

Appendix 7

List of Neighborhood Plan Recommendations for Bus Service Improvements - Does not include those relating directly to light rail

Sector: East **Neighborhood** Capitol Hill **Matrix #:** DD9
Activity: Bus Routes: Increase service on existing bus routes and add new bus routes. Improve direct connections to other neighborhoods (especially Queen Anne, Fremont, Wallingford and Ballard) without transferring through downtown or the University District. Plan for efficient connections with Sound Transit light rail. Consider:
 -Increasing the frequency of Route #8 and #9 buses,
 -Adding express buses on Routes #7 and #43.
 -Adding passing wires on Routes #7, #9 and #43.
 -Increasing the frequency of Routes #43 and #44 service to Wallingford and Ballard.
 -Improving express bus service to the Eastside.
 -Establishing a local circulator bus.
 -Expanding bus routes along E Aloha Street, connecting to the north Capitol Hill Sound Transit station.
 -Expanding bus routes along E John Street, connecting to the south Capitol Hill Sound Transit station.
 -Establishing a new route on 12th Avenue that connects Capitol Hill with the Pike-Pine and Central neighborhoods.

Sector: East **Neighborhood** Central Area **Matrix #:** OI-18
Activity: Explore water taxi together with increased bus service on Madison

Sector: East **Neighborhood** Pike/Pine **Matrix #:** PT 4.1
Activity: Increase frequency of bus service along Broadway on Route 9.

Sector: Northeast **Neighborhood** North District **Matrix #:** A11
Activity: Establish convenient local 'circulation' services between neighborhoods and the Lake City business district, the Civic Core and other neighborhoods and provide improved access to Metro transit services.

Sector: Northeast **Neighborhood** North District **Matrix #:** A12
Activity: Enhance transit services to and from other Seattle neighborhoods north of the Ship Canal and establish new east-west bus routes that do not require traveling through Northgate.

Sector: Northeast **Neighborhood** North District **Matrix #:** A13
Activity: Increase bus frequency between Seattle and the Lake City business district throughout daylight and evening hours and better coordinate evening service schedules to Lake City area bus stops.

Sector: Northeast **Neighborhood** North District **Matrix #:** B8
Activity: Develop a transit hub near to the Civic Core.

Sector: Northeast **Neighborhood** Roosevelt **Matrix #:** IA-T-3
Activity: Provide small circulator buses linking the retail core/light rail station to adjacent neighborhoods, using resources reallocated from express bus service to downtown when light rail comes on-line. (See local shuttle route circling Green Lake proposed in the Preliminary Recommendations of the Green Lake 2020 Neighborhood Plan.)

Sector: Northeast **Neighborhood** Roosevelt **Matrix #:** IA-T-4
Activity: Provide better east-west cross-town bus service to Ballard/Golden Gardens and Sand Point, using resources reallocated from express bus service to downtown when light rail comes on line.

Sector: Northeast **Neighborhood** University **Matrix #:** B18
Activity: Transit Service. Improve transit linkages to community destinations, including University Village, Ravenna Urban Village, the UW campus, the Ave, and Sound Transit stations, through shuttle bus service and/or the use of existing KC/Metro bus routes to provide frequent, convenient and economical service within the UCUC. Conduct a headway analysis for KC/Metro bus routes that provide parallel or substitutable service along the same corridor whenever there is a schedule change. Headways between route pairs should be as even as possible in order to achieve shuttle service to destinations within and

- Sector:** Northwest **Neighborhood** Broadview-Bitter Lake-Haller Lake **Matrix #:** B-45
Activity: Develop regular circulating shuttle service from the Hub Urban Village transit center to Sound Transit's proposed Northgate Light Rail Station and Metro's Northgate Transit Center.
- Sector:** Northwest **Neighborhood** Green Lake **Matrix #:** B2
Activity: Work with KC Metro to improve service on existing transit routes and increase bus service frequency to 10 minute headways. These include bus routes #16, #48, and #359.
- Sector:** Northwest **Neighborhood** Greenwood/Phinney **Matrix #:** T3
Activity: Provide bus service with 10-12 minute headways along the Greenwood corridor & 85th in peak periods; at 15 min. intervals until 9 PM and at 30 min. intervals after 9 PM (Routes 5, 355,48,75).
- Sector:** Southeast **Neighborhood** North Beacon Hill **Matrix #:** T21
Activity: Combine the existing Rt. 36 (at Beacon and McClellan) and Rt. 60 (at 16th and McClellan) stops into a new northbound combined Beacon and Lander stop, once the pedestrian signal is installed there as part of a transit transfer station on Beacon Ave.
- Sector:** Southeast **Neighborhood** North Rainier Valley **Matrix #:** T-1.1
Activity: Work with King County Metro to provide for additional east-west bus service. Expand and promote the existing Route 38 Shuttle bus route, and add new routes in the future to link residential areas to regional light rail system.
- Sector:** Southeast **Neighborhood** Rainier Beach **Matrix #:** T-3.2
Activity: Route 7 Improvements. Request the City work with Metro to make Route 7 safer and more efficient in its connection to Downtown Seattle.
- Sector:** Southeast **Neighborhood** Rainier Beach **Matrix #:** T-3.4
Activity: Future Electric Trolley Service. As the City moves forward with its Seattle Transit Initiative, ensure Rainier Avenue S is served by an electric trolley connecting Renton to Columbia City with cross valley connections from Seward Park to Beacon where there are light rail stations, such as at South Henderson Street. This would replace bus service on Rainier.
- Sector:** Southeast **Neighborhood** Rainier Beach **Matrix #:** T-3.5
Activity: Local Circulators. Future shuttles will circulate through residential areas with connections to the light rail station and the commercial core. These would replace or supplement existing bus service, as appropriate. Develop loops that would connect the MLK Jr. Way & Holly station to the Rainier Beach station via a South Henderson Street- Rainier-Othello-MLK loop.
- Sector:** Southwest **Neighborhood** Admiral **Matrix #:** 2.15
Activity: Work with Metro to improve bus service from the water taxi.
- Sector:** Southwest **Neighborhood** Admiral **Matrix #:** 2.19
Activity: Improve local Metro commuter options from Admiral to Alaska Junction, Morgan Junction and the water taxi Commuter ferry. Operate small vans to connect more neighbors to the new transit feeder.
- Sector:** Southwest **Neighborhood** Admiral **Matrix #:** 4.16
Activity: Support regional transportation strategic planning.
- Sector:** Southwest **Neighborhood** Delridge **Matrix #:** II-E-3
Activity: Regional Express ((Sound Transit) Bus Service - the Regional express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between SeaTac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.
- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle including transfers with Metro routes and access to the Fauntleroy Ferry Terminal and West Seattle commercial districts.
 - The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside. document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive will hold a public meeting in West Seattle in June 1999.

- Sector:** Southwest **Neighborhood** Delridge **Matrix #:** II-E-4
- Activity:** West Seattle Public Access - improve and expand public transportation facilities and services providing access to/from West Seattle:
- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.
 - Expand service coverage in West Seattle - make transit services more easily accessible to more people and activities.
 - Expand transit network connections - provide more and better linkages between West Seattle and other parts of the city and region.
 - Develop new, alternative modes of public transportation to provide additional 'auto-less' access to West Seattle (e.g., waterborne transit and monorail).
- Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes.
- Several transit 'hubs' where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:
- A transit hub on Spokane Street near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the Sound Transit's future Commuter Rail line.
 - A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay 'Seabus' terminal.
 - A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.
- In addition to the hubs, direct bus-only ramps connecting the Spokane Street Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle-downtown transit service.

- Sector:** Southwest **Neighborhood** Delridge **Matrix #:** II-E-5
- Activity:** Elliott Bay "Seabus" - the existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services should be prepared for both sides of Elliott Bay.
- Connections to the West Seattle Seabus Terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped/pathways should be addressed.

- Sector:** Southwest **Neighborhood** Morgan Junction **Matrix #:** LT 6
- Activity:** Regional Express (Sound Transit) Bus Service:
- 'Regional Express,' the express bus division of Sound Transit, (Sound Transit) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.
- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Ave SW.
 - The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside after stopping in

- Sector:** Southwest **Neighborhood** Morgan Junction **Matrix #:** LT 7
- Activity:** Elliott Bay 'Seabus'
- The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be

prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped pathways should be addressed.

The West Seattle neighborhoods have submitted a draft of the West Seattle Transportation Action Agenda to the City for review.

The West Seattle Transportation Action Agenda requests that the City work with the West Seattle community in identifying:

- street-related needs that have broad impact on West Seattle and
- practical, action-oriented strategies for addressing these broad transportation needs.

A: The City will be reviewing the West Seattle Transportation Action Agenda in 1999 to help determine the next steps in the document's development and how the community and City will use it. This effort will require work between the City and community to flesh out the ideas in the document and objectives for its use. To begin these discussions, the City Council and Executive staff will hold a public meeting in West Seattle in June 1999.

A: The City will work with King County/Metro during their planning processes to assure consideration of the recommendations expressed in this activity.

Sector: Southwest **Neighborhood** Morgan Junction **Matrix #:** LT 8
Activity: Improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion
- Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities
- Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region
- Develop new, alternative modes of public transportation to provide additional 'auto-less' access to West Seattle (e.g., waterborne transit, monorail)

Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes. Work with Metro to locate routes and site bus stops for maximum ridership and minimal impact to adjacent property owners.

Several transit 'hubs,' where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane St. near I-5 would provide West Seattle buses with direct Eastside connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the RTA's future Commuter Rail line.
- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay 'Seabus' terminal.
- A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle.
- Encourage electrification of local West Seattle bus routes.

In addition to the hubs, direct bus-only ramps connecting the Spokane St. Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle-downtown transit service.

Sector: Southwest **Neighborhood** South Park **Matrix #:** NT 15b
Activity: Promote the use of the Access/DART Bus Service through the South Park Resource Directory and on the proposed kiosks.

Sector: Southwest **Neighborhood** South Park **Matrix #:** NT 3b
Activity: Develop a consistent service schedule.

Sector: Southwest **Neighborhood** West Seattle Junction **Matrix #:** LT-3
Activity: Regional Express Bus Service:

'Regional Express,' the express bus division of Sound Transit (formerly RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999. One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle.

Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal and West Seattle commercial districts.

The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.

Sector: Southwest **Neighborhood** West Seattle Junction **Matrix #:** LT-4
Activity: Elliott Bay 'Seabus'

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/ped pathways should be addressed.

Sector: Southwest **Neighborhood** Westwood/Highland Park **Matrix #:** LT-3
Activity: Regional Express Bus Service:

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- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers to Metro routes and access to the Fauntleroy Ferry Terminal, ensuring that the Regional Express bus route serves the urban villages along California Avenue SW.

- The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside. See West Seattle Transportation Action Agenda (page 2-8).

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.

Sector: Southwest **Neighborhood** Westwood/Highland Park **Matrix #:** LT-4
Activity: Elliott Bay 'Seabus'

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay – should be prepared.

Connections to the West Seattle Seabus terminal should be expanded and improved. Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bike/pedestrian pathways should be addressed.

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan recommendations.

Sector: Southwest **Neighborhood** Westwood/Highland Park **Matrix #:** LT-5
Activity: Improve and expand public transportation facilities and services providing access to/from West Seattle:

- Improve speed and efficiency of existing and future bus service by enabling buses to avoid traffic congestion.

- Expand service coverage in West Seattle: make transit services more easily accessible to more people and activities.

- Expand transit network connections: provide more and better linkages between West Seattle and other parts of the City and region.
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In addition to the hubs, direct bus-only ramps connecting the Spokane Street Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle–downtown transit service.

Note: this recommendation is consistent with the West Seattle Junction, Morgan Junction, and Delridge Plan Recommendations.

Sector: West **Neighborhood** Queen Anne **Matrix #:** QAT2
Activity: Counterbalance - Establish 7-minute Headways - Establish 7-minute headways between the Urban Center and Upper Queen Anne along Queen Anne Avenue N. up and down the Counterbalance Hill between Uptown Center (Uptown QA) and W. McGraw Street (Upper QA). With this frequency of service the Counterbalance will provide a real alternative to the automobile.

'Counterbalance' trolley will supplement existing Metro trolley bus service along Queen Anne Avenue between Uptown Center and W. McGraw Street to achieve 7 minute headway; will be dedicated circulator in other parts of the route through Urban Center and Upper QA and headways on these segments will vary.

Sector: West **Neighborhood** South Lake Union **Matrix #:** T 50
Activity: Explore regional bus service on Mercer ramps.