seattle Central Business District |



**Summary of changes**

- Combine service on routes 26 Express and 26 Local to make the system more efficient to operate.
- Operate two-way service between 6:00 AM and 7:00 PM on the Express path between Wallingford and downtown Seattle.

**Reduction priority and reasons why the service was reduced or changed**

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

**How often does the bus come?** (number of trips or approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |           |       | WEEKEND  |        |
|----------|-----------|-----------|-------|----------|--------|
|          | Peak      | Midday    | Night | Saturday | Sunday |
| CURRENT  | 13 trips  | –         | –     | –        | –      |
| PROPOSED | <b>20</b> | <b>30</b> | –     | –        | –      |

| Route       | Description                                   |
|-------------|---|
| <b>28EX</b> | Broadview - Seattle Central Business District |



### Summary of changes

- Combine service on routes 28 Express and 28 Local to make the system more efficient to operate.
- Eliminate Express routing north of 103rd Street to reduce duplication with routes 5 and 355EX.
- Shift Express routing from NW Market Street/N 46th Street to N 39th Street since Route 28 would no longer serve the area.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

### How often does the bus come? (number of trips or approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY      |           |           | WEEKEND   |           |
|----------|--------------|-----------|-----------|-----------|-----------|
|          | Peak         | Midday    | Night     | Saturday  | Sunday    |
| CURRENT  | 19 trips     | –         | –         | –         | –         |
| PROPOSED | <b>10-30</b> | <b>30</b> | <b>60</b> | <b>30</b> | <b>30</b> |

See proposed route map  
on next page. →

| Route       | Description                                   |
|-------------|---|
| <b>28EX</b> | Broadview - Seattle Central Business District |



**28X** Revised Route 28X (all-day)  
 24 Peak-only route  
 40 All-day route  
 Transit Centers  
 Park-and-rides  
 Deleted segments of Route 28X  
 Deleted routes in this area: 4, 5X, 19, 25, 26, 28, 31, 48X, 61, 62, 66X, 62, 242, 304

**Northgate Transit Center (all-day routes)**

|    |     |     |
|----|-----|-----|
| 16 | 73  | 346 |
| 40 | 75  | 347 |
| 41 | 345 | 348 |

**Rider options**

- North of 103rd Street NW, use revised Route 355EX and Route 5.

To Downtown Seattle via Aurora Avenue N



| Route     | Description                                 |
|-----------|---|
| <b>29</b> | Ballard - Seattle Central Business District |



### Summary of changes

- Eliminate the part of the route north of 7th Avenue W and W Raye Street due to lower ridership.
- Reduce three morning and three afternoon trips.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

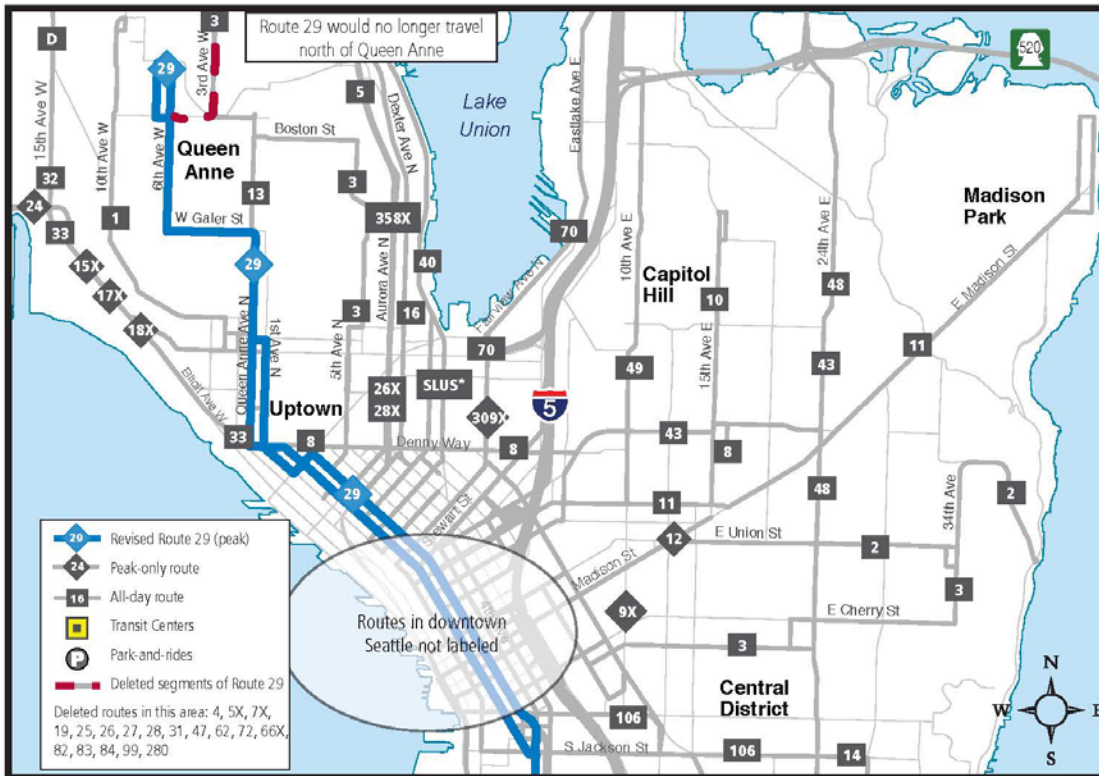
| Number of Peak trips                             |      |      |
|--|------|------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |      |
|  | A.M. | P.M. |
| CURRENT  | 12   | 12   |
| PROPOSED   | 9    | 9    |

See proposed route map  
on next page. →

| Route     | Description                                 |
|-----------|---|
| <b>29</b> | Ballard - Seattle Central Business District |

**Rider options**

- In Ballard, use Routes 17X, 18X, 40 or the RapidRide D Line.
- Along W Nickerson Street, use Route 32 and transfer to the RapidRide D Line or revised route 16 or Route 40.
- Along 3rd Avenue W, use routes 3 or 13.



| Route     | Description                               |
|-----------|---|
| <b>32</b> | University District - Seattle Center West |



### Summary of changes

- Combine service with Route 31 to reduce duplication.
- Operate service more often during commute hours since Route 31 would no longer operate.
- Shift route from Stone Way N to Wallingford Avenue N since Route 26 would no longer serve the area.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY     |        |       | WEEKEND  |        |
|----------|-------------|--------|-------|----------|--------|
|          | Peak        | Midday | Night | Saturday | Sunday |
| CURRENT  | 30          | 30     | 30    | 30       | 30     |
| PROPOSED | <b>8-15</b> | 30     | 30    | 30       | 30     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 12:00 AM        |
| PROPOSED | <b>Before 11:00 PM</b> |

See proposed route map on next page. →

| Route     | Description                               |
|-----------|---|
| <b>32</b> | University District - Seattle Center West |





| Route     | Description  |
|-----------|--|
| <b>33</b> | Discovery Park - Seattle Central Business District |



### Summary of changes

- Revise routing to operate a clockwise loop on 28th Avenue W, W Emerson Street, Gilman Avenue W, 22nd Avenue W and Thorndyke Avenue W with service to Magnolia Village during the mid-day and after 7:00 PM.
- Operate service more often during commute hours since Route 19 would no longer operate and Route 24 would be reduced.
- Operate the route between Magnolia and Belltown after 7:00 PM and on weekends.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 60       | 60     |
| PROPOSED | 20      | 30     | 60    | 60       | 60     |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 10:00 PM |
| PROPOSED | Before 10:00 PM |

See proposed route map on next page. →

| Route     | Description  |
|-----------|--|
| <b>33</b> | Discovery Park - Seattle Central Business District |

**Rider options**

- In Discovery Park and Lawtonwood, use revised Route 33 on W Government Way.



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

| Route     | Description   |
|-----------|---|
| <b>36</b> | Othello Station - Seattle Central Business District |



### Summary of changes

- Connect with Route 70 to make it more efficient to operate.
- End service earlier.
- Operate service less often.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |           |              | WEEKEND   |           |
|----------|-----------|-----------|--------------|-----------|-----------|
|          | Peak      | Midday    | Night        | Saturday  | Sunday    |
| CURRENT  | 7         | 10        | 15-30        | 10        | 15        |
| PROPOSED | <b>10</b> | <b>15</b> | <b>20-30</b> | <b>15</b> | <b>20</b> |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 2:00 AM         |
| PROPOSED | <b>Before 12:00 AM</b> |

| Route     | Description                                      |
|-----------|--|
| <b>40</b> | Northgate TC - Seattle Central Business District |



### Summary of changes

- Operate service less often during the mid-day and on Saturdays.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |           |       | WEEKEND   |        |
|----------|---------|-----------|-------|-----------|--------|
|          | Peak    | Midday    | Night | Saturday  | Sunday |
| CURRENT  | 15      | 15        | 30-60 | 15        | 30     |
| PROPOSED | 15      | <b>20</b> | 30-60 | <b>20</b> | 30     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 12:00 AM        |
| PROPOSED | <b>Before 11:00 PM</b> |

| Route     | Description   |
|-----------|---|
| <b>41</b> | Lake City - Seattle Central Business District via Northgate |



### Summary of changes

- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced the lowest performing trips at night to preserve service for the most riders.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 5       | 15     | 30-60 | 15       | 30     |
| PROPOSED | 5       | 15     | 30-60 | 15       | 30     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 1:00 AM         |
| PROPOSED | <b>Before 12:00 AM</b> |



| Route     | Description  |
|-----------|--|
| <b>43</b> | University District - Seattle Central<br>Business District |



### Summary of changes

- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced the lowest performing trips at night to preserve service for the most riders.

**In the tables below, the color red indicates a change.**

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 10-15   | 15     | 30    | 15       | 15     |
| PROPOSED | 10-15   | 15     | 30    | 15       | 15     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 1:00 AM         |
| PROPOSED | <b>Before 12:00 AM</b> |

| Route     | Description        |
|-----------|--------------------|
| <b>44</b> | Ballard - Montlake |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 10-12   | 15     | 15-30 | 15       | 15     |
| PROPOSED   | 10-12   | 15     | 15-30 | 15       | 15     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 2:00 AM        |
| PROPOSED               | <b>Before 1:00 AM</b> |

| Route     | Description  |
|-----------|--|
| <b>49</b> | University District - Seattle Central<br>Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> . |
| <ul style="list-style-type: none"> <li>• Priority 3</li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul>        |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 15      | 15     | 15-30 | 15       | 15     |
| PROPOSED   | 15      | 15     | 15-30 | 15       | 15     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 2:00 AM        |
| PROPOSED               | <b>Before 1:00 AM</b> |

| Route     | Description          |
|-----------|----------------------|
| <b>50</b> | Alki - Columbia City |



### Summary of changes

- Revise Route 50 to serve Westwood Village in West Seattle using 35th Avenue SW since Route 21 will no longer serve the area.
- Revise Route 128 to serve Alki.
- Operate service more often on Sundays since Route 21 would no longer operate.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced and restructured because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

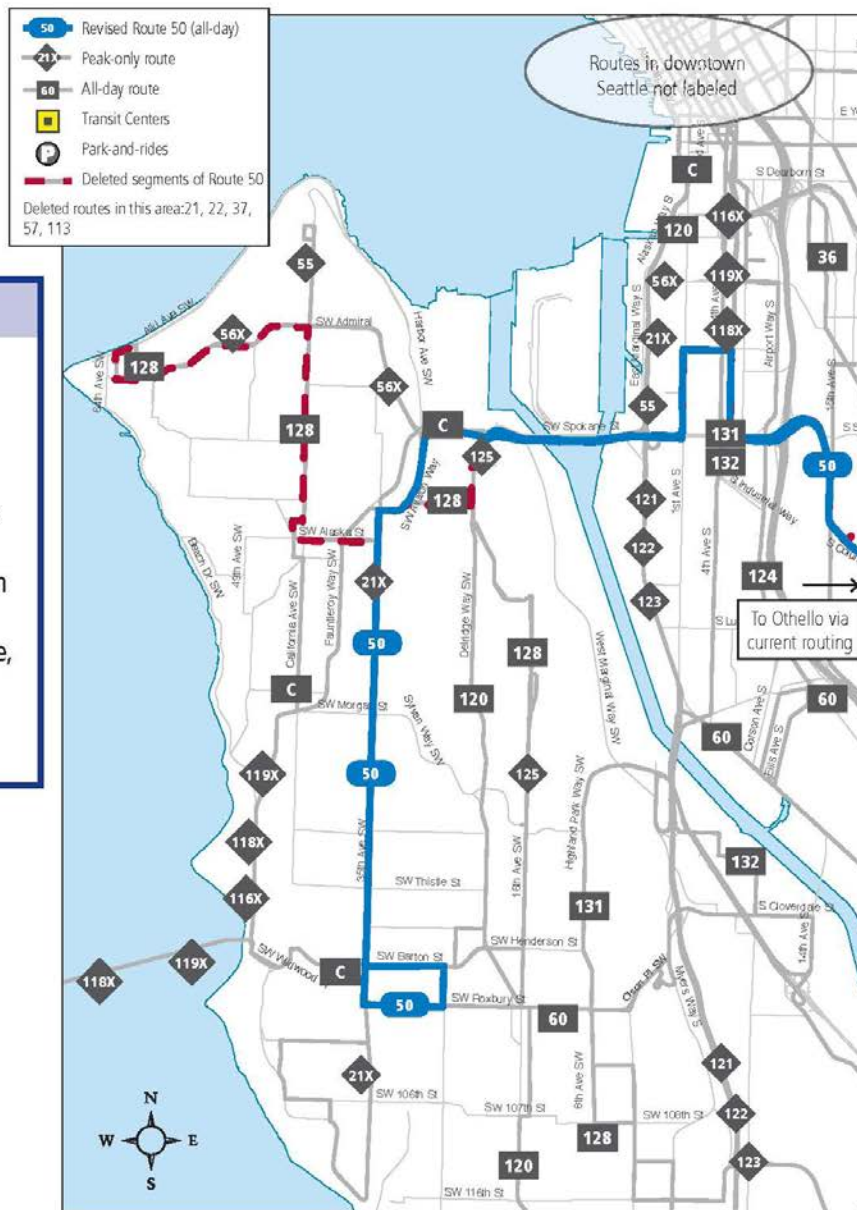
|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 20      | 30     | 60    | 30       | 60     |
| PROPOSED | 20      | 30     | 60    | 30       | 30     |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 10:00 PM |
| PROPOSED | Before 9:00 PM  |

See proposed route map  
on next page. →

| Route     | Description          |
|-----------|----------------------|
| <b>50</b> | Alki - Columbia City |



**Rider options**

- In West Seattle (Alki/Admiral/Alaska Junction/North Delridge), use revised Route 128.
- Traveling between West Seattle and downtown Seattle, connect with the RapidRide C Line or Route 120.



| Route     | Description  |
|-----------|--|
| <b>55</b> | Admiral District - University District - Seattle Central Business District |



### Summary of changes

- Reduce one morning trip and two afternoon trips.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced and restructured because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the table below, the color red indicates a change.

### Number of Peak trips

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M.     | P.M.     |
|----------|----------|----------|
| CURRENT  | 7        | 7        |
| PROPOSED | <b>6</b> | <b>5</b> |

| Route       | Description                              |
|-------------|--|
| <b>56EX</b> | Alki - Seattle Central Business District |



### Summary of changes

- Reduce two morning trips and one afternoon trip.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the table below, the color red indicates a change.

### Number of Peak trips

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M.     | P.M.     |
|----------|----------|----------|
| CURRENT  | 9        | 8        |
| PROPOSED | <b>7</b> | <b>7</b> |

| Route     | Description                     |
|-----------|---------------------------------|
| <b>60</b> | Westwood Village - Capitol Hill |



### Summary of changes

- Eliminate the part of the route north of Albro Place in South Beacon Hill to reduce duplication in the network.
- Revise Route 107 to serve South Beacon Hill.
- Extend route to Othello Link Station along S Graham Street to provide a connection with Route 36, revised routes 106 and 107, and Link light rail.
- Operate service less often on weekdays and at night.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 20      | 20     | 30-60 | 30       | 30     |
| PROPOSED | 30      | 30     | 60    | 30       | 30     |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 11:00 PM |
| PROPOSED | Before 9:00 PM  |

See proposed route map on next page. →

| Route     | Description                     |
|-----------|---------------------------------|
| <b>60</b> | Westwood Village - Capitol Hill |



**Rider options**

- On 15th Avenue S, use revised Route 107.
- Between Beacon Hill and Little Saigon, use Route 36.
- North of S Jackson Street, use the First Hill Streetcar

| Route       | Description            |
|-------------|------------------------|
| <b>64EX</b> | Lake City - First Hill |



**Summary of changes**

- Reduce two morning trips and two afternoon trips.

**Reduction priority and reasons why the service was reduced or changed**

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced because it is one of the lower performing peak-only routes in Metro’s system.

In the table below, the color red indicates a change.

| <b>Number of Peak trips</b>                      |          |          |
|--|----------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |          |          |
|  | A.M.     | P.M.     |
| CURRENT  | 7        | 7        |
| PROPOSED   | <b>5</b> | <b>5</b> |



| Route     | Description                     |
|-----------|---------------------------------|
| <b>65</b> | Lake City - University District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> . |
| <ul style="list-style-type: none"> <li>• <b>Priority 1</b></li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 10-15   | 30     | 30-60 | 30       | 30     |
| PROPOSED   | 10-15   | 30     | 30-60 | 30       | 30     |

| When does service end? |                 |
|------------------------|-----------------|
| CURRENT                | Before 12:00 AM |
| PROPOSED               | Before 11:00 PM |

| Route     | Description  |
|-----------|--|
| <b>70</b> | University District - Seattle Central<br>Business District |



### Summary of changes

- Connect Route 70 with Route 36 to make the route more efficient to operate.
- Operate service more often during commute hours and add Sunday service to match the service levels on Route 36.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |        |       | WEEKEND  |           |
|----------|-----------|--------|-------|----------|-----------|
|          | Peak      | Midday | Night | Saturday | Sunday    |
| CURRENT  | 10-15     | 15     | –     | 15       | –         |
| PROPOSED | <b>10</b> | 15     | –     | 15       | <b>20</b> |

### When does service end?

|          |                |
|----------|----------------|
| CURRENT  | Before 7:00 PM |
| PROPOSED | Before 7:00 PM |

| Route     | Description                                  |
|-----------|--|
| <b>71</b> | Wedgwood - Seattle Central Business District |



### Summary of changes

- Eliminate the part of the route north and south of NE 65th Street.
- Extend route to Roosevelt district for connections with revised Route 73 and to Sand Point for connections with Route 75.
- Operate service less often on weekdays and eliminate weekend service.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 30    | 30       | 30     |
| PROPOSED | 60      | 60     | -     | -        | -      |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 12:00 AM |
| PROPOSED | Before 7:00 PM  |

See proposed route map on next page. →

| Route     | Description                                  |
|-----------|--|
| <b>71</b> | Wedgwood - Seattle Central Business District |

**Rider options**

- At Wedgwood terminal, use routes 64 or 65.
- In View Ridge, use revised Route 71 on NE 65th Street.
- Along NE 65th Street, use revised Route 71 or 73EX on Roosevelt Way NE/12th Avenue NE or Route 65 on 35th Avenue NE or 372EX on 25th Avenue NE.

**Northgate Transit Center (all-day routes)**

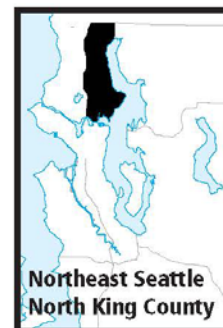
|    |     |     |
|----|-----|-----|
| 16 | 73  | 346 |
| 40 | 75  | 347 |
| 41 | 345 | 348 |

**University of Washington Campus (all-day routes)**

|    |    |    |      |
|----|----|----|------|
| 32 | 65 | 75 | 372X |
|----|----|----|------|



| Route     | Description                                      |
|-----------|--|
| <b>73</b> | Jackson Park - Seattle Central Business District |



### Summary of changes

- Combine service with routes 66EX, 67, 68, 71 and 72 to make service between northeast Seattle and downtown Seattle more efficient to operate.
- Shift route to Roosevelt Way NE from 15th Avenue NE to provide frequent service on a centralized corridor that more riders can access.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 30       | 60     |
| PROPOSED | 8       | 8      | 15-30 | 10       | 12     |

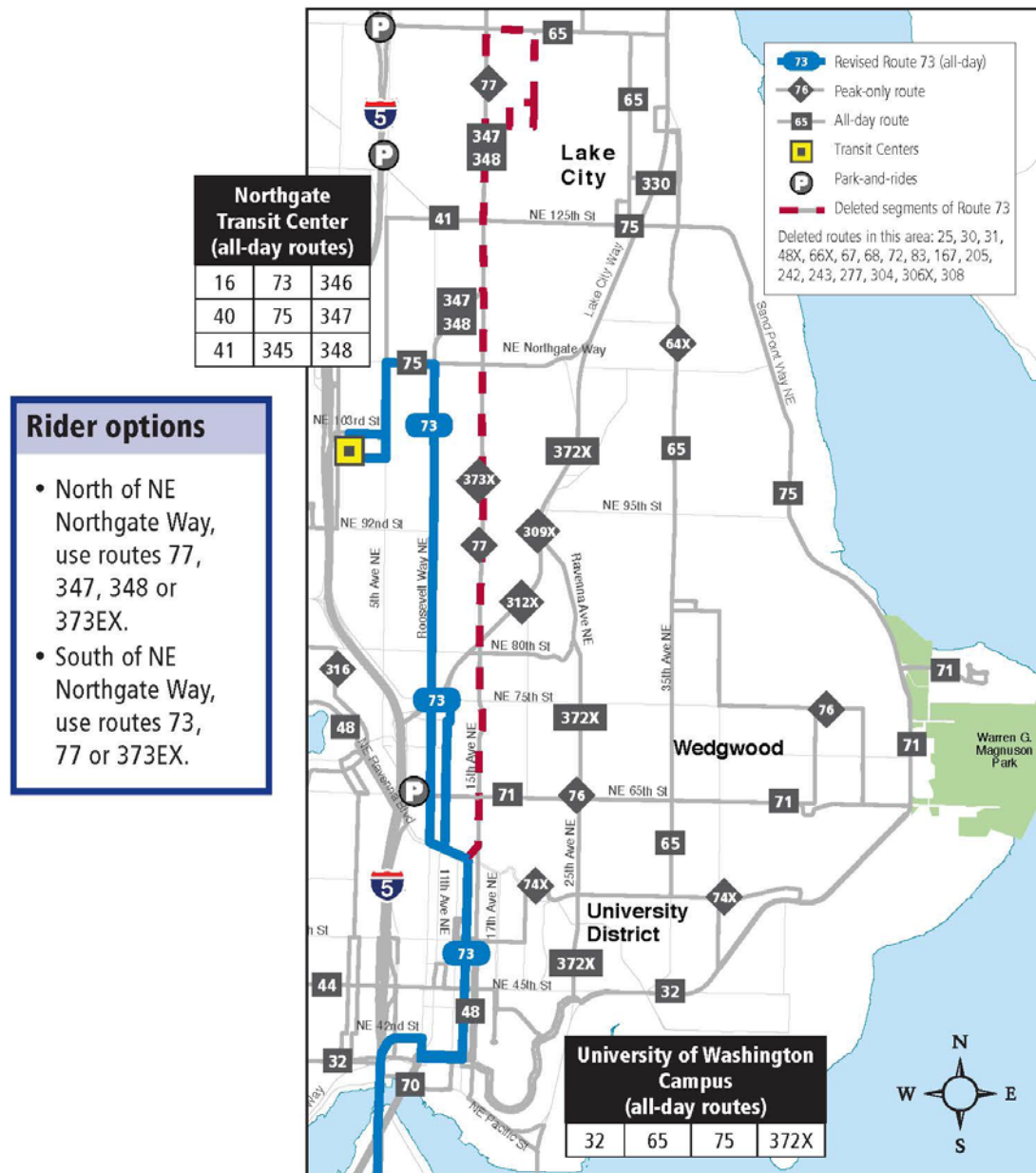
### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 12:00 AM |
| PROPOSED | Before 1:00 AM  |

See proposed route map on next page. →



| Route     | Description                                      |
|-----------|--|
| <b>73</b> | Jackson Park - Seattle Central Business District |



| Route      | Description                  |
|------------|------------------------------|
| <b>105</b> | Renton Highlands - Renton TC |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• Priority 3</li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 30-60 | 30       | 60     |
| PROPOSED   | 30      | 30     | 30    | 30       | 60     |

| When does service end? |                 |
|------------------------|-----------------|
| CURRENT                | Before 11:00 PM |
| PROPOSED               | Before 10:00 PM |

| Route      | Description   |
|------------|---|
| <b>106</b> | Renton TC - Seattle Central Business District via Rainier Beach |



### Summary of changes

- Combine with the south part of Route 8 in the Rainier Valley.
- Shift route to Martin Luther King Junior Way S, S Jackson Street, and E Yesler Way between Rainier Beach and downtown Seattle.
- Revise Route 60 and extend Route 107 to provide service to South Beacon Hill.
- Operate service more often in the mid-day to match the current service levels of Route 8.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

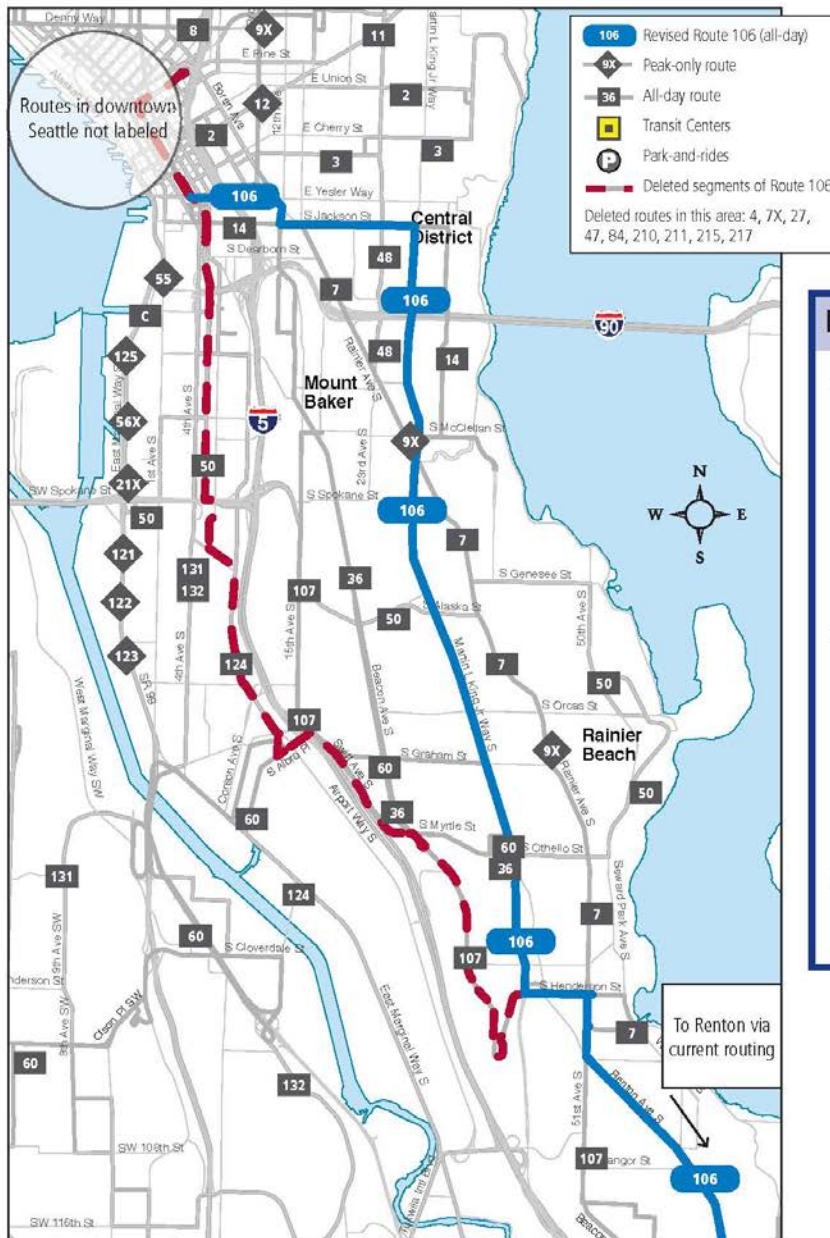
|          | WEEKDAY |           |       | WEEKEND  |        |
|----------|---------|-----------|-------|----------|--------|
|          | Peak    | Midday    | Night | Saturday | Sunday |
| CURRENT  | 15      | 30        | 30-60 | 30       | 30     |
| PROPOSED | 15      | <b>15</b> | 30-60 | 30       | 30     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 1:00 AM         |
| PROPOSED | <b>Before 12:00 AM</b> |

See proposed route map on next page. →

| Route      | Description   |
|------------|---|
| <b>106</b> | Renton TC - Seattle Central Business District via Rainier Beach |



**Rider options**

- For trips between Renton and downtown Seattle, connect with Link at Rainier Beach Station for a faster trip.
- On South Beacon Hill, use revised Route 107 to connect with Link at the Beacon Hill or Rainier Beach stations.
- On Airport Way S, use Route 124.

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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)





| Route      | Description               |
|------------|---------------------------|
| <b>107</b> | Renton TC - Rainier Beach |



### Summary of changes

- Extend route from Rainier Beach Link Station to Beacon Link Station on Beacon Avenue S and 15th Avenue S, since routes 60 and 106 would no longer serve the area.
- Operate service less often during commute hours.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |        |       | WEEKEND  |        |
|----------|-----------|--------|-------|----------|--------|
|          | Peak      | Midday | Night | Saturday | Sunday |
| CURRENT  | 15-30     | 30     | 30-60 | 30       | 30     |
| PROPOSED | <b>30</b> | 30     | 30-60 | 30       | 30     |

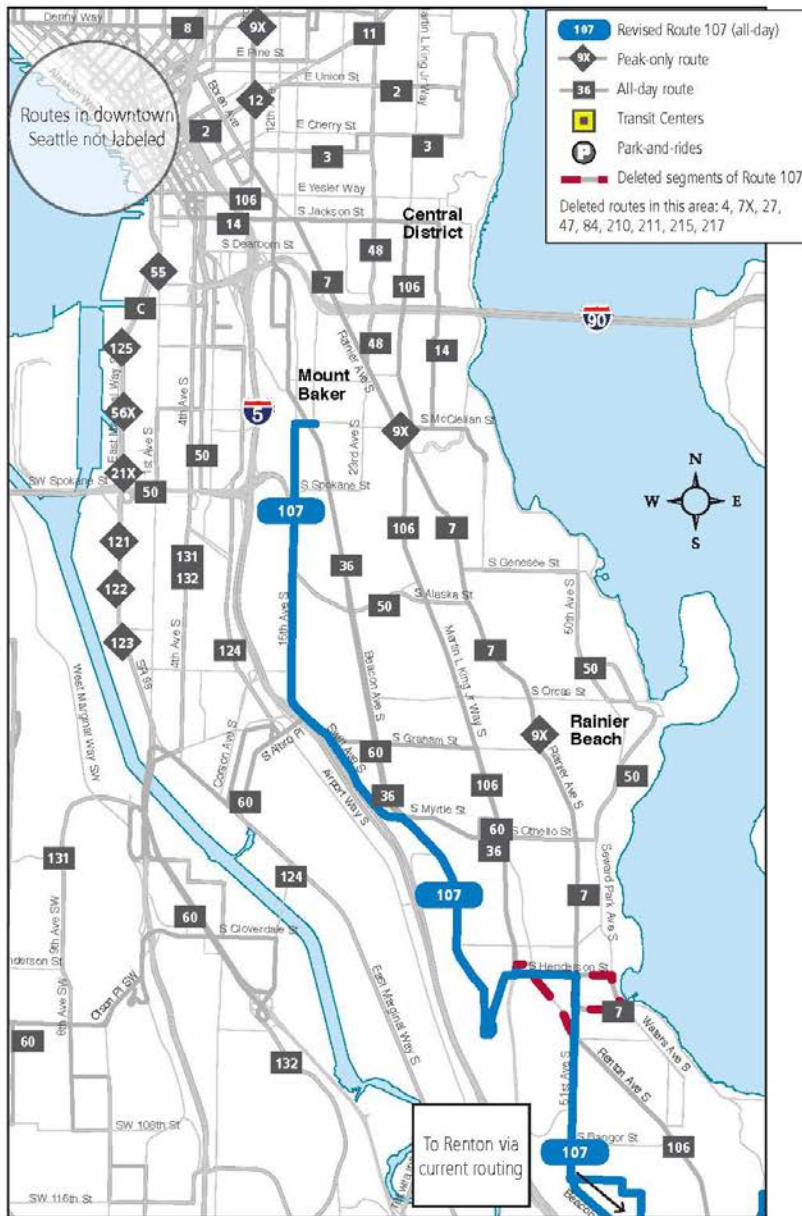
### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 12:00 AM        |
| PROPOSED | <b>Before 11:00 PM</b> |

See proposed route map  
on next page. →



| Route      | Description               |
|------------|---------------------------|
| <b>107</b> | Renton TC - Rainier Beach |



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

| Route      | Description                                       |
|------------|---|
| <b>111</b> | Lake Kathleen - Seattle Central Business District |



### Summary of changes

- Eliminate the part of the route east of 156th Avenue SE.
- Reduce one afternoon trip.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Shortened route to preserve service for the most riders.

In the table below, the color red indicates a change.

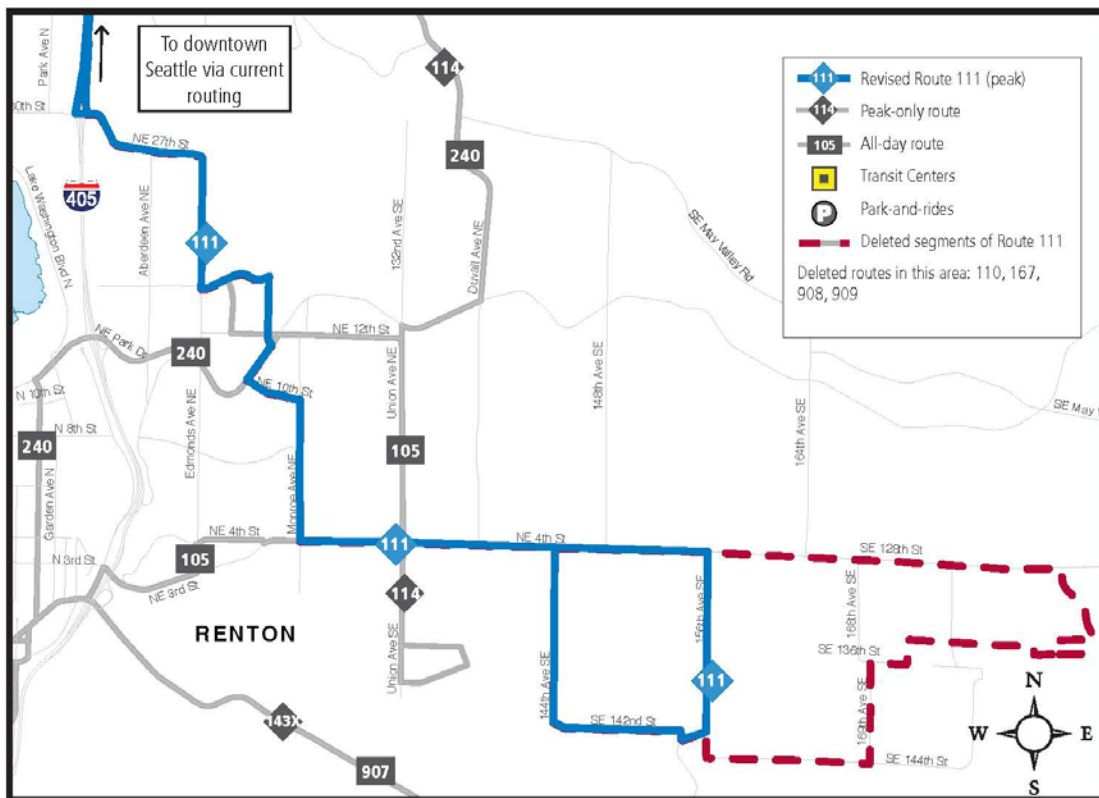
| Number of Peak trips                             |      |          |
|--|------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |          |
|  | A.M. | P.M.     |
| CURRENT  | 8    | 8        |
| PROPOSED   | 8    | <b>7</b> |

See proposed route map  
on next page. →

| Route      | Description                                       |
|------------|---|
| <b>111</b> | Lake Kathleen - Seattle Central Business District |

**Rider options**

- East of 156th Avenue SE in Lake Kathleen, Metro’s RideShare or VanPool programs may be an option.



| Route      | Description  |
|------------|--|
| <b>114</b> | Renton Highlands - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Reduce two morning trips and one afternoon trip.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced because it is one of the lower performing peak-only routes in Metro's system.</li> </ul> |

In the table below, the color red indicates a change.

| Number of Peak trips                             |      |      |
|--|------|------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |      |
|  | A.M. | P.M. |
| CURRENT  | 5    | 4    |
| PROPOSED   | 3    | 3    |

| Route        | Description  |
|--------------|--|
| <b>116EX</b> | Fauntleroy Ferry - Seattle Central Business District |



**Summary of changes**

- End route at 4th Avenue S and S Jackson Street (SODO Busway and Link Station).
- Reduce four morning and two afternoon trips.

**Reduction priority and reasons why the service was reduced or changed**

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced and restructured because of the combined effects of Metro’s funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

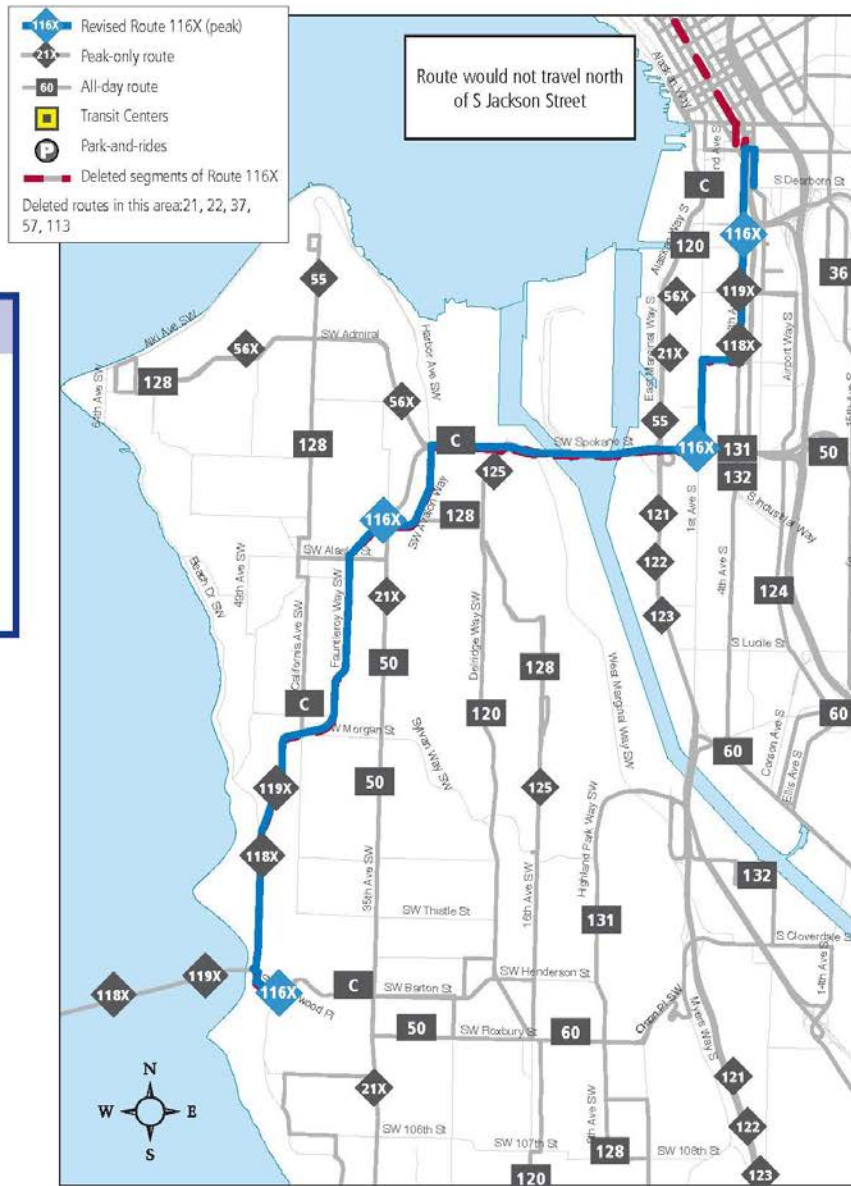
In the table below, the color red indicates a change.

| <b>Number of Peak trips</b>                      |          |          |
|--|----------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |          |          |
|  | A.M.     | P.M.     |
| CURRENT  | 10       | 8        |
| PROPOSED   | <b>6</b> | <b>6</b> |

See proposed route map  
on next page. →



| Route        | Description  |
|--------------|--|
| <b>116EX</b> | Fauntleroy Ferry - Seattle Central Business District |



**Rider options**

- Connect with Link Light Rail or service along SODO Busway to complete trip into downtown Seattle.

| Route      | Description        |
|------------|--------------------|
| <b>118</b> | Tahlequah - Vashon |



### Summary of changes

- Operate trips less frequently during the day. Begin service later in the morning and end service earlier in the evening.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- Priority 1
- Priority 3
- Reduced because it is one of the lowest performing routes in Metro's system.

| Route        | Description   |
|--------------|---|
| <b>118EX</b> | Tahlequah - Seattle Central Business District via ferry |



### Summary of changes

- End route at 4th Avenue S and S Jackson Street (SODO Busway and Link Station).
- Reduce one morning and one afternoon trip.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced and restructured because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the table below, the color red indicates a change.

| Number of Peak trips                             |          |          |
|--|----------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |          |          |
|  | A.M.     | P.M.     |
| CURRENT  | 2        | 2        |
| PROPOSED   | <b>1</b> | <b>1</b> |

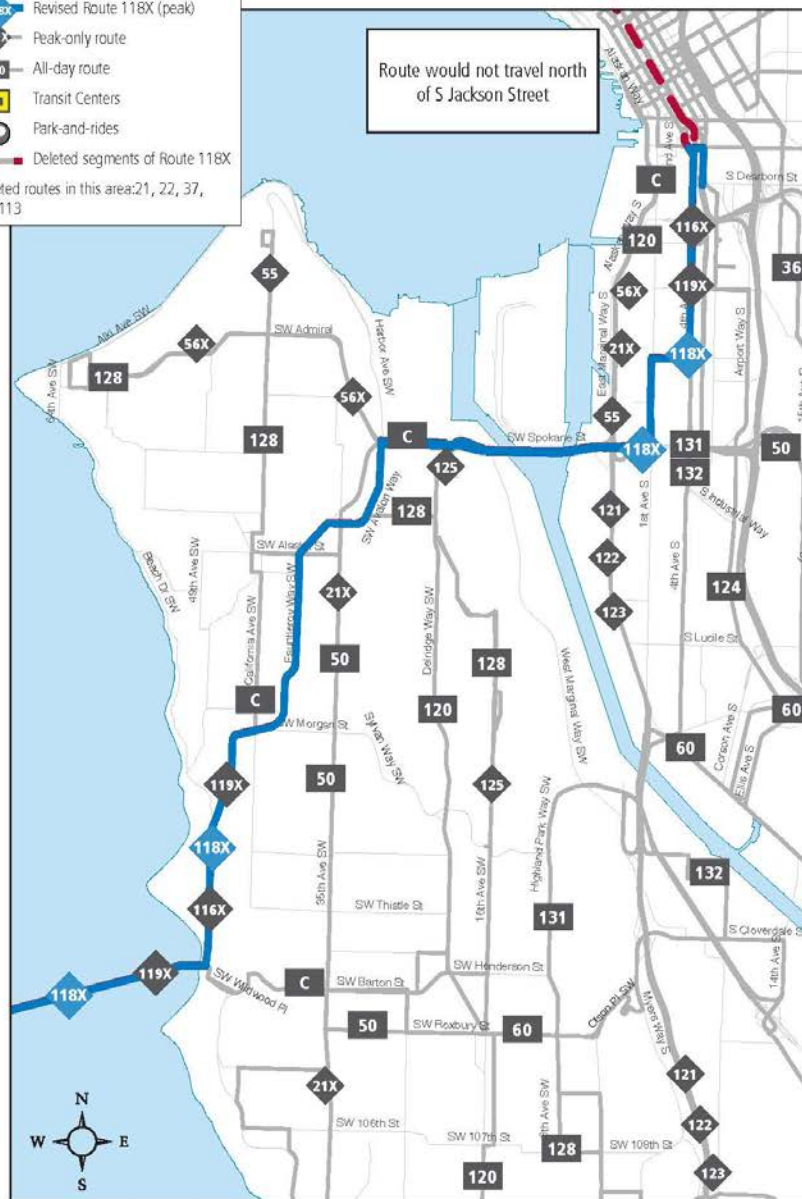
See proposed route map  
on next page. →

| Route        | Description   |
|--------------|---|
| <b>118EX</b> | Tahlequah - Seattle Central Business District via ferry |

◆ 118X Revised Route 118X (peak)  
◆ 21X Peak-only route  
60 All-day route  
 Transit Centers  
P Park-and-rides  
--- Deleted segments of Route 118X  
 Deleted routes in this area: 21, 22, 37, 57, 113

**Rider options**

- Connect with Link Light Rail or service along SODO Busway to complete trip into downtown Seattle.



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



| Route      | Description      |
|------------|------------------|
| <b>119</b> | Dockton - Vashon |



### Summary of changes

- Weekday service would be reduced with trips operating less frequently during the day.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 1**
- Reduced because it is one of the lowest performing routes in Metro's system.



| Route        | Description   |
|--------------|---|
| <b>119EX</b> | Dockton - Seattle Central Business District via ferry |



### Summary of changes

- End route at 4th Avenue S and S Jackson Street (SODO Busway and Link Station).

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced and restructured because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the table below, the color red indicates a change.

### Number of Peak trips

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M. | P.M. |
|----------|------|------|
| CURRENT  | 1    | 1    |
| PROPOSED | 1    | 1    |

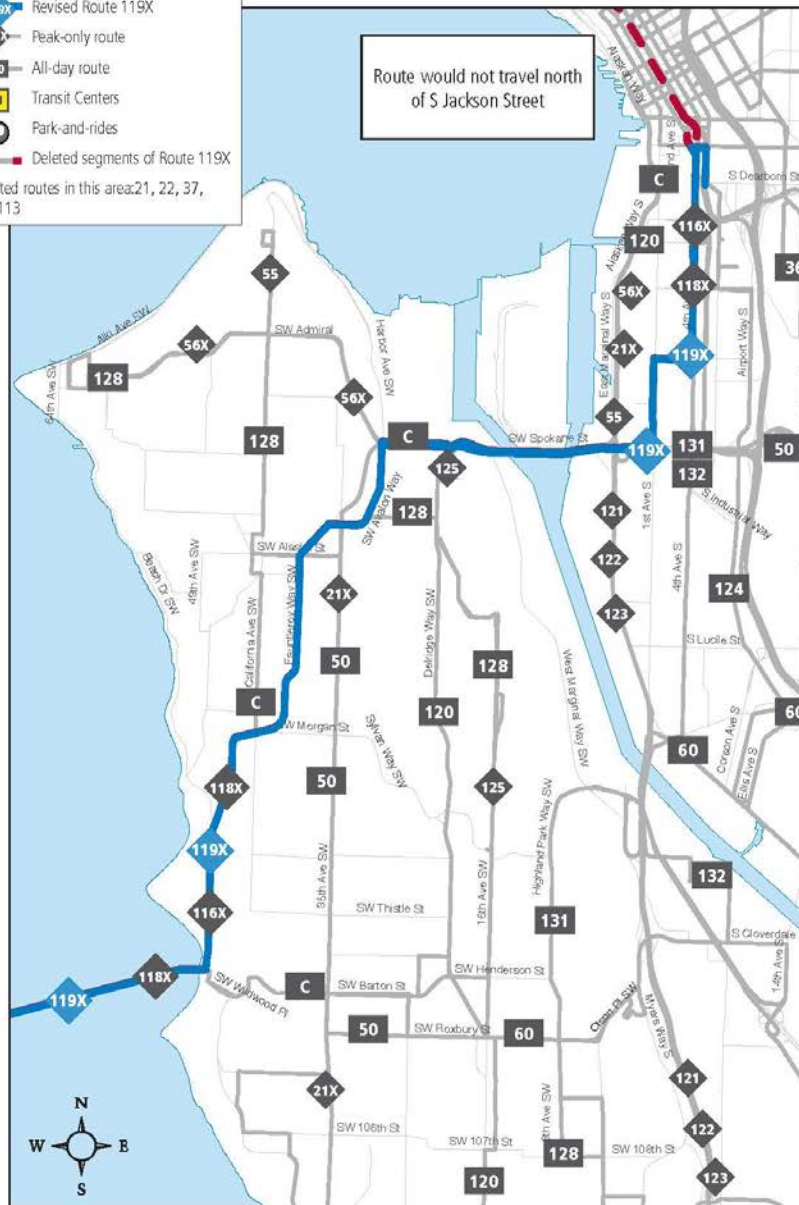
See proposed route map  
on next page. →

| Route | Description   |
|-------|---|
| 119EX | Dockton - Seattle Central Business District via ferry |



**Rider options**

- Connect with Link Light Rail or service along SODO Busway to complete trip into downtown Seattle.



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

| Route      | Description                                   |
|------------|---|
| <b>120</b> | Burien TC - Seattle Central Business District |



### Summary of changes

- Reduce trips during the commute hours that carry fewer riders.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |        |       | WEEKEND  |        |
|----------|-----------|--------|-------|----------|--------|
|          | Peak      | Midday | Night | Saturday | Sunday |
| CURRENT  | 8         | 15     | 30-60 | 15       | 30     |
| PROPOSED | <b>10</b> | 15     | 30-60 | 15       | 30     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 2:00 AM         |
| PROPOSED | <b>Before 12:00 AM</b> |

| Route      | Description  |
|------------|--|
| <b>121</b> | Highline Community College - Seattle Central Business District |



### Summary of changes

- Eliminate reverse-peak trips between downtown Seattle and Burien in the morning and back in the afternoon.
- Reduce 10 morning and 11 afternoon trips.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 1**
- Reduced because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the table below, the color red indicates a change.

| Number of Peak trips                             |          |          |
|--|----------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |          |          |
|  | A.M.     | P.M.     |
| CURRENT  | 16       | 18       |
| PROPOSED   | <b>6</b> | <b>7</b> |

| Route      | Description  |
|------------|--|
| <b>122</b> | Highline Community College - Seattle Central Business District |



| Summary of changes  |
|---|
| <ul style="list-style-type: none"> <li>• Reduce 2 morning and 2 afternoon trips.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.</li> </ul> |

In the table below, the color red indicates a change.

| Number of Peak trips                             |      |      |
|--|------|------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |      |
|  | A.M. | P.M. |
| CURRENT  | 6    | 8    |
| PROPOSED   | 4    | 6    |



| Route      | Description   |
|------------|---|
| <b>123</b> | Gregory Heights - Seattle Central Business District |



| Summary of changes  |
|---|
| <ul style="list-style-type: none"> <li>• Reduce 1 morning and 2 afternoon trips.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> .  |
| <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.</li> </ul> |

In the table below, the color red indicates a change.

| Number of Peak trips                             |      |      |
|--|------|------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |      |
|  | A.M. | P.M. |
| CURRENT  | 4    | 5    |
| PROPOSED   | 3    | 3    |

| Route      | Description                                 |
|------------|---|
| <b>124</b> | Tukwila - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 30-60 | 30       | 30     |
| PROPOSED   | 30      | 30     | 30-60 | 30       | 30     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 3:00 AM        |
| PROPOSED               | <b>Before 2:00 AM</b> |

| Route      | Description  |
|------------|--|
| <b>125</b> | Westwood Village - Seattle Central Business District |



### Summary of changes

- Operate Route 125 only during commute hours.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced and restructured because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 20      | 30     | 45    | 45       | –      |
| PROPOSED | 20      | –      | –     | –        | –      |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 10:00 PM |
| PROPOSED | –               |

| Route      | Description                    |
|------------|--------------------------------|
| <b>128</b> | Southcenter - Admiral District |



### Summary of changes

- Extend service to Alki in West Seattle.
- Revise routing to use 16th Avenue SW, SW Genesee Street, SW Alaska Street, California Avenue SW and SW Admiral Street between South Seattle Community College and Alki.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced and restructured because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

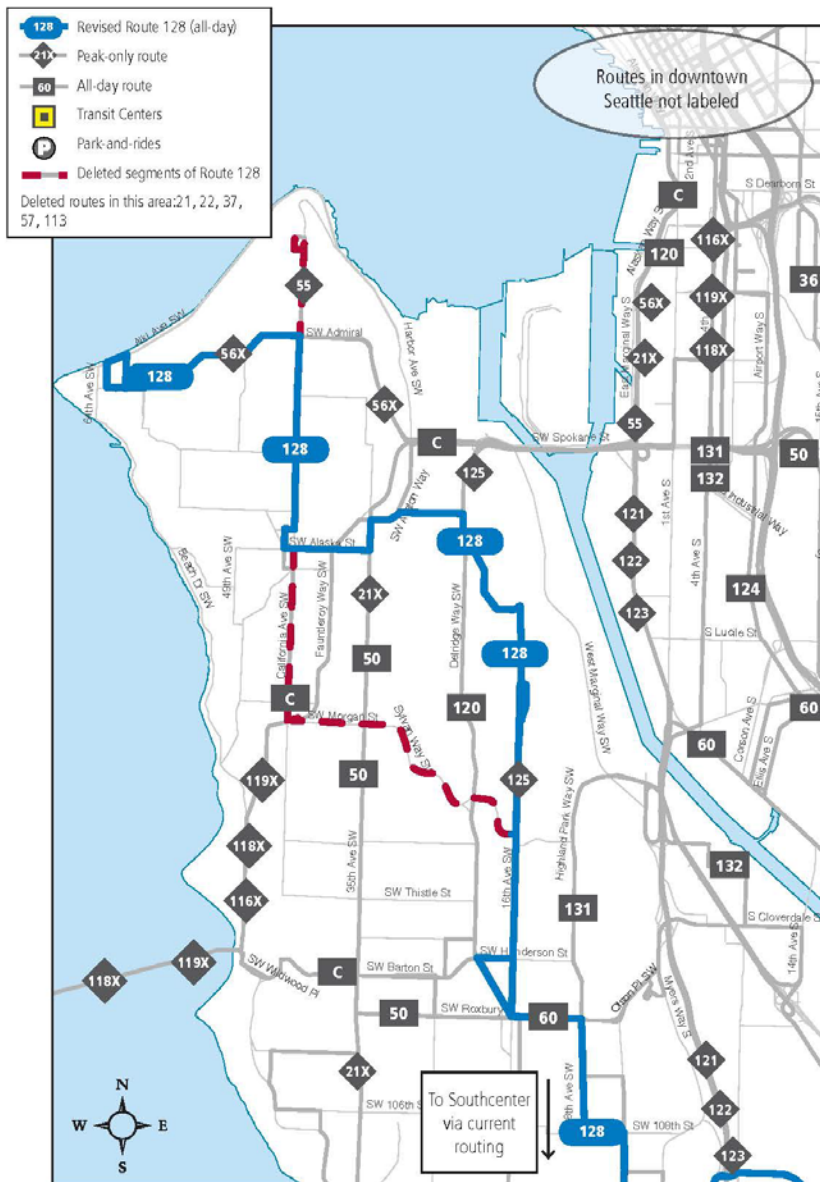
|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 30    | 30       | 30     |
| PROPOSED | 30      | 30     | 30    | 30       | 30     |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 12:00 AM        |
| PROPOSED | <b>Before 10:00 PM</b> |

See proposed route map  
on next page. →

| Route      | Description                    |
|------------|--------------------------------|
| <b>128</b> | Southcenter - Admiral District |



**Rider options**

- In High Point and Morgan Junction, use the RapidRide C Line or revised Route 50 and connect with revised Route 128 at 35th Avenue SW and SW Alaska Street.
- In North Admiral, use revised Route 55 during the commute hours.



| Route      | Description   |
|------------|---|
| <b>131</b> | Burien TC - Seattle Central Business District via Highland Park |



### Summary of changes

- Operate service less often during the mid-day, at night and on weekends.
- Operate as a shuttle between Westwood Village and Burien after 7:00 PM (See map for routing)
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced and restructured because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |           |           | WEEKEND   |           |
|----------|---------|-----------|-----------|-----------|-----------|
|          | Peak    | Midday    | Night     | Saturday  | Sunday    |
| CURRENT  | 30      | 30        | 30-60     | 30        | 30        |
| PROPOSED | 30      | <b>60</b> | <b>60</b> | <b>60</b> | <b>60</b> |

### When does service end?

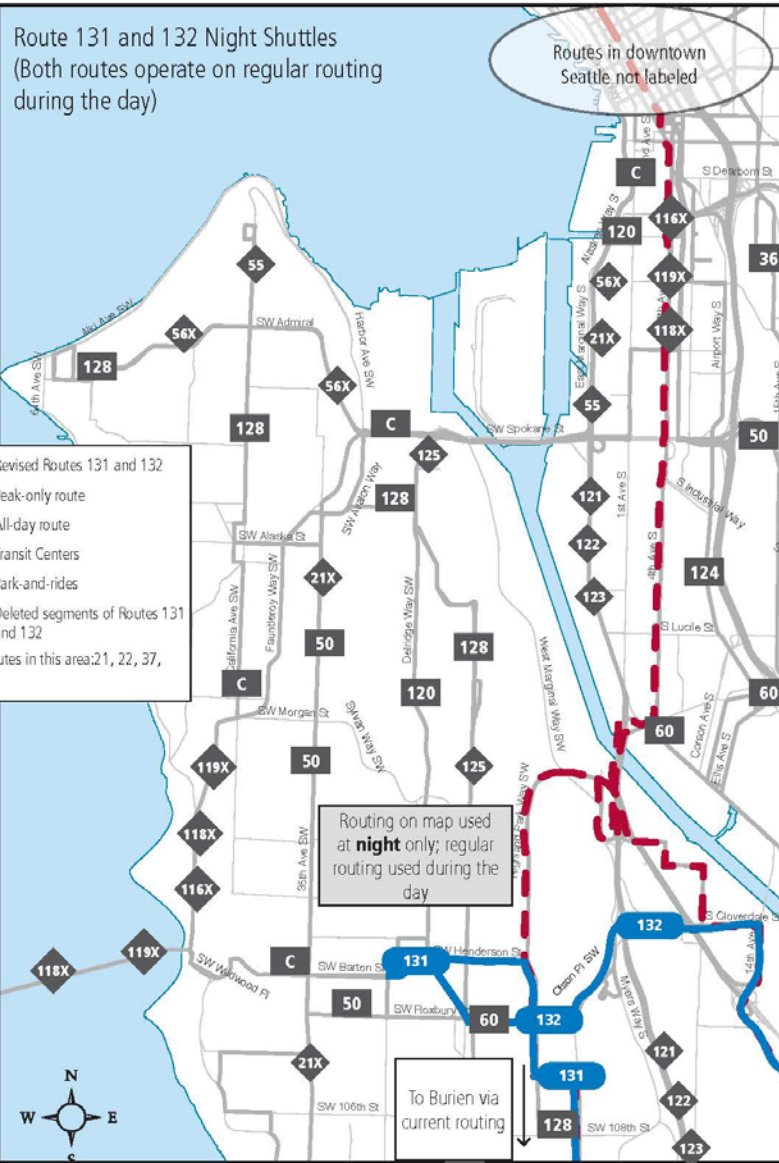
|          |                        |
|----------|------------------------|
| CURRENT  | Before 12:00 AM        |
| PROPOSED | <b>Before 11:00 PM</b> |

See proposed route map  
on next page. →

| Route      | Description   |
|------------|---|
| <b>131</b> | Burien TC - Seattle Central Business District via Highland Park |

**Rider options**

- At night, between downtown Seattle and the Duwamish, use Route 124. For other parts of the route, use Route 120 or the RapidRide C Line between downtown Seattle and Westwood Village and transfer to the Route 131 shuttle.



| Route      | Description  |
|------------|--|
| <b>132</b> | Burien TC - Seattle Central Business District via South Park |



### Summary of changes

- Operate service less often during the mid-day, at night and on weekends.
- Operate as a shuttle between Westwood Village and Burien after 7:00 PM (See map for routing)
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced and restructured because of the combined effects of Metro's funding shortage and the loss of state funding for Alaskan Way Viaduct construction mitigation.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 30-60 | 30       | 30     |
| PROPOSED | 30      | 60     | 60    | 60       | 60     |

### When does service end?

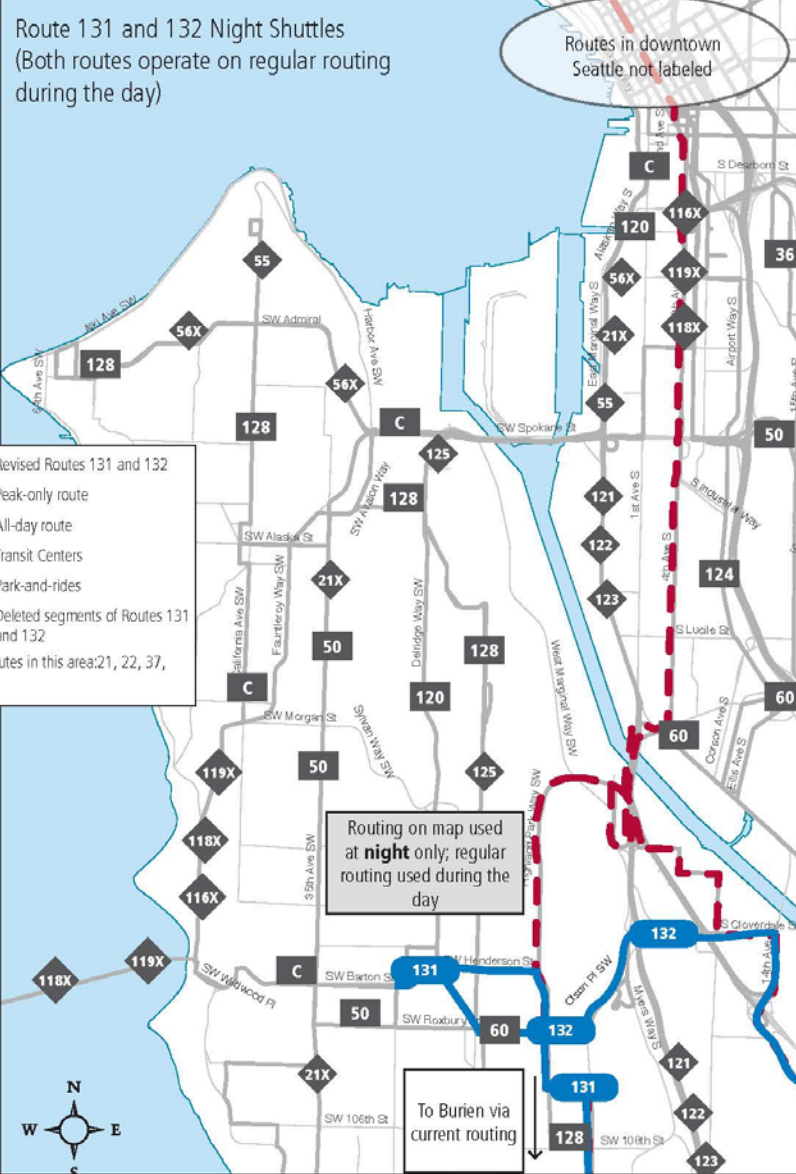
|          |                        |
|----------|------------------------|
| CURRENT  | Before 1:00 AM         |
| PROPOSED | <b>Before 10:00 PM</b> |

See proposed route map  
on next page. →

| Route      | Description  |
|------------|--|
| <b>132</b> | Burien TC - Seattle Central Business District via South Park |

**Rider options**

- At night, between downtown Seattle and the Duwamish, use Route 124. For other parts of the route, use Route 120 or the RapidRide C Line between downtown Seattle and Westwood Village and transfer to the Route 132 shuttle.



| Route        | Description                                       |
|--------------|---|
| <b>143EX</b> | Black Diamond - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Reduce one morning and one afternoon trip.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> . |
| <ul style="list-style-type: none"> <li>• Priority 3</li> <li>• Reduced because it is one of the lower performing peak-only routes in Metro's system.</li> </ul>        |

In the table below, the color red indicates a change.

| Number of Peak trips                             |          |          |
|--|----------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |          |          |
|  | A.M.     | P.M.     |
| CURRENT  | 5        | 5        |
| PROPOSED   | <b>4</b> | <b>4</b> |



| Route      | Description          |
|------------|----------------------|
| <b>148</b> | Fairwood - Renton TC |



### Summary of changes

- Operate service less often during commute hours and the mid-day.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- Priority 3
- Reduced because it is one of the lower performing routes in Metro's system.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 60       | 60     |
| PROPOSED | 60      | 60     | 60    | 60       | 60     |

### When does service end?

|          |                |
|----------|----------------|
| CURRENT  | Before 9:00 PM |
| PROPOSED | Before 9:00 PM |

| Route      | Description                                      |
|------------|--|
| <b>150</b> | Kent Station - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> . |
| <ul style="list-style-type: none"> <li>• Priority 3</li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul>        |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 15      | 15     | 30-60 | 15       | 30     |
| PROPOSED   | 15      | 15     | 30-60 | 15       | 30     |

| When does service end? |                        |
|------------------------|------------------------|
| CURRENT                | Before 1:00 AM         |
| PROPOSED               | <b>Before 11:00 PM</b> |

| Route      | Description                              |
|------------|--|
| <b>156</b> | Southcenter - Highline Community College |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Operate service less often during the mid-day.</li> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> .      |
| <ul style="list-style-type: none"> <li>• Priority 1</li> <li>• Priority 4</li> <li>• Reduced because it is one of the lower performing routes in Metro's system.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |           |          |          |        |
|--|---------|-----------|----------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |           |          |          |        |
|  | WEEKDAY |           |          | WEEKEND  |        |
|  | Peak    | Midday    | Night    | Saturday | Sunday |
| CURRENT  | 30      | 30        | 60       | 60       | 60     |
| PROPOSED   | 30      | <b>60</b> | <b>-</b> | 60       | 60     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 10:00 PM       |
| PROPOSED               | <b>Before 7:00 PM</b> |

| Route      | Description                                       |
|------------|---|
| <b>157</b> | Lake Meridian - Seattle Central Business District |



**Summary of changes**

- Combine service with routes 158 and 159.
- Shift routing to 132nd Avenue SE from 116th Avenue SE between SE 240th Street and the Lake Meridian Park-and-Ride.
- Add two morning and three afternoon trips since routes 158 and 159 would no longer operate.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

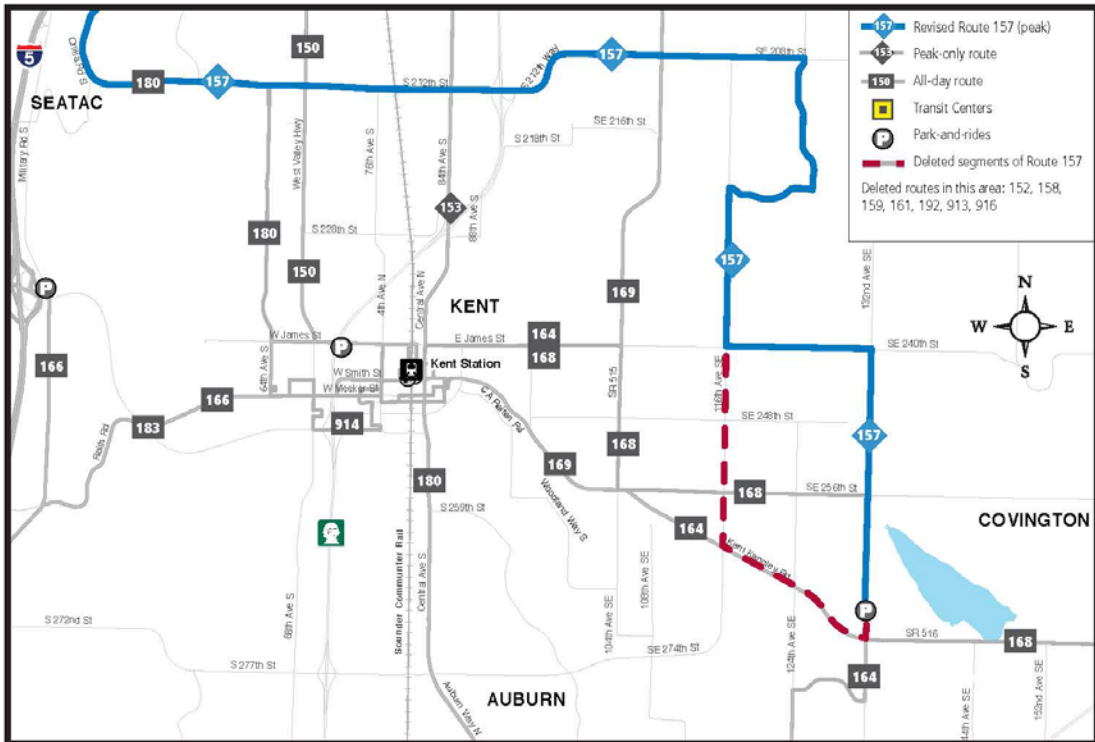
- **Priority 2**
- Combined service on two or more routes to preserve service for the most riders.

In the table below, the color red indicates a change.

| <b>Number of Peak trips</b>                      |      |      |
|--|------|------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |      |
|  | A.M. | P.M. |
| CURRENT  | 4    | 3    |
| PROPOSED   | 6    | 6    |

See proposed route map on next page. →

| Route      | Description                                       |
|------------|---|
| <b>157</b> | Lake Meridian - Seattle Central Business District |





| Route      | Description                                  |
|------------|--|
| <b>164</b> | Green River Community College - Kent Station |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• Priority 3</li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 60       | —      |
| PROPOSED   | 30      | 30     | 60    | 60       | —      |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 10:00 PM       |
| PROPOSED               | <b>Before 9:00 PM</b> |

| Route      | Description                 |
|------------|-----------------------------|
| <b>168</b> | Maple Valley - Kent Station |



**Summary of changes**

- Add service during commute hours to connect with Sounder Commuter Rail in order to replace commuter service on routes 158 and 159.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Combined service on two or more routes to preserve service for the most riders.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY      |        |       | WEEKEND  |        |
|----------|--------------|--------|-------|----------|--------|
|          | Peak         | Midday | Night | Saturday | Sunday |
| CURRENT  | 30           | 30     | 60    | 60       | 60     |
| PROPOSED | <b>18-30</b> | 30     | 60    | 60       | 60     |

**When does service end?**

|          |                 |
|----------|-----------------|
| CURRENT  | Before 11:00 PM |
| PROPOSED | Before 11:00 PM |

| Route      | Description                                     |
|------------|---|
| <b>177</b> | Federal Way - Seattle Central Business District |



### Summary of changes

- Combine service with routes 178, 179, 190 and 192.
- Revise routing to serve Star Lake and Kent/Des Moines freeway stations.
- Operate into downtown Seattle via Seneca Street and out of downtown Seattle via S Atlantic Street ramps to I-5.
- Add eight morning and eight afternoon trips.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

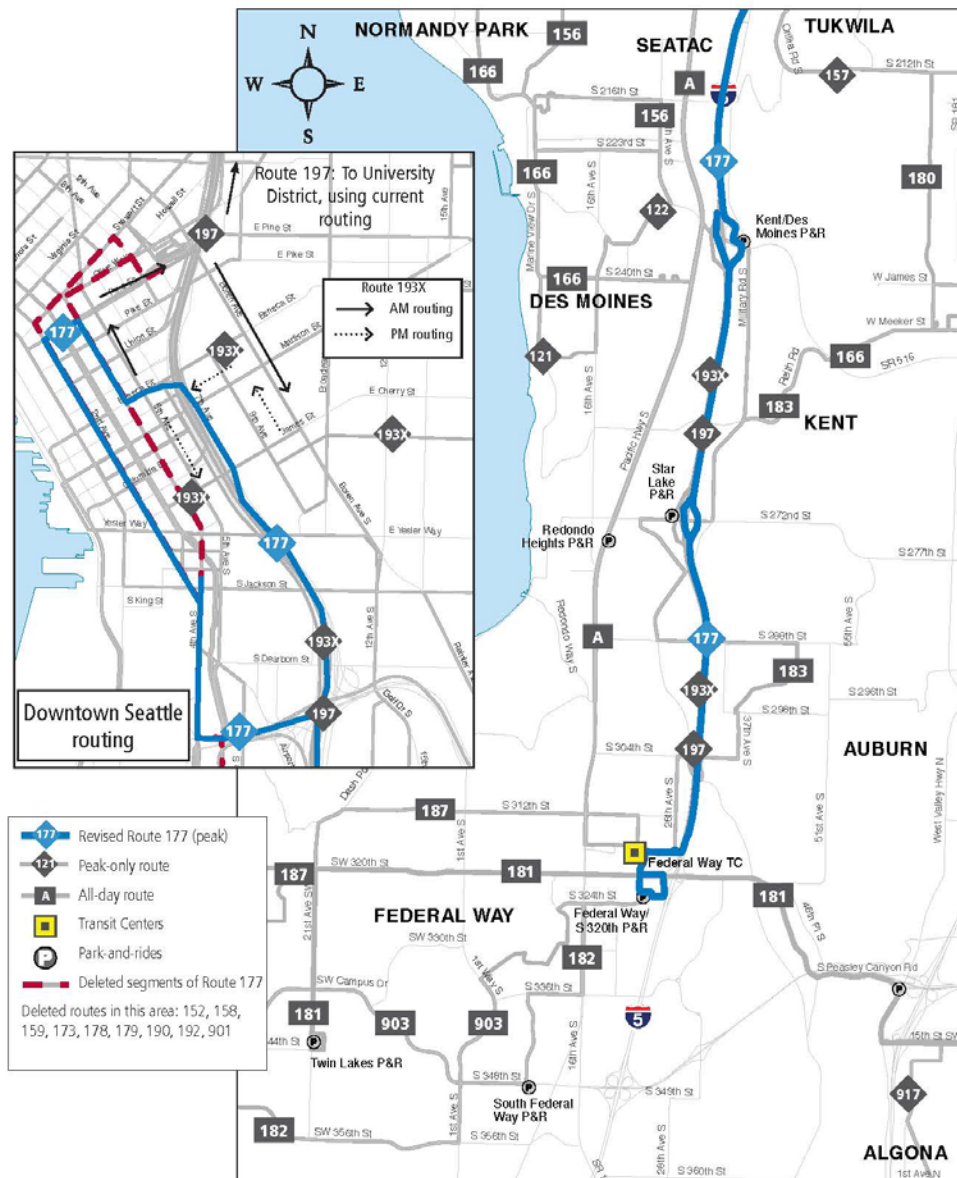
- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

| Number of Peak trips                             |           |           |
|--|-----------|-----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |           |           |
|  | A.M.      | P.M.      |
| CURRENT  | 9         | 9         |
| PROPOSED   | <b>17</b> | <b>17</b> |

See proposed route map  
on next page. →

| Route      | Description                                     |
|------------|---|
| <b>177</b> | Federal Way - Seattle Central Business District |



11/7/13

[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



| Route      | Description         |
|------------|---------------------|
| <b>180</b> | Aurburn - Burien TC |



| Summary of changes  |
|---|
| <ul style="list-style-type: none"> <li>Eliminate service between 12:00 AM and 4:00 AM.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>Priority 3</li> <li>Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 30-60 | 30       | 30     |
| PROPOSED   | 30      | 30     | 30-60 | 30       | 30     |

| When does service end? |                        |
|------------------------|------------------------|
| CURRENT                | Before 4:00 AM         |
| PROPOSED               | <b>Before 12:00 AM</b> |



| Route      | Description                                    |
|------------|--|
| <b>181</b> | Twin Lakes P&R - Green River Community College |



**Summary of changes**

- Add service during commute hours between Twin Lakes Park-and-Ride and Federal Way Transit Center in order to improve connections replacing routes 179 and 197.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY      |        |       | WEEKEND  |        |
|----------|--------------|--------|-------|----------|--------|
|          | Peak         | Midday | Night | Saturday | Sunday |
| CURRENT  | 30           | 30     | 30    | 30       | 30     |
| PROPOSED | <b>15-30</b> | 30     | 30    | 30       | 30     |

**When does service end?**

|          |                       |
|----------|-----------------------|
| CURRENT  | Before 10:00 PM       |
| PROPOSED | <b>Before 9:00 PM</b> |

| Route      | Description                |
|------------|----------------------------|
| <b>182</b> | NE Tacoma - Federal Way TC |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>Operate service less often during commute hours.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>Priority 3</li> <li>Reduced because it is one of the lower performing routes in Metro's system.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |           |        |       |          |        |
|--|-----------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |           |        |       |          |        |
|  | WEEKDAY   |        |       | WEEKEND  |        |
|  | Peak      | Midday | Night | Saturday | Sunday |
| CURRENT  | 30        | 60     | –     | 60       | 60     |
| PROPOSED   | <b>60</b> | 60     | –     | 60       | 60     |

| When does service end? |                |
|------------------------|----------------|
| CURRENT                | Before 8:00 PM |
| PROPOSED               | Before 8:00 PM |

| Route      | Description               |
|------------|---------------------------|
| <b>186</b> | Enumclaw - Auburn Station |



| Summary of changes  |
|---|
| <ul style="list-style-type: none"> <li>Operate service less often.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>Priority 3</li> <li>Reduced because it is one of the lower performing routes in Metro's system.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |           |        |       |          |        |
|--|-----------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |           |        |       |          |        |
|  | WEEKDAY   |        |       | WEEKEND  |        |
|  | Peak      | Midday | Night | Saturday | Sunday |
| CURRENT  | 30        | –      | –     | –        | –      |
| PROPOSED   | <b>60</b> | –      | –     | –        | –      |

| When does service end? |                |
|------------------------|----------------|
| CURRENT                | Before 7:00 PM |
| PROPOSED               | Before 7:00 PM |

| Route      | Description                 |
|------------|-----------------------------|
| <b>187</b> | Federal Way TC - Twin Lakes |



**Summary of changes**

- Shift routing to SW 312th Street between 21st Avenue SW and Federal Way Transit Center since Route 901 DART would no longer serve the area.
- End service earlier.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Combined service on two or more routes to preserve service for the most riders.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30-60   | 60     | 60    | 60       | 60     |
| PROPOSED | 30-60   | 60     | 60    | 60       | 60     |

**When does service end?**

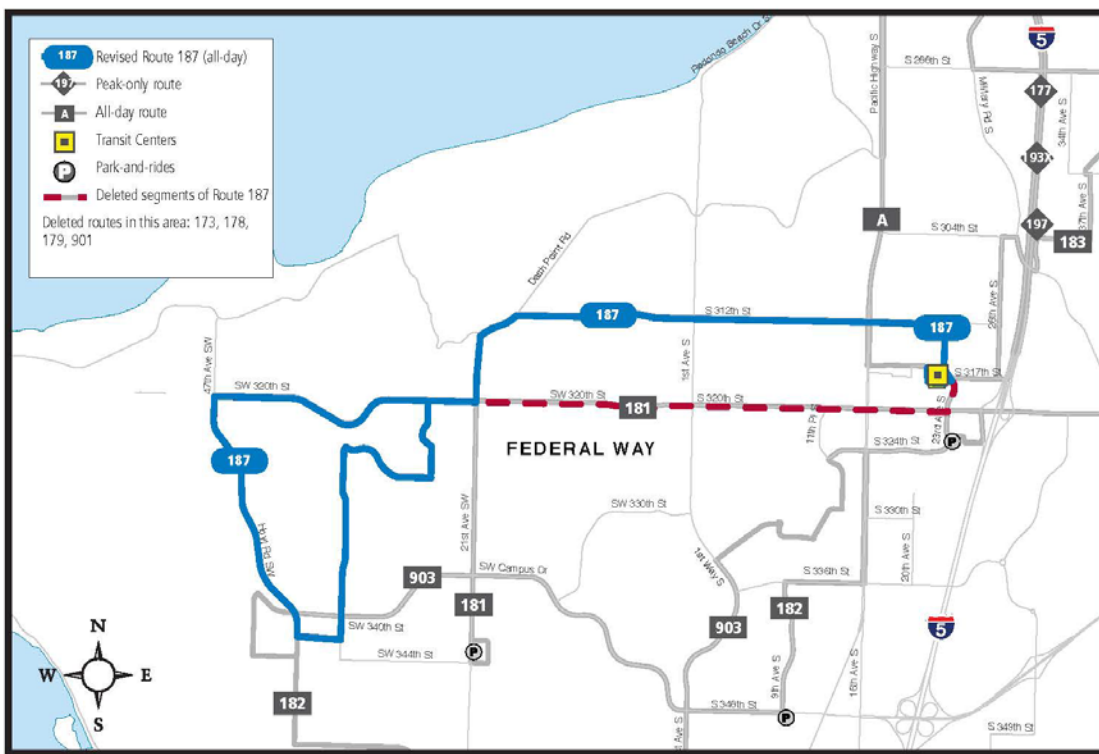
|          |                       |
|----------|-----------------------|
| CURRENT  | Before 11:00 PM       |
| PROPOSED | <b>Before 9:00 PM</b> |

See proposed route map on next page. →

| Route      | Description                 |
|------------|-----------------------------|
| <b>187</b> | Federal Way TC - Twin Lakes |

**Rider options**

- Along S 320th Street, use Route 181.





| Route        | Description              |
|--------------|--------------------------|
| <b>193EX</b> | Federal Way - First Hill |



**Summary of changes**

- Eliminate the part of the route that serves Tukwila Park-and-Ride to make it more efficient to operate.
- Revise to serve north part of downtown Seattle in order to provide additional service capacity.
- Reduce one afternoon trip.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

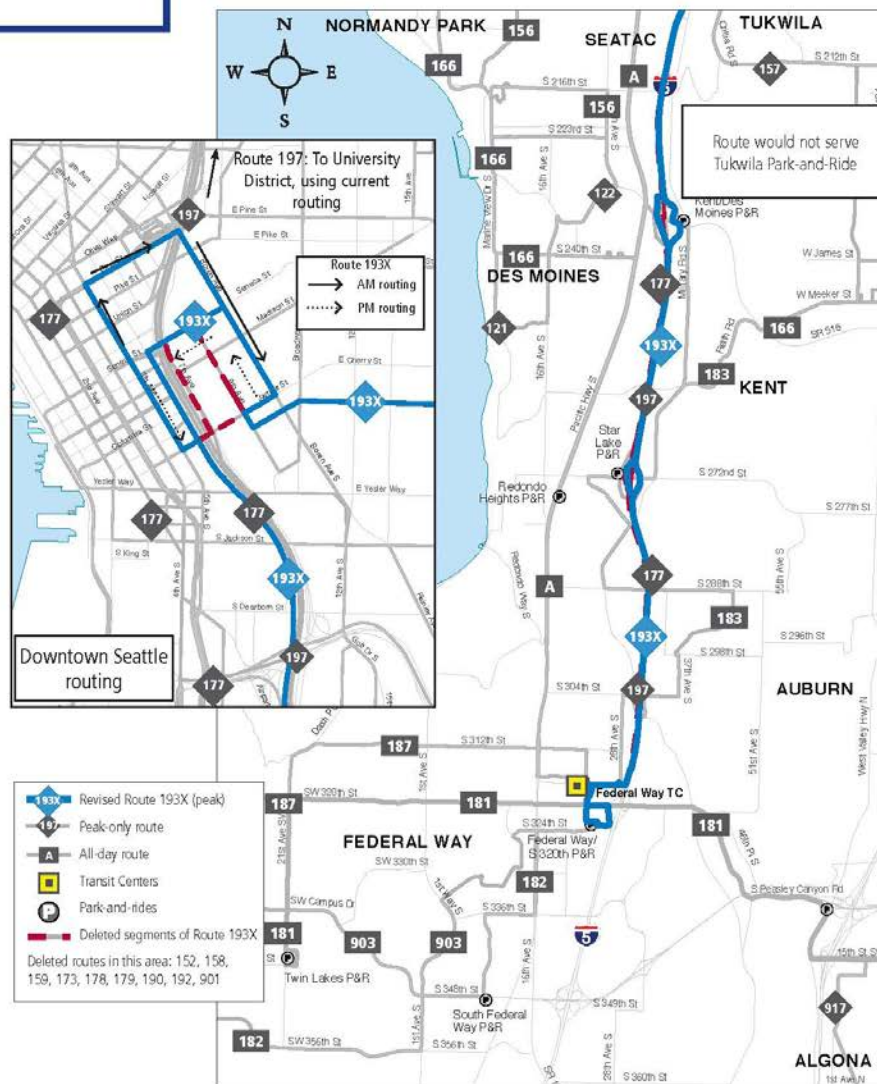
| <b>Number of Peak trips</b>                      |      |          |
|--|------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |          |
|  | A.M. | P.M.     |
| CURRENT  | 7    | 7        |
| PROPOSED   | 7    | <b>6</b> |

See proposed route map  
 on next page. →

| Route        | Description              |
|--------------|--------------------------|
| <b>193EX</b> | Federal Way - First Hill |

**Rider options**

- At Tukwila Park-and-Ride, use Route 150 to downtown Seattle and connect with routes 2 or 3, or the First Hill Streetcar.



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

| Route      | Description                      |
|------------|----------------------------------|
| <b>197</b> | Twin Lakes - University District |



### Summary of changes

- Eliminate the part of the route west of Federal Way Transit Center to make it more efficient to operate.
- Reduce two afternoon trips.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

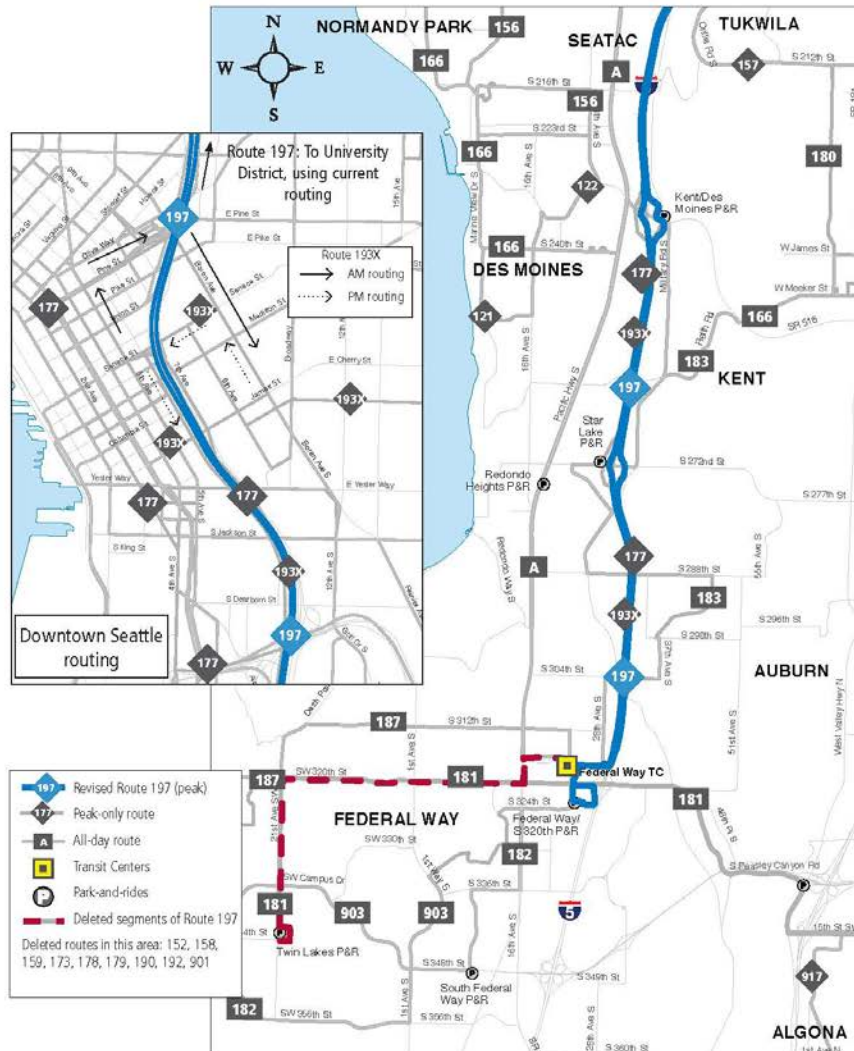
| Number of Peak trips                             |      |          |
|--|------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |          |
|  | A.M. | P.M.     |
| CURRENT  | 7    | 9        |
| PROPOSED   | 7    | <b>7</b> |

See proposed route map  
on next page. →

| Route      | Description                      |
|------------|----------------------------------|
| <b>197</b> | Twin Lakes - University District |

**Rider options**

- In Federal Way between Twin Lakes and the Federal Way Transit Center, use Route 181 and connect with the revised Route 197.



| Route      | Description  |
|------------|--|
| <b>204</b> | South Mercer Island - Mercer Island P&R via Island Crest |



### Summary of changes

- Combine service with Route 202 and operate between 6:00 AM and 6:00 PM on weekdays.
- Operate service less often during the mid-day.
- Eliminate weekend service.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Combined service on two or more routes to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |           |       | WEEKEND  |        |
|----------|-----------|-----------|-------|----------|--------|
|          | Peak      | Midday    | Night | Saturday | Sunday |
| CURRENT  | –         | 30        | –     | 30       | 30     |
| PROPOSED | <b>30</b> | <b>60</b> | –     | –        | –      |

### When does service end?

|          |                |
|----------|----------------|
| CURRENT  | Before 3:00 PM |
| PROPOSED | Before 6:00 PM |



| Route      | Description           |
|------------|-----------------------|
| <b>208</b> | North Bend - Issaquah |



**Summary of changes**

- Operate service less often.
- Operate in both directions during commute hours since routes 209 and 215 would no longer operate.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 1**
- Reduced because it is one of the lowest performing routes in Metro's system.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 60      | 60     | —     | 60       | —      |
| PROPOSED | 120     | 120    | —     | 120      | —      |

**When does service end?**

|          |                |
|----------|----------------|
| CURRENT  | Before 9:00 PM |
| PROPOSED | Before 9:00 PM |

| Route      | Description                                  |
|------------|--|
| <b>212</b> | Eastgate - Seattle Central Business District |



**Summary of changes**

- Add three morning and three afternoon reverse-peak direction trips since route 217 would no longer operate.

**Reduction priority and reasons why the service was reduced or changed**

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- Priority 2
- Combined service on two or more routes to preserve service for the most riders.

In the table below, the color red indicates a change.

**Number of Peak trips**

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M. | P.M. |
|----------|------|------|
| CURRENT  | 23   | 22   |
| PROPOSED | 26   | 25   |

| Route      | Description                                  |
|------------|--|
| <b>214</b> | Issaquah - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Reduce five morning and six afternoon trips.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced because it is one of the lower performing peak-only routes in Metro's system.</li> </ul> |

In the table below, the color red indicates a change.

| Number of Peak trips                             |      |      |
|--|------|------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |      |
|  | A.M. | P.M. |
| CURRENT  | 13   | 13   |
| PROPOSED   | 8    | 7    |

| Route      | Description               |
|------------|---------------------------|
| <b>221</b> | Education Hill - Eastgate |



### Summary of changes

- Eliminate the part of the route between Overlake Transit Center and Education Hill.
- Revise Route 234 to serve Education Hill.
- Operate service more often on Sundays.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

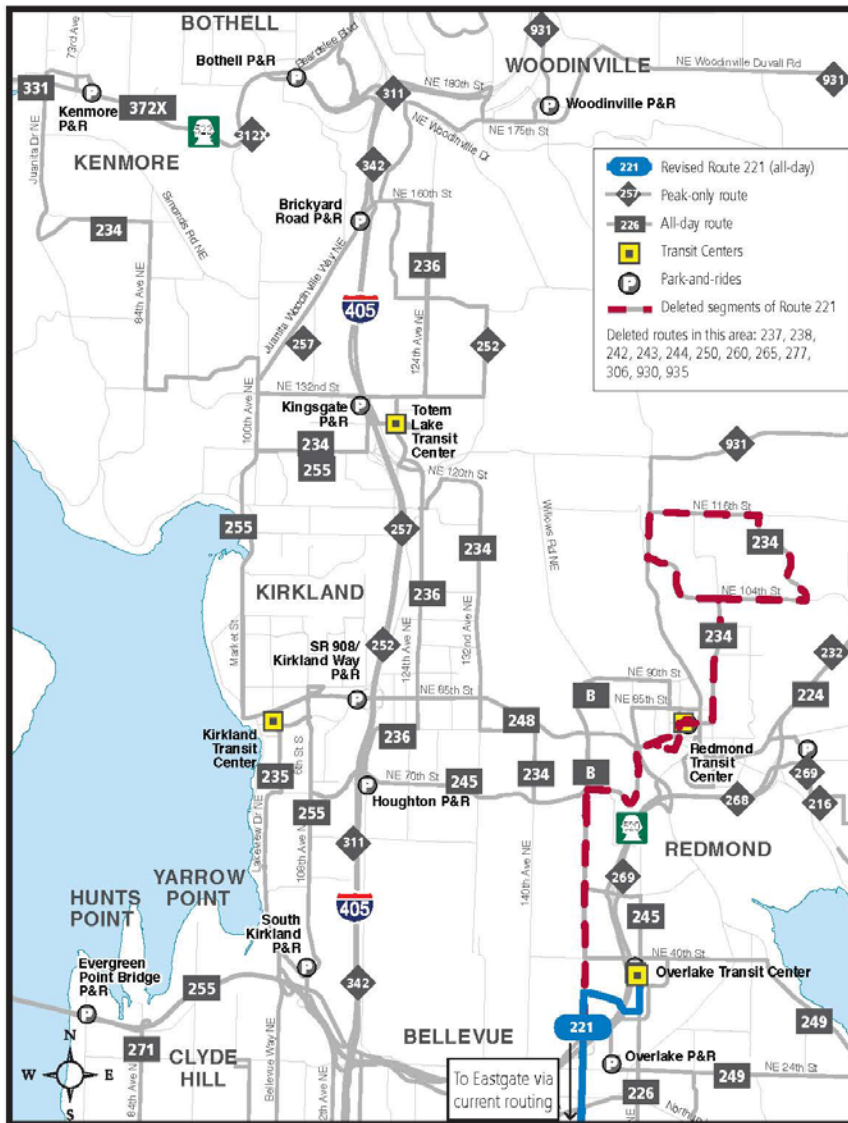
|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 30       | 60     |
| PROPOSED | 30      | 30     | 60    | 30       | 30     |

### When does service end?

|          |                 |
|----------|-----------------|
| CURRENT  | Before 10:00 PM |
| PROPOSED | Before 9:00 PM  |

See proposed route map  
on next page. →

| Route      | Description               |
|------------|---------------------------|
| <b>221</b> | Education Hill - Eastgate |



**Rider options**

- Between Redmond Transit Center and Education Hill, use revised Route 234.
- Between NE 40th and 70th streets, use the RapidRide B Line.



| Route      | Description         |
|------------|---------------------|
| <b>226</b> | Eastgate - Bellevue |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 30       | 60     |
| PROPOSED   | 30      | 30     | 60    | 30       | 60     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 11:00 PM       |
| PROPOSED               | <b>Before 9:00 PM</b> |

| Route      | Description       |
|------------|-------------------|
| <b>232</b> | Duvall - Bellevue |



### Summary of changes

- Reduce one morning and one afternoon peak direction trips.
- Eliminate reverse-peak trips between Bellevue and Redmond in the morning and back in the afternoon.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced because it is one of the lower performing peak-only routes in Metro's system.

In the table below, the color red indicates a change.

| Number of Peak trips                             |          |          |
|--|----------|----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |          |          |
|  | A.M.     | P.M.     |
| CURRENT  | 9        | 9        |
| PROPOSED   | <b>4</b> | <b>4</b> |

| Route      | Description        |
|------------|--------------------|
| <b>234</b> | Kenmore - Bellevue |



### Summary of changes

- Revise routing east of 100th Avenue NE to serve Totem Lake Transit Center, Redmond Transit Center and Education Hill.
- Operate service less often during the mid-day.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 60       | 60     |
| PROPOSED | 30      | 60     | -     | 60       | 60     |

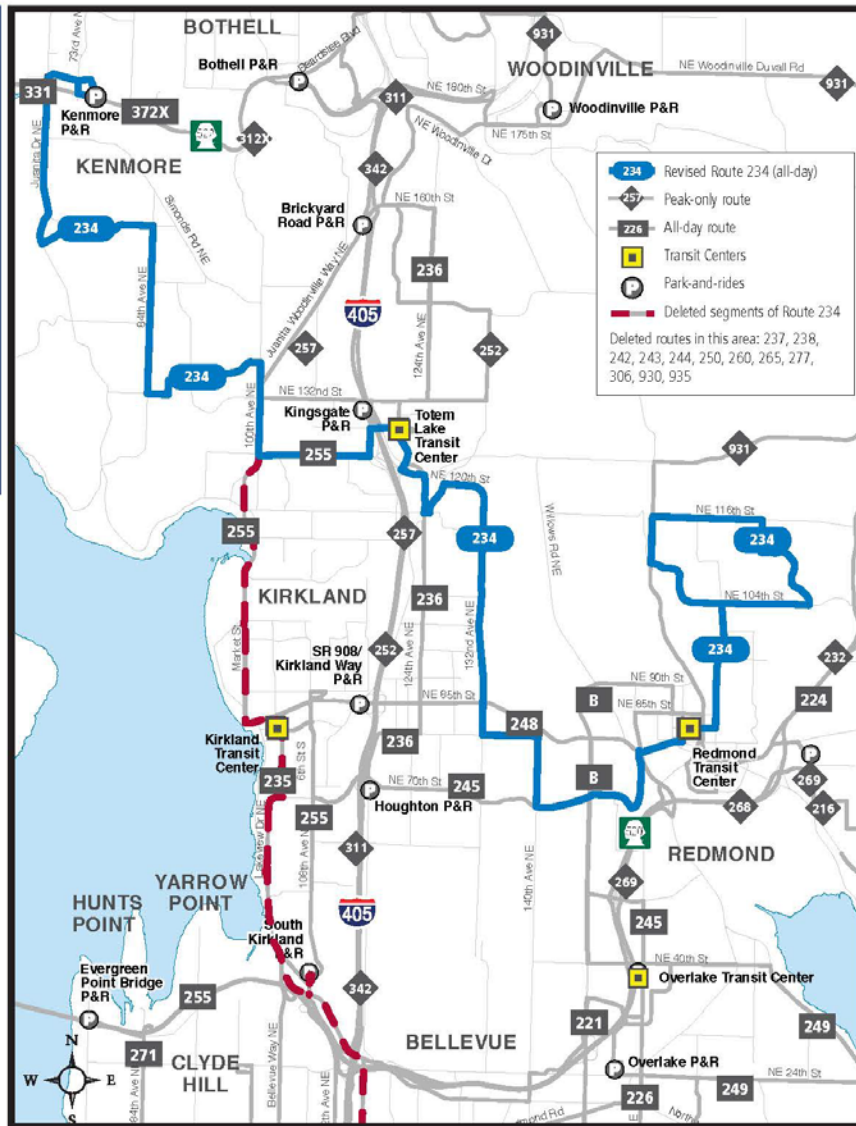
### When does service end?

|          |                |
|----------|----------------|
| CURRENT  | Before 9:00 PM |
| PROPOSED | Before 7:00 PM |

See proposed route map on next page. →

| Route      | Description        |
|------------|--------------------|
| <b>234</b> | Kenmore - Bellevue |

- Rider options**
- Between Juanita and Kirkland Transit Center, use Route 255.
  - Between Kirkland Transit Center and Bellevue Transit Center, use revised Route 235.



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



| Route      | Description          |
|------------|----------------------|
| <b>235</b> | Kingsgate - Bellevue |



### Summary of changes

- Eliminate the part of the route north of Kirkland Transit Center.
- Operate service more often during commute hours and on weekends since Route 234 will no longer serve the area.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY   |        |       | WEEKEND   |           |
|----------|-----------|--------|-------|-----------|-----------|
|          | Peak      | Midday | Night | Saturday  | Sunday    |
| CURRENT  | 30        | 30     | 30    | 60        | 60        |
| PROPOSED | <b>15</b> | 30     | 30    | <b>30</b> | <b>30</b> |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 12:00 AM        |
| PROPOSED | <b>Before 10:00 PM</b> |

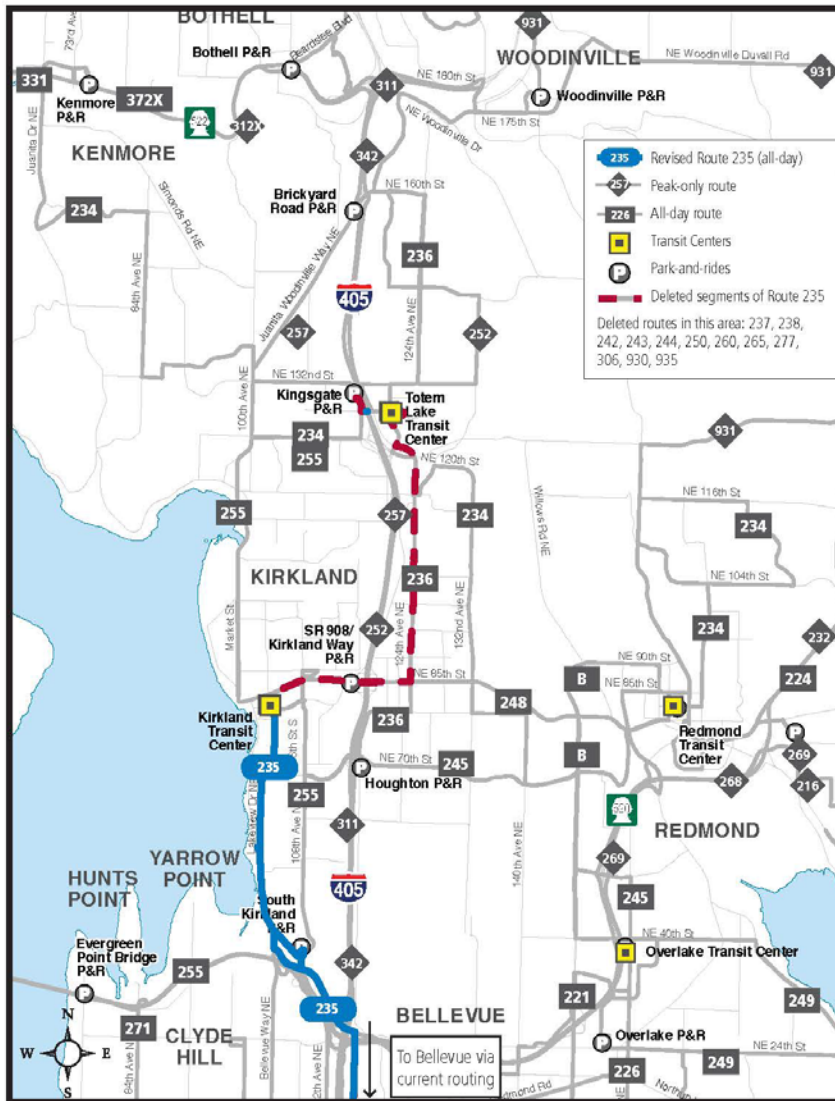
See proposed route map on next page. →



| Route      | Description          |
|------------|----------------------|
| <b>235</b> | Kingsgate - Bellevue |

**Rider options**

- Between Kirkland and Totem Lake Transit Centers, use revised Route 236.



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



| Route      | Description            |
|------------|------------------------|
| <b>236</b> | Woodinville - Kirkland |



**Summary of changes**

- Revise to use more direct routing on 124th Avenue NE between Brickyard Park-and-Ride and Totem Lake Transit Centers.
- Revise routing to serve the Rose Hill neighborhood.
- Operate service less often during the mid-day.
- End service earlier.

**Reduction priority and reasons why the service was reduced or changed**

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |           |       | WEEKEND  |        |
|----------|---------|-----------|-------|----------|--------|
|          | Peak    | Midday    | Night | Saturday | Sunday |
| CURRENT  | 30      | 30        | 60    | 60       | 60     |
| PROPOSED | 30      | <b>60</b> | 60    | 60       | 60     |

**When does service end?**

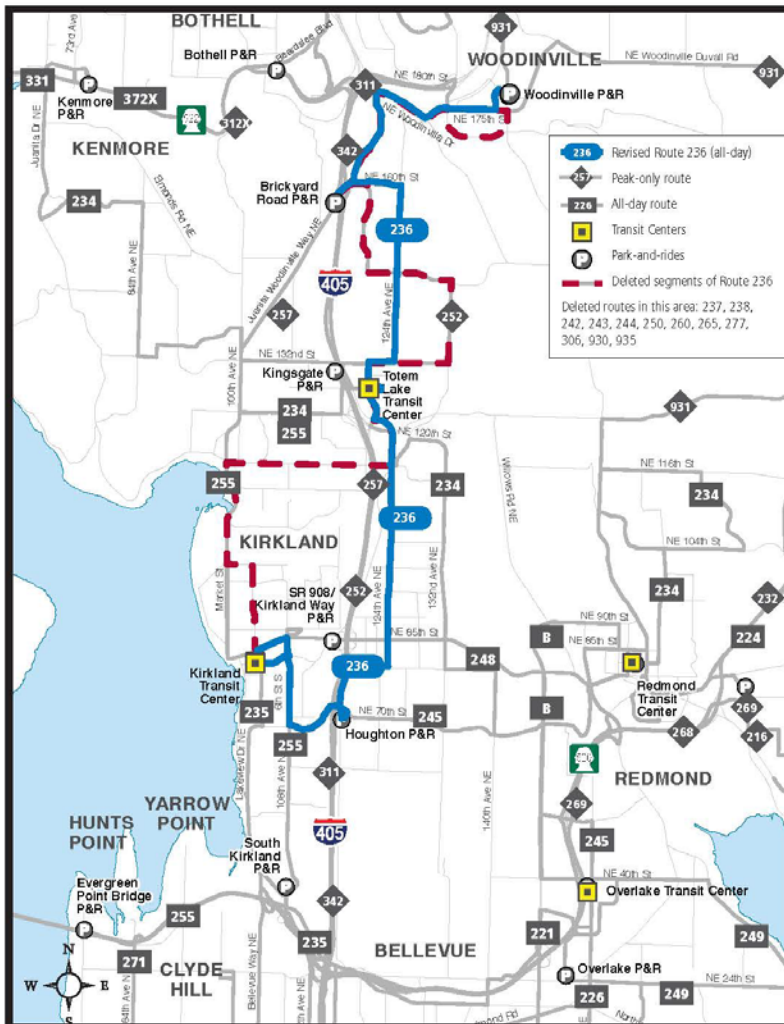
|          |                       |
|----------|-----------------------|
| CURRENT  | Before 9:00 PM        |
| PROPOSED | <b>Before 8:00 PM</b> |

See proposed route map on next page. →

| Route      | Description            |
|------------|------------------------|
| <b>236</b> | Woodinville - Kirkland |

**Rider options**

- In Juanita, use revised Route 255.
- On NE 116th Street, Metro’s Rideshare and VanPool programs may be an option.



| Route      | Description       |
|------------|-------------------|
| <b>240</b> | Bellevue - Renton |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 30       | 60     |
| PROPOSED   | 30      | 30     | 60    | 30       | 60     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 11:00 PM       |
| PROPOSED               | <b>Before 9:00 PM</b> |

| Route      | Description                            |
|------------|--|
| <b>241</b> | Eastgate - Bellevue via South Bellevue |



| Summary of changes  |
|---|
| <ul style="list-style-type: none"> <li>• Operate service less often during the mid-day and on Saturdays.</li> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> .      |
| <ul style="list-style-type: none"> <li>• Priority 3</li> <li>• Priority 4</li> <li>• Reduced because it is one of the lower performing routes in Metro's system.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |           |       |           |        |
|--|---------|-----------|-------|-----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |           |       |           |        |
|  | WEEKDAY |           |       | WEEKEND   |        |
|  | Peak    | Midday    | Night | Saturday  | Sunday |
| CURRENT  | 30      | 30        | 60    | 30        | 60     |
| PROPOSED   | 30      | <b>60</b> | —     | <b>60</b> | 60     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 10:00 PM       |
| PROPOSED               | <b>Before 7:00 PM</b> |



| Route      | Description         |
|------------|---------------------|
| <b>245</b> | Kirkland - Factoria |



**Summary of changes**

- Eliminate the part of the route that travels into the Bellevue College campus to make the route more efficient to operate.
- Operate service less often on Saturdays after 7:00 PM.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Combined service on two or more routes to preserve service for the most riders.

In the tables below, the color red indicates a change.

| <b>How often does the bus come?</b> (approximate minutes between buses)<br>Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |         |        |       |          |        |
|---|---------|--------|-------|----------|--------|
|   | WEEKDAY |        |       | WEEKEND  |        |
|   | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT   | 15      | 15     | 30-60 | 30       | 30     |
| PROPOSED  | 15      | 15     | 30-60 | 30       | 30     |

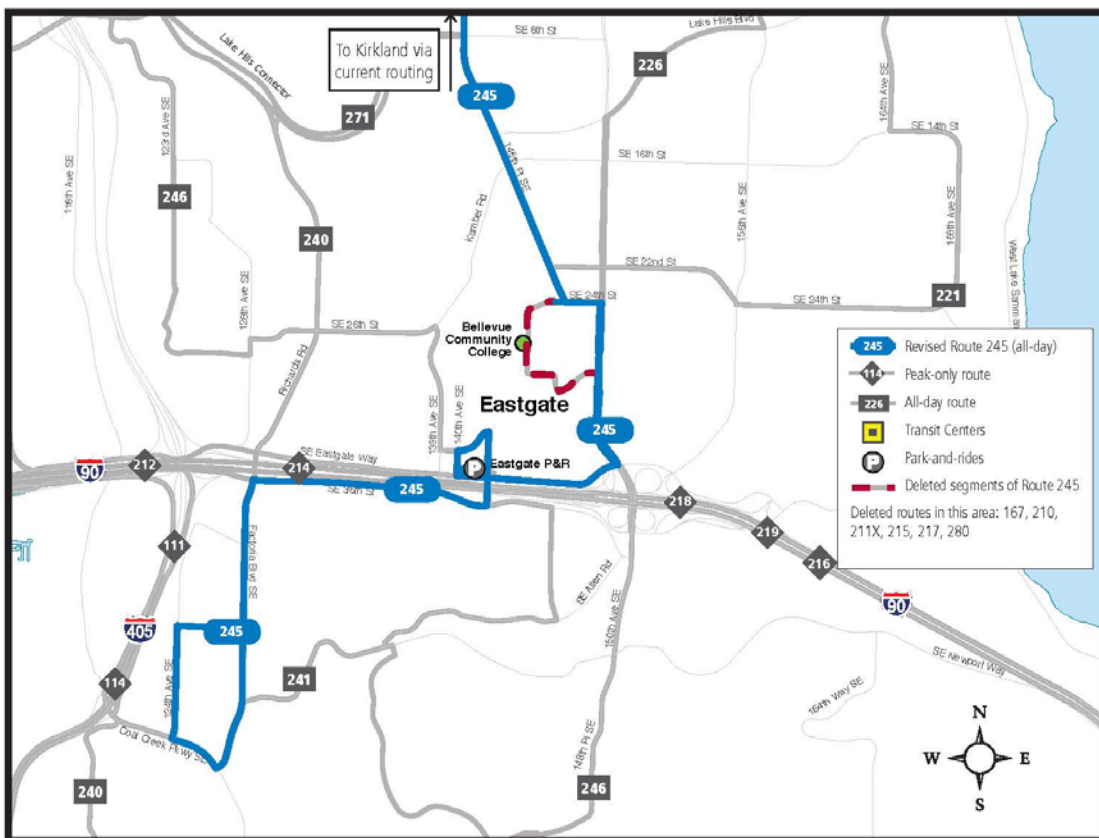
| <b>When does service end?</b> |                 |
|-------------------------------|-----------------|
| CURRENT                       | Before 11:00 PM |
| PROPOSED                      | Before 11:00 PM |

**See proposed route map on next page. →**

| Route      | Description         |
|------------|---------------------|
| <b>245</b> | Kirkland - Factoria |

**Rider options**

- On the Bellevue Community College Campus, use Routes 221 or 226.



| Route      | Description         |
|------------|---------------------|
| <b>248</b> | Avondale - Kirkland |



| Summary of changes  |
|---|
| <ul style="list-style-type: none"> <li>• Operate service less often after 7:00 PM.</li> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced because it is one of the lower performing routes in Metro's system.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |           |          |        |
|--|---------|--------|-----------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |           |          |        |
|  | WEEKDAY |        |           | WEEKEND  |        |
|  | Peak    | Midday | Night     | Saturday | Sunday |
| CURRENT  | 30      | 30     | 30        | 30       | 30     |
| PROPOSED   | 30      | 30     | <b>60</b> | 30       | 30     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 11:00 PM       |
| PROPOSED               | <b>Before 9:00 PM</b> |

| Route      | Description         |
|------------|---------------------|
| <b>249</b> | Overlake - Bellevue |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Operate service less often during commute hours.</li> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• Priority 1</li> <li>• Priority 3</li> <li>• Reduced because it is one of the lowest performing routes in Metro’s system.</li> </ul> |

**In the tables below, the color red indicates a change.**

| How often does the bus come? (approximate minutes between buses) |           |        |       |          |        |
|--|-----------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |           |        |       |          |        |
|  | WEEKDAY   |        |       | WEEKEND  |        |
|  | Peak      | Midday | Night | Saturday | Sunday |
| CURRENT  | 30        | 60     | –     | 45       | 45     |
| PROPOSED   | <b>60</b> | 60     | –     | 45       | 45     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 7:00 PM        |
| PROPOSED               | <b>Before 6:00 PM</b> |

| Route      | Description                                   |
|------------|---|
| <b>252</b> | Kingsgate - Seattle Central Business District |



### Summary of changes

- Reduce one morning and one afternoon trip.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

| Number of Peak trips |          |          |
|----------------------|----------|----------|
|                      | A.M.     | P.M.     |
| CURRENT              | 7        | 8        |
| PROPOSED             | <b>6</b> | <b>7</b> |

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.



| Route      | Description   |
|------------|---|
| <b>255</b> | Brickyard - Seattle Central Business District via Kirkland TC |



| Summary of changes  |
|---|
| <ul style="list-style-type: none"> <li>• Eliminate the part of the route north of Totem Lake Transit Center.</li> <li>• Revise Route 236 to serve 124th Avenue NE.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> .   |
| <ul style="list-style-type: none"> <li>• <b>Priority 2</b></li> <li>• Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 10      | 15     | 30-60 | 30       | 30     |
| PROPOSED   | 10      | 15     | 30-60 | 30       | 30     |

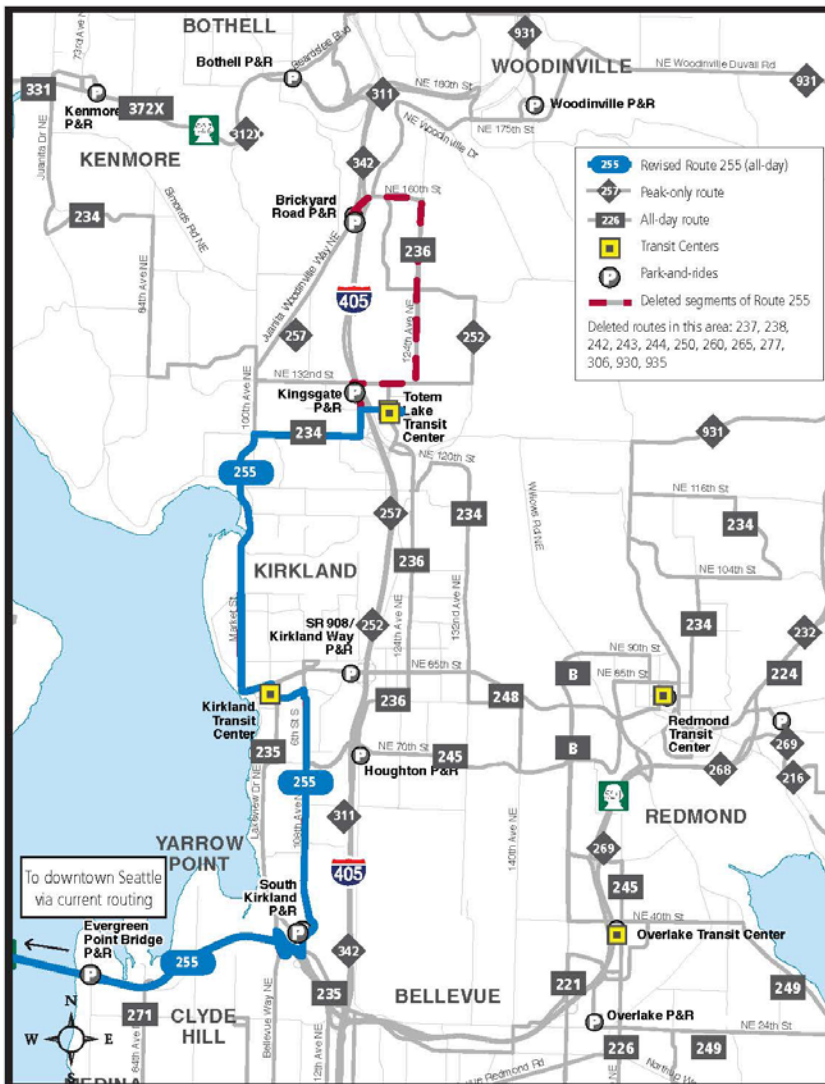
| When does service end? |                |
|------------------------|----------------|
| CURRENT                | Before 1:00 AM |
| PROPOSED               | Before 1:00 AM |

See proposed route map on next page. →

| Route      | Description   |
|------------|---|
| <b>255</b> | Brickyard - Seattle Central Business District via Kirkland TC |

**Rider options**

- Along 124th Avenue NE, use route 252, 257 or revised Route 236.



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



| Route      | Description                                   |
|------------|---|
| <b>257</b> | Brickyard - Seattle Central Business District |



### Summary of changes

- Reduce one morning and one afternoon trip.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

### Number of Peak trips

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M.     | P.M.     |
|----------|----------|----------|
| CURRENT  | 6        | 6        |
| PROPOSED | <b>5</b> | <b>5</b> |

| Route      | Description         |
|------------|---------------------|
| <b>269</b> | Issaquah - Overlake |



**Summary of changes**

- Eliminate reverse-peak service between Overlake and Issaquah in the morning and back in the afternoon.
- Reduce frequency.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced because it is one of the lower performing peak-only routes in Metro's system.

In the table below, the color red indicates a change.

**Number of Peak trips**  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M. | P.M. |
|----------|------|------|
| CURRENT  | 13   | 18   |
| PROPOSED | 7    | 7    |

**Rider options**

- Between Southeast Redmond and Issaquah Highlands, use routes 216 or 219.

| Route      | Description                    |
|------------|--------------------------------|
| <b>271</b> | Issaquah - University District |



**Summary of changes**

- Eliminate the part of the route east of Eastgate Park-and-Ride.
- Eliminate the part of the route that travels into the Bellevue College Campus.

**Reduction priority and reasons why the service was reduced or changed**  
 For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Combined service on two or more routes to preserve service for the most riders.

In the tables below, the color red indicates a change.

**How often does the bus come?** (approximate minutes between buses)  
 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |        |       | WEEKEND  |        |
|----------|---------|--------|-------|----------|--------|
|          | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 10      | 15     | 30    | 30       | 30     |
| PROPOSED | 10      | 15     | 30    | 30       | 30     |

**When does service end?**

|          |                 |
|----------|-----------------|
| CURRENT  | Before 10:00 PM |
| PROPOSED | Before 10:00 PM |

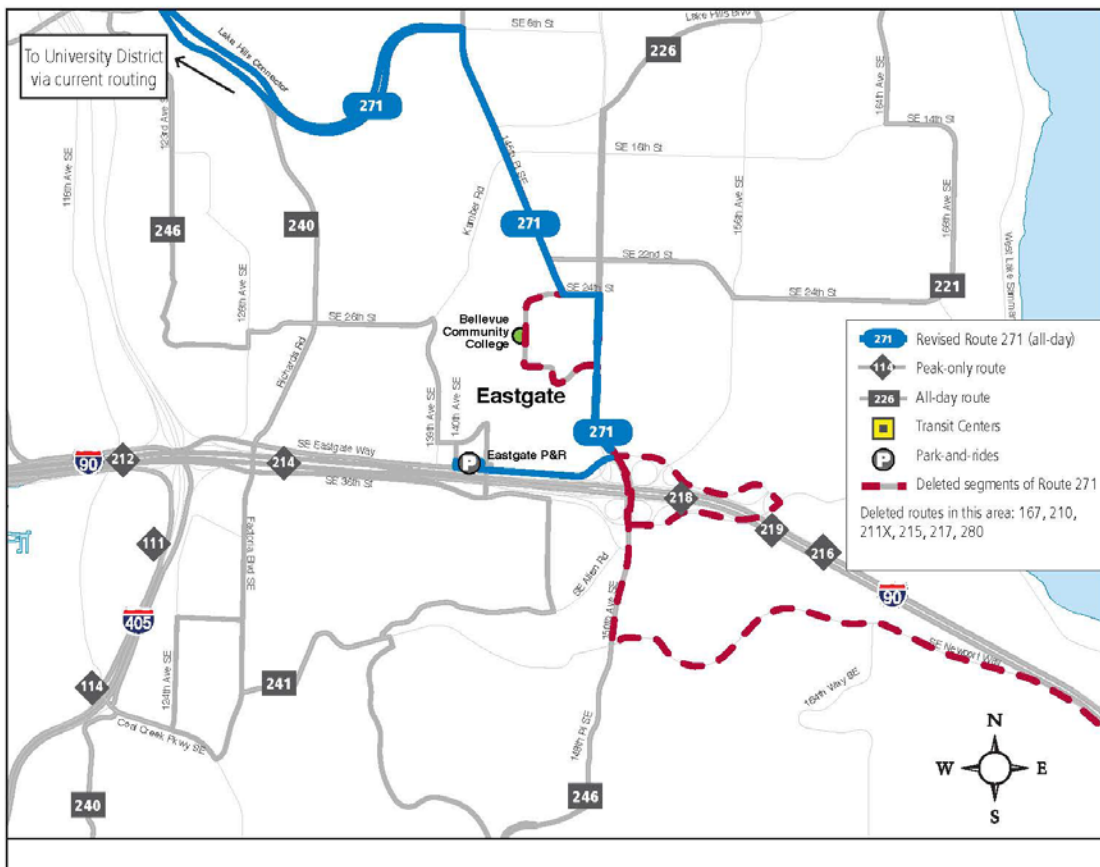
**See proposed route map on next page. →**



| Route      | Description                    |
|------------|--------------------------------|
| <b>271</b> | Issaquah - University District |

**Rider options**

- In Issaquah, use Sound Transit routes 554, 555, or 556.
- Along Eastgate Way, use Route 221.
- Between Issaquah and Eastgate, Metro’s Rideshare or VanPool programs may be an option.



| Route      | Description                                |
|------------|--|
| <b>311</b> | Duvall - Seattle Central Business District |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Reduce one morning and one afternoon trip.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• <b>Priority 2</b></li> <li>• Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.</li> </ul> |

In the table below, the color red indicates a change.

| Number of Peak trips                             |      |      |
|--|------|------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |      |      |
|  | A.M. | P.M. |
| CURRENT  | 12   | 11   |
| PROPOSED   | 11   | 10   |

| Route      | Description                           |
|------------|---------------------------------------|
| <b>331</b> | Shoreline Community College - Kenmore |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>• Priority 1</li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 30       | 60     |
| PROPOSED   | 30      | 30     | –     | 30       | 60     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 11:00 PM       |
| PROPOSED               | <b>Before 7:00 PM</b> |

| Rider options   |
|---|
| <ul style="list-style-type: none"> <li>• After 7:00 PM, use the following services to make connections at Northgate Transit Center:</li> <li>• At Shoreline Community College use Route 345.</li> <li>• At Aurora Village Transit Center, use Route 346.</li> <li>• In Mountlake Terrace, use Route 347.</li> <li>• In Kenmore and Lake Forest Park, use Sound Transit Route 522 to routes 41 or 75.</li> </ul> |

| Route      | Description        |
|------------|--------------------|
| <b>342</b> | Shoreline - Renton |



### Summary of changes

- Eliminate the parts of the route west of Kenmore Park-and-Ride and south of Bellevue Transit Center.
- Add one afternoon trip since Route 237 would no longer operate.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

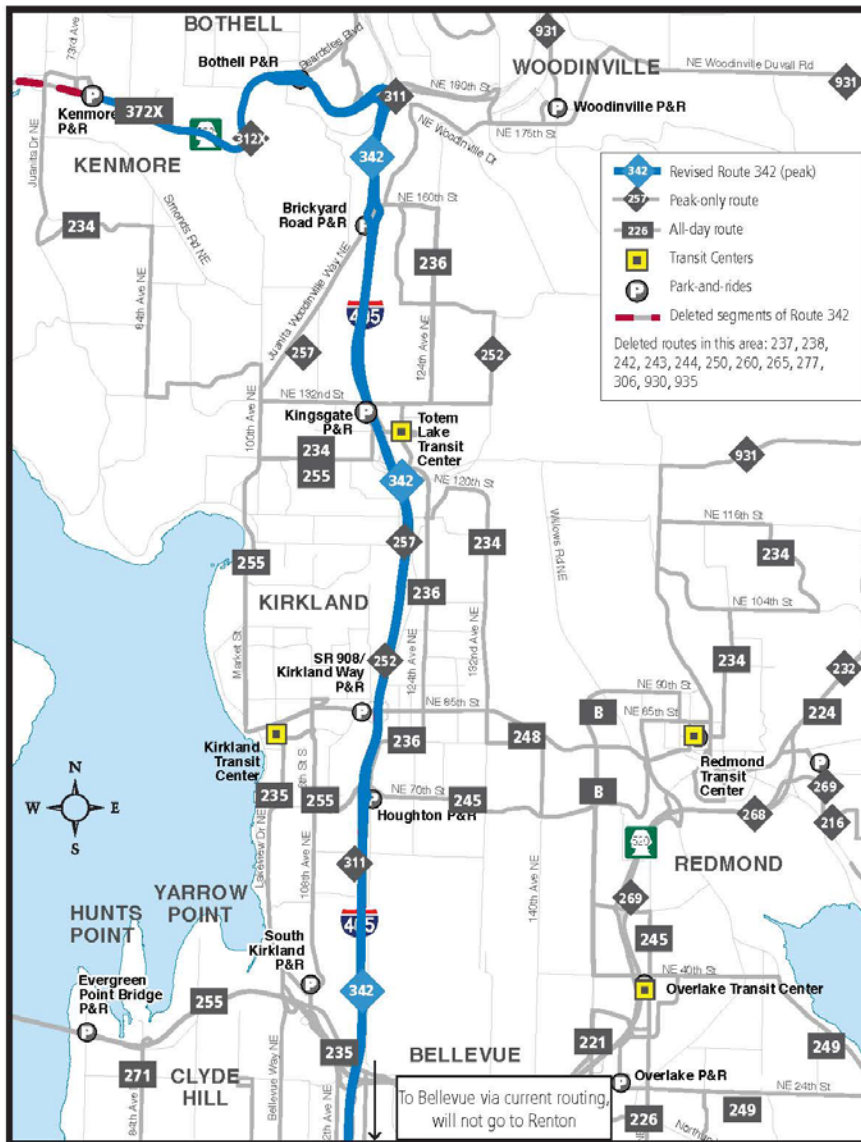
### Number of Peak trips

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | A.M. | P.M.     |
|----------|------|----------|
| CURRENT  | 5    | 4        |
| PROPOSED | 5    | <b>5</b> |

See proposed route map  
on next page. →

| Route      | Description        |
|------------|--------------------|
| <b>342</b> | Shoreline - Renton |



**Rider options**

- West of Kenmore Park-and-Ride, use Route 331.
- South of Bellevue Transit Center, use Sound Transit routes 560 and 566.



| Route      | Description                |
|------------|----------------------------|
| <b>346</b> | Aurora Village - Northgate |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> . |
| <ul style="list-style-type: none"> <li>• <b>Priority 3</b></li> <li>• Reduced the lowest performing trips at night to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 30      | 30     | 60    | 30       | 60     |
| PROPOSED   | 30      | 30     | 60    | 30       | 60     |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 11:00 PM       |
| PROPOSED               | <b>Before 9:00 PM</b> |

| Route        | Description  |
|--------------|--|
| <b>355EX</b> | Shoreline Community College -<br>Seattle Central Business District |



**Summary of changes**

- Combine service with Route 5EX and shift route to Aurora Avenue N from I-5.
- Add five morning and four afternoon trips since Route 5EX would no longer operate.

**Reduction priority and reasons why the service was reduced or changed**

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

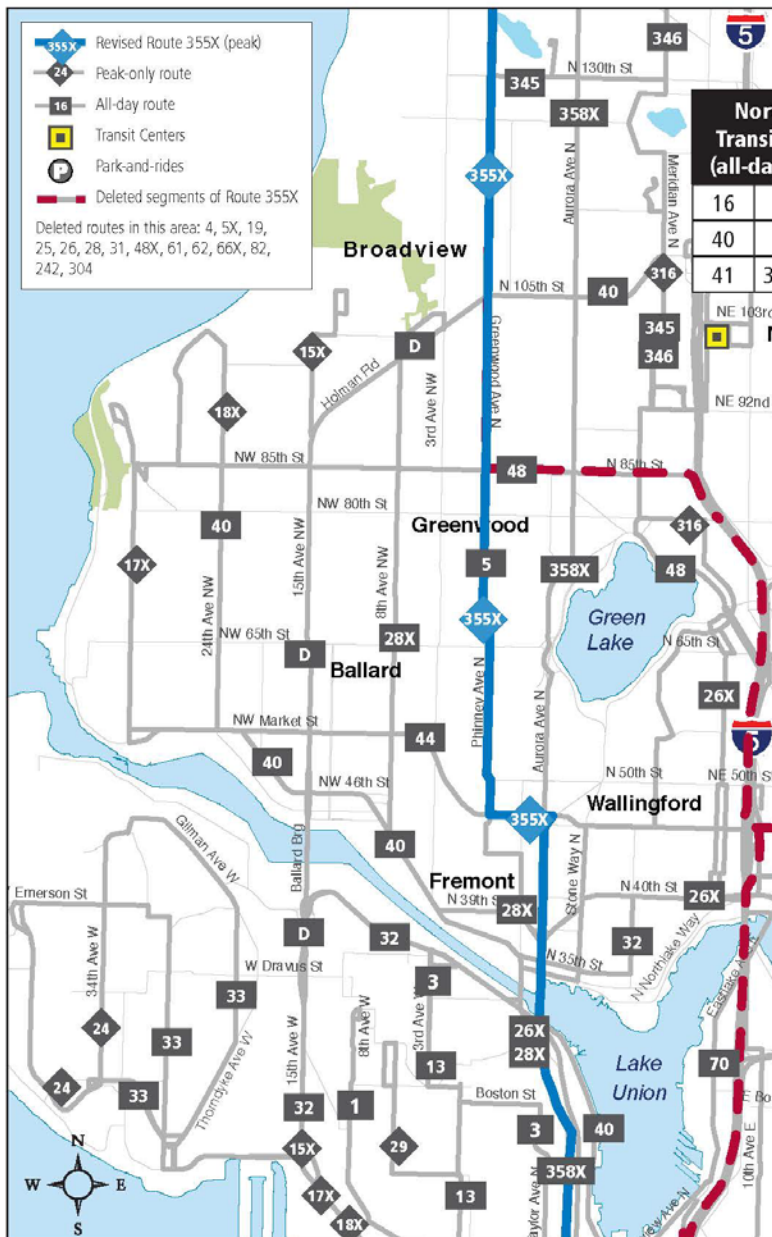
- **Priority 2**
- Reduced as part of a group of routes that are being changed to make them more efficient and to preserve service for the most riders.

In the table below, the color red indicates a change.

| <b>Number of Peak trips</b>                      |           |           |
|--|-----------|-----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays. |           |           |
|  | A.M.      | P.M.      |
| CURRENT  | 9         | 9         |
| PROPOSED   | <b>14</b> | <b>13</b> |

See proposed route map  
on next page. →

| Route        | Description   |
|--------------|---|
| <b>355EX</b> | Shoreline Community College - Seattle Central Business District |



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

| Route               | Description  |
|---------------------|--|
| <b>358EX/E Line</b> | Aurora Village - Seattle Central Business District |



### Summary of changes

- Reduce early morning and Sunday trips that carry fewer riders.
- Will be replaced by the RapidRide E Line in February 2014 with more trips and longer hours of service. Information shown here is for the current Route 358EX.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduce trips currently supported by a WSDOT contract for Alaskan Way Viaduct construction mitigation.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

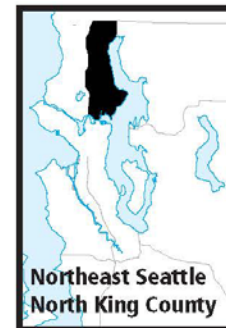
Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY  |        |       | WEEKEND  |           |
|----------|----------|--------|-------|----------|-----------|
|          | Peak     | Midday | Night | Saturday | Sunday    |
| CURRENT  | 7        | 15     | 20-30 | 15       | 15        |
| PROPOSED | <b>8</b> | 15     | 20-30 | 15       | <b>20</b> |

### When does service end?

|          |                |
|----------|----------------|
| CURRENT  | Before 1:00 AM |
| PROPOSED | Before 1:00 AM |

| Route        | Description                                     |
|--------------|---|
| <b>372EX</b> | Woodinville - Seattle Central Business District |



### Summary of changes

- Eliminate the part of the route east of the UW Bothell Campus.
- Operate the part of the route between Lake City and the UW Bothell Campus on weekdays only.
- Operate service more often after 7:00 PM and on weekends since Route 72 would no longer operate.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 2**
- Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY     |        |              | WEEKEND   |           |
|----------|-------------|--------|--------------|-----------|-----------|
|          | Peak        | Midday | Night        | Saturday  | Sunday    |
| CURRENT  | 8-30        | 30     | 60           | –         | –         |
| PROPOSED | <b>6-30</b> | 30     | <b>30-60</b> | <b>30</b> | <b>30</b> |

### When does service end?

|          |                        |
|----------|------------------------|
| CURRENT  | Before 9:00 PM         |
| PROPOSED | <b>Before 11:00 PM</b> |

See proposed route map on next page. →



| Route        | Description                                     |
|--------------|---|
| <b>372EX</b> | Woodinville - Seattle Central Business District |

**Rider options**

- Between Woodinville and UW Bothell, use Route 522



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[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

| Route          | Description                 |
|----------------|-----------------------------|
| <b>903DART</b> | Twin Lakes - Federal Way TC |



### Summary of changes

- Operate service less often during the mid-day and on weekends.
- End service earlier.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- Priority 1
- Priority 3
- Reduced because it is one of the lowest performing routes in Metro's system.

In the tables below, the color red indicates a change.

### How often does the bus come? (approximate minutes between buses)

Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.

|          | WEEKDAY |           |       | WEEKEND   |           |
|----------|---------|-----------|-------|-----------|-----------|
|          | Peak    | Midday    | Night | Saturday  | Sunday    |
| CURRENT  | 30      | 30        | 60    | 30        | 30        |
| PROPOSED | 30      | <b>60</b> | —     | <b>60</b> | <b>60</b> |

### When does service end?

|          |                       |
|----------|-----------------------|
| CURRENT  | Before 9:00 PM        |
| PROPOSED | <b>Before 7:00 PM</b> |

| Route          | Description          |
|----------------|----------------------|
| <b>907DART</b> | Enumclaw - Renton TC |



### Summary of changes

- Operate fewer trips during the day.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 1**
- Reduced because it is one of the lowest performing routes in Metro's system.

| Route          | Description           |
|----------------|-----------------------|
| <b>914DART</b> | Kent - Kent East Hill |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>• Combine service with Route 916.</li> <li>• Eliminate the part of the route outside of downtown Kent.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> . |
| <ul style="list-style-type: none"> <li>• <b>Priority 2</b></li> <li>• Combined service on two or more routes to preserve service for the most riders.</li> </ul>       |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  |         | 60     |       | 60       |        |
| PROPOSED   |         | 60     |       | 60       |        |

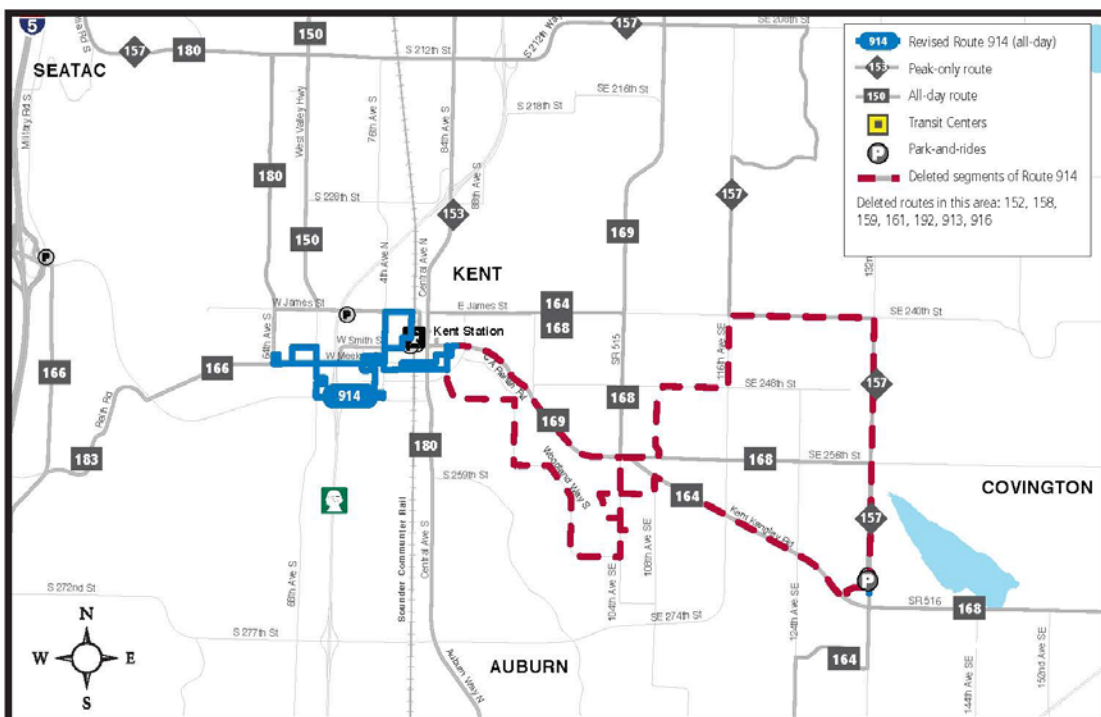
| When does service end? |                |
|------------------------|----------------|
| CURRENT                | Before 4:00 PM |
| PROPOSED               | Before 4:00 PM |

See proposed route map on next page. →

| Route          | Description           |
|----------------|-----------------------|
| <b>914DART</b> | Kent - Kent East Hill |

**Rider options**

- On the Kent East Hill use routes 164, 168, and 169.





| Route          | Description               |
|----------------|---------------------------|
| <b>915DART</b> | Enumclaw - Auburn Station |



### Summary of changes

- Operate fewer trips during the day.

### Reduction priority and reasons why the service was reduced or changed

For more information on reduction priorities, go to [www.kingcounty.gov/metro/reduction-priorities](http://www.kingcounty.gov/metro/reduction-priorities).

- **Priority 3**
- Reduced because it is one of the lowest performing routes in Metro's system.

| Route          | Description      |
|----------------|------------------|
| <b>917DART</b> | Pacific - Auburn |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>Operate only during commute hours.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed   |
|---|
| <p>For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a>.</p> <ul style="list-style-type: none"> <li>Priority 4</li> <li>Reduced because it is one of the lowest performing routes in Metro's system.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |        |       |          |        |
|--|---------|--------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |        |       |          |        |
|  | WEEKDAY |        |       | WEEKEND  |        |
|  | Peak    | Midday | Night | Saturday | Sunday |
| CURRENT  | 60      | 60     | –     | 60       | –      |
| PROPOSED   | 60      | –      | –     | –        | –      |

| When does service end? |                |
|------------------------|----------------|
| CURRENT                | Before 6:00 PM |
| PROPOSED               | Before 6:00 PM |

| Route           | Description       |
|-----------------|-------------------|
| <b>931 DART</b> | Bothell - Redmond |



| Summary of changes   |
|--|
| <ul style="list-style-type: none"> <li>Operate only during commute hours.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> . |
| <ul style="list-style-type: none"> <li><b>Priority 1</b></li> <li>Reduced because it is one of the lowest performing routes in Metro's system.</li> </ul>              |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |           |          |       |          |        |
|--|-----------|----------|-------|----------|--------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |           |          |       |          |        |
|  | WEEKDAY   |          |       | WEEKEND  |        |
|  | Peak      | Midday   | Night | Saturday | Sunday |
| CURRENT  | 30        | 60       | –     | 60       | –      |
| PROPOSED   | <b>60</b> | <b>–</b> | –     | <b>–</b> | –      |

| When does service end? |                |
|------------------------|----------------|
| CURRENT                | Before 7:00 PM |
| PROPOSED               | Before 7:00 PM |

| Rider options   |
|---|
| <ul style="list-style-type: none"> <li>Outside of commute hours, Metro's RideShare program may be an option.</li> </ul> |

| Route   | Description  |
|---|--|
| <b>South Lake Union Streetcar Line (Rt. 98)</b> | South Lake Union - Seattle Central Business District |



| Summary of changes  |
|---|
| <ul style="list-style-type: none"> <li>Operate service less often.</li> <li>End service earlier.</li> </ul> |

| Reduction priority and reasons why the service was reduced or changed  |
|--|
| For more information on reduction priorities, go to <a href="http://www.kingcounty.gov/metro/reduction-priorities">www.kingcounty.gov/metro/reduction-priorities</a> .                                     |
| <ul style="list-style-type: none"> <li><b>Priority 2</b></li> <li>Reduced as part of restructuring a large area to make the network more efficient and to preserve service for the most riders.</li> </ul> |

In the tables below, the color red indicates a change.

| How often does the bus come? (approximate minutes between buses) |         |           |          |           |           |
|--|---------|-----------|----------|-----------|-----------|
| Peak periods are 5-9 a.m. and 3-7 p.m. weekdays.                 |         |           |          |           |           |
|  | WEEKDAY |           |          | WEEKEND   |           |
|  | Peak    | Midday    | Night    | Saturday  | Sunday    |
| CURRENT  | 10-15   | 15        | 15       | 15        | 15        |
| PROPOSED   | 10-15   | <b>30</b> | <b>-</b> | <b>30</b> | <b>30</b> |

| When does service end? |                       |
|------------------------|-----------------------|
| CURRENT                | Before 9:00 PM        |
| PROPOSED               | <b>Before 7:00 PM</b> |

| Rider options   |
|---|
| <ul style="list-style-type: none"> <li>Use Route 40.</li> </ul> |

## How routes are affected in the service reduction proposal

### Deleted

|       |        |             |
|-------|--------|-------------|
| 4     | 154    | 280         |
| 5 EX  | 158    | 304         |
| 7 EX  | 159    | 306 EX      |
| 19    | 161    | 308         |
| 21    | 167    | <b>DART</b> |
| 22    | 173    |             |
| 25    | 178    | 901         |
| 26    | 179    | 908         |
| 27    | 190    | 909         |
| 28    | 192    | 910         |
| 30    | 200    | 913         |
| 31    | 201    | 916         |
| 37    | 202    | 919         |
| 47    | 203    | 927         |
| 48 EX | 205 EX | 930         |
| 57    | 209    | 935         |
| 61    | 210    |             |
| 62    | 211 EX |             |
| 66 EX | 213    |             |
| 67    | 215    |             |
| 68    | 217    |             |
| 72    | 237    |             |
| 82    | 238    |             |
| 83    | 242    |             |
| 84    | 243    |             |
| 99    | 244 EX |             |
| 110   | 250    |             |
| 113   | 260    |             |
| 139   | 265    |             |
| 152   | 277    |             |

### Reduced/Revised

|        |        |        |             |
|--------|--------|--------|-------------|
| C Line | 55     | 150    | 257         |
| D Line | 56 EX  | 156    | 269         |
| 1      | 60     | 157*   | 271         |
| 2      | 64 EX  | 164    | 311         |
| 3*     | 65     | 168*   | 331         |
| 5      | 70*    | 177*   | 342*        |
| 7      | 71     | 180    | 346         |
| 8      | 73*    | 181*   | 348         |
| 9 EX   | 98†    | 182    | 355 EX*     |
| 11     | 105    | 186    | 358 EX*     |
| 12     | 106*   | 187    | (E Line)    |
| 13*    | 107    | 193 EX | 372 EX*     |
| 14     | 111    | 197    | <b>DART</b> |
| 16*    | 114    | 204    |             |
| 17 EX  | 116 EX | 208    | 903         |
| 18 EX  | 118 EX | 212*   | 907         |
| 21 EX  | 118    | 214    | 914         |
| 24     | 119 EX | 221    | 915         |
| 26 EX* | 119    | 226    | 917         |
| 28 EX* | 120    | 232    | 931         |
| 29     | 121    | 234    |             |
| 32*    | 122    | 235*   |             |
| 33     | 123    | 236    |             |
| 36     | 124    | 240    |             |
| 40     | 125    | 241    |             |
| 41     | 128    | 245    |             |
| 43     | 131    | 248    |             |
| 44     | 132    | 249    |             |
| 49     | 143 EX | 252    |             |
| 50*    | 148    | 255    |             |

### Unchanged

|              |
|--------------|
| A Line       |
| B Line       |
| 10           |
| 15 EX        |
| 48           |
| 74 EX        |
| 75           |
| 76           |
| 77           |
| 101          |
| 102          |
| 140 (F Line) |
| 153          |
| 166          |
| 169          |
| 183          |
| 216          |
| 218          |
| 219          |
| 224          |
| 246          |
| 268          |
| 301          |
| 303 EX       |
| 309 EX       |
| 312 EX       |
| 316          |
| 330          |
| 345          |
| 347          |
| 373 EX       |
| 601 EX       |
| <b>DART</b>  |
| 906          |

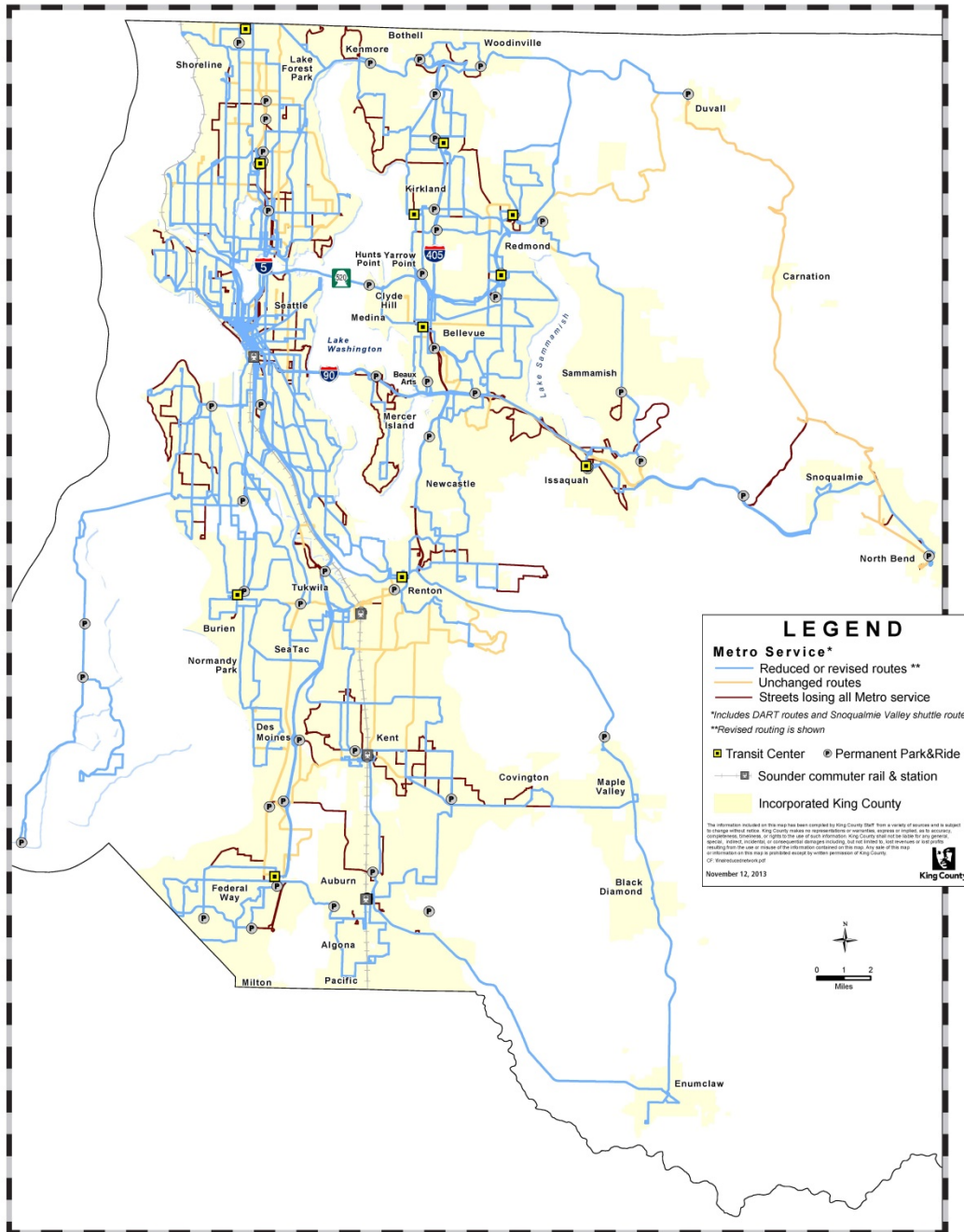
☐ Routes in shaded cells are among Metro's lowest-performing 25%

\* Routes have additional service/trips as a result of a revision

† South Lake Union Streetcar



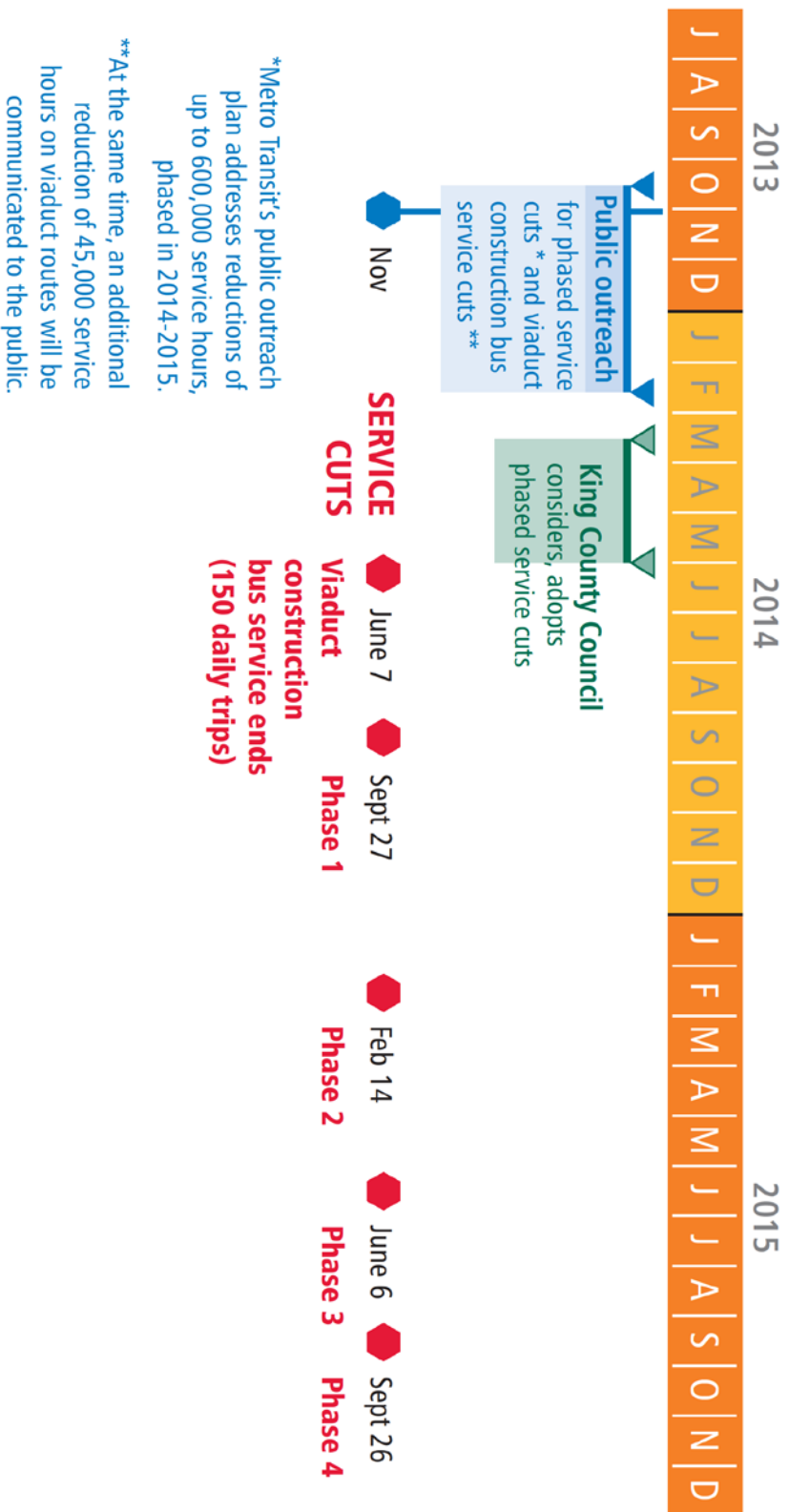
# Proposed reduction of up to 600,000 annual service hours





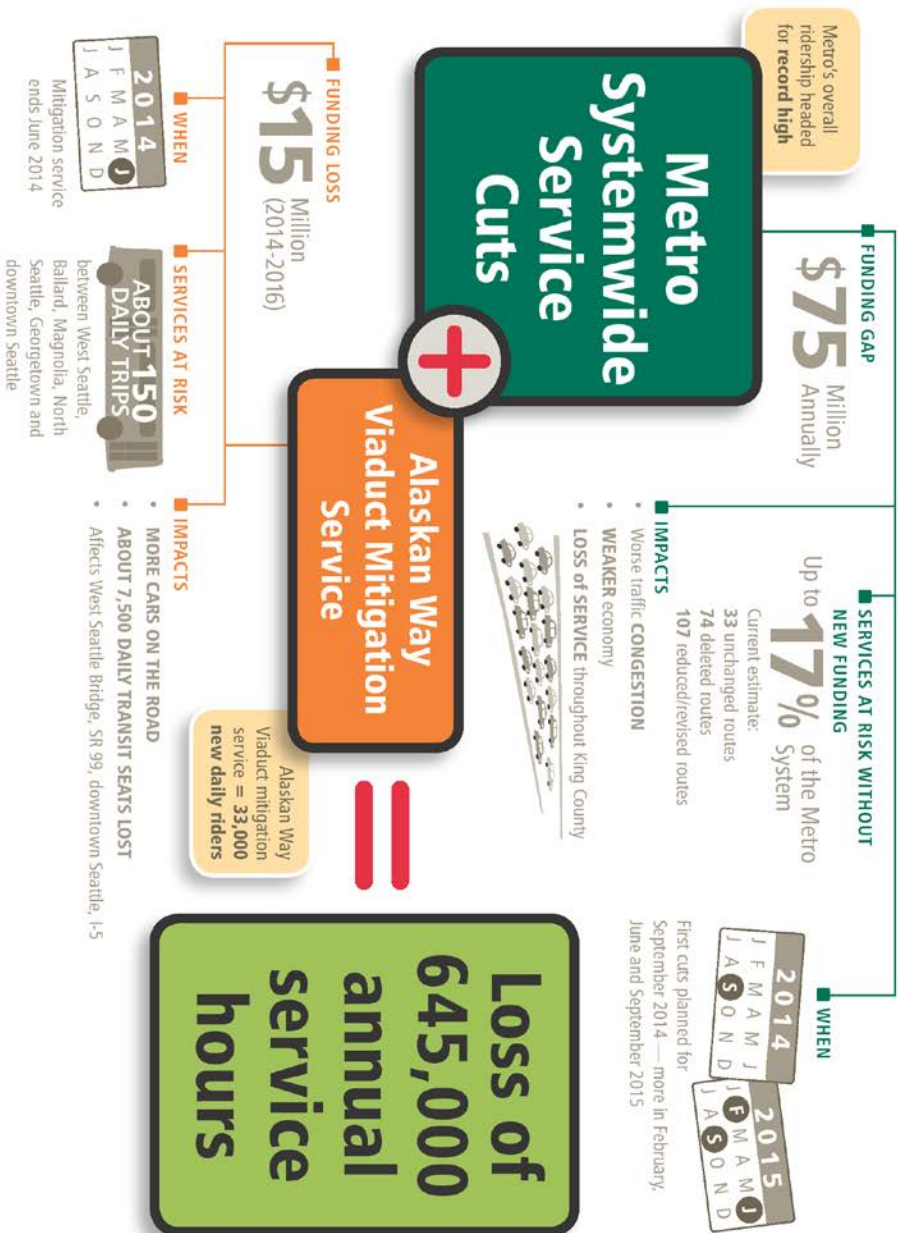
INFOGRAPHIC

# Service reductions process: 2013-2015



For more information > > [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

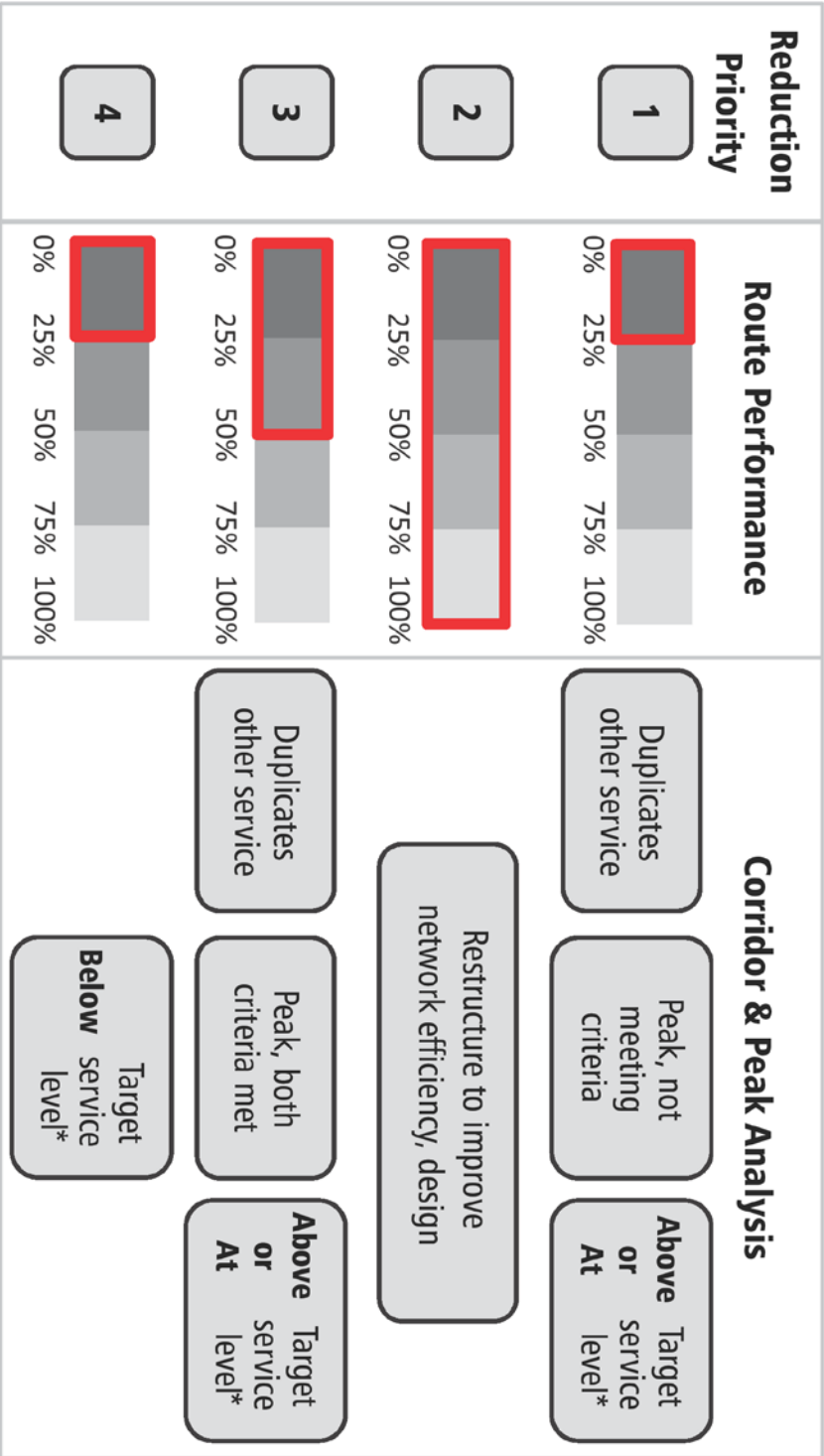
# Metro funding gap 2014



For more information >> [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)



# Methodology for reducing service



\*Target service level is based on demographics and demand between connections served by transit



## How does Metro determine where to cut service? By following priorities in the service guidelines

When Metro has to reduce service to fit our budget, we follow service guidelines that set priorities for making cuts or changes. The guidelines also help us make the best use of fewer transit dollars by keeping service where it's needed most: highly productive routes that carry many riders, low-income and minority communities where many people rely on buses, and routes that get people to key destinations across King County.

### Priority 1: Cut the lowest-performing service (bottom 25%) that:

1. Duplicates other service.
2. Runs in peak periods only and doesn't carry enough riders or travel faster enough compared to regular all-day service.
3. Is on a corridor where service is above the target service level.
4. Is on a corridor where service is at the target service level.

### Priority 2: Restructure a network of routes

We also look for ways to change a group of routes in an area so the network serves the most riders and costs less to operate, and cuts have the least impact on our riders. We might combine routes, delete parts of routes that carry fewer riders, or move buses to different streets.

### Priority 3: Cut the next-lowest performing service (above the bottom 25%)

When we must make deeper cuts, we have to take service from routes that are performing better than those in the lowest-performing group. Again, we cut service that:

1. Duplicates other service.
2. Runs in peak periods only.
3. Is on a corridor where service is above the target service level.
4. Is on a corridor where service is at the target service level.

### Priority 4: Reduce the lowest performing service (lowest 25%) on corridors that are below their target service levels

Even though service in this category is among the lowest performing in the Metro system, it's not top priority to be cut because we try to meet the target service level in every corridor—although that's not always possible within our available resources.

### Transit terms

**Service** can mean a whole route, part of a route, or a single trip.

**Low performing service** carries fewer people or carries them for shorter distances to fewer of the places the route goes.

**Duplicates other service** means a route or part of a route serves the same area or part of a street that another route serves, so another option is available to riders.

**Corridor** is a transit service area linking major destinations. More than one route can operate on a corridor.

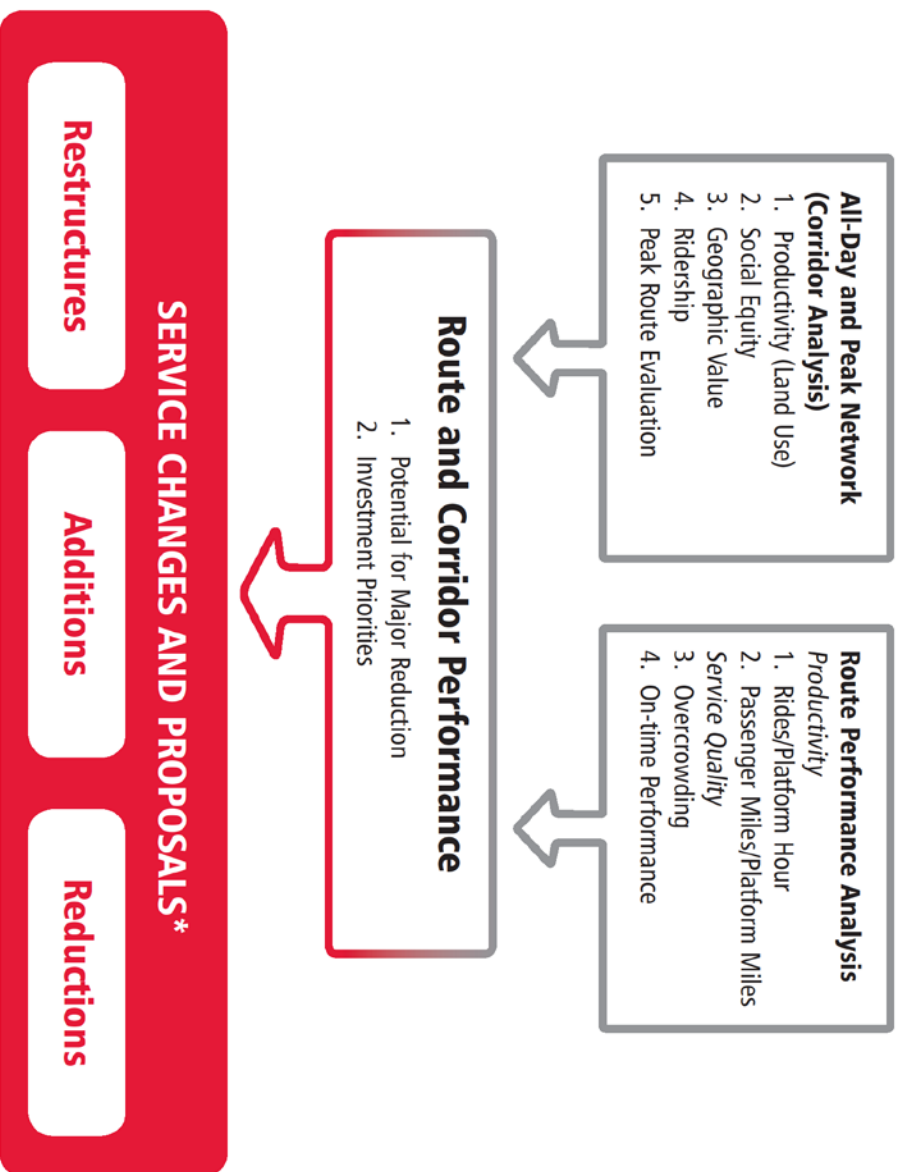
**Service level** means how often buses come, how many hours a day they run, and how many days of the week they provide service.

**Target service level**—Metro sets this for each corridor, based on:

- the number of homes, jobs, and colleges nearby
- the number of riders in areas that have many minority or low-income residents
- connections to major destinations
- the number of riders using the service

See an illustration of the process >>

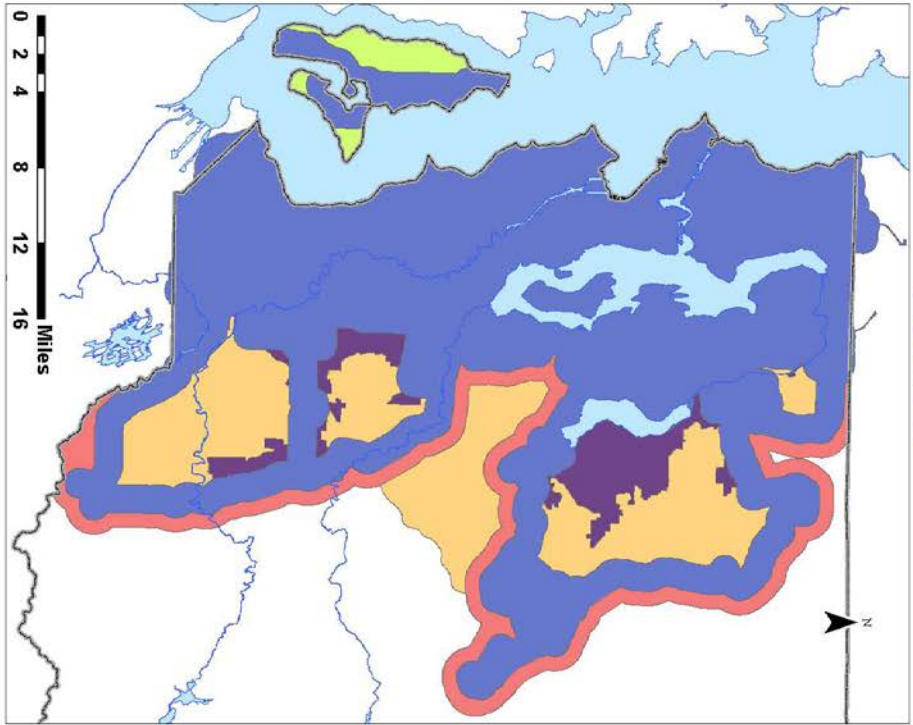
# Metro service guidelines process



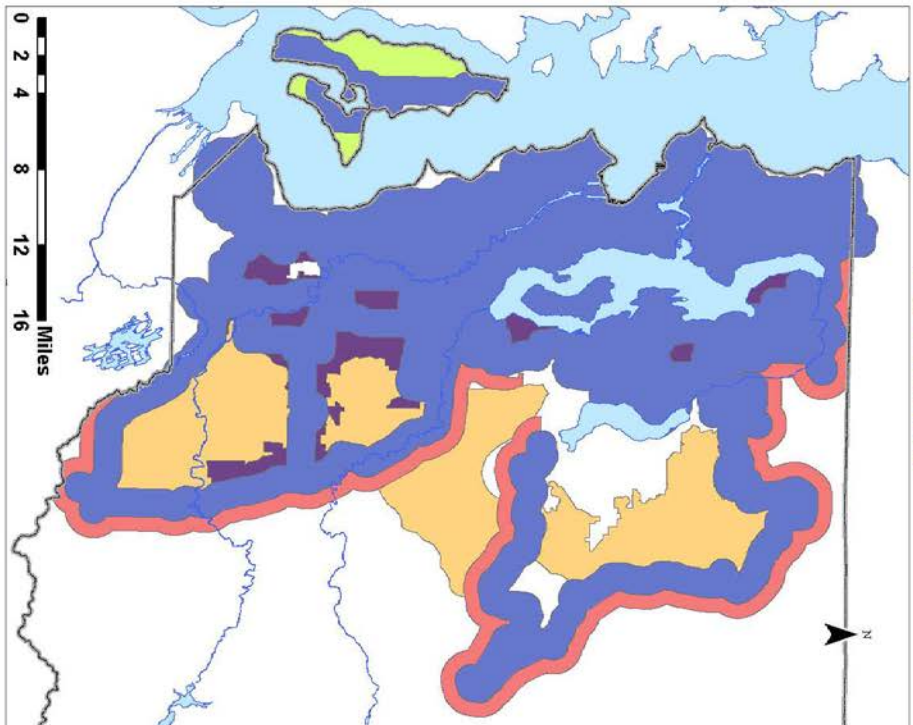
\*Service Design Principles guide changes to the system and are considered when planning for service changes.

For more information > > [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

**Access service area**  
 Weekdays, 9 a.m.-6 p.m.



**Potential**



- Vashon Fill
- Expanded Rural Service
- KCC: Eastern Additional 3/4-mile Buffer
- ADA Minimum Service Area: 9 a.m.-6 p.m.
- KCC: Urban Growth Area
- King County Border

For more information >> [www.kingcounty.gov/metro](http://www.kingcounty.gov/metro)



DRAFT - 11 / 27 / 2013



## Summary of Changes: Mitigation funding loss

In June 2014, Metro will have to make reductions to West Seattle/SW King County and some north Seattle transit service due to the discontinuation of Washington State Department of Transportation funds that supported extra transit service related to Alaskan Way Viaduct work. Metro will then have to make additional reductions to service in 2014-2015 as part of the reduction of up to 17 percent of countywide transit service. Overall, West Seattle/SW King County could lose up to 27 percent of its current service. Metro is considering the following changes to West Seattle/SW King County/North Seattle services for June 2014 and beyond:

### Potential Route Reductions and Deletions - all day service

| Changes proposed for June '14 |                                       |                |                  |                    |       |   |                                   | Further changes in reduction proposal (after June '14)                        |
|-------------------------------|---------------------------------------|----------------|------------------|--------------------|-------|---|-----------------------------------|---|
| Route                         | Approximate minutes between bus trips |                |                  | Change in June '14 |       | Basis for change in June '14                      |                                   |   |
|                               | Weekday Peak*                         | Weekday Midday | Weekend Night ** | Sat                | Sun   |   |                                   |   |
| C Line                        | 10                                    | 15             | 15-30            | 15                 | 15    | None  | No change                         | Reduce night trips, early weekend trips                                       |
| 21                            | 15                                    | 15             | 30               | 15-30              | 30    | No service after 10 p.m.                          | Lower performing                  | Consolidate with Route 50, delete route                                       |
| 22                            | -                                     | -              | -                | -                  | -     | Delete route                                      | Lower performing                  | -   |
| 50                            | 20                                    | 30             | 60               | 30                 | 30    | None  | No change                         | Consolidate with Route 21, serve Westwood Village                             |
| 60                            | 20                                    | 20             | 30-60            | 30                 | 30    | None  | No change                         | Revise to serve Othello station, reduce night service                         |
| 120                           | 8-15                                  | 15             | 30-60            | 15-30              | 30    | Two fewer a.m., two fewer p.m. trips              | WSDOT-funded trips                | Reduce night service  |
| 125                           | 20                                    | 30             | 60               | -                  | -     | No night service after 9 p.m.; no weekend service | Lower performing                  | Reduce to two-way peak-only service   |
| 128                           | 30                                    | 30             | 30               | 30                 | 30    | No night service after 10:30 p.m.                 | Lower performing after 10:30 p.m. | Consolidate with Route 50, serve north Delridge and Alki                      |
| 131                           | 30                                    | 30             | 60               | 30-60              | 30-60 | Reduce night and weekend service                  | Lower performing                  | Reduce to hourly off-peak/night; operate as night shuttle to Westwood Village |
| 132                           | 30                                    | 60             | 60               | 30-60              | 30-60 | Reduce night and weekend service                  | Lower performing                  | Reduce to hourly off-peak/night; operate as night shuttle to Westwood Village |
| 358X/E Line                   | 8                                     | 15             | 20-30            | 15-20              | 20    | Reduce peak and Sunday service                    | WSDOT-funded trips                | -   |

\*Peak period is 6-9 a.m. and 3-7 p.m.

\*\*Night period is after 7 p.m.

### Route reductions - peak-only service

| Changes proposed for June '14 |                    |                                      |                                      | Further changes in reduction proposal (after June '14) |
|-------------------------------|--------------------|--------------------------------------|--------------------------------------|--|
| Route                         | Weekday peak trips | Change in June '14                   | Basis for change in June '14         |  |
| 17X                           | 11 trips           | One fewer p.m. trip                  | WSDOT-funded trip                    | -  |
| 18X                           | 13 trips           | One fewer p.m. trip                  | WSDOT-funded trip                    | -  |
| 21X                           | 18 trips           | One fewer a.m., one fewer p.m. trip  | WSDOT-funded trips                   | -  |
| 37                            | -                  | Delete                               | Lower performing                     | -  |
| 55                            | 11 trips           | One fewer a.m., two fewer p.m. trips | WSDOT-funded trips; lower performing | -  |
| 56X                           | 14 trips           | Two fewer a.m., two fewer p.m. trips | WSDOT-funded trips                   | -  |
| 57                            | -                  | Delete                               | Lower performing                     | -  |
| 113                           | -                  | Delete                               | Lower performing                     | -  |
| 116X                          | 15 trips           | One fewer a.m., two fewer p.m. trips | Lower performing                     | Revise to end in SODO                                  |
| 118X                          | 2 trips            | One fewer a.m., one fewer p.m. trips | Lower performing                     | Revise to end in SODO                                  |
| 119X                          | 2 trips            | None                                 | No change                            | Revise to end in SODO                                  |
| 121                           | 13 trips           | Ten fewer a.m., 11 fewer p.m. trips  | WSDOT-funded trips; lower performing | -  |
| 122                           | 10 trips           | Two fewer a.m., two fewer p.m. trips | Lower performing                     | -  |
| 123                           | 6 trips            | One fewer a.m., two fewer p.m. trips | Lower performing                     | -  |



Información importante sobre el servicio de autobuses de su zona  
 Các thông tin quan trọng về dịch vụ xe buýt tại khu vực quý vị  
 有關您所在地區巴士服務的重要資訊



Scan the QR code with your smart phone for more information.  
[www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)

Red font and/or light gray background denote a change in June '14

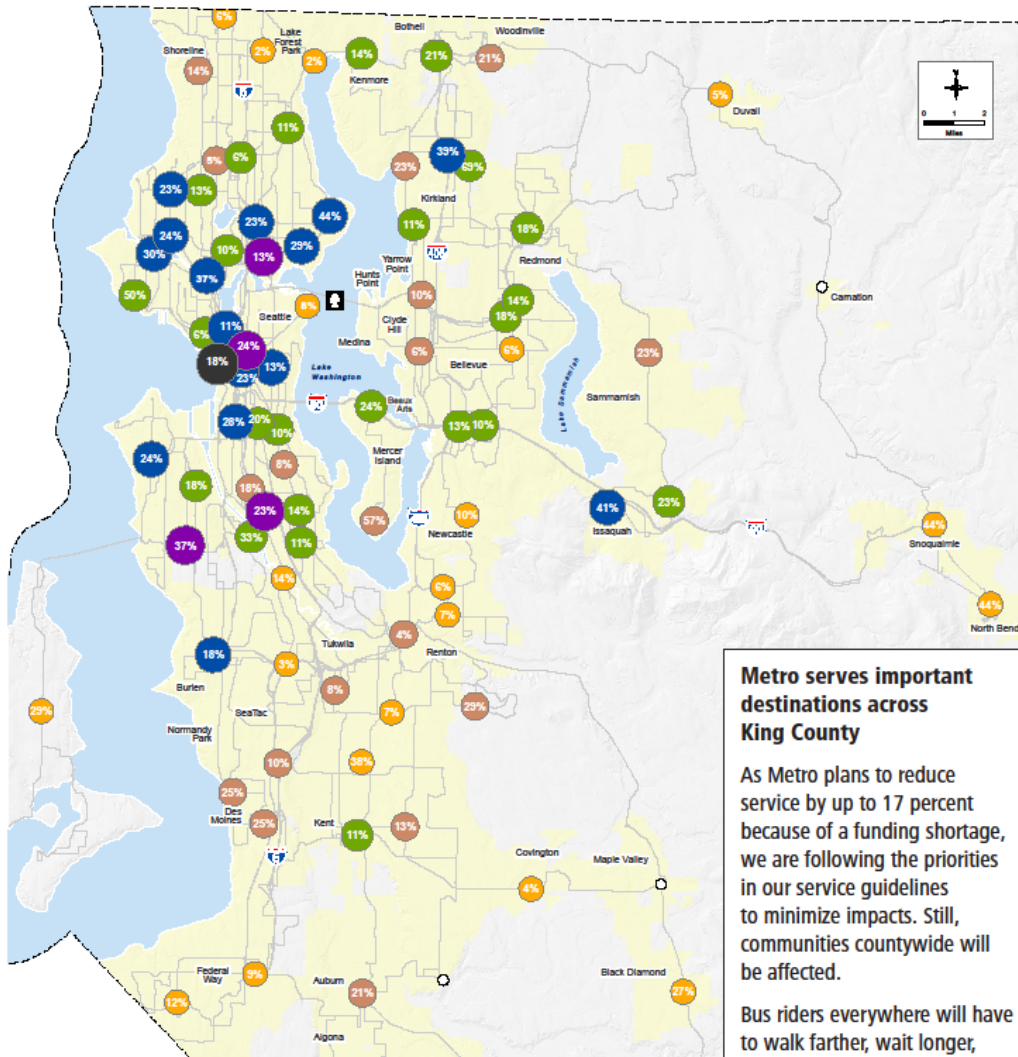


# Bus service at risk across King County

Analysis shows Metro's service reduction will affect centers everywhere



December 4, 2013



**Net loss in total weekday Metro trips in centers\***

|            |             |                                 |
|------------|-------------|---------------------------------|
| ○ 0        | ● 101 - 250 | — Revised Regular Route Network |
| ● 1 - 25   | ● 251 - 500 | ■ Urban King County             |
| ● 26 - 50  | ● 10% >500  |                                 |
| ● 51 - 100 |             |                                 |

Metro Transit's Strategic Plan identifies 85 centers, shown on this map, that represent areas of activity throughout King County which form the basis for the countywide transit network. The size of the circle on the map represents the total number of trips lost in that particular center due to service reductions. The number inside the circle is the percentage of trips lost. For instance, over 500 Metro trips are lost in this example circle, representing 10% of the trips to this particular center.

**\*A route serves a center if an associated stop falls within a half mile of the center**

**Metro serves important destinations across King County**

As Metro plans to reduce service by up to 17 percent because of a funding shortage, we are following the priorities in our service guidelines to minimize impacts. Still, communities countywide will be affected.

Bus riders everywhere will have to walk farther, wait longer, transfer more, or lose service entirely. Traffic congestion will get worse for everyone.

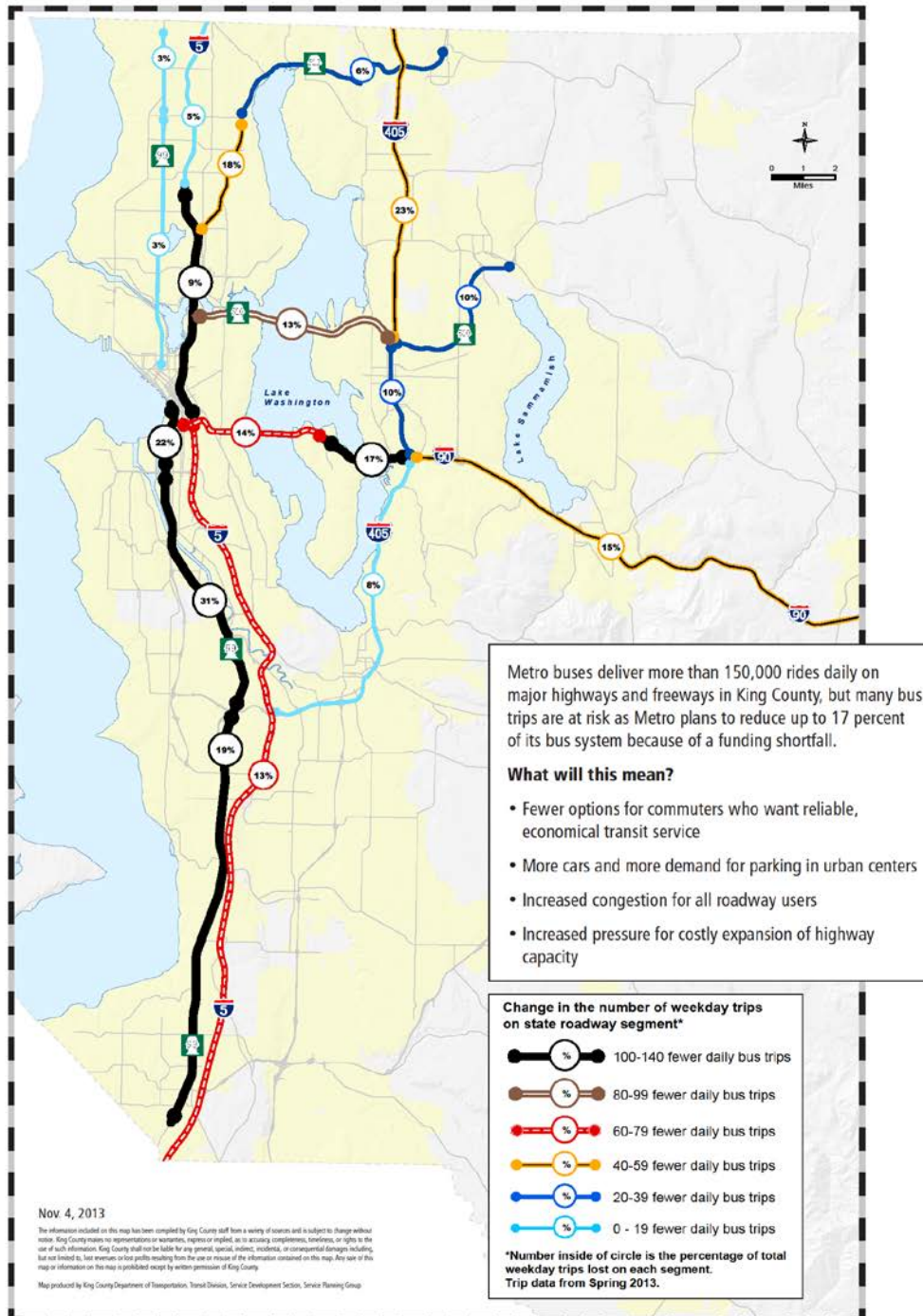
Also, about 150 daily trips will be cut in the Alaskan Way Viaduct corridor—for example, between West Seattle and downtown Seattle. State funding for extra transit service during construction runs out in June 2014.

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

Map produced by King County Department of Transportation, Transit Division, Service Development Section, Service Planning Group  
 Planner: MC, allright@updates

# Loss of bus trips will slow highway travel

Analysis shows many Metro trips will be cut on major roadways, increasing congestion



## Actions to address Metro's deficit (2009-2013)

| Updated April 9, 2013   | Cumulative Total through 2013  | Ongoing Annual Savings   |
|---|--|--|
| I. Ongoing productivity/efficiency actions <ul style="list-style-type: none"> <li>• Transit program efficiencies</li> <li style="padding-left: 20px;">Scheduling efficiencies</li> <li style="padding-left: 20px;">Non-service and staff reductions</li> <li style="padding-left: 20px;">Other program efficiencies</li> <li>• Bus service reductions</li> <li>• Labor cost savings</li> <li>• Service deferrals</li> </ul> | \$34 million<br>\$55 million<br>\$15 million<br>\$23 million<br>\$36 million<br>\$41 million | \$13 million<br>\$14 million<br>\$ 5 million<br>\$ 8 million<br>\$17 million<br>\$36 million |
| II. Revenue related actions <ul style="list-style-type: none"> <li>• Fare increases</li> <li>• Property tax</li> <li>• Congestion Reduction Charge (temporary)</li> <li>• Ride Free Area elimination</li> </ul>   | \$145 million<br>\$ 66 million<br>\$ 39 million  | \$35 million<br>\$18 million<br>\$ 2 million   |
| III. One-time actions (cash savings) <ul style="list-style-type: none"> <li>• Capital program cuts</li> <li>• Fleet replacement reserves</li> <li>• Operating reserves</li> <li>• 2009 savings, i.e. hiring freeze</li> <li>• Healthy incentives program</li> </ul>   | \$180 million<br>\$ 93 million<br>\$ 41 million<br>\$ 20 million<br>\$ 10 million            |  |
| <b>TOTAL</b>  | <b>\$798 million</b>   | <b>\$148 million</b>   |



For more information >> [www.kingcounty.gov/metro/future](http://www.kingcounty.gov/metro/future)





## Metro has vigorously cut costs, increased efficiency to preserve service



Metro service is funded primarily by sales tax, with a smaller amount from rider fares. The economic crisis that started in 2008 caused a deep and prolonged shortfall in Metro's sales tax revenue.

To make up for the lost revenue without making major reductions in bus service, we've worked hard to cut costs, increase efficiency, raise fares and tap other funding sources. ***This comprehensive set of actions has saved nearly \$800 million, preserving most bus service between 2009 and 2013.***

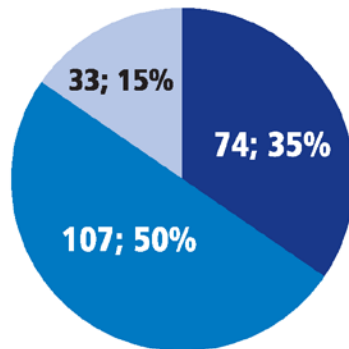
While many of these reforms will continue to save a total of about \$148 million every year, some were only temporary or one-time measures that will run out in mid-2014. Sales tax revenues are improving, but have not recovered enough to support the current level of service. Metro faces an ongoing budget gap of up to \$75 million per year. While we continue to actively pursue new efficiency reforms, we cannot close a gap of that size. The County has no alternatives but to seek new funding or cut up to 600,000 hours of bus service beginning in fall 2014.

### Actions taken

- Changed the way we plan schedules so we use fewer buses to deliver the same amount of service. Scheduling and other efficiency steps recommended in a 2009 performance audit are saving more than \$20 million annually.
- Employees gave back cost of living increases to save \$36 million for 2011-2013 and \$17 million annually going forward.
- Cut more than 100 staff positions and reduced programs that don't directly affect service, saving \$14 million per year.
- Saved health care costs through the County's employee health program—\$10 million for 2007-2011.
- Cut \$180 million from the capital program, which pays for buses, shelters, and buildings.
- Shelved most plans to expand bus service, but continued developing voter-approved RapidRide service because it is highly productive and has won about \$120 million in grant funding.
- Following the recommendation of a public advisory committee, changed the way we plan service to emphasize productivity, geographic value and social equity. Using this new approach along with more efficient scheduling that saved 120,000 service hours, we cut 75,000 hours of the least productive bus service and reinvested 100,000 hours in more productive service. These actions have resulted in higher ridership and fare revenue, generating about \$8 million annually.
- Raised fares four times in four straight years—a total 80 percent increase generating \$35 million annually.
- Ended free rides in downtown Seattle, expected to raise \$2 million or more per year.
- The County approved a small property tax that is providing \$18 million annually for bus service, while reducing other property taxes so taxpayers don't pay more.
- Reduced the bus replacement reserve fund by \$100 million, as recommended by the performance audit, and used the funds to support bus service.
- Used half of the operating reserve fund to support service.
- The County adopted a temporary \$20 congestion reduction charge on vehicle license renewals, raising about \$50 million over two years (expires in mid-2014).

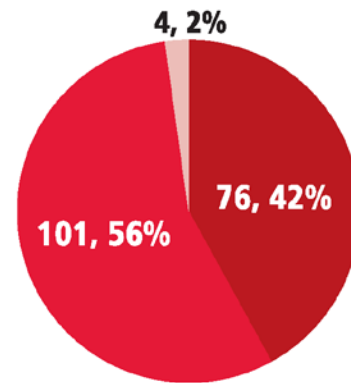
See summary table on back >>

## Overall reduction summary by route action



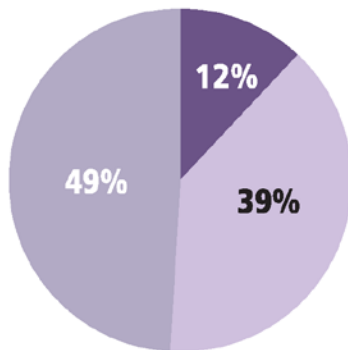
- Deleted
- Reduced or Revised
- Unchanged

## Service reductions by route type



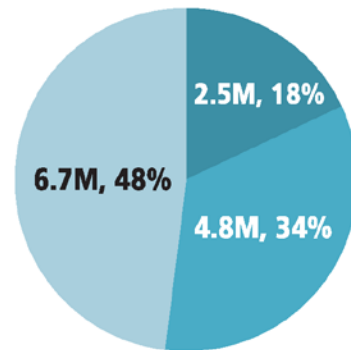
- Peak-only routes
- All-day routes
- Night owl

## Current rides by period



- Night
- Peak
- Off-Peak

## Estimated rides lost by period



**Total rides lost: 14,000,000**

- Night
- Peak
- Off-Peak



