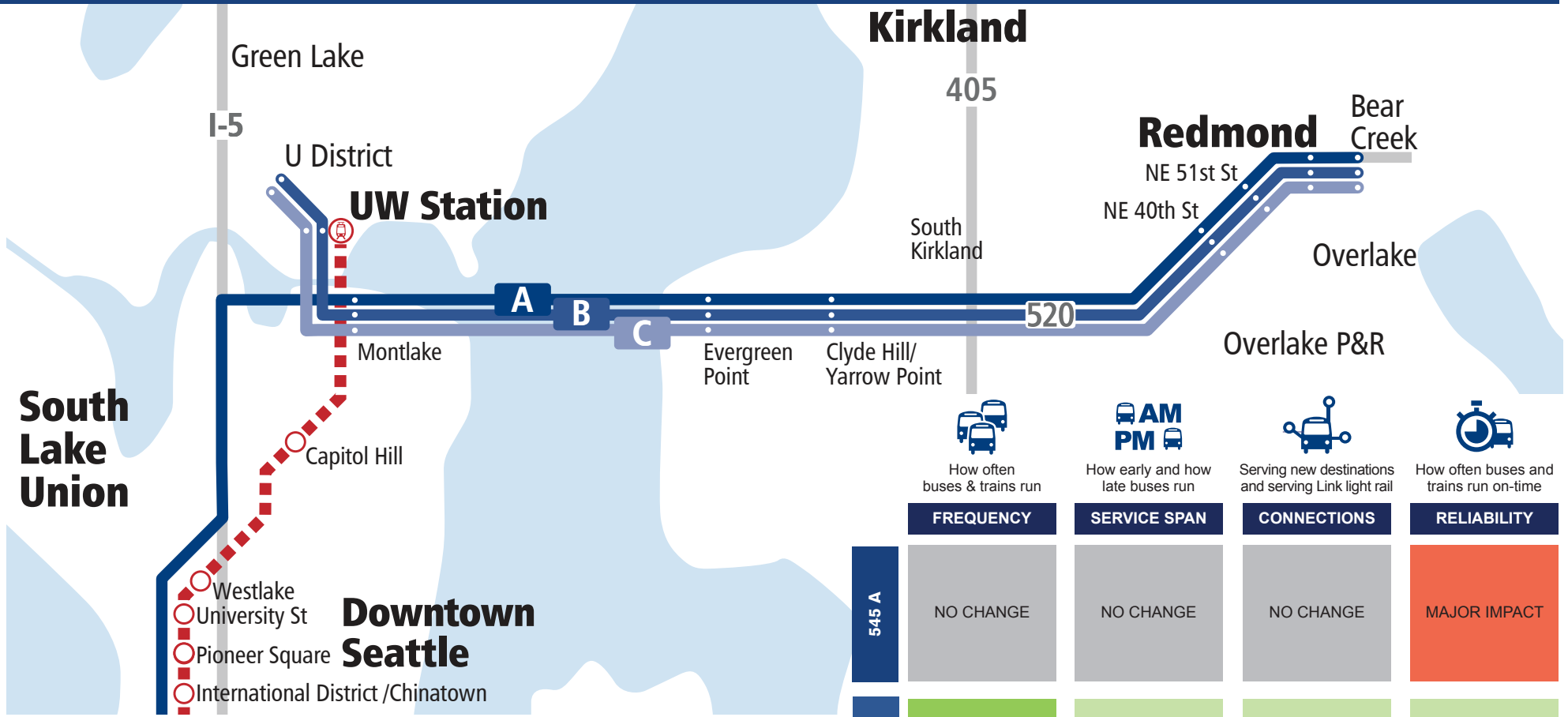


Route 545 SERVICE OPTION COMPARISONS



- How often buses & trains run
- How early and how late buses run
- Serving new destinations and serving Link light rail
- How often buses and trains run on-time

FREQUENCY **SERVICE SPAN** **CONNECTIONS** **RELIABILITY**

545 A	NO CHANGE	NO CHANGE	NO CHANGE	MAJOR IMPACT
545 B	MAJOR IMPROVEMENTS	MINOR IMPROVEMENTS	MINOR IMPROVEMENTS	MINOR IMPROVEMENTS
545 C	NO CHANGE	MINOR IMPROVEMENTS	MINOR IMPROVEMENTS	MINOR IMPROVEMENTS

ROUTE	FREQUENCY (MINUTES BETWEEN BUSES)				SERVICE SPAN		
	PEAK	MIDDAY	NIGHTS	WEEKEND	WEEKDAY	SATURDAY	SUNDAY
545 A	6-10	15	30-60	30	4:30 am-11:50 pm	6:15 am-11:15 pm	6:15 am-11:15 pm
545 B	6-8	15	30	15	4:30 am-12:30 am	6 am-12 am	6 am-12 am
545 C	6-10	15	30	15	4:30 am-12:30 am	6 am-12 am	6 am-12 am

Route 545

Summary of Changes

545 A

- No routing change
- Increased travel times and congestion through Downtown Seattle

545 B

- Route 545 would be shifted to connect to the University of Washington Station and University District all day.
- Route 545 would run every six to eight minutes in both directions during rush hours.
- Route 545 would run more often and later during evenings and on weekends.
- Route 545 weekend service would run every 15 minutes

545 C

- Route 545 would be shifted to connect to the University of Washington Station and University District all day.
- Route 545 would run more often and later during evenings and on weekends.
- Route 545 weekend service would run every 15 minutes

Results

- Customers would see decreased reliability of their transit service due to Downtown Seattle congestion
- Maintains direct service between Eastside and Downtown Seattle
- Connections between Redmond and the University District would be significantly improved.
- Improved midday and evening service
- Reduced wait times, as buses would run more often during rush hours and weekends
- Eastside connections to/from the Denny Triangle and Capitol Hill neighborhoods maintained via Route 542
- Service would become more reliable as buses would avoid congestion in downtown Seattle and on I-5.
- A transfer would be required at the University of Washington Station for riders going to/from downtown Seattle.
- Connections between Redmond and the University District would be significantly improved.
- Improved midday, evening and weekend service
- Reduced wait times, as buses would run more often during weekends
- Eastside connections to/from the Denny Triangle and Capitol Hill neighborhoods maintained via Route 542
- Service would become more reliable as buses would avoid congestion in downtown Seattle and on I-5
- A transfer would be required at the University of Washington Station for riders going to/from downtown Seattle

Join the conversation

There are several ways you can get involved and share your thoughts about the multiple service concepts:

- Take our online survey by June 30, 2017 soundtransit.org/linkconnections520
- Sign up to receive project updates

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