

**March 4, 2025**

**East Link and Downtown Redmond Link Extension Public Transportation Service Changes for King County**

Route: 8 (revise)

#### OBJECTIVES:

Revise service on Route 8 to serve Judkins Park Station via 23rd Ave. S and to leverage high-capacity transit investments in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.

#### IMPACTED SERVICE AREA:

Uptown, South Lake Union, Madison Valley, Capitol Hill, Central District, Judkins Park, Mount Baker

#### SERVICE CHANGE:

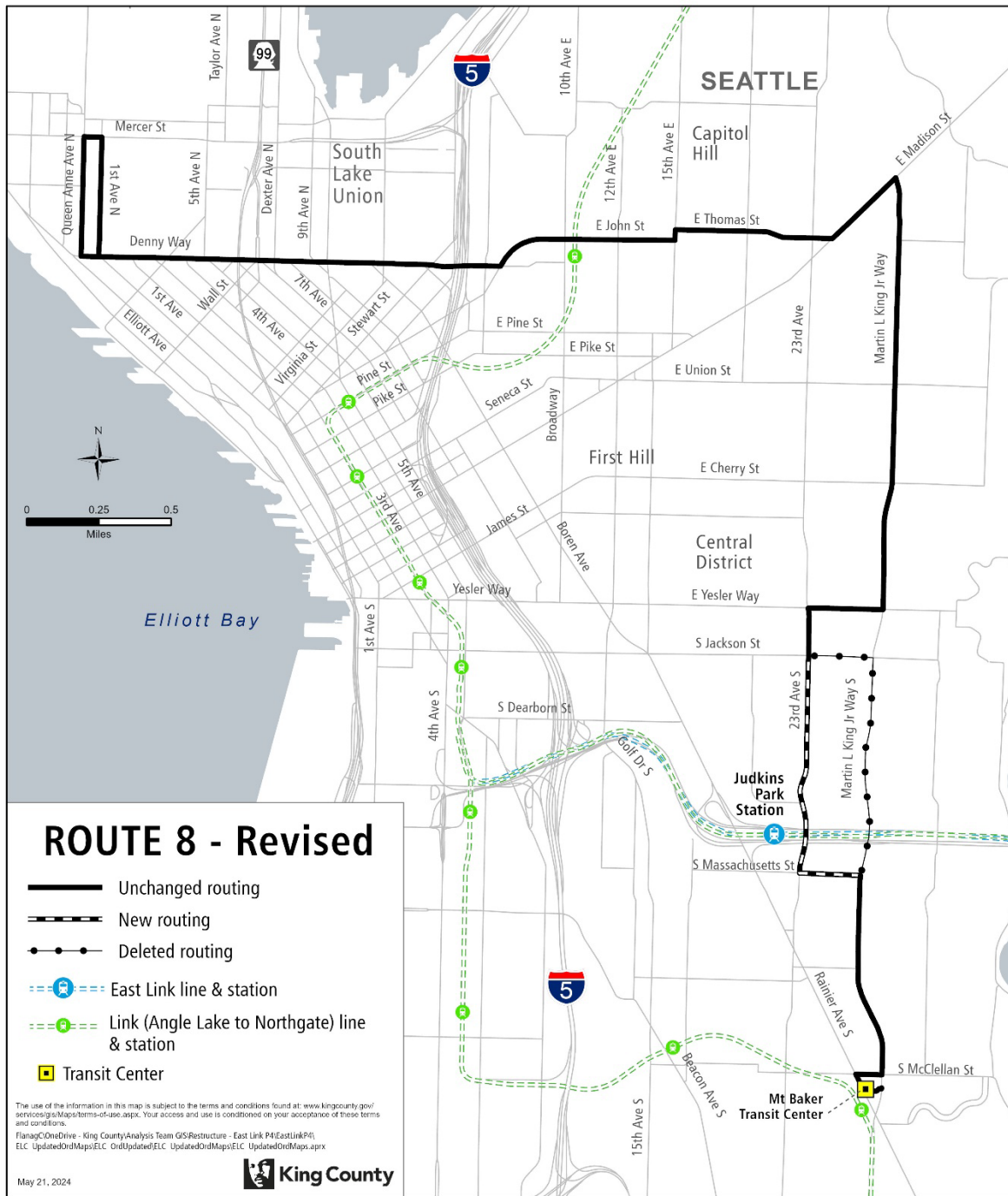
Revise Route 8 to connect with Judkins Hill Station via 23rd Avenue South.

#### Frequency:

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	10-15 min	15 min	15 min	15 min	30 min	20 min	30 min
<b>Proposed</b>	10-15 min	15 min	15 min	15 min	30 min	20 min	30 min

#### Hours of Service:

	Weekday	Saturday	Sunday
<b>Current</b>	5 AM–12:30 AM	5:30 AM–12:30 AM	6:00 AM–12:30 AM
<b>Proposed</b>	5 AM–12:30 AM	5:30 AM–12:30 AM	5:30 AM–12:30 AM



Route: 111 (revise)

#### OBJECTIVES:

Revise service on Route 111 to terminate at the South Bellevue Link Station, no longer serve downtown Seattle, and operate all-day, all-week to provide new connections and better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

#### IMPACTED SERVICE AREA:

Lake Kathleen, Renton Highlands, Kenndale, Newport Hills, South Bellevue, downtown Seattle

#### SERVICE CHANGE:

Revise Route 111 to serve South Bellevue Station.

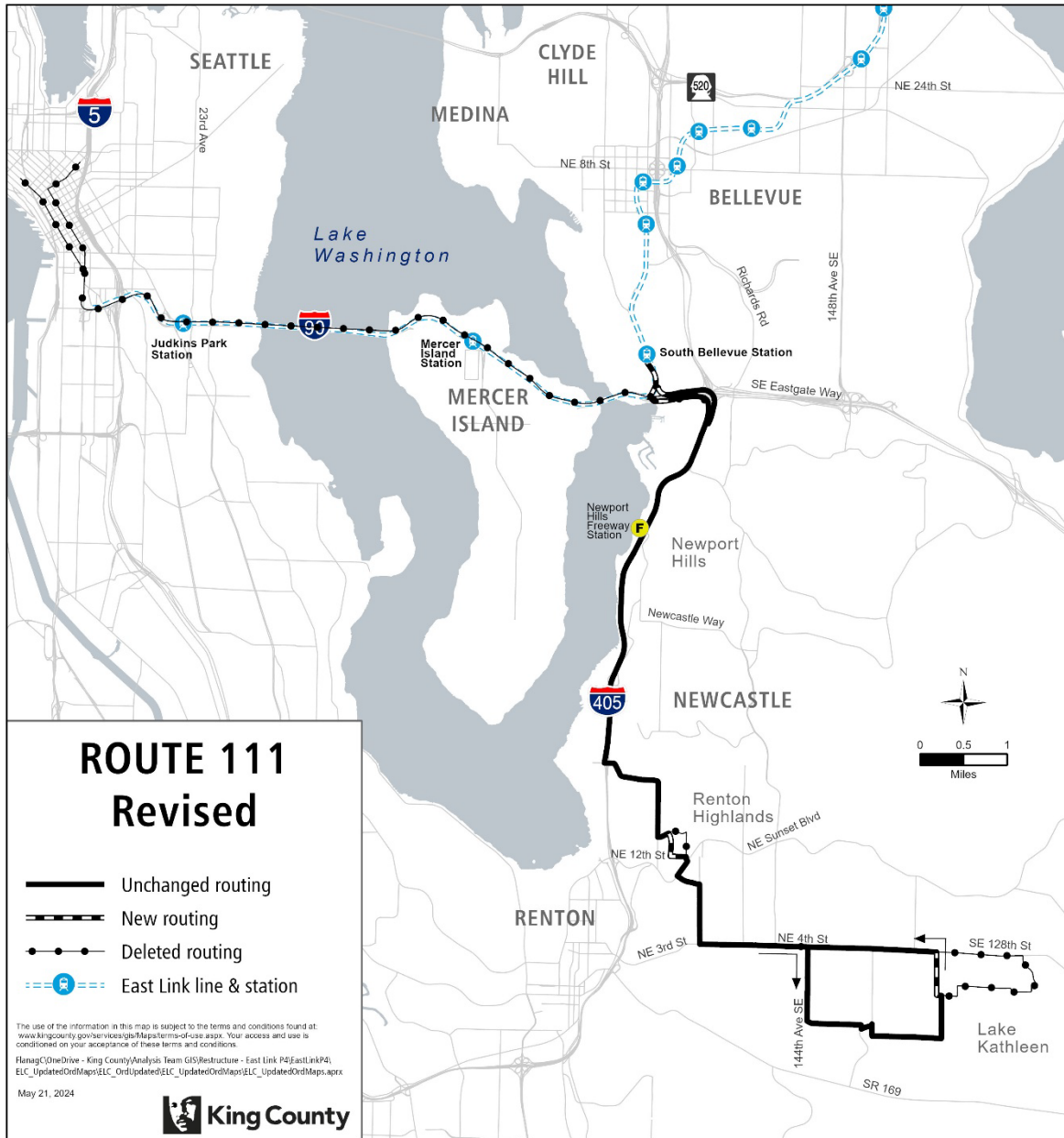


**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	20 min	-	-	-	-	-	-
<b>Proposed</b>	15 min	30 min	30 min	30 min	30 min	30 min	30 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:15 AM–7:30 AM, 3:30–6:00 PM	-	-
<b>Proposed</b>	5:15 AM–9:00 PM	7:00 AM–8:00 PM	8:00 AM–7:00 PM



Route: 114 (delete)

#### OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 114 will be provided by the Route 240 and Link light rail. This route is currently suspended.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

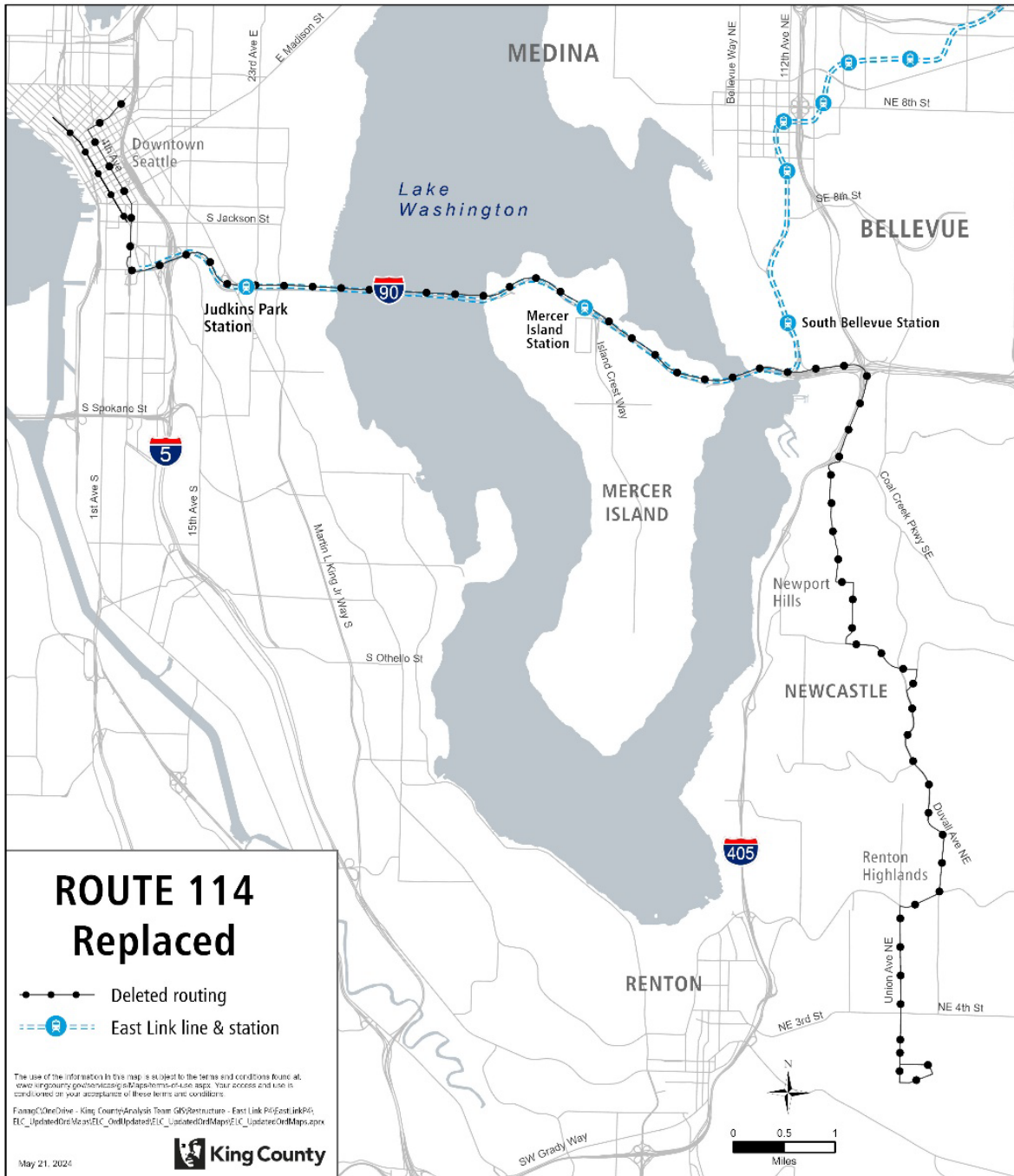
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

Renton, Newcastle, Newport Hills, Eastgate, and downtown Seattle

#### SERVICE CHANGE:

Delete Route 114. Alternative service will be provided by Route 240. Route 114 was suspended in 2020.



Route: 167 (delete)

#### OBJECTIVES:

Restructure service to reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 167 will be provided by Routes 111, 240 and 270. This route is currently suspended.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
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#### *Service Guidelines:*

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  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

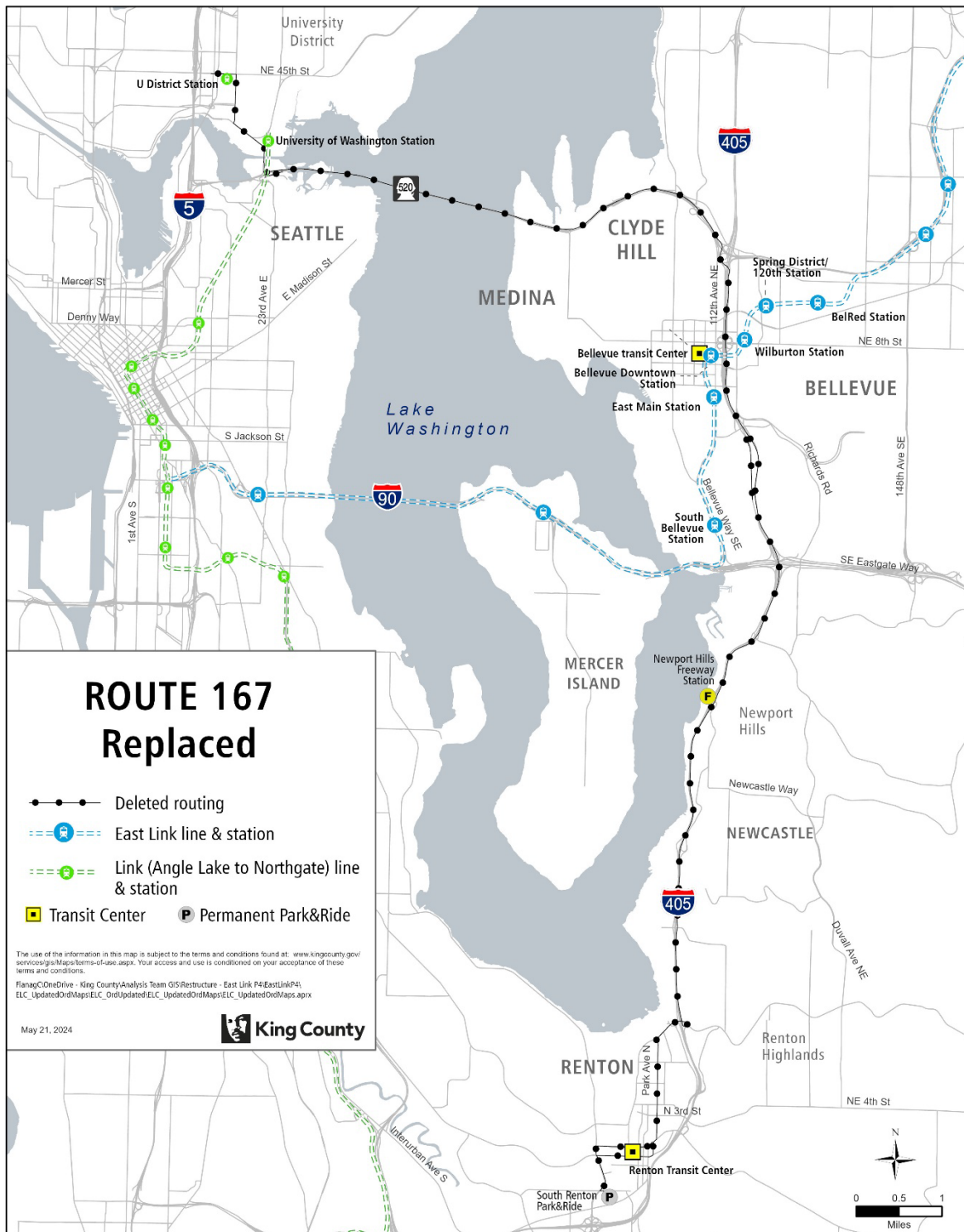
#### IMPACTED SERVICE AREA:

Renton, Newcastle, Bellevue, Clyde Hill, and the University District

#### SERVICE CHANGE:

Delete Route 167. Alternative service will be provided by Routes 111, 240, 270, and Link light rail. Route 111 will replace the service lost between the Eastgate Park-and-Ride and Renton Highlands. Route 240 will replace service between Renton Highlands and the Renton Transit Center. Route 270 will

provide alternative services between the University District and downtown Bellevue. Route 167 was suspended in 2023.



Route: 200 (delete)

#### OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 200 will be provided by the Route 203 and proposed revised ST 554. This route is currently suspended.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
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#### *Service Guidelines*

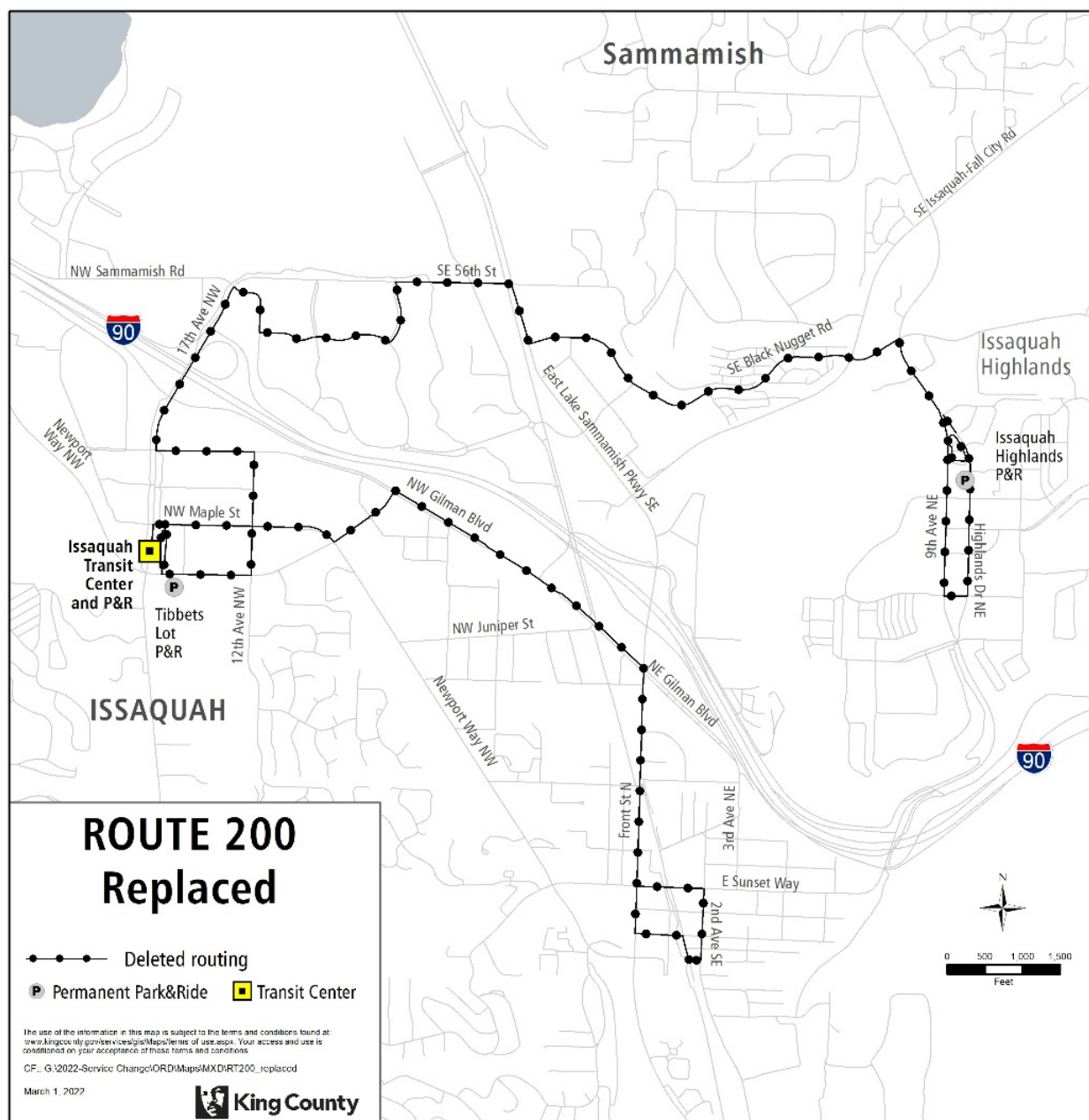
- *Network Connections*
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#### IMPACTED SERVICE AREA:

Issaquah

#### SERVICE CHANGE:

Delete Route 200. Alternative service will be provided by the Routes 203 and proposed revised ST 554. Route 200 was suspended in 2020.





Route: 203 (new)

**OBJECTIVES:**

Create new route that serves Issaquah Highlands, north Issaquah, Issaquah Transit Center, Newport Way, Factoria, and South Bellevue Station to leverage high-capacity transit investments and provide new connections in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
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*Service Guidelines*

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  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

**IMPACTED SERVICE AREA:**

Issaquah Highlands, north Issaquah, Issaquah Transit Center, Newport Way, Factoria, South Bellevue Station

**SERVICE CHANGE:**

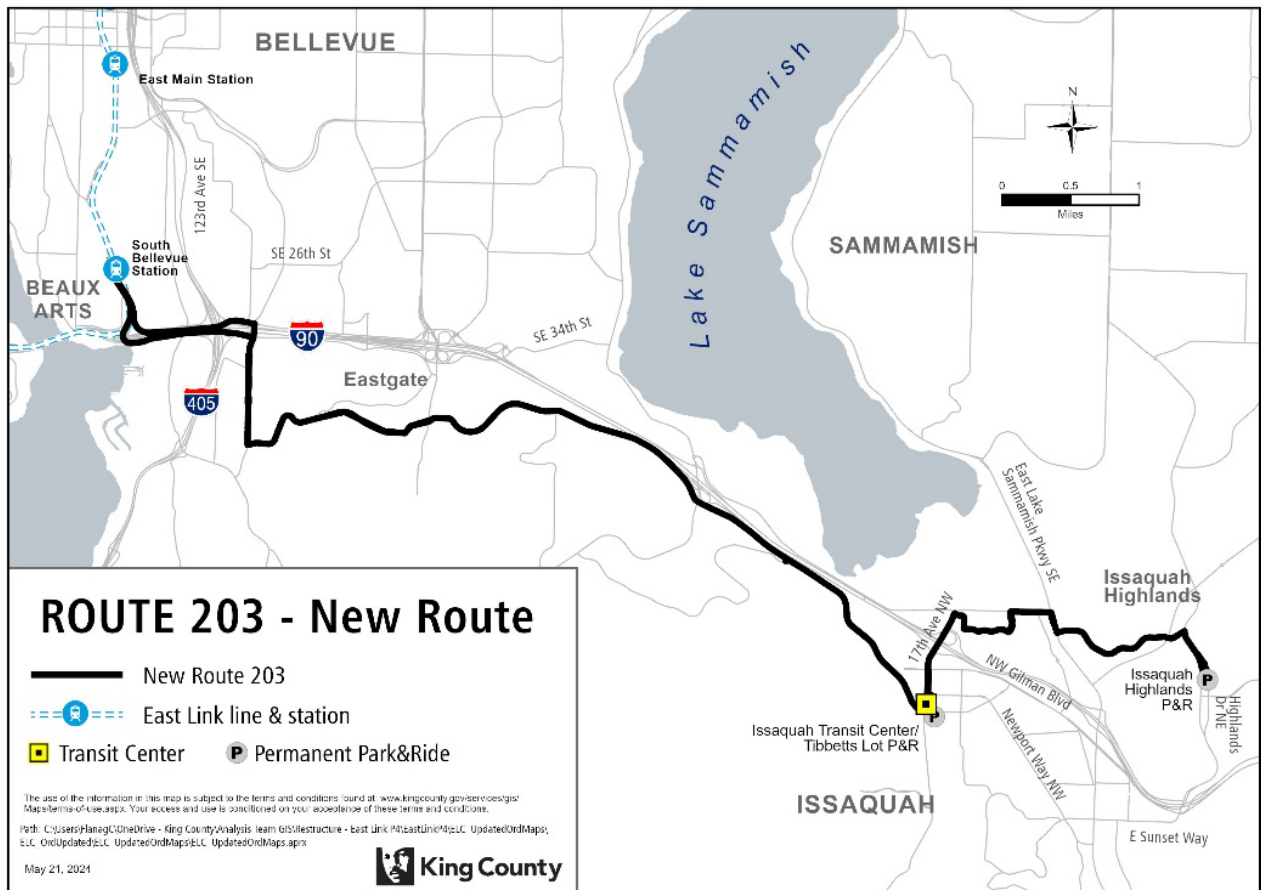
Implement new Route 203 which provides service between Issaquah Highlands and South Bellevue Station via Newport Way and Factoria.

**Frequency:**

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	30 min	30 min	30-60 min	30 min	30 min	30 min	30 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	-	-	-
<b>Proposed</b>	5:00 AM–11:45 PM	7:45 AM–8:15 PM	7:45 AM–8:15 PM



Route: 204 (revise)

**OBJECTIVES:**

Revise service on Route 204 to operate on Sundays and to provide better all-day transit service levels, leverage high-capacity transit investments, and match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
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**IMPACTED SERVICE AREA:**

Mercer Village, Mercer Island Station

**SERVICE CHANGE:**

Add Sunday service on Route 204.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	30 min	60 min	-	60 min	60 min	-	-
<b>Proposed</b>	30 min	60 min	-	60 min	60 min	60 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	6:00 AM–7:00 PM	9:00 AM–6:30 PM	-
<b>Proposed</b>	6:00 AM–7:00 PM	9:00 AM–6:00 PM	9:00 AM–6:00 PM

Route: 208 (delete)

#### OBJECTIVES:

Restructure service to provide better all-day transit service levels, leverage high-capacity transit investments, and provide new connections in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 208 will be provided by the new Route 215.

#### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

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  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
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- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

North Bend, Snoqualmie, and Issaquah

#### SERVICE CHANGE:

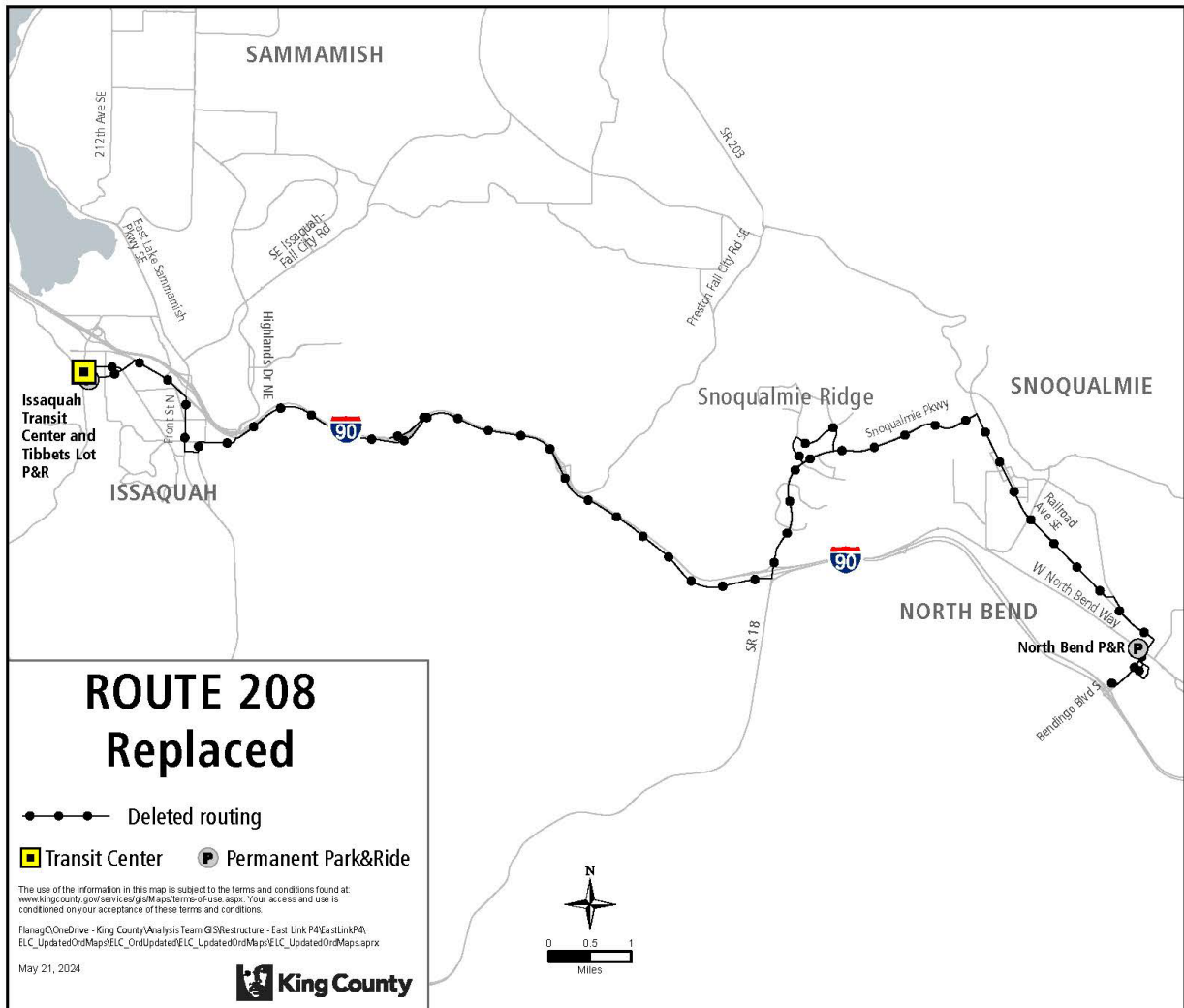
Delete Route 208. Alternative service will be provided by the new Route 215.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	90 min	125 min	-	130 min	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:00 AM–8:30 PM	7:00 AM–9:45 PM	-
<b>Proposed</b>	-	-	-





Route: 212 (delete)

**OBJECTIVES:**

Restructure service to provide better all-day service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 212 will be provided by Routes 215, 218, 226, 269, and Link light rail.

*Strategic Plan Strategies*

- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.

**IMPACTED SERVICE AREA:**

Eastgate, downtown Seattle

**SERVICE CHANGE:**

Delete Route 212. Alternative service will be provided by Routes 215, 218, 226, 269, and Link light rail.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	20-30 min	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	6:00 AM–10:00 AM, 3:20 PM–7:20 PM	-	-
<b>Proposed</b>	-	-	-



Route: 214 (delete)

#### OBJECTIVES:

Restructure service to leverage high-capacity transit investments and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 214 will be provided by Routes 203, proposed revised ST 554, and Link light rail. This route is currently suspended.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
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  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

Issaquah Transit Center, downtown Issaquah, downtown Seattle

#### SERVICE CHANGE:

Delete Route 214. Route 214 was suspended in 2023. Alternative service will be provided by Routes 203, proposed revised ST 554, and Link light rail. Route 203 will provide service between the Issaquah Transit Center and South Bellevue Link Station. Proposed revised ST 554 will provide service between Issaquah and South Bellevue Link Station. Link light rail will provide service between South Bellevue Station and downtown Seattle.



Route: 215 (new)

#### OBJECTIVES:

Create new route that serves North Bend, Snoqualmie, Issaquah Highlands, Eastgate and Mercer Island Station to provide better all-day transit service levels, leverage high-capacity transit investments, and provide new connections in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
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#### IMPACTED SERVICE AREA:

North Bend, Snoqualmie, Issaquah Highlands, Eastgate, Mercer Island

#### SERVICE CHANGE:

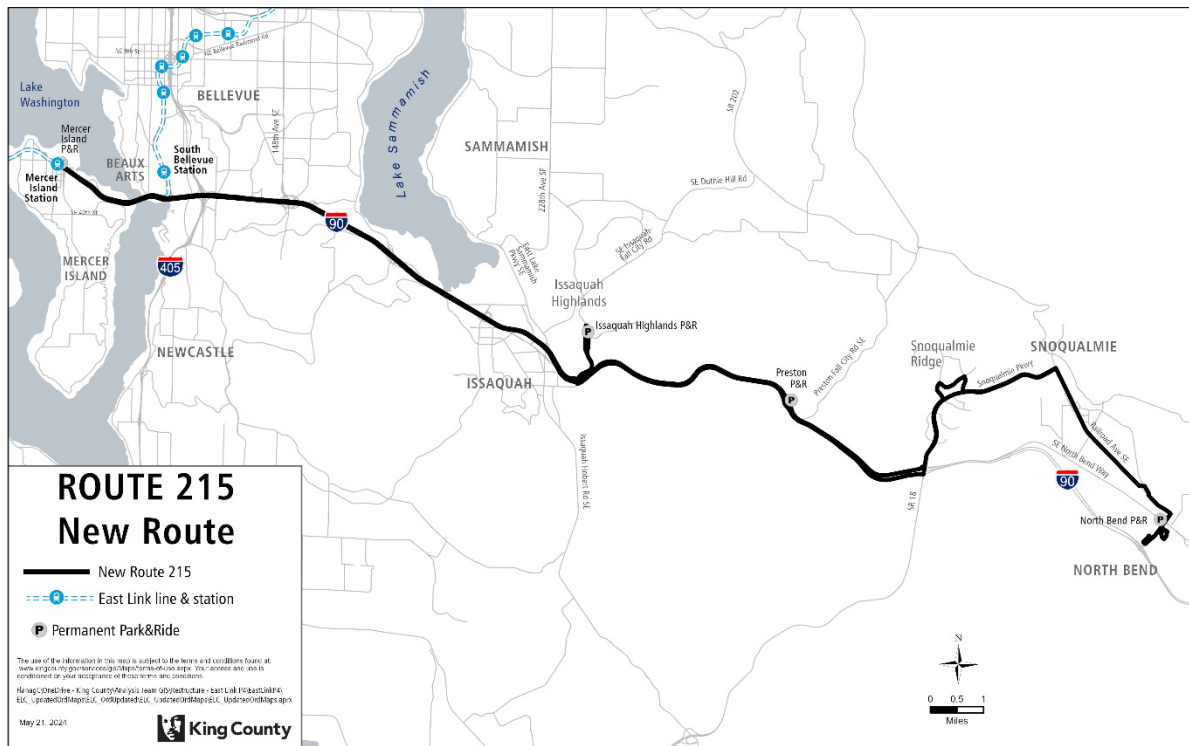
Implement new Route 215 which provides service between North Bend and Mercer Island Station. On weekdays, Route 215 will operate approximately every 30 minutes between Issaquah and Mercer Island and every 90 minutes between North Bend and Mercer Island. On weekends, Route 215 will operate approximately every 30 minutes between Issaquah and Mercer Island and every 90 minutes between North Bend and Mercer Island.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	30/90 min	30/90 min	30/90 min	30/90 min	30/90 min	30/90 min	30/90 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	-	-	-
<b>Proposed</b>	5:30 AM–7:45 PM	8:00 AM–7:30 PM	8:00 AM–7:30 PM



Route: 216 (delete)

#### OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 216 will be provided by the new Route 215, Route 269, and the Link light rail. This route is currently suspended.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
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- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

Sammamish, Issaquah Highlands, Eastgate, Mercer Island and downtown Seattle

#### SERVICE CHANGE:

Delete Route 216. Alternative service will be provided by Routes 215, 269, and Link light rail. The Routes 215 and 269 will replace the service between Mercer Island Station and Sammamish. Link light rail will provide alternative service between Mercer Island Station and downtown Seattle. Route 216 was suspended in 2023.





Route: 217 (delete)

#### OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 217 will be provided by the new Route 203 and the Link light rail. This route is currently suspended.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

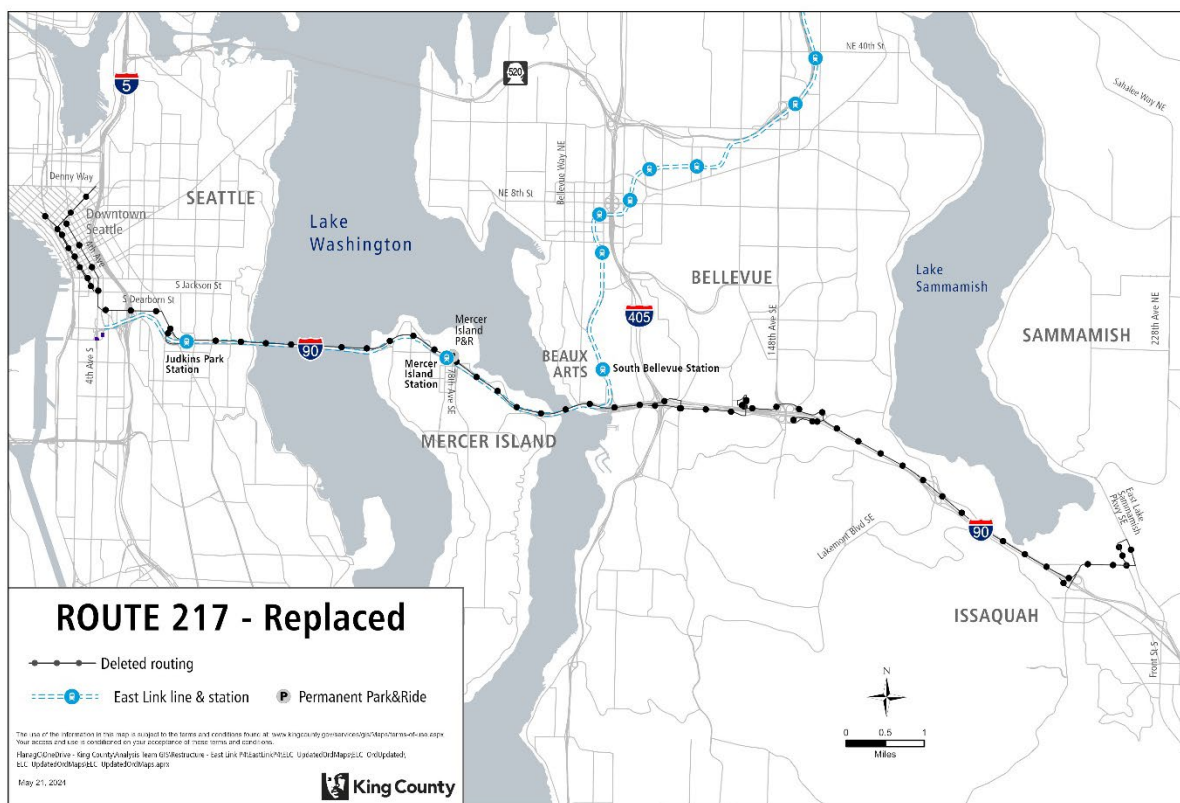
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

North Issaquah, Eastgate, and downtown Seattle

#### SERVICE CHANGE:

Delete Route 217. Alternative service will be provided by the Route 203 and the Link light rail. Route 217 was suspended in 2023.



Route: 218 (revise)

**OBJECTIVES:**

Revise service on Route 218 to serve Issaquah Highlands, Eastgate and Mercer Island Station and to leverage high-capacity transit investments, provide new connections, and match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies*

- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Improve speed and reliability consistent with Metro Connects.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

**IMPACTED SERVICE AREA:**

Issaquah Highlands, Eastgate, Mercer Island Station and downtown Seattle

**SERVICE CHANGE:**

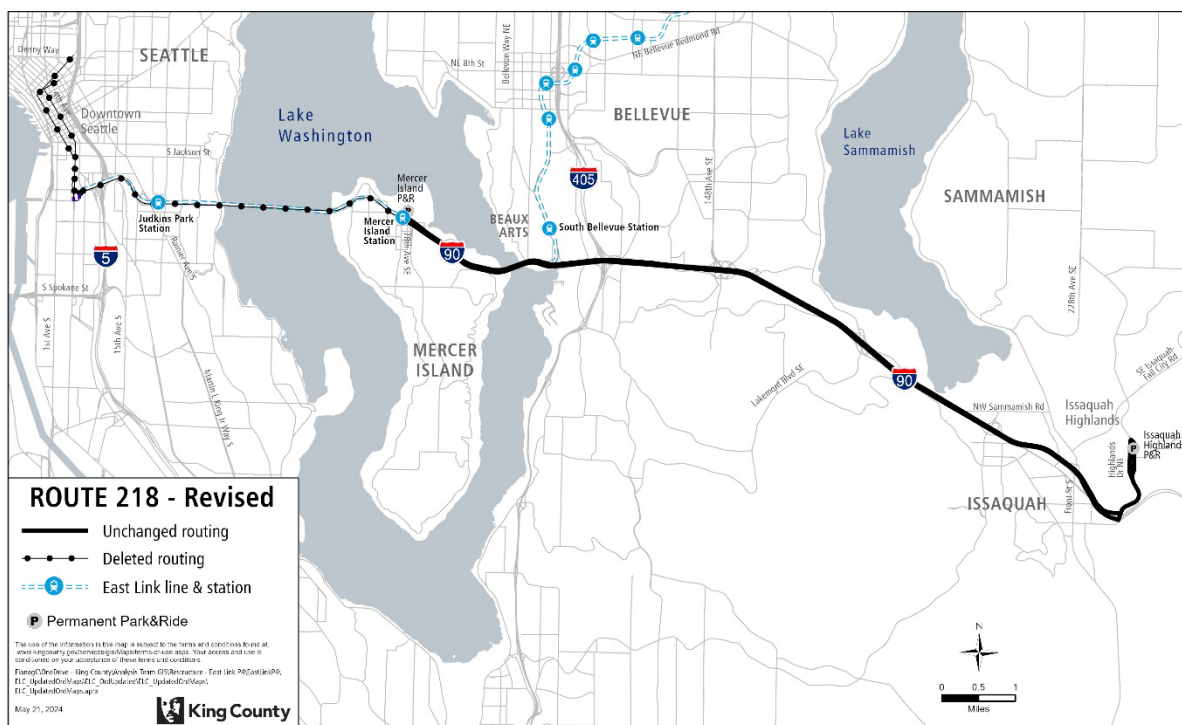
Revise Route 218 to serve Mercer Island Station. On weekdays, Route 218 will operate in the peak-direction.

**Frequency:**

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	20-50 min	-	-	-	-	-	-
<b>Proposed</b>	30 min	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	6:15-8:00 AM, 3:45-6:30 PM	-	-
<b>Proposed</b>	5:30-9:00 AM, 4:15-7:15 PM	-	-



Route: 219 (delete)

#### OBJECTIVES:

Replacement service for Route 219 will be provided by the new Route 215, revised Route 269 and the Link light rail. Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. This route is currently suspended.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

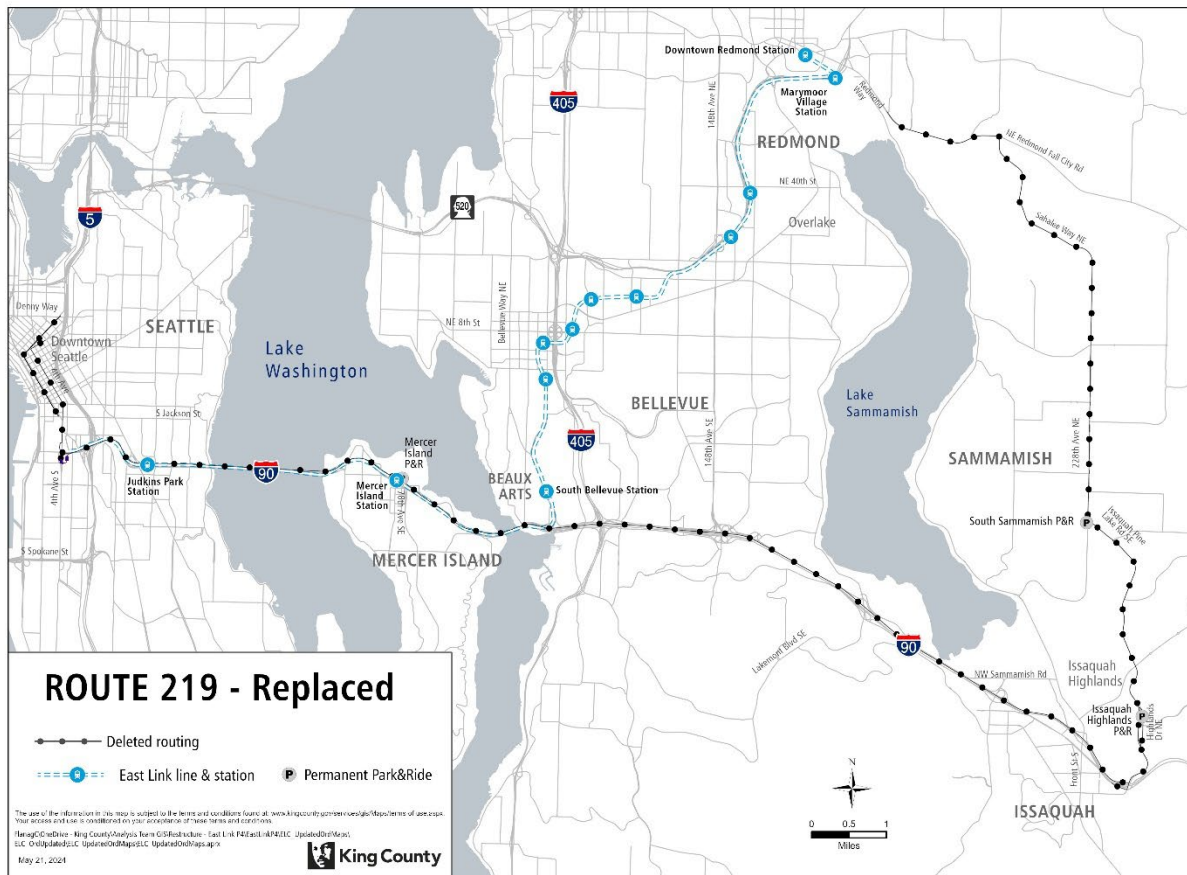
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

Sammamish, Issaquah Highlands, Eastgate, Mercer Island, and downtown Seattle

#### SERVICE CHANGE:

Delete Route 219. Alternative service will be provided by new Route 215, revised Route 269 and Link light rail. The Routes 215 and 269 will replace the service between Mercer Island Station and Sammamish. Link light rail will provide alternative service between Mercer Island Station and downtown Seattle. Route 219 was suspended in 2020.





Route: 220 (new)

**OBJECTIVES:**

Create new route that serves Eastgate, Lake Hills, and downtown Bellevue in order to leverage high-capacity transit investments in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

**IMPACTED SERVICE AREA:**

Eastgate, Lake Hills, downtown Bellevue

**SERVICE CHANGE:**

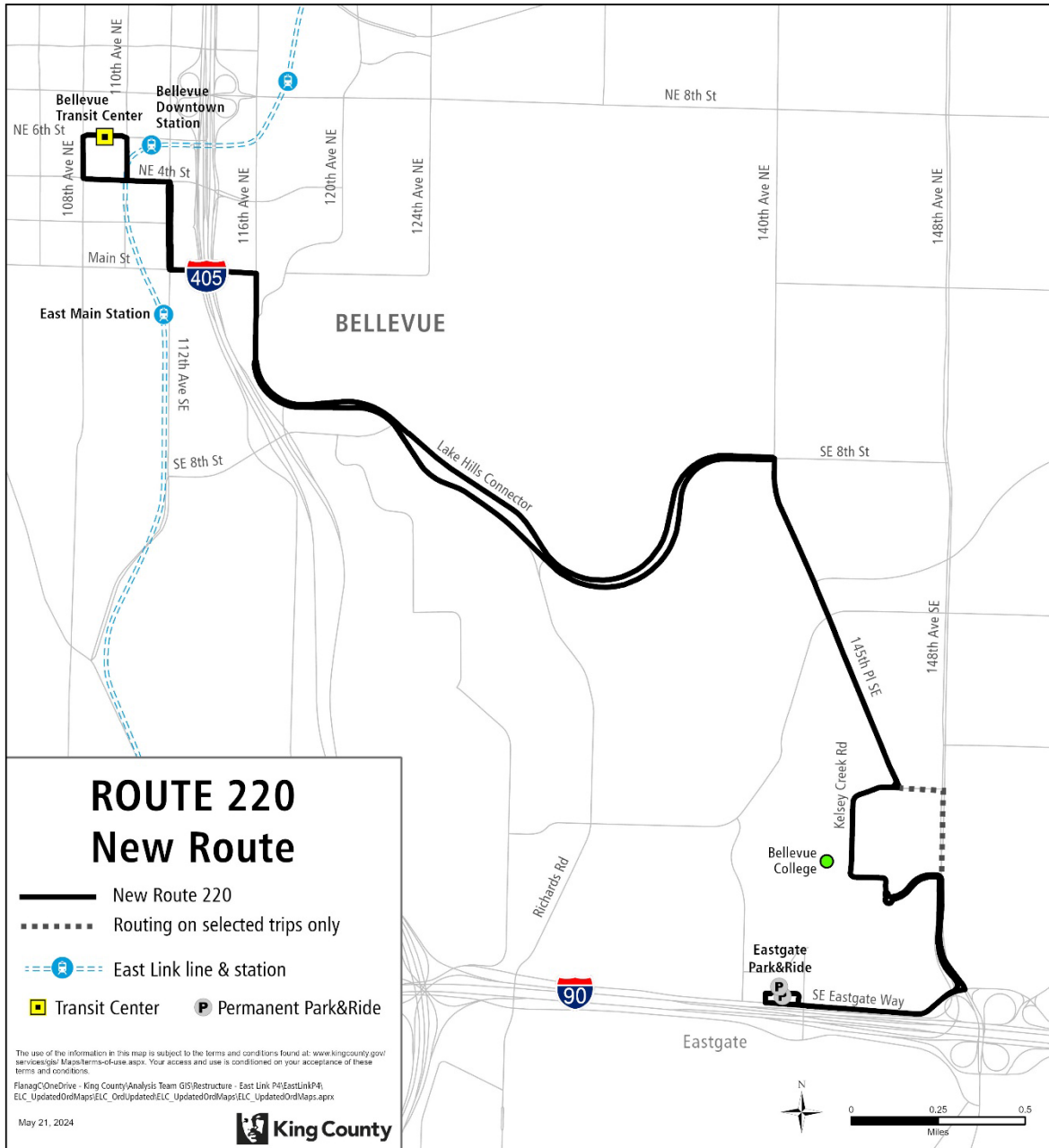
Implement new Route 220 which provides service between Eastgate, Lake Hills, and downtown Bellevue.

**Frequency:**

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	15 min	15 min	30 min	30-60 min	60 min	30-60 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	-	-	-
<b>Proposed</b>	5:30 AM–12:00 AM	7:00 AM–12:00 AM	7:00 AM–12:00 AM



Route: 221 (delete)

#### OBJECTIVES:

Restructure service to provide better all-day transit service levels, leverage high-capacity transit investments, and provide new connections in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 221 will be provided by the new Routes 222 and 223, and revised Route 226.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *Route Spacing and Duplication*
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

Education Hill, downtown Redmond, Overlake, Crossroads, Lake Hills, Bellevue College, Eastgate

#### SERVICE CHANGE:

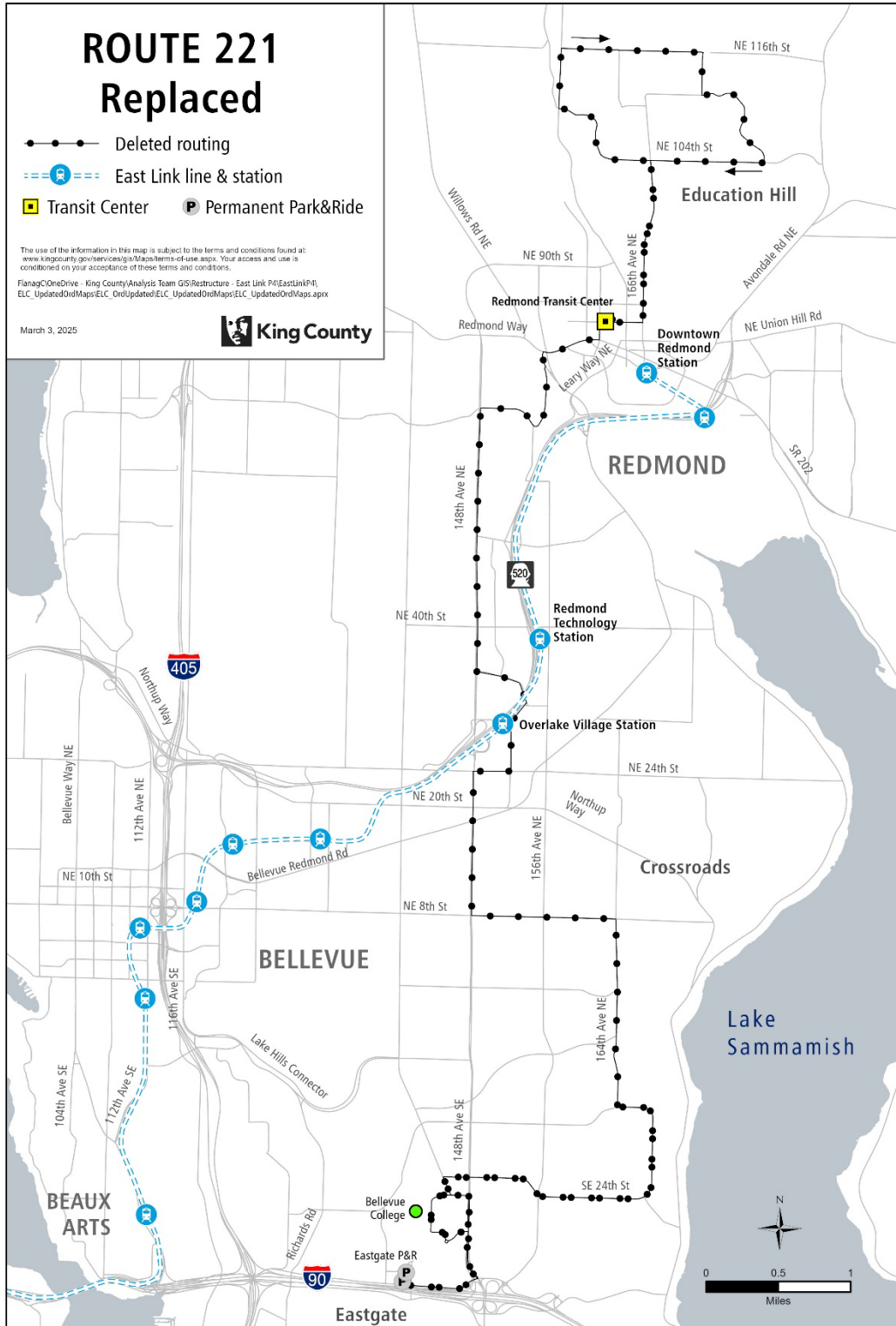
Delete Route 221. Alternative service will be provided by Route 222 between Education Hill and downtown Redmond, and by Route 223 between downtown Redmond and Crossroads, and by Route 226 between Lake Hills and Eastgate.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	30 min	30 min	60 min	30 min	60 min	30 min	60 min
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:00 AM – 11:30 PM	6:15 AM – 9:00 PM	7:00 AM – 10:00 PM
<b>Proposed</b>	-	-	-



Route: 222 (new)

#### OBJECTIVES:

Create a new route that serves Cottage Lake, Avondale, Education Hill, downtown Redmond, Marymoor Park, Idylwood, and Overlake to provide new connections in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *Route Spacing and Duplication*
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

Cottage Lake, Avondale, Education Hill, downtown Redmond, Marymoor Park, Idylwood, and Overlake

#### SERVICE CHANGE:

Implement new Route 222, which provides service between Cottage Lake and Downtown Redmond Station via Avondale Road NE and 166th Ave NE, Downtown Redmond, and Overlake Station via West

Lake Sammamish Parkway NE and NE 24th Street, and Overlake to Redmond Technology Station via 156th Ave NE.

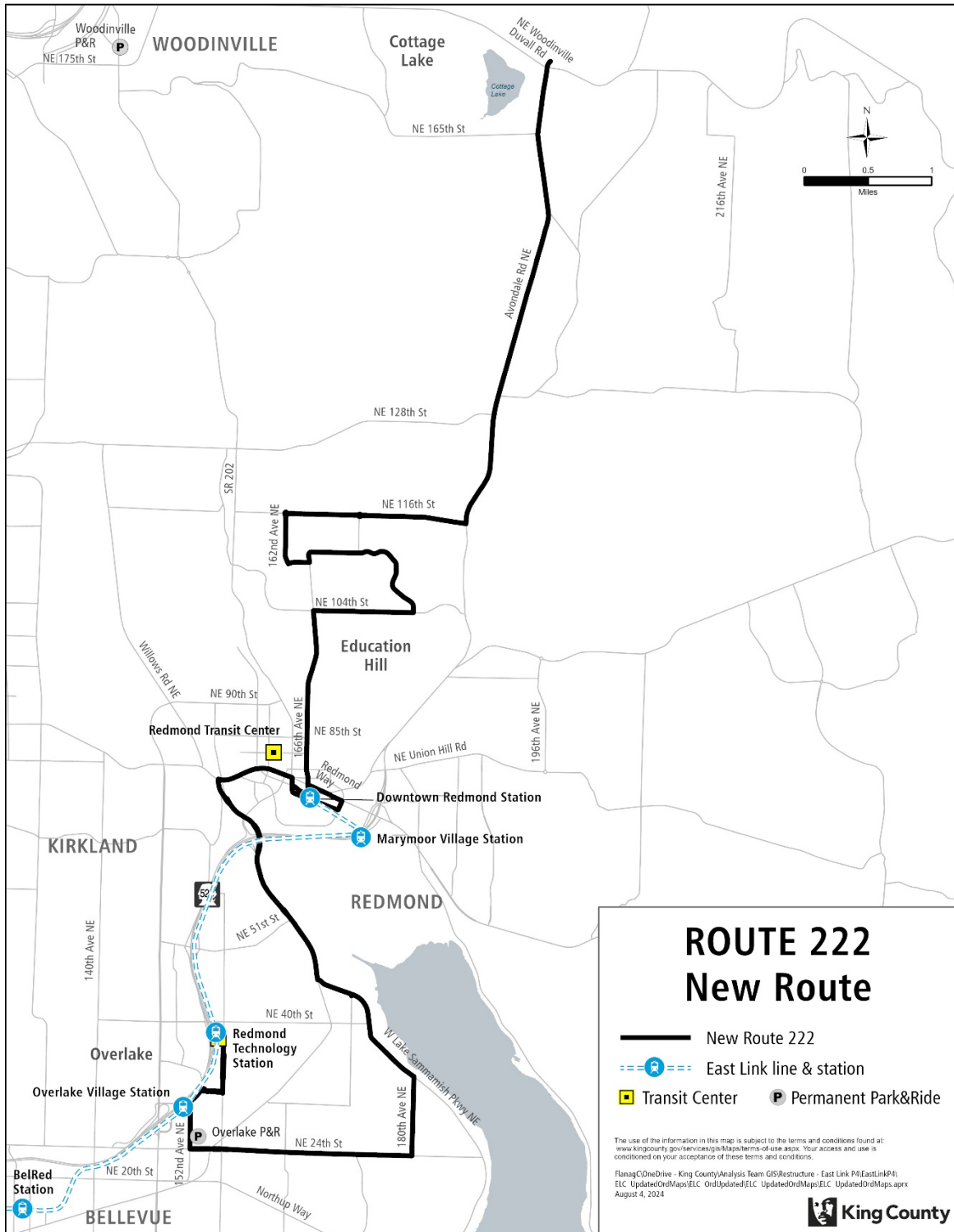
**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	30 min	30 min	60 min	60 min	60 min	60 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	-	-	-
<b>Proposed</b>	5:30 AM–12:00 AM	7:30 AM–10:00 PM	7:30 AM–10:00 PM





Route: 223 (new)

**OBJECTIVES:**

Create new route that serves downtown Redmond, Overlake, Lake Hills, and Eastgate in order to leverage high-capacity transit investments in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

**IMPACTED SERVICE AREA:**

Downtown Redmond, Overlake, Lake Hills, and Eastgate

**SERVICE CHANGE:**

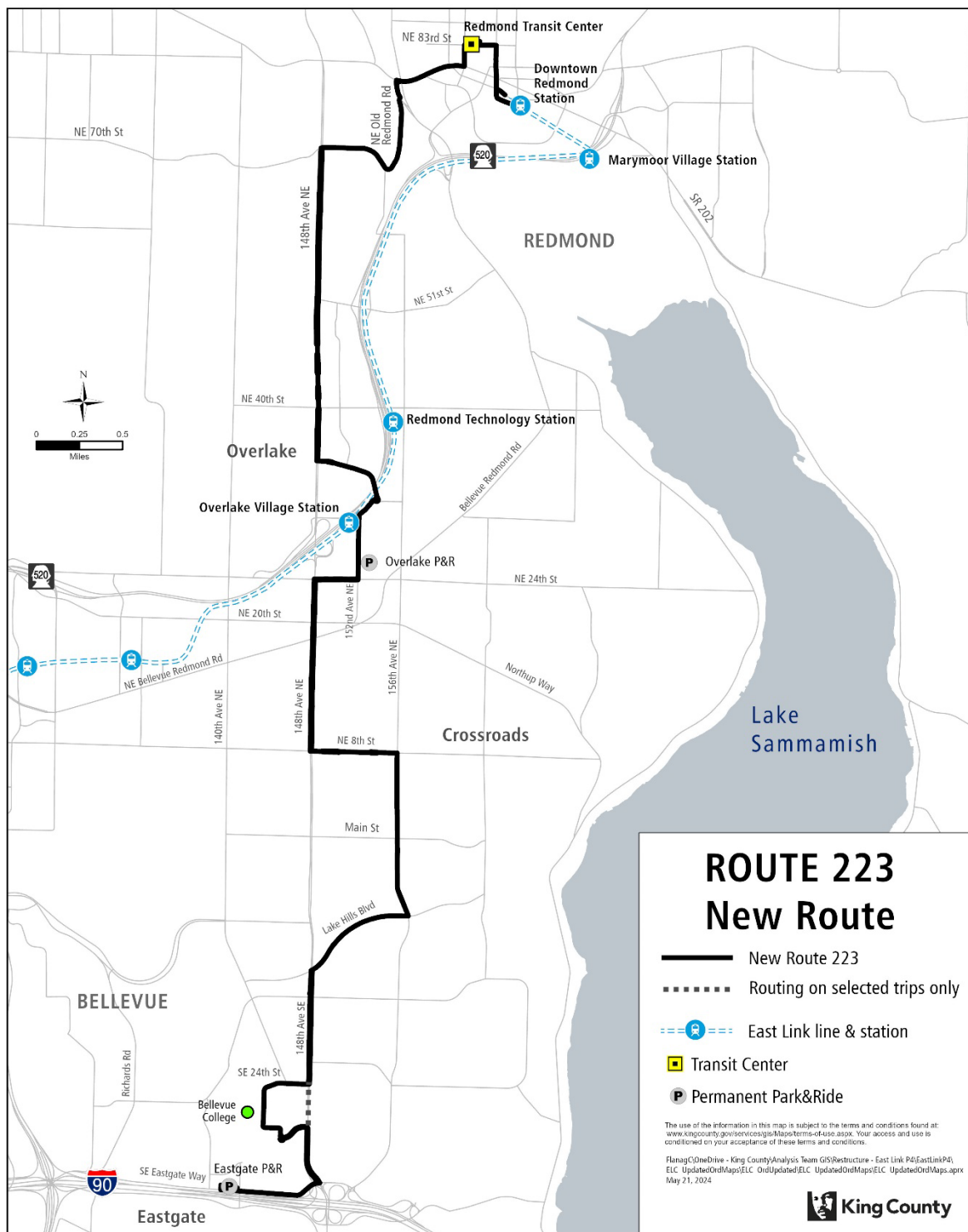
Implement new Route 223 which provides service between downtown Redmond and Eastgate.

**Frequency:**

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	20 min	20 min	30 min	30-60 min	60 min	30-60 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	-	-	-
<b>Proposed</b>	5:00 AM–12:00 AM	6:00 AM–11:30 PM	6:00 AM–11:30 PM



Route: 224 (revise)

#### OBJECTIVES:

Revise service on Route 224 to serve the Downtown Redmond Station, Southeast Redmond, Duvall, and Avondale, and increase frequency and provide new connections and better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

#### IMPACTED SERVICE AREA:

Duvall, Avondale, Redmond

#### SERVICE CHANGE:

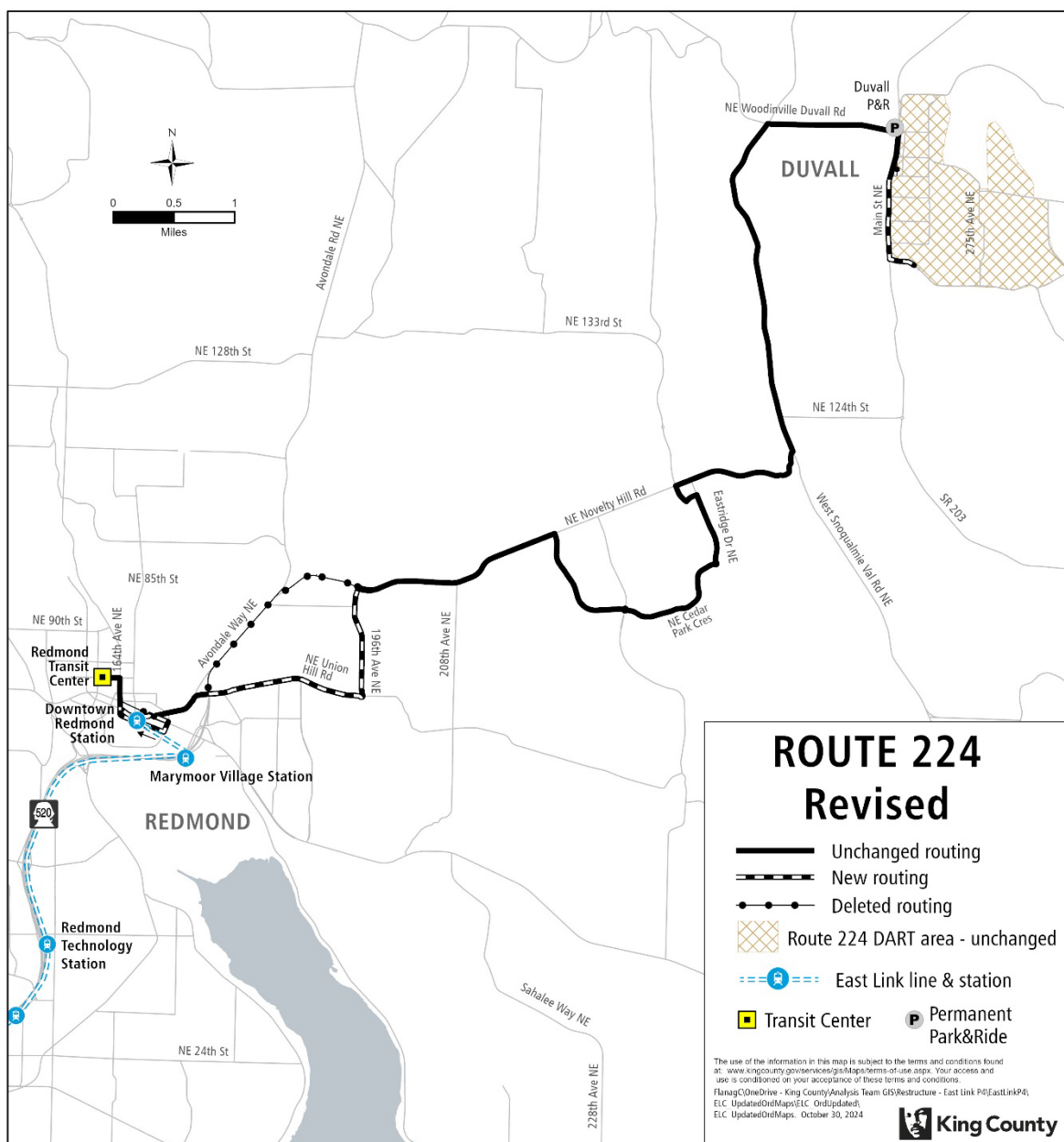
Revise Route 224 to move service from Redmond Way to NE 76th Street and Cleveland Street to serve Downtown Redmond Station and reorient service from Avondale Road to 196th Ave NE and NE Union Hill Road to provide new service to SE Redmond. Increase weekday frequency.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	90-100 min	90-100 min	-	-	-	-	-
<b>Proposed</b>	60 min	60 min	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:00 AM–8:00 PM	-	-
<b>Proposed</b>	5:15 AM–8:15 PM	-	-



Route: 225 (revise)

#### OBJECTIVES:

Revise service on Route 225 to serve Overlake Village Station and Overlake Park-and-Ride and to leverage high-capacity transit investments, provide new connections and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.

#### IMPACTED SERVICE AREA:

Kenmore, Juanita, Totem Lake, Rose Hill, Redmond, Overlake

#### SERVICE CHANGE:

Revise route to directly serve Overlake Village Station and Overlake Park-and-Ride and increase frequency to 30 minutes all day on weekdays.

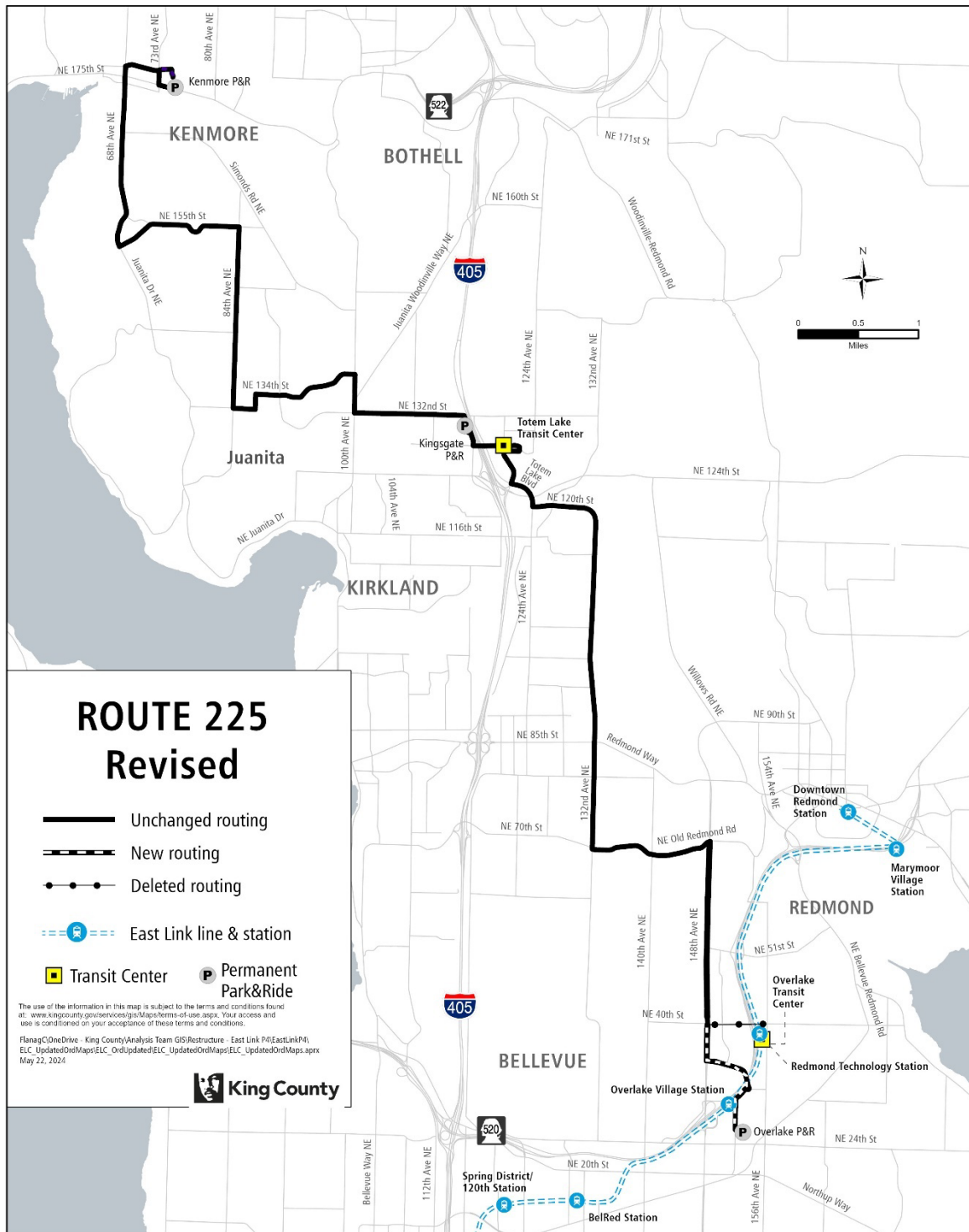


**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	60 min	60 min	80 min	60 min	60 min	60 min	60 min
<b>Proposed</b>	30 min	30 min	60 min	60 min	60 min	60 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:15 AM – 9:45 PM	7:30 AM — 9:30 PM	7:30 AM — 9:30 PM
<b>Proposed</b>	5:15 AM – 9:45 PM	7:15 AM – 10:00 PM	7:15 AM – 10:00 PM



Route: 226 (revise)

#### OBJECTIVES:

Revise service on Route 226 to serve Crossroads and Lake Hills via NE 24<sup>th</sup> Street and 164<sup>th</sup> Ave NE and extend to serve South Bellevue Station to leverage high-capacity transit investments and improve route reliability in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

#### IMPACTED SERVICE AREA:

Downtown Bellevue, Overlake, Crossroads, Lake Hills, Eastgate, South Bellevue

#### SERVICE CHANGE:

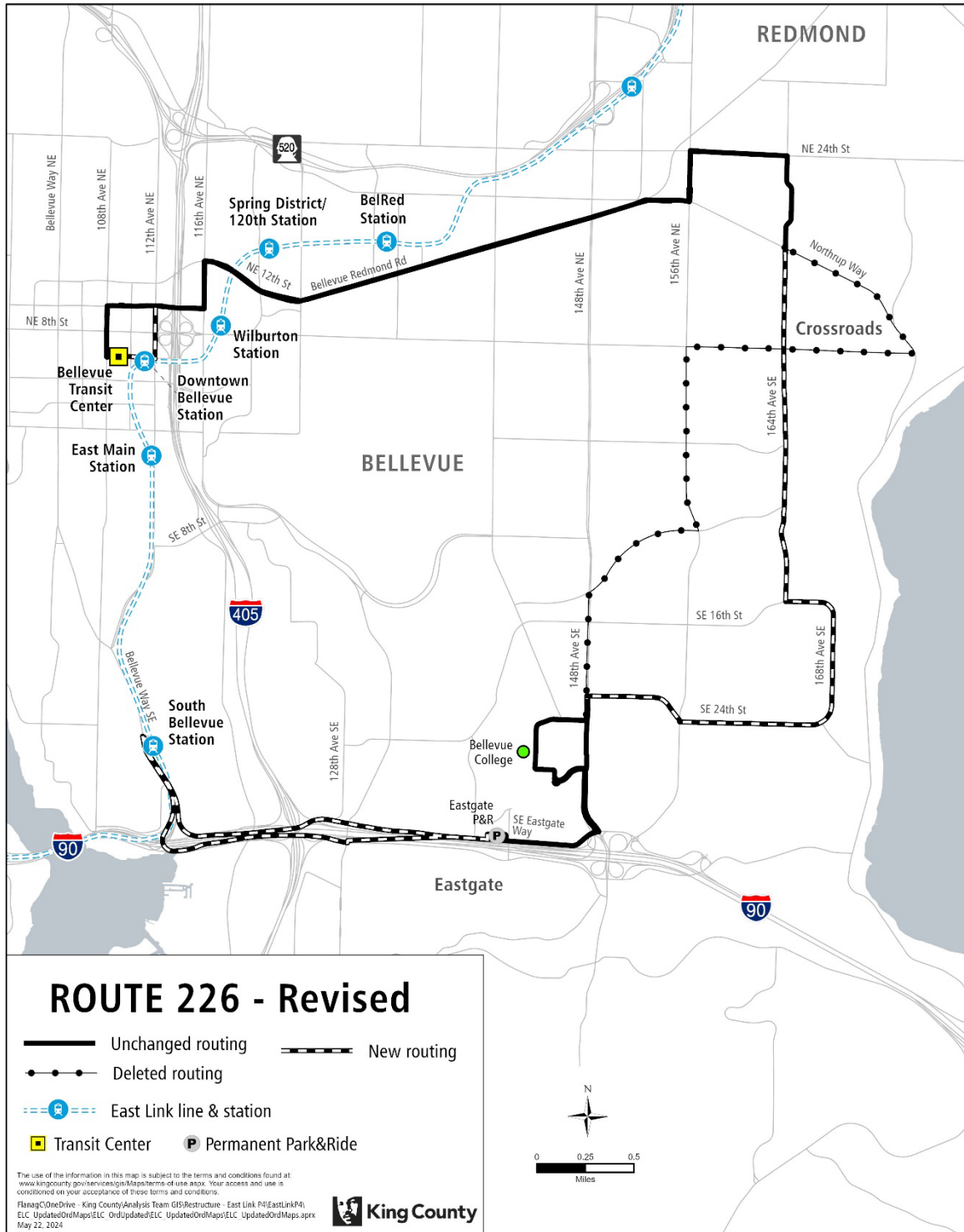
Revise Route 226 to serve Lake Hills, Crossroads via NE 24<sup>th</sup> Street and 164<sup>th</sup> Ave NE, and South Bellevue Station. Increase the frequency and span of service.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	30 min	30 min	60 min	30-60 min	60 min	60 min	60 min
<b>Proposed</b>	20 min	30 min	30-60 min	30-60 min	60 min	30-60 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:15 AM–12:00 AM	6:00 AM–11:00 PM	6:00 AM–11:00 PM
<b>Proposed</b>	4:45 AM–12:00 AM	5:45 AM–11:45 PM	5:45 AM–11:45 PM



Route: 232 (delete)

#### OBJECTIVES:

Restructure service to provide better all-day transit service levels, leverage high-capacity transit investments, provide new connections, and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 232 will be provided by the new Route 222, revised Route 931, and Link 2 Line. This route is currently suspended.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

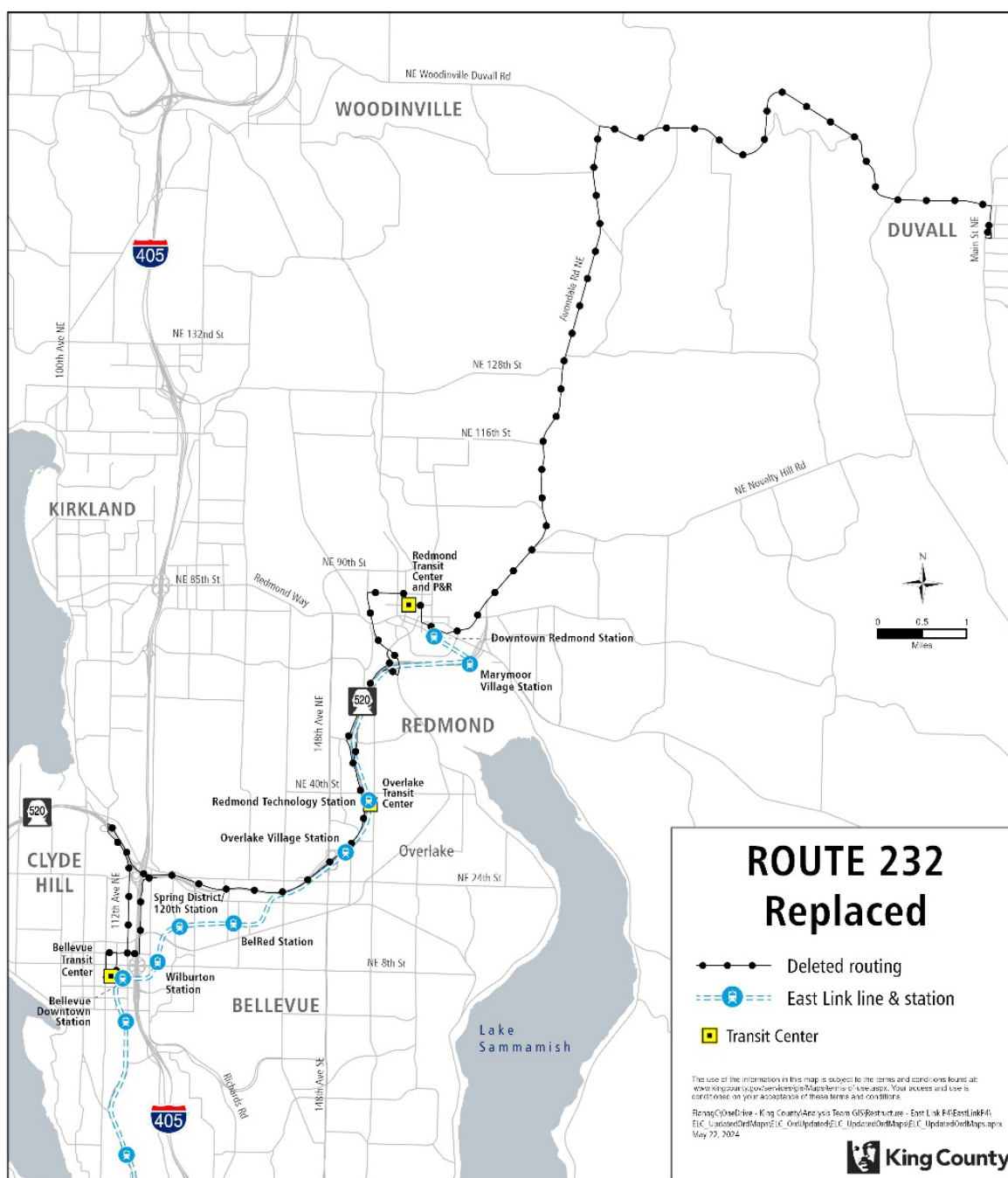
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

Duvall, Cottage Lake, Redmond and downtown Bellevue

#### SERVICE CHANGE:

Delete Route 232. Alternative service will be provided by new Route 222, Route 931, and Link 2 Line. Route 232 was suspended in 2023.



Route: 237 (delete)

#### OBJECTIVES:

Restructure service to provide new connections and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 237 will be provided by Route 256. This route is currently suspended.

#### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

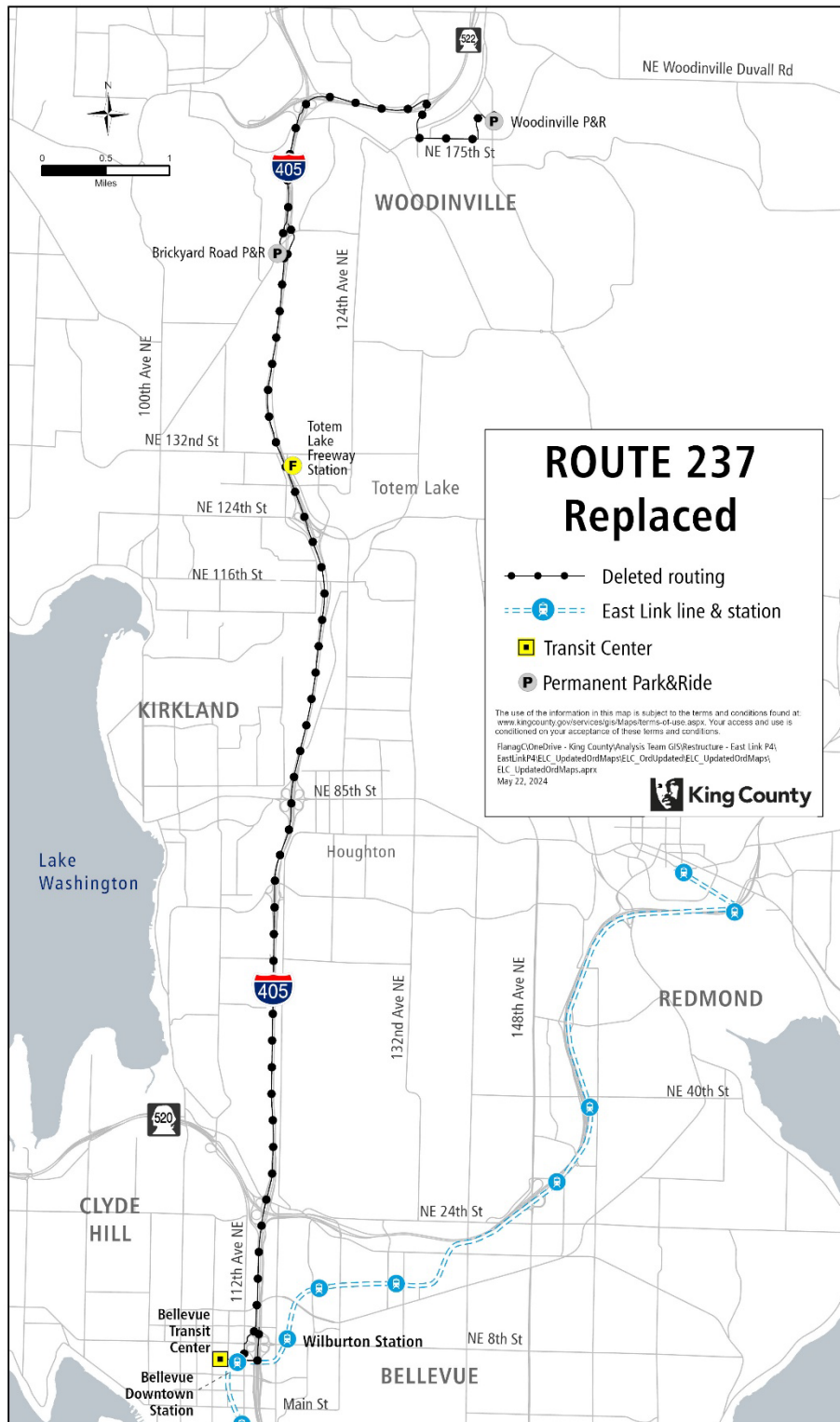
#### IMPACTED SERVICE AREA:

Woodinville, Brickyard Park and Ride, Totem Lake Freeway Station, Houghton, Bellevue

#### SERVICE CHANGE:

Delete Route 237 to reduce duplicative service and provide new connections. Alternative service will be provided by new Route 256. The Route 256 will replace the service lost between the between Woodinville and Totem Lake Freeway Station. Route 237 was suspended in 2023.





Route: 240 (revise)

**OBJECTIVES:**

Revise service on Route 240 to serve Renton, Newcastle, Factoria, South Bellevue Station, Main Street Station and Bellevue Downtown Station to provide better all-day transit service levels and leverage high-capacity transit investments in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

**IMPACTED SERVICE AREA:**

Renton, Newcastle, Factoria, South Bellevue Station, Main Street Station and Bellevue Downtown Station

**SERVICE CHANGE:**

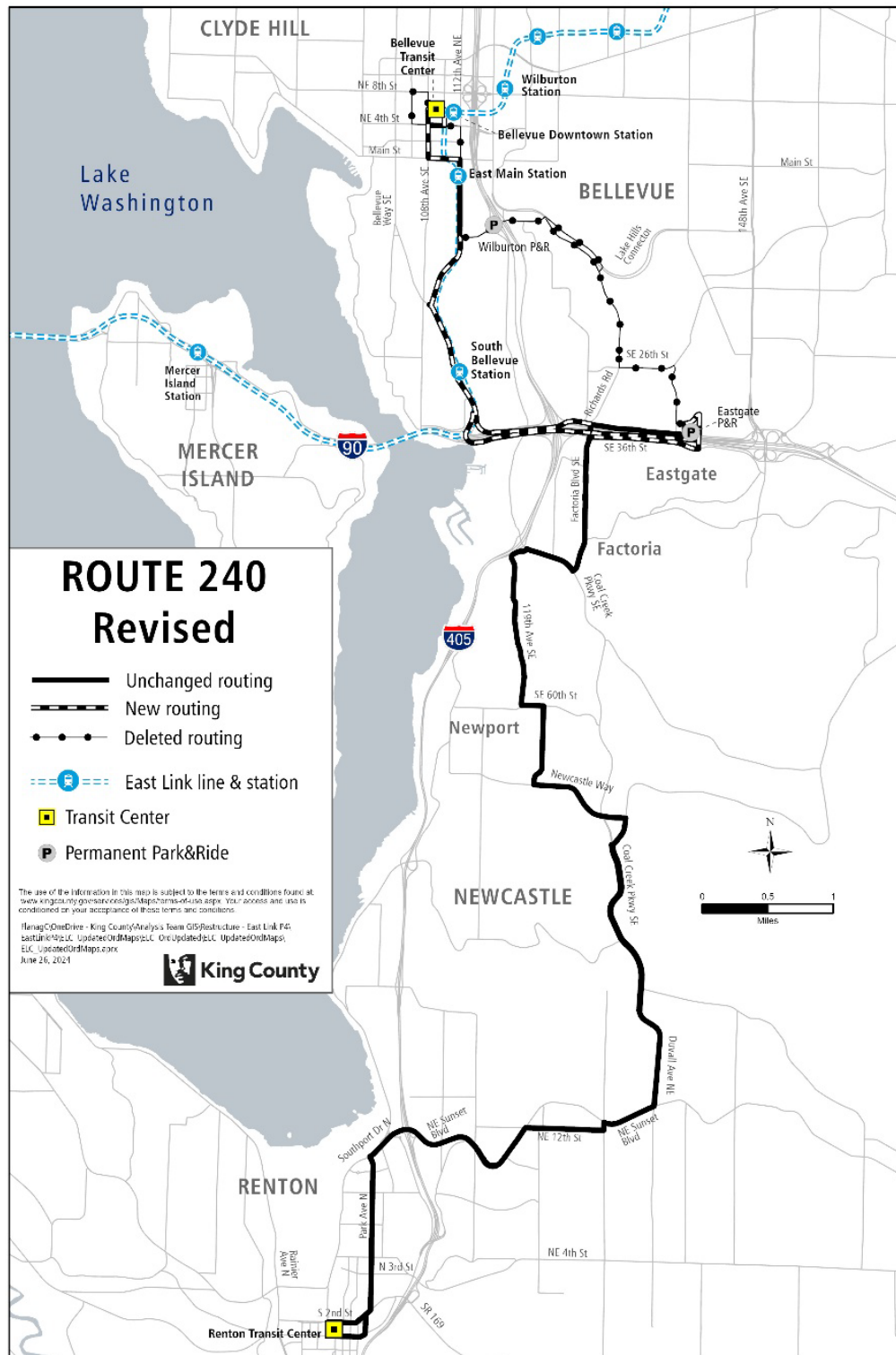
Revise Route 240 to serve South Bellevue Station, Main Street Station and Bellevue Downtown Station.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	20-30 min	30 min	30-60 min	30 min	30-60 min	30 min	30-60 min
<b>Proposed</b>	15 min	15 min	30 min	30 min	60 min	30 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:00 AM–11:30 PM	7:00 AM–11:30 PM	7:30 AM–11:30 PM
<b>Proposed</b>	5:00 AM–11:15 PM	7:00 AM–12:00 AM	7:00 AM–12:00 AM



Route: 241 (delete)

#### OBJECTIVES:

Replacement service for Route 241 will be provided by new Route 203 and revised Route 240.

Restructure service to match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.
- Be flexible and responsive to changes in demand for service and community engagement.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

Eastgate, Factoria, South Bellevue, downtown Bellevue

#### SERVICE CHANGE:

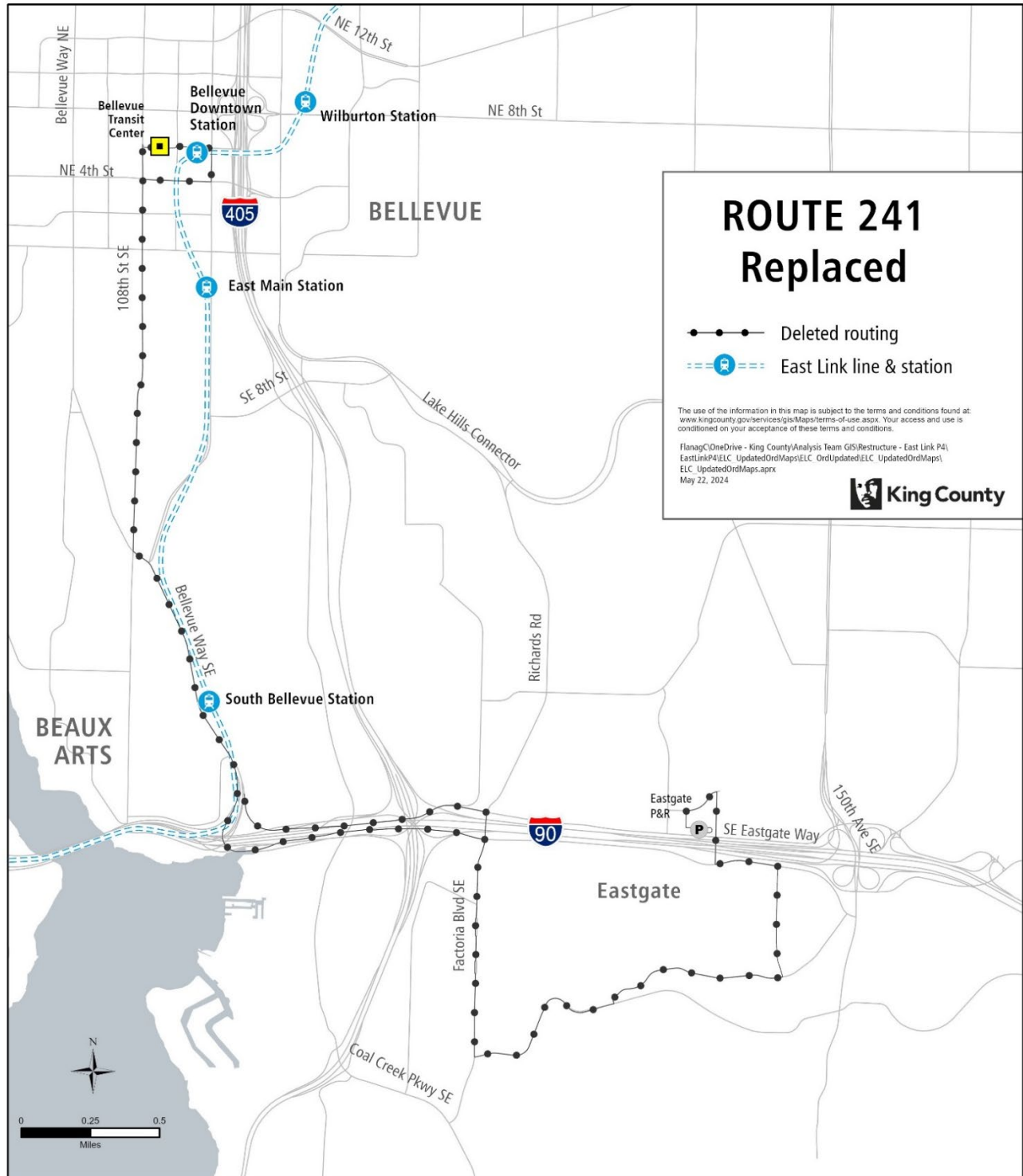
Delete Route 241. Alternative service will be provided by Routes 203 and 240. Revised Route 240 provides alternative service between Factoria and downtown Bellevue. New Route 203 provides alternative service in Factoria along Newport Way.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	30 min	30 min	60 min	30 min	60 min	60 min	60 min
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:15 AM–10:30 PM	5:45 AM–11:30 PM	5:45 AM–11:30 PM
<b>Proposed</b>	-	-	-



Route: 245 (revise)

**OBJECTIVES:**

Revise service on Route 245 to terminate at Eastgate Park-and-Ride and to improve route reliability in accordance with the Strategic Plan for Public Transportation 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Improve speed and reliability consistent with Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.
  - Directness should be considered in relation to the market for the service. Where a route deviates away from its major path to serve a specific destination, the delay to riders on board the bus should be considered in relation to the ridership gained on a deviation.

**IMPACTED SERVICE AREA:**

Kirkland, Overlake, Crossroads, Eastgate

**SERVICE CHANGE:**

Revise route to terminate at Eastgate Park-and-Ride, extend span of service on weekdays, and improve Sunday frequency. Delete the one-way loop in Factoria to improve route reliability.

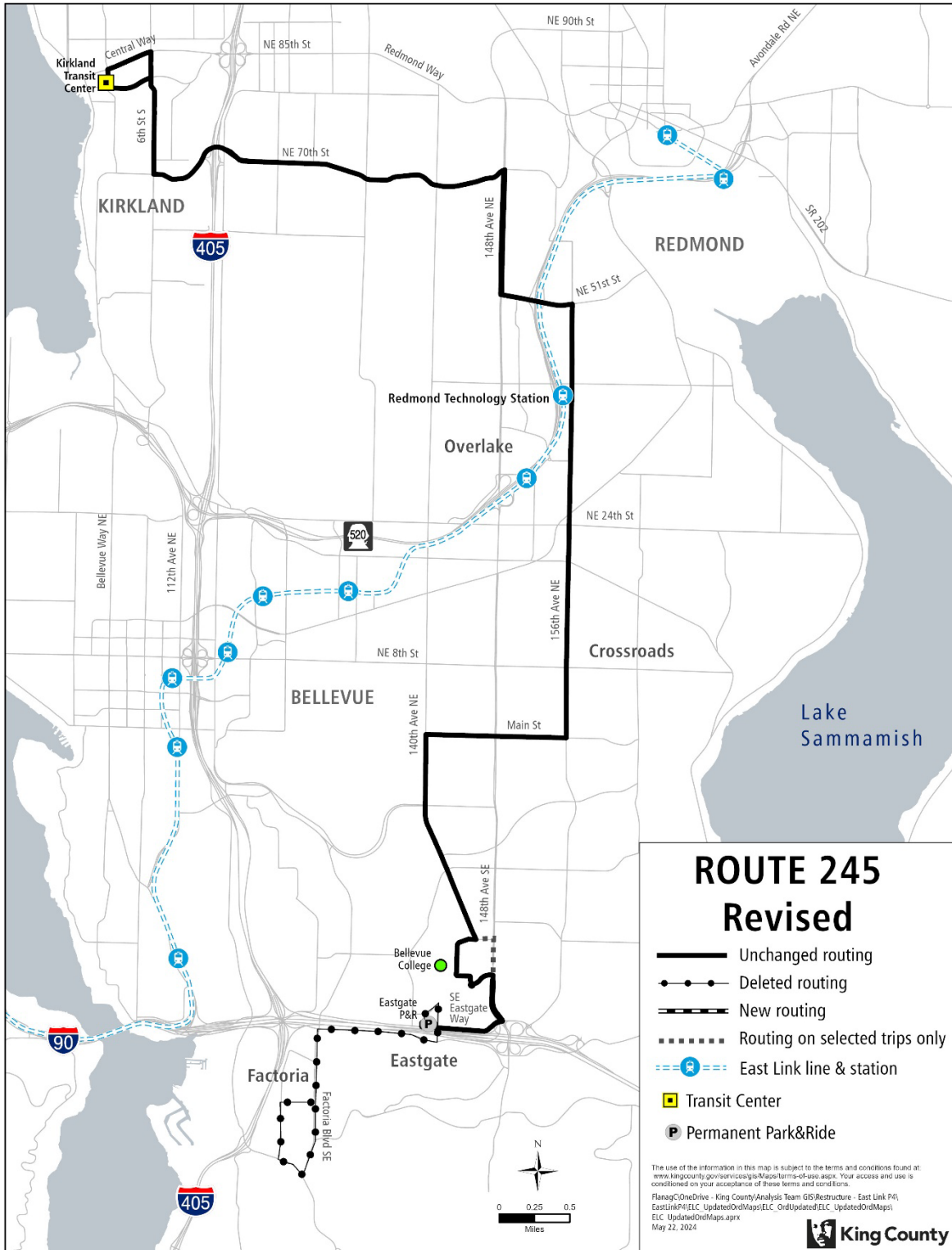


**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	15 min	15 min	30-60 min	30 min	30-60 min	60 min	60 min
<b>Proposed</b>	15 min	15 min	30-60 min	30 min	30-60 min	30 min	30-60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:45 AM–11:15 PM	7:00 AM–11:00 PM	7:00 AM–11:00 PM
<b>Proposed</b>	5:00 AM–11:30 PM	7:00 AM–10:45 PM	7:00 AM–10:45 PM



Route: 246 (delete)

#### OBJECTIVES:

Restructure service to leverage high-capacity transit investments and match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 246 will be provided by Routes 203, 220, 249, and 270.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.

#### IMPACTED SERVICE AREA:

Eastgate, Somerset, Factoria, Woodridge, Bellevue, and Clyde Hill

#### SERVICE CHANGE:

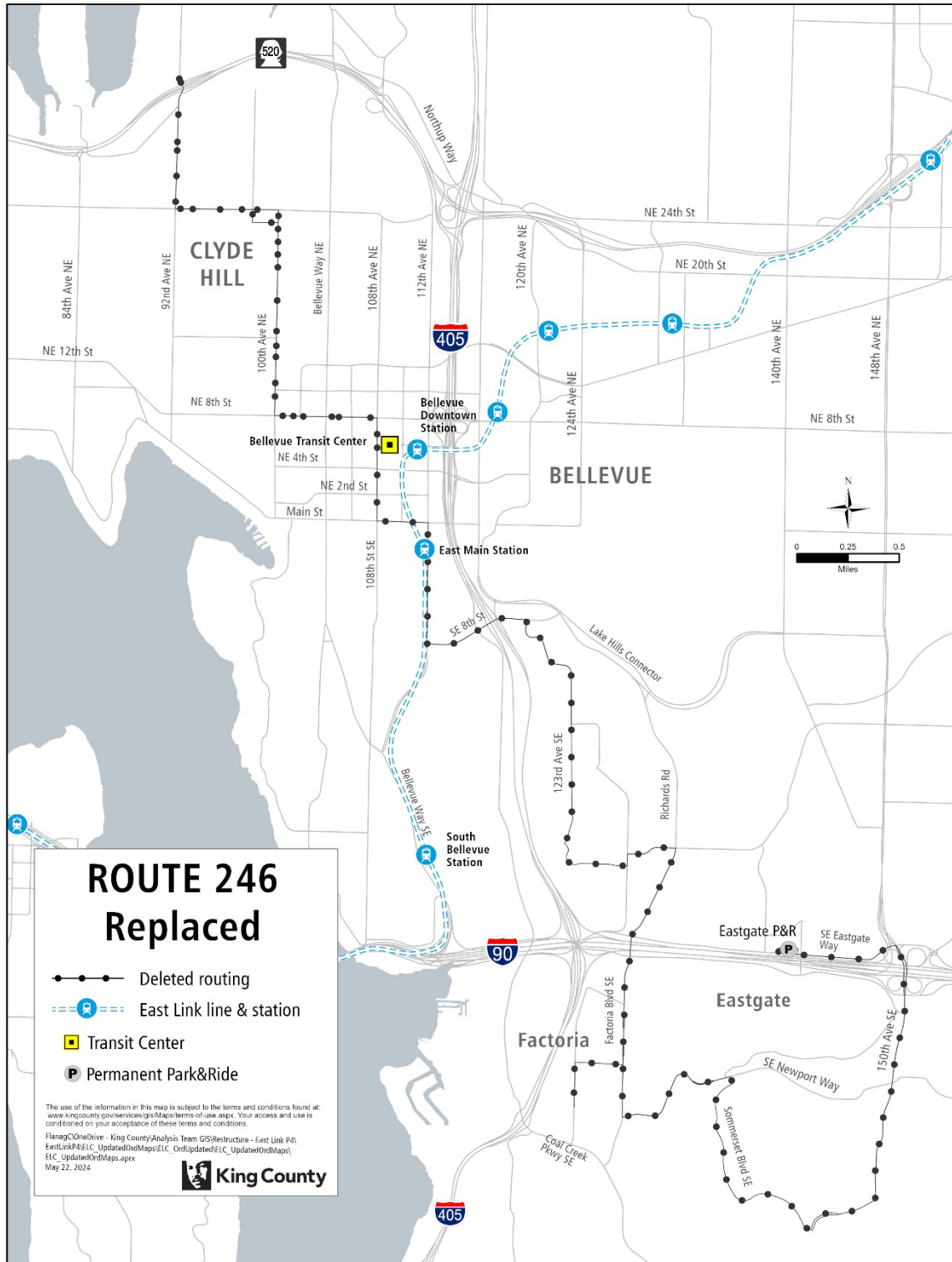
Delete Route 246. Alternative service will be provided by Routes 203, 220, 249, and 270. Revised Route 249 will provide alternative service between downtown Bellevue and Clyde Hill. New Route 203 will provide alternative service in Factoria and along Newport Way. New Routes 220 and 270 will provide alternative service in Bellevue. There will be no service through Woodridge or on the Somerset loop. Routes 226, 240, and 203 provide alternatives within 1 mile of lost coverage.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	60 min	60 min	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:15 AM–7:45 PM	-	-
<b>Proposed</b>	-	-	-



Route: 249 (revise)

#### OBJECTIVES:

Convert Route 249 to dial-a-ride-transit (DART) and revise route to serve Spring District, Medina, and Clyde Hill and serve Beaux Arts through a DART deviation area to provide new connections, reduce duplication, and improve route reliability in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Provide a range of mobility services that enable seamless connections among modes and destinations.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
- *Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.
  - Directness should be considered in relation to the market for the service. Where a route deviates away from its major path to serve a specific destination, the delay to riders on board the bus should be considered in relation to the ridership gained on a deviation.
- *Operating Paths and Appropriate Vehicles*
  - Services should use vehicles that are an appropriate size to operate safely and accommodate demand.

#### IMPACTED SERVICE AREA:

Spring District, South Kirkland, Clyde Hill, Medina, downtown Bellevue, Beaux Arts, South Bellevue

**SERVICE CHANGE:**

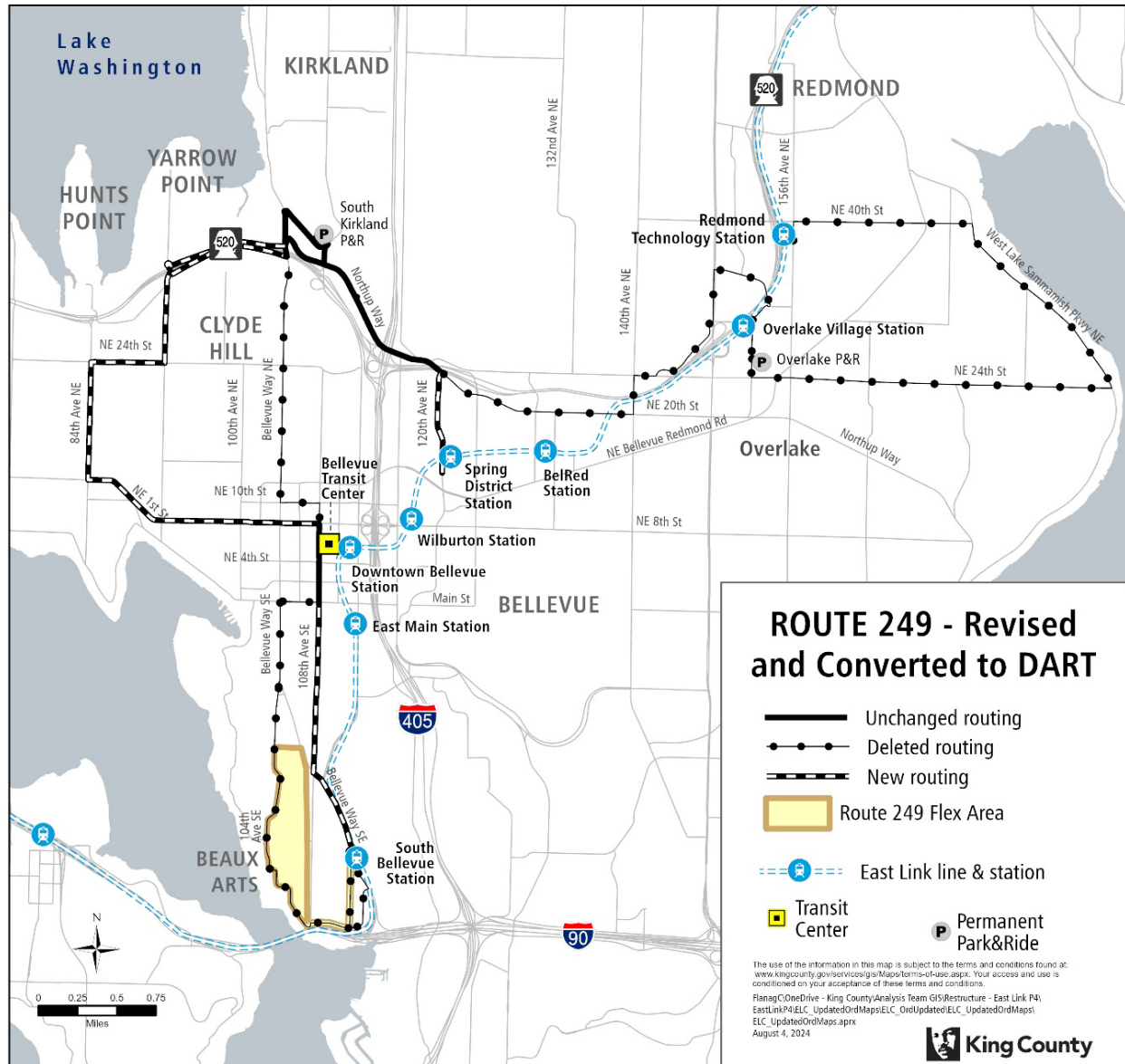
Convert Route 249 to DART and serve Beaux Arts with a deviation area. Terminate route at Spring District and South Bellevue Stations and adjust pathway to serve Medina and Clyde Hill. Increase weekday and weekend span and increase weekday peak, midday, and night frequency and weekend night frequency.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	30-45 min	45-60 min	-	45 min	-	45 min	-
<b>Proposed</b>	30 min	30 min	60 min	45 min	60 min	45 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:45 AM–7:15 PM	6:45 AM–7:15 PM	7:00 AM–6:15 PM
<b>Proposed</b>	5:30 AM–10:15 PM	5:45 AM–10:00 PM	5:45 AM–10:00 PM





Route: 250 (revise)

#### OBJECTIVES:

Revise service on Route 250 to serve Downtown Redmond Station and Avondale and to provide better all-day transit service levels and leverage high-capacity transit investments in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

#### IMPACTED SERVICE AREA:

Downtown Bellevue, South Kirkland Park-and-Ride, Kirkland, Rose Hill, downtown Redmond, Bear Creek Park-and-Ride, Avondale

#### SERVICE CHANGE:

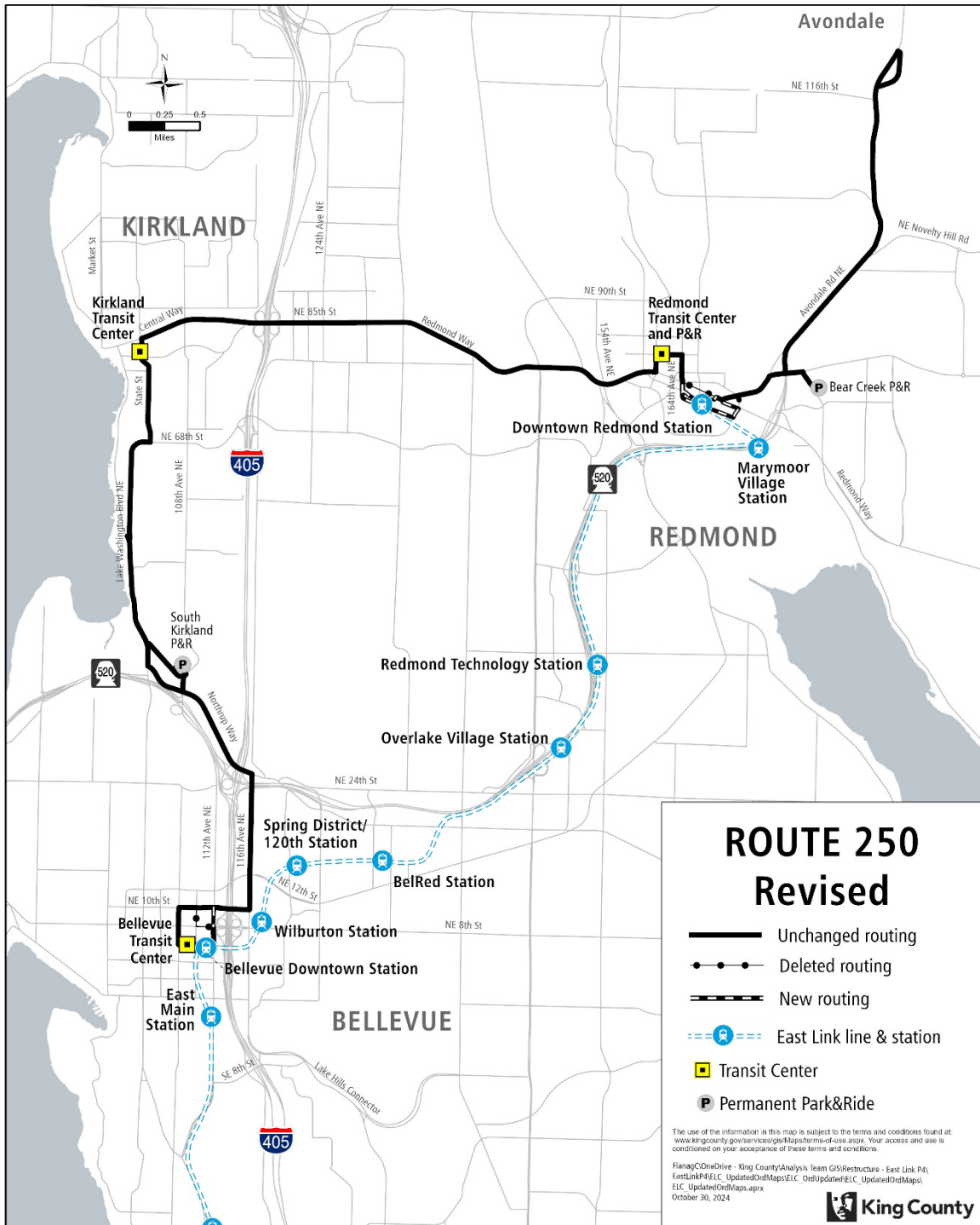
Revise route to serve Downtown Redmond Station and Avondale and Bear Creek Park-and-Ride by all trips serving both Avondale and Bear Creek maintaining existing frequency and span.

#### Frequency:

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	15 min	15 min	30 min	30 min	30 min	30 min	30 min
<b>Proposed</b>	15 min	15 min	30 min	30 min	30 min	30 min	30 min

#### Hours of Service:

	Weekday	Saturday	Sunday
<b>Current</b>	5:00 AM – 11:30 PM	6:15 AM – 11:15 PM	6:15 AM – 11:15 PM
<b>Proposed</b>	5:00 AM – 11:30 AM	6:15 AM – 11:15 PM	6:15 AM – 11:15 PM



Route: 251 (new)

#### OBJECTIVES:

Create new route that serves Woodinville, Education Hill, downtown Redmond, and SE Redmond in order to leverage high-capacity transit investments, improve service legibility, and match service to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

#### IMPACTED SERVICE AREA:

Woodinville, Education Hill, downtown Redmond, and southeast Redmond

#### SERVICE CHANGE:

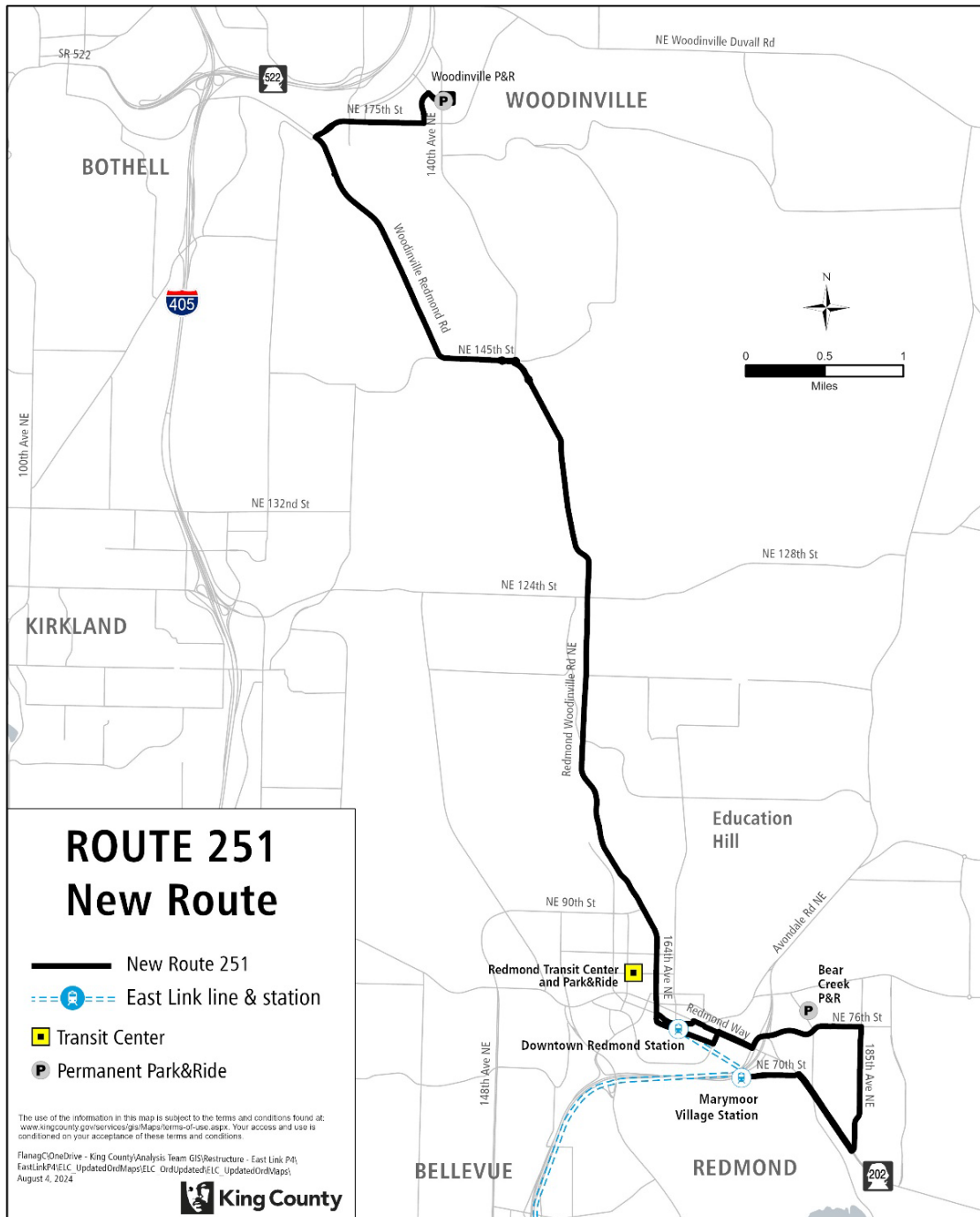
Implement new Route 251, to provide service between Woodinville Park-and-Ride and Downtown Redmond Station via Redmond Woodinville Rd NE and 164th Ave NE, and between Downtown Redmond and Marymoor Village Station via Redmond Way, NE 76<sup>th</sup> St, 185th Ave NE, Redmond Way, and NE 70th St.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	30 min	60 min	60 min	60 min	60 min	60 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	-	-	-
<b>Proposed</b>	6:00 AM–8:45 PM	7:00 AM–9:00 PM	7:00 AM–9:00 PM



Route: 252 (delete)

#### OBJECTIVES:

Restructure service to provide new connections and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 252 will be provided by Route 256. This route is currently suspended.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

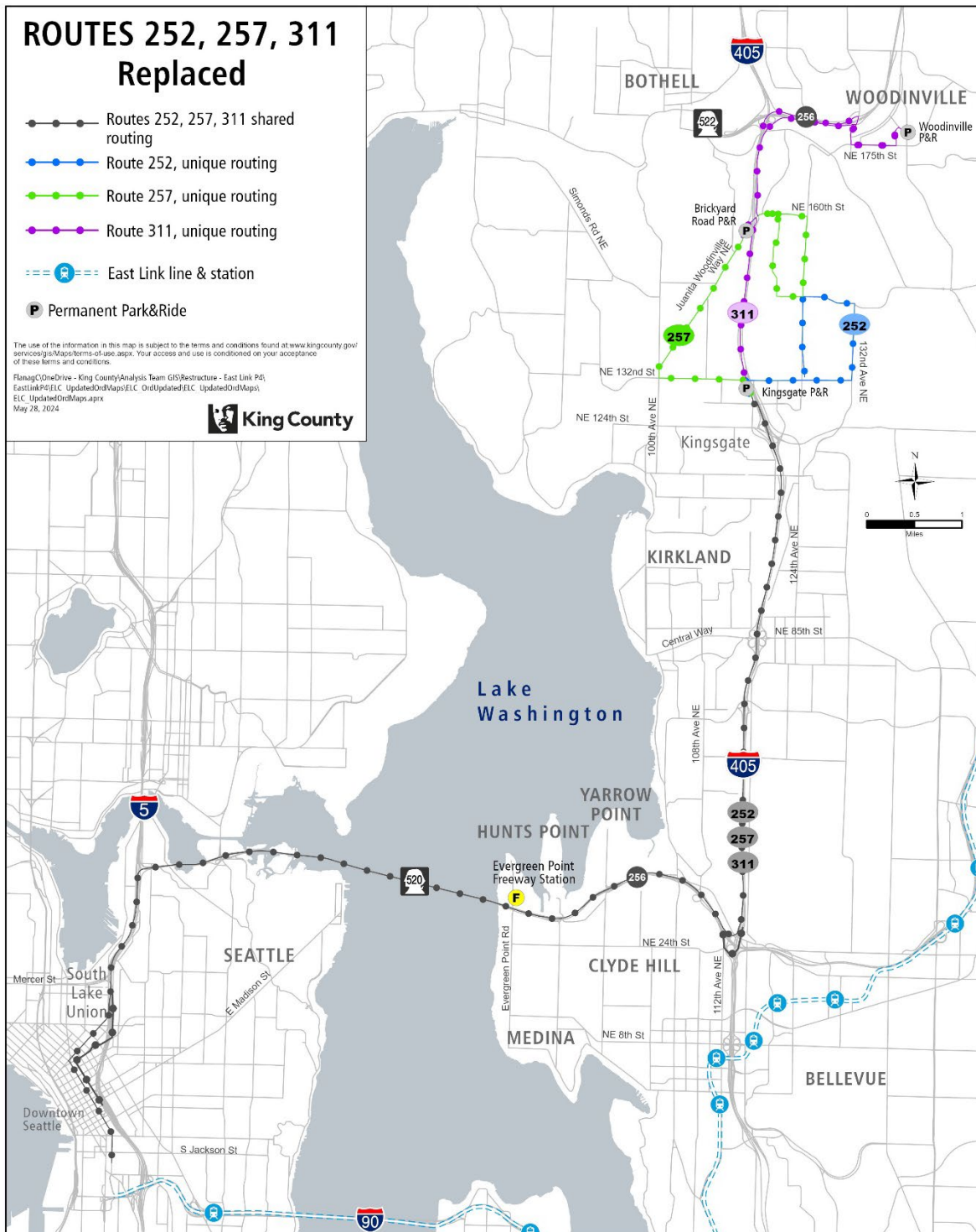
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

Kingsgate, Evergreen Point, downtown Seattle

#### SERVICE CHANGE:

Delete Route 252. Alternative service will be provided by Route 256. Route 252 was suspended in 2020.



Route: 256 (new)

#### OBJECTIVES:

Create new route that serves Woodinville, Brickyard Park-and-Ride, Totem Lake, Kingsgate Park-and-Ride, Yarrow Point Freeway Station, Evergreen Point Park-and-Ride, South Lake Union and downtown Seattle in order to reduce duplication, provide new connections, and match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

Woodinville, Brickyard Park-and-Ride, Totem Lake, Kingsgate Park-and-Ride, Yarrow Point Freeway Station, Evergreen Point Park-and-Ride, South Lake Union, and downtown Seattle

#### SERVICE CHANGE:

Implement new Route 256 which provides service between Woodinville and downtown Seattle weekdays traveling in the direction of peak commute flow south and west in the a.m. and east and north in the p.m.

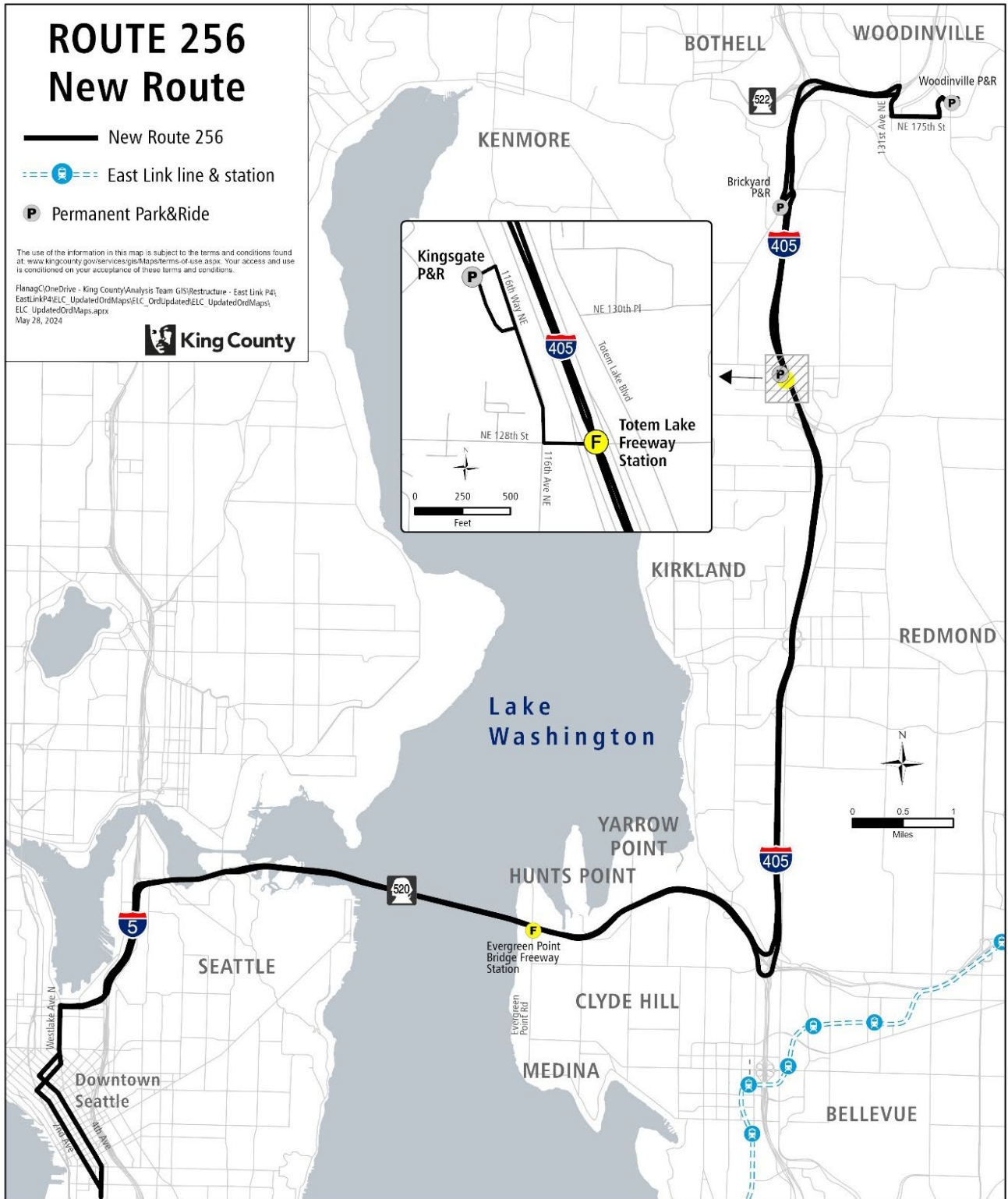


**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	30 min	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	-	-	-
<b>Proposed</b>	5:15-9:00 AM 3:15-6:45 PM	-	-



Route: 257 (delete)

**OBJECTIVES:**

Restructure service to provide new connections and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 257 will be provided by Route 256.

*Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

**IMPACTED SERVICE AREA:**

Brickyard Park and Ride, Kingsgate Park and Ride, Evergreen Point, downtown Seattle

**SERVICE CHANGE:**

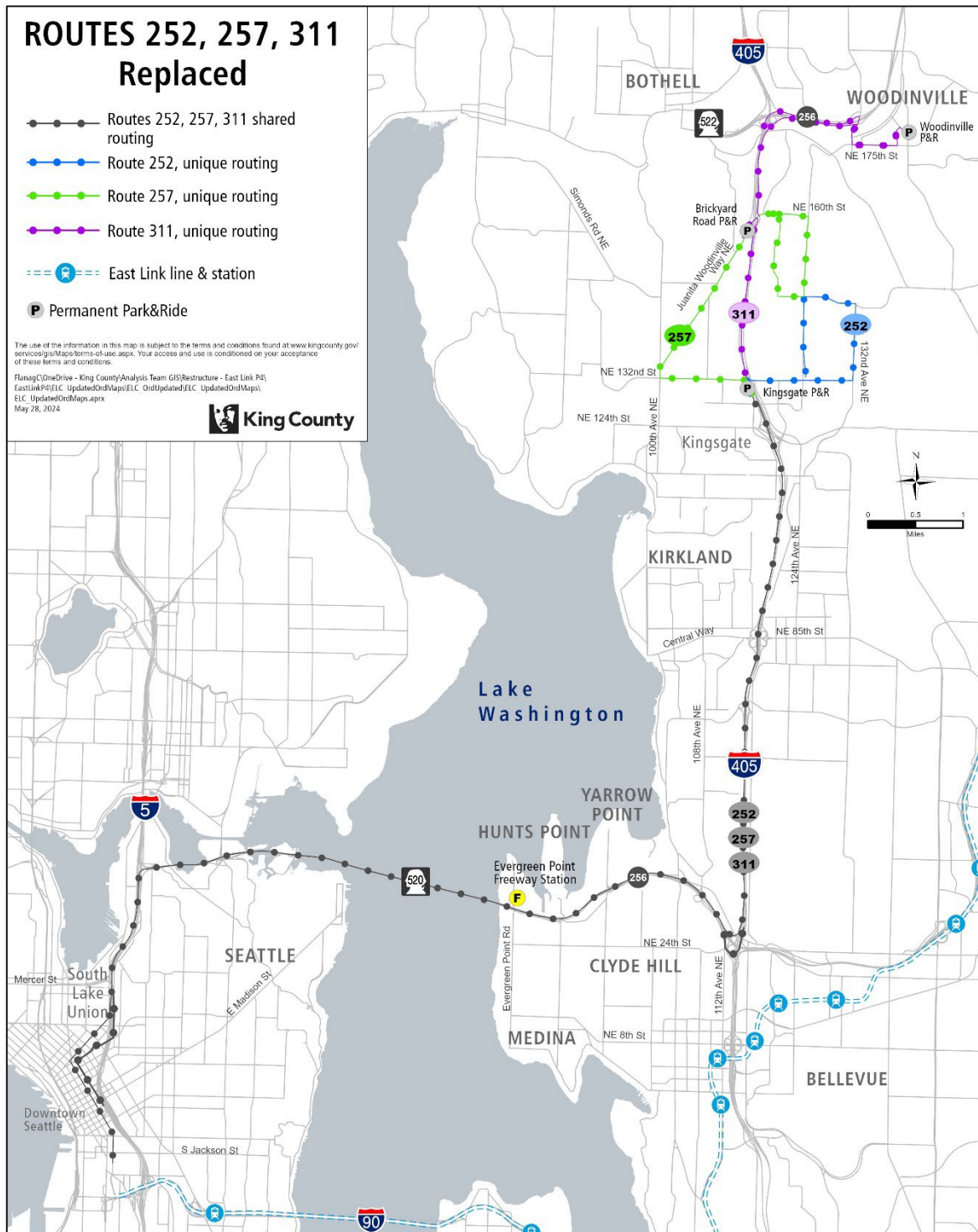
Delete Route 257. Alternative service will be provided by Route 256.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	50 min	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5 AM–8:15 AM 3:45–6:15 PM	-	-
<b>Proposed</b>	-	-	-



Route: 268 (delete)

#### OBJECTIVES:

Restructure service to leverage high-capacity transit investments and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 268 will be provided by Route 269, ST 542, and Link light rail. This route is currently suspended.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

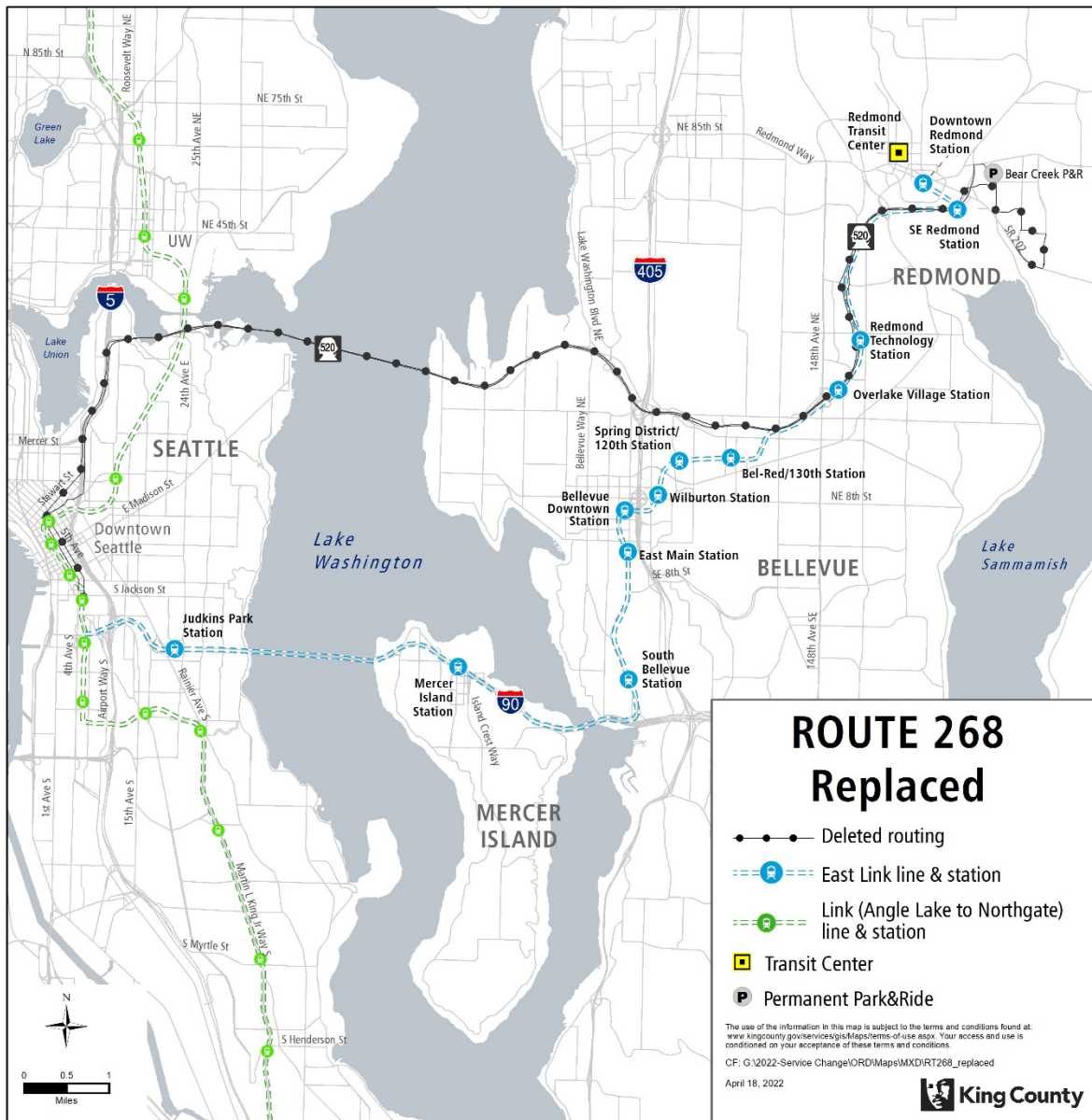
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

Bear Creek, Redmond, Overlake, Yarrow Point, Clyde Hill, Evergreen Point, downtown Seattle

#### SERVICE CHANGE:

Delete Route 268. Alternative service will be provided by Routes 269, ST 542, and Link light rail. Revised Route 269 will provide alternative service between NE Redmond Way and 180th Ave NE. Revised ST Route 542 will provide alternative service between the Bear Creek Park- and-Ride and Montlake. Link 1 Line will provide alternative service to downtown Seattle. Route 268 was suspended in 2023.



Route: 269 (revise)

#### OBJECTIVES:

Revise service on Route 269 to serve Mercer Island Station and Marymoor Village Station and to provide better all-day transit service levels, leverage high-capacity transit investments, reduce duplication, and provide new connections in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

Overlake, Redmond, Bear Creek, Sammamish, Issaquah Highlands, Eastgate and Mercer Island Station



**SERVICE CHANGE:**

Revise Route 269 to serve Mercer Island Station and Marymoor Village Station. Increase frequency on weekdays and add service on weekday nights and weekends.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	30 min	30 min	-	-	-	-	-
<b>Proposed</b>	15 min	30 min	30 min	30 min	30 min	30 min	30 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	6:00 AM–7:00 PM	-	-
<b>Proposed</b>	6:00 AM–7:45 PM	8:30 AM–6:45 PM	8:35 AM–6:45 PM



Route: 270 (new)

**OBJECTIVES:**

Create new route that serves downtown Bellevue, northwest Bellevue, and University District to provide new connections and improve route reliability in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Easy to Understand*
  - A simple transit network is easier for riders to understand and use than a complex network.
  - Routes should have predictable and direct routings and should provide frequency and span appropriate to the market served.
  - Routes should serve connection points where riders can connect with frequent services, opening the widest possible range of travel options.

**IMPACTED SERVICE AREA:**

Downtown Bellevue, Northwest Bellevue, University District

**SERVICE CHANGE:**

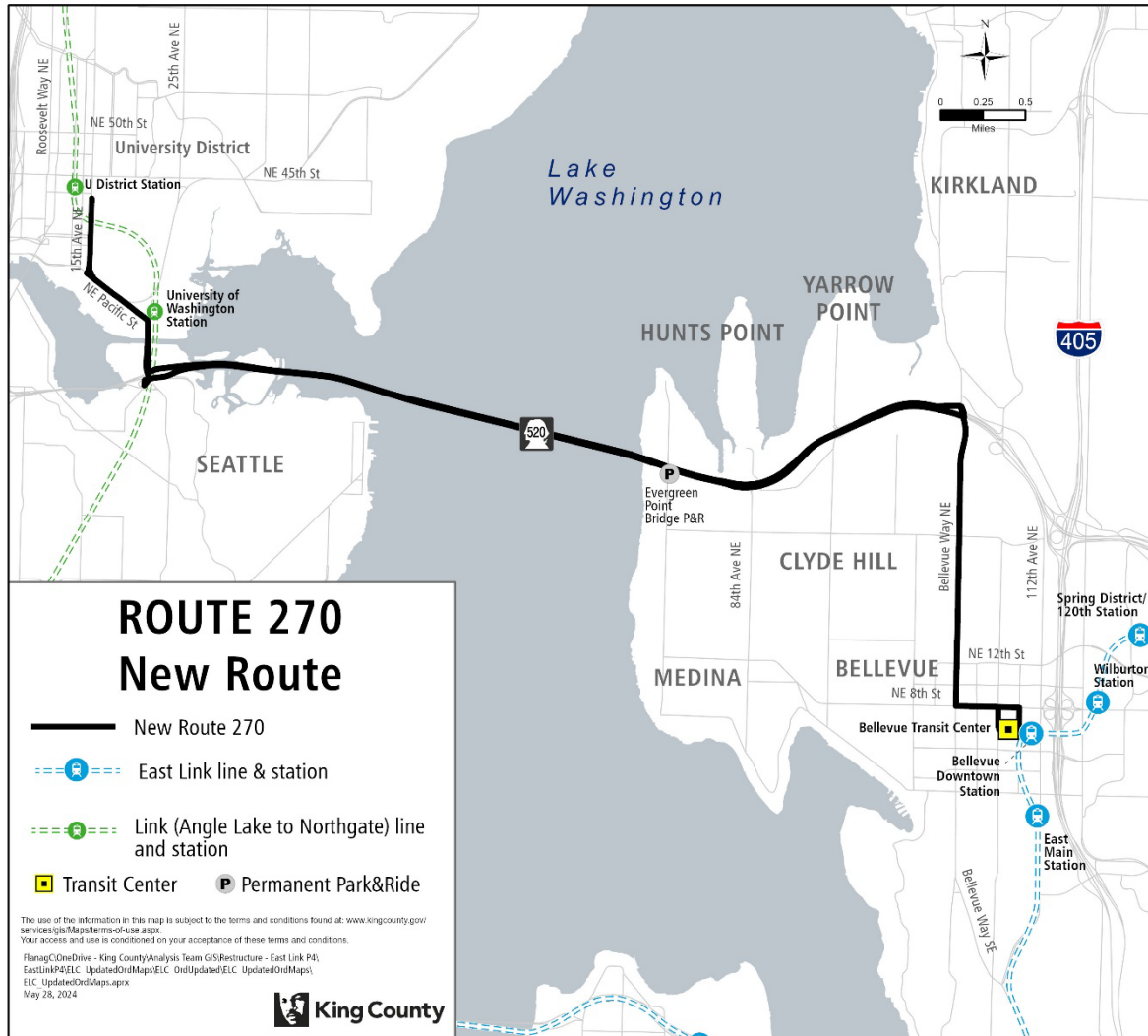
Implement new Route 270 which provides service between downtown Bellevue and the University District.

**Frequency:**

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	-	-	-	-	-	-	-
<b>Proposed</b>	15 min	15 min	30 min	30-60 min	60 min	30-60 min	60 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	-	-	-
<b>Proposed</b>	5:30 AM–9:30 PM	7:00 AM–10:00 PM	7:00 AM–10:00 PM



Route: 271 (delete)

#### OBJECTIVES:

Restructure service to provide new connections and improve route reliability in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 271 will be provided by Routes 203, 220, 249, 270, and proposed revised ST 554.

#### *Strategic Plan Strategies*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

#### IMPACTED SERVICE AREA:

University District, Medina, Bellevue, Eastgate, Issaquah

#### SERVICE CHANGE:

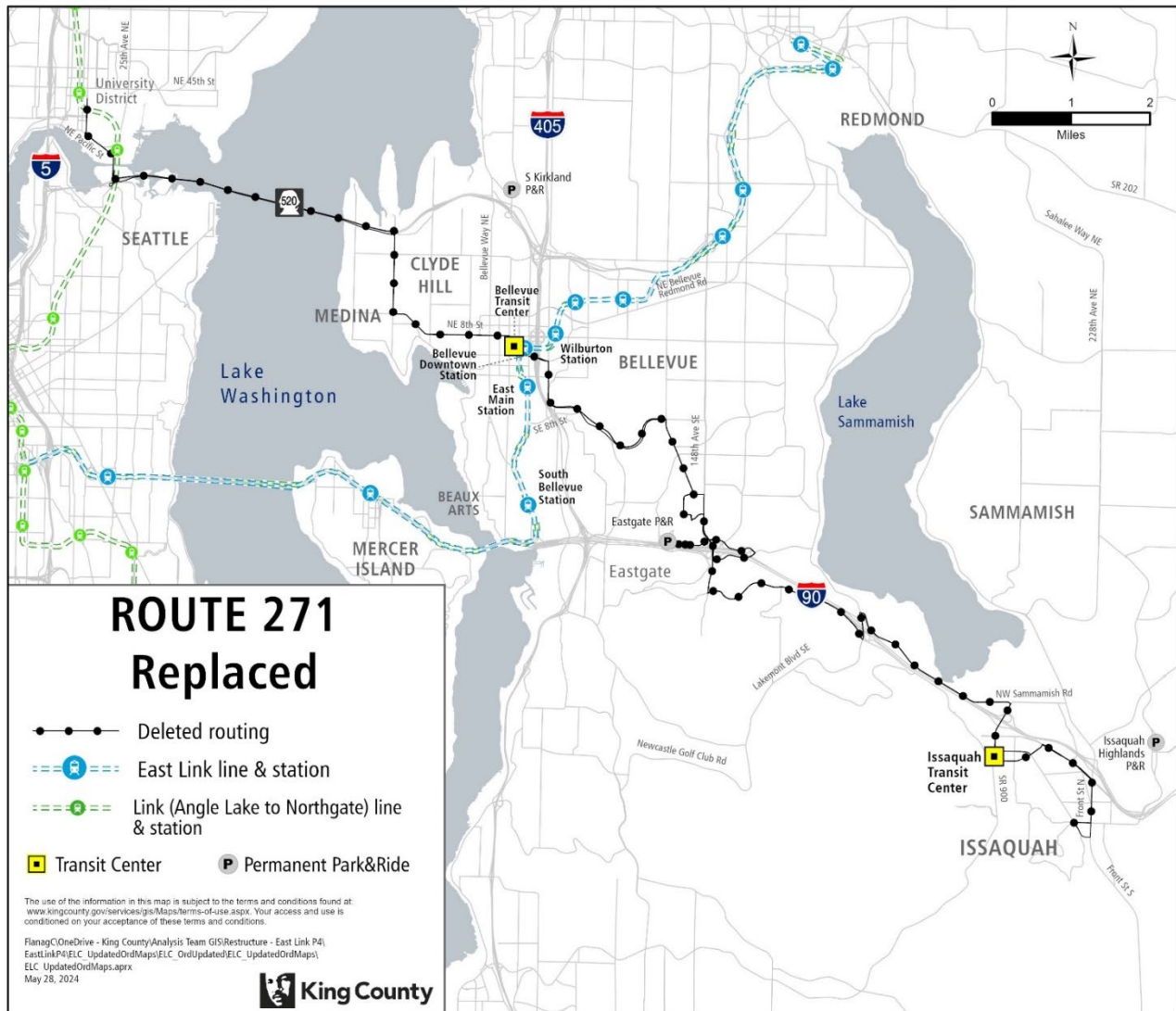
Delete Route 271. Alternative service will be provided by Routes 203, 220, 249, 270, and proposed revised ST 554. New Route 270 will provide alternative service between downtown Bellevue and the University District. New Route 220 will provide alternative service between Eastgate and downtown Bellevue. Proposed revised ST Route 554 will provide alternative service between Issaquah, Eastgate, and downtown Bellevue. New Route 203 and proposed revised ST Route 554 will provide alternative local service in Issaquah. Revised Route 249 will provide alternative service in Medina.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	10-20 min	15 min	30 min	30 min	60 min	30 min	60 min
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:30 AM–10:30 PM	6:30 AM–10:30 PM	7:30 AM–10:30 PM
<b>Proposed</b>	-	-	-





Route: 311 (delete)

#### OBJECTIVES:

Restructure service to provide new connections and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 311 will be provided by Route 256.

#### *Strategic Plan Strategies:*

- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

#### IMPACTED SERVICE AREA:

Woodinville, Brickyard Park-and-Ride, Totem Lake Freeway Station, Yarrow Point, Evergreen Point, downtown Seattle

#### SERVICE CHANGE:

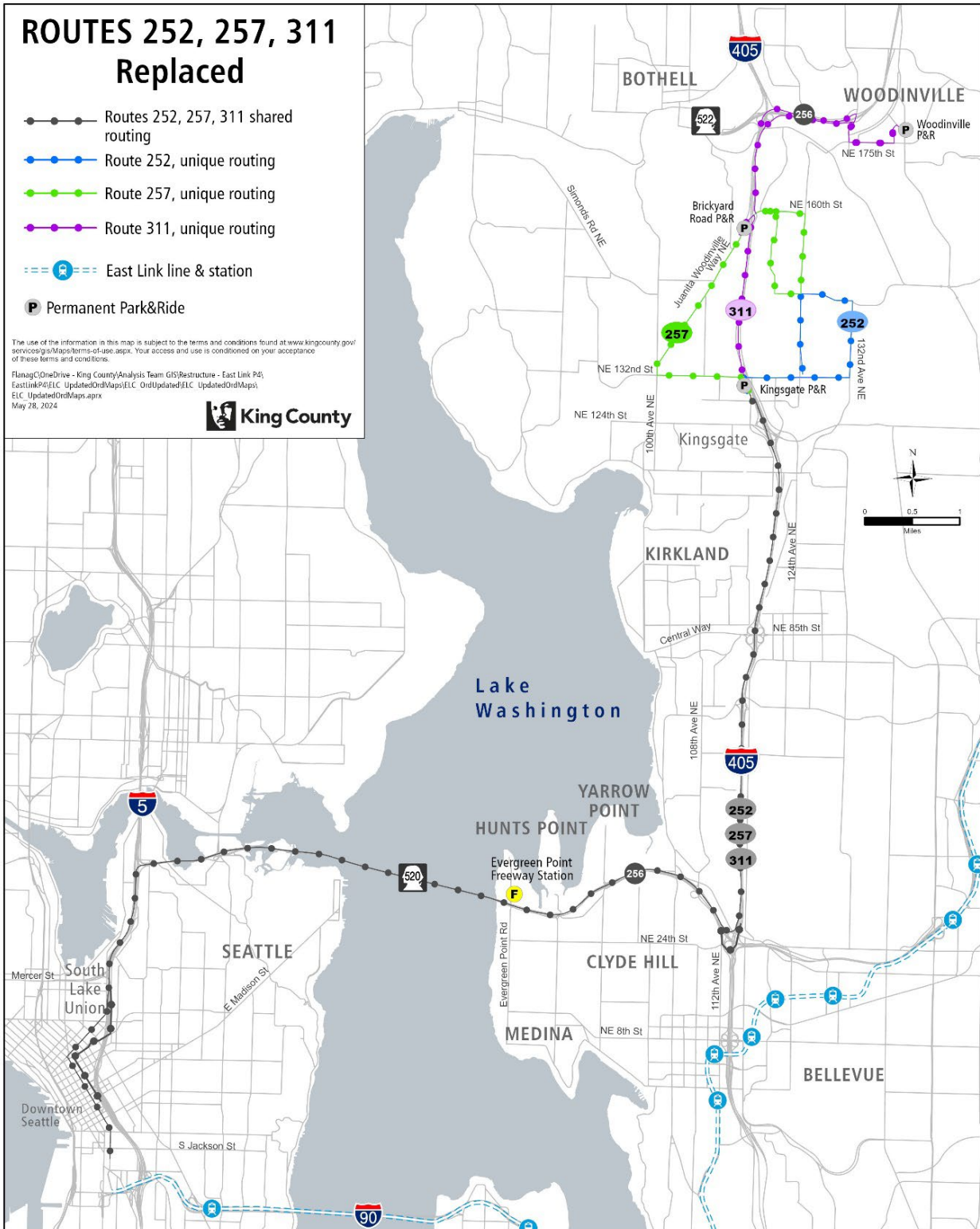
Delete Route 311. Alternative service will be provided by Route 256.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	50-60 min	-	-	-	-	-	-
<b>Proposed</b>	-	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	5:30 AM–9:00 AM 3:15 PM–6:45 PM	-	-
<b>Proposed</b>	-	-	-



Route: 342 (delete)

#### OBJECTIVES:

Restructure service to provide better all-day transit service levels, reduce duplication, and match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service for Route 342 will be provided by Routes 111, 240, 331, new Route 256 and ST 522 and 566. This route is currently suspended.

#### *Strategic Plan Strategies*

- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Be flexible and responsive to changes in demand for service and community engagement.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.
  - Metro should consider transit access in defining a route or route segment as duplicative. Access should be based on the frequency of service.

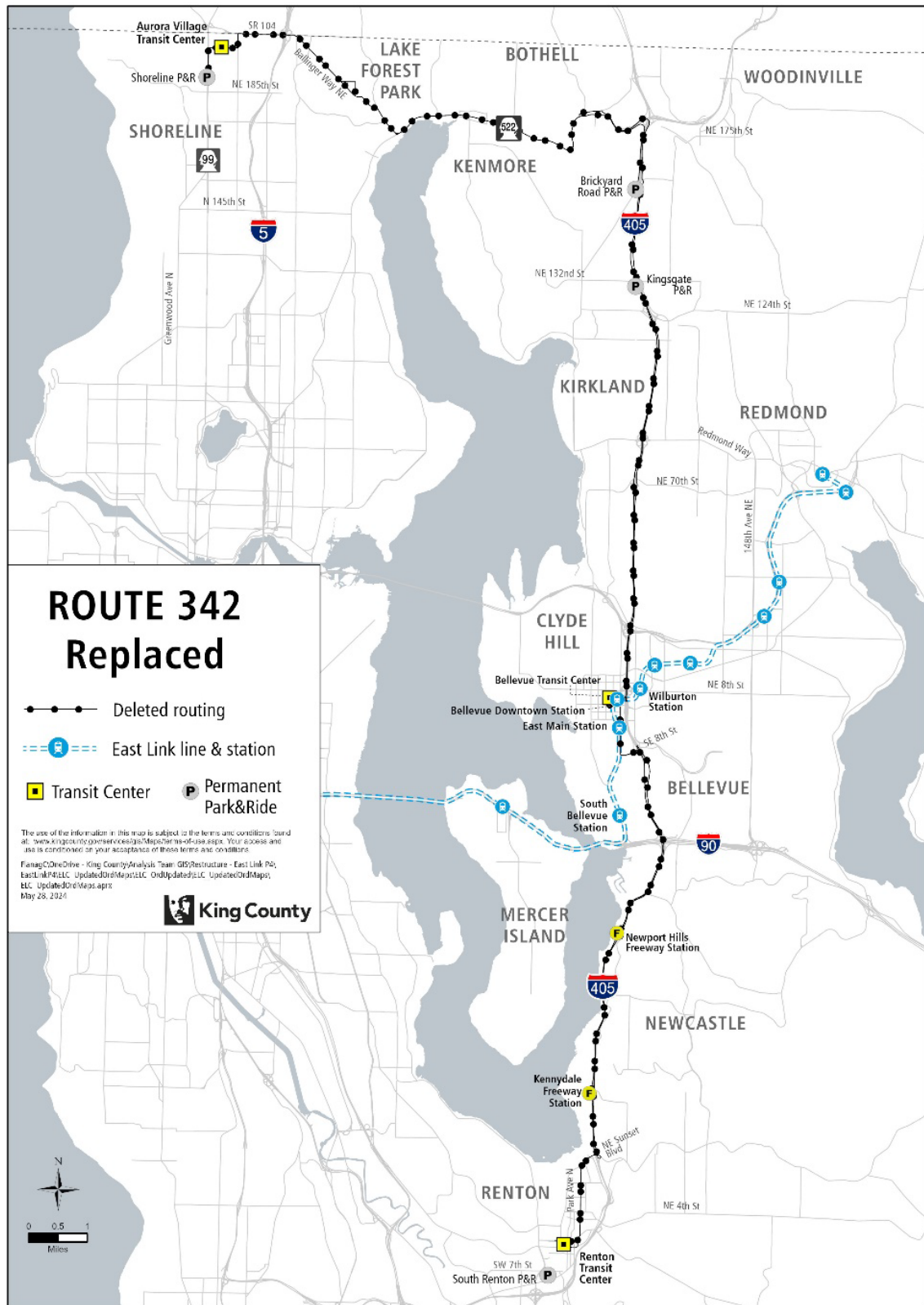
#### IMPACTED SERVICE AREA:

Shoreline, Lake Forest Park, Kenmore, Bothell, Kirkland, Bellevue, Newcastle, Renton

#### SERVICE CHANGE:

Delete Route 342 to reallocate hours to all-day service. Alternative service will be provided by Routes 111, 240, 256, 331, ST Routes 522 and 566. Route 331 will provide alternative service between the Aurora Transit Center and Lake Forest Park. The Route 331 and ST Route 522 will provide service between Lake Forest Park and Bothell. Between Bothell and the Bellevue Transit Center, the Routes 256

and ST 566 will provide alternative service. Between the Bellevue Transit Center and the Renton Transit Center, the Routes 111, 240, and ST Route 566 will be alternatives. Route 342 was suspended in 2023.



Route: 630 (revise)

#### OBJECTIVES:

Revise service on Route 630 to serve First Hill more directly, increasing frequency and span to provide better transit service levels, reduce duplication, and match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link 2 Line, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Route Directness*
  - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.

#### IMPACTED SERVICE AREA:

First Hill, International District, Mercer Island Link Station, Mercer Village

#### SERVICE CHANGE:

Revise Route 630 to serve Rainier Ave S, Boren Ave, and 9th Ave with a more direct path to First Hill.

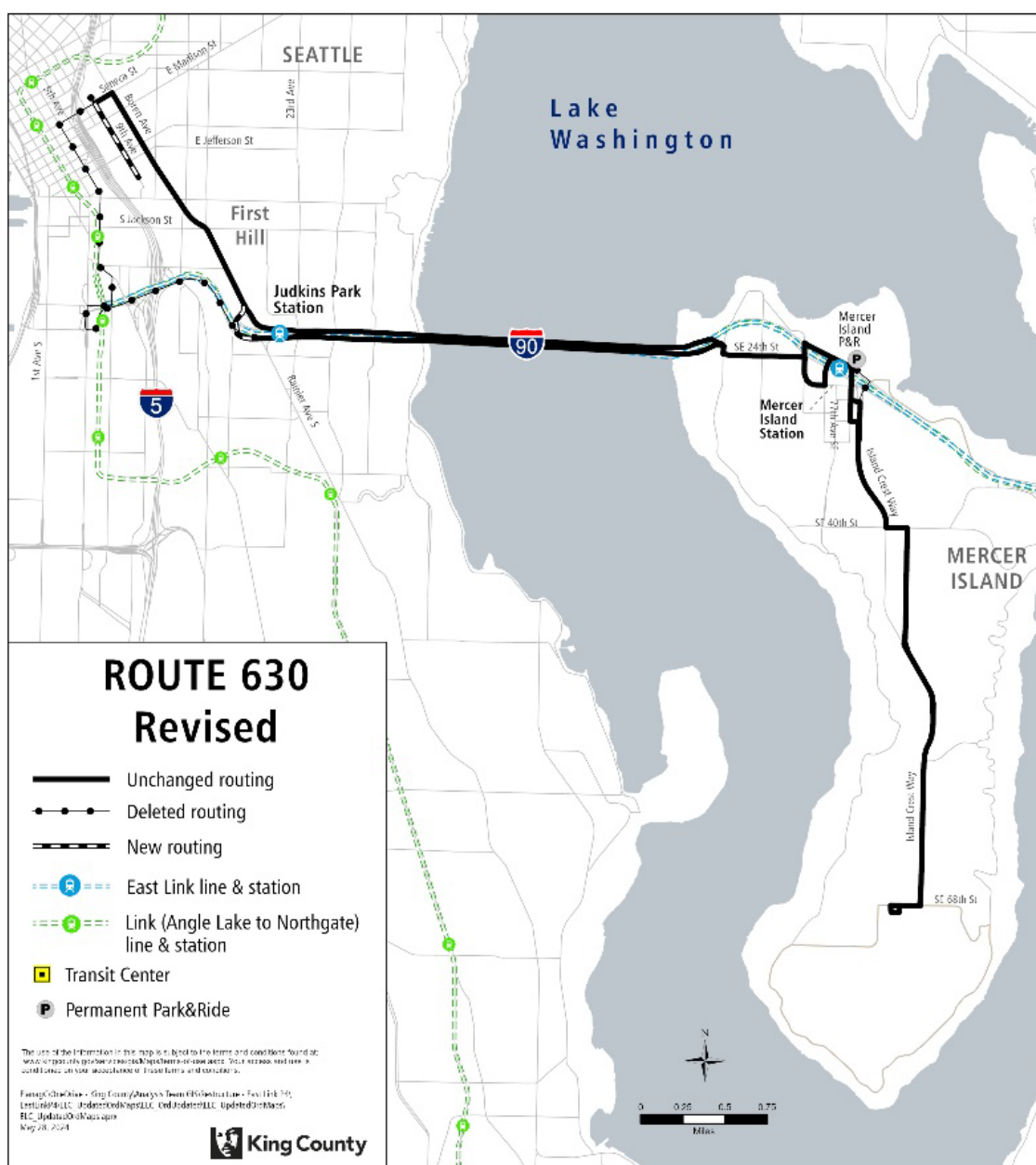
#### Frequency:

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	35-40 min	-	-	-	-	-	-
<b>Proposed</b>	30 min	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	6:00-8:00 AM, 4:00-6:00 PM	-	-
<b>Proposed</b>	6:00-8:00 AM, 4:00-6:30 PM	-	-





Route: 672 (revise)

**OBJECTIVES:**

Revise service on Route 672 to extend to Downtown Redmond Station and remove service to Overlake Village Station to improve route speed and reliability in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
- *Route Spacing and Duplication*
  - Routes should be designed to avoid competing for the same riders. In general, routes should be no closer than 1/2 mile.
  - Services may overlap or be more closely spaced where urban and physical geography makes it necessary, where services in a common segment serve different destinations, or where routes converge to serve regional growth centers. Where services do overlap, they should be scheduled together, if possible, to provide shorter waits along the common routing.

**IMPACTED SERVICE AREA:**

Downtown Redmond, Overlake, Crossroads, downtown Bellevue

**SERVICE CHANGE:**

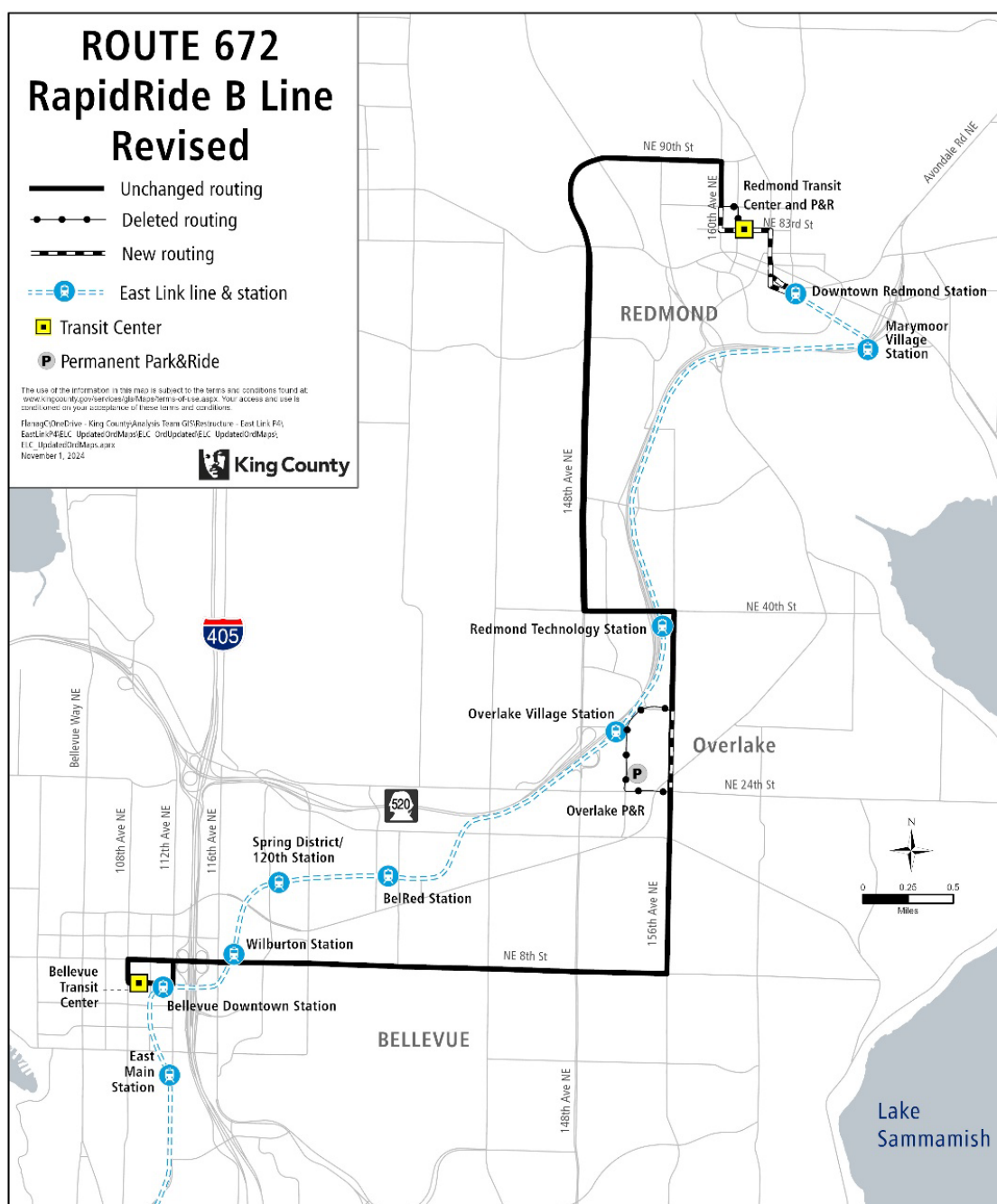
Revise route 672 (B Line) to serve Downtown Redmond Station and remove service to Overlake Village Station by remaining on 156th Ave NE between NE 24th St and NE 31st St.

**Frequency:**

		<b>Weekday</b>		<b>Saturday</b>		<b>Sunday</b>	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	10 min	15 min	15-30 min	15 min	15-30 min	15 min	15-30 min
<b>Proposed</b>	10 min	15 min	15-30 min	15 min	15-30 min	15 min	15-30 min

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	4:15 AM–11:45 PM	5:45 AM–11:45 PM	5:45 AM–11:45 PM
<b>Proposed</b>	4:15 AM–11:45 PM	5:45 AM–11:45 PM	5:45 AM–11:45 PM



Route: 930 (revise)

#### OBJECTIVES:

Revise service on Route 930 to increase frequency and span to provide better all-day transit service levels, and match service levels to ridership demand in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

#### *Strategic Plan Strategies*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.

#### IMPACTED SERVICE AREA:

Kingsgate Park-and-Ride, Totem Lake Transit Center, Willows Road, Redmond Transit Center, and Redmond Town Center.

#### SERVICE CHANGE:

Extend span of Route 930 on weekdays and add Saturday and Sunday service.

#### Frequency:

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	30 min	30 min	-	-	-	-	-
<b>Proposed</b>	30 min	30 min	60 min	60 min	-	60 min	

#### Hours of Service:

	Weekday	Saturday	Sunday
<b>Current</b>	6:00 AM–7:30 PM	-	-
<b>Proposed</b>	6:00 AM–9:45 PM	6:00 AM–7:00 PM	6:00 AM–7:00 PM

Route: 931 (revise)

**OBJECTIVES:**

Revise service on Route 931 to serve UW/Cascadia Bothell, Woodinville, Cottage Lake, and Duvall to provide new connections, and reduce duplication in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

*Strategic Plan Strategies:*

- Prioritize service in geographic areas that have highly dense, transit-supportive development; a high proportion of priority populations; and limited midday and evening service.
- Develop, evaluate, and adjust products, services, and programs that address barriers and increase mobility, especially among priority populations.
- Deliver mobility services that connect people to jobs and job centers, opportunities, and activities of daily living. Improve service during non-peak periods.
- Be flexible and responsive to changes in demand for service and community engagement.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

*Service Guidelines*

- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
  - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
  - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
  - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.

**IMPACTED SERVICE AREA:**

UW-Bothell/Cascadia College, Woodinville, Cottage Lake, Duvall, Avondale, Redmond

**SERVICE CHANGE:**

Revise Route 931 to operate between Bothell and Duvall via NE Woodinville Duval Road and remove service along Avondale Road NE. Replacement service between Cottage Lake and Redmond via Avondale Road NE is provided by new Route 222.

**Frequency:**

		Weekday		Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
<b>Current</b>	30 min	-	-	-	-	-	-
<b>Proposed</b>	30 min	-	-	-	-	-	-

**Hours of Service:**

	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>
<b>Current</b>	6:00 AM–9:00 AM 3:00 PM–6:30 PM	-	-
<b>Proposed</b>	6:00 AM–9:00 AM 3:00 PM–6:30 PM	-	-

