

Recommended route changes for June 2012

Route 25 – Reduce trips

[Current map and schedule](#)

Recommended change

- Fewer trips during peak periods.

Reason for change

- **Low performance.** During peak periods, Route 25 performance is in the bottom 25 percent of routes that serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- Use Route 25, which would have fewer trips.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
25	60	60	--	--	--

Route 38 – Delete

[Current map and schedule](#)

Recommended change

- Delete Route 38.

Reason for change

- **Low performance.** Route 38 performance is in the bottom 25 percent of routes that do not serve the Seattle core on the measure of 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 increase the number of trips on underserved corridors.

Alternatives

- **South McClellan Street:** Go to the Mount Baker Transit Center, the Mount Baker Link station, or the Beacon Hill Link station to reach other service. The distance from current stops is less than one-half of a mile.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
Link light rail	7.5	15	30	10-15	10-15

Route 42 – Delete

[Current map and schedule](#)

Recommended change

- Delete Route 42.

Reason for change

- **Low performance.** Route 42 performance is in the bottom 25 percent of routes that serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- **Columbia City:** Use Route 7 ([current map](#)), Route 34 ([current map](#)), Route 39 ([current map](#)), or [Link light rail](#). The distance from current stops is less than two-tenths of a mile.
- **Martin Luther King, Jr. Way South:**
 - Go to the Columbia City or Mount Baker station to take Link light rail.
 - Take Route 8 ([current map](#)) to the Mount Baker Transit Center and connect to Link light rail at the Mount Baker Link station. Route 8 serves the same stops as Route 42.
- **Rainier Avenue S:** Use Route 7 or go to the Mount Baker Link station. Route 7 serves the same stops as Route 42.
- **S Dearborn Street:**
 - During peak periods, use Route 7 Express.
 - Use Route 7 on Rainier Avenue S, or connect with other routes at the International District station or 4th Avenue S and S Jackson Street. The distance from current stops is less than one-quarter of a mile.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
7	10-15	10	15-30	12	15
7 Express	8 trips	--	--	--	--
8	15	15	30	15	30
34 Express	6 trips	--	--	--	--
39	15-30	30-40	--	--	--
Link light rail	7.5	15	30	10-15	10-15

Route 79 Express – Delete

[Current map and schedule](#)

Recommended change

- Delete Route 79 Express.

Reason for change

- **Low performance.** Route 79 Express performance is in the bottom 25 percent of routes that serve downtown Seattle on the measure of 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 increase the number of trips on underserved corridors.

Alternatives

- **Lake City and Lake City Way (SR-522):** Use routes [306](#), [312](#), or [522](#) (links go to current maps) from stops currently served by Route 79 Express.
- **Maple Leaf and Cowen Park:** Use routes [72](#) or [73](#) (current maps) from stops currently served by Route 79 Express on Ravenna Avenue NE, NE 80th Street, and 15th Avenue NE. Use Route 372 ([current map](#)) from stops currently served by Route 79 Express on Ravenna Avenue NE and connect at Campus Parkway with routes [70](#), [71](#), 72, or 73 (current maps).
- **University District:** Use Route 66 ([current map](#)) from the same stops that are currently served by Route 79 Express on 11th Avenue NE and Roosevelt Way NE.

Service frequency of alternatives

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
66X	15-30	30	30	30	30
72	30	30	30-60	30-60	60
73	15-30	15-30	30-60	30-60	60
306	10 trips	--	--	--	--
312	28 trips	--	--	--	--
522	10-30	30	30-60	30-60	30-60

Route 99 –Reduce trips

[Current map and schedule](#)

Recommended change

- Delete all off-peak service, including midday and night service on weekdays and all service on weekends.

Reason for change

- **Low performance.** During off-peak hours, Route 99 performance is in the bottom 25 percent of routes that serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- **First Avenue:** Go to 3rd Avenue, which is served by many routes. The distance from current stops is up to two-tenths of a mile.
- **Alaskan Way:** Route 16 ([current map](#)) and Route 66 ([current map](#)) serve stops at the Colman Dock ferry terminal near Marion Street. North of the ferry terminal, riders could go to 3rd Avenue to reach service by a number of routes. The distance from current stops is less than four-tenths of a mile.
- **Pioneer Square:** Go to First Avenue and Yesler Way to use Route 16 or Route 66. Many routes go northbound on Fourth Avenue S from the stop at Fourth Avenue S and S Jackson Street, and many go northbound on Third Avenue from the island stop on Fourth Avenue S at S Jackson Street. The distance from current to new stops is less than two-tenths of a mile.
- **South Jackson Street/International District:** Take routes 7 ([current map](#)), 14 ([Recommended changes](#)), or 36 ([current map](#)) from the same stops currently served by Route 99 on S Jackson Street.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
7	10	10	15-30	12-30	15-30
14	15-20	30	60	30-60	30-60
16	20	20	30	20	30
36	5-10	10	15	10	15
66	15-30	30	30	30	30

Route 119 –Reduce trips

[Current map and schedule](#)

Recommended change

- Delete trips after 7 p.m.

Reason for change

- **Low performance.** At night, Route 119 performance is in the bottom 25 percent of routes that do not serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- **Between the Vashon Ferry Terminal and Valley Center (Vashon Highway SW and SW 204th Street):** At night, use Route 118 ([current map](#)), which has the same routing as Route 119.
- **Between Valley Center and Dockton:** No service would be available at night.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
118	20-60	20-180	7 trips	60-90	--
119	6 trips	4 trips	--	--	--

Route 129 – Delete

[Current map and schedule](#)

Recommended change

- Delete Route 129.

Reason for change

- **Low performance.** Route 129 performance is in the bottom 25 percent of routes that do not serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- Route 128 ([current map](#)) and Route 132 ([current map](#)) would continue to run north-south on Des Moines Memorial Drive S and Military Road S, and east-west on S 120th Street, S 128th Street, and S 144th Street in Riverton Heights. The distance from current to new stops would range from one-tenth to one-half of a mile.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
128	30	30	30	30	60
132	30-60	60	60	60	60

Route 139 – Reduce trips

[Current map and schedule](#)

Recommended change

- Delete trips that leave the Burien Transit Center after about 8:15 p.m.

Reason for change

- **Low performance.** At night, Route 139 performance is in the bottom 25 percent of routes that do not serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- **4th Avenue SW between SW 150th and SW 156th Streets:** Use Route 140 ([current map](#)) on Fourth Avenue SW between SW 150th Street and SW 156th Street in Burien.
- **South of 156th Street:** No service would be available.
- **West of 4th Avenue SW:** No service would be available.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
139	30	30	30	30	30
140	15	15	30	30	30

Route 162 – Delete

[Current map and schedule](#)

Recommended change

- Delete Route 162.

Reason for change

- **Low performance.** Route 162 performance is in the bottom 25 percent of routes that serve the Seattle core on the measure of rides per platform hour.

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

Alternatives

- **Between Kent Station and downtown Seattle:** During peak periods, use the [Sounder Train](#) or Metro routes [150](#), [158](#), or [159](#) (links go to current maps).
- **Between Kent Station and the Kent-Des Moines Park-and-Ride:** During peak periods, use Route 158 or Route 159 for service to or from downtown Seattle.
- **Kent Des-Moines Park-and-Ride:** During peak periods, use Route 158, Route 159, or Route 192 ([current map](#)) for service to or from downtown Seattle.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
150	15	15	30-60	15-60	30-60
158	11 trips	--	--	--	--
159	9 trips	--	--	--	--
192	8 trips	--	--	--	--

Route 175 – Delete

[Current map and schedule](#)

Recommended change

- Delete Route 175.

Reason for change

- **Low performance.** Route 175 performance is in the bottom 25 percent of routes that serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- **West Federal Way to downtown Seattle:** Use Route 901 ([current map](#)) to reach the Federal Way Transit Center and connect to [revised Route 177](#) or Route 179 ([current map](#)), or Sound Transit routes [577](#) or [578](#) (current maps).
- **Pacific Highway S to downtown Seattle:**
 - Take the [RapidRide A Line](#) to the Federal Way Transit Center to connect with Metro routes 177 or 179 or Sound Transit routes 577 or 578.
 - Take the A Line to the Redondo Heights Park-and-Ride to connect with [Route 190](#).

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
177	19 trips	--	--	--	--
179	15 trips	--	--	--	--
190	11 trips	--	--	--	--
196	12 trips	--	--	--	--
577	15-20	--	--	60	60
578	7 trips	30	30	60	60
901	30	30	60	30	30

Route 177 – Extend some trips | Route 196 – Replace

[Map of Recommended change](#)

Recommended change

- Replace Route 196 by extending six morning and six evening Route 177 trips to South Federal Way Park-and-Ride.
- Service to the Federal Way Park-and-Ride and Federal Way Transit Center would remain at current levels.

Reason for change

- **Low performance.** Route 196 performance is in the bottom 25 percent of routes that serve the Seattle core on the measure of rides per platform hour. Revising the route to serve the Federal Way/S 320th Street Park-and-Ride and the Federal Way Transit Center should improve performance.

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

Alternatives

- **South Federal Way Park-and-Ride:** Use revised Route 177 to or from downtown Seattle.
- **Federal Way/S 320th Street Park-and-Ride:** Use revised Route 177 to or from downtown Seattle.
- **Federal Way Transit Center:** Use revised Route 177 or Route 179 ([current map](#)), or Sound Transit routes [577](#) or [578](#) (current maps) to or from downtown Seattle.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
177	177	19 trips	--	--	--
179	179	15 trips	--	--	--
577	15-20	--	--	60	60
578	578	7 trips	30	30	60

Route 180 – Extend and add night trips

[Current map and schedule](#) | Map of Recommended change

Recommended change

- Add trips so that Route 180 arrives every 30 minutes between the Kent Station Transit Center and the Burien Transit Center from 7 p.m. to 12:45 a.m., seven days per week.

Reason for change

- **Improve night service** to meet target levels for this corridor (based on land use, ridership, demographics, and activity center connections).
- **Simplify service.** All trips would have the same route pattern, serving Auburn, Kent, and Burien at all times of day.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
180	30	30	30	30	30

Route 219 – Delete | Route 925 - Delete

Current maps and schedules: [Route 219](#) | [Route 925](#)

Recommended change

- Delete Route 219.
- Delete Route 925.

Reason for change

- **Low performance.** Routes 219 and 925 both have performance in the bottom 25 percent of routes that do not serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- Take routes [114](#) and [240](#) (links go to current maps) through Newcastle on Coal Creek Parkway SE, Newcastle Way, 123rd Avenue SE, SE 60th Street, and 119th Avenue SE.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
114	9 trips	--	--	--	--
240	15-30	30	30-60	30	60

Route 600 – Delete

[Current map and schedule](#)

Recommended change

- Delete Route 600.

Reason for change

- **Low performance.** Route 600 performance is in the bottom 25 percent of routes that serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- **Group Health Riverton:** Take Route 124 ([current map](#)) between downtown Seattle and Tukwila International Boulevard and go to S 124th Street and East Marginal Way S. The distance from current to new stops would be about half a mile.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
124	15-30	30	30	30	30

Route 912 – Delete

[Current map and schedule](#)

Recommended change

- Delete Route 912.

Reason for change

- **Low performance.** Route 912 performance is in the bottom 25 percent of routes that do not serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- **Between Enumclaw, Black Diamond, and Maple Valley:** Use renamed Route 907 (formerly Route 149 – [current map](#)). For Covington, connect with Route 168 ([current map](#)) in Maple Valley.
- **Black Diamond and Lake Sawyer:** Beginning in February 2012, renamed Route 907 (formerly Route 149) will provide DART service within a defined area roughly bounded by Roberts Drive, Cemetery Road, Morgan Street, and Baker Street. No alternative service will be available between this area and SE 272nd Street (Kent-Kangley Road). The distance from current to new stops would range from two-tenths of a mile to two miles.
- **SE 272nd Street (Kent-Kangley Road):** Use Route 168 ([current map](#)).

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
168	30	30	60	60	60
907	5 trips	90	--	--	--

Route 935 –Reduce trips

Recommended change

- Delete off-peak service between 9 a.m. and 3 p.m. on weekdays.

Reason for change

- **Low performance.** Route 935 has low performance, in the bottom 25 percent of routes that do not serve the Seattle core on 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 increase the number of trips on underserved corridors.

Alternatives

- **Kenmore and Finn Hill:** Use Route 234 ([current map](#)) on Juanita Drive NE, NE 155th Street, and 84th Avenue NE. The distance from current stops would range from one-tenth to about eight-tenths of a mile.
- **Juanita:** Use routes 234 or 255 ([current map](#)) on 98th Avenue NE and 100th Avenue NE. No alternative service would be available west of these roads. The distance from current to new stops would range from one-tenth of a mile to about one mile.
- **Kingsgate and Totem Lake:** Use Route 255 on NE 124th Street, 116th Avenue NE, and NE 128th Street. For 120th Avenue NE and Totem Lake Way, connect with routes [235](#), [236](#), or [238](#) (links go to current maps) at the Totem Lake Transit Center.

Service frequency

Route	Minutes between buses				
	Weekday			Saturday	Sunday
	Peak	Off-Peak	Night		
234	30	30	30-60	60	60
235	30	30	30-60	60	60
236	30	30	60	60	60
238	30	30	30-60	60	60
255	10-15	15	30-60	30	30
935	30-40	--	--	--	--