

Mayor
Tom French

17425 Ballinger Way NE
Lake Forest Park, WA 98155-5556
Phone: 206-368-5440
Fax: 206-364-6521
Email: cityhall@cityofLFP.gov
www.cityofLFP.gov



Councilmembers
Tracy Furutani
Larry Goldman
Paula Goode
Matt Muilenburg
Josh Rosenau
Semra Riddle
Ellyn Saunders

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King County Metro

Dear King County Metro,

Dear King County Metro,

We the undersigned are elected bodies, individual elected officials, and community activists writing to express concern that the upcoming changes to Metro route 372 and Sound Transit route 522 will substantially worsen transit options for people living in our communities.

To be clear, we are avid transit supporters (see Lake Forest Park's attached proclamation of Ride Transit Month) and want to see Metro design a system that complements Sound Transit and serves the community. Our concern is that when taking Metro and Sound Transit's changes in aggregate, service will suffer. Compared to today's service levels on the Bothell Way (SR522) corridor north of 145th Street, Metro and ST's proposals will **cut frequency in half** (from 8 buses/hour to 4 buses/hour) and **will remove all bus service that travels between Lake City and Lake Forest Park/Kenmore/Bothell (Northshore communities)**. On top of that, Metro and Sound Transit are **NOT** planning a convenient transfer stop between Metro's route 72 and Sound Transit's route S3 at 145th St and Lake City Way, so passengers looking to travel between Lake City and Northshore will have to endure detours to make a connection that add time and require crossing busy roads multiple times.

In addition, much of the SR522 corridor has become a food and pharmacy desert with the recent closure of at least four pharmacies and/or grocery stores along SR522 between 125th Street and LFP Town Center. These transit changes will make it harder for residents to reach the remaining stores such as Safeway in LFP or Ostrom's pharmacy in Kenmore. We have heard directly from constituents who don't have cars and currently rely on transit for routine errands that will no longer be able to do that once the current bus service is lost. Microtransit options such as Metro Flex aren't a solution because these constituents don't live in the Flex service area. Are those constituents simply supposed start taking Uber to get their groceries and prescriptions?

We have also heard from constituents that will find the new routing makes it more challenging to get to UW-Seattle, especially central UW campus. What is currently a direct bus will become a bus to a Link station, followed by a Link trip to U District Station, followed by a substantial walk or yet another bus to central campus. To put it bluntly, asking people to switch from a one-seat trip to a three-seat trip will lead to more people driving and more greenhouse gas emissions which is something that none of us want to happen. This is especially problematic considering that Sound Transit recently implemented paid parking permits at Link stations to discourage people from driving to Link stations.

We appreciate and support the budget proviso that will investigate the impact this change will have on riders and want to ensure that Northshore riders are heard in this investigation. We also want to be constructive, so we are offering a specific proposal. We can think of Shoreline South Link station, Northshore, and Lake City as the three points of a triangle. Three points require three routes to fully connect them. In Metro's proposal, routes 65 and 72 will both connect Lake City and Shoreline South, duplicating service. Sound Transit's route 522/S3 will connect Northshore and Shoreline. It would make sense to maintain the 372's current routing between Lake City and Northshore to maintain this leg while not duplicating route 65. This would ensure that these local neighborhoods maintain their connectivity and vibrancy, while also maintaining better connections to regional destinations such as UW-Seattle.

Thank you for your consideration of this proposal, and for your work to continue to connect our communities together.

[Signatures]