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Councilmembers
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June ____, 2026

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, riders will experience **worse service**. 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 the Northshore communities will have to endure detours to make a connection that add time and require crossing busy roads multiple times.

We have heard from constituents that will find the new routing makes it more challenging to get to the UW-Seattle campus, especially central UW campus / Stevens Way. 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.

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 many of these constituents don't live in the Flex service area. Are those residents simply supposed to start taking Uber to get their groceries and prescriptions?

We are requesting that route 372 be maintained between UW, Lake City, and the Northshore communities. We appreciate and support the budget proviso that will investigate the impact the change to Sound Transit route 522 will have on riders and want to ensure that residents of the Northshore communities are heard in this investigation and don't lose service prematurely. We can think of Shoreline South Link station, the Northshore communities, 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 the Northshore communities and Shoreline South. It would make sense to maintain the 372's current routing between Lake City and the Northshore communities 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.

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

[Signatures]