

King County Metro – Night Owl Service Proposal Summary

As our metropolitan region continues to grow, our need to travel 24/7 is also growing.

Today, Metro has about 40 routes with some level of late-night service throughout King County between midnight and 5 a.m. Of these, 20 provide trips after 2 a.m.

It's been many years since we looked at how well this service is working, so we reached out to riders last spring to learn more about their transit experiences between midnight and 5 a.m.

We used that feedback to create a proposal that features service on more routes, improved connections to destinations such as the airport, and added trips that would provide all-night service on many Metro routes.

Key features

1. **Expand Night Owl service to more of Metro's all-day frequent service network**

Many of our routes with frequent daytime service don't run after about 1 a.m. This proposal would add trips to some of our busiest routes, so buses would come throughout the night.

Proposed: Provide hourly all-night service on the C Line, D Line, and E Line and two round trips each on routes 3, 5, 11, 62*, 70, and 120. C, D, and E currently have all-night service that does not fully achieve hourly status.

*Night Owl service on Route 62 would end at Roosevelt Way NE between about 2 a.m. and about 5 a.m.

2. **Add Night Owl service between downtown Seattle and Sea-Tac Airport**

Sea-Tac Airport operates 24/7, but doesn't have easy transit access late at night for travelers and airport employees.

Proposed: Provide night transit service between downtown Seattle and Sea-Tac Airport after Link stops operating at night. Extend some trips on Route 124 to Sea-Tac Airport when Link light rail isn't running. This would remove the need to transfer between Route 124 and the A Line.

3. **Delete routes 82, 83, and 84 and increase Night Owl service on neighboring routes.**

Routes 82, 83, and 84 are night routes only, providing service between 2:15 a.m. and 4:30 a.m. that begins and ends in downtown Seattle. Their routing does not

match that of bus routes that run at other times of day. In our first round of outreach, people told us they find these routes confusing.

Proposed: Delete these routes and instead provide new all-night trips on the C Line, D Line, and E Line and routes 3, 5, 11, 62, 70, and 120. Riders would still have service to most of the same destinations using these alternative routes.

Note: Some street segments would lose night service under this proposal. They are shown with red lines on the [proposal map](#).

4. Change the times for transferring between buses in downtown Seattle.

Today, most of Metro's late-night bus routes meet at Third Avenue and Pike Street in downtown Seattle at 2:15 a.m. and 3:30 a.m. They park for five minutes or more to allow riders to transfer between routes and let our operations staff and Metro Transit Police provide assistance if needed.

Proposed: Routes would serve Third Avenue and Pike Street about every 20-30 minutes. This would give riders more transfer opportunities throughout the night, and would allow our transit police to provide service in a way that is more efficient and responsive.

These changes would also create a more-efficient network by reducing the amount of time buses spend parked in downtown Seattle at night, and eliminate the current 5-10 minute delay for riders who want to continue past Third and Pike without transferring.