

King County Metro

Public Transportation Service Changes for King County Related to East Link Connections Mobility Project

Title VI Service Analysis

February 4, 2025



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METRO**

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1 Introduction

The Federal Transit Administration (FTA) Circular 4702.1B, Chapter V, Section 7 requires transit agencies serving large, urbanized areas to evaluate major service changes and to determine whether proposed changes would have a discriminatory impact as defined in the United States Department of Transportation's Title VI regulations.

In accordance with these FTA regulations, this report summarizes Metro's service analysis of changes proposed for the service change submitted to the King County Council for approval associated with the completion of the Link 2 Line extension to the Eastside, referred to as the East Link Connections Mobility Project.

The Sound Transit Link 2 Line, connecting the eastside to central Seattle with high-capacity frequent light rail service, will be complete and fully implemented by the end of 2025. To prepare for the extension of Link light rail service, respond to changing mobility needs, and improve mobility and access for historically underserved populations, Metro and Sound Transit (ST) initiated the joint East Link Connections Mobility Project to redesign the Eastside transit network.

From winter 2021 to spring 2024, the project team applied an iterative four-phase process to establish needs, solicit community input, develop, and evaluate a draft network, and revise the proposed network to mitigate identified disparate impacts.

Sound Transit closely collaborated with Metro on the East Link Connections Mobility Project, including participation in public engagement and planning activities to develop a comprehensive proposed network with revisions to ST Express Routes that integrate with King County Metro Routes and the Link 2 Line. However, ST Express routes within the project scope are not final proposed changes, and ST will conduct additional public engagement and planning before proposing ST Express Route revisions to the ST Board of Directors for approval.

Transit service throughout King County is an integrated network; analyzing King County Metro routes in isolation would inaccurately reflect the service change impacts of the proposed network; therefore, assessment of the proposed network includes the proposed King County Metro network and the assumed Sound Transit network that are pending Sound Transit Board of Directors review.

Service Guidelines Overview

Metro's Service Guidelines, last updated in 2021, contain King County's policies concerning major service changes, disparate impact, and disproportionate burden. Metro developed these policies and submitted them to the King County Executive, who reviewed them and transmitted them to the King County Council for consideration and action. The Regional Transit Committee and the King County Council's Mobility and Environment Committee reviewed the legislation and forwarded it to the County Council. The Council followed a public notification and

participation process, held a public hearing, and then adopted the updated Service Guidelines via Ordinance 19637.

The 2021 update to King County Metro's *Strategic Plan for Public Transportation, 2021-2031* and related Service Guidelines noted above outline the methodology Metro uses to evaluate service changes, consistent with FTA Title VI requirements (FTA Circular 4702.1B). The most relevant excerpts from the Service Guidelines are included below.

Regular Service changes

Metro revises service twice a year—during spring and fall service changes. Major and minor service revisions occur at these times. In rare cases of emergency or time-critical construction projects, Metro may make changes at other times.

Proposed route changes are subject to approval by the Metropolitan King County Council except as follows (per King County code 28.94.020):

- Any single change or cumulative changes in a service schedule which affect the established weekly service hours for a route by 25 percent or less.
- Any change in route location which does not move the location of any route stop by more than ½ mile.
- Any changes in route numbers.

The annual System Evaluation Report includes a comprehensive list of the prior years' service changes. It identifies and discusses service changes that addressed performance-related issues.

Adverse Effect of a Major Service Change

An adverse effect of a major service change is defined as a reduction of 25 percent or more of the transit trips serving a census tract, in accordance with King County code 28.94.020. Title VI of the Civil Rights Act of 1964 requires all transit agencies to evaluate major service change impacts on minority and low-income populations.

Comparison Population Data

To evaluate the total impact of a service restructure, Metro uses population data for the county and for the service restructure project area. Using population data (demographics), Metro identifies minority (or BIPOC—Black, Indigenous, and people of color) and low-income populations and measures the impact of transit service restructures on these two demographic groups regardless of whether that community takes transit. There are two primary reasons to omit ridership data for this type of analysis:

1. Data from route restructures (that involve the creation of new routes) would not fully capture the positive impacts of new transit service on a

community. With such information gaps, planners might be hesitant to delete low-performing routes, as deletion of service would negatively impact ridership-based equity analysis.

2. Ridership analysis that identifies a route as minority (BIPOC) or low-income uses stop-level data to determine where the majority of boardings occur. Routes that retain a majority of boardings in BIPOC or low-income census tracts are flagged as low income or minority routes. In certain instances, stop level data can be an imperfect measure, as the presence of park and rides can dramatically skew ridership boarding numbers. Additionally, Metro does not conduct system-wide on-board surveys and thus does not have accurate information on the actual demographics of riders on specific routes; just because boardings occur in a minority or low-income tract does not mean that riders boarding within those boundaries share assumed identities.

Disparate Impact Threshold

A disparate impact occurs when a major service change results in adverse effects that are significantly greater for minority populations than for non-minority populations. Metro's threshold is met when minority-identified routes or census tracts are adversely affected by a major service change at a 10 percent or greater level than routes included within the system as a whole. Should Metro find a disparate impact, consideration will be given to modifying the proposed changes to avoid, minimize, or mitigate the disparate impacts.

Metro measures disparate impacts by comparing changes in the number of trips serving minority or non-minority census tracts or by comparing changes in the number of service hours on minority or non-minority routes. Metro defines a minority census tract as one in which the minority population percentage is greater than that of King County as a whole. For regular fixed-route service, Metro defines a minority route as one for which the percentage of inbound weekday boardings in minority census tracts is greater than the average percentage of inbound weekday boardings in minority census tracts for all Metro routes.

Disproportionate Burden Threshold

A disproportionate burden occurs when a major service change results in adverse effects that are significantly greater for low-income populations than for non-low-income populations. To determine census tract designations, Metro's Service Guidelines define "low-income" as 200 percent of the federal poverty line, which aligns with the threshold of Metro's other income-based programs, including the ORCA LIFT low-income fare program. Metro's threshold is met when low-income identified routes or census tracts are adversely affected by a major service change at a 10 percent or greater level than the routes included in the system as a whole. Should Metro find a disproportionate burden, consideration will be given to modifying the proposed changes to avoid, minimize, or mitigate the disproportionate burden of the proposed changes.

Metro measures disproportionate burden by comparing changes in the number of trips serving low-income or non-low-income census tracts, or by comparing changes in the number of service hours on low-income or non-low-income routes. Metro defines a low-income census tract as one in which the percentage of low-income population is greater than that of the King County as a whole. For regular fixed-route service, Metro defines a low-income route as one for which the percentage of inbound weekday boardings in low-income census tracts is greater than the average percentage of inbound weekday boardings in low-income census tracts for all Metro routes.

2 Service Change Area and Routes

Affected Areas

The proposed changes will affect 237 census tracts with a total population of approximately 1,077,675 residents.

Affected Routes

The affected routes in this project include routes 8, 111, 114, 167, 200, 203, 204, 208, 212, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 232, 237, 240, 241, 245, 246, 249, 250, 251, 252, 256, 257, 268, 269, 270, 271, 311, 342, 541, 542, 545, 550, 554, 555-556, 630, 930, 931, and the B Line.

Affected routes 114, 167, 200, 208, 212, 214, 216, 217, 219, 221, 232, 237, 241, 246, 252, 257, 268, 271, 311, 342, 541, 545, 550, and 555-556 **would be replaced with new routes** 203, 215, 222, 223, 251, 256, 220, 270 and 544, **and expanded or revised service on routes** 8, 111, 240, 245, 204, 218, 224, 225, 226, 250, 269, 249, 542, 554, 630, 930, 931, and the B Line.

3 Threshold 1

Is this a Major Service Change?

Yes

For the purposes of complying with FTA Circular 4702.1B, Chapter IV, Metro defines any change in service as "major" if King County Council approval of the change is required pursuant to KCC 28.94.020.

The proposed changes meet all criteria for a major service change by Metro and FTA definitions. Appendix A lists the specific routes being changed in Fall 2025, Spring 2026, and Fall 2026 as part of the East Link Connections Mobility Project.

4 Threshold 2

Are Minority or Low-Income Census Tracts Affected?

Yes

Classifying minority and low-income census tracts

For the Title VI analysis, Metro classifies census tracts as minority tracts if the percentage of the population that is minority within a tract is greater than the percentage for King County as a whole. Based on the American Community Survey five-year average for 2018-2022 data, 44.70 percent of the population is classified as minority within the county as a whole.

The determination as to whether the proposed changes resulting in a reduction in service would have a disparate impact on minority populations was made by comparing changes in the number of Metro bus trips serving minority or non-minority census tracts. Similarly, the determination as to whether the proposed changes resulting in a reduction in service would have a disproportionate burden on low-income populations was made by comparing changes in the number of Metro bus trips serving low-income and non-low-income census tracts. Based on the American Community Survey five-year average for 2018-2022, 17.89 percent of the population is classified as low-income within King County.

The proposed service changes addressed in this report will affect the level of service provided to 237 King County census tracts currently served by Metro. The low-income and minority characteristics of affected census tracts are provided in Table 1 below and Figure 1 and Figure 2 on the following pages.

Table 1 Low-Income and minority characteristics of affected census tracts

Census Tract Classification				
Total Census Tracts Affected	Minority & Low-income	Minority ONLY	Low-income ONLY	Neither Minority nor Low-income
237	53	66	22	96

5 Threshold 3

Is there a Disproportionate Burden on Low-Income Populations?

No

Is there a Disparate Impact on Minority Populations?

No

To align the baseline transit service levels with the service riders currently experience, the final proposed network analysis references the spring 2024 transit network, excluding suspended routes.

The proposed changes affect 237 census tracts, including 66 minority-only census tracts, 22 low-income only census tracts, and 53 tracts, which are both minority and low-income.

There are 9 tracts that have adverse effects; one is low-income, two are minority and six are neither low-income nor minority tracts. The analysis indicates that the proposed changes would not place a disproportionate burden on low-income populations nor have a disparate impact on minority populations.

A detailed description of the impacts to residents in these tracts experiencing adverse effects, is provided in Section 6, along with the alternatives available to riders. There is a total of three low-income and/or minority tracts with adverse effects.

Table 2 and 3 Definitions

1. An adverse effect is defined as a reduction of 25 percent or more in trips per week.
2. Tracts are classified as low-income or minority when the percentage of low-income or minority persons in the tract is greater than the percentage of low-income or minority persons in the county as a whole.
3. A disproportionate burden occurs when the percentage of low-income tracts with adverse effects is more than 10 percentage points greater than the county-wide percentage of low-income tracts.

4. A disparate impact occurs when the percentage of minority tracts with adverse effects is more than 10 percentage points greater than the county-wide percentage of minority tracts.

Title VI Analysis Results for Proposed Changes for East Link Connections Service Change

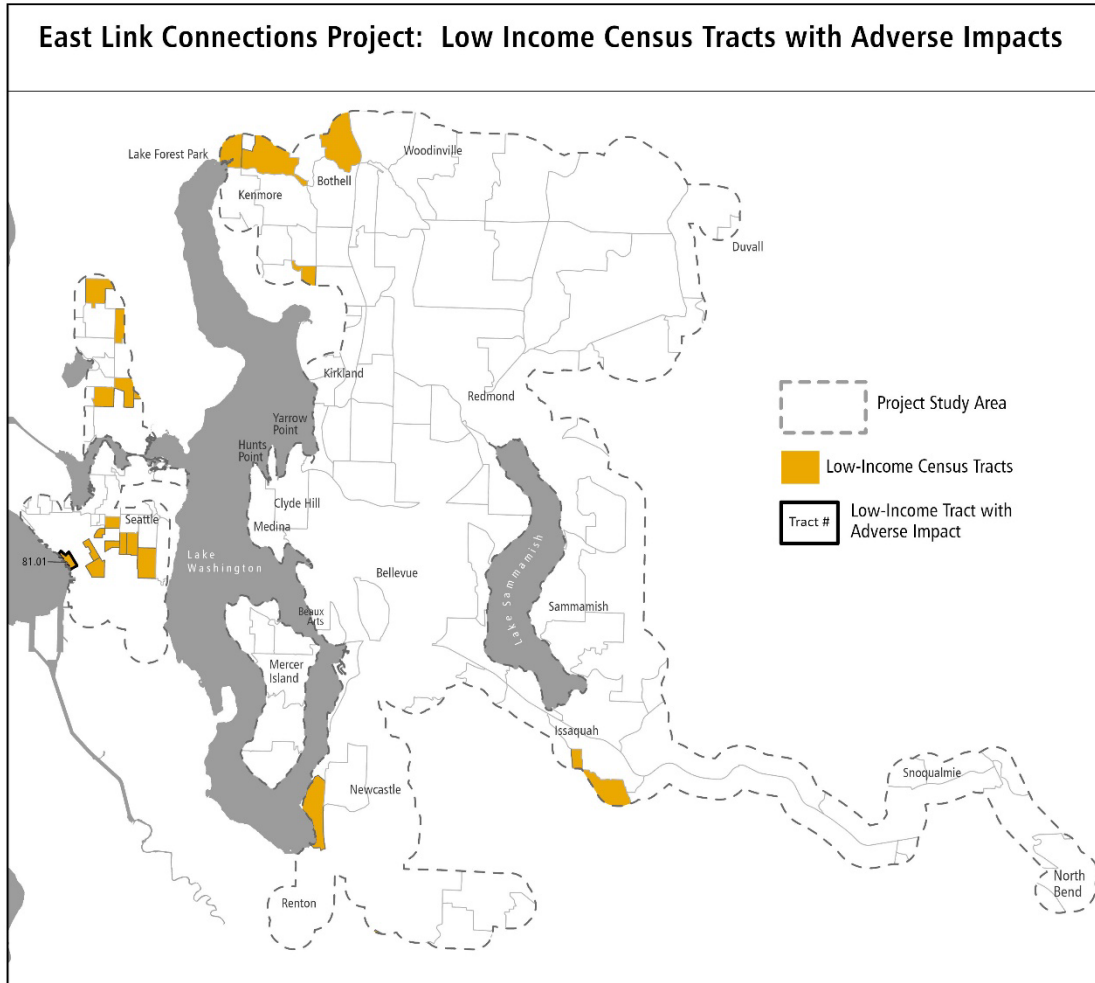
Table 2 East Link Connections service change Title VI analysis: Low-income populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden ³ ?
Low-Income	1	11%	39%	-28%	NO
Non-Low-Income	8	89%	61%		
Total	9	100%	100%		

Table 3 East Link Connections service change Title VI analysis: Minority populations

Category ²	Tracts with Adverse Effects ¹	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact ⁴ ?
Minority	2	22%	49%	-27%	NO
Non-Minority	7	78%	51%		
Total	9	100%	100%		

Figure 1 Impact of proposed changes on low-income census tracts

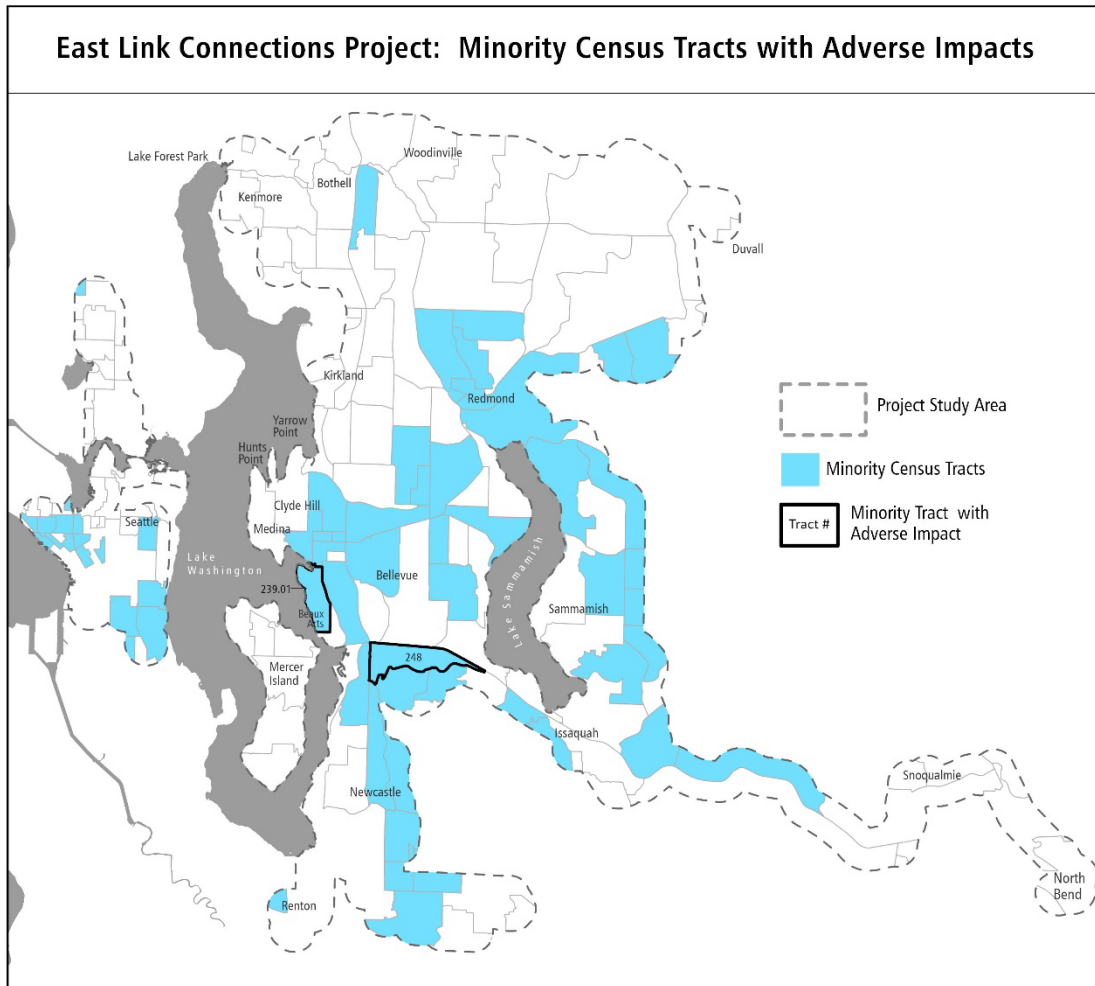


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Figure 2 Impact of proposed changes on minority census tracts

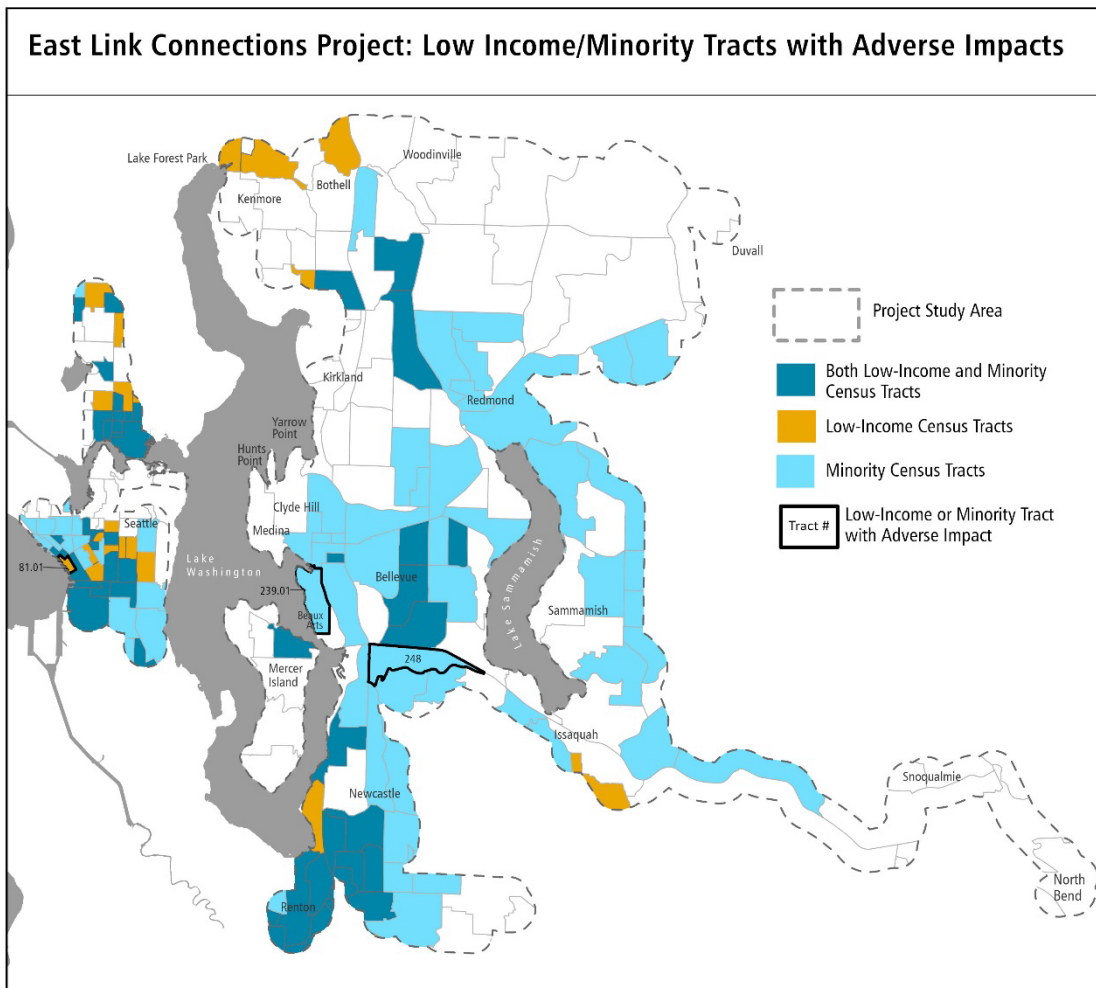


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Figure 3 Adversely affected low-income and minority census tracts



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6 Threshold 4

Alternatives and Mitigation

As stated in Section 4, there are adverse effects, as defined by the Title VI regulations in three census tracts, for the proposed service changes in east King County and Seattle associated with implementing the proposed network. As shown in Figure 1, one impacted tract is classified as low-income only. As shown in Figure 2, two impacted tracts are classified as minority.

Tract 81.01 – Downtown Seattle Central Business District

As shown in Figure 4, low-income Tract 81.01 is served by Routes 111, 113, 162, 177, 212, 218, 550, 554, 577, 578, 590, 592, 594, and 595 in spring 2024. In the final proposed network, Routes 111, 212, 218, 550, and 554 will no longer serve Tract 81.01, and Routes 113, 162, 177, 311, 577, 578, 590, 592, and 594 will continue to serve Tract 81.01.

The objective of the East Link Connections project is to restructure the network to integrate service with the Link 2 Line by providing new connections to Link 2 Line stations, removing duplicative service, and redistributing hours to increase the frequency and provide more off-peak service, a priority established from community feedback.

In the final proposed network, there is a 50 percent reduction in trips in low-income Tract 81.01. This is a result of the replacement of bus service trips with higher capacity Link 2 Line trips in downtown Seattle. As seen in Figure 4, all of the routes that will no longer service the tract run along Second Avenue and, as outlined in Table 4, replacement service is provided by the Link 2 Line situated one block east along Third Avenue. Therefore, the disparate impacts are attributed to the geographic bounds of the census tract and replacement of bus trips with higher capacity Link 2 Line trips and are not due to a significant loss of service. The Link 2 Line provides frequent high-capacity service that connects to multiple routes in the Eastside and provides many transfer opportunities to reach regional destinations.

The most significant trip loss is caused by deleting frequent ST Express Route 550 and the revised frequent ST Express Route 554. ST Express Route 550 shares a duplicative pathway with the Link 2 Line connecting Bellevue to Downtown Seattle and is replaced entirely with the Link 2 Line. ST Express Route 554 duplicates the Link 2 Line between the Mercer Island Station and Downtown Seattle and is revised to terminate at the Link 2 Line South Bellevue Station. Three of the five routes that no longer serve Tract 81.01 are peak-only, Routes 111, 212, and 218, and have a limited impact on the trip loss of Tract 81.01. Hours acquired from deleting or revising these routes were reinvested into the network to provide improved service and connectivity to Link light rail.

Routes 113, 162, 177, 311, 577, 578, 590, 592, and 594 will maintain connections to other regional destinations within King County.

Figure 4 Impacts of changes to Census Tract 81.01

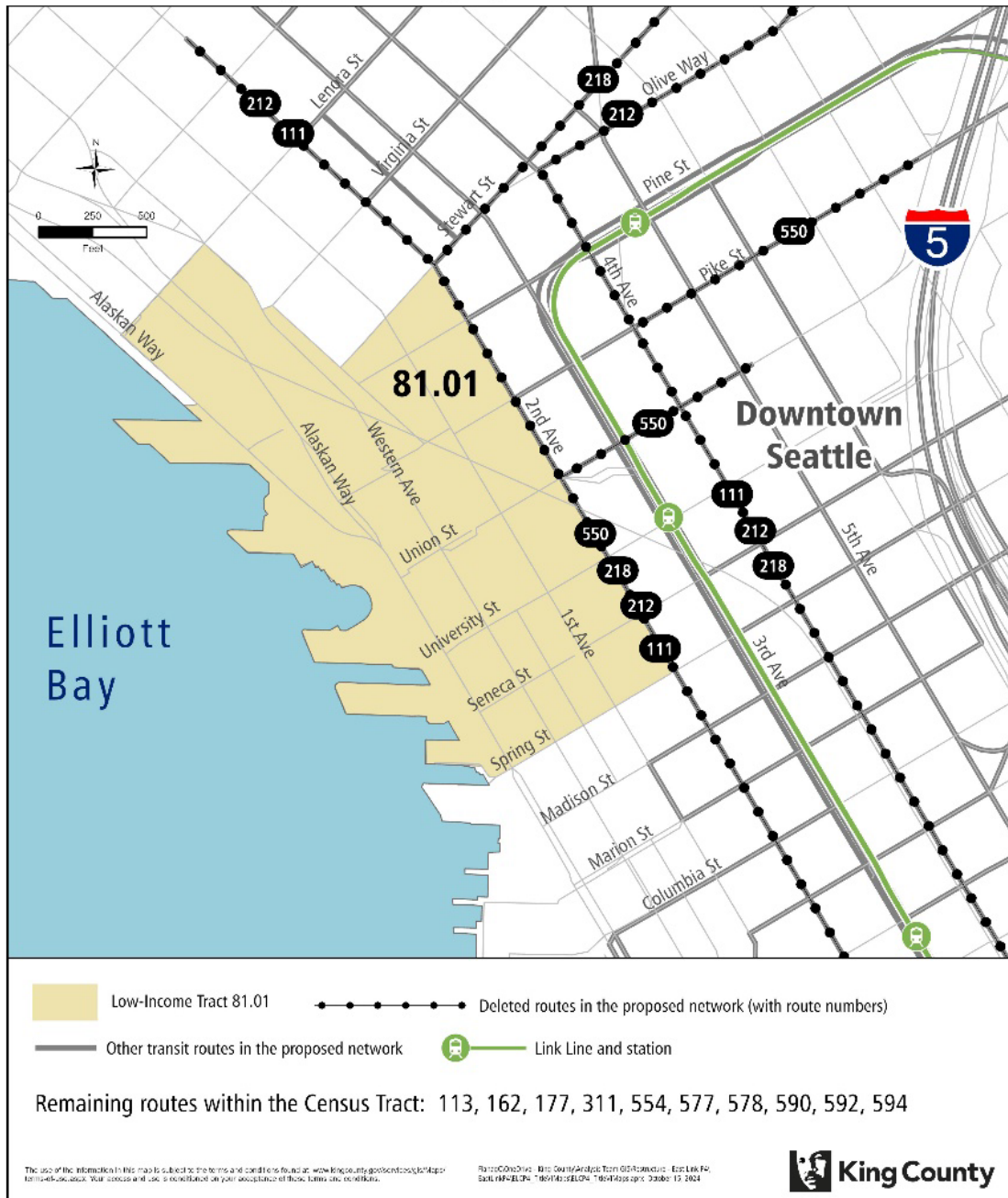


Table 4 Alternative service for all removed routes in Census Tract 81.01

Route	Action	Spring 2024 Service Level	Alternatives
111	Revised	Peak-only	Replacement service to tract 81.01 is provided by Link light rail. Eastside service is maintained by revised Route 111.
212	Deleted	Peak-only	Replacement service to tract 81.01 is provided by Link light rail. Eastside replacement service is provided by new Routes 215, revised Routes 218, 226, 269.
218	Revised	Peak-only	Replacement service to tract 81.01 is provided by Link light rail. Revised Route 218 is reoriented to end at Mercer Island Station.
550	Deleted	Frequent	Replacement service to tract 81.01 is provided by Link light rail. Eastside replacement service is provided by revised ST Express Route 554.
554	Revised	Frequent	Replacement service to tract 81.01 is provided by Link light rail. Eastside service is maintained by revised ST Express Route 554.

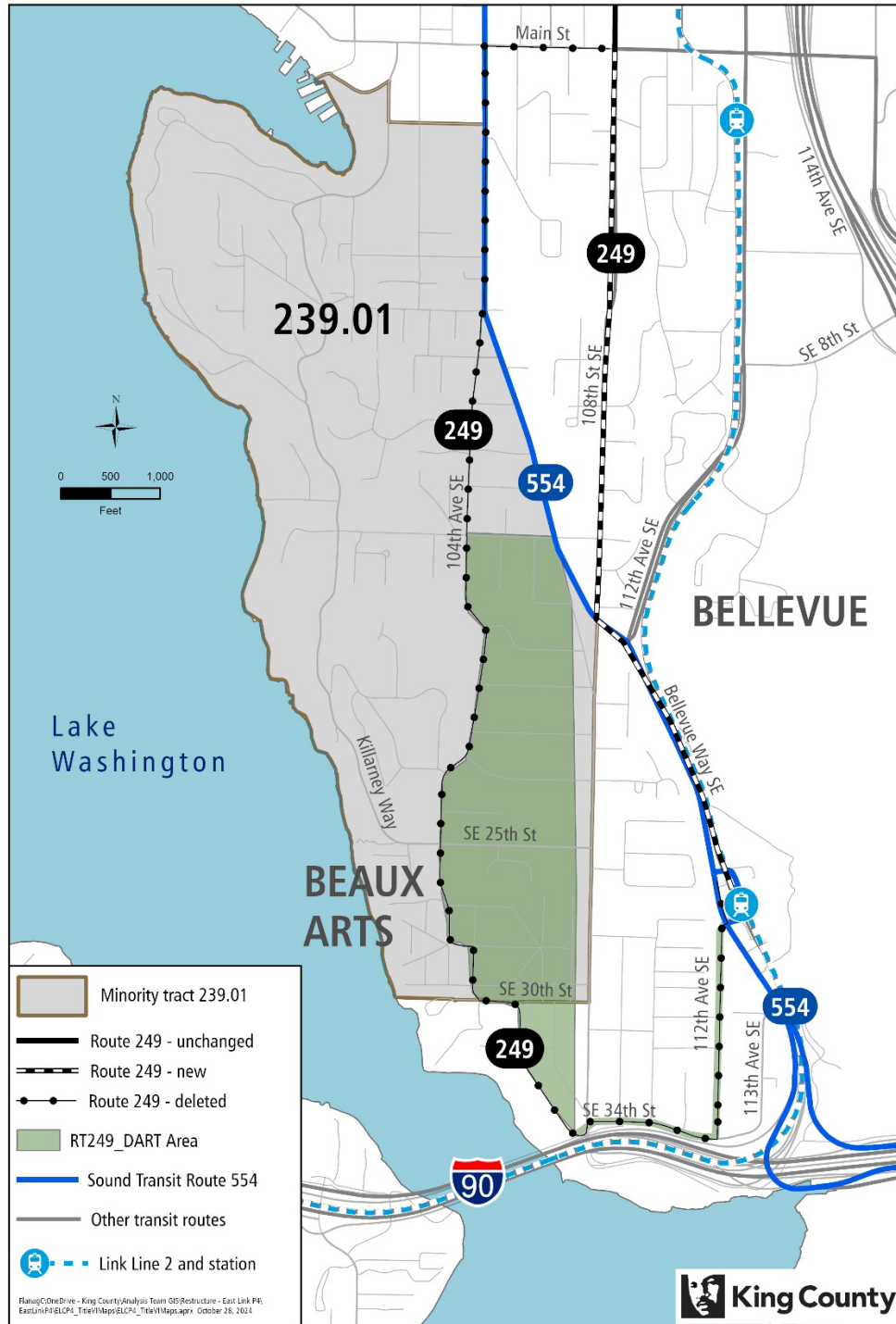
Tract 239.01 – Beaux Arts

As shown in Figure 5, minority Tract 239.01 is served by Route 249 and ST Express Route 554 in spring 2024. In the final proposed network, Route 249 will no longer serve Tract 239.01 as a fixed route service and will be converted to DART (Dial-A-Ride Transit) service, which provides on-demand service in the designated DART service boundary represented in green in Figure 5. ST Express Route 554 will continue to serve Tract 239.01.

Due to the reorientation of Route 249, there is a 26 percent reduction in trips in the Beaux Arts Tract 239.01. Network evaluation of Route 249 indicates relatively low ridership in the Beaux Arts neighborhood along the 104th Ave SE corridor, with an average of less than one boarding and alighting per stop per day; therefore, converting Route 249 to provide DART service in place of fixed-route service matches ridership demand while maintaining transit access throughout the tract. Additionally, the conversion of DART service provides riders more pick up location flexibility by enabling them to access service in the expanded DART deviation area that extends between 104th Ave SE and 108th Ave SE. The fixed route service of Route 249 is revised to provide a direct, more efficient connection to the South Bellevue Station along 108th Street SE and Bellevue Way SE.

Figure 5 Impacts of changes to Census Tract 239.01

East Link Connections Project: Adversely Impacted Minority Tract 239.01



Tract 248 – Eastgate and Factoria

As shown in Figure 6 below, minority Tract 248 is served by Routes 212, 240, 241, 245, 246, and 271 in spring 2024. In the final proposed network, Routes 212, 241, 245, 246, and 271 will no longer serve Tract 248, and new Route 203 and revised Route 240 will serve Tract 248.

There is a 37 percent decline in trips within Tract 248. A significant portion of the trip reduction is attributed to the revision of frequent Route 245 and the deletion of local Routes 241 and 246, which all primarily serve areas north of I-90. Additionally, several routes that replace service for Route 212 via I-90 are situated adjacent to the census tract; therefore, these results do not fully represent trip changes.

East Link Connections applied an iterative phased approach at restructuring the network and reviewed potential disparate impacts and alternatives. This combined with community feedback led to the development of a strategically designed network to mitigate disparate impacts. The strategic restructure of routes in and around Tract 248 ensures the maintenance of regional connectivity and reallocation of resources from redundant or low-performing routes. Due to the complexity of the revisions made within Tract 248, detailed route-specific network decisions are provided below:

Route 212

Route 212, proposed for deletion, provides service between Eastgate Park & Ride and downtown Seattle during peak hours and has ridership within the top quartile in the project network, indicating high demand for all-day, more frequent service.

In response to the high ridership and utilization of the Eastgate Park-and-Ride, multiple routes have been revised to improve service from Eastgate Park-and-Ride that are adjacent to but geographically do not intersect Census Tract 248 and are not represented in Figure 6 but provide proximate replacement service. These alternative routes connect to Link 2 Line, providing fast, frequent service to Seattle.

New all-day frequent Route 215, revised peak-only Route 218, and the reoriented Route 269 all connect Eastgate Park-and-Ride to the Mercer Island Station. Additionally, revised Route 226 and revised very frequent Route 240 connect directly to South Bellevue Station.

Route 245

Route 245, which extends between Factoria and Kirkland, is revised to terminate at the Eastgate Park & Ride and no longer provide service along Factoria Boulevard SE and the eastern loop along Coal Creek Parkway SE and 124th Ave SE.

Network evaluation indicated low ridership along 124th Ave SE, with between 0.5–4.0 passenger boardings and alightings on average per day. Additionally, the route requires northbound trips to layover at Eastgate Park-and-Ride before continuing north, which inconveniences passengers, and significantly increases travel time for many trips. North of the Eastgate Park-and-Ride of Route 245's pathway remains

unchanged. Passengers wishing to travel on Route 245 are able to transfer to it by traveling to the Eastgate Park-and-Ride via revised Route 240, which is upgraded to frequent service in the final proposed network.

Route 246

Route 246, proposed for deletion, operates local service during peak and midday hours with one-hour headways between Clyde Hill and Factoria.

Network evaluation indicates that the route's ridership is within the bottom 25 percent of the project routes, with most ridership occurring along Factoria Boulevard SE. Proposed revised Route 240 and proposed new Route 203 connect Factoria Boulevard SE with South Bellevue Station and downtown Bellevue respectively. Proposed revised Route 249 replaces service between Clyde Hill and downtown Bellevue, and proposed new Route 270 provides service near 100th Ave NE along Bellevue Way NE. The Route 246 Somerset loop will no longer have service to and from Newport Way SE on 148th Pl SE, Highland Drive, and Somerset Blvd SE. However, bus stops on this path are within 1 mile of the proposed new Route 203.

Route 241

Route 241, which connects Eastgate via Eastgate Park-and-Ride, SE Allen Rd, SE Newport Way and Factoria Boulevard SE to Bellevue Transit Center, is proposed for deletion and has relatively low ridership in the bottom 50 percent of average weekday boardings, with the majority of boardings and alighting happening between stops along Factoria Blvd SE and downtown Bellevue. Replacement service between Factoria Blvd SE and downtown Bellevue is provided by the revised frequent route 240 that connects to the South Bellevue Station and Downtown Bellevue Station.

The proposed new Route 203 on Newport Way is situated 0.5 miles away or less from Allen Rd, and with service on Newport Way, provides an alternative for riders while also creating connections to the South Bellevue Station and Issaquah.

Both Routes 203 and 240 operate at a higher frequency than Route 241, further improving service and reach to regional destinations.

Route 271

Route 271 operates frequent service north of the Eastgate Park & Ride and less frequent local service in the southern pathway between Eastgate Park-and-Ride and Issaquah. Therefore, the replacement service provided by Route 203 closely matches the service levels lost by the deletion of Route 271, resulting in minimal trip change impacts on Tract 248 associated with this revision.

Figure 6 Impacts of changes to Census Tract 248

East Link Connections Project: Adversely Impacted Minority Tract 248

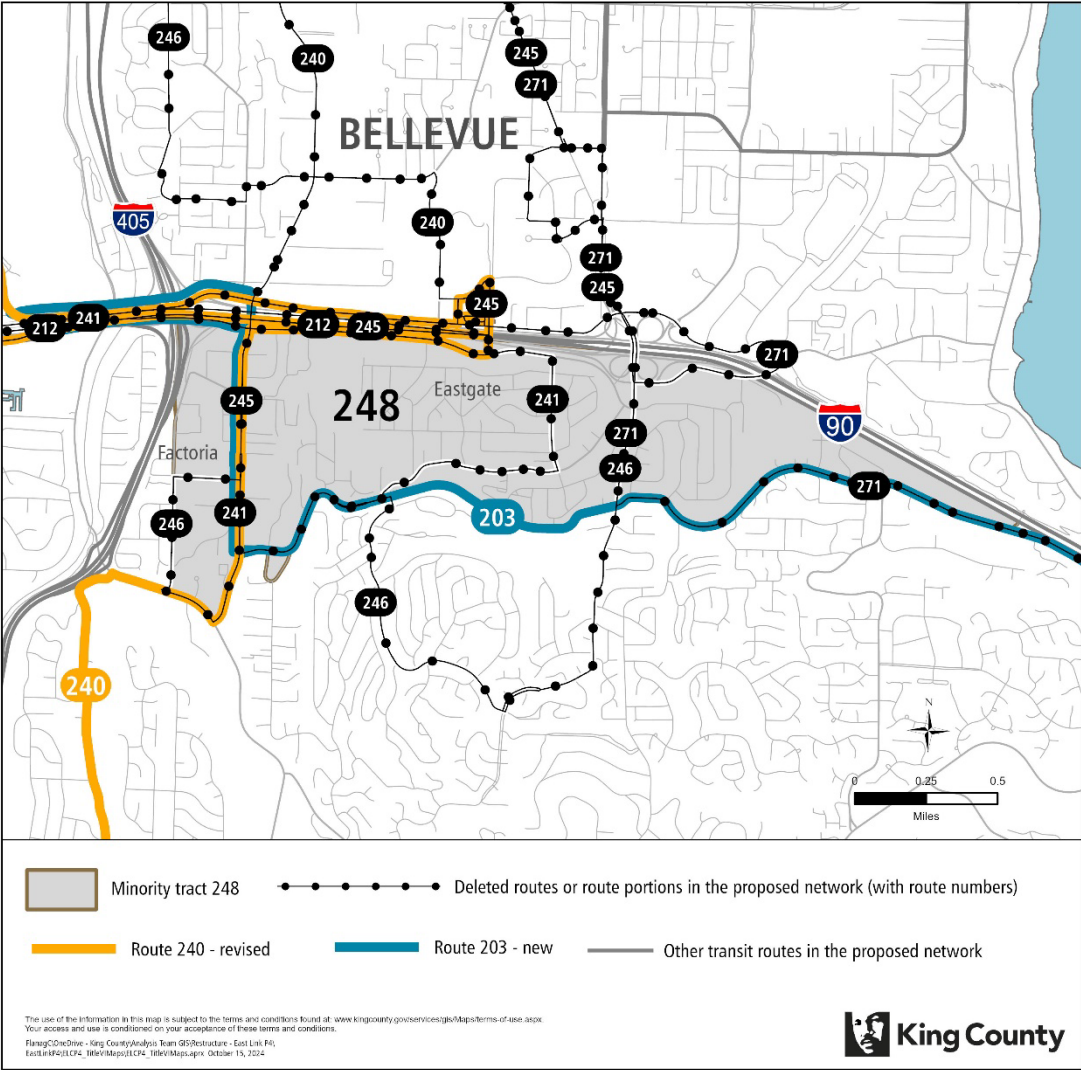


Table 5 Alternative service for all removed routes in Census Tract 248

Route	Action	Spring 2024 Service Level	Alternatives to Tract 248
212	Deleted	Peak-only	Replacement service is provided by new Route 215 and revised Routes 218, 269, and revised frequent Route 240.
241	Deleted	Local	Replacement service is provided by new Route 203 and revised frequent Route 240.
245	Revised	Frequent	Replacement service is provided by revised frequent Route 240.
246	Deleted	Local	Replacement service is provided by new Route 203 and revised frequent Route 240.
271	Deleted	Frequent	Replacement service is provided by new Route 203.

Benefits

Altogether, the proposed network offers many benefits to respond to community-identified needs, including:

Transit Access

- Transit access within the study area increases slightly, with approximately 660 of the 861,750 residents gaining service, a 0.1 percent gain.
- Access to the frequent network improves; over 30,000 people within the study area gain access to frequent transit, 8 percent more than the baseline.
- Frequent access within high minority and low-income areas (Metro Equity Priority Areas [EPAs]) increases significantly; over 24,000 people within EPAs gain access to frequent transit, a 14 percent increase compared to the baseline.

Trip counts

- Overall, the network gains 1,090 weekday trips, 209 Saturday trips, and 331 Sunday trips across all routes in the project scope.
- Compared to the baseline network, trip adds are more evenly distributed across midday, night, and weekend service, aligning with the priorities identified in outreach.
- Analysis indicates that 159 or 20 percent of block groups within the study area gain trips for weekday service, and approximately 60 percent of the block groups that gain trips are classified as EPAs.

Travel Times

- Seattle: Travel time improves in multiple areas during off-peak and weekends.
- Renton: Travel time and reach improve to and from many areas due to an increase in trips connecting Renton to Link at South Bellevue Station. Midday travel improves, aligning with the objective of distributing service evenly throughout the day.
- Issaquah: Travel time improves throughout the Eastside during morning, midday, and evening travel due to the additional frequency and span added to routes running along I-90 and through Sammamish.
- Overlake: Travel originating in the north improves significantly with Overlake as a destination with new access to parts of Woodinville, Bothell, Kenmore, and northern Seattle.
- Factoria: Travel time remains relatively the same on trips traveling to and from Factoria, with some time and reach improvements throughout Issaquah and Sammamish.
- Bellevue College: Several areas, including Renton Highlands and Redmond, improve slightly in reach in travel time when traveling to Bellevue College, while the majority of the results remain the same.
- Downtown Bellevue: The majority of the origins and destinations traveling to and from Downtown Bellevue during the morning and midday remain relatively the same. Travel times improve in eastern Seattle, Issaquah, Kenmore, and Mercer Island.

7 Appendix A: Affected Routes and Rider Alternatives

Route	Change from Baseline (no change, revised, replaced, restored, or new)	Summary of Change from Baseline Network	Alternatives
203	New	New route to provide service between South Bellevue Station, Factoria, and Issaquah.	N/A
215	New	New route to provide service between Mercer Island Station and North Bend via Issaquah and Snoqualmie.	N/A
220	New	New route to provide service between Eastgate and Bellevue Transit Center via Lake Hills Connector.	N/A
222	New	New route to provide service between Redmond Tech Station and Cottage Lake via NE 24th Street, W Lake Sammamish Pkwy NE, downtown Redmond	N/A
223	New	New route to provide service between Eastgate and Downtown Redmond Station.	N/A
251	New	New route between Woodinville Park & Ride and Redmond via Woodinville Redmond Road/NE 145th Street.	N/A

256	New	New route between Woodinville Park-and- Ride and downtown Seattle via I-405 and SR 520.	N/A
270	New	New route between Bellevue Transit Center and U District Station.	N/A
8	Revised	Reorient to serve Judkins Park Station.	N/A
111	Revised	Reorient to end at South Bellevue Station, increase service to operate all day and all week, shorten Lake Kathleen loop, revise pathway in Renton Highlands.	N/A
204	Revised	Service added on Sunday to match Saturday service.	N/A
218	Revised	Reorient to end at Mercer Island Station.	N/A
224	Revised	Improve frequency to every 60 minutes, reorient pathway in Redmond to serve Downtown Redmond Station.	N/A
225	Revised	Reorient to serve Overlake Village Station.	N/A
226	Revised	Reorient pathway to serve South Bellevue Station and provide a more streamlined path between Crossroads and Eastgate.	N/A
240	Revised	The shift pathway from SE Eastgate Way to SE 36th St between Factoria Blvd SE and Eastgate Park-and- Ride provides a better connection to South Bellevue Station while maintaining service to Bellevue College.	N/A

245	Revised	End route at Eastgate Park-and- Ride.	N/A
249	Revised	End route at Spring District Station, shift pathway off of Bellevue Way NE to 84th Ave NE.	N/A
250	Revised	All trips will extend to serve Bear Creek Park-and-Ride and Avondale Road, shift pathway in Redmond to serve Downtown Redmond Station.	N/A
269	Revised	Extend service to I-90 to Mercer Island Station and reorient the northern terminal to SE Redmond Station.	N/A
542	Revised	Increase service levels and extend the eastern terminal to Bear Creek Park-and-Ride.	N/A
554	Revised	Revise pathway to travel between Issaquah and downtown Bellevue, connecting to South Bellevue Station, and adjust the pathway to serve Gilman Blvd.	N/A
630	Revised	Revise to serve Seattle via Rainier Ave, E Yesler, 9th Ave, and E Jefferson Street.	N/A
930	Revised	Add service on nights and weekends.	N/A
931	Revised	Reorient to provide a new connection from Duvall to Cottage Lake, Woodinville, and Bothell.	N/A
B Line	Revised	Extend to Downtown Redmond Station and reorient pathway in Overlake.	N/A

544	Restored	Restore route to serve Overlake to South Lake Union	N/A
114	Deleted	Delete Route	Replacement service is provided by revised Route 240 and Link light rail.
167	Deleted	Delete Route	Replacement service is provided by new Route 270 and revised Routes 111 and 240.
200	Deleted	Delete Route	Replacement service is provided by new Route 203 and revised ST Route 554.
208	Deleted	Delete Route	Replacement service is provided by new Route 215.
212	Deleted	Delete Route	Replacement service is provided by new Routes 215, revised Routes 218, 226, 269, and Link light rail.
214	Deleted	Delete Route	Replacement service is provided by new Route 203, revised ST Route 554, and Link light rail.
216	Deleted	Delete Route	Replacement service is provided by new Route 215, revised Routes 218, 269, and Link light rail.
217	Deleted	Delete Route	Replacement service is provided by new Route 203 and the Link light rail.
219	Deleted	Delete Route	Replacement service is provided by new Route 215, revised Routes 218, 269, and Link light rail.
221	Deleted	Delete Route	Replacement service is provided by new Routes 222, 223, 251, and revised Route 226.
232	Deleted	Delete Route	Replacement service is provided by new Route 222 and revised Route 931.
237	Deleted	Delete Route	Replacement service is provided by new Route 256.
241	Deleted	Delete Route	Replacement service is provided by new Route 203 and revised Route 240
246	Deleted	Delete Route	Replacement service is provided by new Routes 203, 220 and 270 and revised Route 249.
252	Deleted	Delete Route	Replacement service is provided by new Route 256.

257	Deleted	Delete Route	Replacement service is provided by new Route 256.
268	Deleted	Delete Route	Replacement service is provided by revised Route 269, revised ST Route 542, and Link light rail.
271	Deleted	Delete Route	Replacement service is provided by new Routes 203, 220, and 270, revised Route 249, and revised ST Route 554.
311	Deleted	Delete Route	Replacement service is provided by new Route 256.
342	Deleted	Delete Route	Replacement service is provided by new Route 256, revised Route 111, and existing Routes 331 and ST Route 522.
541	Deleted	Delete Route	Replacement service is provided by new Route 270 and revised ST Route 542 and Link light rail.
545	Deleted	Delete Route	Replacement service is provided by revised ST Route 542, restored ST Route 554 and Link light rail.
550	Deleted	Delete Route	Replacement service is provided by revised ST Route 554 and Link light rail.
555	Deleted	Delete Route	Replacement service is provided by revised ST Routes 542 and 554 and Link light rail.
556	Deleted	Delete Route	Replacement service is provided by revised ST Routes 542 and 554 and Link light rail.