

Suggested route changes for fall 2012

C Line – New

[Map of suggested change](#)

Suggested change

- The new RapidRide C Line would connect Westwood Village and downtown Seattle via Fauntleroy, Morgan Junction, and Alaska Junction, replacing Route 54 and Route 54 Express ([current map](#)). [Learn more about the C Line](#).

Reason for change

- **Service investment.** Metro is making a service investment in the C Line, its third RapidRide line. New service hours and facilities are expected to speed service and make it more reliable, attracting higher ridership.
- **More network connections.** The C Line would provide a frequent, direct, all-day connection between Westwood Village and downtown Seattle via Fauntleroy, Morgan Junction, and Alaska Junction. It would offer connection opportunities to many frequent routes.
- **Simplify service.** RapidRide service has features that make it easier to use, including real-time information signs and frequent service throughout the day.

Alternative service

- The C Line would use the same routing as routes 54 through Fauntleroy, Morgan Junction, and Alaska Junction.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
C	10	15	30-60	15	15

D Line – New

[Map of suggested change](#)

Suggested change

- The New RapidRide D Line would connect Crown Hill and downtown Seattle via Ballard, Interbay, and Uptown ([learn more](#)). The D Line would replace Route 15 (both local and express) ([current map](#)).

Reason for change

- **Service investment.** Metro is making a service investment in the D Line, its fourth RapidRide line. New service hours and facilities are expected to speed service and make it more reliable, attracting higher ridership.
- **More network connections.** The D Line would provide a frequent, direct, all-day connection among North Beach, Ballard, Interbay, Uptown, and downtown Seattle. It would also provide opportunities to connect with many frequent routes.
- **Match service to ridership.** Ridership on 15th Avenue NW north of the Ballard Bridge is very high. The D Line would provide more-frequent service to meet this demand.
- **Simplify service.** RapidRide service has features that make it easier to use, including real-time information signs and frequent service throughout the day.

Alternative service

- **Ballard, Interbay, and Uptown:** The D Line will follow the same route as current Route 15.
- **To or from the south half of downtown Seattle:** Use revised Route 18 or many other routes on Third Avenue. The C and D lines will use SR-99 via the Seneca Street and Columbia Street ramps.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
D	10	15	15	15	15

Route 1 – Revise trips

[Current map and schedule](#)

Suggested change

- Link Route 1 with Route 14 (south part): At the end of their routes, continue Route 1 buses as the south part of Route 14 ([current map and schedule](#)), and vice versa.
- Add trips during peak periods.
- Reduce trips during non-peak periods.

Reason for change

- **Network connection.** Linking Route 1 with the south part of Route 14 would provide a direct connection between Queen Anne and Mount Baker via the International District.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak periods	Non-peak	Night		
1	15	30	30-60	30	30

Route 2 (north part) – Replace | Route 13 – Add trips

Route 2 (north): [Map of suggested change](#) | Route 13 [Current map and schedule](#)

Suggested changes

- Replace the north part of Route 2 ([current map and schedule](#)) between downtown Seattle and Queen Anne with service on Route 13, using the same routing south of W McGraw Street.
- Add trips on Route 13 to reduce wait times.
- Link Route 13 with revised Route 3. (At the end of their routes, Route 13 buses would continue as Route 3 buses, and vice versa.)

Reason for change

- **Reduce duplication.** Replacing the north part of Route 2 with a more-frequent Route 13 would consolidate Metro's service into a single frequent route.
- **Simplify service.** Customers in Queen Anne will no longer have to choose between two routes that stop at different locations, or try to guess which bus will come first.
- **Match service to ridership.** During non-peak periods, ridership along Sixth Avenue W and W Galer Street does not meet Metro's guideline for continued service. When demand is higher during peak periods, service would be provided on Route 2 Express.

Alternative service

- **Sixth Avenue W and W Galer Street:** During peak commute periods, use Route 2 Express. During non-peak periods, use revised Route 13. The distance from current stops to new ones would be less than four-tenths of a mile.
- **Between Queen Anne and First Hill:**
 - Use revised Route 13, which links with Route 3, traveling to First Hill on Jefferson Street. The distance between Jefferson and Seneca streets is about four-tenths of a mile.
 - Transfer on Third Avenue to Route 2 (south part) or revised Route 12 at Marion Street.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
2 (south part)/12	7.5	7.5	15	7.5	15
2 Express	21 trips	--	--	--	--
3	10-15	15	15-30	15	15
13	10-15	15	15-30	15	15

Route 2 (south part) – Revise

[Map of suggested change](#)

Suggested change

- Move the south part of Route 2 to Madison and Marion streets instead of Seneca and Spring streets.
- Extend the south part of revised Route 2 west to First Avenue, where passengers can connect with Washington State Ferry service at Colman Dock. The route would no longer travel north-south in downtown Seattle.
- Stagger departures for revised Route 2 (south part) and Revised Route 12 to provide service every 5-15 minutes all day.

Reason for change

- **Match service to ridership.** Add service capacity and frequency to Madison and Marion streets, an area of high ridership. Attract more riders with shorter wait times.
- **Improve transit flow through downtown on Third Avenue** by removing the turns at Seneca and Spring streets, which slow other buses traveling north and south on Third Avenue.

Alternative service

- **Seneca and Spring streets:** Go to Madison or Marion Street and take revised Route 2 or revised Route 12. The distance from the current to new stops would be about one-tenth of a mile.
- **Between Queen Anne or Uptown and First Hill:** Use a number of alternative routes on Third Avenue and connect with revised Route 2 (south part) or revised Route 12 at Madison or Marion streets.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
2 (south Part)	10-15	15-30	30	15	30
12	10-15	15-30	30	15	30

Route 3 – Revise north part, add trips | Route 4 – Replace

[Map of suggested change](#)

Suggested change

- Extend the north part of Route 3 ([current map](#)) to Seattle Pacific University via Third Avenue W.
- Add more trips on Route 3 ([current schedule](#)).
- Replace Route 4 ([current map](#)) with alternate service on a more-frequent Route 3.

Reason for change

- **Increase network connections.** Improve the frequency of the connection between W Nickerson Street and Queen Anne Hill. At Seattle Pacific University, connect with revised Route 31 and new Route 32, which serve Magnolia, Interbay, Fremont, Wallingford, the University District, and the University of Washington.
- **Provide all-day connections** between Queen Anne Hill and Seattle Pacific University.
- **Reduce duplication.** These changes would complement changes on revised Route 13, consolidating service into fewer routes with more frequent service and reduced wait times for passengers.
- **More direct service.** Eliminating the North Queen Anne and East Queen Anne loops would make service more direct and help keep it on schedule.
- **Simplify service.** Consolidating routes 3 and 4 would create one frequent, all-day route serving Taylor Avenue N and Fifth Avenue N.
- **Match service to ridership.** Ridership in Nob Hill does not meet Metro's guideline for continued service.

Alternative service

- **W Raye Street:** On Third Avenue W or W McGraw Street, take revised Route 3 or revised Route 13. The distance from current to new stops would be less than one-third of a mile.
- **Nob Hill:** On Queen Anne Avenue N or Taylor Avenue N, take revised Route 3 or revised Route 13. The distance from current to new stops would be less than three-tenths of a mile.
- **Judkins area:** Take Route 8 ([current map](#)) or Route 48 ([current map](#)) to travel north-south. Connect with revised Route 3, Route 7 ([current map](#)), or revised Route 14 to and from downtown Seattle.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
3 (north part)	10-15	15	15-30	15	15
3 (south part)	5-15	7-15	15-30	15	15
8	15	15	30	15	30
13	10-15	15	15-30	15	15
14S	15-30	30	30-60	30	30
27	30	30-60 (to 12th/Yesler)	60 (to 12th/Yesler)	30	30
48	15	15	15	15	30

Route 5 – Revise, add trips (no change to 5 Express)

[Map of suggested change](#)

Suggested change

- Move Route 5 from Aurora Avenue N to Fremont Avenue N and Dexter Avenue N between Fremont and downtown Seattle.
- Begin and end all Route 5 trips at Shoreline Community College. Replace trips to Northgate with service on revised Route 18.
- No change to Route 5 Express ([current map](#)).
- Add trips to Route 5.

Reason for change

- **More network connections.** Connect with cross-town routes [8](#), [44](#), [48](#), [330](#), [331](#), and [345](#) (links go to current maps) or revised routes 18, 31, and 32 (see descriptions of suggested changes) for connections to Ballard, Northgate, Green Lake, the University District, Magnolia, Wallingford, and Capitol Hill.
- **Provide all-day connections** among Shoreline Community College, Greenwood, Phinney Ridge, Fremont, South Lake Union, and downtown Seattle.
- **Simplify service.** Serve a single, consistent path between downtown Seattle and Shoreline Community College.
- **Respond to change** by providing improved service to the major employment centers in Fremont and South Lake Union.
- **Match service to ridership.** Moving Route 5 to go through Fremont instead of on Aurora Avenue N is expected to benefit enough riders to justify the change in routing.
- **Add capacity to meet expected demand.** Added trips on Route 5 would accommodate the expected increase in ridership due to this change.

Alternative service

- Take Route 358 ([current map](#)) on Aurora Avenue N for a fast regional service, or take revised Route 5 on Greenwood Avenue N for local service to multiple destinations. The two corridors are about half a mile apart.
- **Bridge Way N:**
 - Take revised Route 5 on Fremont Avenue N. The distance from the current stop to the new one would be about two-tenths of a mile.
 - Take revised Route 16 or revised Route 28X to downtown Seattle.

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- **N 105th Street/Northgate Way:** Use revised Route 18.
- **Between Greenwood and Northgate:** Take revised Route 5 and transfer to revised Route 18.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
5	10-15	15	15-30	15	15
5 Express	12-16 trips	--	--	--	--
16	15-20	15-30	30	30	30
18	15	15-30	30	30	30
28X	15-30	30	30-60	30	30
358	5-10	15	30	15	20

Route 10 – Revise

[Map of suggested change](#)

Suggested change

- Serve Pine and Pike streets via Second Avenue.
- Remove link with Route 12 via First Avenue. (In other words, Route 10 buses would no longer continue as Route 12 buses after reaching the end of their route, or vice versa.)

Reason for change

- **Improve transit flow.** First Avenue is congested due to traffic backups on the SR-99 ramps.

Alternative service

- **Within downtown Seattle:** Use a number of buses on Third Avenue or in the Downtown Seattle Transit Tunnel to travel north or south.
- **During peak periods:** Take Route 99 ([current map](#)) northbound on First Avenue.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
10	15	15	30	15	30

Route 11 – Revise

[Map of suggested change](#)

Suggested change

- Revise routing in downtown Seattle to serve Pine and Pike streets via Second Avenue.
- Remove link with Route 125. (Route 11 buses would no longer continue as Route 125 buses after reaching the end of their route, or vice versa.)

Reason for change

- **Improve transit flow** through downtown Seattle on Third Avenue by eliminating turns to Third Avenue from Pine Street.

Alternatives

- **Within downtown Seattle:** Use a number of buses on Third Avenue or in the Downtown Seattle Transit Tunnel to travel north or south through downtown Seattle. The distance from current stops on First Avenue to stops on Third Avenue is about one-tenth of a mile.
- **During peak periods:** take Route 99 ([current map](#)) northbound on First Avenue.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
11	15	15	30	30	30

Route 12 – Revise

[Map of suggested change](#)

Suggested change

- Revise to no longer serve First Avenue between Marion and Pine streets.
- Stagger departures with revised Route 2 (south part) to provide service every 5-15 minutes all day.

Reason for change

- **Reduce duplication.** Consolidate service on a single set of streets instead of two pairs of streets, with buses coming more often.
- **Improve reliability.** Eliminating service on First Avenue would remove buses from a highly congested street.

Alternatives

- **Within downtown Seattle:** Use a number of buses on Third Avenue or in the Downtown Seattle Transit Tunnel to travel north or south through downtown Seattle. The distance from current stops on First Avenue to Third Avenue is about one-tenth of a mile.
- **During peak periods:** take Route 99 ([current map](#)) northbound on First Avenue.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
2 (South Part)/12	7.5	7.5	15	7.5	15
99	20	--	--	--	--

Route 14 – Revise

Maps of suggested change: [Route 14 \(north part\)](#) | [Route 14 \(south part\)](#)

Suggested change

- Remove the link between the north and south parts of Route 14: Buses operating on the south part would no longer continue on to the north part at the end of their routes, and vice versa.
- Link the south part of Route 14 with revised Route 1: At the end of their routes, buses on the south part of Route 14 would continue as Route 1 buses, and vice versa.
- Move the north part of Route 14 to serve Pine and Pike streets via Second Avenue.
- Delete service between 31st Avenue S/S McClellan Street and Mount Rainier Drive S.

Reason for change

- **Improve transit flow** through downtown on Third Avenue by eliminating turns at Pine and Pike streets.
- **Network connection.** Linking the south part of revised Route 14 with revised Route 1 would provide a direct connection between Queen Anne and Mount Baker via the International District.
- **Match service to ridership.** Ridership along Mount Rainier Drive S and S Hanford Street does not meet Metro’s guideline for continued service.

Alternative service

- Transfer in downtown Seattle between the north and south parts of Route 14.
- **Mount Rainier Drive S/S Hanford Street:** Use Route 14 on S McClellan Street. The distance from current stops to new ones would be less than half a mile.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
14 (north part)	15-30	30-45	--	30-45	30-45
14 (south part)	15-30	30	30-60	30	30

Routes 15 and 15 Express – Replace

[Map of suggested change](#)

Suggested change

- Replace routes 15 and 15 Express with alternative service on the new RapidRide D Line ([learn more about the D Line](#)).

Reason for change

- **Reduce duplication.** The D Line would provide service every 10-15 minutes along 15th Avenue NW, 15th Avenue W, Elliot Avenue W, Mercer Street, and Queen Anne Avenue N/First Avenue N.
- **Simplify service** with a single, frequent, all-day route.

Alternative service

- **Blue Ridge:** Use revised Route 18 Express during peak periods. There would be no service during non-peak periods.
- **15th Avenue NW and 15th Avenue W:** Use the D Line.
- **Uptown/Seattle Center:** Use the D Line.
- **North of NW 85th Street on Holman Road (until mid-2013):** Use revised Route 18, revised Route 28 Express, Route 48 ([current map](#)), and the new D Line on NW 85th Street until the stops on Seventh Avenue NW are complete. The distance from current stops to new ones would be less than one mile.
- **Between Ballard and the south part of downtown Seattle** (until completion of the [Alaskan Way Viaduct replacement project](#)): Use the new D Line and transfer along Third Avenue to one of many routes serving the south part of downtown Seattle.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
1	15	20-30	30-60	30	30
13	10-15	15	15-30	15	15
18	15	15-30	30	30	30
18 Express	13-15 trips	--	--	--	--
28 Express	15-30	30	30-60	30	30
48	8-15	15	15-30	15	30
D Line	7.5-10	15	15-30	15	15

Route 16 – Revise, add trips

[Map of suggested change](#)

Suggested change

- Move Route 16 to N 92nd Street and First Avenue NE instead of College Way N, Meridian Avenue N, and NE Northgate Way between North Seattle Community College and the Northgate Transit Center.
- Add more trips.

Reason for change

- **More direct.** N 92nd Street is a more direct and reliable route between North Seattle Community College and the Northgate Transit Center.
- **Meet target frequency levels** for this corridor based on land use, ridership, demographics, and activity centers.

Alternative service

- **Meridian Avenue N between N 92nd Street and NE Northgate Way:** use revised Route 18, Route 345 ([current map](#)), or Route 346 ([current map](#)).
- **Fifth Avenue NE between NE 103rd Street and NE Northgate Way:** use routes [41](#), [68](#), [347](#), or [348](#) (links go to current maps), or revised Route 75.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
16	15-20	15-20	30	30	30
18	15	15-30	30	30	30
41	4-15	15	30	15	30
68	30	30	--	30	--
75	30	30	30	30	30
345	30	30	60	30	60
346	30	30	60	30	60
347	30	30	60	30	60
348	30	30	60	30	60

Route 17 – Replace | Route 17 Express – Revise

[Map of suggested change](#)

Suggested change

- Replace Route 17 with alternative service on revised Route 18, revised Route 24, revised Route 31, and new Route 32.
 - Revised Route 24 would serve 32nd Avenue NW.
 - Revised Route 18 would serve Fourth Avenue NW and Westlake Avenue N.
 - Revised Route 31 and new Route 32 would serve W Nickerson Street.
- Revise Route 17 Express, extending it to serve North Beach.

Reason for changes

- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.
- **Reduce duplication.** Nickerson Street between Interbay and Fremont would have 15-minute, all-day service from revised Route 31 and new Route 32.
- **Match service to ridership.** Ridership along Loyal Avenue NW does not meet Metro's guideline for continued service.

Alternative service

- **Loyal Avenue NW:** North of NW 85th Street, use revised Route 24 on 32nd Avenue NW/NW 85th Street. The distance from current stops to new ones would be less than four-tenths of a mile.
- **32nd Avenue NW:**
 - During peak periods, use Route 17 Express.
 - **To downtown Seattle and South Lake Union:** Use revised Route 24 and transfer to the new RapidRide D Line or to revised Route 18 in Ballard.
- **Nickerson Street:** Use revised Route 31 or new Route 32 and connect with revised Route 18, revised Route 24, or the D Line.
- **Westlake Avenue N:** Use revised Route 18.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
2 Express	21 trips	--	--	--	--
17 Express	12 trips	--	--	--	--
18	15	15-30	30	15	30
18 Express	15-18 trips	--	--	--	--
24	30	30	30-60	30	30
31/32	10-15	15	30	15	30
D Line	10	15	15		

Route 18 – Revise, add trips | Route 18 Express – Revise

Maps of suggested change: [Revised Route 18](#) | [Revised Route 18 Express](#)

Suggested change

- Extend Route 18 from Crown Hill to Northgate via North Seattle Community College, replacing Route 5 ([current map](#)) and Route 75 ([current map](#)).
- South of downtown Ballard, revise Route 18 to serve Fremont and South Lake Union, replacing Route 17 ([current map](#)) and Route 46 ([current map](#)).
- Improve frequency of Route 18 during both peak and non-peak periods.
- Revise Route 18 Express to serve Blue Ridge.

Reasons for change

- **Improve network connections.** Connect with many other routes in North Seattle, making it possible to reach most North Seattle locations with one transfer.
- **Simplify service.** Connect Northgate, Ballard, Fremont, South Lake Union, and downtown Seattle with a single route.
- **Avoid duplication** of service with the new RapidRide D Line on 15th Avenue W.
- **Respond to change** by providing improved service to the major employment centers of Fremont and South Lake Union.
- **Meet target service frequencies** between Ballard and Northgate.

Alternatives

- **North Beach:** Use revised Route 24 or revised Route 17 Express.
- **Fourth Avenue NW:**
 - **For downtown Seattle:** continue to use revised routes 18 or 18 Express.
 - **For Uptown or the Seattle Center:** transfer to the D Line at 15th Avenue NW and NW Leary Way.
- **15th Avenue NW:** Use the D Line.
- **Uptown/Seattle Center:** Use the D Line, revised Route 1, or Route 13 ([current map](#)).

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
1	15	20-30	30-60	30	30
13	10-15	15	15-30	15	15
17 Express	12 trips	--	--	--	--
18	15	15-30	30	30	30
18 Express	13-15 trips	--	--	--	--
24	30	30	30-60	30	30
D Line	10	15	15-30	15	15

Route 21 – Revise, add trips (no change to 21 Express)

[Map of suggested change](#)

Suggested change

- Revise to serve Westwood Village.
- Delete all-day service south of SW Roxbury Street.
- Add trips during peak and midday periods.

Reason for change

- **Match service to ridership.**
 - Ridership in Arbor Heights does not meet Metro’s guideline for continued all-day service.
 - Increased frequency on Route 21 would accommodate riders from replaced routes [22](#) and [56](#) (links go to current maps).
- **Provide a direct connection** to shopping and employment at Westwood Village, which attracts riders at all times of day.
- **Simplify service** by consolidating several routes that go through SODO into a single frequent route that connects West Seattle, SODO, and downtown Seattle.
- **More network connections.** Revised Route 21 would provide frequent service that connects to many other routes at Westwood Village, and would also connect to new Route 40, new Route 50, the new RapidRide C Line, and revised Route 128.
- **Add capacity to meet expected demand.** Added trips on Route 21 would accommodate the expected increase in ridership due to this change.

Alternative service

- **Arbor Heights:** During peak periods, take Route 21 Express ([current map and schedule](#)).

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
21	15-20	15-20	30	15	30
21 Express	22 trips	--	--	--	--

Route 22 – Replace

Suggested change

- Replace Route 22 ([current map](#)) with service on the new RapidRide C Line, revised Route 21, new Route 40, and revised Route 125.

Reason for change

- **Reduce duplication.** Route 22 duplicates portions of the C Line, revised Route 21, new Route 40, and revised Route 116 between Morgan Junction and downtown Seattle.
- **Match service to ridership.** Route 22 ridership does not meet Metro’s guideline for continued service.

Alternative service

- **Between downtown Seattle and Alaska Junction:** Use the C Line or revised Route 21.
- **Between Morgan Junction and Alaska Junction:** Use the C Line or new Route 40.
- **Between Westwood Village and Morgan Junction:** During peak periods, use revised Route 125. At other times, go to 3Fifth Avenue SW or Fautleroy Way SW and take the C Line, revised Route 21, or Route 21 Express ([current map](#)). The distance from the current to proposed stops is less than half a mile.
- **Between Westwood Village and White Center:** Use revised Route 120.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
21	15-20	15-20	30	15	30
21 Express	22 trips	N/A	N/A	--	--
40	30	30	30-60	30	30
120	8-15	15	30	15	30
125	15-30	--	--	--	--
C Line	10	15	15-30	15	15

Route 23 – Replace

Suggested change

- Replace Route 23 with service on revised Route 131, revised Route 60, and revised Route 120.

Reason for change

- **Match service to ridership.** Ridership on Route 23 during non-peak periods and at night does not meet Metro’s guidelines for continued service.
- **Reduce duplication.** Replacing Route 23 with service on revised Route 131 allows Metro to provide more frequent service on Ninth Avenue SW, Highland Parkway SW, and Fourth Avenue S.
- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.

Alternative service

- **Between S Michigan Street and downtown Seattle via Fourth Avenue S:** Use revised Route 131 or revised Route 132.
- **Between Highland Park and downtown Seattle:** Use revised Route 131 via Fourth Avenue S.
- **Between Highland Park and White Center:** Go to Ninth Avenue SW and take Route 131. The distance from current stops to new ones would be about a quarter of a mile.
- **Between White Center and downtown Seattle:** Use revised Route 120.
- **Between White Center and Georgetown:** Use revised Route 60.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
60	15-20	15-20	30-60	30	30
120	8-15	15	30	15	30
131	20-30	30	30-60	30-60	30-60
132	20-30	30	30-60	30-60	30-60

Route 24 – Revise

[Map of suggested change](#)

Suggested change

- Move to Magnolia Boulevard W.
- Extend the route to Ballard.
- Stagger trips between revised Route 24 and Route 19 ([current map](#)) during peak periods to provide 15-minute frequency between downtown Seattle and Magnolia Village.

Reasons for change

- **More direct connections.** This change would provide a more direct connection between Magnolia (Magnolia Village and North Magnolia) and downtown Seattle.
- **More network connections.** Riders to and from Magnolia would no longer need to travel the “wrong way” to reach routes serving North Seattle.
- **Match service to ridership.** Route 24 ridership does not meet Metro’s guideline for continued service.
 - Ridership along West Viewmont Way W is low during non-peak hours, and ridership along 28th Avenue W is modest.
 - 34th Avenue W, Magnolia Village, and North Magnolia, where ridership is highest, would continue to be served.
- **Create direct routes.** Service between 34th Avenue W, Magnolia Village, and downtown Seattle would be faster and more direct.

Alternative service

- **West Viewmont Way W:**
 - **During peak periods:** use Route 19.
 - **During non-peak periods:** No service would be provided.
- **28th Avenue W:**
 - **Northbound:** use revised Route 33.
 - **To downtown Seattle:** board a northbound trip or go to 22nd Avenue W to catch a southbound trip. The distance from current stops to new ones would be about four-tenths of a mile.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
19	8 trips	--	--	--	--
24	30	30	30-60	30	30
33	15	30	60-75	45	45

Route 26 – Replace (no change to 26 Express)

Proposed change

- Replace Route 26 with service on revised Routes 16 and 31, and new Routes 32 and 63.
- No change to Route 26 Express ([current map](#)).

Reason for change

- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.
- **More network connections.** Riders in the East Green Lake area would have a direct connection to the University of Washington on revised Route 63, which would use portions of the same routing as Route 26. The University District offers connections to routes going to and from downtown Seattle.

Alternative service

- **North of NE 40th Street:**
 - **During peak periods:** Route 26 Express would still provide a direct connection to downtown Seattle.
 - **During non-peak periods:** To and from downtown Seattle, take revised Route 16 or connect between new Route 63 and routes [71](#), [72](#), or [73](#) (links go to current maps) in the University District.
- **Between Latona Avenue NE and Fremont Avenue N:** Take revised Route 31 or new Route 32 to Fremont or the University District. To reach downtown Seattle, connect to revised Route 5 or revised Route 18 in Fremont, or Routes 71, 72, or 73 in the University District.
- **Between Fremont and downtown Seattle:** Take revised Route 5 or revised Route 18.
- **Dexter Avenue N:** Take revised Route 5.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
5	10-15	15	15-30	15	15
16	15-20	15-20	30	30	30
18	15	15-30	30	30	30
26 Express	13 trips	--	--	--	--
31/32	15	15	30	15	30
63	30	30	30-60	30	30
71	30	30	30	30	30
72	30	30	60	30	30
73	30	30	60	30	60

Route 27 – Revise

[Map of suggested change](#)

Proposed change

- During non-peak periods, shorten this route to travel between downtown Seattle and 12th Avenue/Yesler Way.
- Continue to serve Leschi Park and Colman Park during peak periods.

Reason for change

- **Reduce duplication** with nearby Routes 3 and 14 (south part).
- **Match service to ridership.** During non-peak hours, Route 27 ridership to Leschi Park and Colman Park does not meet Metro’s guideline for continued service.

Alternative service

- **E Yesler Way:** Take revised Route 3 or revised Route 14 on nearby arterials.
- **Lakeside Avenue S:**
 - During peak periods: Use revised Route 27.
 - During non-peak periods: No service would be provided.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
3	5-15	7-15	15-30	15	15
14 (south part)	15-30	30	30-60	30	30
27	30	30-60 (to 12th/Yesler)	60 (to 12th/Yesler)	30	30

Route 28 – Replace | Route 28 Express – Revise, provide all-day service

[Map of suggested change](#)

Suggested change

- Revise Route 28 Express to travel to downtown Seattle via N 39th Street and Aurora Avenue N.
- Revise Route 28 Express to end trips at NW 100th Street during non-peak periods. During peak periods, peak-direction trips would continue to serve areas north of NW 100th Street.
- Replace local Route 28 with the revised, more-frequent, all-day Route 28 Express.

Reason for change

- **Reduce duplication.** North of NW 103rd Street, Route 28 currently travels on Third Avenue NW, about a quarter-mile from more frequent revised Route 5 on Greenwood Avenue N. South of the Fremont Bridge, moving all Route 28 Express trips from Dexter Avenue N to Aurora Avenue N would further reduce duplication with revised Route 5.
- **Match service to ridership.** During non-peak hours, ridership north of N 103rd Street does not meet Metro's guideline for continued service.
- **Simplify service** by consolidating Route 28 and Route 28 Express into a single service.
- **Add capacity to meet expected demand.** Added trips on Route 28 Express would accommodate the expected increase in ridership due to this change.

Alternative service

- **North of N 103rd Street:**
 - Go to Greenwood Avenue N to reach revised Route 5 for connections between Shoreline and downtown Seattle. The distance from current stops to stops on Third Avenue NW is about a quarter-mile; from those on Eighth Avenue NW it is about half a mile.
 - Continue to use revised Route 28 Express during peak periods.
- **Leary Way NW south of N 39th Street:** Use revised Route 18 to Ballard, Northgate, South Lake Union, and downtown Seattle.
- **Dexter Avenue N:** Use revised Route 5 to Shoreline, Greenwood, and downtown Seattle.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
5	10-15	15	15-30	15	15
18	15	15-30	30	30	30
28 Express	15-30	30	30-60	30	30

Route 30 – Replace

Suggested change

- Replace Route 30 ([current map](#)) with alternate service on revised Route 18, revised Route 31, new Route 32, and new Route 63.

Reason for change

- Reduce duplication with other routes.

Alternative service

- **Westlake Avenue N:** Use revised Route 18 between Ballard and downtown Seattle via Fremont and South Lake Union.
- **Uptown:** Take new Route 32 or revised and more frequent routes 3 or 13. Both routes connect to revised Route 31 and new Route 32.
- **Between Fremont and the University District:** Use revised Route 31 or new Route 32.
- **Between University District and Sand Point:** Use new Route 63.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
3	10-15	15	15-30	15	15
18	15	15-30	30	30	30
31/32	15	15	30	15	30
63	30	30	30-60	30	30
D	10	15	15-30	15	15

Route 31 – Revise | 32 – New

Maps of suggested change: [Revised Route 31](#) | [New Route 32](#)

Suggested change

- Revise Route 31 to serve 15th Avenue W and W Dravus Street.
- Add new Route 32 between Uptown and the University District via Nickerson, Fremont, and South Wallingford.
- Both revised Route 31 and new Route 32 would reach the University District and continue on as routes [65](#) and [75](#) (links go to current maps), to provide direct connections to University Village and Children’s Hospital.
- With the combination of revised Route 31 and New Route 32, provide service every 15 minutes between Interbay and Children’s Hospital. Both routes would use W Nickerson Street, N 35th Street, Wallingford Avenue N, and N 40th Street.

Reason for change

- **Reduce duplication.** This change complements the deletion of Routes [17](#) and [26](#) (links go to current maps).
- **Provide direct connections** among Interbay, Seattle Pacific University, Fremont, Wallingford, the University of Washington, University Village, and Children’s Hospital.
- **More network connections.** Revised Route 31 and new Route 32 would connect with almost all north-south routes in North Seattle.
- **Respond to change** by serving expanded employment centers along Elliott Avenue W.

Alternative service

- W Nickerson Street and between the University District and Sand Point: use revised Route 31 and new Route 32.
- 22nd Avenue W: Use revised Route 31 on 20th Avenue W. The distance from current stops to new ones would be about one-tenth of a mile.
- W. Emerson Place: Use revised Route 24.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
31/32	15	15	30	15	30
32	30	30	30	30	30

Route 33 – Revise

[Map of suggested change](#)

Suggested change

- Revise Route 33 between W Blaine Street and W Government Way in Magnolia to use 28th Avenue W (northbound) and 22nd Avenue W (southbound).

Reason for change

- **Provide service on 28th Avenue W**, which would otherwise have no service due to the suggested change to Route 24.
- **Avoid areas of congestion** by providing service in one direction on this road.
- **Match service to ridership.** Ridership in Discovery Park does not meet Metro’s guideline for continued service.

Alternative service

- **W Government Way and Discovery Park:** Use revised Route 24 on W Government Way. The distance from current stops to new ones would be about half a mile.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
24	30	30	30-60	30	30
33	15	30	60-75	45	45

Route 34 Express – Replace | Route 39 – Replace

Suggested change

- Replace Route 34 Express ([current map](#)) and Route 39 ([current map](#)) with service on new Route 50.

Reason for change

- **Match service to ridership.** Ridership in both Route 34 Express and Route 39 does not meet Metro's guideline for continued service.
- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.
- **Reduce duplication.** The routing of Route 34 Express is within one- to three-tenths of a mile of other routes that also serve Rainier Avenue S between S Othello Street and S Henderson Street.

Alternative service

- **Between downtown Seattle and SODO Station:** Take Link light rail or routes [101](#), [102](#), [106](#), [150](#), [177](#), [190](#), or [196](#) (links go to current maps).
- **Between SODO Station and Rainier Avenue S/S Genesee Street:** Take new Route 50.
- **Between Rainier Avenue S/S Genesee Street and Seward Park Avenue S/S Othello Street:** Take new Route 50.
- **Between Seward Park Avenue S/S Othello Street and 38th Avenue S/S Myrtle Street (Othello Station):** Take new Route 50.
- **Between Seward Park Avenue S/S Othello Street and Rainier Avenue S/S Henderson Street:** Go to Rainier Avenue S and take routes [7](#), [7 Express](#), or [9 Express](#) (links go to current maps).
- A portion of Seward Park Avenue S that lies between S Othello Street and S Henderson Street would have no bus service.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
7	10-15	10	15-30	12	15
7 Express	8 trips	--	--	--	--
9 Express	15-30	30	--	--	--
50	15-30	30	30-60	30	30
101	15	30	30	30	30
102	13 trips	--	--	--	--
106	15-30	30	30-60	30	30
150	15	15	30	15	30
177	31 trips	--	--	--	--
190	11 trips	--	--	--	--
196	13 trips	--	--	--	--
Link light rail	7.5	15	30	10-15	10-15

Route 35 – Delete

Suggested change

- Delete Route 35 ([current map](#)) between downtown Seattle and Harbor Island.

Reason for change

- **Low performance.** Route 35 has low ridership at all times of day. Its performance is in the bottom 25 percent of routes that serve downtown Seattle for both measures Metro uses to rate performance (rides per platform hour and passenger miles per platform mile).

Consistent with our [Service Guidelines](#), Metro plans to use resources from low performing routes to relieve overcrowding, improve on-time performance, and make investments in the number of trips on under-served corridors.

Route 37 – Replace

Suggested change

- Replace Route 37 ([current map](#)) with service on Routes [773](#) and [775](#) (links go to current maps).
- Beach Drive SW would have no bus service.

Reason for change

- **Match service to ridership.** Ridership on Route 37 does not meet Metro’s guideline for continued service.
- **Reduce duplication** with routes 773 and 775 and the [West Seattle Water Taxi](#).

Alternative service

- **48th/49th Avenue SW:** Go to California Ave SW and take new Route 40 or the new RapidRide C Line. The distance from current stops would be less than half a mile.
- **Between Alki and Alaska Junction:** Take revised Route 128.
- **Between Alki and Harbor Avenue SW:** Take Route 775.
- **Between Alki and downtown Seattle:**
 - **During peak periods:** Use Route 56X ([current map and schedule](#)).
 - **During non-peak periods:** Take new Route 50 to SODO and connect with Link light rail or routes [101](#), [106](#), or [150](#) (links go to current maps and schedules).

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
40	30	30	30-60	30	30
50	15-30	30	30-60	30	30
101	20-30	30	30	30	30-60
106	30	30	30	30	30
150	15	15	30	20	30
128	15	15-30	30	30	30
773	30	30	--	--	--
775	30	30	--	--	--
C	10	15	15-30	15	15

Route 40 – New

[Map of suggested change](#)

Suggested change

- New Route 40 would provide service between Alaska Junction and Georgetown, replacing service between Alaska Junction and 16th Avenue Ave SW that is currently provided by Route 128 ([current map](#)) and service between the Alaska and Morgan junctions provided by Route 22 ([current map](#)).

Reason for change

- **More direct connections.** New Route 40 would provide a direct connection between West Seattle and Georgetown.
- **More network connections.** New Route 40 would provide convenient connections among West Seattle, Morgan Junction, Delridge, and Georgetown.
 - In Georgetown, new Route 40 would connect with routes serving the Duwamish, Beacon Hill, and Rainier Valley areas.
 - In West Seattle, new Route 40 would provide another east-west connection. Currently, there are no east-west routes in the four miles between SW Spokane Street and SW Roxbury Street.
- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
40	30	30	30-60	30	30

Route 45 Express – Replace

Suggested change

- Replace Route 45 Express ([current map](#)) between the Seattle Center and the University District with alternate service on revised Route 3, Route 13 ([current map](#)), revised Route 31, and new Route 32.

Reason for change

- **Reduce duplication.** An all-day, frequent connection between Queen Anne and the University District would be available with a transfer between revised routes 3 or 13 and revised routes 31 and 32 on W Nickerson Street.
- **Match service to ridership.** Ridership on Route 45 Express does not meet Metro’s guideline for continued service.

Alternative service

- **Queen Anne Hill:** Revised Route 3 and Route 13 provide more frequent service in Queen Anne.
- **Between W Nickerson Street and the University District:** Use revised Route 31 or new Route 32.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
3	10-15	15	15-30	15	15
13	10-15	15	15-30	15	15
31/32	15	15	30	15	30

Route 46 – Replace

Suggested change

- Replace Route 46 ([current map](#)) between 32nd Avenue NW/NW 54th Street and the University District, via Ballard and Fremont.
- No service would be provided on Seaview Avenue NW.

Reason for change

- **Reduce duplication** with revised route 18, revised Route 31, new Route 32, and Route 44 ([current map](#)).
- **Match service to ridership.** Ridership on Route 46, especially on Seaview Avenue NW, does not meet Metro’s guideline for continued service.

Alternative service

- **Seaview Avenue NW:** No direct service would be provided.
- **Between Ballard and Fremont:** Use revised and more-frequent Route 18, which provides service along Leary Way NW and connects to Northgate, Ballard, South Lake Union, and downtown Seattle.
- **Between NW Market Street and Fremont:** Use revised Route 28 Express.
- **Between Fremont and the University District:** Take revised Route 31 or new Route 32, which would provide service along N 35th Street and N 40th Street.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
18	15	15	30	30	30
24	30	30	30-60	30	30
28 Express	15-30	30	30	30	30
31/32	15	15	30	15	30
44	15	15	15-30	15	15

Route 48 Express – Replace

Suggested change

- Replace Route 48 Express ([current map](#)) with service on local Route 48.

Reason for change

- **Simplify service.** This change would make Route 48 more consistent and easier to use.

Alternative service

- Use revised local Route 48, which would keep the same routing between Ballard and the University District.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
48	8-15	15	15-30	15	30

Route 50 – New

[Map of suggested change](#)

Suggested change

- New Route 50 would replace Route 56 ([current map](#)) between Alki and SODO.
- New Route 50 would replace Route 34 Express ([current map](#)) between Seward Park and Rainier Avenue S/S Genesee Street, and Route 39 ([current map](#)) between Seward Park and SODO via Othello Station.

Reason for change

- **More network connections.** Route 50 would provide connections with three Link light rail stations (SODO, Columbia City, and Othello) and with many bus routes between West Seattle and Seward Park.
- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
50	15-30	30	30-60	30	30

Route 51 – Replace

[Map of suggested change](#)

Suggested change

- Replace Route 51 ([current map](#)) with alternate service on revised Route 57 during peak periods.

Reason for change

- **Match service to ridership.** Ridership on Route 51 does not meet Metro’s guidelines for continued service.
- **Reduce duplication.** Replacing Route 51 would complement suggested changes to Routes 57 and 128.

Alternative service

- **Between Alaska Junction and the Admiral District via 55th Avenue SW and 49th Avenue SW:**
 - **During peak periods:** Take revised Route 57.
 - Go to California Avenue SW and take revised Route 128
- **Between Admiral District and Alaska Junction via 35th Avenue SW:**
 - Go to California Ave SW and take revised Route 128.
 - Go to SW Admiral Way to take new Route 50 or revised Route 128.
 - Go to Avalon Way SW to take revised Route 21, revised Route 131, or Route 773 ([current map](#)). The distance from current stops to new ones would be up to half a mile.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
21	15-20	15-20	30	15	30
50	15-30	30	30-60	30	30
57	30	--	--	--	--
131	20-30	30	30-60	30-60	30-60
773	30	30	--	--	--

Route 53 – Replace

Suggested change

- Replace Route 53 ([current map](#)) with service on routes [773](#) and [775](#) (links go to current maps).
- No service would be provided to Beach Drive SW.

Reason for change

- **Match service to ridership.** Ridership on Route 53 is very low during peak periods, and does not meet Metro’s guideline for continued service.
- **Reduce duplication** with routes 773 and 775 and the [West Seattle Water Taxi](#).

Alternative service

- **48th/49th Avenue SW:** Go to California Ave SW and take new Route 40 or the new RapidRide C Line. The distance from current stops would be less than half a mile.
- **Between Alki and Alaska Junction:** Take revised Route 128.
- **Between Alki and Harbor Avenue SW:** Take Route 775.
- **Between Alki and downtown Seattle:**
 - During peak periods, in the peak direction, take Route 56 Express ([current map](#)).
 - During non-peak periods, take new Route 50 to SODO and connect with Link light rail or routes [101](#), [106](#), or [150](#) (links go to current maps).
- **Between Harbor Ave SW and Alaska Junction:** Take Route 773 ([current map](#)).

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
40	30	30	30-60	30	30
50	15-30	30	30-60	30	30
101	20-30	30	30	30	30-60
106	30	30	30	30	30
150	15	15	30	20	30
128	15	15-30	30	30	30
773	30	30	--	--	--
775	30	30	--	--	--
C	10	15	15-30	15	15

Route 54 – Replace | Route 54 Express – Replace

Suggested change

- Replace Route 54 and Route 54 Express ([current map](#)) with the new RapidRide C Line between downtown Seattle and Westwood Village via Alaska Junction.
- Add trips to Route 116 Express ([current map](#)) to accommodate passengers between the Fauntleroy Ferry Terminal and downtown Seattle.

Reason for change

- **Reduce duplication.**
 - Replacing routes 54 and 54 Express would complement the launch of the new RapidRide C Line, which will provide 10-15 minute all-day service along Fauntleroy Way SW, SW California Street, SW Alaska Street, Admiral Way SW, and the West Seattle Bridge.
 - Route 54 Express follows the same routing as Route 116 Express along Fauntleroy Way SW.
- **Simplify service.** Consolidating Route 54 Express and Route 116 Express would simplify peak-period service on Fauntleroy Way SW.
- **Add capacity to meet expected demand.** Trips would be added to Route 116 Express to accommodate the expected demand from Route 54 Express.

Alternative service

- **Between Westwood Village and Downtown Seattle:** Use the new RapidRide C Line.
- **Between White Center and Westwood Village:** Use revised Route 60 or revised Route 120.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
60	15-20	15-20	30-60	30	30
120	8-15	15	30-60	15	30
C Line	10	15	15-30	15	15

Route 55 – Replace

Suggested change

- Replace Route 55 ([current map](#)) with service on revised Route 128 and the new RapidRide C Line.

Reason for change

- **Reduce duplication.** Replacing Route 55 would complement the launch of the C Line as well as the suggested revision of Route 128.
- **Match service to ridership.** Consolidating Route 55 with revised Route 128 along California Avenue SW would match service frequency more closely to ridership.
- **Simplify service.** Consolidating Route 55 with revised Route 128 would allow more evenly spaced trips along California Avenue SW, with service every 15 minutes during peak periods and every 30 minutes mid-day.

Alternative service

- **California Ave SW between SW Admiral Way and Alaska Junction:** Take revised Route 128 to Alaska Junction and transfer to the C Line.
- **California Ave SW between S SW Atlantic Street and SW Admiral Way:**
 - Go to SW Admiral Way and take revised Route 56 or revised Route 57 Express.
 - Take Route 775 to/from Seacrest Dock and connect to the Water Taxi.
- **Between Alaska Junction and downtown Seattle:** Use the C Line.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
56 Express/ 57 Express	24 trips	--	--	--	--
128	15	15-30	30	30	30
775	30	30	--		
C Line	10	15	30	15	15

Route 56 – Replace | Route 56 Express – Add trips

Suggested change

- Replace Route 56 ([current map](#)) with alternative service on new Route 50.
- Coordinate the schedules of Route 56 Express ([current map](#)) and revised Route 57.
- Add trips to Route 56 Express.

Reason for change

- **Match service to ridership.** Ridership on Route 56 during non-peak periods does not meet Metro's guideline for continued service.
- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.
- **Reduce duplication** with revised Route 21 between SW Avalon Way/SW Spokane Street and downtown Seattle.
- **Add capacity to meet expected demand.** Trips added to Route 56 Express would accommodate expected increase in ridership due to this change.

Alternative service

- **During peak periods:** Take revised Route 56 Express or revised Route 57 to downtown Seattle.
- **During non-peak periods:** Use new Route 50, which would provide service between Alki and Columbia City.
 - Connect with [Link light rail](#) at the SODO Link station. Link provides service between downtown Seattle and Sea-Tac airport.
 - Connect with revised Route 21 at SW Spokane Street for service between Westwood Village and downtown Seattle via SODO.
- **Other connections.** Take revised Route 128, which provides service between Alki and Tukwila.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
Link Light Rail	7.5	15	30	10-15	10-15
21	15	15-30	30	15	30
50	15-30	30	30-60	30	30
56 Express/ 57 Express	24 trips	--	--	--	--
128	15	15-30	30	30	30
C Line	10	15	15-30	15	15

Route 57 – Revise

[Map of suggested change](#)

Suggested change

- Revise Route 57 to use the Alaskan Way Viaduct instead of going through SODO.
- Stagger Route 57 trips with trips on revised Route 56 Express to provide 15-minute service along their common routing.

Reason for change

- **Reduce duplication.** Route 57 currently uses the same routing as suggested new Route 50 between 49th Avenue SW/SW Admiral Way and SODO.
- **Match service to ridership.** Revising Route 57 to supplement Route 56 Express provides 15-minute service on the parts of the routes that have the highest ridership, and 30-minute service on the parts with lower ridership.

Alternative service

- **Between the Admiral District and SODO:** Use new Route 50.
- **Between the Admiral District and downtown Seattle:**
 - **During peak periods:** Use revised Route 56 Express and Revised Route 57.
 - **During non-peak periods:** Use new Route 50 and transfer to revised Route 21, routes [101](#), [106](#), or [150](#) or [Link light rail](#).

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
Link Light Rail	7.5	15	30	10-15	10-15
21	15	15-30	30	15	30
50	15-30	30	30-60	30	30
56 Express	16 trips	--	--	--	--
57 Express	8 trips	--	--	--	--
101	20-30	30	30	30	30-60
106	30	30	30	30	30
150	15	15	30	20	30

Route 60 – Revise

[Map of suggested change](#)

Suggested change

- Extend Route 60 to Westwood Village.
- No direct service would be provided to the VA Hospital in south Seattle.

Reason for change

- **More network connections.** Extending revised Route 60 to Westwood Village would provide connections with revised Route 21, revised Route 120, and the new RapidRide C Line, allowing greater access to routes serving other parts of West Seattle.
- **Serve multiple destinations.** Extending revised Route 60 to Westwood Village would add a new destination for riders from Beacon Hill, Georgetown, and South Park.
- **More direct connections.** Eliminating the deviation to the VA would make Route 60 more direct, saving riders time.
- **Match service to ridership.** Route 60 ridership to the VA does not meet Metro’s guideline for continued service.

Alternative service

- Existing routing would remain largely the same.
- No alternative service would be provided to the VA Hospital.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
60	15-20	15-20	30-60	30	30

Route 63 – New

[Map of suggested change](#)

Suggested change

- New Route 63 would provide a connection between East Green Lake and Sand Point via the University District.
- New Route 63 would replace portions of routes [26](#) and [30](#) (links go to current maps).

Reason for change

- **Reduce duplication.**
 - New Route 63 would replace Route 26 between NE 40th Street and Green Lake via Latona Avenue NE and Thackeray Place NE.
 - New Route 63 would replace service currently provided by Route 30 on NE 50th Street, 20th Avenue NE, and NE 55th Street.
- **More network connections.** New Route 63 would provide a direct connection between East Green Lake and the University District, where riders can connect with routes to downtown Seattle, Bellevue, and northeast and central Seattle.
- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
63	30	30	30-60	30	30

Route 75 – Revise

[Map of suggested change](#)

Suggested change

- Replace the portion of Route 75 ([current map](#)) that travels between Ballard and Northgate with service on revised Route 18.
- No change to the portion of Route 75 that travels between Northgate and the University District.
- Link revised Route 75 with revised Route 31 or new Route 32: At the end of their routes, continue Route 75 buses as revised Route 31 or revised Route 32, and vice versa.

Reason for change

- **Reduce duplication** between routes 18 and 75, which both provide service through Ballard on 24th Avenue NW.
- **More direct connections.** Continuing revised Route 75 as revised Route 31 or new Route 32 would provide riders from Lake City and Sand Point with no-transfer trips to Wallingford, Fremont, Seattle Pacific University, and Interbay.
- **More network connections.** Continuing revised Route 75 as revised Route 31 or 32 would allow riders from Lake City and Sand Point to transfer to almost all north-south routes in North Seattle.

Alternative service

- **Between Ballard and the Northgate Transit Center:** Use revised Route 18, which provides connections between Northgate, Ballard, Fremont, South Lake Union, and downtown Seattle.
- **Between Sand Point/Lake City and Ballard:** Take Route 75 to Northgate and connect with Route 18.

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
18	15	15-30	30-60	30	30
75	10-15	30	30	30	30

Route 81 – Replace

Suggested change

- Replace Night Owl service on Route 81 ([current map](#)) with a trip on the RapidRide D Line that departs from downtown Seattle at 2:15 a.m.

Reason for change

- **Simplify service.** The Rapid Ride D Line is the primary service to Ballard in the suggested network.
- **Match service to ridership.** Ridership on the 3:30 a.m. trip of current Route 81 does not meet Metro’s guideline for continued service.

Alternative service

- Take the Rapid Ride D Line that departs from downtown Seattle at 2:15 a.m.
- No service would be provided to replace the 3:30 a.m. trip on current Route 81.

Service frequency

Route		Weekday	Saturday	Sunday
D	Last trip	2:15 am	2:15 am	2:15 am
	First trip	4:30 am	5:00 am	5:00 am

Route 85 – Replace

Suggested change

- Replace Night Owl service on Route 85 ([current map](#)) with a 2:15 a.m. departure of revised Route 120 and the new RapidRide C Line from downtown Seattle.

Reason for change

- **Simplify service.** The Route 120 and the Rapid Ride C Line are the primary services to West Seattle in the suggested network.
- **Match service to ridership.** Ridership on the 3:30 a.m. trip of current Route 85 does not meet Metro’s guideline for continued service.

Alternative service

- Take the Rapid Ride C Line or Route 120 that depart from downtown Seattle at 2:15 a.m.
- No service would be provided to replace the 3:30 a.m. trip on current Route 85.

Service frequency

Route		Weekday	Saturday	Sunday
C	Last trip	2:15 am	2:15 am	2:15 am
	First trip	3:30 am	5:00 am	5:00 am
120	Last trip	2:15 am	2:15 am	2:15 am
	First trip	4:45 am	5:30 am	5:30 am

Route 116 Express – Add trips

Suggested change

- Add trips to Route 116 Express ([current map](#)).

Reason for change

- **Reduce duplication.** Consolidating Route 54 Express ([current map](#)) and Route 116 Express would reduce duplication through West Seattle.
- **Simplify service.** Consolidating Route 54 Express and Route 116 Express would simplify peak-period service on Fauntleroy Way SW.
- **Add capacity to meet expected demand.** Adding trips to Route 116 Express would allow it to accommodate demand from the Route 54 Express.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
116 Express	18-24 trips	--	--	--	--

Route 120 – Revise, add trips

[Map of suggested change](#)

Suggested change

- Revise Route 120 to serve Westwood Village.
- Add trips to Route 120.

Reason for change

- **More network connections.** Extending revised Route 120 to Westwood Village would connect it with revised Route 21, revised Route 60, and the new RapidRide C Line, providing access to routes serving other parts of West Seattle and beyond.
- **Serve multiple destinations.** Westwood Village would be a new destination for riders from Delridge Way SW, Ambaum Boulevard SW, and Burien.
- **Add capacity to meet expected demand.** Trips would be added to Route 120 to accommodate the expected demand.

Alternative service

- **Between 16th Avenue SW and SW Roxbury and Delridge Way:** Go to Delridge Way SW/SW Barton Place or SW Roxbury Street. The distance from current stops to new ones would be about one-quarter of a mile.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
120	8-15	15	30-60	15	30

Route 123 Express – Revise

[Map of suggested change](#)

Suggested change

- Revise Route 123 Express to travel on SR-509 and SR-99 between the Burien Transit Center and downtown Seattle.

Reason for change

- **Reduce duplication.** This change would complement suggested revisions to Route 131 and Route 132, which would travel on Fourth Avenue S.
- **Match service to ridership.** Ridership on current Route 123 during peak periods does not meet Metro’s guideline for continued service.
- **Create direct routes.** Route 123 Express currently serves Georgetown. Eliminating that deviation makes it a more direct route, which is expected to increase ridership. Riders in Gregory Heights would also have faster service to and from downtown Seattle.

Alternative service

- **Between Georgetown and downtown Seattle:** Take revised Route 131 or revised Route 132, which would go from Georgetown to downtown Seattle on Fourth Avenue S.
- **SR-99 between the First Avenue S Bridge and downtown Seattle:** Take revised Route 123 Express.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
123 Express	9 trips	--	--	--	--
131	30	30-60	20-30	30-60	30-60
132	30	30-60	20-30	30-60	30-60

Route 124 – Revise

[Map of suggested change](#)

Suggested change

- Revise Route 124 to serve Airport Way S and Georgetown instead of Fourth Avenue S through the SODO district.

Reason for change

- **More network connections.** Revised Route 124 would connect with new Route 40, revised Route 60, and Route 106 ([current map](#)) in Georgetown, providing access to West Seattle, Beacon Hill, and the Rainier Valley.
- **Serve multiple destinations.** Revised Route 124 would connect Tukwila International Boulevard Station, Georgetown, and Airport Way S.
- **Simplify service.** Revision of Route 124 complements suggested changes to Routes 131 and 132. Revised Route 124 would provide service on Airport Way S.

Alternative service

- **Fourth Avenue S:** Use revised Route 131 and revised Route 132 between downtown Seattle and S Michigan Street.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
124	20-30	30	30-60	30	30
131	30	30	60	30-60	30-60
132	30	30	60	30-60	30-60

Route 125 – Revise, add trips

[Map of suggested change](#)

Suggested change

- Operate revised Route 125 during peak periods only.
- Revise the north part to serve SODOI on the way to downtown Seattle.
- Revise the southern part to serve Gatewood, Chief Sealth High School, and Alaska Junction.
- During non-peak periods, no service would be provided to Shorewood south of SW Roxbury Street.

Reason for change

- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.
- **Reduce duplication** with Route 120 between North Delridge and downtown Seattle.
- **Match service to ridership.**
 - Revised Route 120 and revised Route 128 would serve 16th Avenue SW. Revised Route 125 would provide additional service during peak periods, when demand is higher.
 - Ridership on Route 125 service to Shorewood does not meet Metro’s guideline for continued service.
- **More network connections.** Revised Route 125 would connect to Link light rail and multiple bus routes at the SODO Link station.
- **More direct connections.** Revised Route 125 would provide a direct connection between the North Delridge area and SODO.

Alternative service

- **16th Avenue SW north of SW Henderson Street:**
 - **During peak periods:** Use revised Route 125 and transfer to Link light rail at S Lander Street to continue downtown.
 - **During non-peak periods:** Use revised Route 128 between Alki and Tukwila. Transfer to revised Route 120 at Delridge Way SW and SW Oregon Street to continue to downtown Seattle.

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- **16th Avenue SW south of SW Henderson Street:** Use revised Route 128 between Alki and Tukwila. Transfer to revised Route 120 at Delridge Way SW and SW Oregon Street to continue to downtown Seattle.
- **Shorewood:** During peak periods, use Route 113 ([current map](#)).

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
113	30	--	--	--	--
120	8-15	15	30	15	30
125	18-24 trips	--	--	--	--
131	20-30	30	30-60	30-60	30-60

Route 128 – Revise, add trips

[Map of suggested change](#)

Suggested change

- Revise Route 128 to serve 16th Avenue SW, South Seattle Community College, and SW Genesee Street.
- Extend the route from the Admiral District to Alki.
- Improve frequency to every 15 minutes during peak periods, every 15-30 minutes during non-peak daytime hours, and every 30 minutes at night and on weekends.

Reason for change

- **More direct routes.** Revised Route 128 would provide consistent, direct, all-day service on 16th Avenue SW, serving South Seattle Community College without having to double back on itself.
- **More network connections.** Revised Route 128 would provide connections to revised Route 21, new Route 40, new Route 50, revised Route 120, revised Route 124, revised Route 131, revised Route 132, revised Route 156, Route 773 ([current map](#)), Route 775 ([current map](#)), the new RapidRide C Line and F line, and [Link light rail](#). The increased frequency of revised Route 128 would make these connections more convenient.
- **Serve multiple destinations.** Revised Route 128 would connect South Seattle Community College, North Delridge, Alaska Junction, and Alki.
- **Add capacity to meet expected demand.** Additional trips on revised Route 128 would serve the riders of replaced Route 55 ([current map](#)) and revised Route 125 ([current map](#)).

Alternative service

- **Between Alaska Junction and South Seattle Community College:**
 - Take revised Route 128 from Alaska Junction via SW Genesee Street.
 - Take new Route 40 from Alaska Junction and connect with revised Route 128 at 16th Avenue SW/SW Holden Street.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
40	30	30	30-60	30	30
128	15	15-30	30	30	30

Route 131 – Revise, add trips

[Map of suggested change](#)

Suggested change

- Revise Route 131 to terminate in Burien, no longer serving Des Moines and Highline Community College.
- Serve Ninth Avenue SW and Highland Park Way SW instead of the Olson Meyers Park-and-Ride.
- Serve Fourth Avenue S instead of Airport Way S.
- Improve frequency to every 30 minutes during peak periods and midday.

Reason for change

- **Improve frequency.** Service on Route 131 between Burien and downtown Seattle is below recommended frequency for that corridor. Replacing Route 23 ([current map](#)) would provide the resources to add trips to revised Route 131.
- **Reduce duplication.** A number of routes provide service between South Park and downtown Seattle. This revision would reduce duplication with these routes and complement suggested service on revised Route 132.
- **Create direct routes.** Current Route 131 is indirect due to the South Park bridge closure and the provision of service through Georgetown. The suggested revision removes some of the deviations this route makes to Georgetown and Airport Way, making it much more direct.
- **Serve multiple destinations.** Many Metro routes currently serve downtown Seattle. Reducing the number of direct connections to downtown Seattle allows us to expand service to other places.
- **Simplify service.** This change would reduce the number of routes serving SODO, but service frequencies on key corridors through SODO would remain the same, with service every 15 minutes on Fourth Avenue S.

Alternatives

- **South Park and Georgetown:** Take revised Route 60 between Westwood Village and Capitol Hill.
- **Carleton Avenue S, Ellis Avenue S, or Airport Way:** Take revised Route 124 to downtown Seattle.
- **South Park and S Cloverdale Street:** Take revised Route 132 to downtown Seattle.
- **Between Burien and Des Moines:**

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- **During peak periods:** Take Route 121 ([current map](#)).
- **All day:** Take revised Route 166.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
60	15-20	15-20	30-60	30	30
121	18 trips	--	--	--	--
124	20-30	30	30-60	30	30
131	20-30	30	30-60	30-60	30-60
132	20-30	30	30-60	30-60	30-60
166	30	30	30-60	30	60

Route 132 – Revise, add trips

[Map of suggested change](#)

Suggested change

- Revise Route 132 to terminate in Burien.
- Serve Fourth Avenue S instead of First Avenue S.
- Improve frequency to 30 minutes during peak periods and midday.

Reason for change

- **Improve frequency.** Service on Route 132 between Burien and downtown Seattle is below recommended frequency for the corridor.
- **Simplify service.** Revising routes 131 and 132 would simplify service in South Park, where these routes travel in the opposite directions (toward downtown Seattle or Burien). Riders would now use the same stops on one side of the street.
- **Match service to ridership.** Ridership on Route 132 between Burien and Highline Community College does not meet Metro's guideline for continued service.

Alternatives

- **First Avenue S south of S Spokane Street:** Go to Fourth Avenue S and use either revised Route 131 or revised Route 132. The distance from current stops would be about one-quarter of a mile.
- **First Avenue S north of S Spokane Street:** Take revised and more-frequent Route 21.
- **Des Moines Memorial Drive/Eighth Avenue S:** Go to First Avenue S and take revised Route 166. The distance from current stops would be about one-half of a mile.
- **South of S 200th Street:** Take revised Route 156 to the SeaTac/Airport Link light rail station and connect with service to downtown Seattle, Highline Community College, and other destinations throughout the region.
- **Between Burien and Highline Community College:** During peak periods, use revised Route 122 between Burien and downtown Seattle.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
21	15-20	15-20	30	15	30
122	12 trips	--	--	--	--
131	20-30	30	30-60	30-60	30-60
132	20-30	30	30-60	30-60	30-60
156	30	30	30-60	60	60

Route 133 – Replace

Suggested change

- Replace Route 133 ([current map](#)) between the Burien Transit Center and the University District with service on the new RapidRide C Line, revised Route 21, and revised Route 125.

Reason for change

- **Reduce duplication.** Alternative frequent connections are available among the Burien Transit Center, White Center, and the University District with connections between routes [113](#), [121](#), and [122](#) (links go to current maps), revised routes 120 and 123, and routes [71](#), [72](#), [73](#), and [74](#) in downtown Seattle.
- **Match service to ridership.** Ridership on Route 133 at all times of day does not meet Metro’s guideline for continued service.

Alternative service

- **Between Burien Transit Center and downtown Seattle:** Use Routes 120, 121, 122, or 123.
- **Between White Center and downtown Seattle:** Use Routes 113, 120, or [revised Route 131](#).
- **Between the Olson/Meyers Park-and-Ride and downtown Seattle:** Use Route 113.
- **Between downtown Seattle and the University District:** Use Routes 71, 72, 73, or 74.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
113	30				
120	10-15	15	30	15	30
121/122/123	5-20			--	--
131	15	30	30	30-60	30-60
71/72/73/74	7-10	7-10	10-20	10	15

Route 134 – Replace

Suggested Change

- Replace Route 134 ([current map](#)) with revised Route 131 and revised Route 132.

Reason for change

- **Reduce duplication** with revised routes 131, 132, and 124.
- **Match service to ridership.** Ridership on Route 134 does not meet Metro’s guidelines for continued service.

Alternatives

- **Between Burien Transit Center and SW 112 Street:** Go to First Avenue S and take revised Route 131. The distance from current stops is about one-quarter of a mile.
- **Between SW 112 Street and the First Avenue S Bridge:** Take revised Route 131.
- **Between Georgetown and downtown Seattle:** Take revised Route 124.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
131	20-30	30	30-60	30-60	30-60

Route 156 – Revise

[Map of suggested change](#)

Suggested change

- Extend Route 156 to Des Moines and Highline Community College via S 200th Street and Des Moines Memorial Drive S.

Reason for change

- **More network connections.** This change would connect Des Moines riders to [Link light rail](#), the [RapidRide A Line](#), revised Route 124, and Route 180 ([current map](#)) in SeaTac, as well as to several other bus routes at Southcenter.
- **Connect with new destinations.** Revised Route 156 would provide new ways for Des Moines riders to reach SeaTac, Tukwila, Link Light Rail, and Highline Community College.
- **Reduce duplication.** Extending revised Route 156 would complement suggested changes to revised Route 132 by providing service to Des Moines on S 200th Street, Marine View Drive S, S 223rd Street, Kent-Des Moines Road, and S 240th Street.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
156	30	30-60	30-60	60	60

Route 166 – Revise

[Map of suggested change](#)

Suggested change

- Revise Route 166 to serve S 240th Street and Marine View Drive.
- Extend the route to the Burien Transit Center via First Avenue S.

Reason for change

- **More network connections.** Extending revised Route 166 to Burien would provide more convenient connection possibilities at the Burien Transit Center.
- **Serve multiple destinations.** Revised Route 166 would serve Normandy Park and the Burien Transit Center.
- **More direct routes.** This change would provide more direct routing between Highline Community College and downtown Des Moines.
- **Reduce duplication.** As a complement to the suggested change to Route 131, extending revised Route 166 would provide service between Burien and Des Moines on First Avenue S.

Alternatives

- **S 216th Street:** Go to S 223rd Street and take revised Route 156. The distance from current to proposed stops would be about half a mile.
- **S Kent Des Moines Road:** Use revised Route 156.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
156	30	30-60	30-60	60	60
166	30	30	30-60	30	60

Route 355 Express – Revise

[Map of suggested change](#)

Suggested change

- Revise Route 355 Express ([current map](#)) between Shoreline Community College and downtown Seattle to use Aurora Avenue N south of N 85th Street instead of serving the University District.

Reason for change

- **More direct routes.** Currently, Route 355 Express exits Interstate 5 to stop in the University District, then gets back on the freeway to continue north and then east. Aurora Avenue N would be a more direct route to Greenwood and Shoreline Community College.
- **Faster service.** I-5 is congested during peak periods, making current Route 355 Express slower and less reliable.
- **Reduce duplication.** Between downtown Seattle and Greenwood, current Route 355 Express duplicates portions of routes [48](#), [71](#), [72](#), and [73](#) (links go to current maps).
- **Match service to ridership.** Ridership to the University District on Route 355 Express does not meet metro's guideline for continued service.

Alternative service

- **N 85th Street between Aurora Avenue N and I-5:**
 - Go to Aurora Avenue N to reach revised Route 355 Express or the new RapidRide E Line (scheduled to begin service in 2013). The distance from current stops on N 85th Street to Aurora Avenue N is about half a mile.
 - Go to Wallingford Avenue N and use revised Route 16 or Route 316 ([current map and schedule](#)), which provide connections to downtown Seattle. The distance from Aurora Avenue N and N 85th Street to Wallingford Avenue N is less than four-tenths of a mile.
- **Between the University District and downtown Seattle:** Take Routes 71, 72, or 73 at NE 40th Street or NE Campus Parkway to reach downtown Seattle.
- **Between Greenwood and the University District:** Use revised Route 48, or take revised Route 5 to N 46th Street or Fremont and connect to revised Route 31, new Route 32, or Route 44 ([current map](#)).

Service frequency

Route	Estimated minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
5	10-15	15	15-30	15	15
16	15-20	15-20	30	15	30
31/32	15	15	30	15	30
44	15	15	15-30	15	15
48	8-15	15	15-30	15	30
355 Express	18 trips	--	--	--	--
358	5-10	15	30	15	20

Routes 773 & 775 – Operate year-round

Current maps: [Route 773](#) | [Route 775](#)

Suggested change

- Add trips to both routes to provide year-round service.

Reason for change

- **Reduce duplication.** This would complement the suggested replacement of [Route 37](#) and [Route 53](#) (links go to current maps) by providing replacement service on Alki Avenue SW and Harbor Avenue SW.
- **Simplify service.** This change would provide consistent, all-day, year-round service on these routes.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Non-Peak	Night		
773	30	30	--	60	60
775	30	30	--	60	60