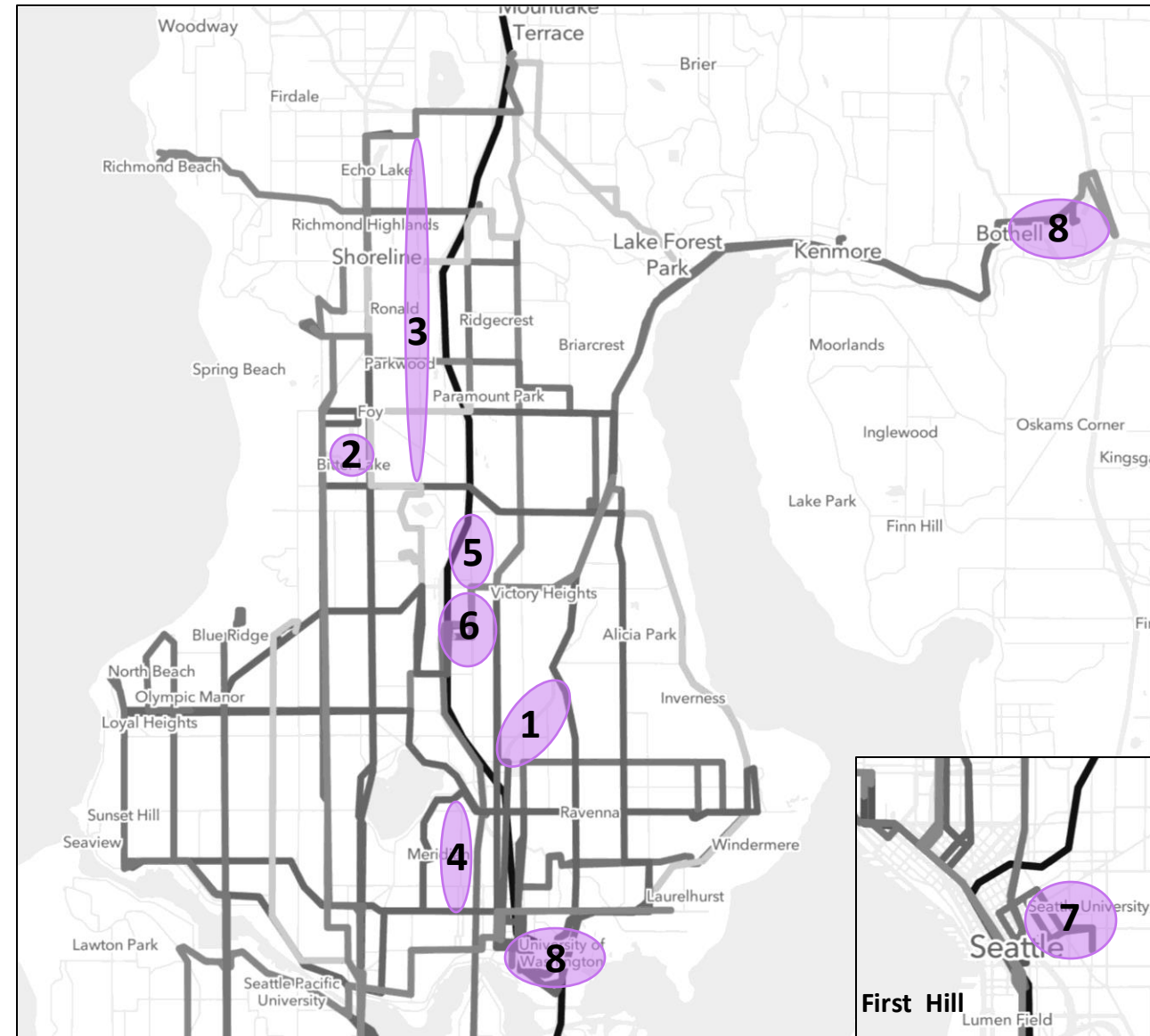


# Lynnwood Link Connections Route 20 Briefing

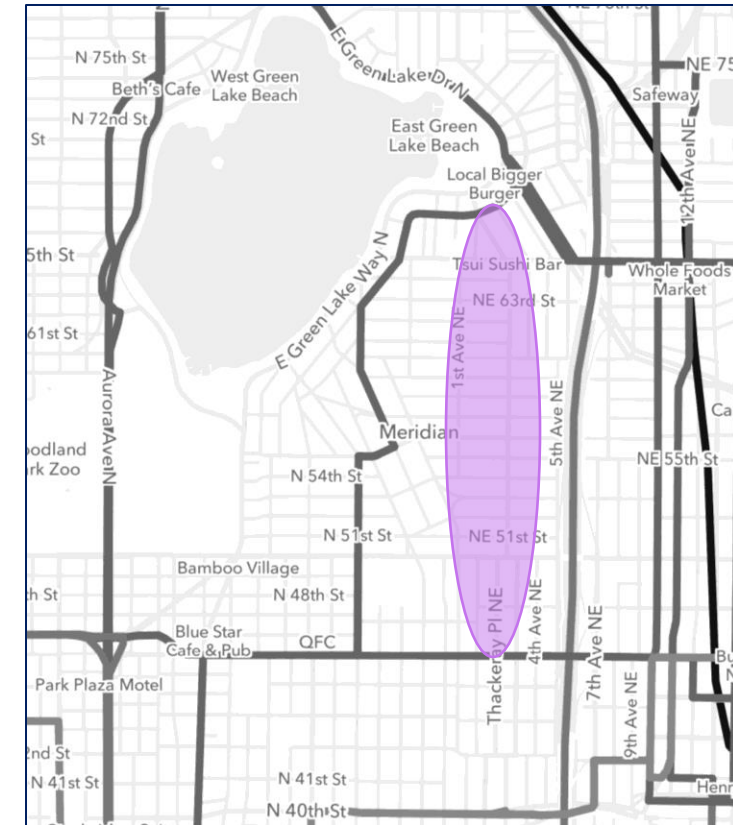
## Phase 2 Top Engagement Issue Areas

#	Issue Area
1	Lake City Way service removal between NE 75th and NE 92nd
2	Linden Ave service removal between 130th and 145th
3	Meridian Ave service removal between N 130th St and 200th St
4	Latona Ave service removal between Green Lake Way and NE 45th
5	5th Ave NE service removal between NE 125th and NE Northgate Way
6	Rt 75 change not connecting to Northgate
7	Loss of direct connections to First Hill from NW King County
8	Dissatisfaction with new Bothell to UW connection



# Issue Area 4: Latona Ave service removal between Green Lake Way and NE 45<sup>th</sup>

	Considerations	Priority Level
Engagement	<ul style="list-style-type: none"> <li>High level of contention – Route 61.</li> <li>Issue raised by: survey respondents, Open House participants, Have a Say emails</li> </ul>	High
Network Design	<ul style="list-style-type: none"> <li>The segment of Route 20 between Green Lake Way and NE 45th Street accounts for only 15% of Route 20's rider activity.</li> <li>The average daily ridership for stops on this segment that would lose service is ~9, significantly lower than the rest of route. Land use generally low-density.</li> </ul>	Low
Equity	<ul style="list-style-type: none"> <li>There is one Equity Priority Area along the northern portion of Latona Ave that would have less service in the concept network. This EPA still has frequent service with Route 62.</li> </ul>	Low



Overall Mitigation Priority	Low
Level of Resources Needed to Address	Medium

# Phase 2 network issue areas that were addressed

#	Issue Area	Mobility Board Priority	Potential Changes Address Issue?
1	Lake City Way service removal between NE 75th and NE 92nd	High	<b>Addressed</b>
2	Linden Ave service removal between 130th and 145th	High	<b>Addressed</b>
3	5th Ave NE service removal between NE 125th and NE Northgate Way	Medium-High	<b>Addressed</b>
4	Loss of direct connections to First Hill from NW King County	Medium-Low	<b>Addressed</b>
5	Rt 75 change not connecting to Northgate	Low	<b>Addressed</b>
6	Meridian Ave service removal between 130th St and 200th St	Low	Partially Addressed
7	Latona Ave service removal between Green Lake Way and NE 45th	Low	Not Addressed
8	Dissatisfaction with new Bothell to UW connection	Low	Not Addressed

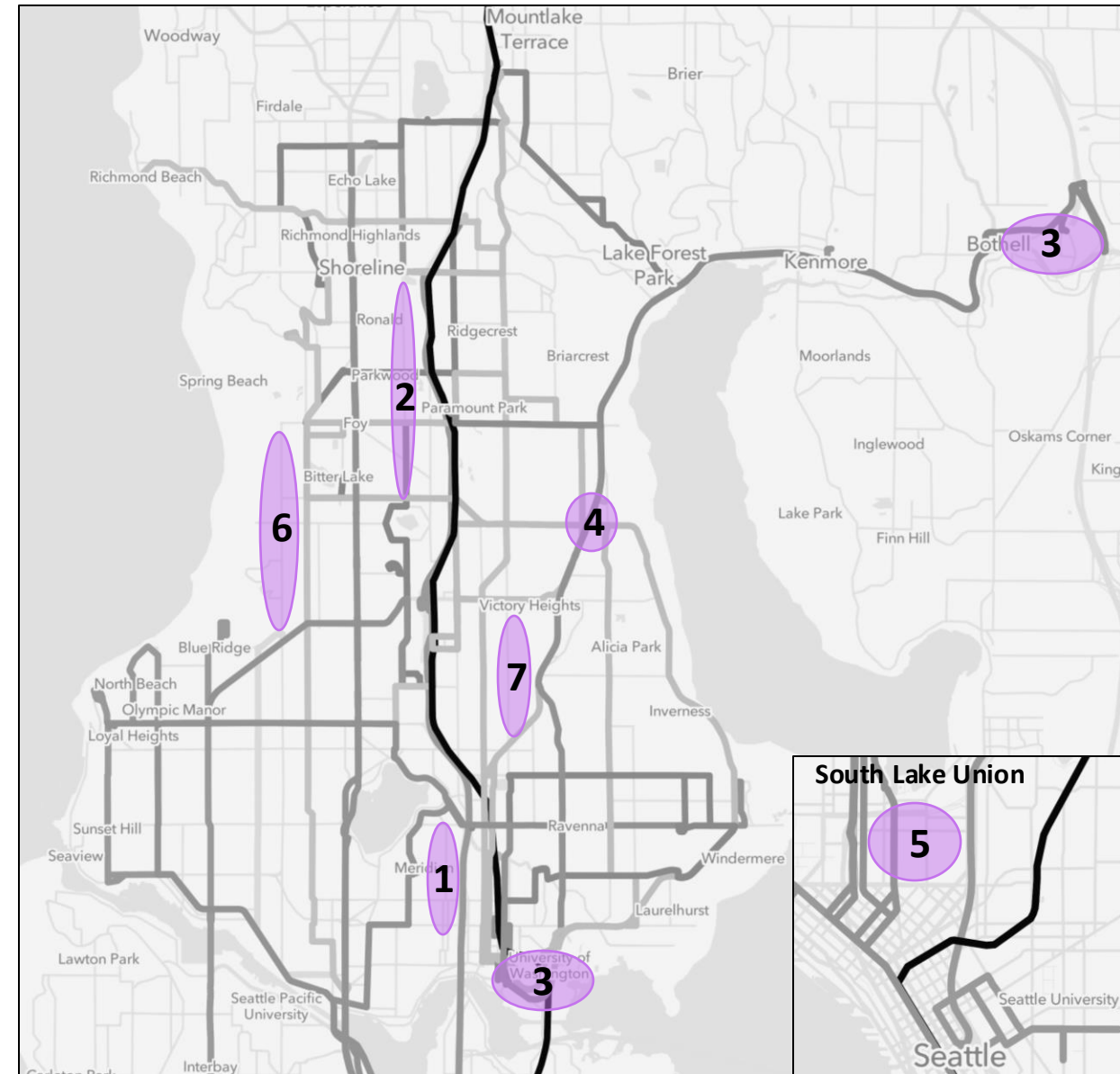
Additional changes that were made:

- Maintaining current Route 65 pathway between Little Brook, Jane Addams Middle School and Nathan Hale High School.
- More continuous east-west connections across 145th and 175th in Shoreline.
- Reallocation of resources to address prioritized needs by deleting Phase 2 Proposed Routes 324 and 336, and existing Route 16.
- Frequency and pathway changes to match rider demand and retain and improve important connections (Routes 331, 333, 345, 348, 365).

# Phase 3 Top Engagement Issue Areas

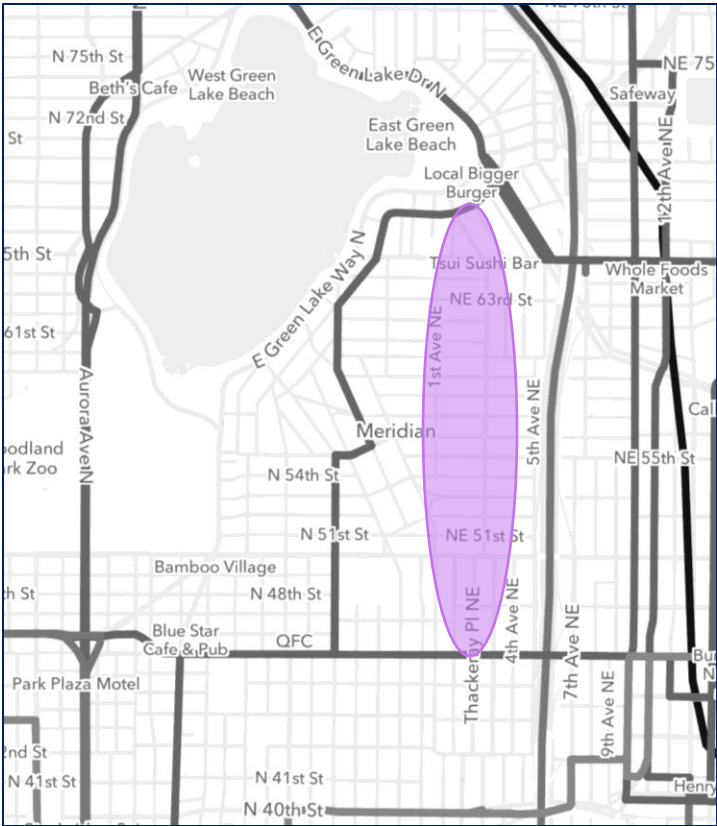
Tier	#	Issue Area
1	1	Removal of service on Latona Ave
	2	Loss of continuous service on Meridian Ave, no service between 145 <sup>th</sup> and 175 <sup>th</sup>
	3	Dissatisfaction with Bothell to UW connection
2	4	Insufficient frequency on Routes 77 and 75, especially weekends
	5	Access to South Lake Union
	6	Removal of peak-only service to/from Broadview
	7	Removal of service on 15 <sup>th</sup> Ave NE

Note: Tiers are determined by level of feedback received.



# Issue Area 1: Removal of service on Latona Ave between Green Lake Way and NE 45<sup>th</sup>

	Considerations	Priority Level
Engagement	<ul style="list-style-type: none"> <li>Issue raised by: survey respondents, Open House participants, Have a Say emails</li> </ul>	High
Network Design	<ul style="list-style-type: none"> <li>This segment of Route 20 accounts for only 15% of Route 20's rider activity.</li> <li>Route 20 has low ridership at stops that do not have replacement service. Land use generally low-density.</li> </ul>	Low
Equity	<ul style="list-style-type: none"> <li>Minor equity impacts from less service to the Equity Priority Area along the northern portion of Latona Ave. This EPA still has frequent service with Route 62.</li> </ul>	Low
Tradeoffs	<ul style="list-style-type: none"> <li>Decreased frequency on Route 61, and/or other routes</li> </ul>	



Level of Resources Needed to Address	Medium to High
MB Phase 2 Priority	Low
Recommendation?	No



# Phase 3 network improvements

#	Issue Area	Level of Resources Needed to Address	Mobility Board recommends?	Final network
1	Removal of service on Latona Ave (Route 20)	Medium-High	No Change	No Change
2	Loss of continuous service on Meridian Ave, no service between 145 <sup>th</sup> and 175 <sup>th</sup>	High	Nice to Have	New Route Included
3	Dissatisfaction with Bothell to UW connection (don't want to transfer)	Medium-High	No Change	No Change
4	Frequency on Routes 77 and 75 – especially on weekends	Medium	Nice to Have	Weekend Frequency Increased
5	Access to South Lake Union (Route 320)	Medium-High	Nice to Have (preference budget neutral)	Rts 303/322 Serve SLU and First Hill
6	Removal of service to/from Broadview (Route 28, peak only trips)	Medium	No Change	No Change
7	Removal of service on 15 <sup>th</sup> Ave NE (Route 73)	High	No Change	No Change

# 2023 System Evaluation Report



# Route Productivity continued

■ top 25% in terms of productivity

■ bottom 25% in terms of productivity

Route	Peak		Off-Peak		Night		Saturday		Sunday		Opportunity Index Score	Route Type
	Rides per Platform Hour	Passenger Miles per Platform Mile	Rides per Platform Hour	Passenger Miles per Platform Mile	Rides per Platform Hour	Passenger Miles per Platform Mile	Rides per Platform Hour	Passenger Miles per Platform Mile	Rides per Platform Hour	Passenger Miles per Platform Mile		
1	24.7	6.3	23.1	5.3	18.1	3.8	34.5	6.2	28.6	5.0	3	Urban
2	32.9	7.8	31.4	7.1	17.2	4.4	30.2	6.7	29.8	6.9	2	Urban
3	27.8	6.3	25.2	6.0	12.5	2.3	22.5	5.5	19.5	4.4	3	Urban
4	27.6	6.3	22.7	5.9	10.7	2.7	20.9	4.8	17.5	3.9	2	Urban
5	31.3	11.2	25.3	9.6	17.8	5.9	30.4	9.4	23.6	7.9	2	Urban
7	33.0	10.2	33.6	10.2	26.9	7.8	38.3	10.4	34.6	9.4	4	Urban
8	43.2	9.4	39.4	8.6	25.6	5.7	34.6	7.7	35.3	7.5	3	Urban
9	11.6	2.8	7.3	2.2	NA	NA	NA	NA	NA	NA	4	Urban
10	24.2	4.7	26.3	5.4	16.1	3.1	26.4	5.1	22.4	4.2	1	Urban
11	26.1	6.0	27.6	6.7	15.7	3.4	26.7	6.3	24.6	4.9	1	Urban
12	27.7	5.6	19.2	4.3	8.2	2.0	14.0	3.0	10.3	2.4	1	Urban
13	25.5	6.0	24.6	6.4	17.1	3.7	31.1	6.8	18.3	4.3	2	Urban
14	28.0	5.3	29.0	5.1	16.7	3.2	26.0	4.5	26.1	4.2	4	Urban
15	15.6	5.4	NA	NA	NA	NA	NA	NA	NA	NA	3	Urban
16	13.0	5.0	NA	NA	NA	NA	NA	NA	NA	NA	3	Urban
17	15.7	5.4	NA	NA	NA	NA	NA	NA	NA	NA	2	Urban
18	14.9	5.0	NA	NA	NA	NA	NA	NA	NA	NA	2	Urban
20	14.4	4.0	13.1	4.3	8.1	2.6	10.0	3.3	7.6	2.7	3	Urban
21	13.5	5.7	NA	NA	NA	NA	NA	NA	NA	NA	2	Urban
24	19.0	6.4	16.8	6.3	10.3	3.6	18.0	6.0	15.8	4.8	2	Urban
27	18.6	3.8	12.7	2.7	10.0	2.1	17.9	4.5	20.0	3.7	3	Urban
28	21.5	6.8	17.0	6.6	9.3	2.9	18.0	6.1	14.1	4.8	2	Urban
29	9.6	2.2	NA	NA	NA	NA	NA	NA	NA	NA	2	Urban
31	24.9	6.2	23.8	5.7	19.6	4.5	22.3	5.2	19.4	4.5	3	Urban
32	26.9	7.4	24.5	7.1	15.9	4.2	29.1	8.0	26.2	7.3	2	Urban
33	23.0	6.9	21.3	6.4	10.0	3.5	20.5	5.8	11.0	4.1	3	Urban
36	28.7	7.6	30.9	8.1	21.2	4.8	29.0	7.1	27.0	6.7	5	Urban

## Route Productivity continued

■ top 25% in terms of productivity

■ bottom 25% in terms of productivity

Route	Peak		Off-Peak		Night		Saturday		Sunday		Opportunity Index Score	Route Type
	Rides per Platform Hour	Passenger Miles per Platform Mile	Rides per Platform Hour	Passenger Miles per Platform Mile	Rides per Platform Hour	Passenger Miles per Platform Mile	Rides per Platform Hour	Passenger Miles per Platform Mile	Rides per Platform Hour	Passenger Miles per Platform Mile		
40	29.4	9.2	27.7	9.2	15.8	5.1	25.4	8.1	22.8	7.3	2	Urban
43	17.8	3.7	15.4	3.5	10.3	2.4	9.5	2.2	9.0	1.9	2	Urban
44	38.0	11.2	32.5	9.8	20.1	5.4	29.5	8.2	25.6	7.4	1	Urban
45	32.9	8.2	40.0	11.6	25.2	5.5	26.6	7.8	23.4	6.3	2	Urban
48	32.7	9.3	33.6	9.2	11.1	3.2	18.0	5.4	14.4	4.1	3	Urban
49	23.9	6.9	22.9	6.6	18.7	5.4	22.6	6.2	18.9	6.0	3	Urban
55	12.3	4.5	NA	NA	NA	NA	NA	NA	NA	NA	2	Urban
56	11.2	4.2	9.9	4.5	NA	NA	NA	NA	NA	NA	1	Urban
57	14.3	6.6	NA	NA	NA	NA	NA	NA	NA	NA	1	Urban
60	25.2	7.5	23.5	7.2	15.5	4.3	22.8	7.1	20.3	5.9	4	Urban
62	31.2	8.1	25.2	7.0	15.5	4.2	24.9	7.7	20.6	6.3	2	Urban
64	12.5	3.8	NA	NA	NA	NA	NA	NA	NA	NA	1	Urban
65	34.7	9.1	31.3	9.1	15.7	4.5	22.4	6.2	18.8	5.3	2	Urban
67	36.4	8.2	37.7	9.1	22.4	4.2	25.9	6.1	20.9	5.1	3	Urban
70	29.8	9.5	25.3	8.6	11.6	3.9	18.4	6.2	15.9	5.4	2	Urban
73	17.1	4.7	14.6	4.6	8.0	2.0	11.2	3.2	9.3	2.7	3	Urban
75	27.3	7.4	32.4	8.5	17.5	4.7	21.4	6.1	17.1	4.8	2	Urban
79	16.2	3.1	13.0	3.1	8.7	1.5	NA	NA	NA	NA	3	Urban
101	21.1	14.5	16.1	11.1	16.7	11.0	19.8	13.6	17.5	12.1	5	Urban
102	21.2	14.1	NA	NA	NA	NA	NA	NA	NA	NA	4	Urban
106	27.2	6.8	27.9	7.4	18.0	4.9	24.5	6.7	19.8	5.3	5	Urban
111	7.8	5.8	NA	NA	NA	NA	NA	NA	NA	NA	4	Urban
113	5.7	2.7	NA	NA	NA	NA	NA	NA	NA	NA	4	Urban
114	7.5	4.8	NA	NA	NA	NA	NA	NA	NA	NA	4	Urban
121	7.5	4.1	NA	NA	NA	NA	NA	NA	NA	NA	1	Urban
124	20.9	7.6	22.7	7.2	15.4	5.8	22.3	8.2	16.1	6.7	4	Urban
125	11.7	4.9	10.6	4.6	5.8	2.3	9.2	3.7	NA	NA	3	Urban

# Route 20 Alternatives



## Transit lines



Display by line color ▾

+ Add line



ALL LINES (10)



--- 20 (Fall 2024 deleted service)

— 44 (frequent service)

— 45 (frequent service)

— 61 (NEW Fall 2024 frequent service)

— 62 (frequent service)

— 65 (frequent service)

— 75 (frequent service)

— 372 (frequent service)

— ST 522 Woodinville - Seattle

— ST Link 1 Line

92.7% of Route 20  
ridership covered  
by other new or  
existing frequent  
bus routes

