



TAB Members:

Ezra Basom  
Marcy Carpenter  
Carla Chávez  
Kevin Duffy-Greaves  
Jonathan Howard  
Quinn Majeski (Get Engaged)  
Ron Posthuma  
Zach Shaner  
Erin Tighe  
Katie Wilson

Date: October 28, 2016

To: Rob Gannon, King County Metro General Manager  
Victor Obeso, King County Metro Deputy General Manager  
Bill Bryant, King County Metro Service Development  
Tristan Cook, King County Department of Transportation

Subject: Night Owl Proposal Support Letter

*The Seattle Transit Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City on matters related to transit and the possible and actual impact of actions by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to transit capital improvements, transit mobility, and transit operations throughout the City...*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help ensure a functioning and coordinated transit system throughout the City and region.*

*The Board shall function as the public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1, as described in Resolution 12 of the STBD...*

*The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.*

**City Council Resolution  
31572**

The Seattle Transit Advisory Board strongly supports Metro and SDOT’s proposed expansion of Late Night (“Night Owl”) service on select routes. The current network of distinct Owl routes is antiquated and goes against best practices. The new proposal rationalizes late-night service and rightfully treats it as an extension of the all-day network, providing more useful and intelligible service to all riders.

We are particularly pleased that Seattle’s RapidRide routes would be upgraded to true 24/7 service with hourly overnight headways. In future additions we would like to see hourly all-night service considered for NE and SE Seattle where RapidRide does not yet operate, particularly on Routes 7, 44, and 49, and the eventual Roosevelt BRT corridor.

The Board understands the rationale for replicating the current Owl network with standard routes as much as possible, but doing so does represent a missed opportunity to connect all of Seattle’s urban villages with late-night service. The most prominent omissions are Northgate and Lake City, and we urge Metro and SDOT to use future late-night service hours in these corridors.

The Board strongly supports the SeaTac Airport extension of Route 124, enabling airport workers and early morning passengers to connect to SeaTac when Link is not operating. Pierce and South King County commuters have had these connections for years via Sound Transit Route 574, and it is time that Seattle commuters enjoyed these connections as well.

Thank you for the opportunity to comment, and for a strong proposal. We look forward to seeing this network in place next September.

Sincerely,

Seattle Transit Advisory Board