

Proposed bus route changes for fall 2012

Route 14 – Revise, fewer trips (north part)

Proposal

- **Disconnect the north and south parts of Route 14** so that buses operating on the south part would no longer continue on to the north part on Third Avenue, and vice versa.
- **Link the south part of Route 14 with revised Route 1:** the south part of Route 14 would continue as Route 1 on Third Avenue, and vice versa.
- **Serve Pine and Pike streets** with the north part of Route 14 via Second Avenue.
- **Delete service** between 31st Avenue S/S McClellan Street and Mount Rainier Drive S.
- **Delete service** between Capitol Hill and downtown Seattle after 7 p.m.

Same as November 2011 suggestion

Reason(s) based on Metro's Service Guidelines

- **Improve transit flow and reliability.** Eliminating turns onto Third Avenue at Pine and Pike streets would improve transit circulation through downtown Seattle.
- **Create network connections.** 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.
- **Ridership does not justify the cost of service.** Ridership along Mount Rainier Drive S and S Hanford Street does not meet Metro's guideline for continued service.
- **Performance.** Metro's service guidelines call for us to examine and consider changes for routes that score in the bottom 25 percent in one or both of the measures Metro uses to rate performance – rides per platform hour and passenger miles per platform mile.

The performance of Route 14 is in the bottom 25 percent of routes serving downtown Seattle on the measure of passenger miles per bus mile. Metro is proposing changes to this route to improve individual route performance and performance of the transit network as a whole.

Alternative service

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

- **Summit Avenue E/Belmont Avenue E:** Use Route 43 ([current map](#)) on Olive Way or Route 49 ([current map](#)) on Broadway. 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	Off-Peak	Night		
14 (north part)	15-30	30	--	30	30
14 (south part)	15	30	30-60	30	30
43	10-15	15	30	15	15
49	15-20	15	15-30	15	15



