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Seattle bus rush hours

Sound Transit coordinates with King County Metro and other transit agencies to make it easier for you to catch a bus to the nearest light rail stop when a new service begins. Check the travel plan for your most direct route. Dropped or drive many Link tram railway stations offer convenient pickup and drop locations. Car parking is available at northgate, south/145th coastline and north/185th stops. Learn more about parking options. Guests can walk or cycle and walk and head for transit. You can store your bike safely at the station or carry it on a light rail with you. Here are our favorite tips for combining transit and bicycles. Accessibility for everyone, we believe that transit should be accessible to everyone, so we offer a wide range of services to make riding easier. Pay your ticket there are many ways to pay, so choose. Super easy, stress-free way is with ORCA card. Buy an ORCA card on a ticketing machine online or at retail. When to touch? When riding with Link or Sounder, tap your ORCA card on the yellow card reader at the beginning and end of the trip. ORCA calculates the cost of your trip and deducts this amount from your account. On buses, tap the reader from the driver. We don't have to take a bus ride. More on ticket prices and passing nearby Park Whether you catch the Seahawks game or regularly travel by light rail Link, you can park at one of sound transit stations or on a park and subway rides in King County. Enjoy the trip Getting can have half the fun as long as you follow a few common sense rules. Smoking is prohibited and please allow people with disabilities and senior citizens to use the priority areas. Check the riding rules for see all the ways to make the trip more enjoyable for you and everyone else. We are here to help your safety and comfort are the top priorities for us, so if you have any questions or concerns, contact customer service or security at any time. Effective: 07-01-2018 Elderly or disabled (info) Notes: * Up to 4 children (age 5 years or less) ride for free with a passenger who pays for a ticket. ** For adults qualified for income. A right to participate is required. It should be stored on the ORCA Card. See if you qualify. † for adults (aged 65 years), persons with disabilities or medical card holders. A regional authorization for reduced tariffs (RFPs) must be shown. * Paratransit service for persons whose disabilities prevent them from using a regular bus service. A right to participate is required. More about Access and how to apply. Available only to approved participants in the Americans with Disabilities Act (ADA) with valid access identification. Accepted for ticket payment by: King County Metro Buses King County Water Taxi Affordable Minibuses Seattle Center Monorail Seattle Streetcar And all sound system service, including: Connection narrower and regional express buses, including those operating in neighboring counties. Read more Egil Store value of ORCA card used instead of cash. The value will automatically be used to supplement a pass if the fare is greater than the pass value. When you pay with an E-purse, you will receive a two-hour transfer*. Accepted to pay fares from: King County Metro Buses King County Water Taxi Transit Everett Transit Kitsap Transit Pierce Transit Seattle Streetcar Sound Transit by Public Transit Washington Ferries Can't be used for transportation. *Two-hour transfers are not provided or apply to international ferries. Metro paper transfers Accepted only on metro buses Paper transfers are provided free of charge in metro buses when paying with cash, but they are not accepted by other transit systems (including metro-operated Sound Transit buses). Metro works to ensure that paper transfer provides a two-hour transfer window, but in some circumstances it can be a little longer or shorter. ORCA LIFT reduced fare Now there is a more affordable way to get to work, school, shopping, day care or anywhere else you need to go. This is ORCA LIFT, a new, reduced transit tariff that can help you get more out of your public transit system. Accepted for fare from: King County Metro Buses King County Water Taxi Community Transit Package for Transit Buses Seattle Seattle Streetcar Sound Transit Light Rail Regional Buses Sound Transit Buses MetroToy Coaches Read more ORCA Regional Daily Pass Enjoy unlimited transit trips in the region for the day with ORCA Regional Day. Two types of cards are available: * Up to 4 children (aged 5 years and less) ride free of charge with a passenger who pays for a ticket. ** For adults qualified for income. A right to participate is required. It should be stored on the ORCA Card. See if you qualify. Regional daily passes are loaded on ORCA cards. It starts with the first use and ends at 3 a.m. the next day. It is considered to be the regular carriage of public buses, trains, street cars and water taxis in the Puget Sound district of the Central District. It does not apply to King County subway access, parasitic services, Kitsap ferry ferries or Washington State Ferries. Not available for automatic charging. If your trip price is over \$5.50 adult or 1.75 RRRF, youth or ORCA LIFT, pay the difference with an E-purse stored on the ORCA card. On the bus, an additional price can be paid with cash. It can be purchased anywhere ORCA cards are sold. No ORCA card is included in the price. ORCA cards cost \$5 for cards for adults and young adults. ORCA RRRF cards are issued initially free of charge on (over 65 years of age) and passengers with disabilities. FAQ Where to buy PugetPass A regional transit pass valid for unlimited travel in the valid month. Owned on your ORCA card Accepted for regular service provided by King County Metro, King County Water Taxi, Community Transit, Everett Everett Kitsap Transit, Pierce Transit, Monorail Train, Seattle Street Cars and Sound System. The cost Fare Value Monthly Cost \$0.50 \$18.00 \$0.75 \$27.00 \$1.00 \$36.00 \$1.25 \$45.00 \$1.50 \$54.00 \$1.75 \$63.00 \$2.00 \$72.00 \$2.25 \$81.00 \$2.50 \$90.00 \$2.75 \$99.00 \$3.00 \$108.00 \$3.25 \$117.00 \$3.50 \$126.00 \$3.75 \$135.00 \$4.00 \$144.00 \$4.25 \$153.00 \$4.50 \$162.00 \$4.75 \$171.00 \$5.00 \$180.00 \$5.25 \$189.00 Regional Reduced Fare Permit (RRFP) The RRRF entitles senior riders (age 65+), riders with a disability and Medicare card holders to reduced fares on the following public transportation systems in the Puget Sound region: King County Metro Buses King County Water Taxi Community Transit Everett Transit Intercity Transit Mason Transit Pierce Transit Seattle Center Monorail Seattle Streetcar Skagit Transit Sound Transit Washington State Ferries Read more Vanpool pass A combination monthly pass valid for Metro Vanpool riders that provides unlimited rides on Metro buses and \$99 towards your Vanpool fare. Pay your vanpool tariff by cheque, ORCA Card or vouchers provided by the employer. The ORCA card is all you need to pay for public transport in the Puget Sound region. An ORCA card works as a cash or pass, and also allows you to transfer between the bus, Link tram, Sounder, Seattle Streetcar, Seattle Center Monorails and King County Water Taxi. Get more information about ORCA cards ... Have questions about tariffs? Please contact us. Last updated September 23, 2020 Public Transportation operator in King County, Washington, including the city of Seattle This article needs additional quotes for inspection. Please help to improve this article by adding quotes to trusted sources. Non-material can be challenged and removed. Find sources: Metro King County - news - newspapers - books - scientist - JSTOR (January 2009) (Learn how and when to remove this template message) MetroA County metro coach operating on route 157 in downtown Seattle.SloganMoving together.Founded21January 1, 197348 yearsHead201 Jackson St., Seattle, Washington, USA Localizing, WashingtonServiceTypeTransit Bus, Vanpool, ParatransitAllianceSound TransitRoutes215[1] (excluding routes operated by the metro under contract for another agency)Stops 8521[2] (end of 2012)Hubs13 transit centersFleet1,540[3]Daily riders507,000 (2017 Annual motorcycle transportation122 233 133 (2017)[5]Type of fuel Battery electric, Diesel fuel, diesel electric hybrid, Electric trolleybus executive Late White, General Manager[6]Websitekingcounty.gov / Metro King County Metro Department, and often shortened to Metro, is the public transport authority of King County Washington, which includes the city of Seattle. It's the eighth-largest transit agency in the U.S., carrying an average of 395,000 passengers each weekday at 215 Metro operates 2716 full-time and part-time and operates 1,540 buses. King County Metro officially began operating on January 1, 1973, but can trace its roots to the Seattle Transit System, founded in 1939, and Overlake Transit Service, a private operator founded in 1927 to serve on the Eastside. Metro has also agreed to operate and maintain the central connection of Sound Transit's central link and eight of the agency's Sound Transit Express bus lines along with seattle street lines owned by the city of Seattle. Subway offers services on electric trolleybuses in Seattle, RapidRide reinforced buses on six lines, travel routes along the regional highway system, dial-up connection, paravit services and night buses. The first Seattle Street tram in Kidental Avenue and Jesler Way with Mayor John Leary and city officials in the fall of 1884. In 1918, the city of Seattle bought many parts of Seattle Street Railway, under conditions that left the transit operation in financial trouble. In 1939, a new transportation agency, the Seattle Transit System, was formed, refinanced the remaining debt and began replacing equipment with trackless trolleys (as they are known) and car buses. The last ulul was on April 13, 1941. The municipality was established by a local referendum on September 9, 1958, as a regional body charged with wastewater management and water quality in King County. The authorities were formed after civic leaders, including those in the Municipal League, noted that the solutions to regional issues were complicated by local borders and a multitude of existing special areas. [8] In 1957, the state legislature approved the formation of combined transportation, sanitation and a planning authority, but the county referendum was rejected by a majority outside Seattle. Metro, as the authority has called, is limited to sewage management and given a smaller suburban jurisdiction ahead of the successful September referendum. [9] By 1967, the agency had completed its 125 million wastewater treatment system, which diverted 20 million gallons (76 million liters) that had previously infected Lake Washington. [8] After two unsuccessful attempts to allow it to build a regional rapid transit system, a regional bus system was allowed to operate in 1972. The bus system was known as Metro Transit and began operating on January 1, 1973. Its operations undervalued the Seattle Transit system, previously under the seat of Seattle City, and the Metropolitan Transit Corporation, a private company serving suburban cities in King County. In the early 1970s, a private metropolitan faced bankruptcy due to its low riding level. King County metro voter to buy the Metropolitan and run the county's mass transit system. [reference required] Metro Transit has introduced its new September 1973, area in the center and express routes on highways (known as Flyer routes), and a single numbering scheme in 1977, which replaced the named routes. [12] Metropolitan Seattle Municipality is subject to a federal council of elected officials made up of elected officials from cities throughout the region. The structure of representation was ruled unconstitutional in 1990. [13] [14] In 1992, after being approved by the general vote, the authorities of the municipality were adopted by the King County government. [8] In 1996, it was a distinct territory of the municipality, which was a division of the newly created King County. In August 2018, the district council approved legislation to separate Metro from the Department of Transportation, creating the King County Metro Transit Department from January 1, 2019 [15] After the completion of the Seattle Transit tunnel project, attention was again paid to the development of a regional rail system. This interest led to the establishment of the Puget Sound Regional Transit Authority (better known as Sound Transit), which is primarily responsible for planning and building a high-capacity transit system in the Counties of King, Pierce and Snohomish, in the western state of Washington. [16] Today, King County Metro operates more than 200 routes, providing local and regional transit services, mostly within its jurisdiction. In addition to its own transit operations, Metro operates several ST Express bus routes and the central light rail link under contract with Sound Transit[17] and two tram routes under contract with Seattle Street under the contract. Ride Free Area for nearly 40 years, until 2012.[18] most of downtown Seattle was designated as a zero-fare zone, an area where all subway rides are free, known as ride free zone. Designed to promote the use of transit, improve accessibility and promote shopping downtown, the area was established in September 1973 and was originally called the Magic Carpet Zone. [19] [20] It was later renamed ride-free zone (RFA). The RCA stretches from the north of Battery St. to S. Jackson St. to the south and east to 6th Avenue on the waterfront to the west. [20] Until 1987, the area was in force 24 hours a day, but in October of that year Metro began demanding payment of a ticket within the area at night, between 9 p.m. and 4 a.m. in order to reduce tariff-related conflicts that sometimes led to attacks on drivers; [22] In February 1994, the working time of the FF decreased further, with the payment of the tariff required between 7 p.m. and 6 a.m.[23] The report of the King County Auditor's Office, published in September 2009, found that Metro could neither fully explain nor provide backup documentation of operating cost savings that offset the revenue from fees for calculating the annual fees in the city of Seattle for the city's free zone and some assumptions in the subway methodology used to calculate the amount of prices lost are doubtful and have not been updated to reflect changes in the fee structure and charging methods. [24] A 1975 study found that while Ride Free Area typically reduces bus travel time within the RFA itself, buses that travel through the Ride Free zone to other destinations are generally not helpful. It also found that unloading outgoing coaches after going outside the FF takes extra time, though not entirely quantitatively, in terms of the time saved within the RFA. (the reference is necessary) On 29 September 2012, the free travel area was abolished. All passengers in the center have to pay while boarding. [18] Operational routes See also: A list of King County Metro Metro Bus Routes has 237 bus routes that combine service models typical of urban and suburban bus networks carrying over 400,000 passengers daily. [25] The city network disembarked from the Seattle transit system of the converted street traffic routes. Most services are operated in a hub-and-spokes model centered either in downtown Seattle or at the University of Washington, with smaller amounts of cross-town service. The suburban network usually operates on the main streets between employment regions and population centers. The routes on the city network are numbered 1 to 78. Due to the scattered evolution of the system, there is no easily noticeable pattern of route numbers, although there are clusters in some neighborhoods. Suburban routes follow a numbering system: 100-199 for South King County, 200-299 for Eastside, 300-399 for North King County and 400-999 for dial and personalized routes. [26] [27] In the city routes with the highest track are RapidRide D line from the center to Crown Hill via Uptown/Seattle Center and Ballard; 7, a trip from the center through the International Quarter to the Rainier Valley; 40, a trip from downtown South Lake Union; Fremont and Ballard to Northgate; 41, a trip from the center through I-5 to Northgate and Lake City; the RapidRide C line from South Lake Union and downtown West Seattle D line and Westwood Valley; 36, a trip from downtown through the International District to Beacon Hill; 5 from the center through Woodland Park Zoo and Greenwood/Finney Ridge to the Shoreline Community College; 44, a route connecting the university district and Ballard; 8, a route linking downtown/Seattle and Union South Lake with the Capitol, Central District and Mount Baker; 70, connecting the center of South Lake Union, Eastlake, and the university district. Seattle Streetcar's metro-operated routes were numbered in the 1990s, with union number 98 and the former bus replacement for 99 Waterfront Street. The suburban system is more numerically organized. Roughly, areas in South King County (from Buren and Des Moines via Renton and Maple Valley) are on routes numbered in the 100, east king county areas (from Renton to Bothell) are served on routes numbered in the 200s, areas in North King County (from Bottel to Shoreline) are served on routes numbered in the 1930s. The Sound Transit Express metro routes operated by metro stations were numbered in the 1950s. Route numbers in the lower 900s (901-931) are used for ride-dialing services, while shuttles connecting King County Water Taxi were numbered in the 1970s. Other transfer services, including Via in the Anny Valley, are contracted with private operators. [28] Metro previously funded ride2 shuttle system, which serves West Seattle and Eastgate, using contracted private buses that end in 2019. Custom routes that serve schools in Bellevue and on Mercer Island are numbered in the 800s (823, 824, 886-892) and routes serve the private Lakeside School and University Prep, numbered in the higher 900s (980-995). Metro also operates bespoke routes to major employment sites (such as the Health Cooperative Group in Tukwila and the Boeing Everett Factory). Sometimes usual routes are also created to serve as shuttles for major local events, including seattle Seahawks and Washington Huskies football games. Since 2008, Metro has maintained an emergency snow plan to be implemented during major snowstorms and other periods of bad weather. The network uses only 67 routes along high-frequency corridors with that topography to compensate for a reduced number of drivers and workers. Several routes are also divided between trunk routes, using articulated buses and shuttles to service hilly areas with smaller buses. [30] The network plan was first implemented in February 2019. [25] In August 2019, King County voted to waive transit tariffs during emergencies. [32] Rapid Ride Main Article: RapidRide RapidRide bus that runs along line C in West Seattle King County Metro operates RapidRide, a network of limited-access bus lines with frequent routes and service. All RapidRide routes have frequent service with frequencies of 10 minutes or better during peak travel times and 15 minutes during most off-peak hours and on weekends. Most lines (excluding lines B and F) have late evening and early morning service. Stops are located farther away from the typical Metro service to increase speed and reliability. Heated rider stops have awning stations, seating, lighting, real-time information signs, communicate approximately arrival times on rapidRide buses. Most stations and some stops in Downtown Seattle have ORCA card readers that allow passengers to pay before the bus arrives and board one of the three bus doors. All use new, low-rise, hinged buses, which are painted with pronounced red and yellow livery and have Wi-Fi on board. RapidRide corridors are: Line: Toovila - Federal Line C: Redmond - Valake - Bellevue C: West West - Downtown Seattle - Southern Union D Line: Ballard - Uptown - Downtown Seattle E Line: Shoreline - Downtown Seattle F Line: Burien - Southcenter - Renton Freeway Express Services Metro operates many high-speed travel routes serving park and rides that use 244.52 miles of the high-habitable car network (HOV). [34] This practice was pioneered in Seattle Transit, as the Blue Street express bus service runs between Northgate Park & Ride and downtown Seattle. Special stops, called highway lines, were built to allow effective transfer between local and express buses. [35] The first stop of flights on the road was opened in 1975 at Montlake Boulevard and State 520. Metro is also taking advantage of hov's new direct-access ramps and at traffic stations built by Sound Transit to improve the speed and reliability of their routes. [37] [38] Metro use a skip-stop distance between 2nd, 3nd and 4th Avenues in Downtown Seattle, with buses skipping every other stop. On 3rd Avenue, each bus route is assigned to Blue, Yellow, Red or Green stops groups and each bus stop has two color markings; In the direction north, any other stop is red/Yellow or Green/Blue stop, while in the south they are green/yellow and red/blue. On the 2nd and 4th boulevard routes are grouped into Orange and White stops. The color groups at the bus stop are identified by a colored sign mounted above or on the side of the sign at the bus stop. Just 3rd Avenue, there are additional colored markers with one block in front of each trolley bus stop to help bus drivers identify the colors of the upcoming bus stop. [39] NightWays Services Metro operates a network of 18 routes with late-night Night Owl service, which is defined as regular transportation between midnight and 5 a.m. [40] The NightWV network is made up of some of Metro's most popular routes and is designed to connect neighborhoods with major transportation hubs, including downtown Seattle, Sea-Tac Airport, Park & Ride many, transit centers and Link stations (providing services during hours when trains are not in service). The City of Seattle Transportation Benefit District is funding a service on light saber-thing routes that operate entirely within the city. [41] Night owl routes include 3, 5, 7, 11, 36, 44, 48, 49, 65, 67, 70, 120, 124, 180 and RapidRide A, C, D and E lines. Trailhead Direct King County Metro operates a weekend express transfer between Seattle and the hiking areas at the foot of the cascade called Trailhead Direct from April to October. The service, operated in partnership with the county's park and recreation department and private companies, debuted in 2017 and was expanded the following year to cover three routes: Capitol Hill station to Mount St. Mount Baker station near the Isakus Alps; and from North Bend to Posthoc. [42] [43] The fourth route, between Tyquia Tyquia Boulevard Renton and Cougar Mountain has been added in 2019. [44] Operating costs This section needs to be updated. Please update this article to reflect recent events or new good information. (May 2015) The cost of boarding school for the subway was \$4.10 in 2005, compared with \$2.50 among the 15 largest transit agencies in the country and \$2.97. Metro's boarding costs are 38% above the national average. [45] The higher than average cost of boarding the metro can be at least partially attributed to the high percentage of routes that run only at peak times, and often only in one direction. Since 2011, 100 of Metro's 223 routes are just at the top. These routes require significant de-struction (especially on one-way routes) as well as a very large part-time workforce, leading to higher costs. [46] The metro route has the lowest cost, in general Route 4.4 (East Queen Anne to Judkins Park) has a price to climb at just \$0.46 during peak hours in 2009. The highest subway route on this measure route 149 (Renton Transit Center to Black Diamond), had a peak road price of \$34.47 per boarding. Route 149 serves the rural southeast corner of King County. In 2007, it cost \$3.64 for each service delivery board in the Western Subarea, \$4.79 in the Southern Subarea and \$7.27 in the Eastern Subarea of King County. [45] At the end of 2008, the board price for the entire system set was \$3.70. [48] Fares King County Metro has a fixed fare structure for all passengers. In July 2018, Metro is scrolling to an adult ticket of \$2.75, eliminating off-peak and zoning fares. ORCA cards can also be used. By 2018, the King County Subway has two ticket zones separating Seattle and the rest of the county, and also has a top surcharge. The King County Metro fares as of July 1, 2018 are:[51] Type Fare Adult \$2.75 Senior (65+) / Disabled / Medicare(Regional Reduced Fare Permit required) \$1.50 Low-income(Income verified ORCA Lift card required) \$1.50 Youth(6–18 years) Children(5 and under) Up to 4 free with fare-paying passenger Fare history One-way fare (Peak, 1 Zone), with year of rate change:[51] 2018: \$2.75 (peak fares discontinued) 2015: \$2.75 2012: \$2.50 2010: \$2.25 2009: \$1.75 2001: \$1.75 2000: \$1.50 1998: \$1.25 1993: \$1.10 1991: \$1.10 1989: 75¢ 1985: 65¢ 1982: 60¢ (peak fares introduced) 1980: 50¢ 1979: 40¢ 1977: 30¢ 1973: 20¢ Facilities Main article: List of King County Metro facilities Downtown Seattle Transit Tunnel Main article: Downtown Seattle Transit Station A major Metro facility is the Downtown Seattle Transit Tunnel (DSTT) , a 2.3-mile-long tunnel that allows Central Link light rail trains to travel under the heart of the Seattle. It previously carried out bus traffic along with light rail trains, stopped at station five in the north and connected to busway SCOD in the south. Sub tunnel was completed in 1990, at a cost of \$455 million to carry buses for commuters. [52] While it is planned to be convertible for use by trains, the tunnel starts operating with 236 two-wire Breda buses, which operate with a diesel engine on city streets and an electric motor (powered by an overhead trolley wire) in the tunnel. In 2004, Metro switched to hybrid electric buses, which operate mostly in electric mode quietly while in the tunnel. The tunnel was closed between autumn 2005 and autumn 2007 to prepare for rail trains. Crews lowered the road to build the Central Link's low-rise rail ride, replaced the trolley wire with a rope and built a towing system that allows the trolley cars could turn in a direction and allow a University Link extension to be built north (which was completed in 2016). The tunnel completed its modernisation and returned to service on 24 September 2007[53] and light rail began to be serviced on 18 July 2009. The tunnel bus service ended on March 23, 2019 as part of the demolition station in Convention Square to prepare for the expansion of the Washington State Convention Center. The project has cut off access to the tunnel's northern portal, and the upcoming light-hearted construction project in 2020 will lead to other disruptions. [54] The tunnel is used exclusively by rail trains and is planned to be transferred to Sound Transit in 2020. [55] While Downtown Seattle is Metro's main transit hub, transit centers at all smaller regional hubs and are served by many bus lines. Some transit centers also offer a park-and-ride facility. Metro operates from several transit centers located in King County, some of which are shared with Sound Transit and other county agencies. [56] Park and Ride in King County, Metro has 132 park and riding facilities containing a total of 24,524 parking stalls. [48] Half of the lot was rented by other property owners such as churches. [56] Metro operating facilities and facilities store and maintain buses in seven bases (garages) located throughout its area of 2134 square meters (5530 km2). In addition to the basics, fleet maintenance and system operation are supported by several other facilities. Funding measures Transit Now In April 2006, King County Executive Ron Sims announced a program titled Transit Now, which, once approved by voters, would provide a 20% increase in transit services by the end of 2016 over 2006 levels of service measured in annual operating hours. To realize this growth, Transit Now proposed increasing the local sales tax option for transit to one-tenth of a percent. The Transit Now Ordinance[57], adopted by king county council on September 5, 2006 and signed by Executive Manager Simms on 11 September 2006 2006, forwards the tax proposal to voters and identifies the programmes to which operating income increase in sales tax. The measure was approved by 56.62% of King County voters in November 2007. Increase service on high ridership routes that provide frequent round-trip connections throughout the agency's service area. Services for growing areas in out-of-town areas of the suburbs/[exurban] areas. Partnerships with cities and large employers to provide more services than could otherwise be provided through normal resources. Additional improvements such as an expanded ride-sharing and paratransit services in King County. Proposed in November 2014, Seattle voted to pass Proposition 1 with 59% support, a cost of \$45 million in new annual bus services for commuters. 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