

# **March 2016 Service Change Proposal— Link Connections**

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



**King County  
METRO**

***We'll Get You There.***

# Sound Transit's University Link Extension

A catalyst, but not the sole reason for change



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



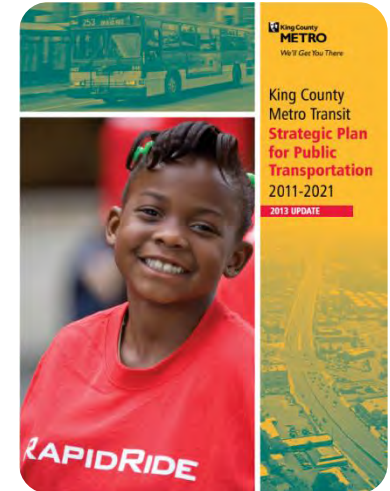
# Metro's Service Restructures and ST Integration

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



# Service Guidelines - Restructures

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



# Community Engagement

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





# Fare Payment



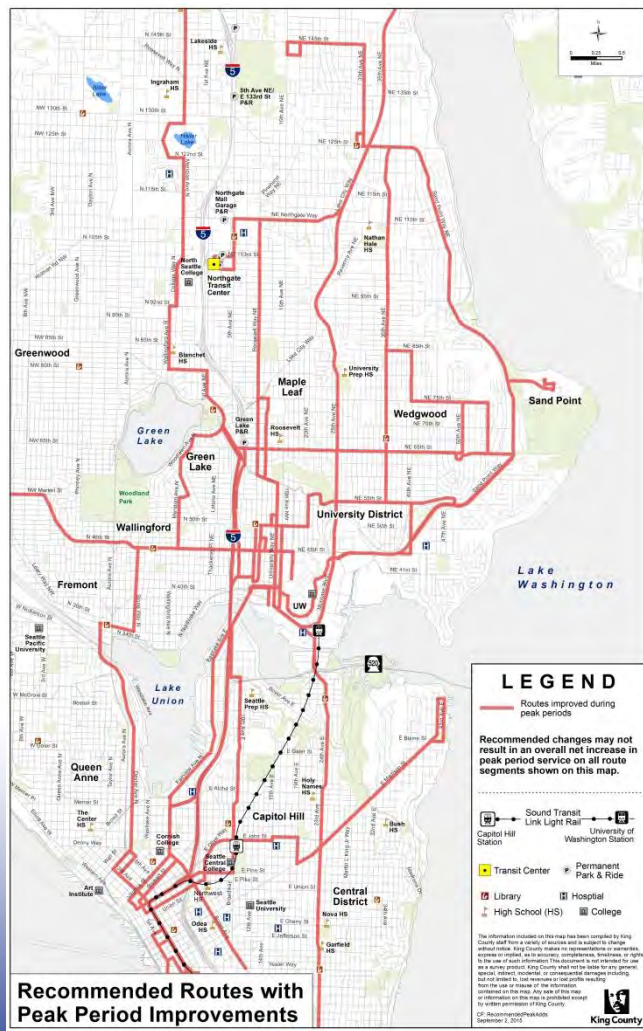
- Seamless transfer between bus and rail using ORCA or ORCA LIFT
- Partnering with Sound Transit on outreach to increase availability and educate riders
  - Distributing free cards, advertising, ORCA to Go, street teaming, In Motion
- Bus service between downtown Seattle and U District will continue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

# Proposal Overview

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



# Peak Period Service



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

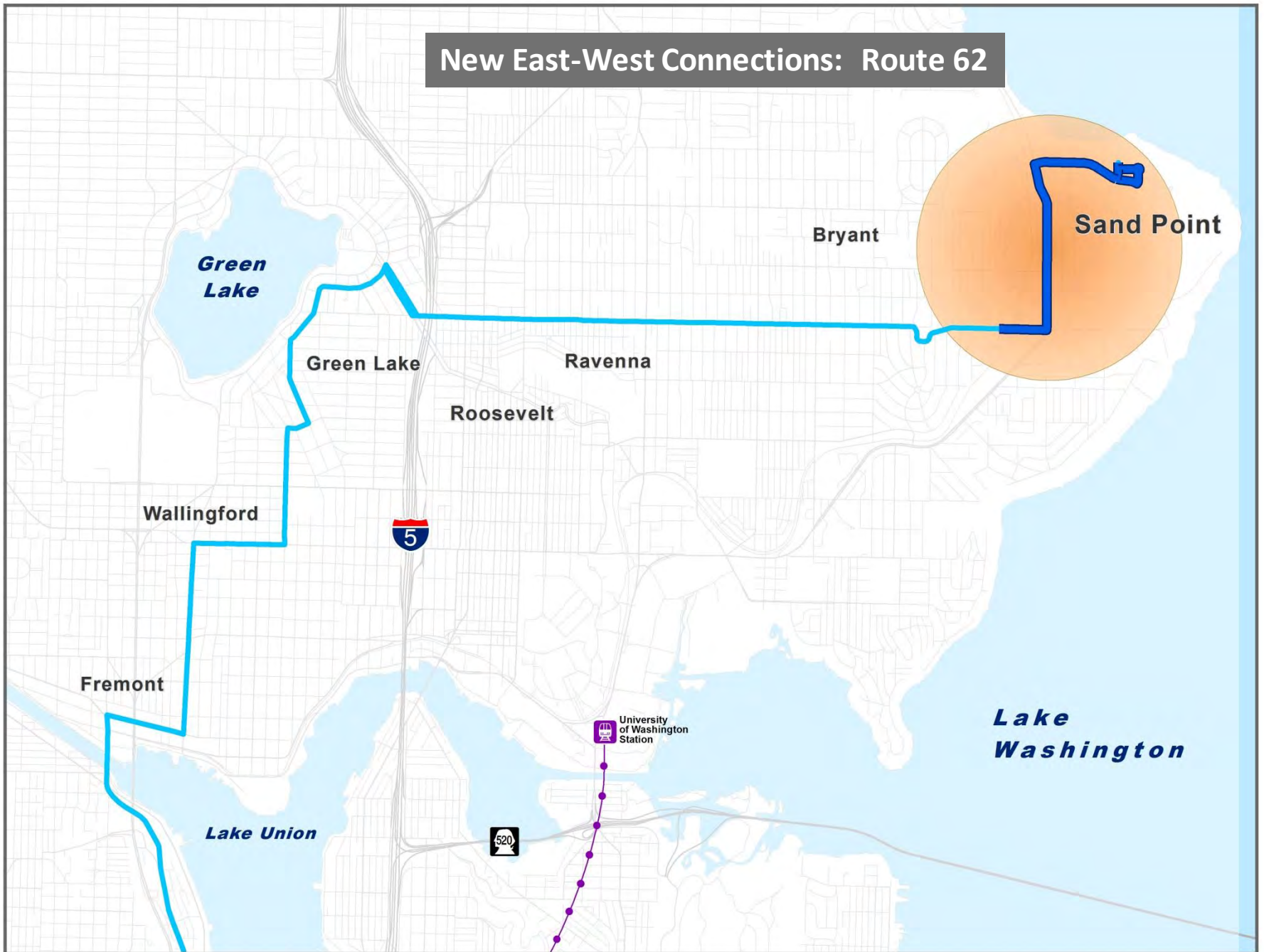


# New Connections

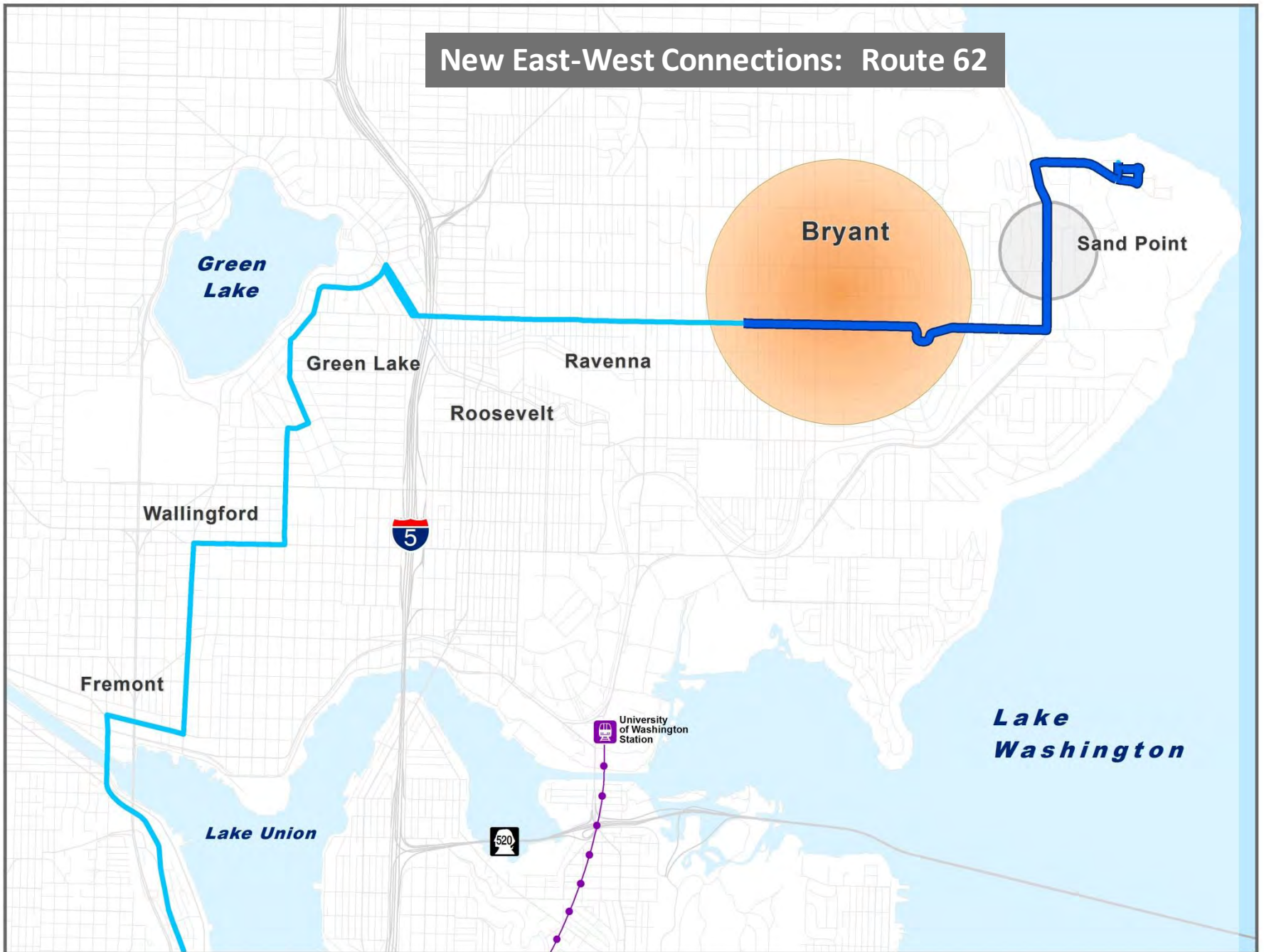


- New east-west connection between neighborhoods in NW and NE Seattle (Route 62)
- New/improved connections to SLU/First Hill (routes 63 and 64)

## New East-West Connections: Route 62

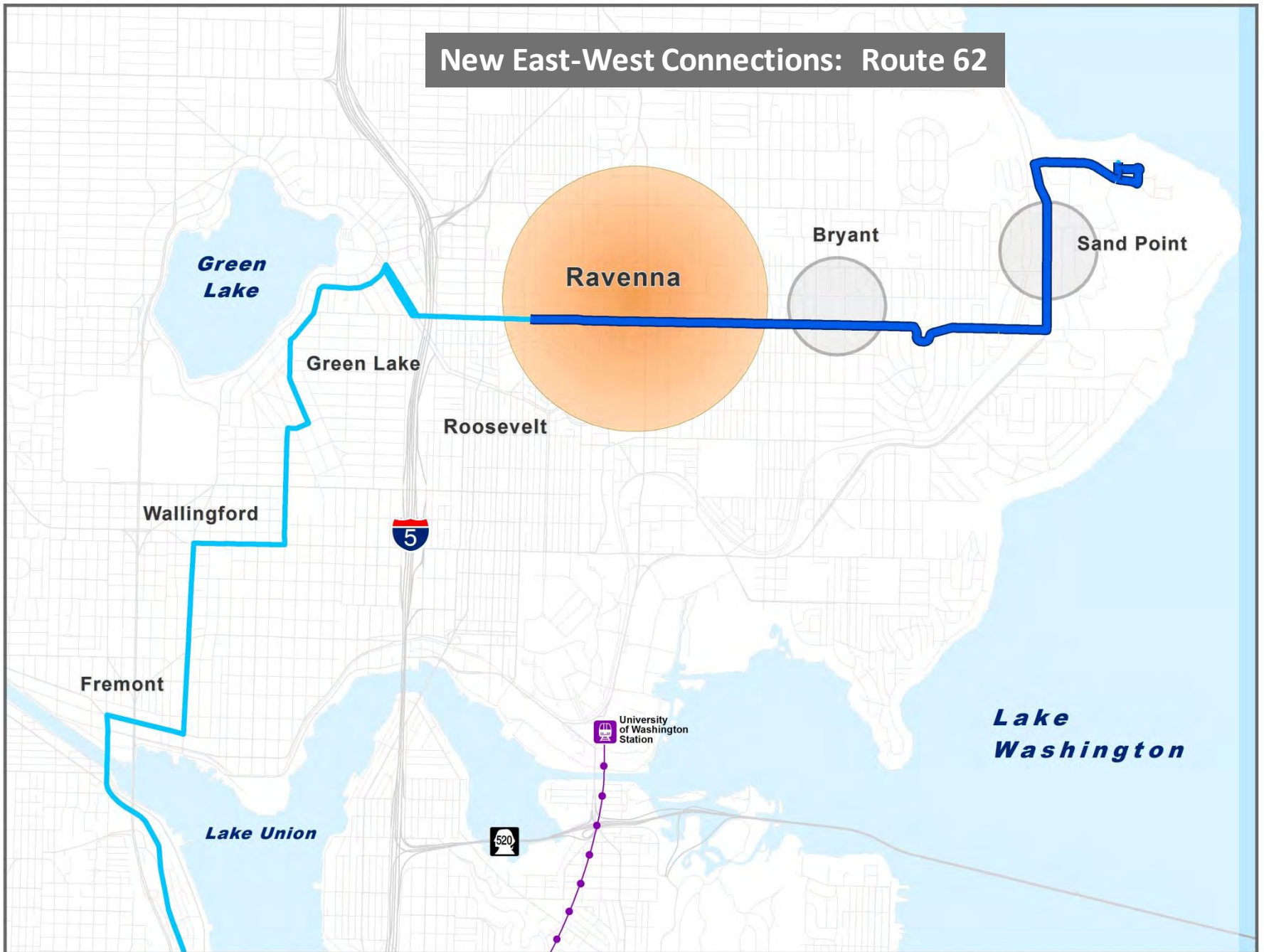


## New East-West Connections: Route 62

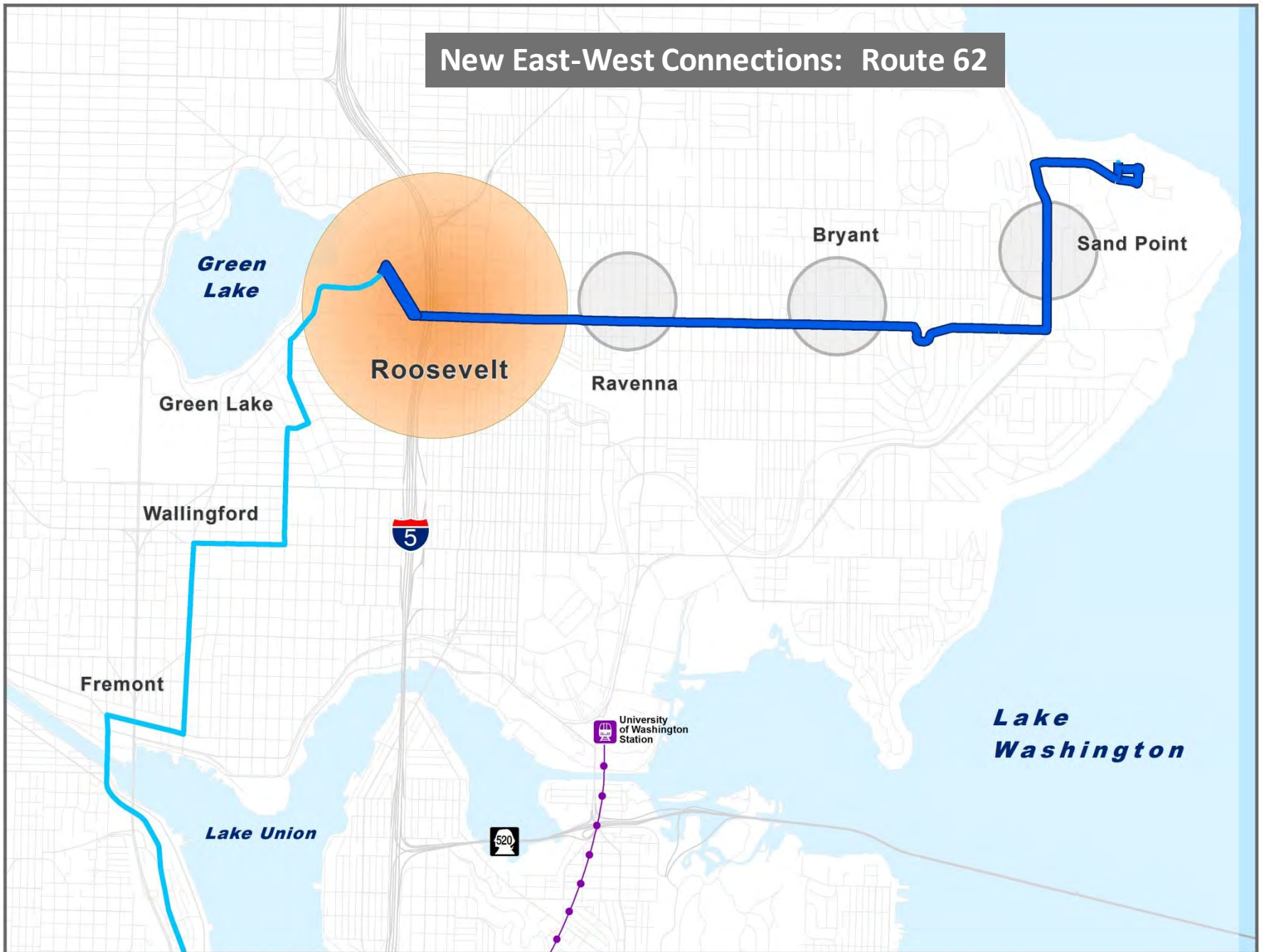




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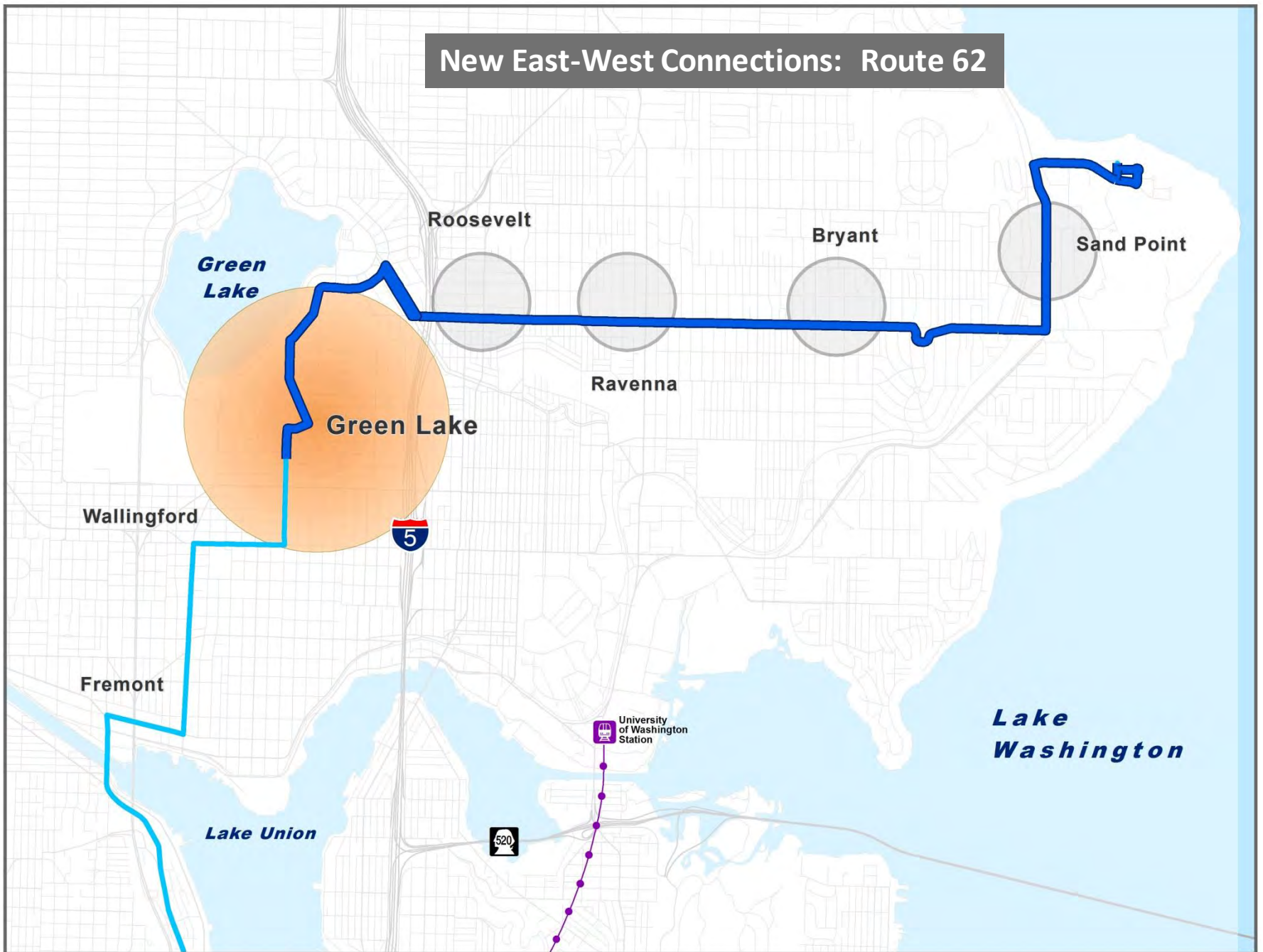


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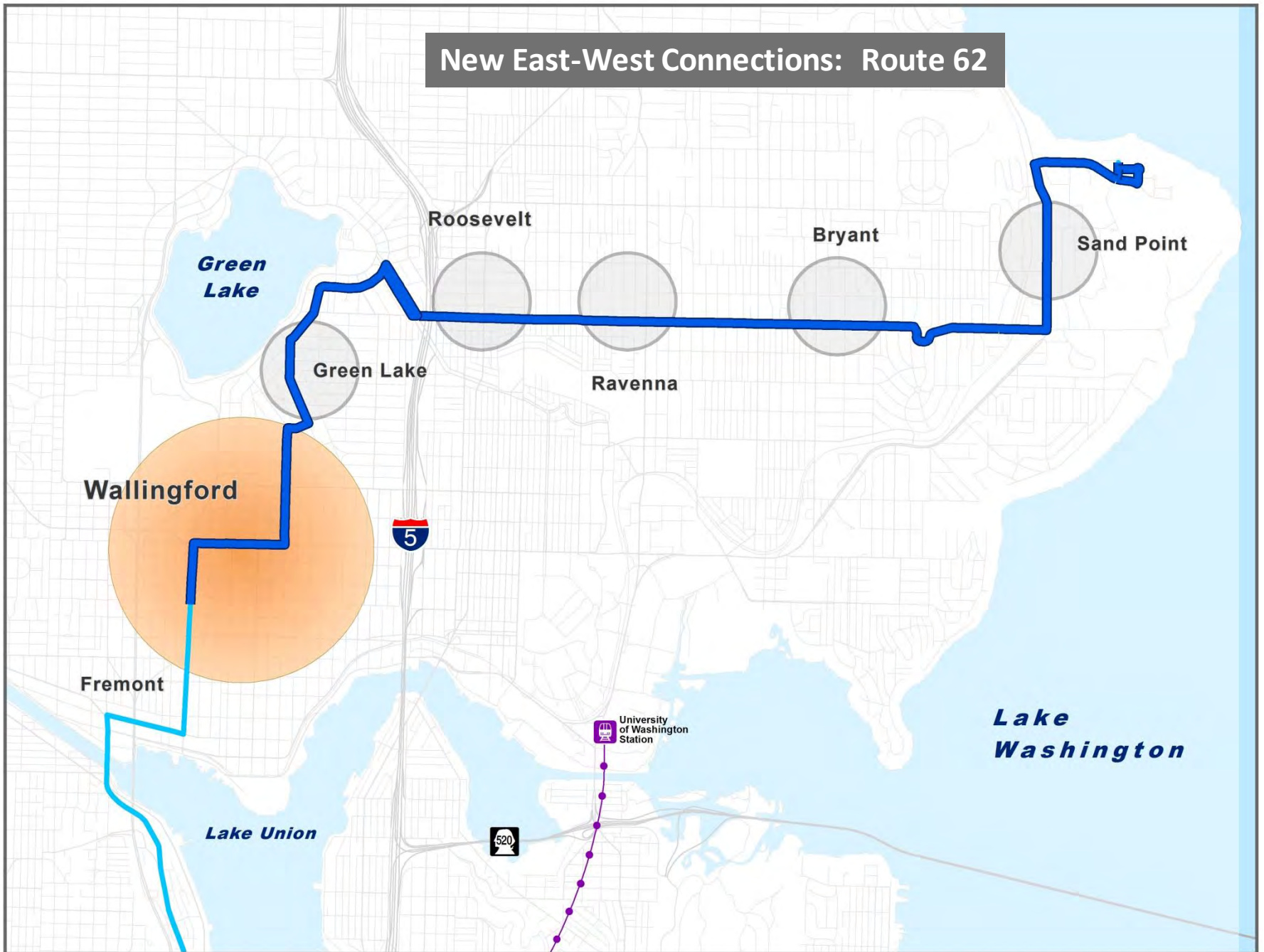




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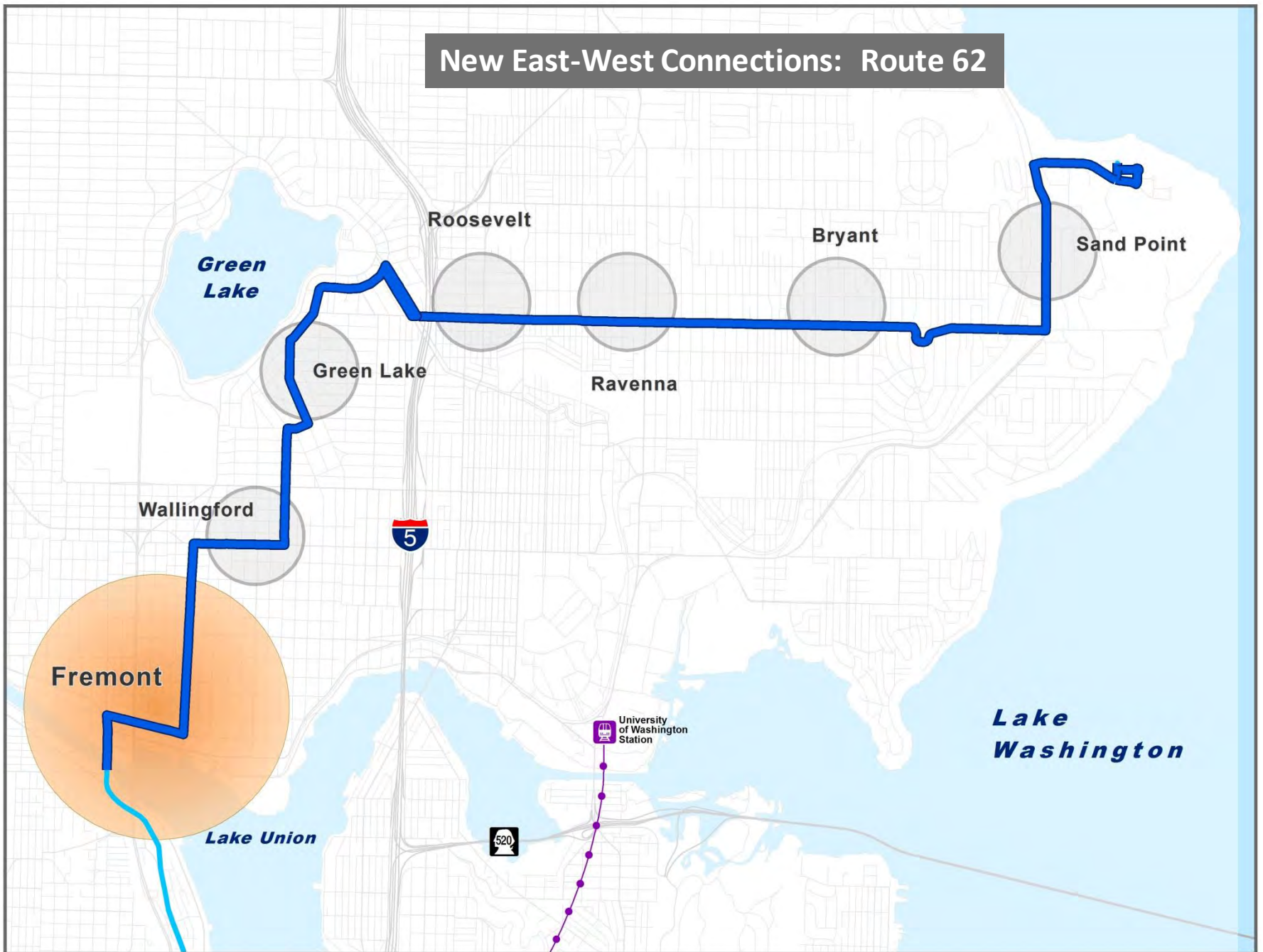


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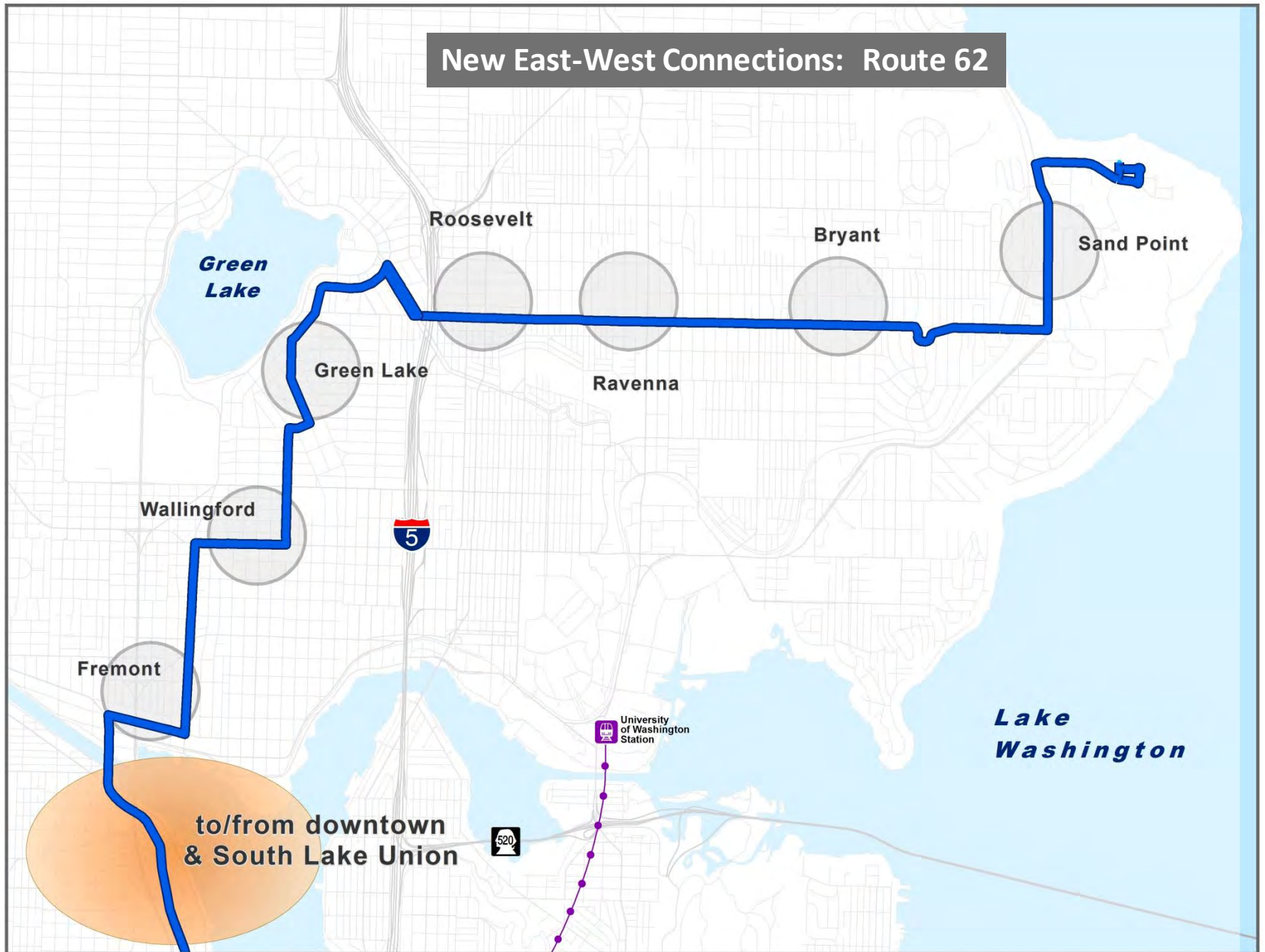




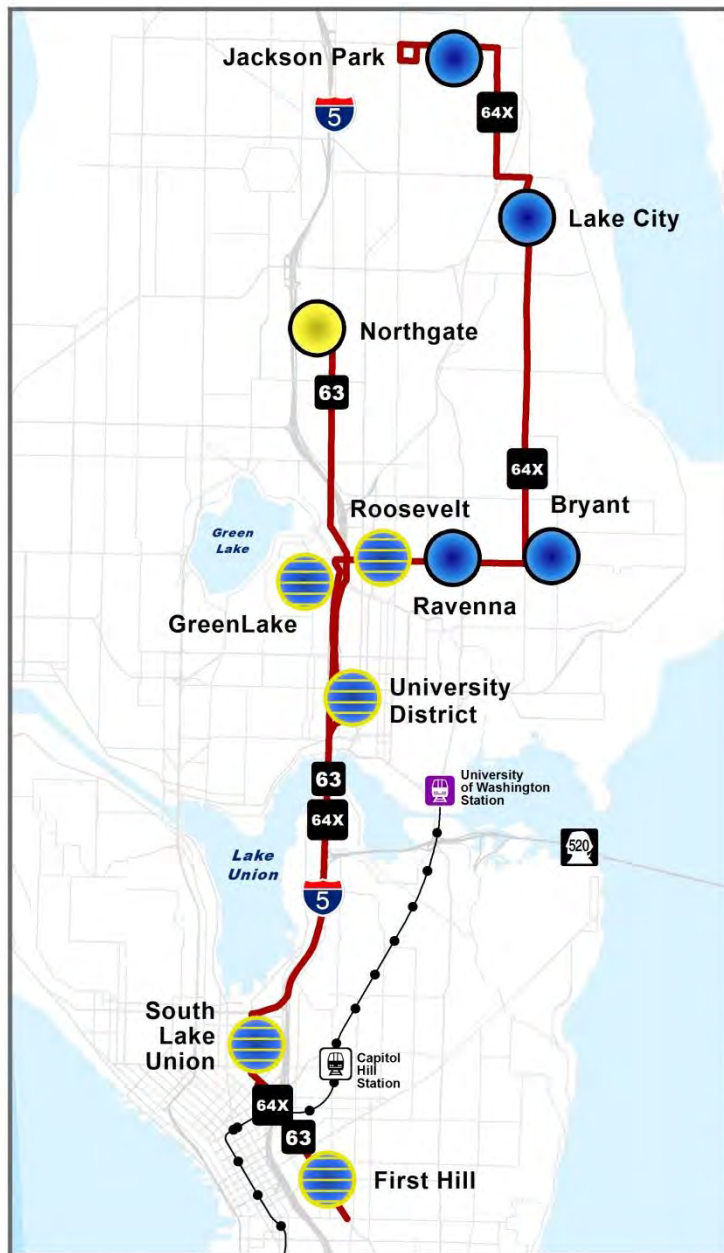
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# New Connections to South Lake Union and First Hill



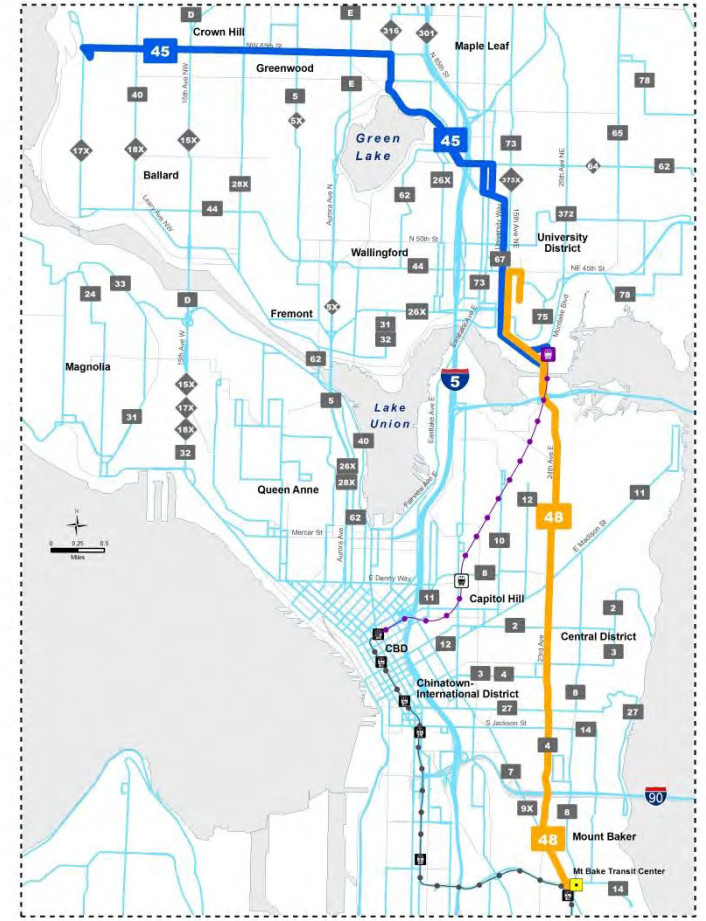
- Recommended peak routes 63 and 64X
- Neighborhoods served by the route 63
- Neighborhoods served by the route 64
- Neighborhoods served by both routes



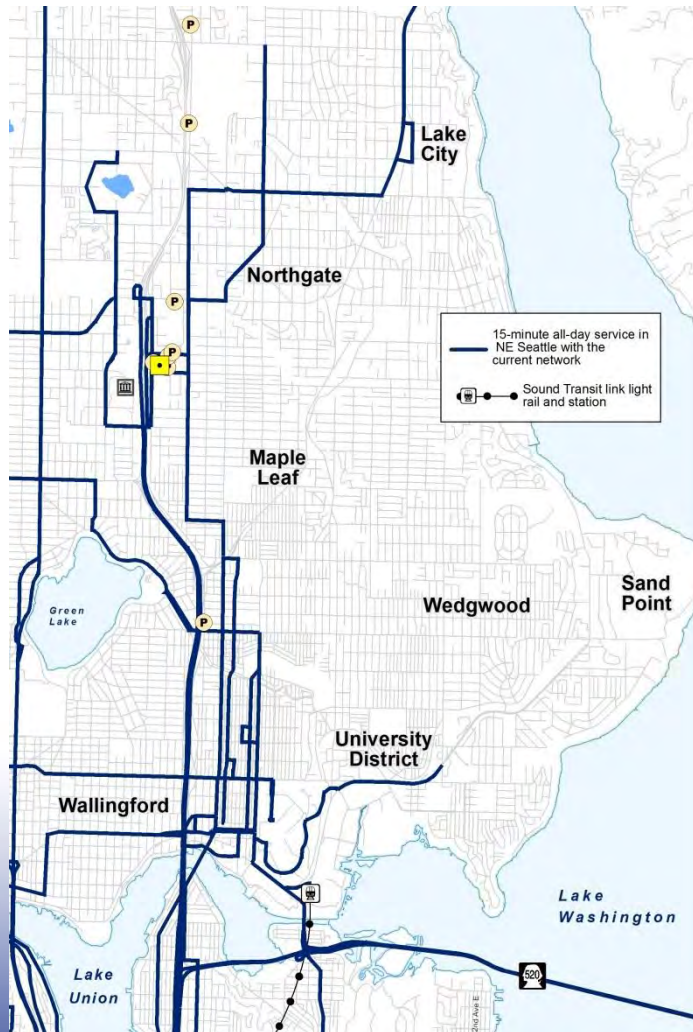
# Improved Reliability

Buses on time = Riders on time

- Reinvests resources to split two long and unreliable cross-town routes
- Provides improved connections to Link



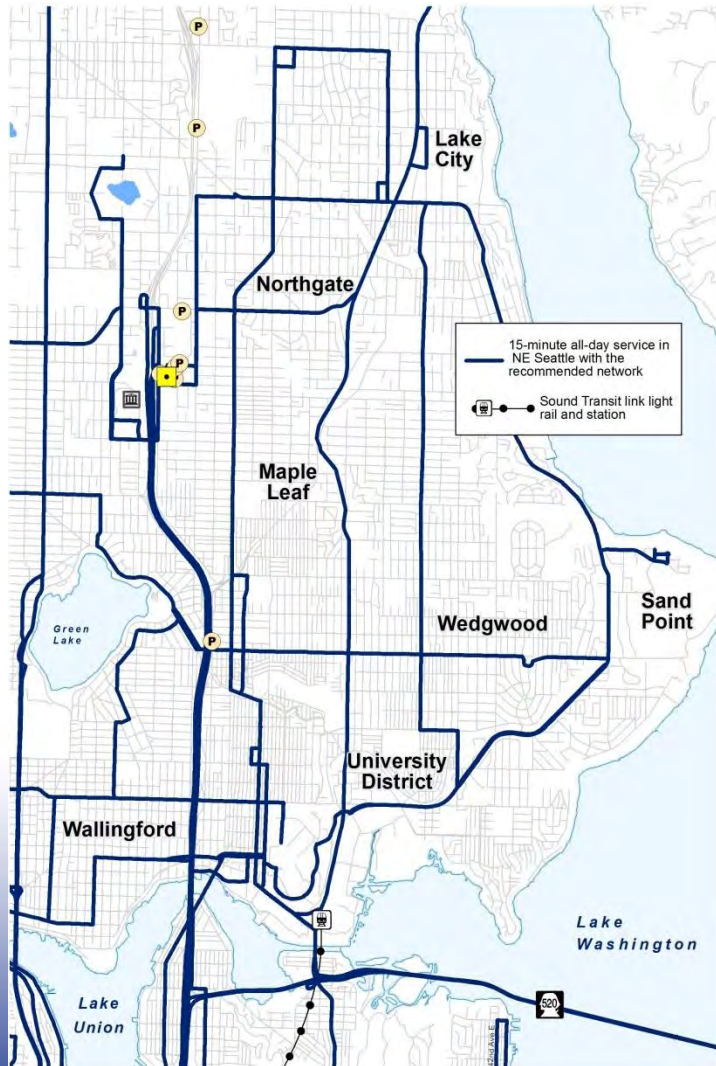
# Frequency Improvements – NE Seattle



Households with access to  
15 Minute Mid-day Service

- Current Network: 8,700

# Frequency Improvements – NE Seattle



Households with access to  
15 Minute Mid-day Service

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

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



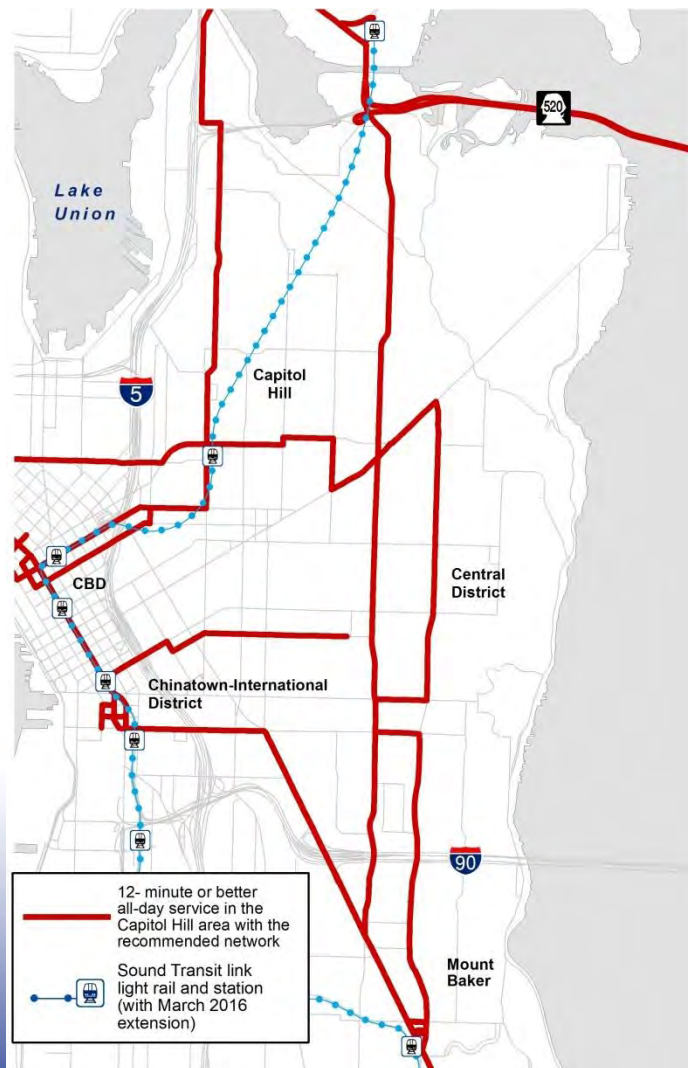
# Frequency Improvements – Capitol Hill



Households with access to  
12 Minute Mid-day Service

- Current Network: 15,600

# Frequency Improvements – Capitol Hill



Households with access to 12 Minute Mid-day Service

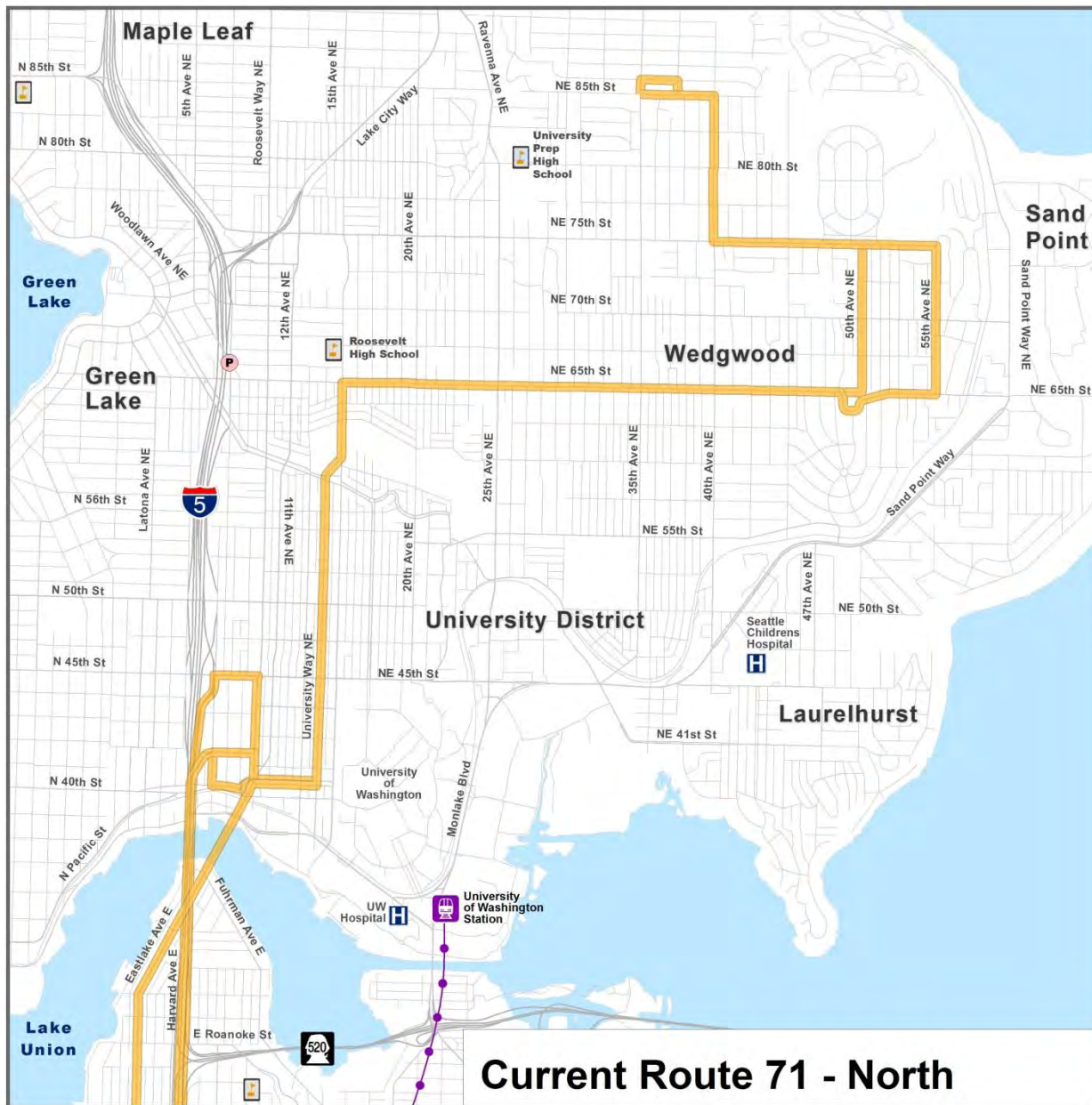
- Current Network: 15,600
- **Proposed Network: 40,000**

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



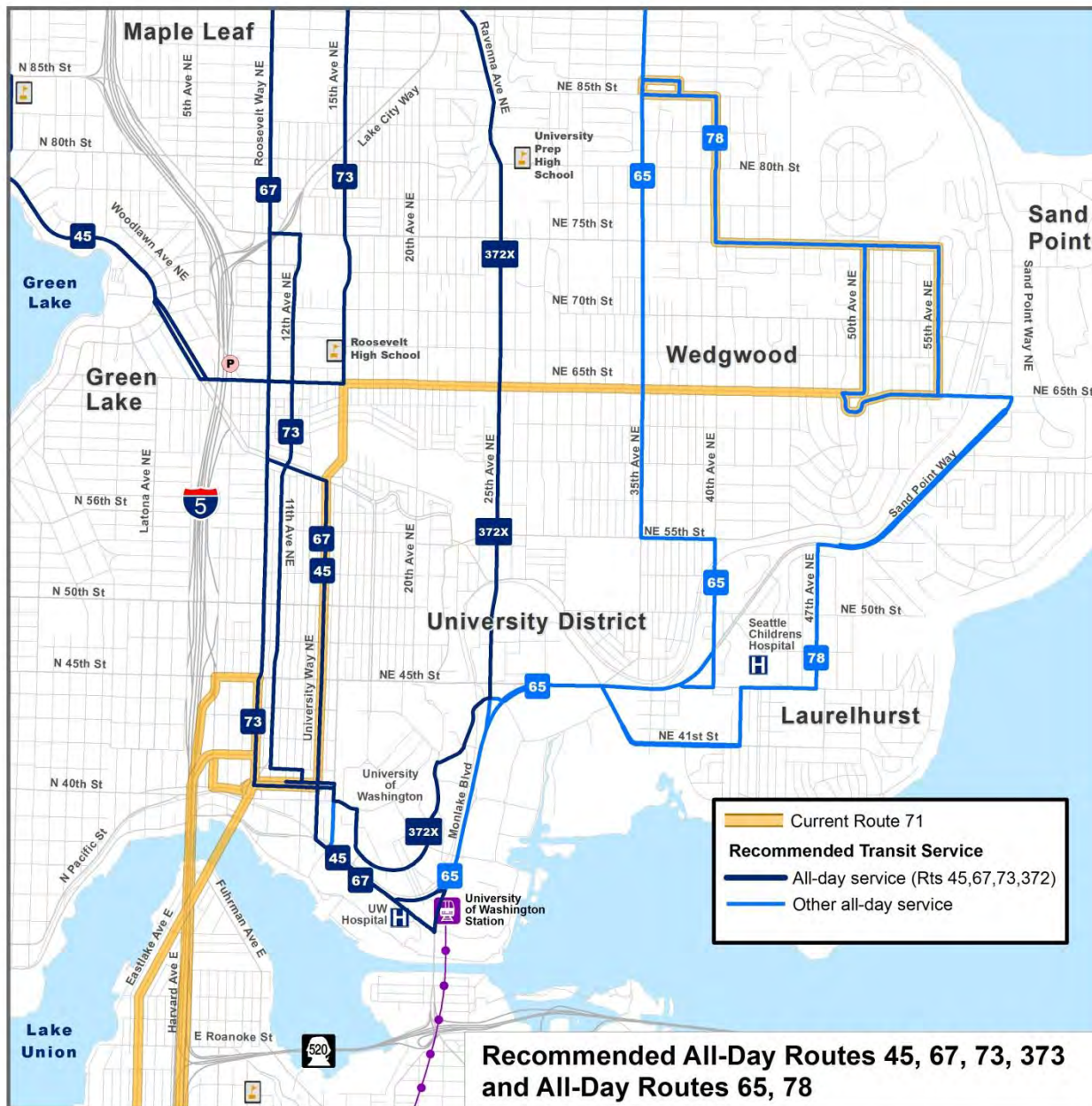
# Proposed Options for Current Route 71 Riders

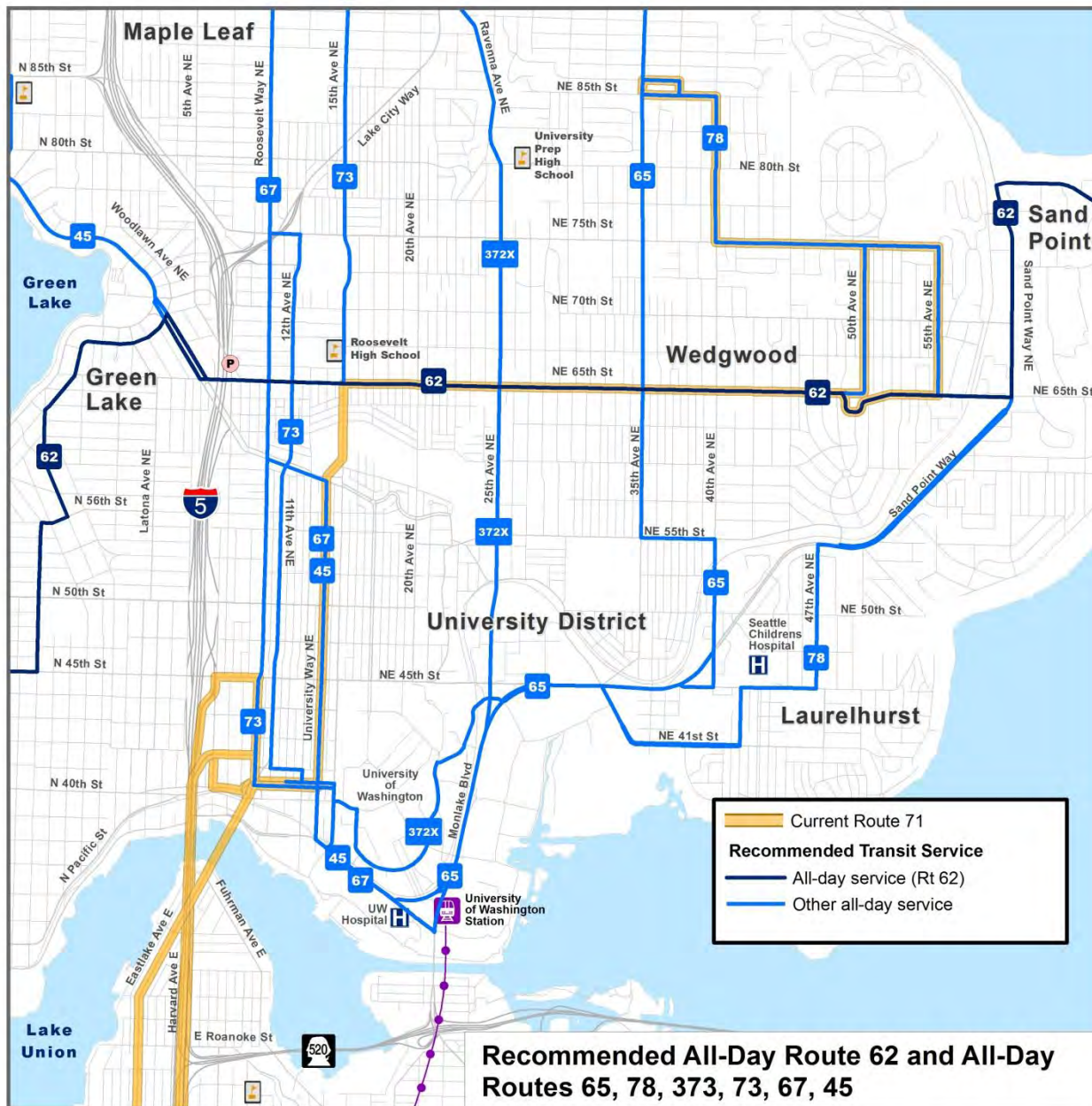
- Route 71 will be replaced by...
  - Link light rail
  - Expanded peak period service on Route 76
  - More frequent service on intersecting north-south corridors
  - More frequent east-west service on NE 65<sup>th</sup> Street
  - 30-minute service in View Ridge



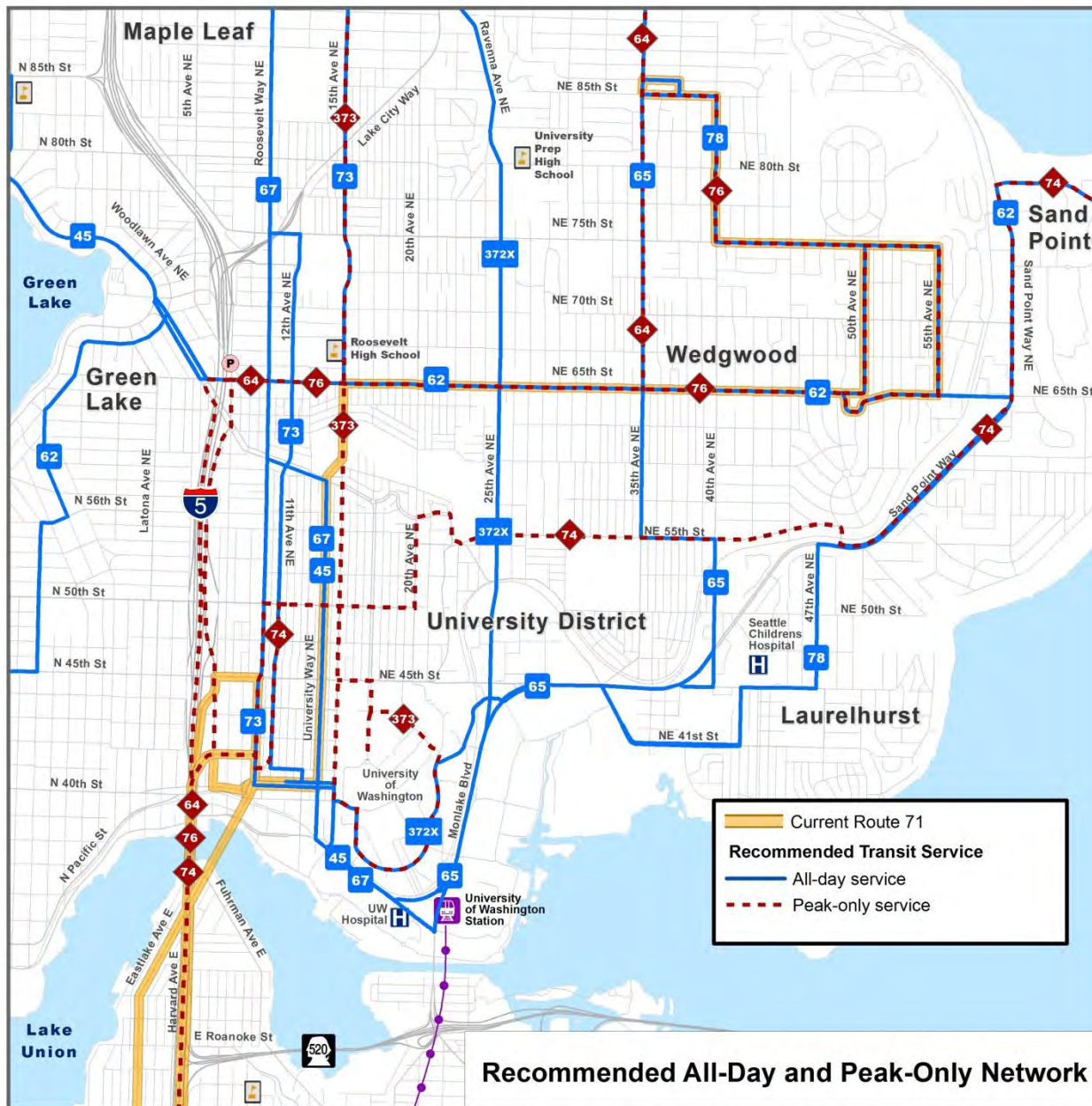














Current Route 71 riders that will have access to frequent, all-day service to the University District within  $\frac{1}{4}$  mile of an existing stop:

**94 %**



# Peak Commuter Options for Current Route 71 Riders



Peak Commuter Routes will provide fast connections to:

- Downtown Seattle
- South Lake Union
- First Hill

## Recommended Service Levels

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

\* Green indicates an increase

# Proposed Options for Current Route 43 Riders

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



# Route 43

Wallingford

University District

5

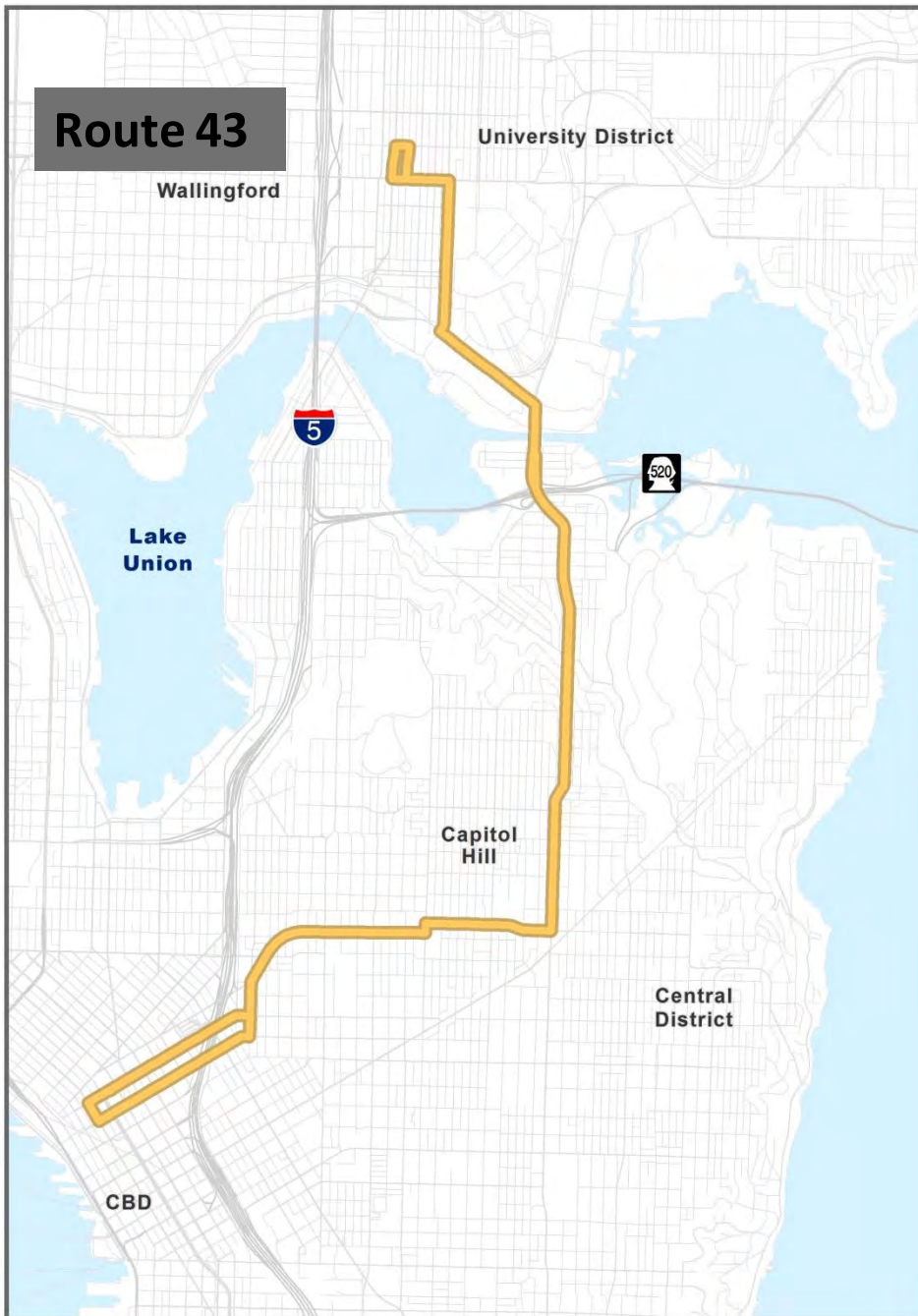
Lake Union

520

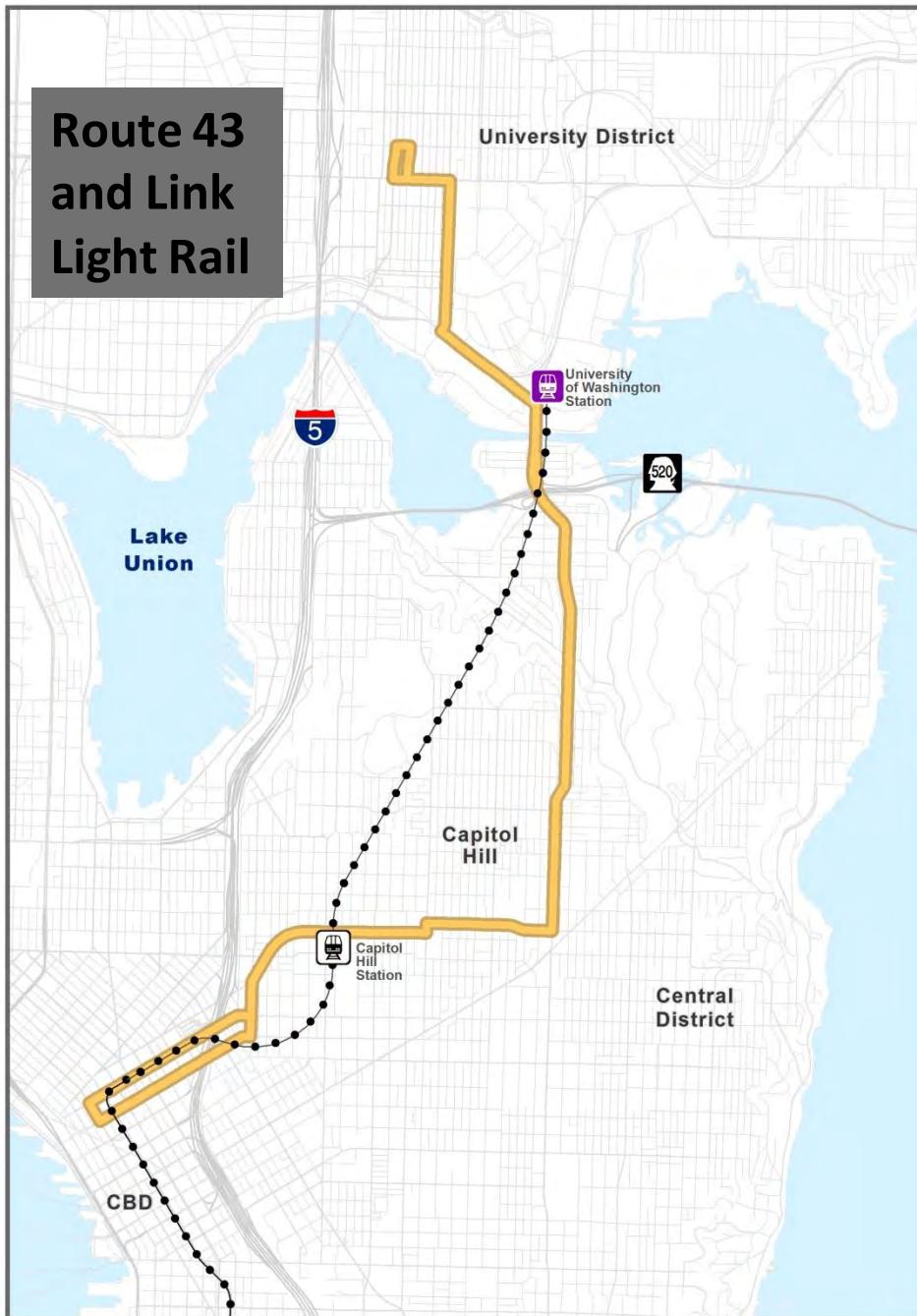
Capitol Hill

Central District

CBD



# Route 43 and Link Light Rail



## Route 48

## Wallingford

University District



University of Washington Station

**Lake Union**

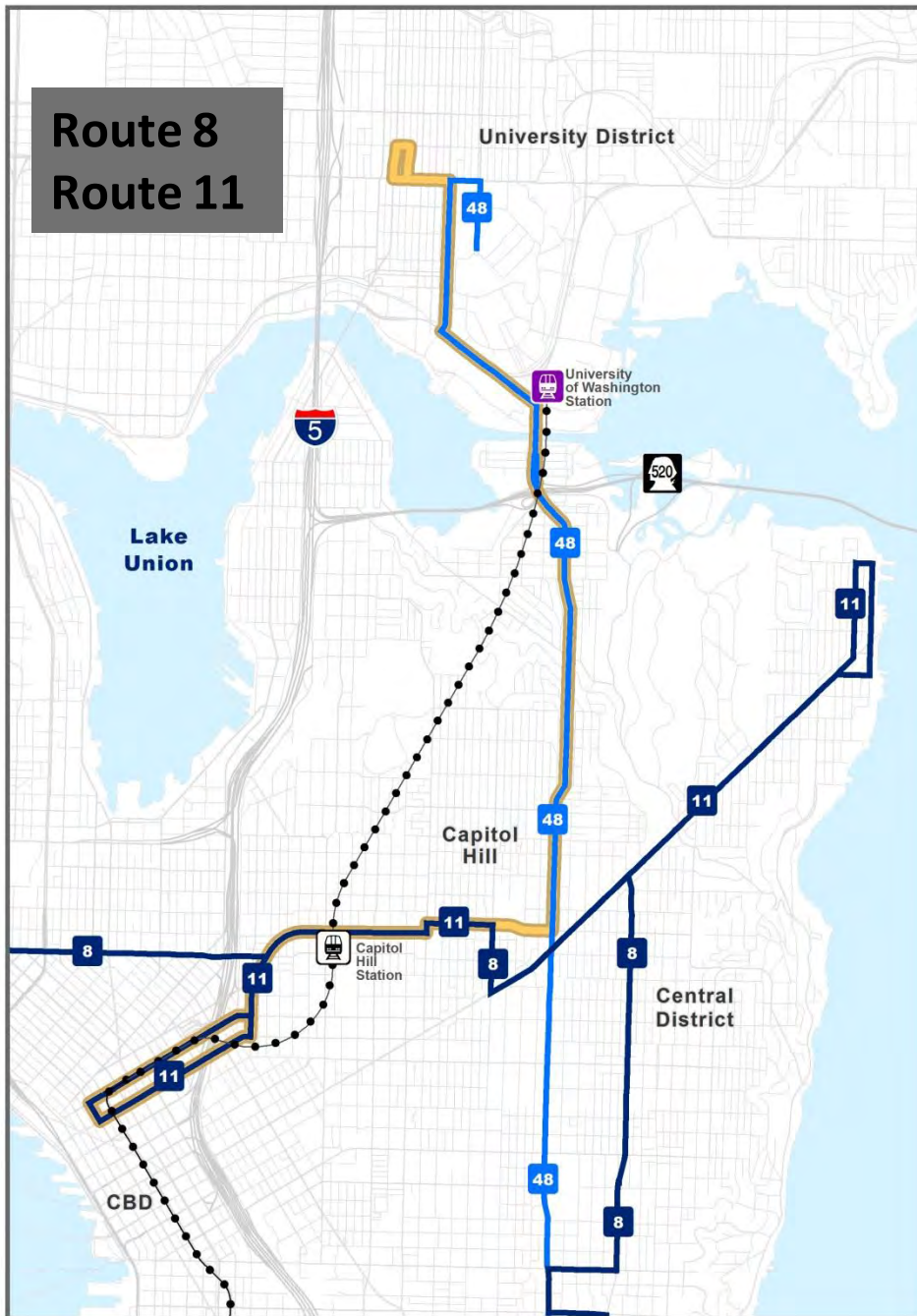
## Capito Hill

**Central District**

**CBD**

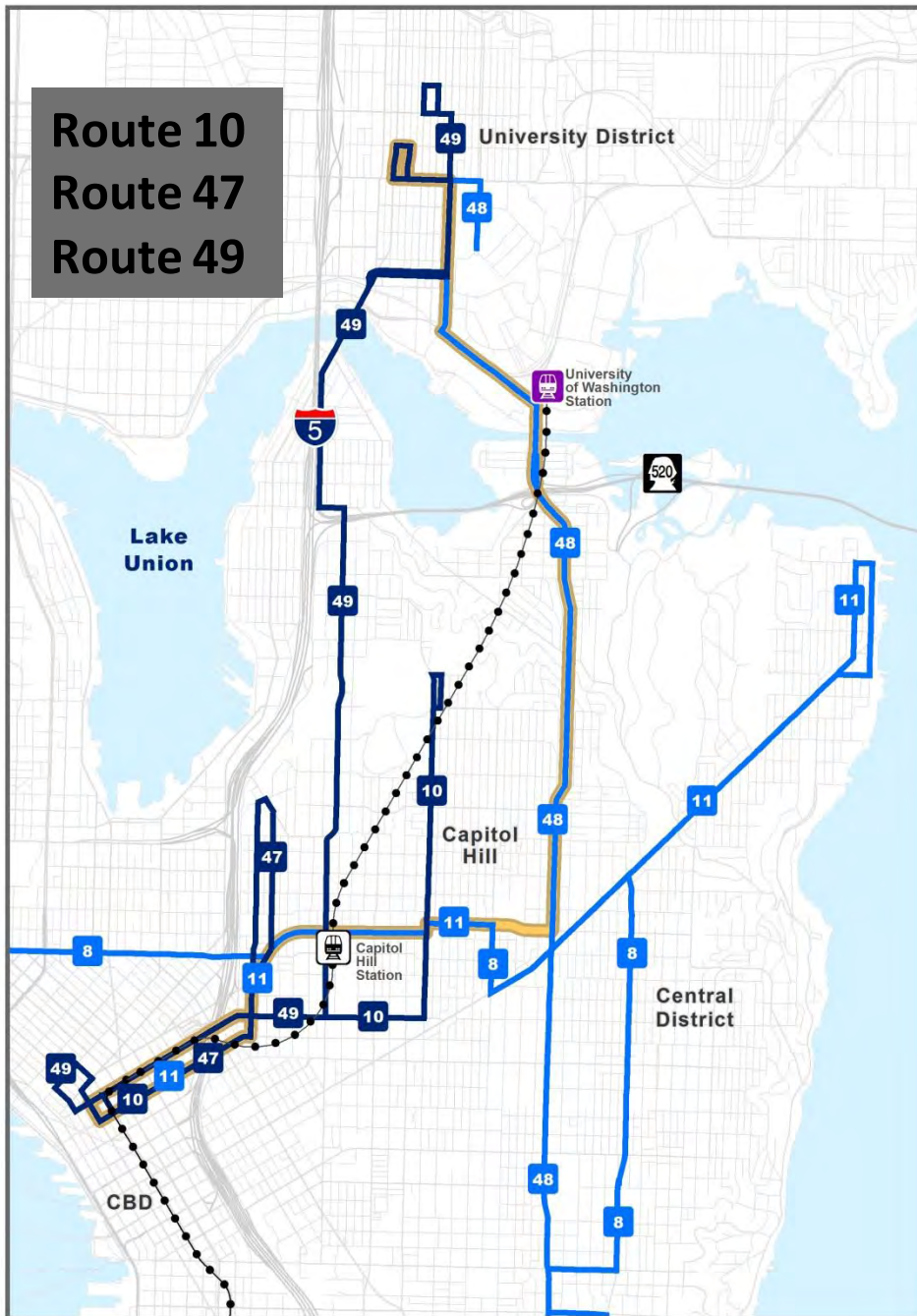


# Route 8 Route 11

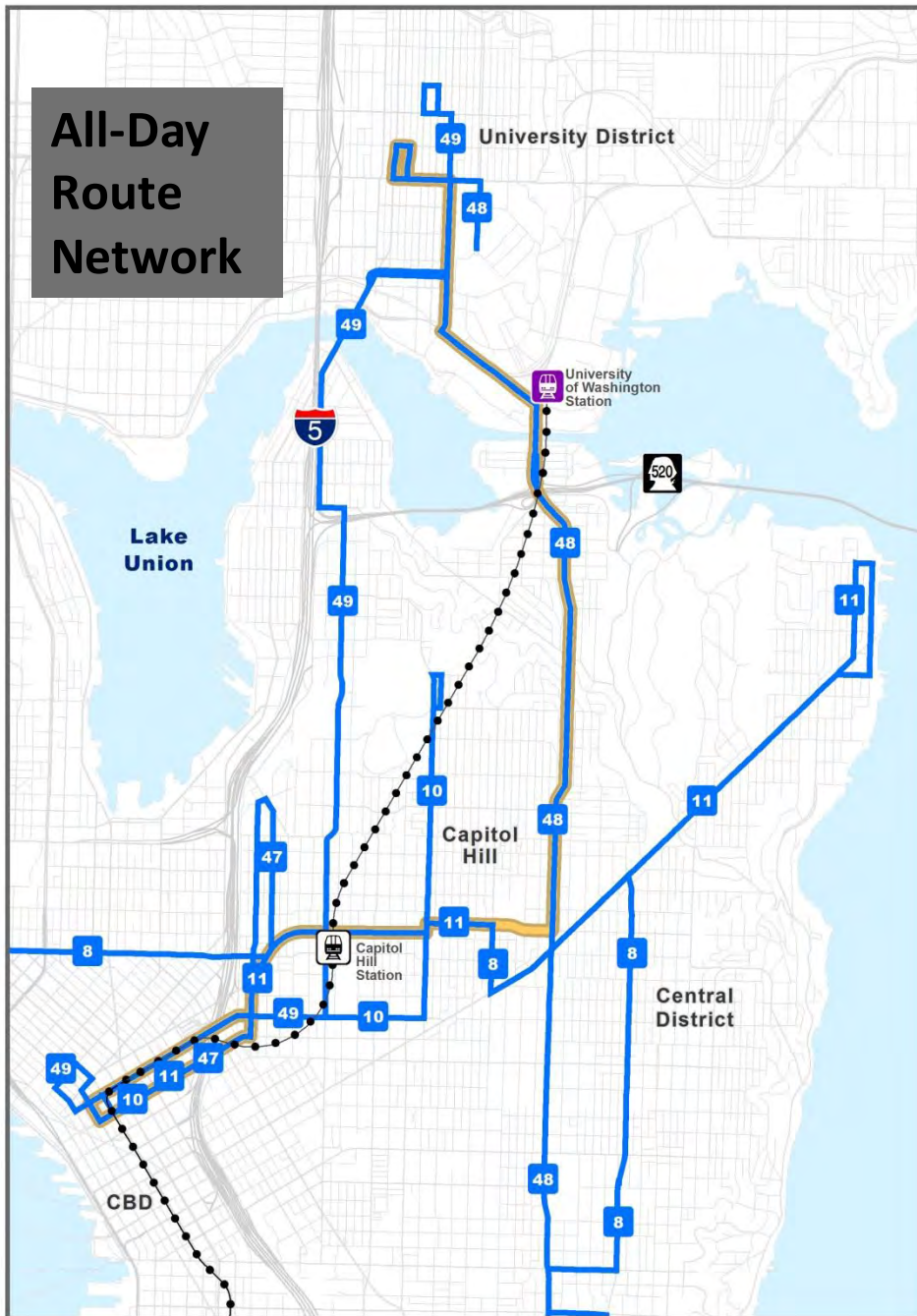




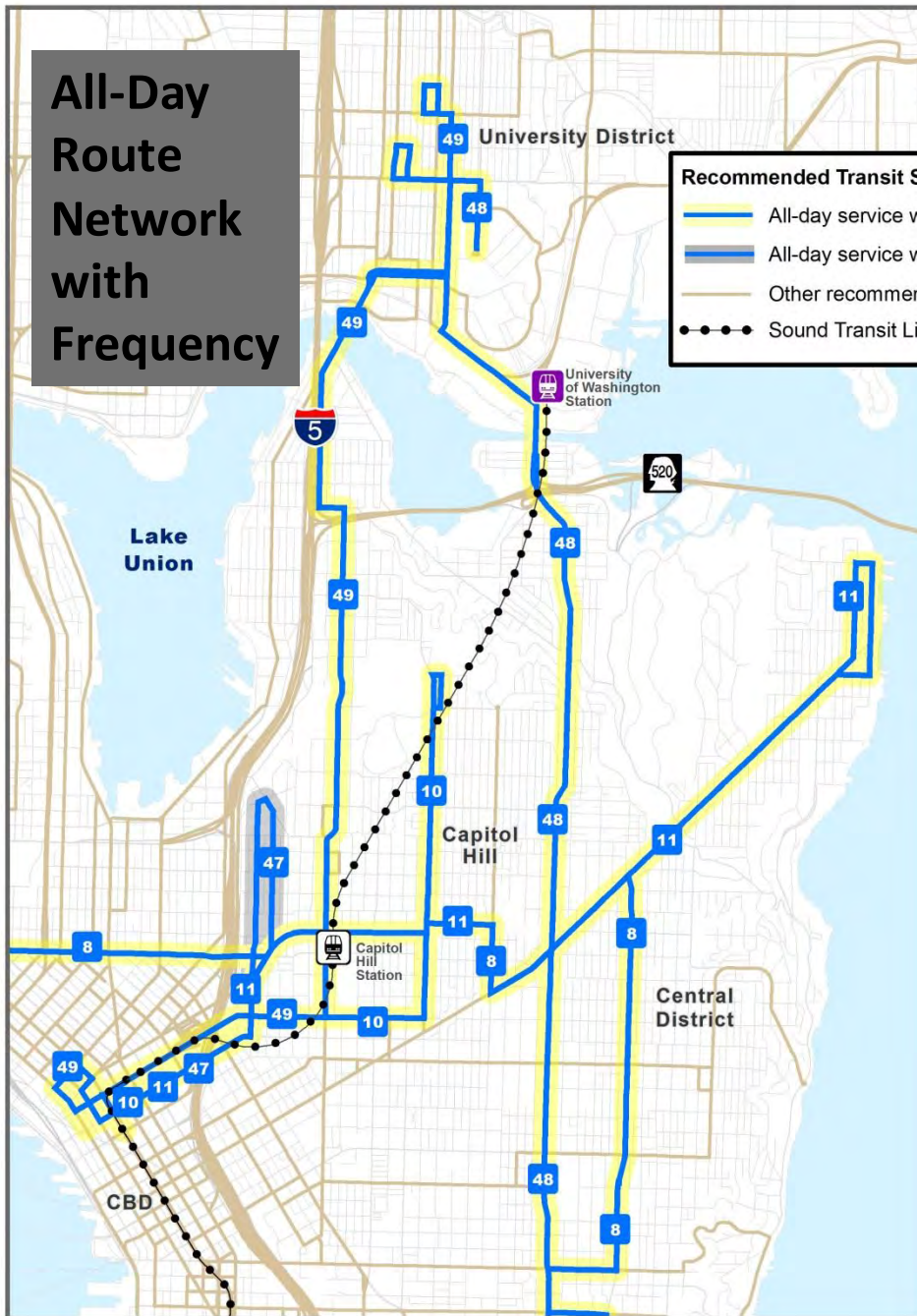
Route 10  
Route 47  
Route 49



# All-Day Route Network



## All-Day Route Network with Frequency



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

**100 %**



# Sounding Board Recommendation



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

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

# Transfer Environment – UW Station

Montlake Triangle rebuilt to improve pedestrian travel



2005



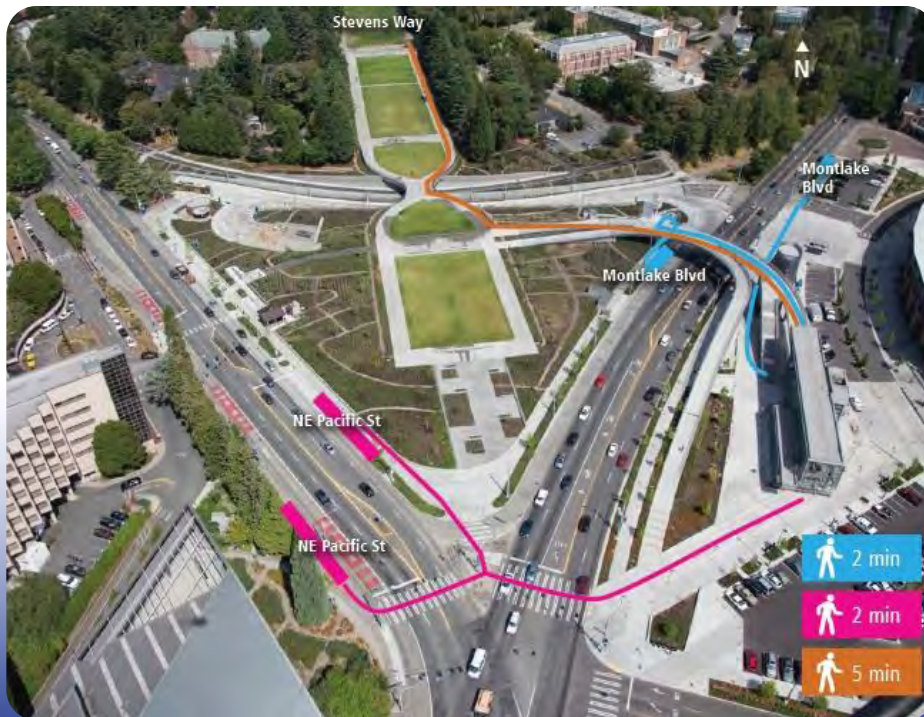
2015



# Transfer Environment – UW Station



Bus Bay Map,  
Transit Map,  
Directional





# Helping with the Transition



ORCA To-Go



Rider Information – printed and online



Street Teaming



In Motion

# What will these changes mean for you?

- [Check out changes by area](#)
- [Check out changes by route](#)
- [Check out changes using an interactive map](#)

Call 206-477-3835  
or email [deanna.martin@kingcounty.gov](mailto:deanna.martin@kingcounty.gov)