



# KING COUNTY

1200 King County Courthouse  
516 Third Avenue  
Seattle, WA 98104

## Signature Report

### Ordinance 19899

**Proposed No.** 2025-0056.3

**Sponsors** Balducci and Perry

1 AN ORDINANCE approving East Link and Downtown  
2 Redmond Link Extension Transportation Service Changes  
3 for King County.

4 **STATEMENT OF FACTS:**

5 1. The changes in this ordinance to the Metro transit department's bus  
6 transit network include revisions to bus service in the cities of Beaux Arts,  
7 Bellevue, Bothell, Clyde Hill, Duvall, Issaquah, Kenmore, Kirkland, Lake  
8 Forest Park, Medina, Mercer Island, Newcastle, North Bend, Redmond,  
9 Renton, Sammamish, Shoreline, Seattle, Snoqualmie, Woodinville, and  
10 Yarrow Point.

11 2. The changes in this ordinance are consistent with the policy direction  
12 and priorities adopted in Ordinance 19367, enacted December 15, 2021,  
13 which adopted the 2021 update to the King County Metro Strategic Plan  
14 for Public Transportation 2021-2031 and Service Guidelines.

15 3. Incremental implementation of the proposed changes is consistent with  
16 the policy direction and policies approved in the Metro Service Recovery  
17 Plan by the enactment of Ordinance 19581.

18 4. The changes in this ordinance reinstate or replace the fully or partially  
19 suspended service on Routes 8, 111, 114, 167, 200, 204, 208, 212, 214,  
20 216, 217, 218, 219, 221, 224, 225, 226, 232, 237, 240, 241, 245, 246, 249,

Ordinance 19899

---

21           250, 252, 257, 268, 269, 271, 311, 342, 630, 930, 931, and RapidRide B  
 22           Line within the East Link Connections project consistent with the  
 23           approach identified in the Metro Service Recovery Plan.

24           5. In 2021, 2022, 2023 and 2024, the Metro transit department conducted  
 25           public outreach concerning proposed changes to service in east and north  
 26           areas of King County currently provided by Routes 8, 111, 114, 167, 200,  
 27           204, 208, 212, 214, 216, 217, 218, 219, 221, 224, 225, 226, 232, 237, 240,  
 28           241, 245, 246, 249, 250, 252, 257, 268, 269, 271, 311, 342, 630, 930, 931,  
 29           and RapidRide B Line.

30           6. The service changes in this ordinance would eliminate and replace  
 31           routes 114, 167, 200, 208, 212, 214, 216, 217, 219, 221, 232, 237, 241,  
 32           246, 252, 257, 268, 271, 311, and 342, and reinvest savings to create new  
 33           routes 203, 215, 220, 222, 223, 251, 256, and 270, and expand service on  
 34           routes 111, 204, 224, 226, 240, 249, 250, 269, 930, and 931.

35           7. The service changes in this ordinance would modify the routing of  
 36           routes 8, 111, 218, 224, 225, 226, 240, 245, 249, 250, 269, 630, 931, and  
 37           RapidRide B Line.

38           8. Sound Transit initially opened eight light rail stations on the Link 2  
 39           Line between Bellevue and Redmond in April 2024, with additional  
 40           stations in downtown Redmond, Marymoor Village, Mercer Island, and  
 41           Judkins Park in Seattle expected to open in 2025.

42           BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

Ordinance 19899

---

43           SECTION 1. The East Link Connections service changes for King County,  
 44 substantially as described in Attachment A to this ordinance, are hereby approved. The  
 45 Metro transit department may implement the changes beginning with the Fall 2025  
 46 Service Change.

47           SECTION 2. A. To measure the success of the East Link Connections Mobility  
 48 Project, the executive shall engage with Sound Transit, local jurisdictions, including the  
 49 cities of Bellevue and Kirkland, and other stakeholder organizations to review the  
 50 performance of the service changes approved to the transit network by this ordinance in  
 51 terms of ridership trends.

52           B. The executive shall provide a summary of the review in a letter to the council,  
 53 to be sent no later than the date of the Fall 2027 service change to the clerk of the council,  
 54 who shall retain an electronic copy and provide an electronic copy to all councilmembers,

Ordinance 19899

---

- 55 the council chair of staff, and the lead staff for the transportation, economy, and
- 56 environment committee or its successor.


Ordinance 19899 was introduced on 2/11/2025 and passed as amended by the Metropolitan King County Council on 3/4/2025, by the following vote:

Yes: 8 - Balducci, Barón, Dembowski, Dunn, Mosqueda, Quinn,  
von Reichbauer and Zahilay  
Excused: 1 - Perry

KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

Signed by:  
  
1AEA3C5077F8485...  
Girmay Zahilay, Chair

ATTEST:

DocuSigned by:  
  
8DE1BB375AD3422...  
Melani Hay, Clerk of the Council

APPROVED this \_\_\_\_ day of 3/7/2025, \_\_\_\_.

Signed by:  
  
4FBCAB8196AE4C6...  
Dow Constantine, County Executive

**Attachments:** A. East Link and Downtown Redmond Link Extension Public Transportation Service Changes for King County, March 4, 2025



**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:

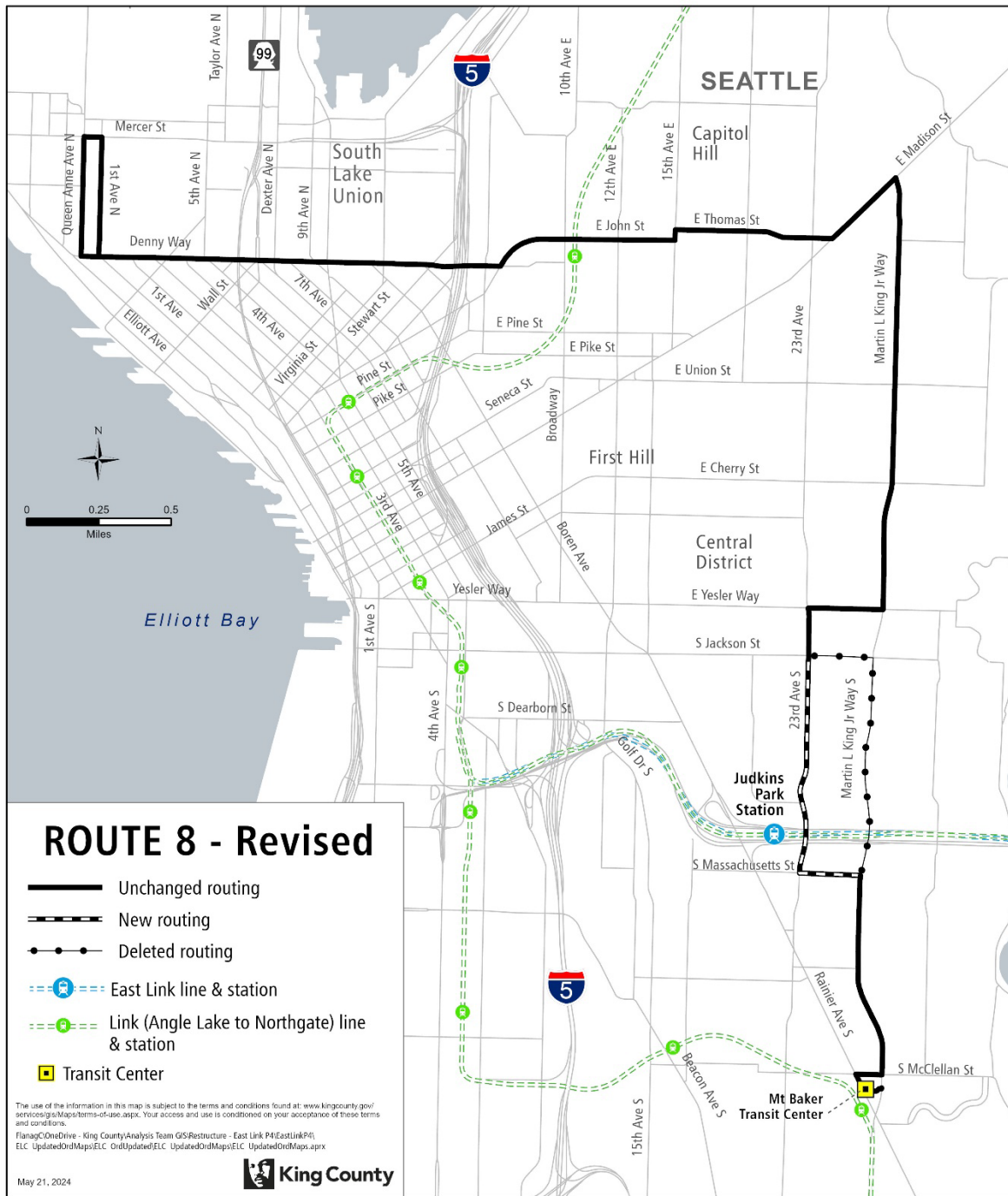
Revise Route 8 to connect with Judkins Hill Station via 23rd Avenue South.

#### 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:**

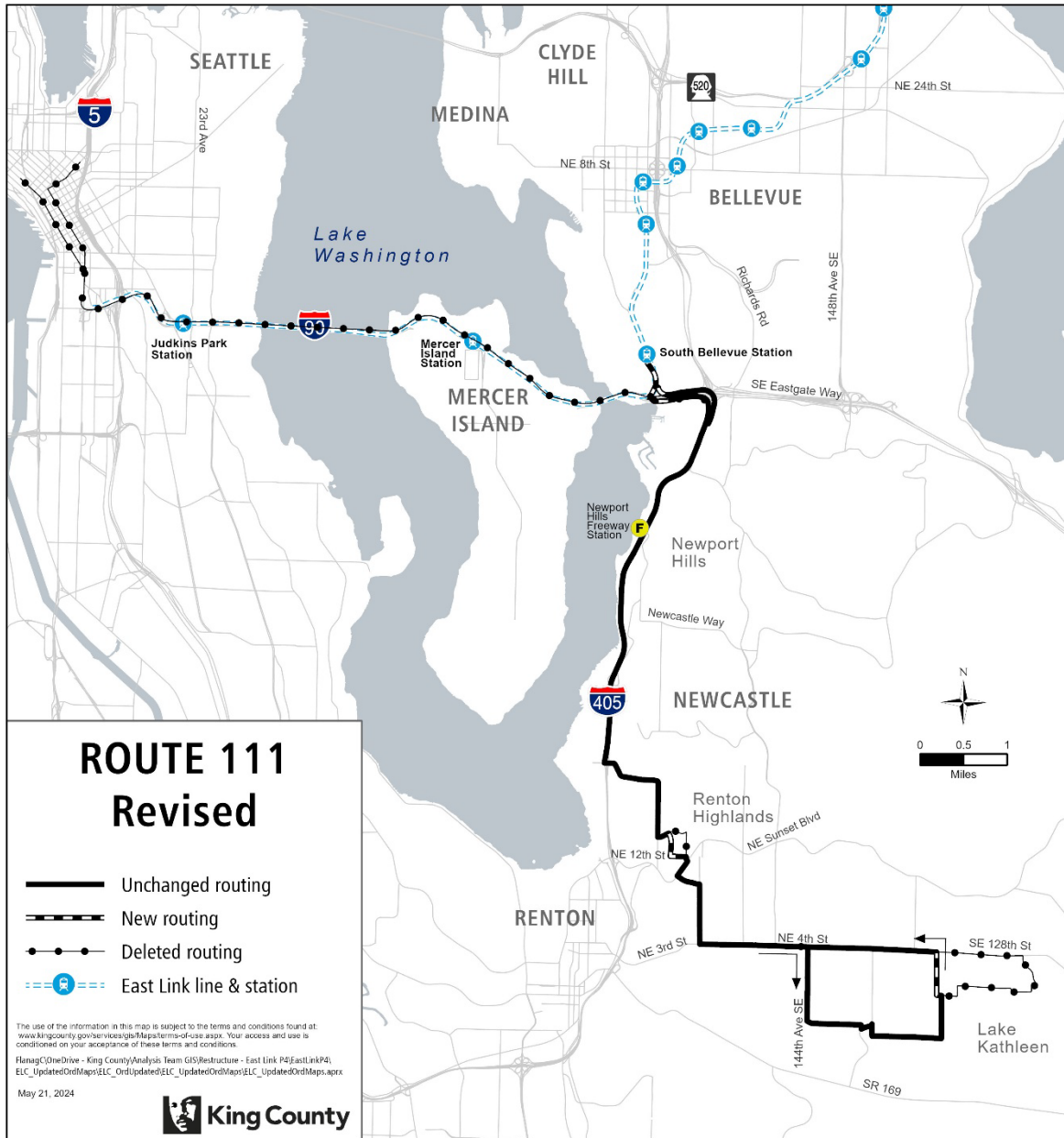
Revise Route 111 to serve South Bellevue Station.

**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*

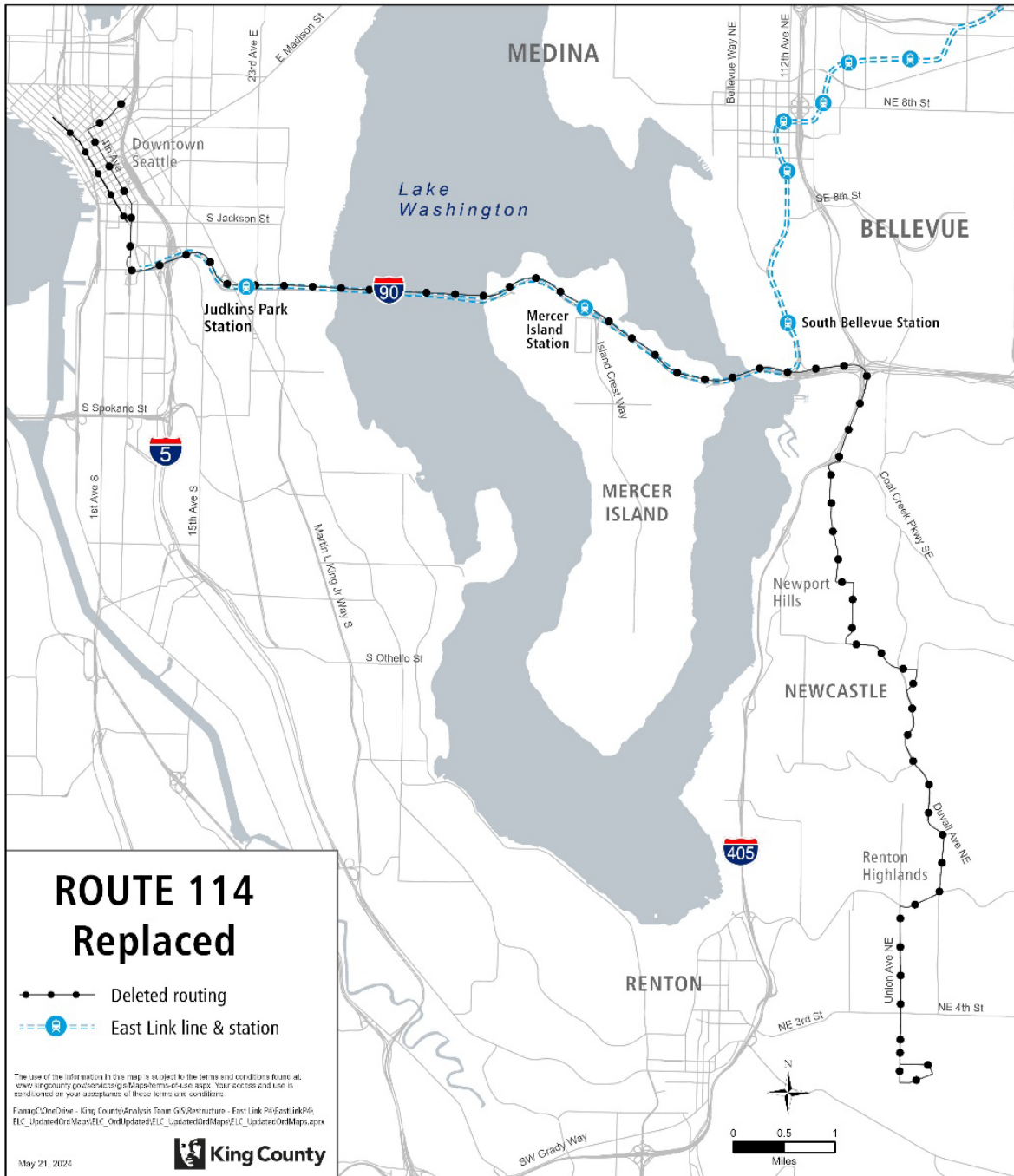
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities 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.
- 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.

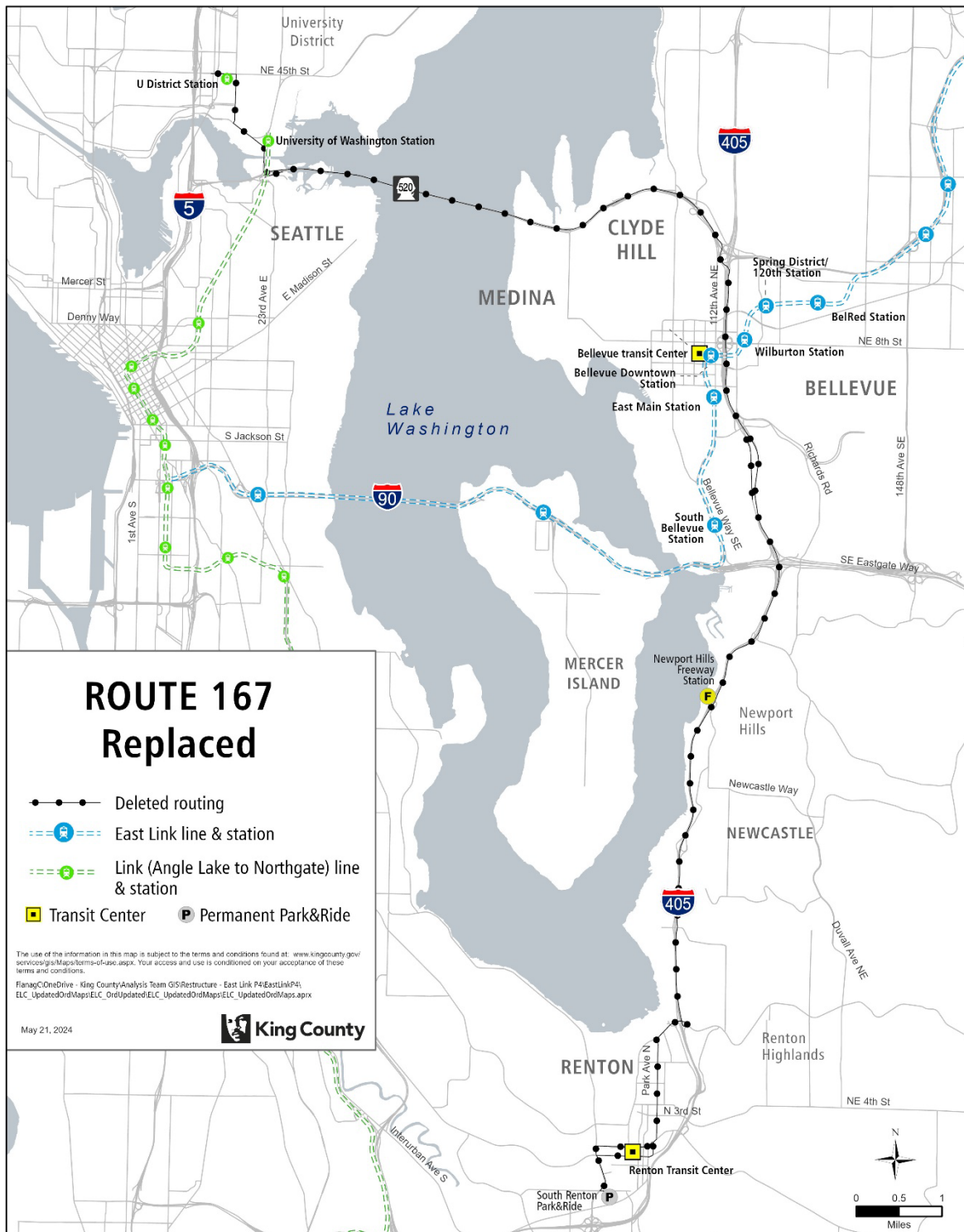
#### IMPACTED SERVICE AREA:

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.
- Use Metro's Service Guidelines and performance measures to ensure service investments align with needs and values and build toward Metro Connects.

#### *Service Guidelines*

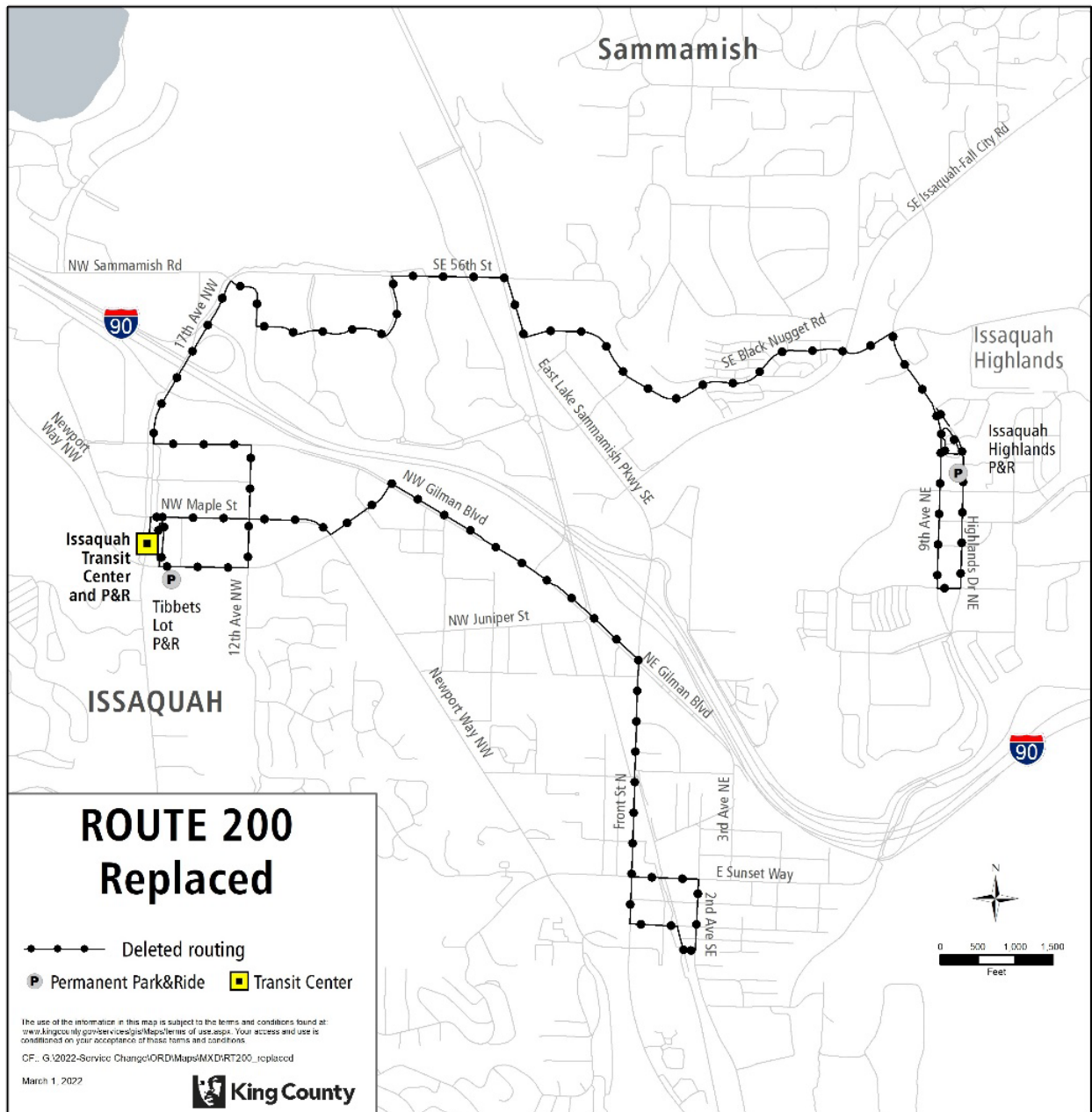
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities 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.

#### 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.
- 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, north Issaquah, Issaquah Transit Center, Newport Way, Factoria, South Bellevue Station

**SERVICE CHANGE:**

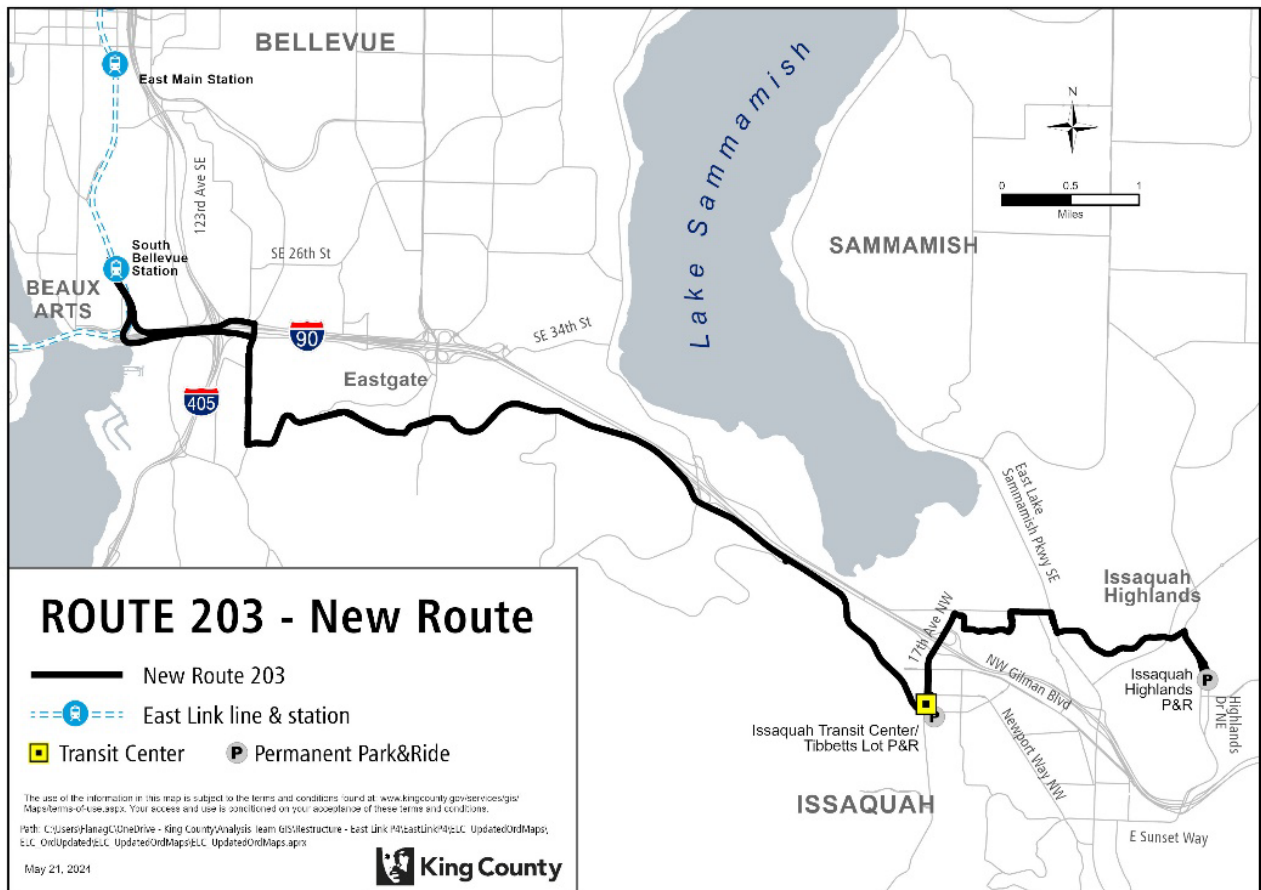
Implement new Route 203 which provides service between Issaquah Highlands and South Bellevue Station via Newport Way and Factoria.

**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.
- 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:**

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*

- *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:**

North Bend, Snoqualmie, and Issaquah

**SERVICE CHANGE:**

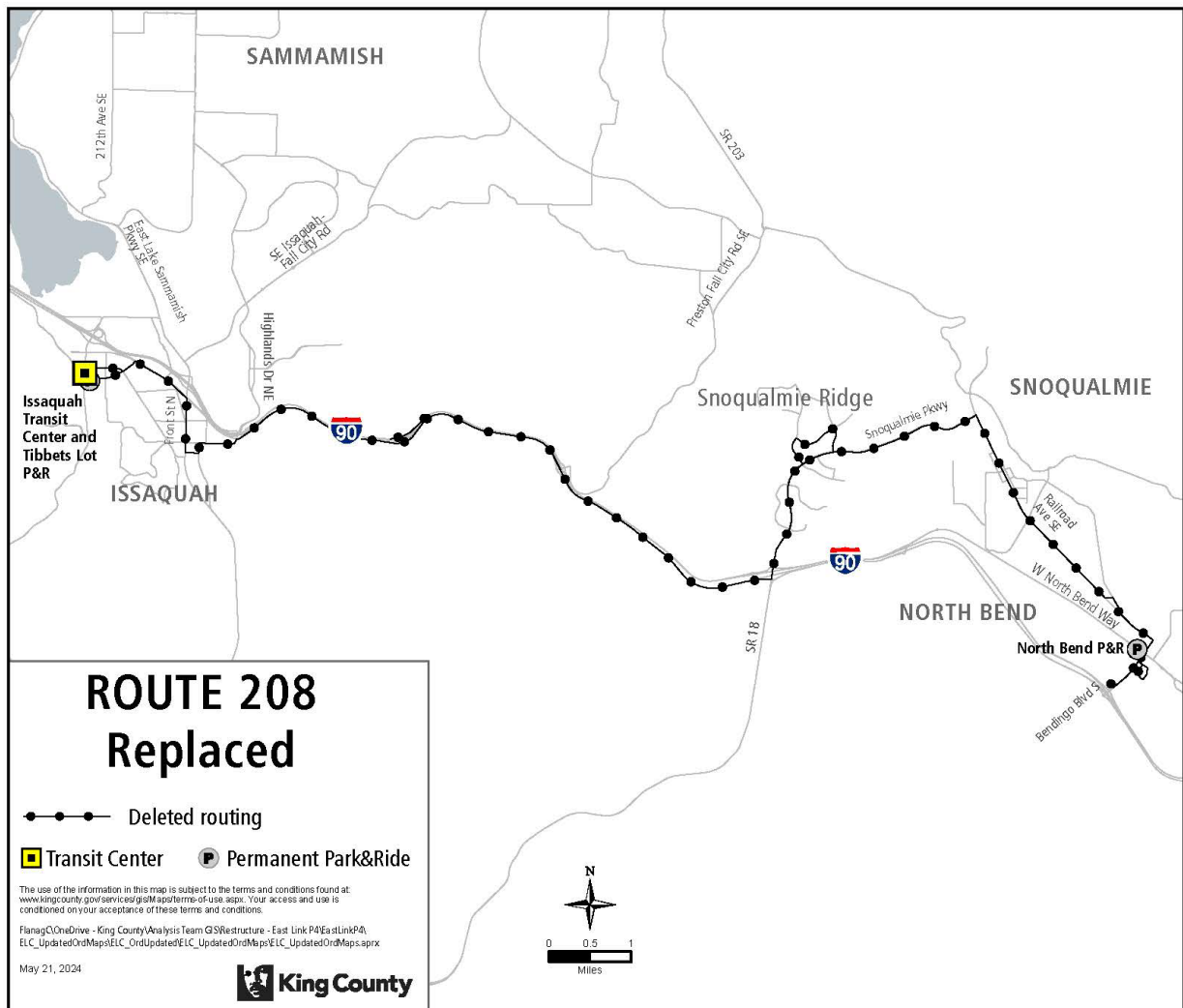
Delete Route 208. Alternative service will be provided by the new Route 215.

**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:**

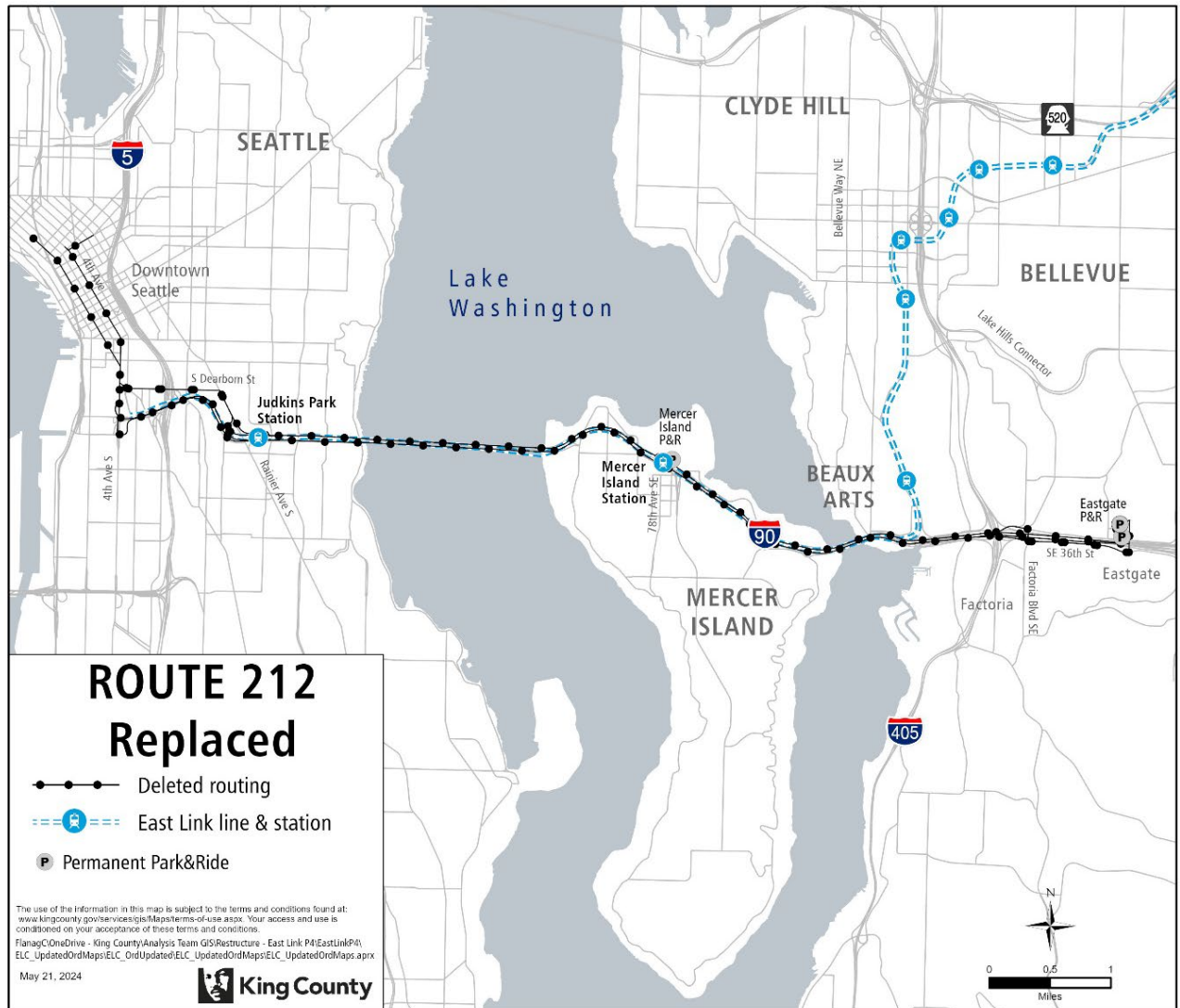
Delete Route 212. Alternative service will be provided by Routes 215, 218, 226, 269, and Link light rail.

**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.
- 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:

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.
- 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:

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

#### SERVICE CHANGE:

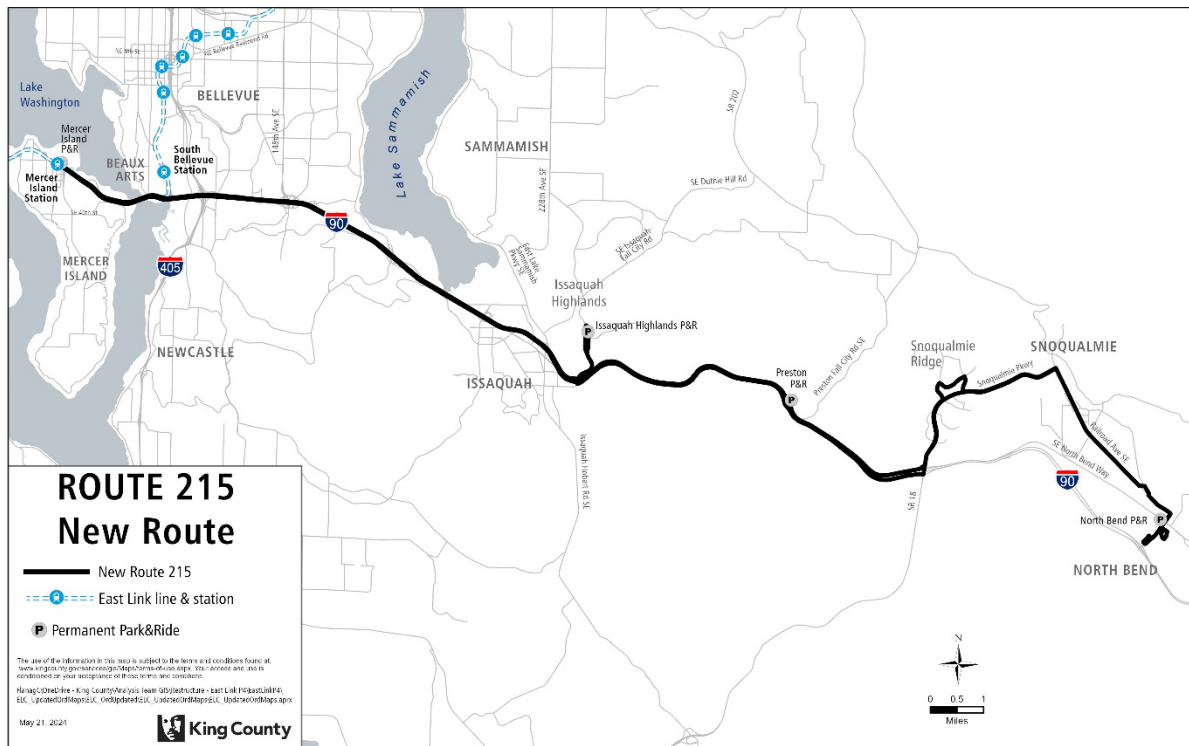
Implement new Route 215 which provides service between North Bend and Mercer Island Station. On weekdays, Route 215 will operate approximately every 30 minutes between Issaquah and Mercer Island and every 90 minutes between North Bend and Mercer Island. On weekends, Route 215 will operate approximately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

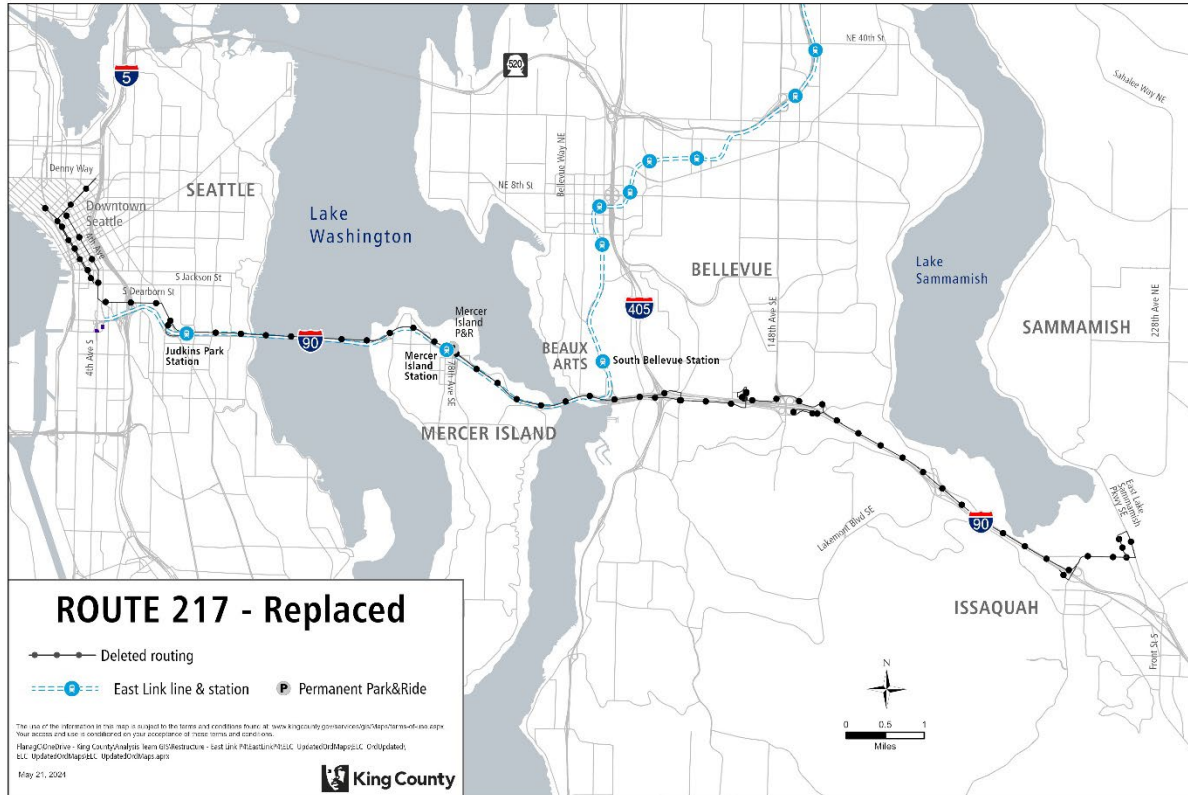
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities 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.

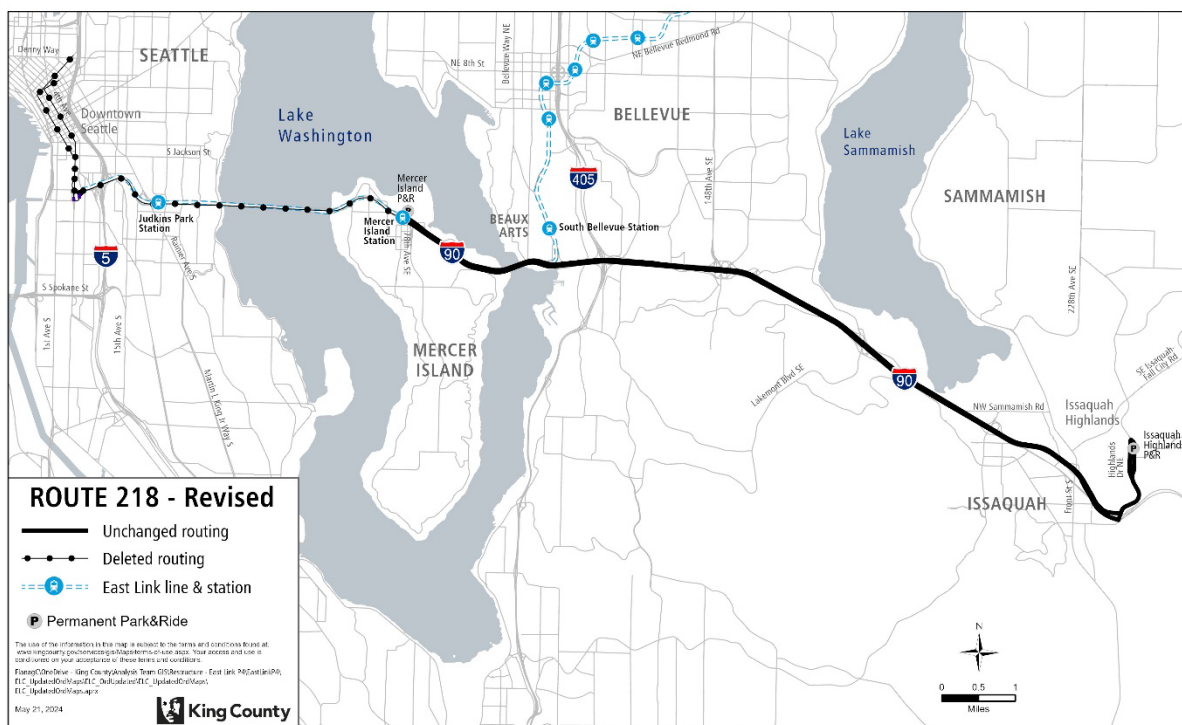
**Frequency:**

		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*

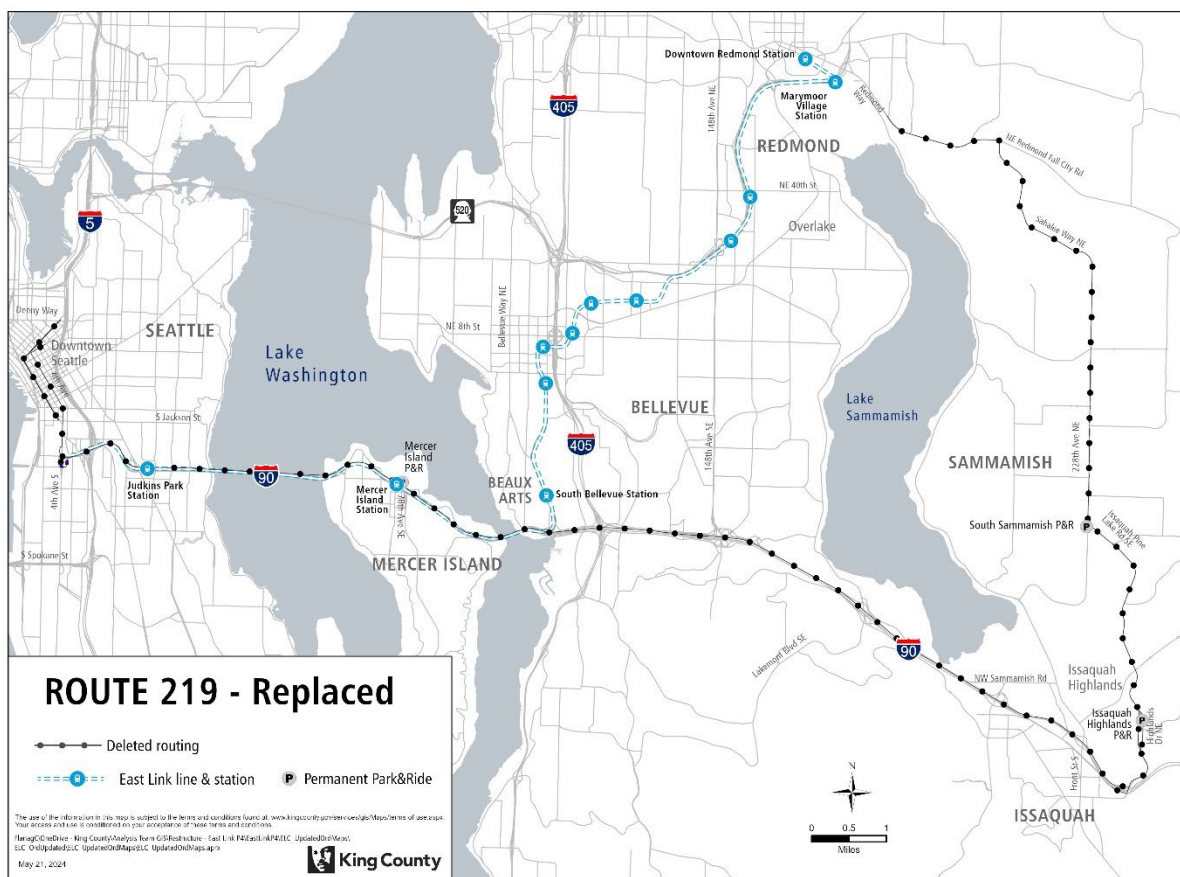
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities 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:**

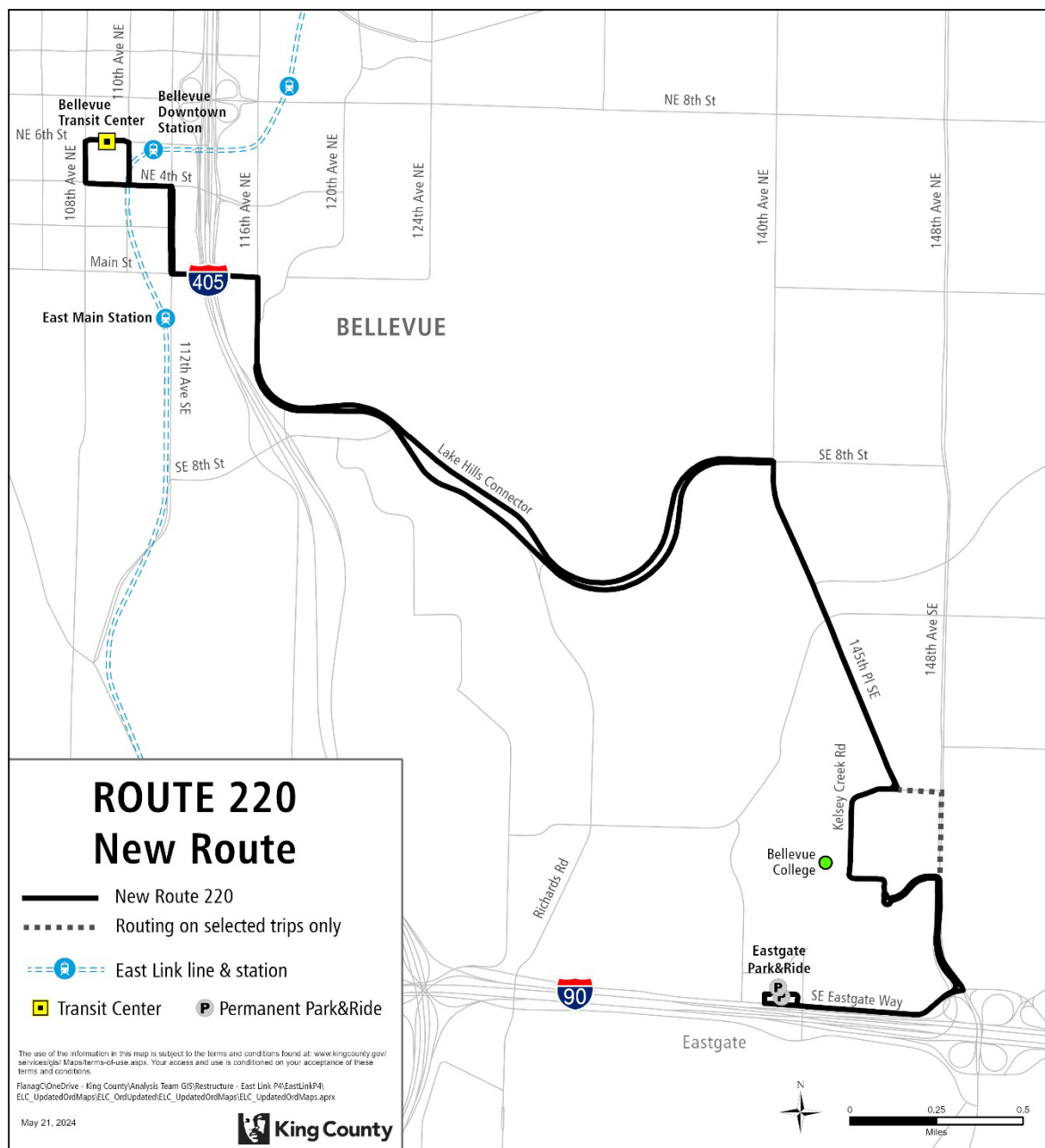
Implement new Route 220 which provides service between Eastgate, Lake Hills, and downtown Bellevue.

**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

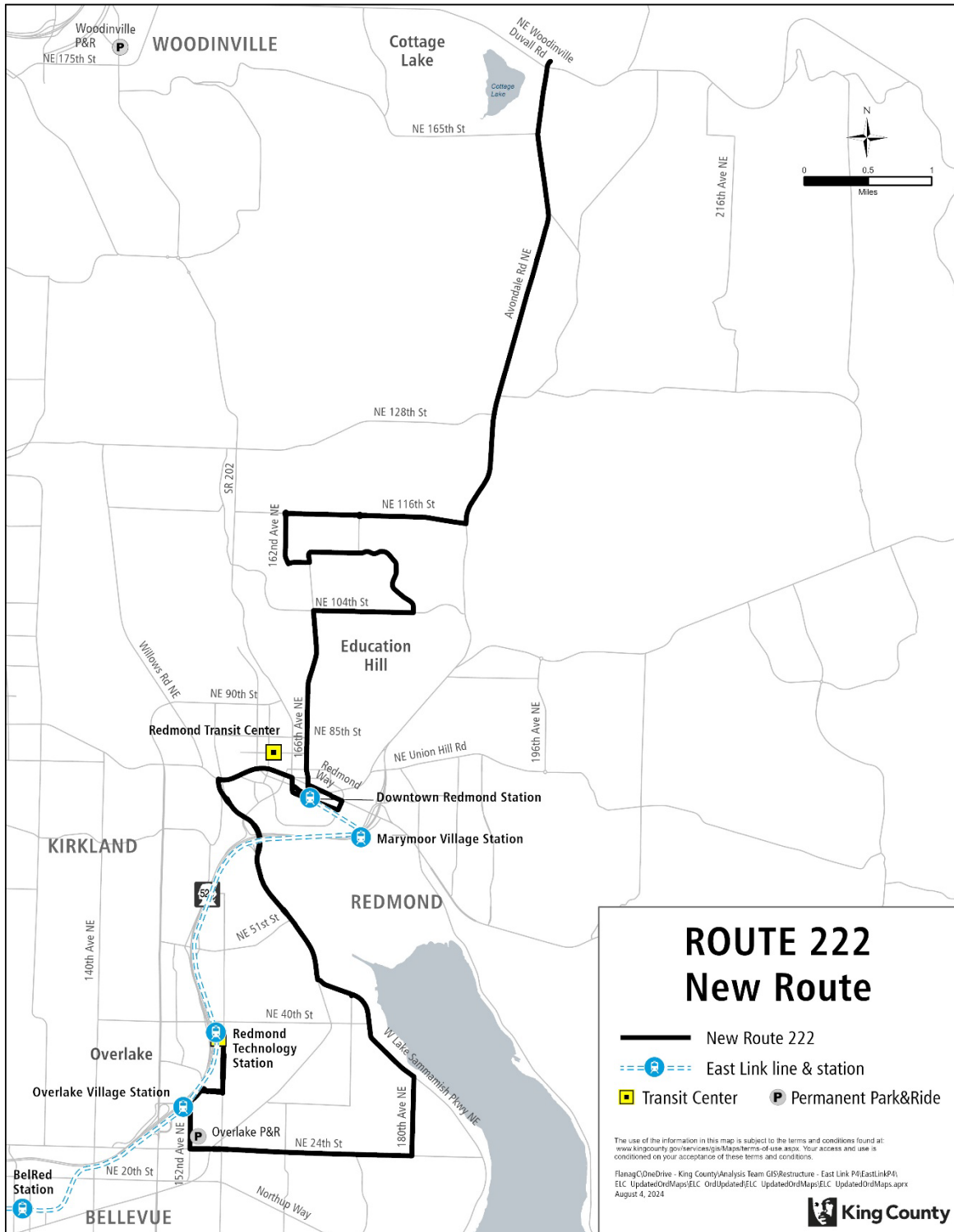
Lake Sammamish Parkway NE and NE 24th Street, and Overlake to Redmond Technology Station via 156th Ave NE.

**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:**

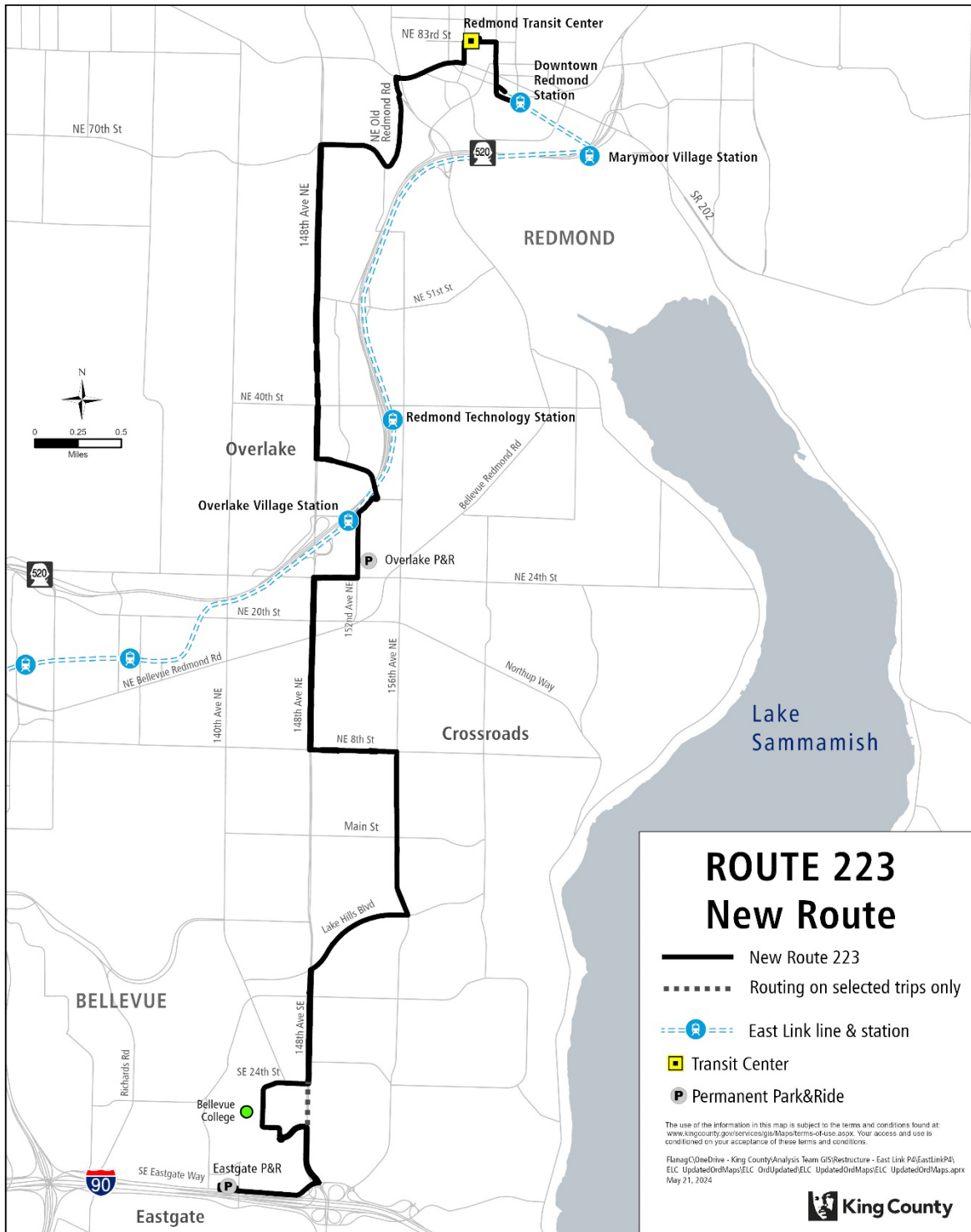
Implement new Route 223 which provides service between downtown Redmond and Eastgate.

**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:

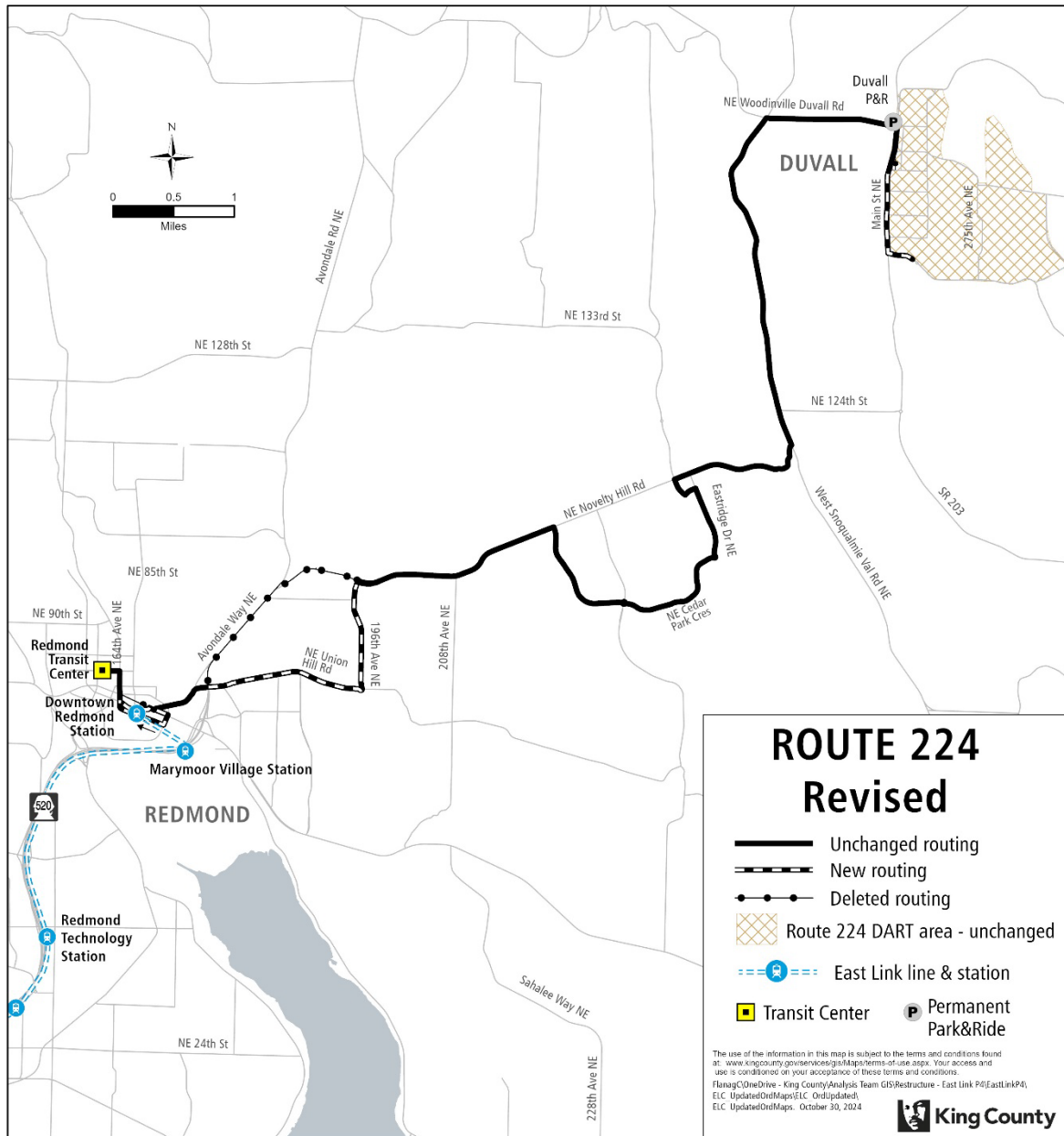
Revise Route 224 to move service from Redmond Way to NE 76th Street and Cleveland Street to serve Downtown Redmond Station and reorient service from Avondale Road to 196th Ave NE and NE Union Hill Road to provide new service to SE Redmond. Increase weekday frequency.

**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:

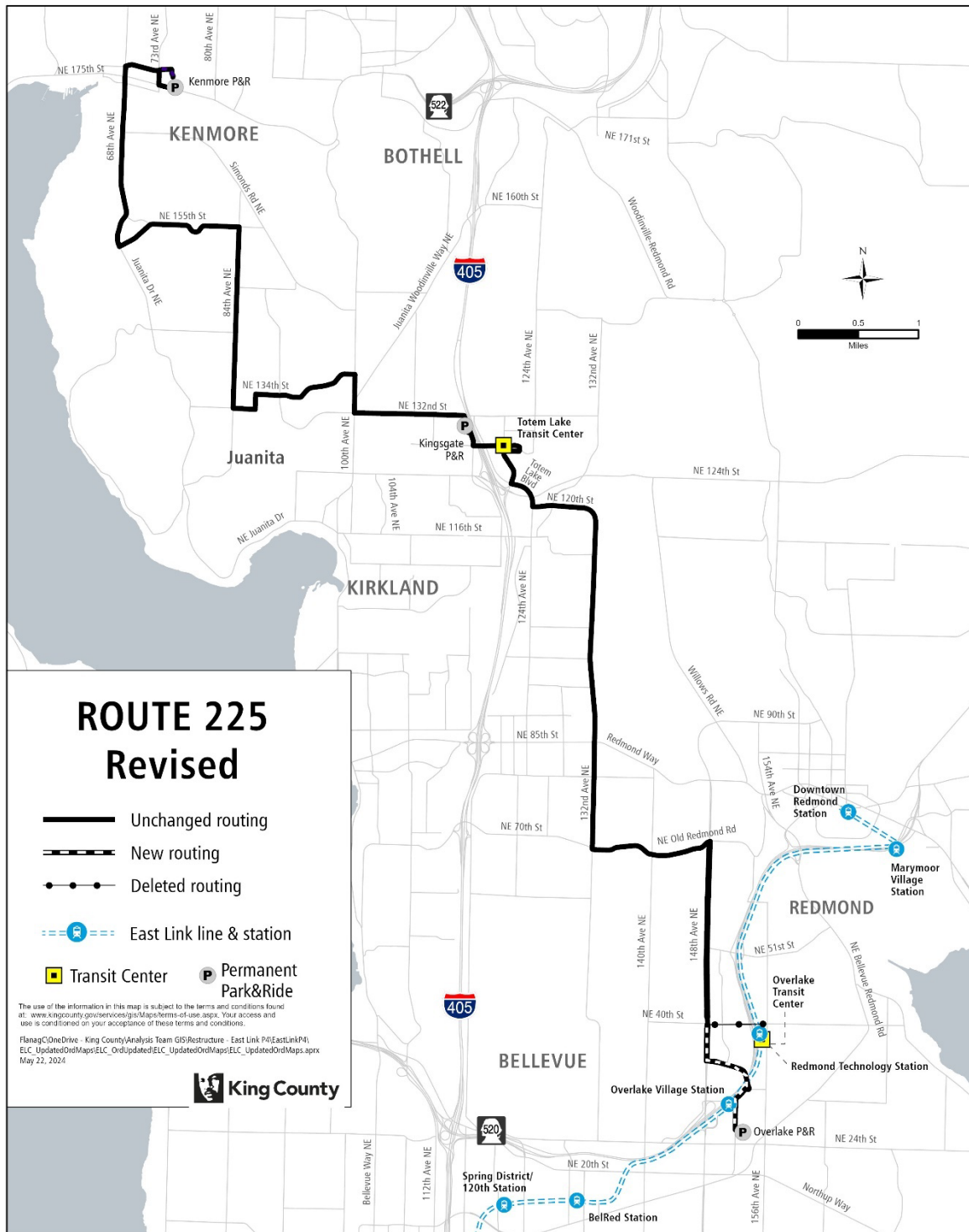
Revise route to directly serve Overlake Village Station and Overlake Park-and-Ride and increase frequency to 30 minutes all day on weekdays.

**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.

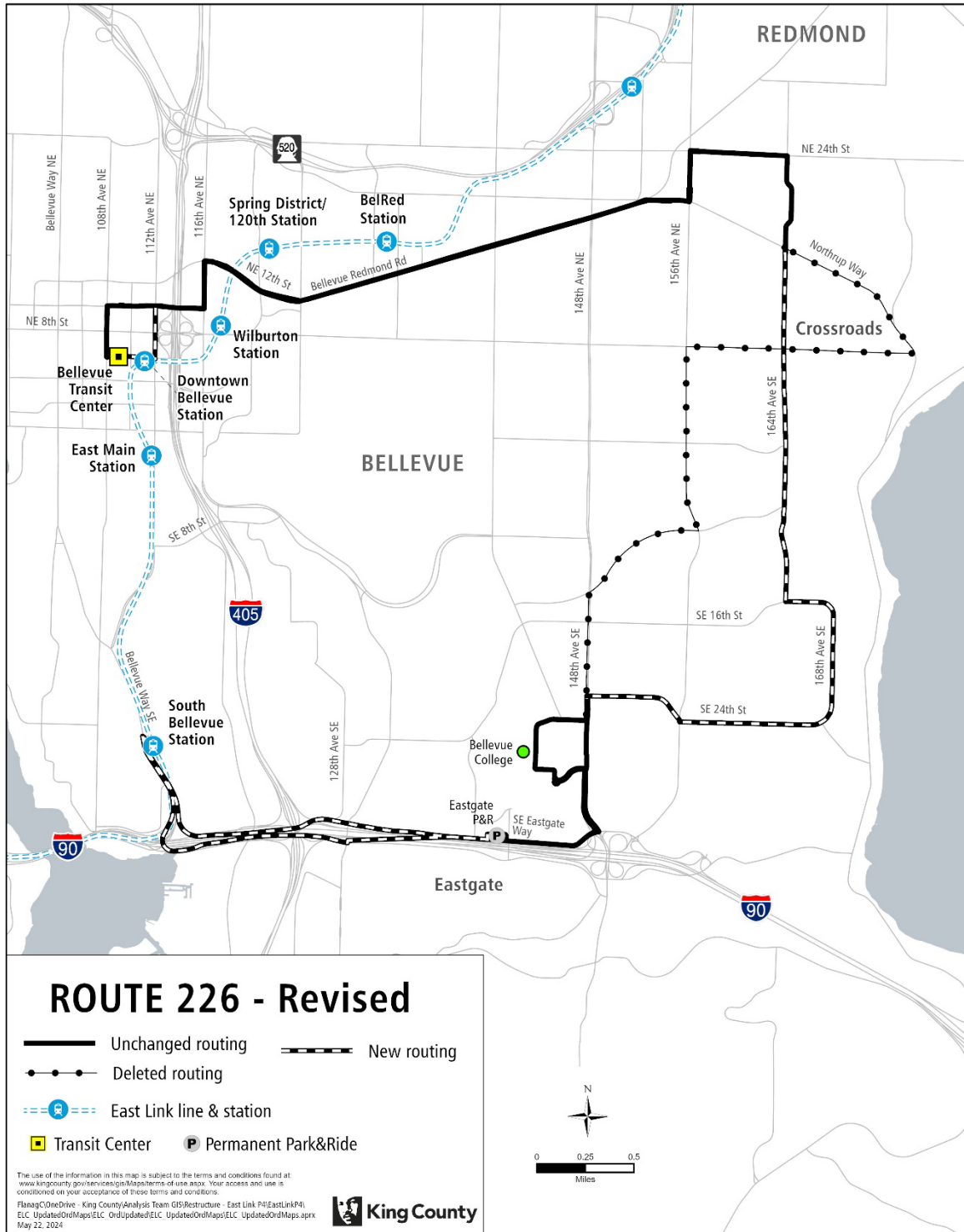
**Frequency:**

		<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*

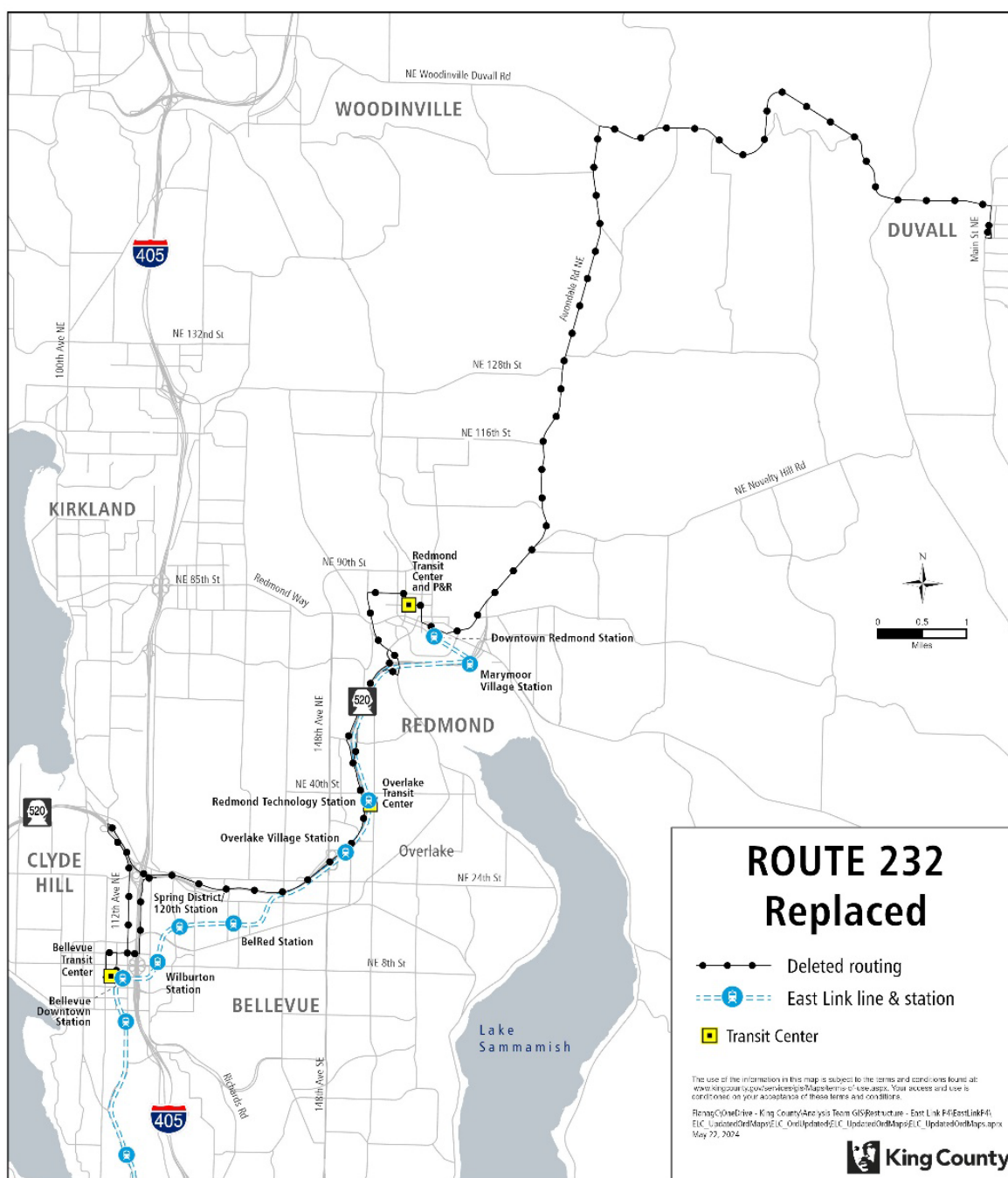
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities 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*

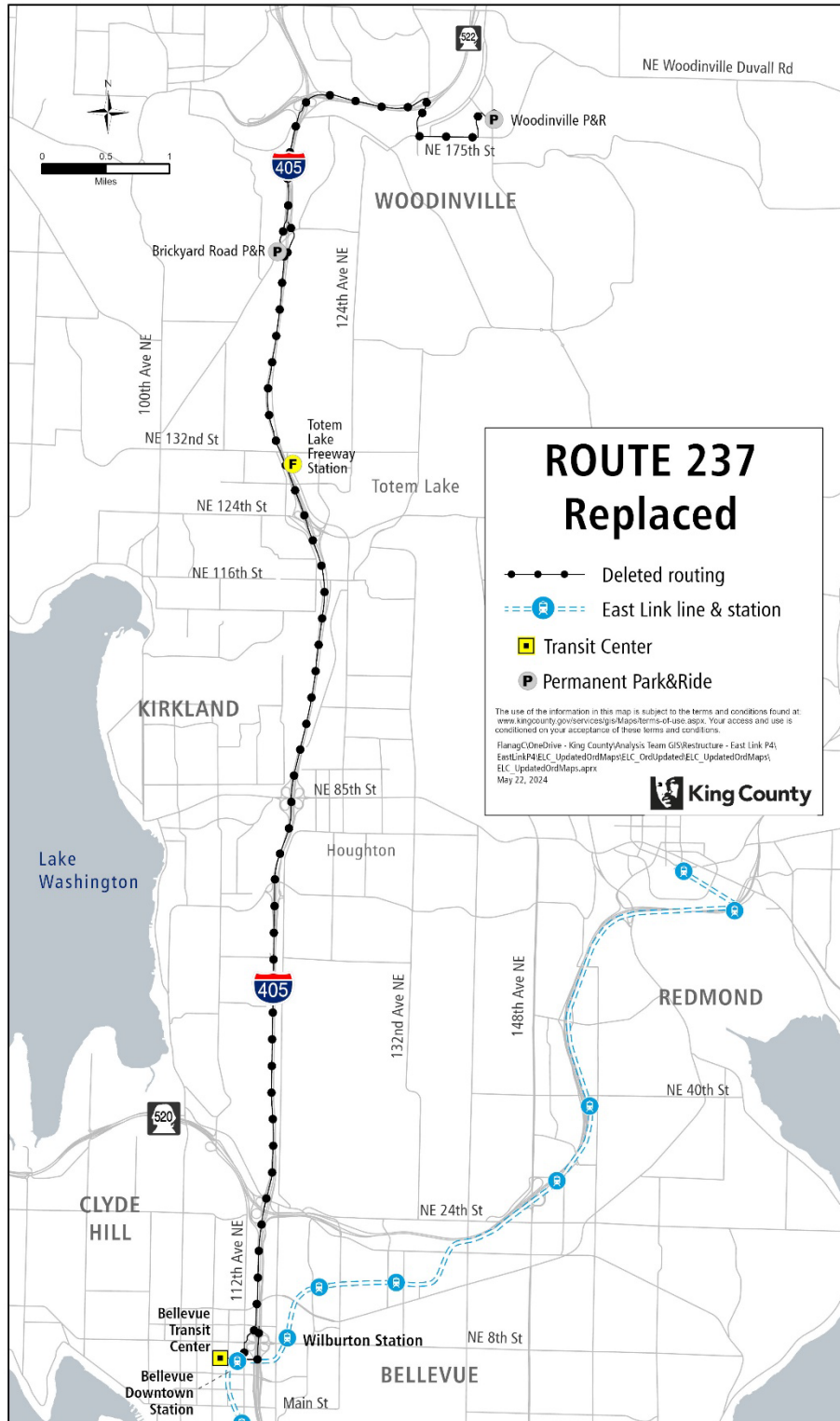
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities 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:**

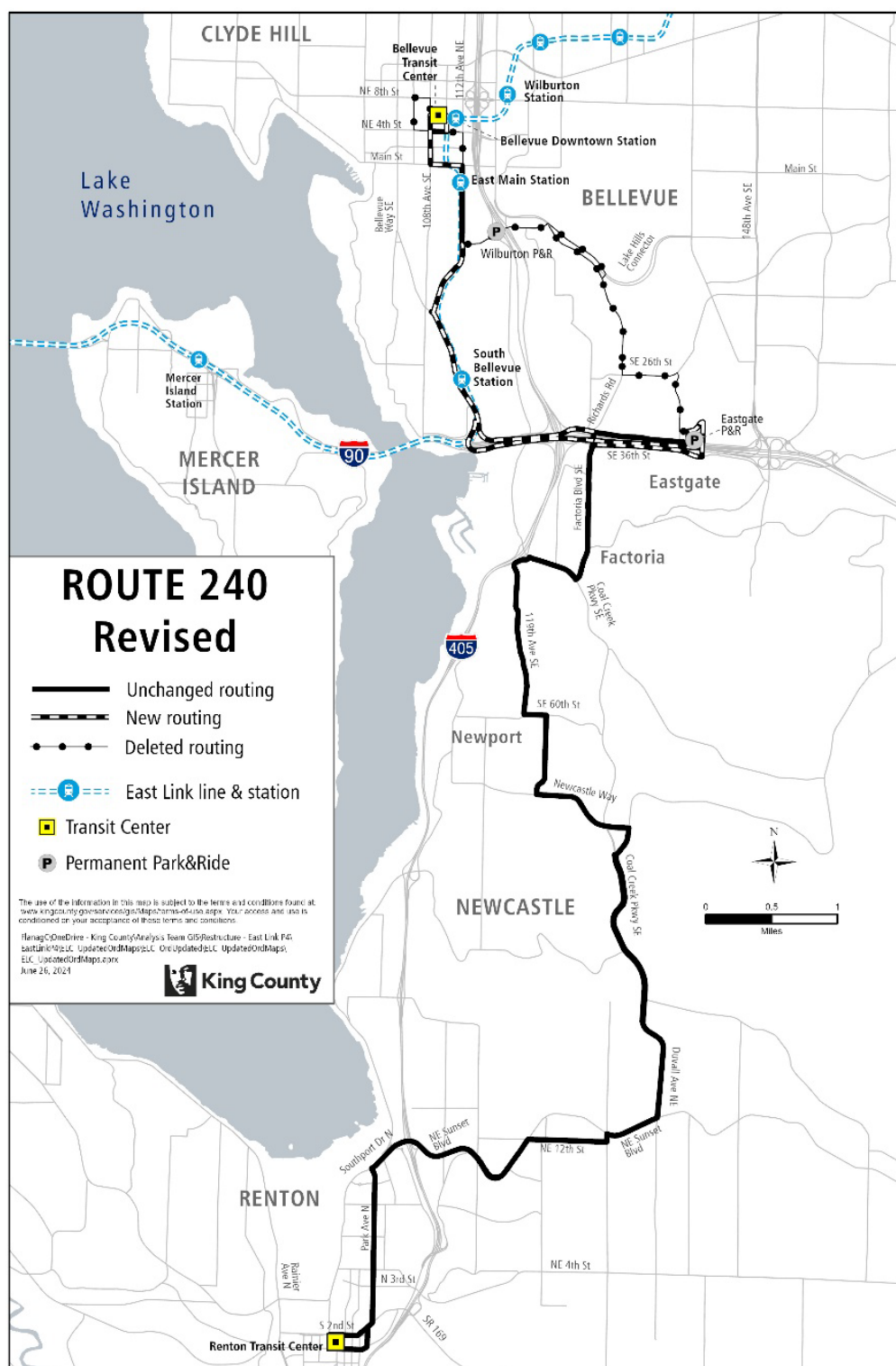
Revise Route 240 to serve South Bellevue Station, Main Street Station and Bellevue Downtown Station.

**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:

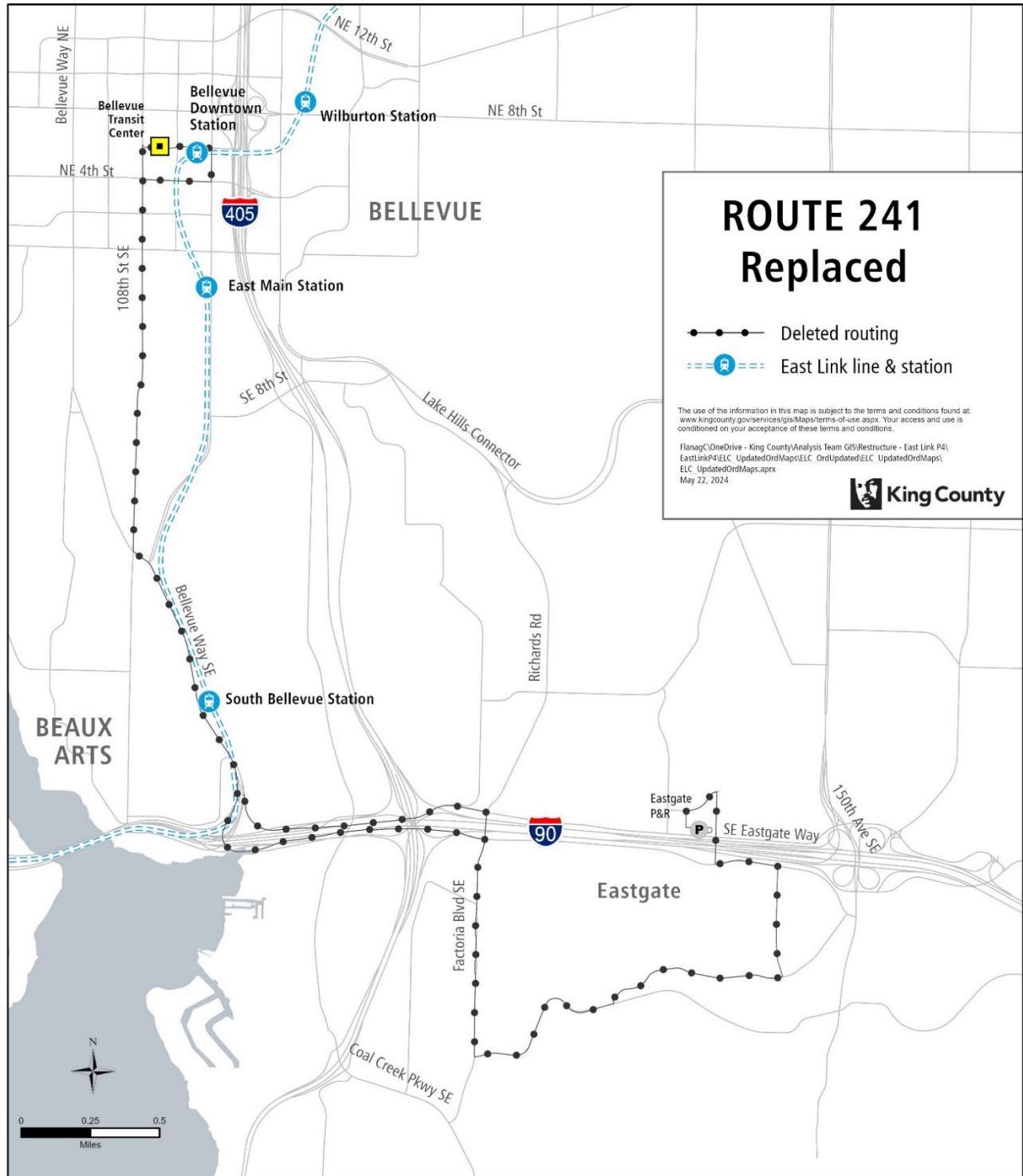
Delete Route 241. Alternative service will be provided by Routes 203 and 240. Revised Route 240 provides alternative service between Factoria and downtown Bellevue. New Route 203 provides alternative service in Factoria along Newport Way.

**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:**

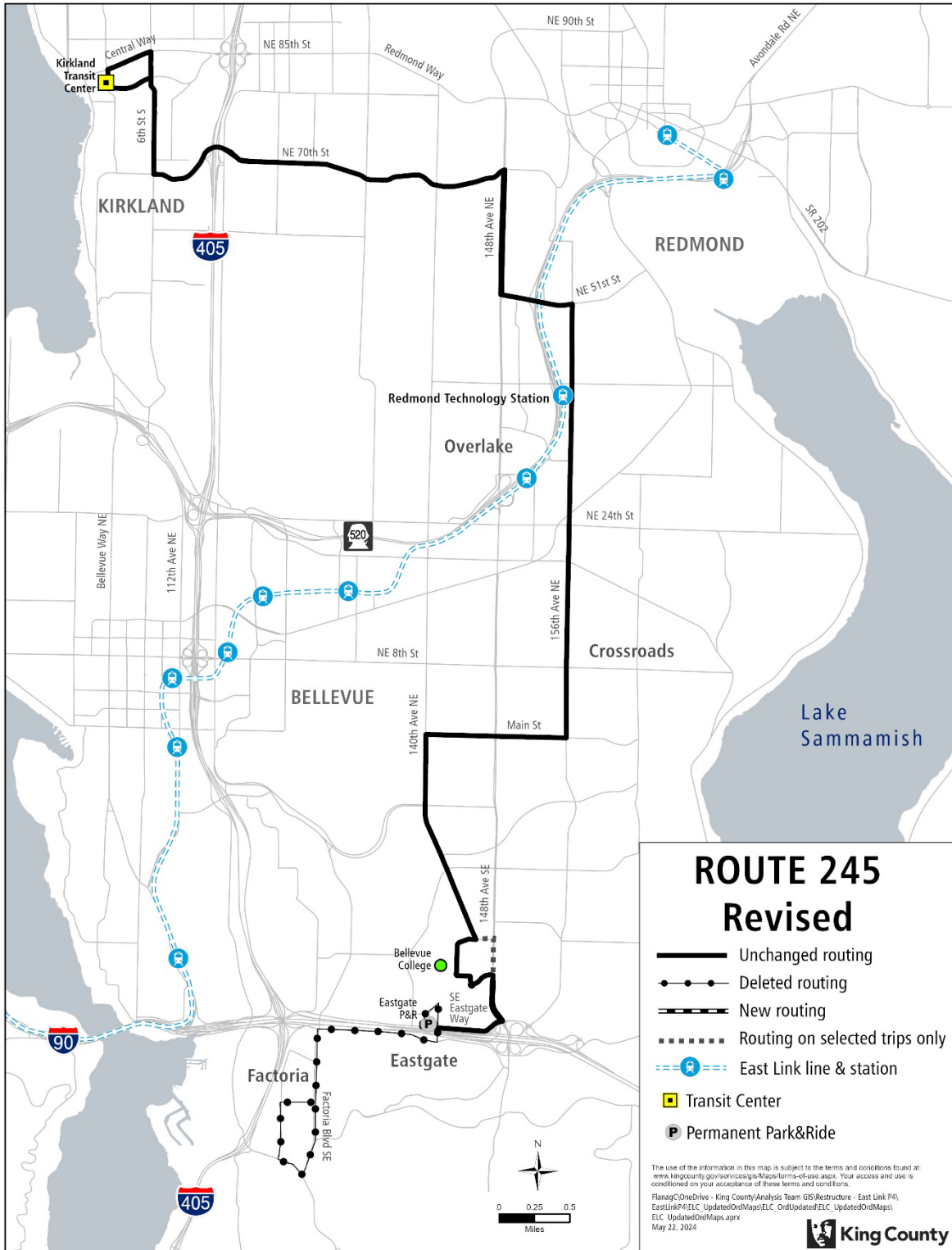
Revise route to terminate at Eastgate Park-and-Ride, extend span of service on weekdays, and improve Sunday frequency. Delete the one-way loop in Factoria to improve route reliability.

**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.

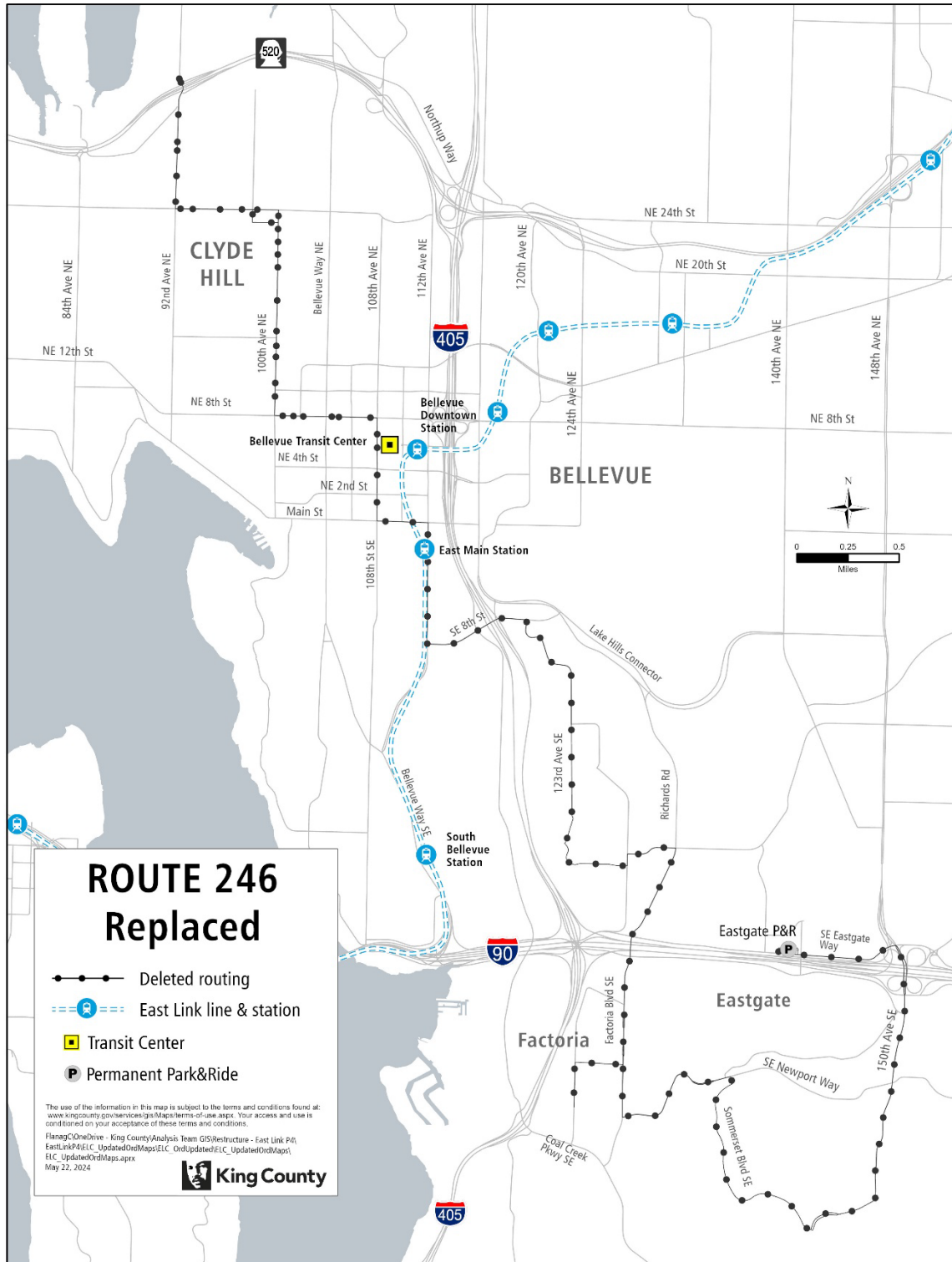
**Frequency:**

		<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:**

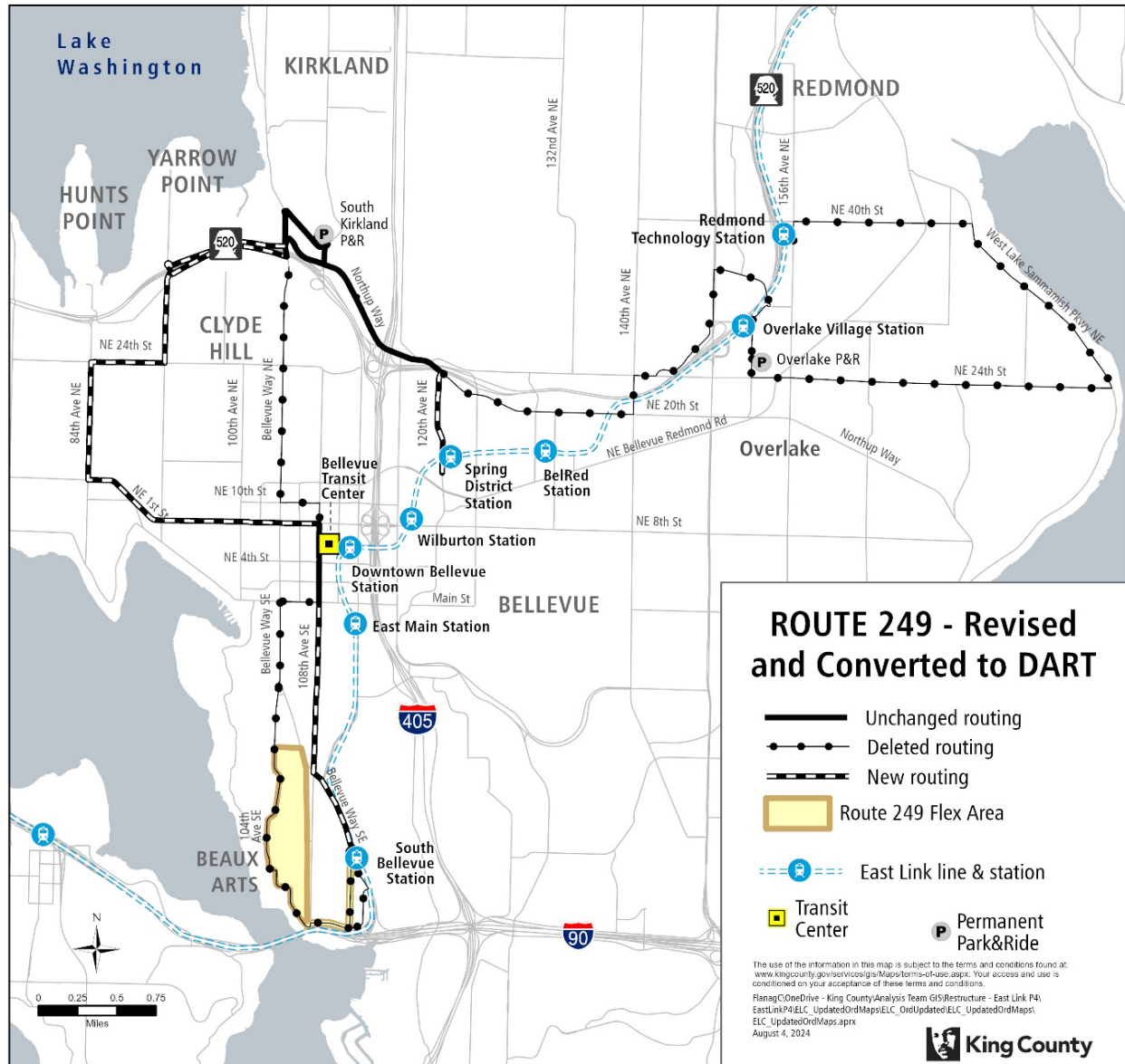
Convert Route 249 to DART and serve Beaux Arts with a deviation area. Terminate route at Spring District and South Bellevue Stations and adjust pathway to serve Medina and Clyde Hill. Increase weekday and weekend span and increase weekday peak, midday, and night frequency and weekend night frequency.

**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:

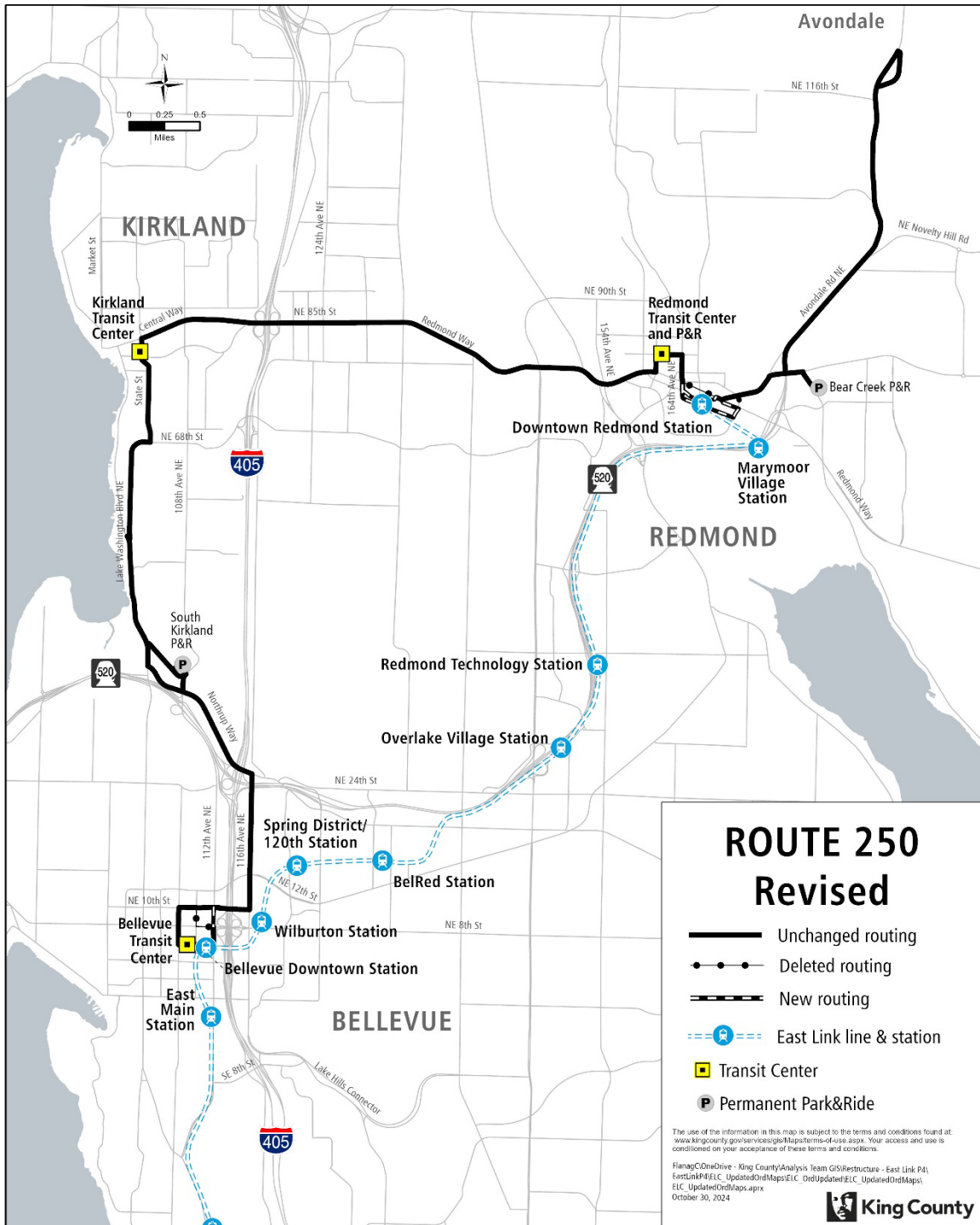
Revise route to serve Downtown Redmond Station and Avondale and Bear Creek Park-and-Ride by all trips serving both Avondale and Bear Creek maintaining existing frequency and span.

#### 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.

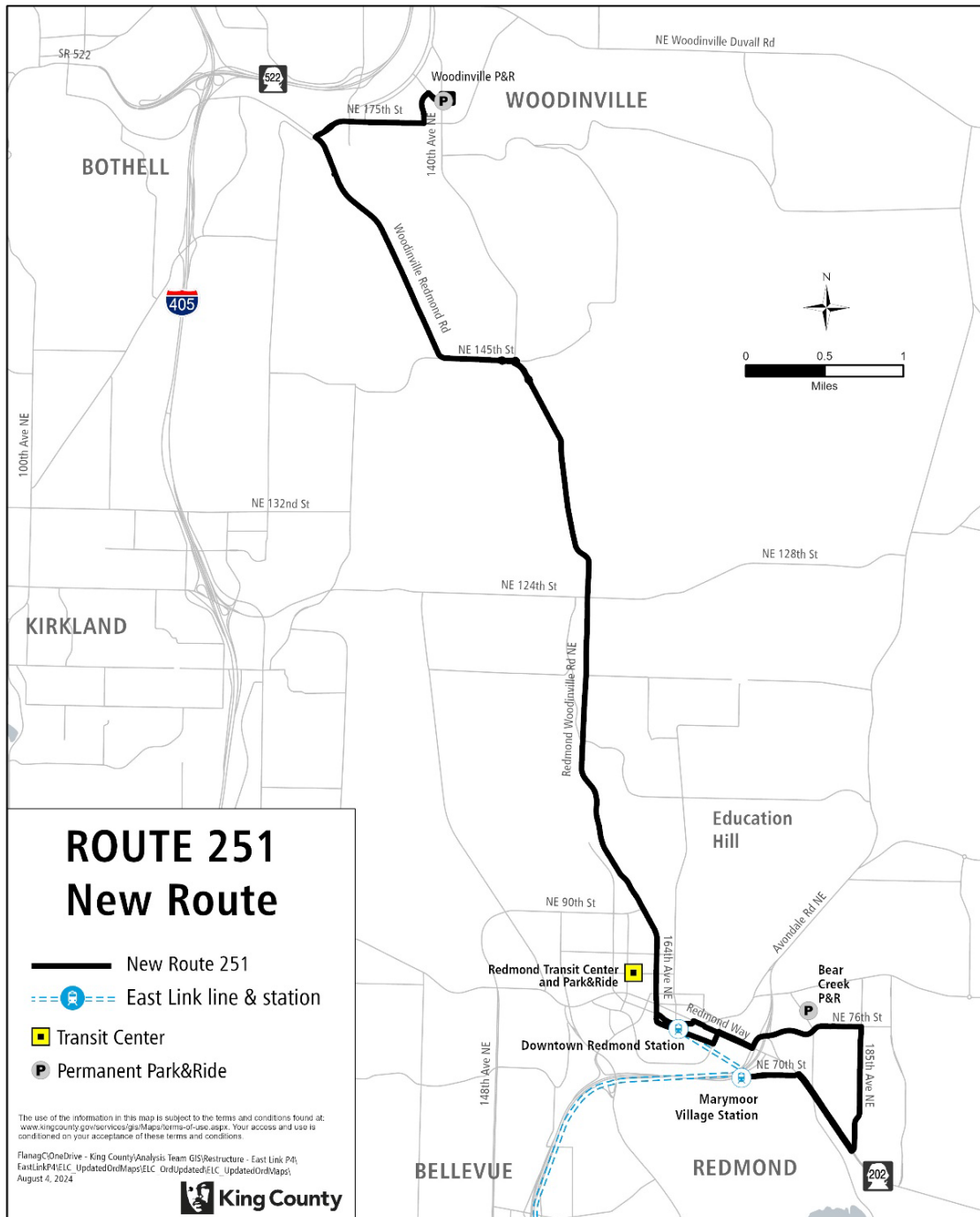
**Frequency:**

		<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*

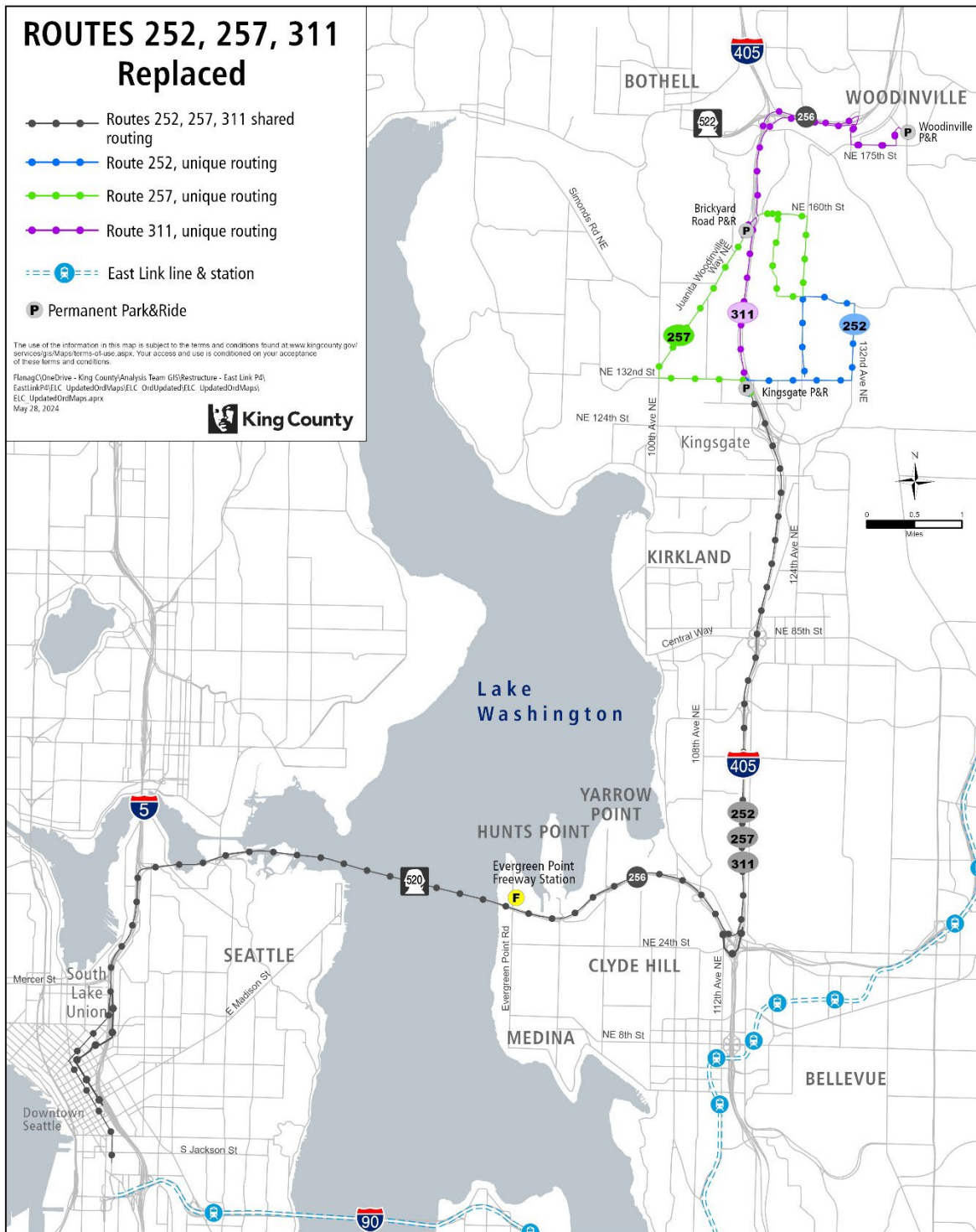
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities 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:

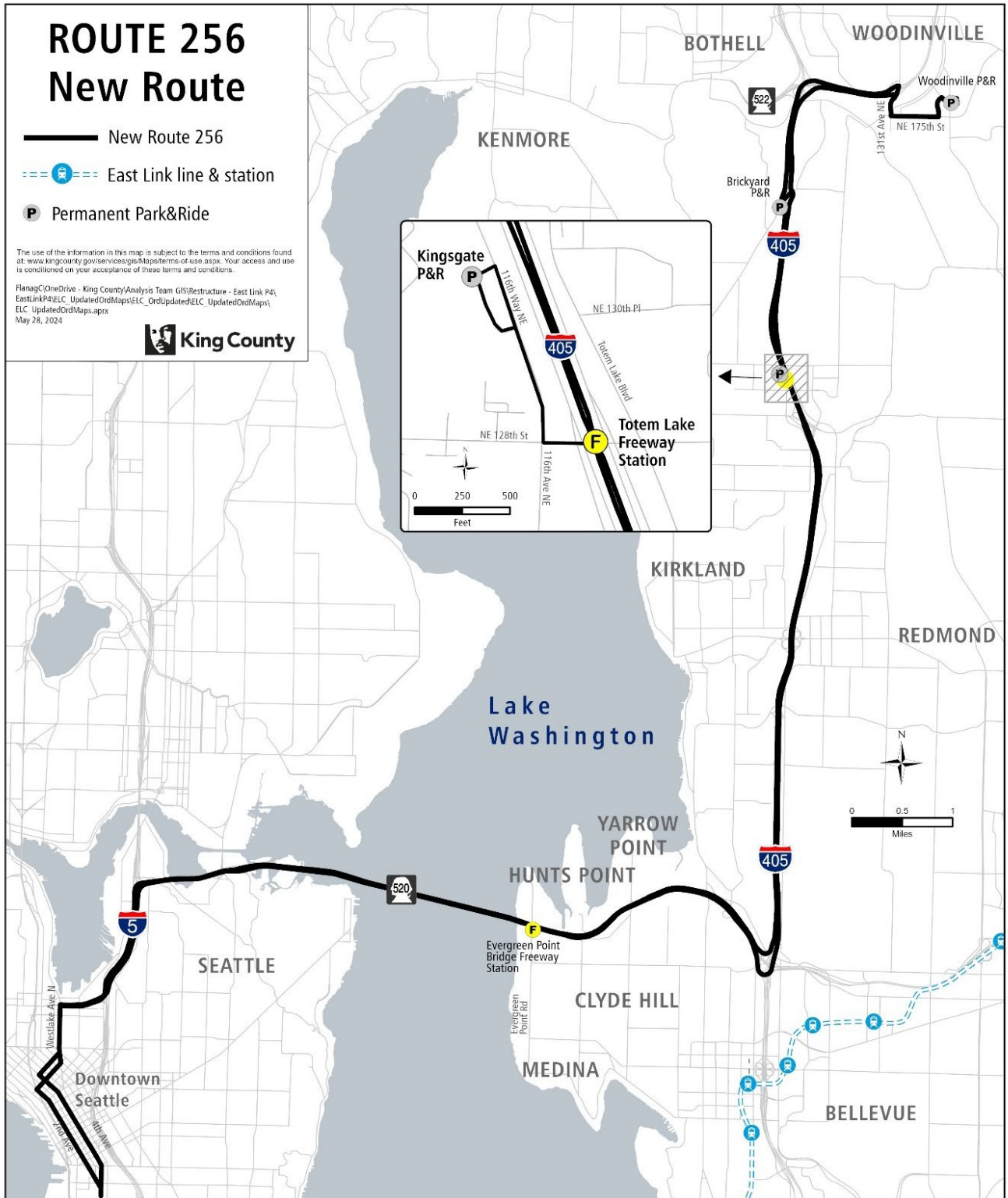
Implement new Route 256 which provides service between Woodinville and downtown Seattle weekdays traveling in the direction of peak commute flow south and west in the a.m. and east and north in the p.m.

**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.

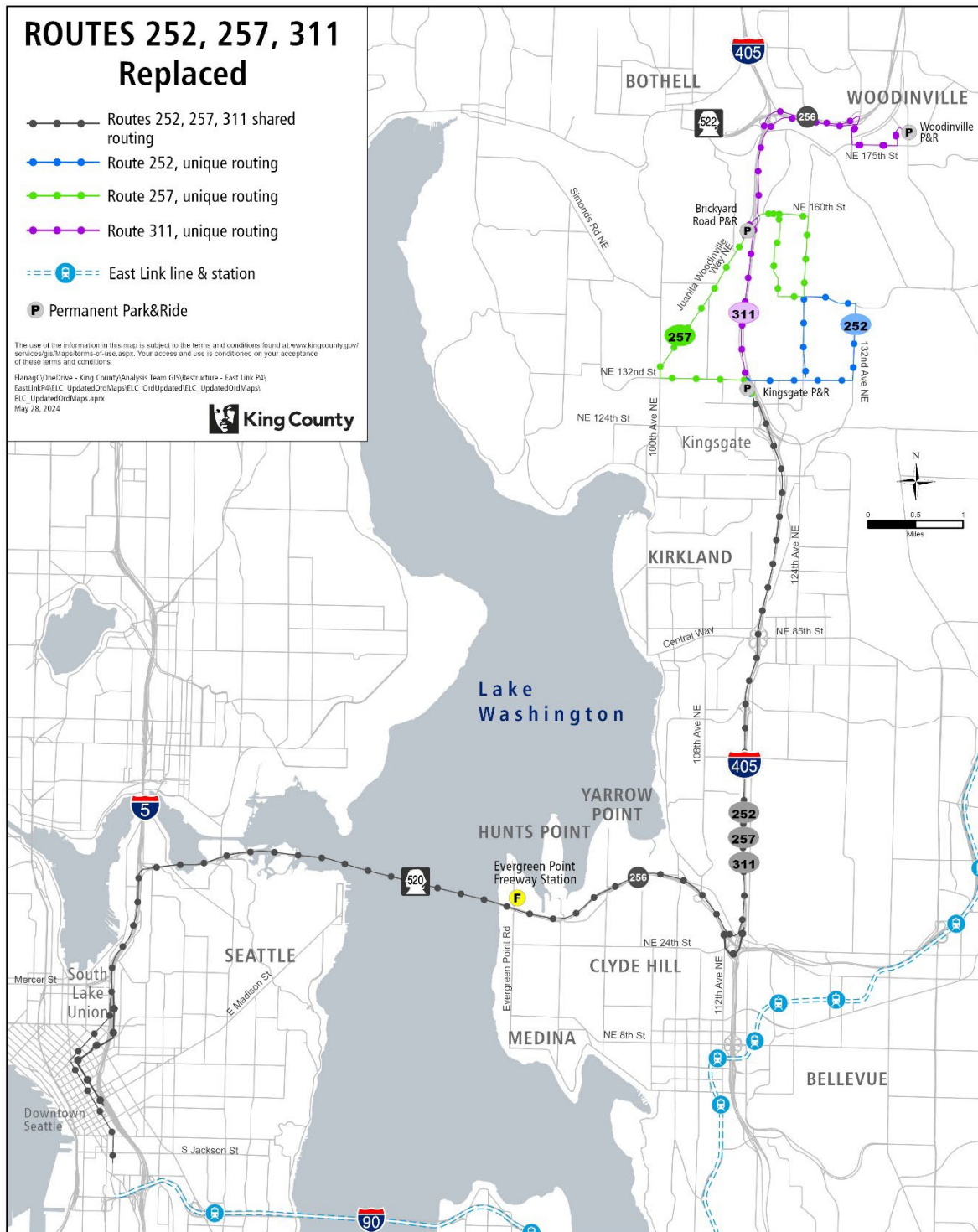
**Frequency:**

		<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*

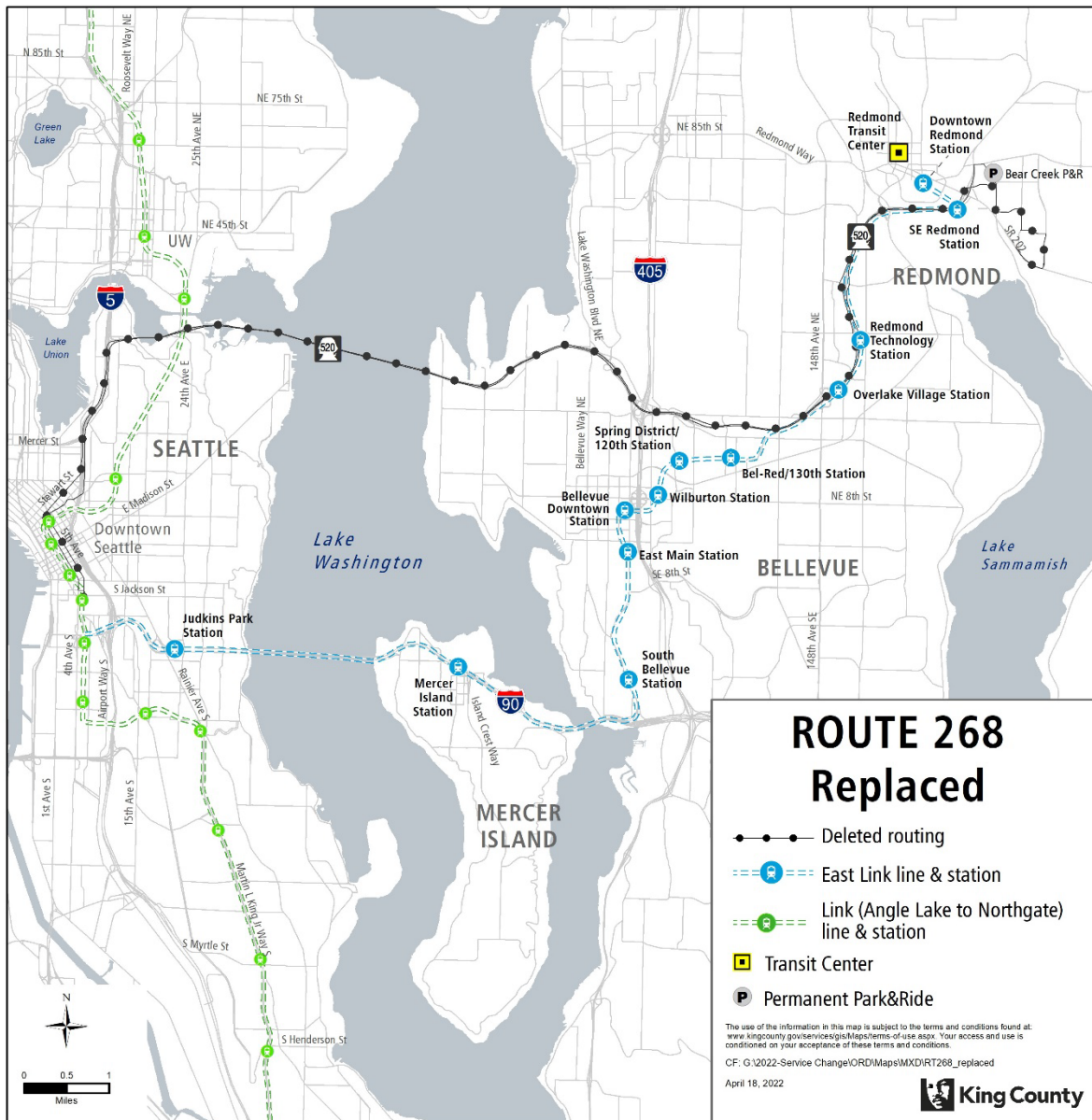
- *Network Connections*
  - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
  - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities 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.

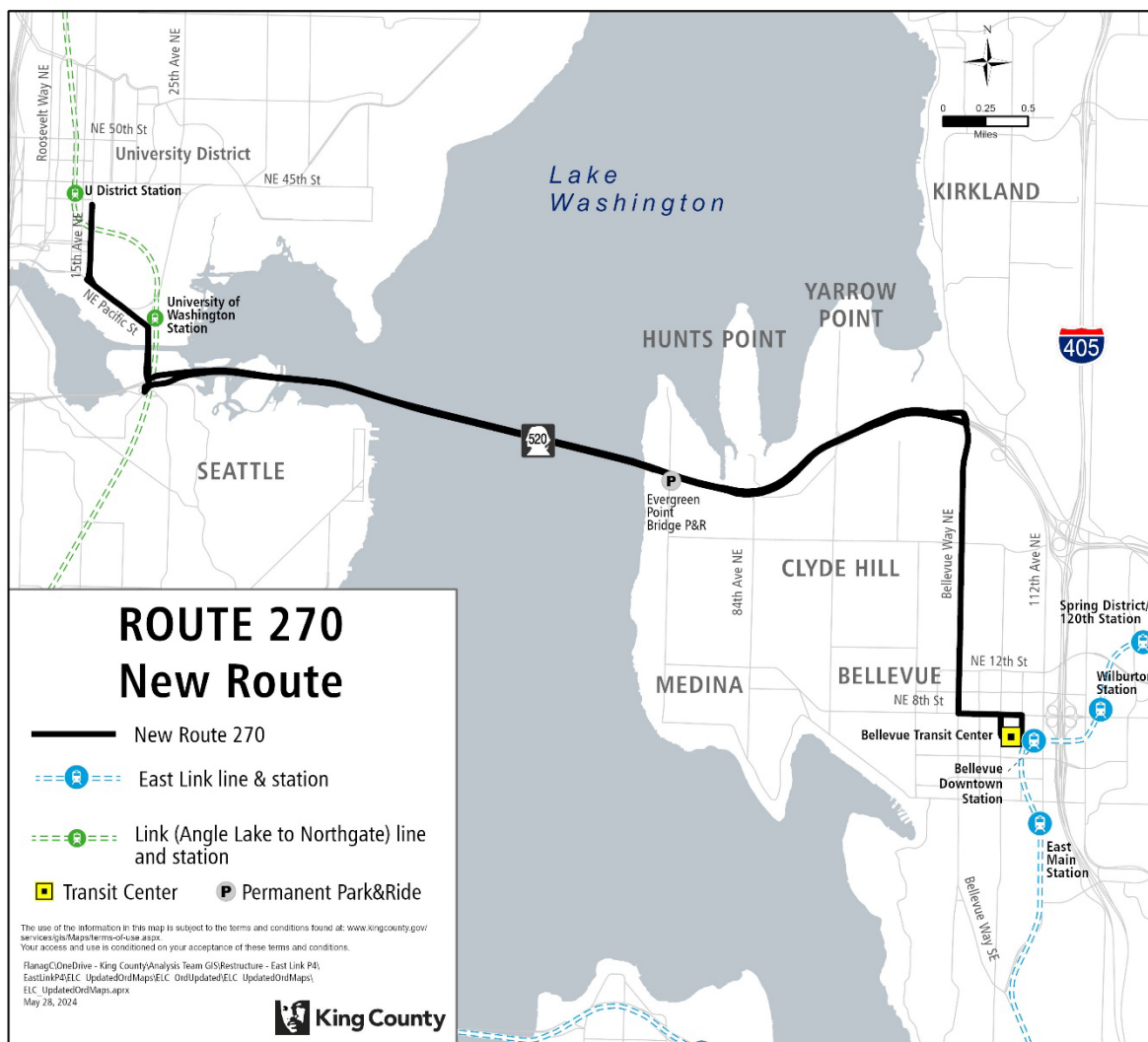
**Frequency:**

		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:

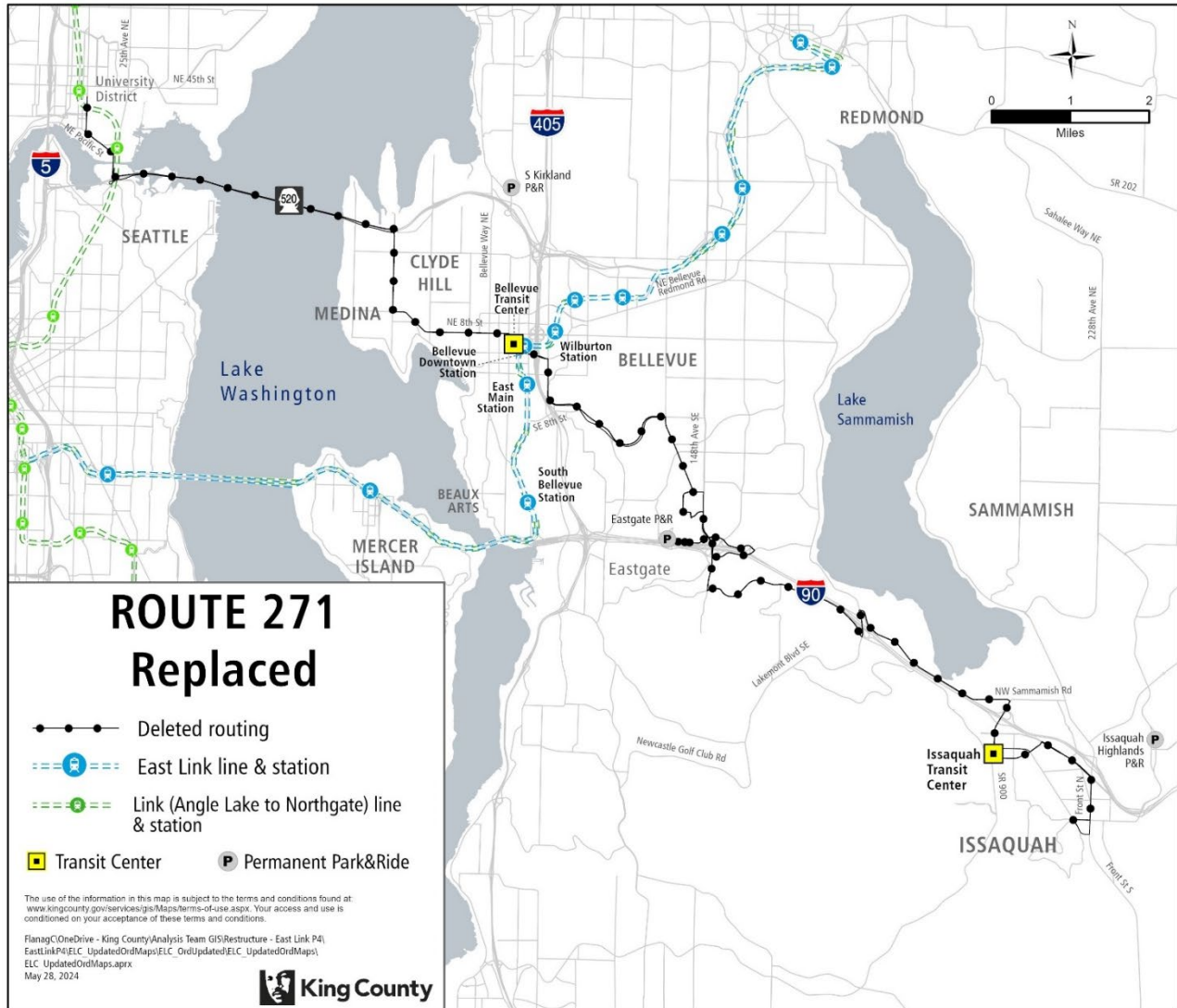
Delete Route 271. Alternative service will be provided by Routes 203, 220, 249, 270, and proposed revised ST 554. New Route 270 will provide alternative service between downtown Bellevue and the University District. New Route 220 will provide alternative service between Eastgate and downtown Bellevue.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

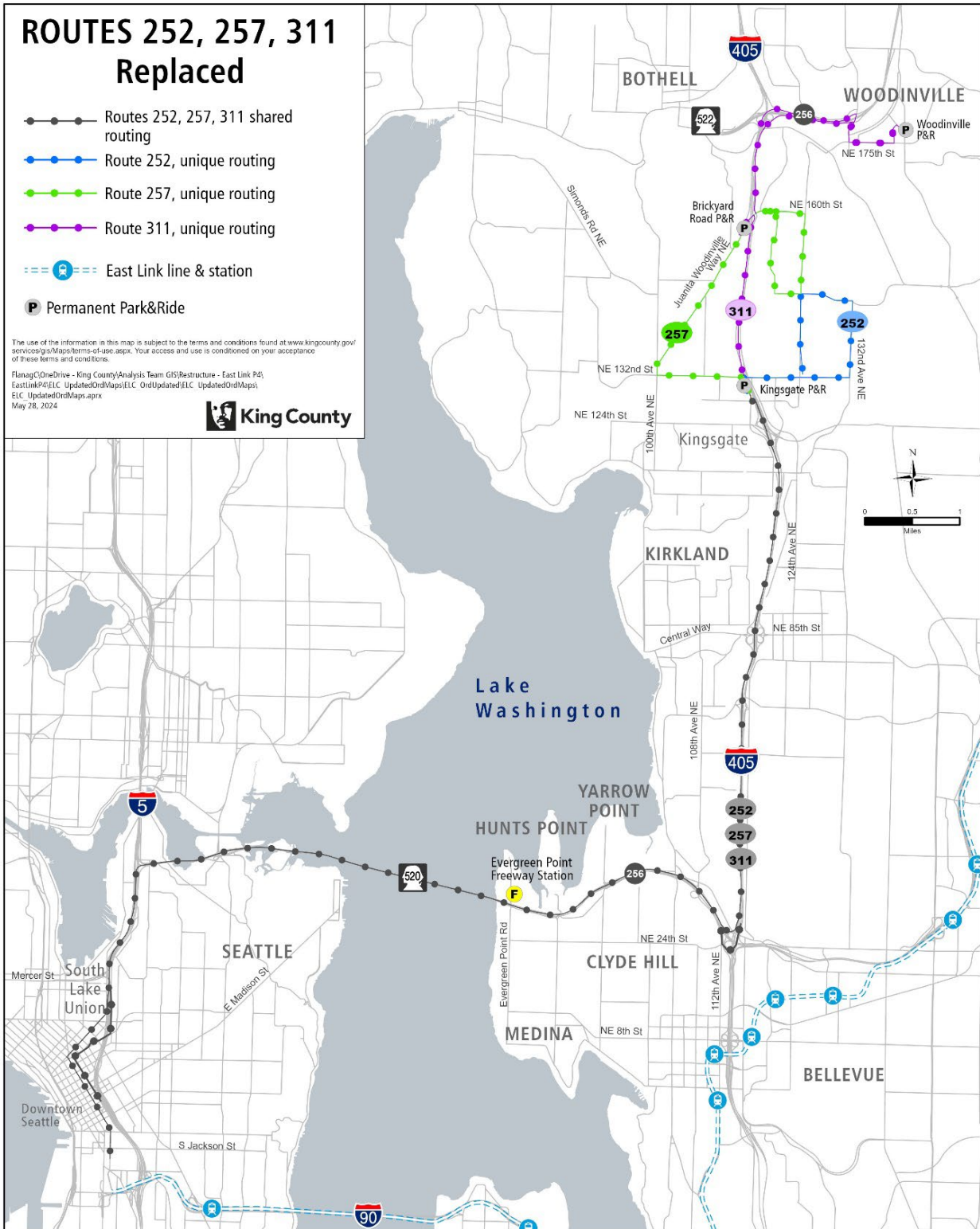
Delete Route 311. Alternative service will be provided by Route 256.

**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:

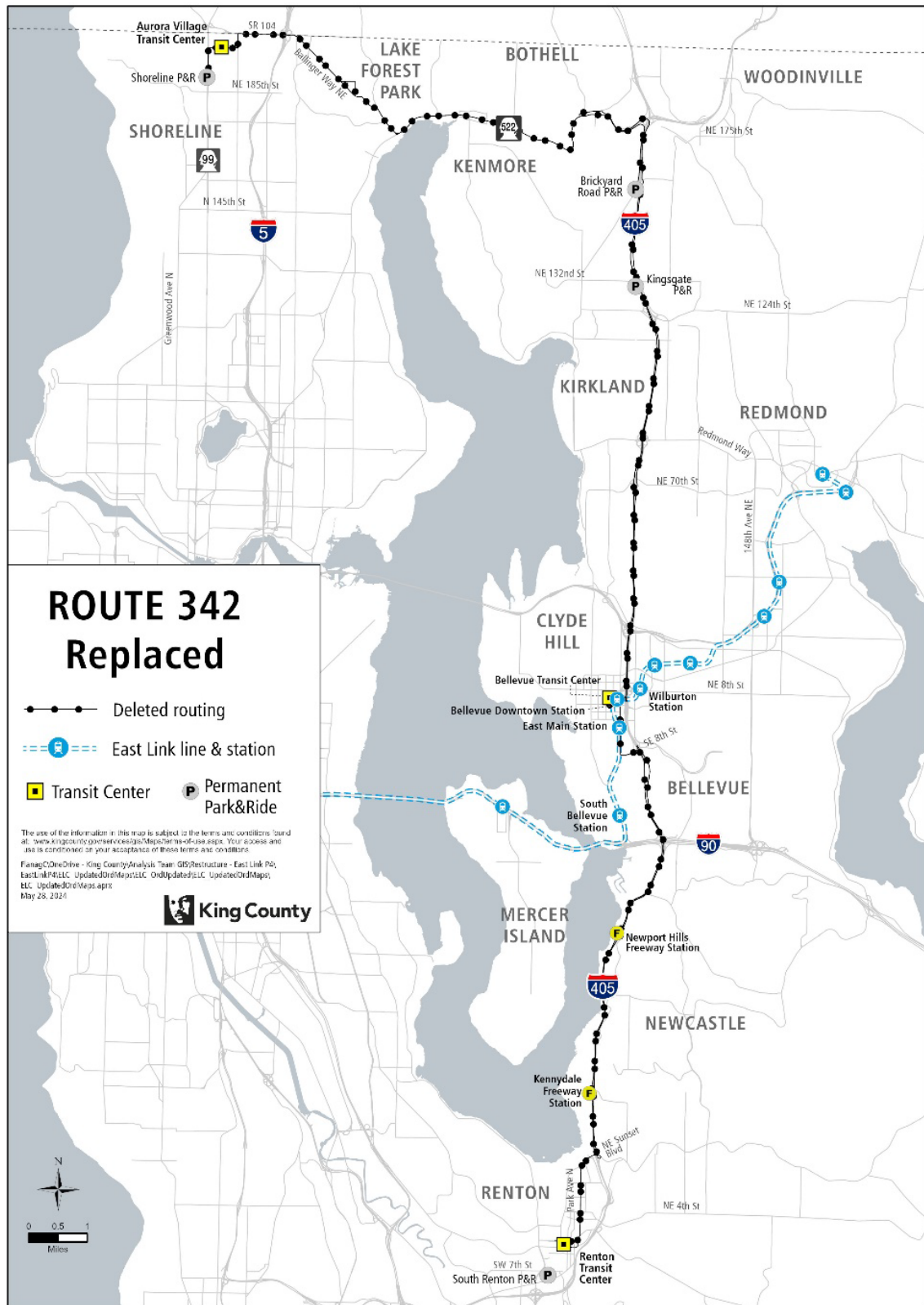
Shoreline, Lake Forest Park, Kenmore, Bothell, Kirkland, Bellevue, Newcastle, Renton

#### 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:

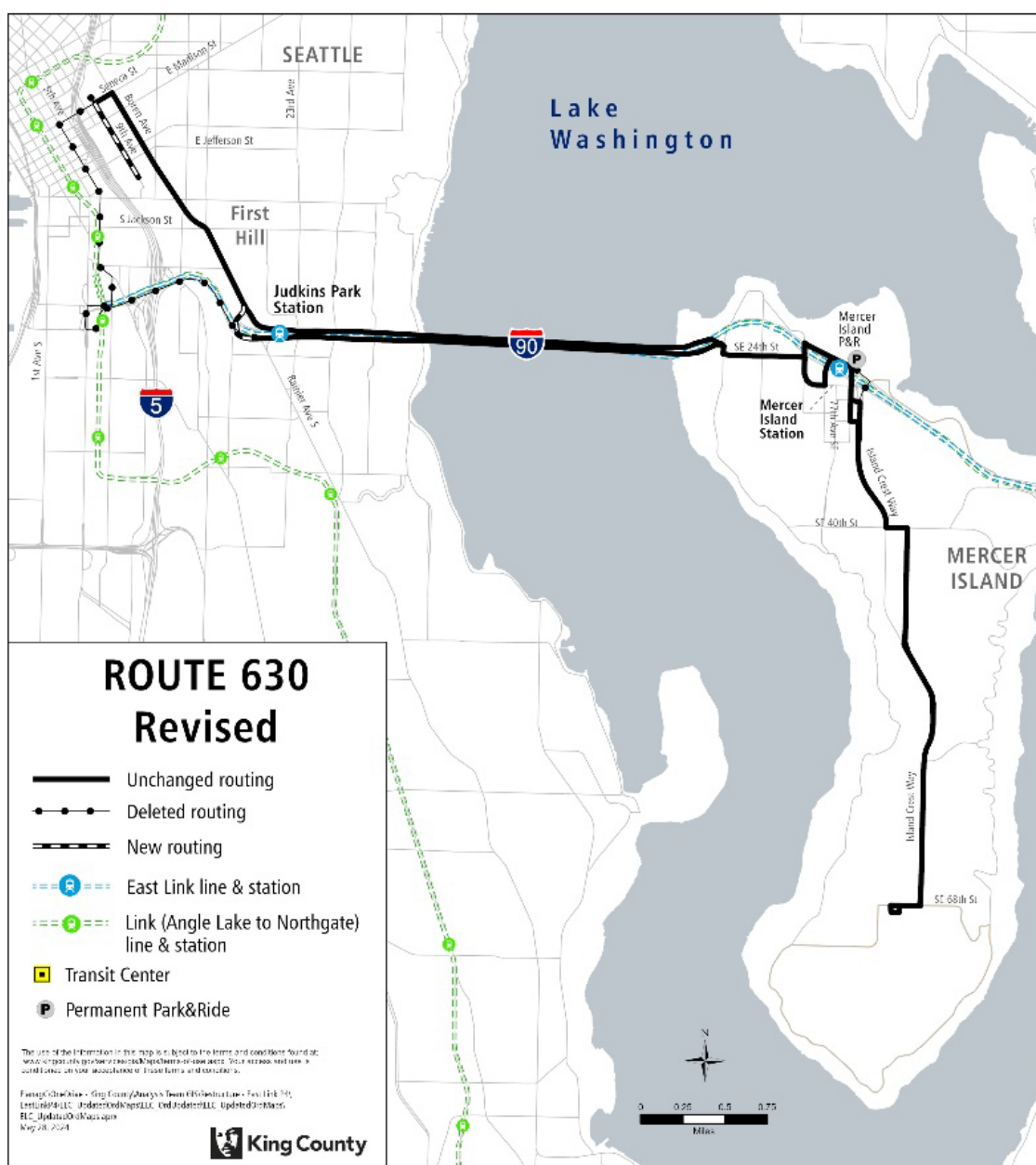
Revise Route 630 to serve Rainier Ave S, Boren Ave, and 9th Ave with a more direct path to First Hill.

#### 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:**

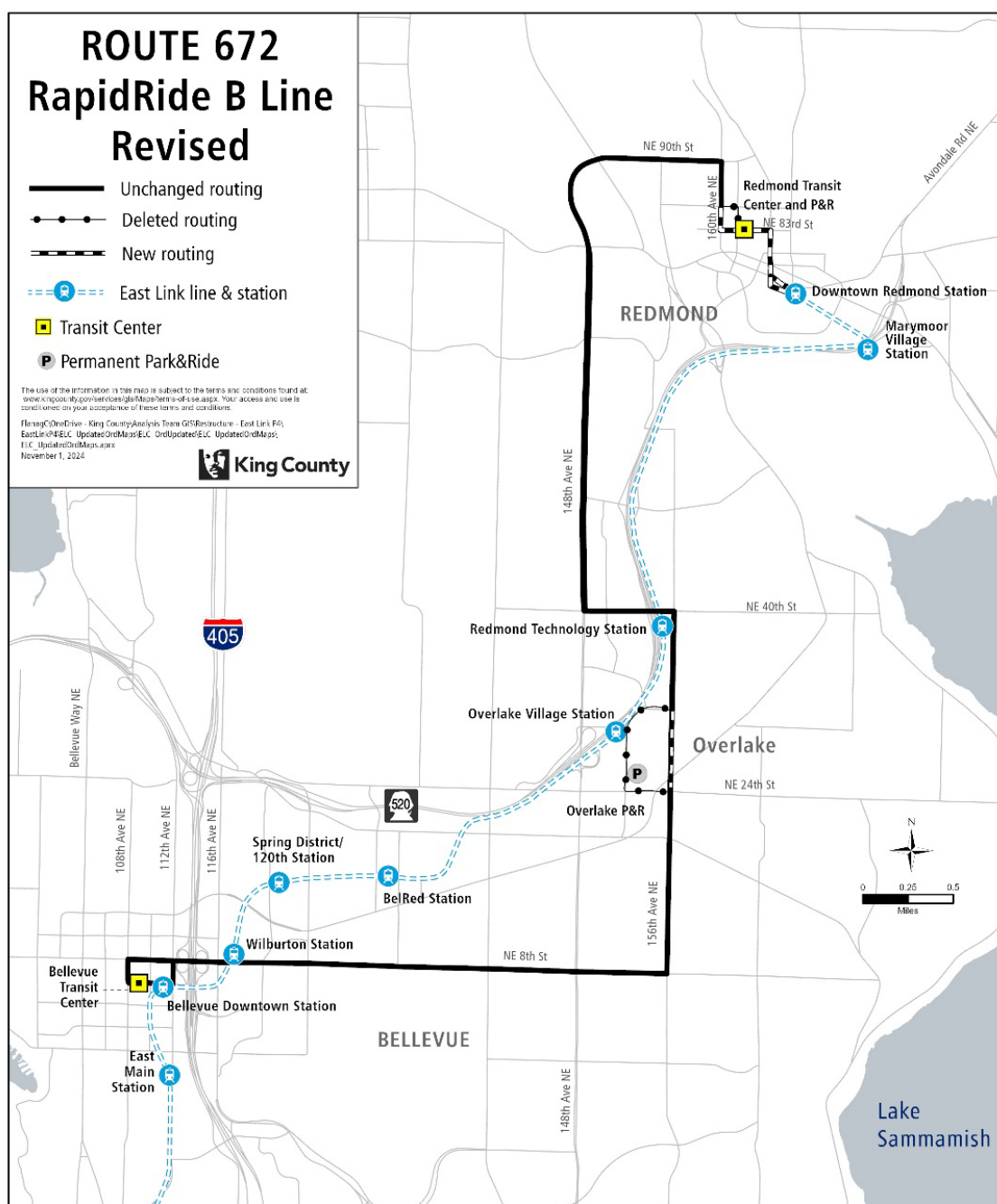
Revise route 672 (B Line) to serve Downtown Redmond Station and remove service to Overlake Village Station by remaining on 156th Ave NE between NE 24th St and NE 31st St.

**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:**

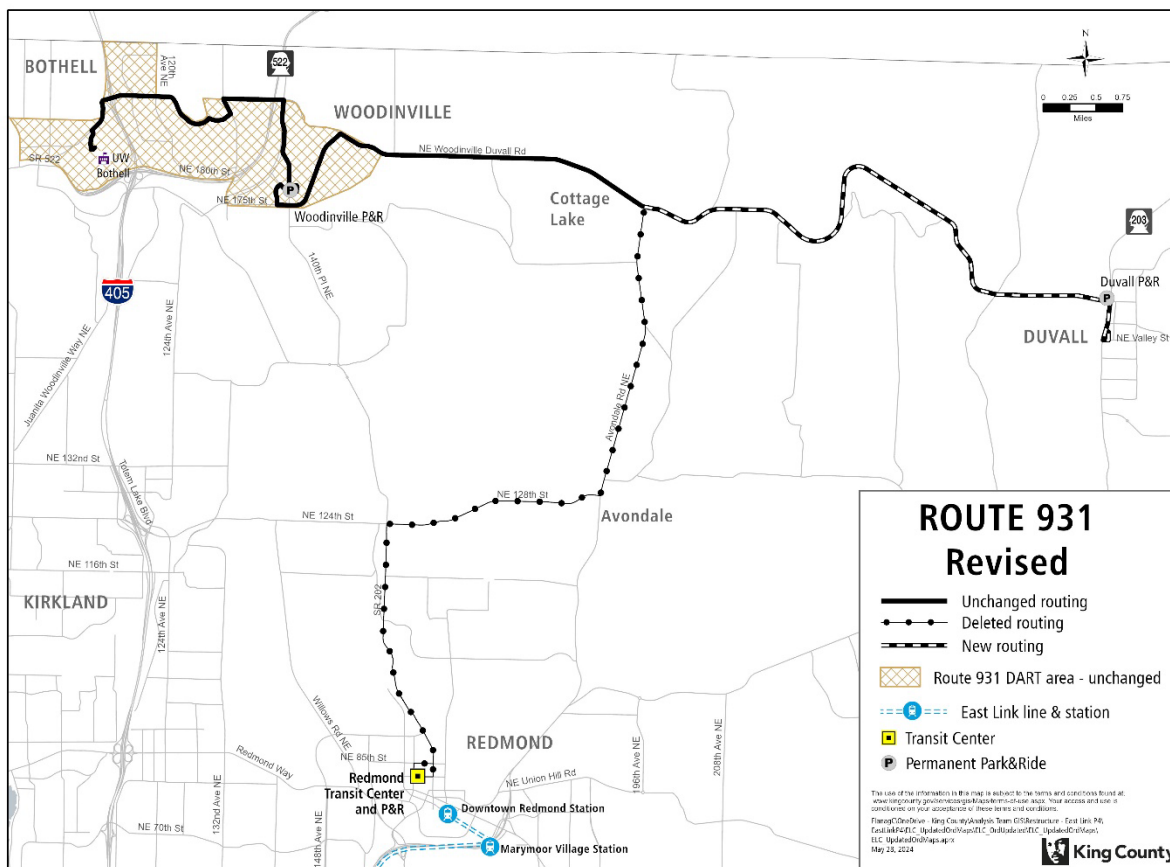
Revise Route 931 to operate between Bothell and Duvall via NE Woodinville Duval Road and remove service along Avondale Road NE. Replacement service between Cottage Lake and Redmond via Avondale Road NE is provided by new Route 222.

**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	-	-



## Certificate Of Completion

Envelope Id: 7D17FC0C-6422-4B67-9C63-FBAD8A90F073

Status: Completed

Subject: Complete with Docusign: Ordinance 19899.docx

Source Envelope:

Document Pages: 4

Signatures: 3

Envelope Originator:

Certificate Pages: 5

Initials: 0

Cherie Camp

AutoNav: Enabled

401 5TH AVE

Envelopeld Stamping: Enabled

SEATTLE, WA 98104

Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Cherie.Camp@kingcounty.gov

IP Address: 198.49.222.20

## Record Tracking

Status: Original

Holder: Cherie Camp

Location: DocuSign

3/5/2025 12:56:50 PM

Cherie.Camp@kingcounty.gov

Security Appliance Status: Connected

Pool: FedRamp

Storage Appliance Status: Connected

Pool: King County-Council

Location: Docusign

## Signer Events

Girmay Zahilay

girmay.zahilay@kingcounty.gov

Security Level: Email, Account Authentication (None)

## Signature

Signed by:

*Girmay Zahilay*  
1AEA3C5077F8485...

## Timestamp

Sent: 3/5/2025 1:00:40 PM

Viewed: 3/5/2025 4:40:20 PM

Signed: 3/5/2025 4:40:28 PM

Signature Adoption: Pre-selected Style

Using IP Address: 71.227.166.164

## Electronic Record and Signature Disclosure:

Accepted: 3/5/2025 4:40:20 PM

ID: 89ba6c35-ac0e-47ec-a80c-4cf8bcb8f92b

Melani Hay

melani.hay@kingcounty.gov

Clerk of the Council

King County Council

Security Level: Email, Account Authentication (None)

DocuSigned by:

*Melani Hay*  
8DE1BB375AD3422...

Sent: 3/5/2025 4:40:29 PM

Viewed: 3/5/2025 5:07:19 PM

Signed: 3/5/2025 5:07:31 PM

Signature Adoption: Pre-selected Style

Using IP Address: 67.160.85.70

## Electronic Record and Signature Disclosure:

Accepted: 9/30/2022 11:27:12 AM

ID: 639a6b47-a4ff-458a-8ae8-c9251b7d1a1f

Dow Constantine

Dow.Constantine@kingcounty.gov

King County Executive

Security Level: Email, Account Authentication (None)

Signed by:

*Dow Constantine*  
4FBCAB8196AE4C6...

Sent: 3/5/2025 5:07:32 PM

Viewed: 3/7/2025 12:09:39 PM

Signed: 3/7/2025 12:10:16 PM

Signature Adoption: Uploaded Signature Image

Using IP Address: 75.172.31.78

## Electronic Record and Signature Disclosure:

Accepted: 3/7/2025 12:09:39 PM

ID: f18f540a-4478-4d86-8a14-f9354516d7ea

## In Person Signer Events

## Signature

## Timestamp

## Editor Delivery Events

## Status

## Timestamp

## Agent Delivery Events

## Status

## Timestamp

## Intermediary Delivery Events

## Status

## Timestamp

Certified Delivery Events	Status	Timestamp
---------------------------	--------	-----------

Carbon Copy Events	Status	Timestamp
--------------------	--------	-----------

Ames Kessler  
akessler@kingcounty.gov  
Executive Legislative Coordinator & Public Records  
Officer  
King County  
Security Level: Email, Account Authentication  
(None)  
**Electronic Record and Signature Disclosure:**  
Not Offered via DocuSign

**COPIED**

Sent: 3/5/2025 5:07:32 PM  
Viewed: 3/6/2025 9:29:17 AM

Witness Events	Signature	Timestamp
----------------	-----------	-----------

Notary Events	Signature	Timestamp
---------------	-----------	-----------

Envelope Summary Events	Status	Timestamps
-------------------------	--------	------------

Envelope Sent	Hashed/Encrypted	3/5/2025 1:00:40 PM
Certified Delivered	Security Checked	3/7/2025 12:09:39 PM
Signing Complete	Security Checked	3/7/2025 12:10:16 PM
Completed	Security Checked	3/7/2025 12:10:16 PM

Payment Events	Status	Timestamps
----------------	--------	------------

Electronic Record and Signature Disclosure
--

## **ELECTRONIC RECORD AND SIGNATURE DISCLOSURE**

From time to time, King County-Department of 02 (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

### **Getting paper copies**

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

### **Withdrawing your consent**

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

### **Consequences of changing your mind**

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

### **All notices and disclosures will be sent to you electronically**

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

### **How to contact King County-Department of 02:**

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: [cipriano.dacanay@kingcounty.gov](mailto:cipriano.dacanay@kingcounty.gov)

### **To advise King County-Department of 02 of your new email address**

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at [cipriano.dacanay@kingcounty.gov](mailto:cipriano.dacanay@kingcounty.gov) and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

### **To request paper copies from King County-Department of 02**

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to [cipriano.dacanay@kingcounty.gov](mailto:cipriano.dacanay@kingcounty.gov) and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

### **To withdraw your consent with King County-Department of 02**

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:



- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to [cipriano.dacanay@kingcounty.gov](mailto:cipriano.dacanay@kingcounty.gov) and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

### **Required hardware and software**

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

### **Acknowledging your access and consent to receive and sign documents electronically**

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify King County-Department of 02 as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by King County-Department of 02 during the course of your relationship with King County-Department of 02.