Project Introduction

• Respond to changing mobility needs and integration with 3 new Link light rail stations opening in north Seattle in 2021
• Metro’s largest service restructure since March 2016 U-Link extension
• Partnership with ST, SDOT, UW, and other partners
Project Goals

• Improve mobility for historically un(der)served populations*
• Equitably inform, engage, and empower current and potential customers traveling in the project area
• Deliver integrated service that responds to Link expansion and meets customer needs
North Link Connections Mobility Project Timeline

- **Jul 2019**
  - Engagement
  - Planning & Material Development

- **Aug 2019**
  - Engagement
  - Planning & Material Development

- **Sep 2019**
  - Engagement
  - Planning & Material Development
  - Concept Development

- **Oct 2019**
  - Concept Refinement

- **Nov 2019**
  - Concept Refinement

- **Dec 2019**
  - Concept Refinement

- **Jan 2020**
  - Concept Refinement

- **Feb 2020**
  - Concept Refinement

- **Mar 2020**
  - Concept Refinement

- **Apr 2020**
  - Concept Refinement

- **May 2020**
  - Concept Refinement

- **Jun 2020**
  - Concept Refinement

- **Jul 2020**
  - Concept Refinement

- **Aug 2020**
  - Concept Refinement

- **Sep 2020**
  - Concept Refinement

- **Oct 2020**
  - Concept Refinement

- **Nov 2020**
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- **Jan 2021**
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- **Feb 2021**
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- **Mar 2021**
  - Concept Refinement

- **Apr 2021**
  - Concept Refinement

- **May 2021**
  - Concept Refinement

- **Jun 2021**
  - Concept Refinement

- **Jul 2021**
  - Concept Refinement

- **Aug 2021**
  - Concept Refinement

- **Sep 2021**
  - Concept Refinement
  - Light rail opens and bus changes implemented
  - King County Council Approves Service Changes
Engaging with community to guide and design service

• During summer of 2019, Metro engaged the community to listen and shape an initial proposal for changes. To shape the proposal, Metro focused on:
  • Relationship building with historically un(der)served populations in project area
  • Designing service ideas in partnership with historically un(der)served communities to build a better transit network
  • Ways to communicate the service proposal and agency goals related to equitable outcomes to affected communities, demonstrating how proposal helps advance equitable mobility outcomes
## What we heard during needs assessment phase

<table>
<thead>
<tr>
<th>Key Theme</th>
<th>Summary of Proposed Ideas</th>
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<tbody>
<tr>
<td>Improve east-west and crosstown connections</td>
<td>East-west service along several major corridors, including N 80th St, NE 75th St, NE 45th St, Greenwood to Lake City</td>
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<tr>
<td>Service connections should be close together and understandable to customers</td>
<td>Improve connections at light rail stations, creating hubs around stations for bus-to-bus and bus-to-rail transfers</td>
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<tr>
<td>Improve weekend service and span of service (especially later at night)</td>
<td>Improve service to First Hill, U-District on nights and weekends, many shift workers around campus and hospitals; access to places of worship &amp; community centers on weekends</td>
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<tr>
<td>Travel times that are better and/or more consistent than they are today</td>
<td>Connecting routes to light rail at Northgate and Roosevelt Stations to provide faster and more consistent travel times; shortening some routes to reduce variability of bus travel times</td>
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<tr>
<td>Improve connections to hospitals/medical facilities (Northgate, UW, First Hill, Seattle Children’s)</td>
<td>Provide east-west connection to Seattle Children’s Hospital, improve direct service to First Hill</td>
</tr>
<tr>
<td>Improve connection to South Lake Union/job centers</td>
<td>New service to South Lake Union, Northgate job center, connections to Aurora Village</td>
</tr>
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Shoreline/North Seattle Connecting to Northgate Station

- Routes re-oriented to Northgate Station: 301, 304
- Revised peak routes in Shoreline neighborhoods: 301, 304
- New Route: 302 (note compliments Route 303)
- Upgraded peak service on local routes: 331, 345, 346, 347, 348
- Route discontinued: 308
East-West Service Connecting to Northgate Station

- Replaced routes: 41, 355
- Renumbered and extend route: 5X to become 16
- Revised and improved: 40
- New east-west route connecting Ballard, Greenwood, Northgate and Lake City: 61
- Shortened and revised route: 45
- Revised route: 75
Lake City/SR-522/Maple Leaf Service Connecting to Roosevelt Station

- Routes re-oriented to Roosevelt Station: 312 and 522
- Shortened route: 312 (all trips start in Kenmore)
- Replaced routes: 63, 77 and 373
- Revised route: 73
- Routes with improved frequency: 64, 73, 309 and 522
Green Lake/Wallingford Service Connecting to Roosevelt Station & U District Station

- Routes re-oriented to Roosevelt Station: 312 and 522
- Shortened route: 312 (all trips start in Kenmore)
- Replaced routes: 63, 77 and 373
- Revised route: 73
- Routes with improved frequency: 64, 73, 309 and 522
- Route pathway shifted through Tangletown: 62
- New local and peak routes: 23 and 25
Northeast Seattle Service
Connecting to Roosevelt Station & U District Station

- Routes revised to serve stations: 64, 65, 74, 75 and 372.
- New route: 79
- Improved frequency: 62, 64 and 74
- Replaced routes: 71 and 76
- Routes shortened in U. District to improve reliability: 45 and 73
- Route discontinued: 78
Continue to engage with the community to share and refine service network concept

• Attend community meetings
• Outreach at community events and community hubs (grocery stores, libraries, etc)
• Provide online platform in 6 languages
• Other in-person events, social media, ethnic media
• Contract with community-based organizations (CBOs) to continue inclusive in-language outreach, hosting focus groups/listening sessions with underserved communities
• Mobility Board evaluates draft service network to understand what community needs are or are not met by concept and communicate changes/receive feedback from their communities
• Work with our Jurisdictional partners
• Metro will share refined draft concept back with public and modify as necessary in Summer 2020
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