King County Metro

# East Link Connections Mobility Project

## Equity Impact Review and Recommendation Development Report

February 4, 2025

King County METRO

*Moving forward together*

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# 1 Executive Summary

## Project Background

The East Link Connections Mobility Project, in collaboration with Sound Transit (ST), launched in early 2021 to prepare for the opening of the Link 2 Line light rail service connecting downtown Redmond through Bellevue and Mercer Island to the Chinatown-International District in Seattle, including 12 new stations. The project objectives center on delivering service that integrates with Link light rail, improves mobility for priority populations, equitably engages and empowers current and potential customers in the study area, and serves where needs are the greatest.

To ensure that the final proposed network reflects community needs and priorities, the project team conducted extensive outreach and engagement and convened several stakeholder groups to guide the network development; a Mobility Board composed of community members from the project area and a Partner Review Board representing local jurisdictions and external stakeholders.

The project initially followed a three-phase structure completed in 2022: Phase 1, Establishing Needs; Phase 2, Service Concepts; Phase 3, Service Proposal. During the finalization of the Phase 3 proposal, Sound Transit encountered unforeseen delays in the launch of the Link 2 Line, consequently delaying the implementation of the East Link Connections proposed network. The delay necessitated an additional final Phase 4, conducted in 2024, that reengaged the project's Mobility Board, Partner Review Board, and local jurisdictions to ensure that the final proposed network remained aligned with community priorities.

Metro collaborated closely with Sound Transit on the East Link Connections project, including participation in public engagement and planning activities. This work included assumptions about ST Express bus service in the study area, which is included in this analysis. However, these assumptions are not the final proposed changes, and Sound Transit will conduct additional public engagement and planning before proposing any changes to the Sound Transit Express bus to the Sound Transit Board of Directors.

## Report Purpose

The Equity Impact Review and Recommendation Development Report merges empirical (quantitative) data and community engagement findings (qualitative) to serve two primary purposes: to provide transparent documentation of network development and to evaluate the equity implications of the proposed transit network.

The report provides documentation and a transparent overview of the decision-making factors and rationale used in the network development, which centers on equity, community input, and service design best practices. These decision making factors align with the King

County Equity and Social Justice Strategic Plan and the King County Metro Service Guidelines and include:

- Evaluating existing conditions of transit service and needs in the project area including, ridership, performance, productivity, reliability and equity;
- Engaging with historically underserved communities within the project area to propose improvements to the transit network;
- Summarizing transportation priorities and recommendations from the community;
- Proposing changes to transit service in the project area based on community priorities, recommendations, and service design best practices, and
- Evaluating the impacts of proposed changes to transit service on historically underserved populations within the project area.

A detailed breakdown of how equity, community input, and service design informed the decision-making process in the final proposed network is outlined in Section 3, Network Development.

Additionally, the report evaluates and measures the final proposed network's impacts on riders, focusing on equity implications by using the latest data sources and guidance from Metro's Service Guidelines. The evaluation focuses on four criteria compared to the baseline network, including:

- Access to Transit: Change in the population's proximity to local and frequent transit services.
- Access to Community Assets: Change in reachable community destinations via transit.
- Transit Trip Counts: Change in daily transit trips available in a block group.
- Travel Time and Reach: Change in one hour transit travel areas from key locations.

Section 4, Network Evaluation, details the analysis methodologies and findings of how the proposed final network impacts both the general population and priority populations within the project study area.

# Themes, Proposed Changes, and Outcomes

The changes included in the final proposed network and associated service change ordinance are designed to reflect four key themes heard from priority populations throughout the project. Figure 3 outlines the key project themes heard during engagement, examples of proposed changes developed to address these themes, and associated outcomes in how transit service meets community needs. Figures 1 and 2 below show the transit network before implementation of the proposal, and how the network would look if the proposal were implemented.

**Figure 1 Baseline transit network (Spring 2024)**

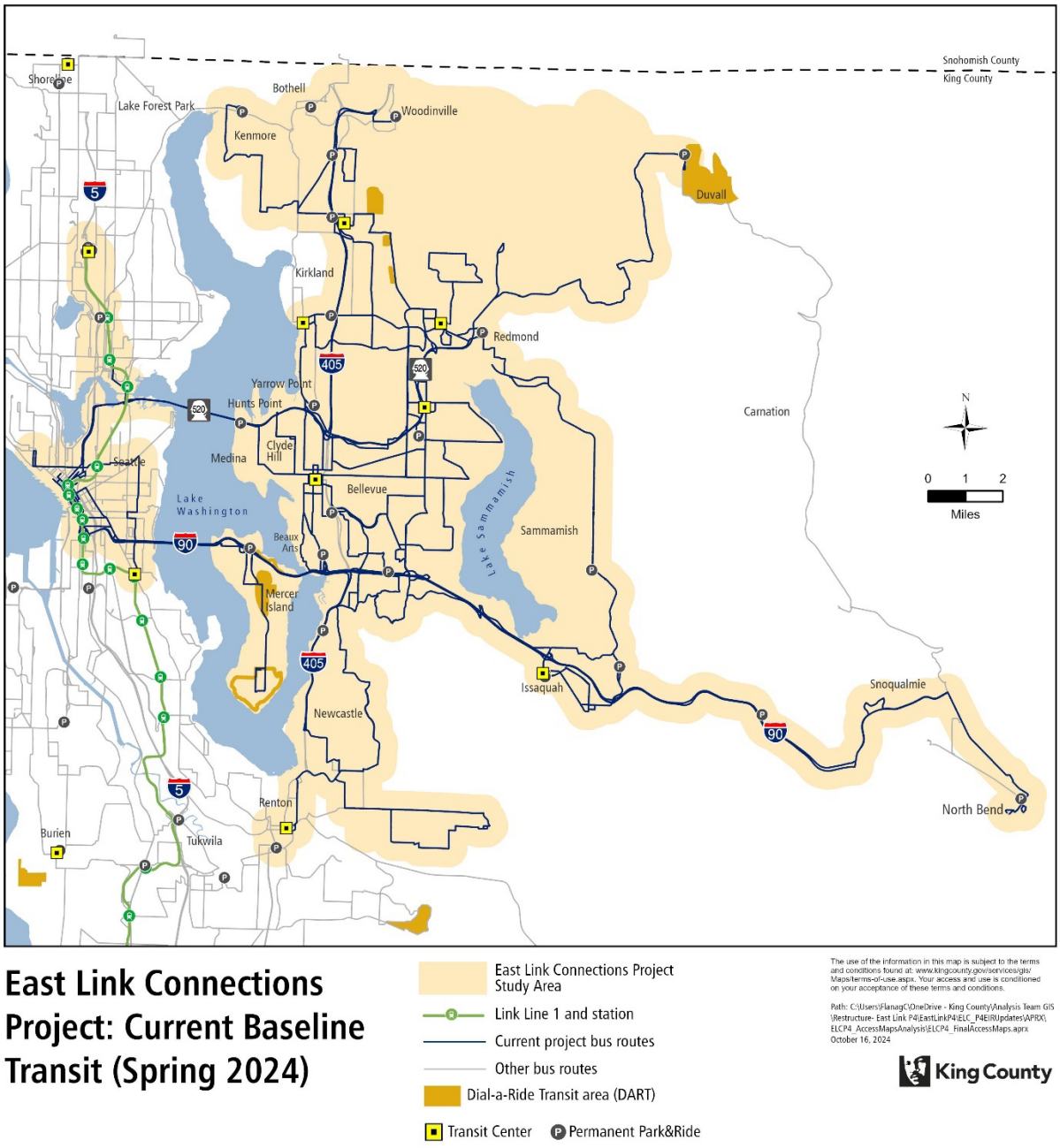


**Figure 2 Proposed transit network**

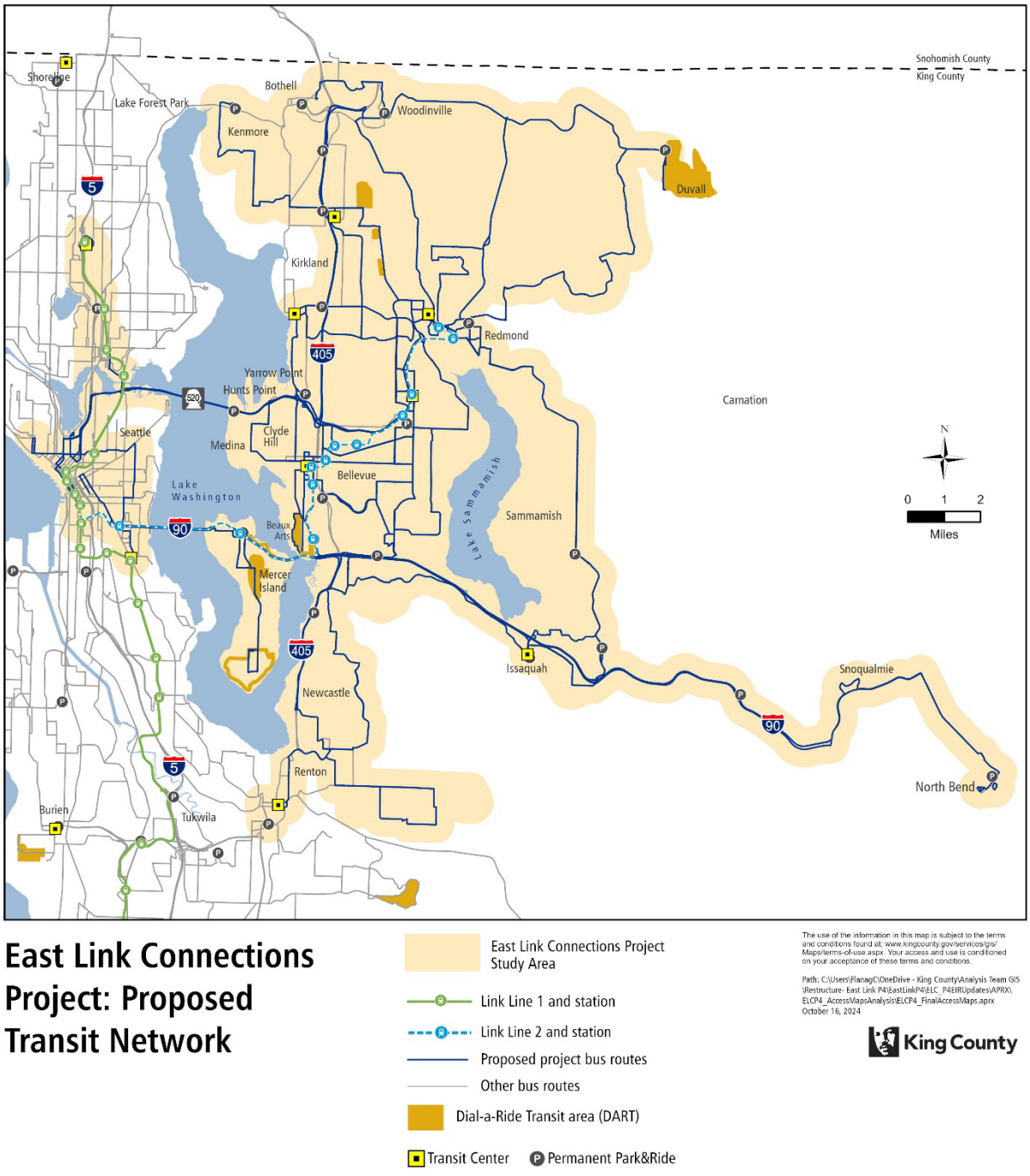


**Figure 3 Themes, proposed changes, and outcomes**

| Priority Mobility Needs | Examples of proposed changes | Summary of Key Network Outcomes |
|---|---|---|
| **All-day and weekend service with greater span and higher frequencies** | Expanded night hours relative to the current network on routes 203, 220, 222, 223, 249, and 930. Route 111 converted from peak-only to all-day. | Expanded service hours on routes connecting to Link light rail to expand regional and local travel options throughout the day. |
| **Improved Local connections** | New local connections on routes 203, 222, 251, 269, and 931. New mid-day service on Route 111.<br>New weekend service on routes 111, 203, 204, 215, 222, 269, and 930. | New connections were made between Woodinville and Redmond, Issaquah and Factoria, Duvall and Bothell, Idylwood and downtown Redmond, and local connections were expanded on weekends. |
| **Convenient transfers to frequent high-capacity transit** | 23 of 24 routes in the proposed network connect to Link. Improved frequency for easier transfers on routes 111, 215, 223, 224, 226, 240, 249, 269. | Expanded transfer opportunities, both to Link and other routes, to expand regional connectivity. |
| **More direct, faster pathways to improve speed and reliability** | Frequent service with easy connections to Link light rail is maintained on I-90 corridor via routes 215, 218, and 269.<br>Peak commute service to Seattle from northeast King County is maintained via Route 256.<br>More direct pathways for more reliable travel time are introduced on several routes, such as B Line, 223, and 270. | Frequent services connecting to Link preserves easy access to Seattle. Additionally, streamlined pathways on multiple routes improve speed and reliability. |

# Summary of Systemwide and Equity Priority Area Impacts

Metro evaluated the proposed systemwide impacts of the changes, with a significant focus on areas with a high proportion of priority populations, as defined through the King County Mobility Framework. These equity priority areas (EPAs) are census block groups within the study area that have the highest proportion of priority populations[1] relative to the county as a whole.

[1] Priority populations are people who are Black, Indigenous, or of color; have low or no income; are immigrants or refugees; have disabilities; or are linguistically diverse based on American Community Survey 5-Year Data 2018-2022.

## Transit trip count impacts

- This proposal grows service significantly in the project area. Overall, the network gains 2,770 weekday trips, 242 Saturday trips, and 351 Sunday trips across all routes in the project scope.
- The proposed network better matches service levels with customer demand. Compared to the baseline network, the total number of trips are more evenly distributed across midday, night, and weekend service, aligning with the priority to have more service throughout the day.
- A significant portion of block groups within the study area gain additional service, especially within EPAs. Analysis indicates that 254, or 20 percent of block groups within the study area gain trips for weekday service, and approximately 37 percent of the block groups that gain trips are classified as EPAs.
- Several EPAs in downtown Bellevue and downtown Seattle have a loss in service levels. These declines are attributed to discontinued ST Express routes that the Link 2 Line will replace. These areas of significant trip reduction are unrelated to Metro trips.

## Travel time impacts

- Seattle: Weekday peak travel time between Eastside destinations remains the same or increases slightly due to replacing a one-seat ride with a transfer to Link light rail. However, travel time improves in multiple areas during off-peak and weekends.
- Renton: Trips traveling to and from Renton have improved travel time, and more areas are accessible in under an hour due to an increase in trips connecting Renton to the Link 2 Line at South Bellevue station. Midday travel improves, aligning with the objective of distributing service throughout the day evenly.
- Issaquah: Travel time improves throughout the Eastside during morning, midday, and evening travel due to the additional frequency and span added to routes running along I-90 and through Sammamish. Morning and evening travel time to and from Seattle increases slightly due to the additional transfer required to connect to the Link 2 Line. However, midday travel improves, aligning with the objective of improving off-peak service because span of service and frequency is improved.
- Overlake: Travel originating in the north improves significantly with Overlake as a destination with new areas reachable in under an hour, including parts of Woodinville, Bothell, Kenmore, and northern Seattle; however, some trips originating in Sammamish increase travel time due to due to the truncation of Route 269 in Southeast Redmond, which previously connected directly to Overlake. However, Route 269 connection to the 2 Line would make a more reliable trip, unaffected by SR 520 traffic, and the proposed, revised Route 269 is more frequent in the peak, and includes new service on Sundays.
- Factoria: Travel time remains relatively the same on trips traveling to and from Factoria, with some time improvements and newly reachable areas throughout Issaquah and Sammamish.
- Bellevue College: Several areas, including Renton Highlands and Redmond, have slight improvements with newly reachable areas and improved travel time with

Bellevue as a destination, while the majority of the results remain the same. Access to areas south of I-90 in Seattle and north of I-90 in Sammamish travel time is increased due to the reorientation of several direct routes to connect to the Link 2 Line, however these trips are more reliable because I-90 segments are separated from traffic on the 2 Line in areas that are often very congested.

- Downtown Bellevue: Travel times improve in eastern Seattle, Issaquah, Kenmore, and Mercer Island. Travel time between downtown Bellevue and other locations during the morning and midday remains relatively the same.

## Access to frequent service

- Resident's ability to reach a bus stop within a quarter mile or a light rail station within a half mile within the study area increases slightly, with approximately 660 of the 861,750 residents gaining service, a 0.1 percent gain.
- The ability of residents in the study area to reach a bus stop within a quarter mile or a light rail station within a half mile that has frequent transit service improves; more than 30,000 people gain access to frequent transit, 8 percent more than the baseline.
- Access to frequent transit service within a quarter mile of a bus stop or a half mile of a light rail station increases significantly more in EPAs than the study area as a whole; more than 24,000 people within EPAs gain access to frequent transit, a 14 percent increase compared to the baseline.

## Community assets reachable by transit

- Overall, there is a marginal increase in access to community assets (where the asset is within a quarter mile of a bus stop or half mile of a light rail station) in the fixed-route network. The proposed network prioritizes frequency over coverage, and some low ridership coverage segments were removed, so neutral results were expected.
- Access to community assets (where the asset is within a quarter mile of a bus stop or half mile of a light rail station) reachable by frequent transit increased by 12 percent from 892 to 1,001, with a net gain of 109 assets. Of the total assets that gained frequent access, 62 are within EPAs.
- Many assets within a quarter mile of a bus stop or a half mile of a light rail station with frequent transit are essential destinations for priority populations, including 22 grocery stores, 18 daycare centers, three libraries, and several community centers, among others.

# 2 Project Scope and Baseline Conditions

## Project Scope and Baseline Conditions

The project area includes portions of 21 cities listed below, with a total population of approximately 861,750 residents. Major employers include Amazon, Microsoft, Google, T-Mobile, Nintendo, and Meta, as well as others located in Seattle and Bellevue's Central Business District.

King County Metro, Sound Transit (ST), Community Transit (CT), and Snoqualmie Valley Transportation (SVT) currently serve this project area. There are 36 Metro routes in the project scope, representing about 640,000 annual hours of service. Routes 230, 231, 239, 255, and 312 are outside of the project scope but considered within the project area. These routes are not incorporated into the project because their service does not intersect, duplicate, or serve similar destinations as the Link 2 Line.

Metro routes, including new routes (*italicized*), within the project scope include routes 8, 111, 114, 167, 200, *203,* 204, 208, 212, 214, *215,* 216, 217, 218, 219, *220,* 221, *222, 223*, 224, 225, 226, 232, 237, 240, 241, 245, 246, 249, 250, *251*, 252, *256,* 257, 268, 269, *270,* 271, 311, 342, 630, 930, 931, and the B Line.

Proposed changes would impact Metro service in the following jurisdictions:

1. Beaux Arts
2. Bellevue
3. Bothell
4. Clyde Hill
5. Duvall
6. Issaquah
7. Kenmore
8. Kirkland
9. Lake Forest Park
10. Medina
11. Mercer Island
12. Newcastle
13. North Bend
14. Redmond
15. Renton
16. Sammamish
17. Shoreline
18. Seattle

19. Snoqualmie
20. Woodinville
21. Yarrow Point

# Transit Service Baseline

Network evaluation of the final proposed network references spring 2024 transit service, excluding suspended routes, to best reflect how the final proposed network would impact riders relative to the current condition. To align with the spring 2024 transit service baseline, demographic analysis references data from the most recent American Community Survey five-year average for 2018-2022.[2]

# Equity Priority Areas (EPAs)

The project geographic scope is defined using U.S. census block group boundaries, a subset of census tracts, served by project area routes. Equity Priority Areas (EPAs) refer to census block groups within the study area that have a high concentration of priority populations, as outlined in the Mobility Framework. These populations include Black, Indigenous, and other people of color, low-income people, disabled people, linguistically diverse people, and immigrants and refugees. EPAs are identified for focused evaluation and equity assessment, serving as an indicator aligned with the King County Equity and Social Justice Strategic Plan, the King County Determinants of Equity, and the King County Mobility Framework.

Census block groups are identified as an EPA by producing a composite weighted score that evaluates five population characteristics within its geography, as defined in the Mobility Framework. Each census block group in King County is assessed and ranked in quintiles (1 to 5) for each attribute, representing the number of people in each category within each block group. The scores are combined and weighted (see below) to produce a final score ranging from 1 (low need) to 5 (high need). The EPA scores are based on 2018-2022 American Community Survey data from the U.S. Census Bureau using the following weighted variables:

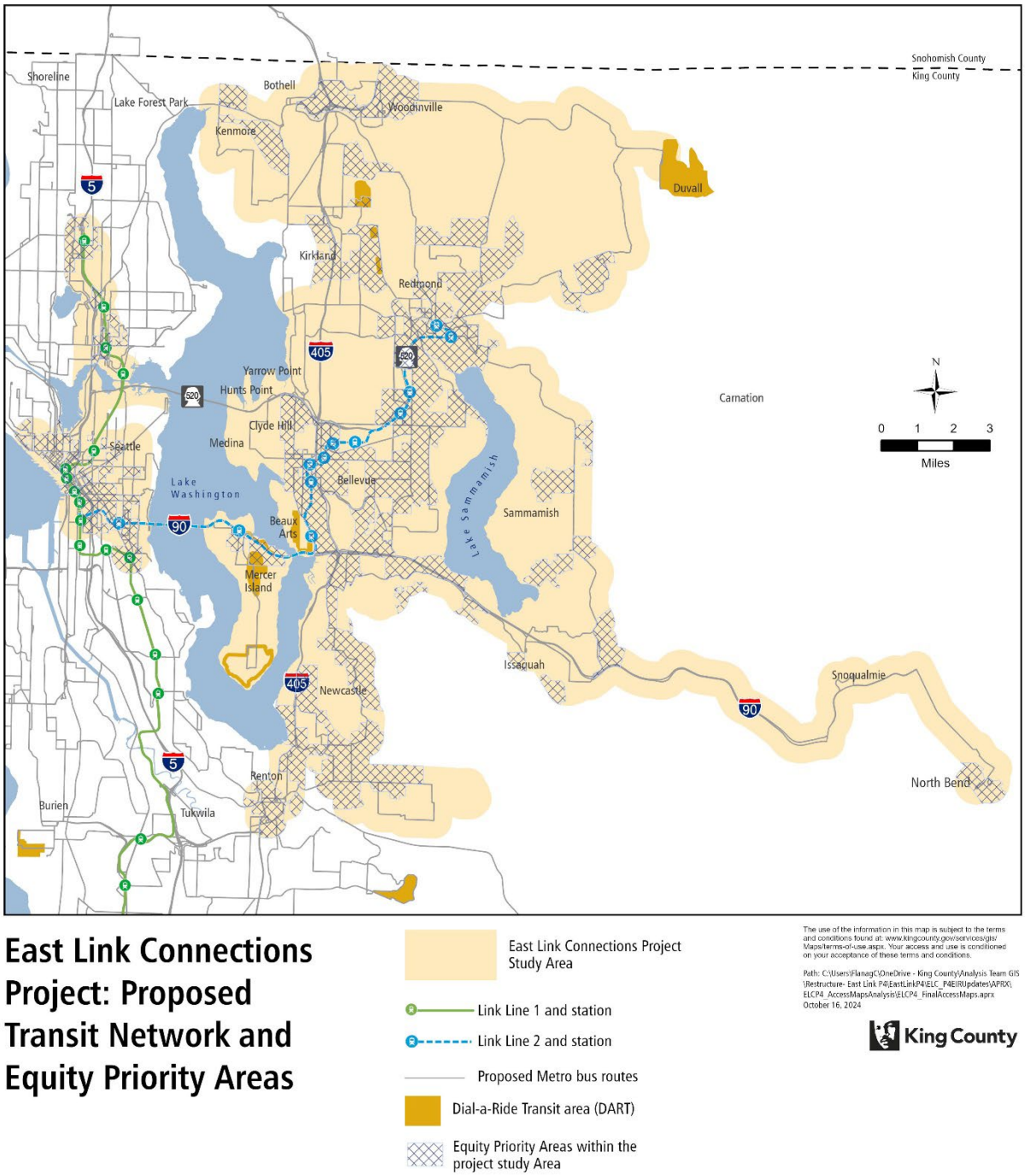
1. Black, Indigenous and other people of color (BIPOC) - 40 percent
2. Low-income – 30 percent
3. Diverse language speakers – 10 percent
4. Disabled population – 10 percent
5. Refugees and immigrants Population – 10 percent

The summed weighted scores create an equity score for each block group, ranging from 1 to 5. For further details on EPAs, please refer to Metro's Service Guidelines.

Within the study area there are 565 block groups, 198 have EPAs with scores of either 4 or 5.

[2] American Community Survey five-year average for 2018-2022: https://www.census.gov/data/developers/data-sets/acs-5year.html

**Figure 4 Study area transit routes and Equity Priority Areas**



# Community Assets

King County's Equity and Social Justice Ordinance (16948) identifies 14 determinants of equity. These determinants are the social, economic, geographic, political, and physical conditions in which people in King County live, learn, work, and play and are the basis for a fair and just society. While mobility services do not directly affect all 14 determinants of equity, they offer an opportunity to improve access to and connectivity between place-based community resources linked to these determinants.

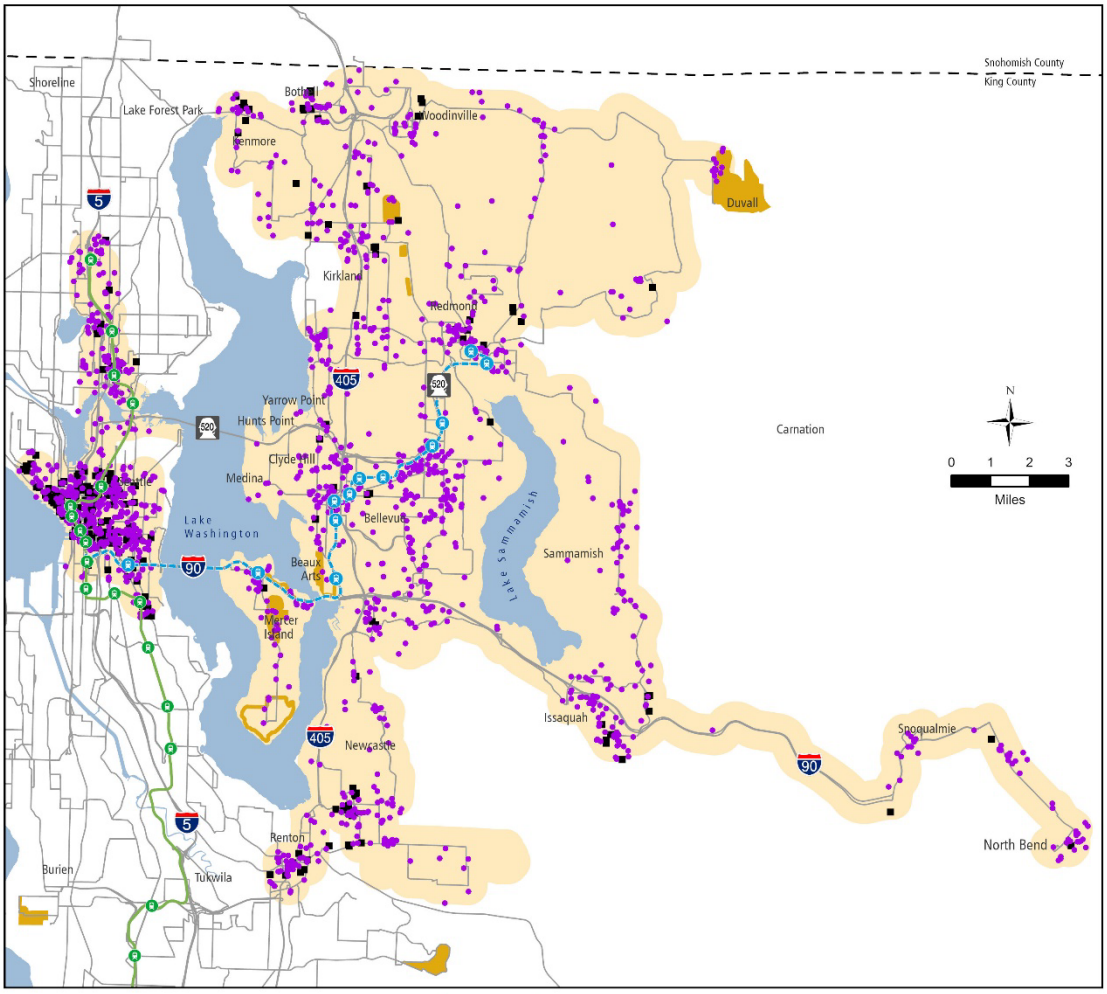
King County Metro developed a Community Asset Inventory as outlined in Figure 5, that documents community resources linked to defined equity determinants included in the King County Equity and Social Justice Strategic Plan and can be served by mobility services. Community assets are important destinations, and Metro seeks to develop service change proposals that improve access to these critical community resources within the project area.

**Figure 5 Determinants of equity and corresponding community assets**

| Equity Determinant | Supportive Community Resources |
|---|---|
| Access to Affordable, Healthy, Local Food | Food banks, WIC vendors, farmers markets |
| Access to Health and Human Services | Hospitals, nursing homes, residential treatment centers, senior centers, safety net clinics, emergency shelters, WIC clinics |
| Access to Safe and Efficient Public Transportation | *Existing transit facilities included in other analysis* |
| Community and Public Safety | Community centers |
| Early Childhood Development | Libraries |
| Economic Development | Recent commercial and residential development (2014 – 2018) |
| Equitable Law & Justice System | City and County governmental offices |
| Equity in County Practices | N/A |
| Family Wage Jobs and Job Training | Community colleges, technical colleges, universities, work source sites |
| Healthy Built and Natural Environments | N/A |
| Quality Education | Public schools, libraries |
| Strong, Vibrant Neighborhoods | Community centers |

Within the project area, there are 1,604 unique community assets, excluding housing assets. Of those 1,604 community assets, 1,330 are served by transit in the Spring 2024 network.

**Figure 6 Study area transit routes and community assets**



# 3 Network Development

## Network Development Objectives

The network development process builds on the goals of previous Metro mobility projects and Metro's Service Guidelines. These goals, outlined below, are centered on King County's equity and social justice values; the bulleted sub-themes are objectives that expand on the strategies applied to meet each goal.

1. **Improve mobility for priority populations (as defined in Metro's Service Guidelines), who are an important part of our current and potential rider base.**
    - Improve access to community assets for priority populations, especially community assets considered high priority by communities in the project area, identified through the engagement process.
    - Increase or maintain access to jobs, especially low- and mid-wage jobs, for priority populations.
    - Improve access to transit services with an emphasis on improved access to frequent transit service.
    - Address unmet needs of priority populations gathered through research and engagement processes.
2. **Equitably inform, engage, and empower current and potential customers traveling in the project area**
    - Prioritize feedback from priority populations, especially from organizations or groups that work with or represent the needs of priority populations.
    - Summarize qualitative information collected from various research and engagement methods to inform network proposals and decisions.
    - Clearly document project process, and how decisions and network proposals are informed by public feedback throughout the project.
    - Co-create service proposals and changes with community members based on service design principles, equity analysis, public input, and area-specific goals that are co-created with community members.
    - Ensure ability to adapt and shift project area-specific goals based on project research, analysis, and engagement findings.
3. **Deliver integrated service that responds to Link expansion, changes in the transit network, and community needs**

- Minimize duplication of Metro service with Link light rail and other transit services provided by partner agencies.
- Improve connections to Link, including the development of facilities that support easy, comfortable, and convenient transfers between modes.
- Redesign existing fixed-route service to respond to current and future mobility needs, consistent with the Metro Connects service network vision.
- Develop mobility network proposals that consider all Metro mobility services as well as partner agency's transit service.
- Create convenient opportunities for transfer connections between services.

4. **Change service to better meet customer and community needs**
    - Leverage the full range of Metro mobility services, including fixed-route services, flexible service, ridesharing, and Access services to effectively and efficiently meet customer needs.
    - Identify service or infrastructure improvements that can improve transit speed and reliability within the project area.
    - Focus frequent service on route segments with the highest ridership to improve service for more customers.
    - Consider and act upon community feedback to improve the regional transit network for all riders.

# Analysis and Process in Each Phase

- **In Phase 1**, Analysis identified existing conditions, including equity priority areas. This, combined with needs assessment outreach findings, informed the development of the Phase 2 draft network.
- **In Phase 2**, Analysis reviewed equity impacts of the draft network. This, combined with outreach findings, led to the changes reflected in the Phase 3 service network proposal.
- **In Phase 3**, outreach findings were compiled, and community support of the service network proposal was assessed. There was strong community support for the network.
- **In Phase 4**, The Mobility Board and Partner Review Board were reconvened to review the Phase 3 network and provide feedback, which led to a final set of changes. A final Equity Impact Review described in this report was conducted against the baseline existing network in spring 2024. The Mobility Board supported the proposed network. The positive changes demonstrate equity in the execution of outreach and the resulting network design.

# Outreach & Engagement

Due to the pandemic, all engagement phases documented in this report were conducted virtually, with collaboration from community-based organizations.[3]

[3] For detailed information on how outreach and engagement was conducted, including collaborative work with the Metro Mobility Board and agency partners, please refer to the Public Engagement Report.

**Phase 1** of engagement conducted in Spring 2021 focused on identifying needs in the project area. This needs assessment was guided by input from the Mobility Board, Partner Review Board, local jurisdictions and community groups and identified four key themes:

1. The importance of frequency over coverage, particularly on corridors with concentrations of priority populations.

2. Convenient transfers to Link light rail, leveraging light rail's longer span of service and frequent connections.

3. A desire for service operating during more hours of the day and on weekends.

4. A preference for more direct, faster pathways, when possible, to improve speed and reliability connecting to and from Link.

**Phase 2** was held in the fall of 2021 and engaged community on a proposed network. Survey responses and Mobility Board feedback on an initial draft network informed many changes to the draft network, which led to the Phase 3 proposed network.

**Phase 3** was held in spring 2022 to solicit feedback for a revised, final network. Survey responses and the Mobility Board results indicated positive support for the majority of the proposed route changes. Several small adjustments were made based on feedback.

**Phase 4** was held in 2024 with a reconvened mobility board to provide an additional review of the proposed network and provide further input. Minor network adjustments were made, including reorienting Routes 220, 269, and 256 for faster travel times or better connections.

The remainder of Section 3, Network Development, summarizes all proposed changes in the final proposed network, compared to baseline network operated in the spring 2024 service change. Appendix A, B, and C provide summaries of changes between Phase 2 and 3, Phase 3 and 4, and between Phase 4 and the final proposed network respectively.

# Summary of all Proposed Changes

Figure 7 summarizes the proposed route changes in the network. This network creates eight new routes, revises 16 routes, and deletes and replaces service on 20 routes.

Service levels are generally defined as:

**Frequent:** Frequent all-day service is available 16 to 24 hours a day, 7 days a week, and is designed to meet a variety of travel needs and trip purposes throughout the day. Frequent all-day service has the following headways:

- Weekdays: every 15-minutes or better (bi-directional) between 6 a.m. and 7 p.m., and every 30-minutes or better between 7 p.m. and 10 p.m.
- Weekends: every 30-minutes or better between 6 a.m. and 10 p.m.

**Local**: Local service is available 12-18 hours a day, between 5 – 7 days a week, and is designed to meet a variety of travel needs and trip purposes throughout the day. Local service has the following headways:

- Weekdays: every 30-minutes or better (bi-directional) between 6 a.m. and 7 p.m. (peak and off-peak hours) and every 60-minutes or better between 7 p.m. and 10 p.m. (night).
- Weekends: every 60 minutes or better between 6 a.m. and 10 p.m.

**Peak-Only**: Peak-only service is available on weekdays during peak periods (5:00 – 9:00 a.m. and 3:00 – 7:00 p.m.), with eight trips per day minimum (four trips in each direction). Peak-only service provides faster travel times, accommodates high demand for travel to and from major employment centers, and serves park-and-ride lots in areas of lower population density. Some peak-only services may operate in one direction per peak that matches the direction of the travel demand.

**Figure 7 Summary of proposed changes**

| Route | Change from Baseline (no change, revised, replaced, restored, or new) | Service level | Summary of Change from Baseline Network |
|---|---|---|---|
| 203 | New | Local | New route to provide service between South Bellevue Station, Factoria, and Issaquah. |
| 215 | New | Local | New route to provide service between Mercer Island Station and North Bend via Issaquah and Snoqualmie. |
| 220 | New | Frequent | New route to provide service between Eastgate and Bellevue Transit Center via Lake Hills Connector. |
| 222 | New | Local | New route to provide service between Cottage Lake, Downtown Redmond Station, Overlake Village Station, and Redmond Technology Station via W Lake Sammamish Pkwy. NE, Idylwood Park, NE 24th St. |
| 223 | New | Local | New route to provide service between Eastgate and Downtown Redmond Station via Lake Hills, Crossroads, and Overlake. |
| 251 | New | Local | New route between Woodinville Park-and-Ride, Downtown Redmond Station, SE Redmond area, and Marymoor Village Station via Woodinville Redmond Road, NE 164th Street, Redmond Way, NE 76th St., 185th Ave. NE. |
| 256 | New | Peak-Only | New route between Woodinville Park-and-Ride, South Lake Union, and Downtown Seattle via I-405 and SR 520. |
| 270 | New | Frequent | New route to provide service between Bellevue Transit Center and U District Station. |
| 8 | Revised | Very Frequent | Revise route to serve Judkins Park Station via 23rd Ave. S between E Yesler Way and S Massachusetts. |
| 111 | Revised | Local | Revise route to end at South Bellevue Station, increase service to operate all day and all week, shorten Lake Kathleen loop, and adjust pathway in Renton Highlands. |

| | | | |
|---|---|---|---|
| 204 | Revised | Local | Revise route to add service on Sunday to match Saturday service. |
| 218 | Revised | Peak-Only | Revise route to end at Mercer Island Station. |
| 224 | Revised | Local | Revise route to increase frequency to every 60 minutes, adjust pathway in Redmond to serve Downtown Redmond Station, and from Avondale Road to 196th Ave. NE and NE Union Hill Road to provide new service to SE Redmond. |
| 225 | Revised | Local | Revise route to serve Overlake Village Station. |
| 226 | Revised | Local | Revise route to serve South Bellevue Station and in Bellevue to provide a more streamlined path between Crossroads and Eastgate. |
| 240 | Revised | Frequent | Revise route to increase frequency to 15-minutes all day, and serve South Bellevue Station via Eastgate to maintain service to Bellevue College, continuing to downtown Bellevue via Bellevue Way SE and 112th Ave. SE. |
| 245 | Revised | Frequent | Revise route to end at Eastgate Park-and-Ride. |
| 249 | Revised | Local | Revise route to end at Spring District Station, shift pathway from Bellevue Way SE to 108th Ave. SE and convert Beaux Arts Village service area to a DART flexible route. |
| 250 | Revised | Frequent | Revise route to extend all trips to Bear Creek Park-and-Ride and Avondale Road, and shift pathway in Redmond to serve Downtown Redmond Station. |
| 269 | Revised | Local | Revise route to extend service onto I-90 to Mercer Island Station and reorient the northern terminal to Marymoor Village Station. |
| 630 | Revised | Peak-only | Revise route to serve Seattle via Rainier Ave, E Yesler Way, 9th Ave., and E Jefferson Street. |
| B Line | Revised | Very Frequent | Revise route to extend to Downtown Redmond Station and reorient pathway in Overlake to remain on 156th Ave. NE. |
| 930 | Revised | Local | Revise route to add service on nights and weekends. |
| 931 | Revised | Peak-only | Revise route pathway to provide a new connection from Duvall to Cottage Lake. |
| 114 | Deleted | N/A | |
| 167 | Deleted | N/A | |
| 200 | Deleted | N/A | |
| 208 | Deleted | N/A | |

| | | | |
|---|---|---|---|
| 212 | Deleted | N/A | |
| 214 | Deleted | N/A | |
| 216 | Deleted | N/A | |
| 217 | Deleted | N/A | |
| 219 | Deleted | N/A | |
| 221 | Deleted | N/A | |
| 232 | Deleted | N/A | |
| 237 | Deleted | N/A | |
| 241 | Deleted | N/A | |
| 246 | Deleted | N/A | |
| 252 | Deleted | N/A | |
| 257 | Deleted | N/A | |
| 268 | Deleted | N/A | |
| 271 | Deleted | N/A | |
| 311 | Deleted | N/A | |
| 342 | Deleted | N/A | |

# Decision Making Factors

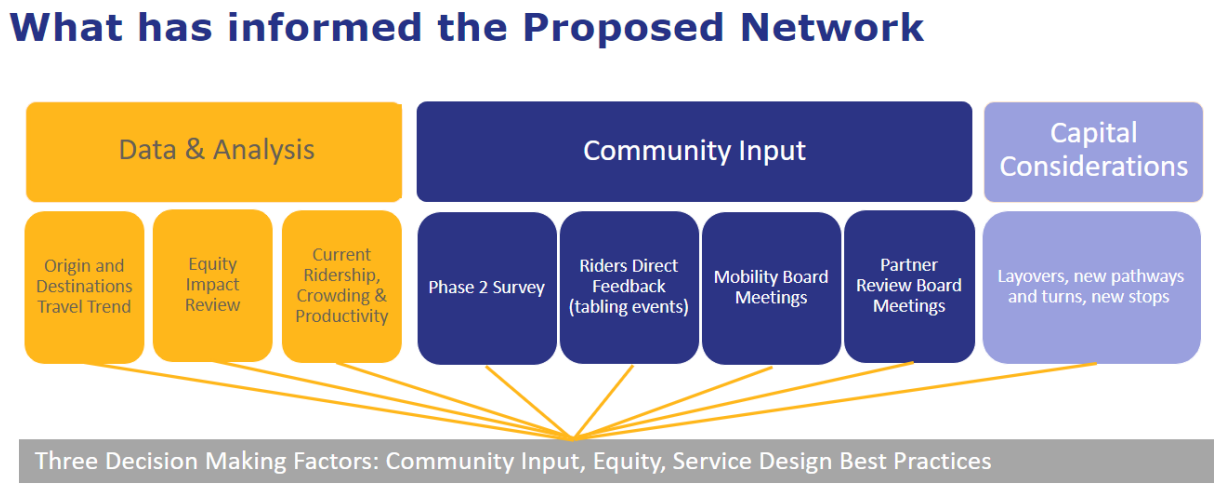
The final proposed network was developed with guidance from a decision-making framework that encompasses three key foundational inputs and associated information sources outlined below and illustrated in Figure 8.

**Data and analysis**: Evaluation of the existing and proposed network, including equity demographics, ridership patterns, route productivity, origin-destination travel analysis, trip change analysis, access to transit, and community assets accessible by transit to identify opportunities for network improvements and evaluate proposals.

**Community input:** Identify community priorities by soliciting feedback and conducting engagement through surveys, outreach events, mobility board, and partner review board meetings to inform network revisions.

**Capital considerations:** Evaluation of layover facilities, route pathways, and stop locations to inform feasibility and opportunities for budget optimization.

**Figure 8 What informed the final proposed network**




# Final Proposals by Route

Led by the decision-making framework outlined above, the proposed changes for each route are evaluated in a concept evaluation matrix that assesses three components to weigh and balance the tradeoffs of network decisions as outlined in Figure 9. Additionally, the mobility board evaluated community input and selected preferred route alternatives to ensure the network met community needs and prioritized key issues.

**Figure 9 Sample service concept decision matrix**

| Community Input | Service Design | Equity |
|---|---|---|
| • What public input did Metro hear on the proposed network concept and how did they inform the development of the final proposal?<br>• What mobility needs informed the development of the final proposal? | • Does this concept meet Metro's services design guidelines and industry best practices? | • Does this concept meet Metro's goal to improve transit access and mobility for people of color, people with low or no income, and limited English-speaking populations?<br>• Does this concept improve service for an equity priority area?<br>• Does this concept enhance transit access from priority areas to family-wage jobs and community assets in the peak, midday, and at night?<br>• Does this concept better serve nearby community assets, subsidized housing, and jobs? |

The following is a list of prioritized mobility needs (MN1-MN4) established through Phase 1 public engagement and refined by the Mobility Board. These are also referenced in the final proposals by routes below.

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| MN1 | Prioritize improving or maintaining frequency as opposed to expanding coverage, particularly on corridors with concentrations of priority populations. |
| MN2 | Ensure that transit transfers are convenient, accessible, reliable, and as seamless as possible for all riders, especially priority populations. |
| MN3 | Improve the span of service, including operating service more times throughout the day and increasing night-time and weekend transit service serving major and important destinations. |
| MN4 | Create more direct, faster pathways, when possible, to improve speed and reliability connecting to and from transfer points. |

## New Route 203

**Recommendation:** Implement Route 203 to operate between Issaquah and South Bellevue Station, providing all-day local service through South Bellevue, Factoria, Eastgate, SE Newport Way, and Issaquah.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 203 responds to the MN1 by connecting to transfer points at the Issaquah Highland Park-and-Ride, Issaquah Transit Center, and the South Bellevue Station.<br><br>The new route provides service throughout the day and on weekends, with a span between 5:30 a.m. and 12 a.m., aligning with MN3.<br><br>Community members expressed a desire for more local service and improved connections to Link, both of which this new route responds to. The community was also favorable to new connections to Factoria. | New Route 203 serves North Issaquah between the Issaquah Highlands Park-and-Ride, the Issaquah Transit Center, and South Bellevue Station, providing transfer opportunities to frequent high-capacity transit options.<br><br>Route 203 replaces service along portions of several routes proposed for deletion, Routes 200, 217, 241, 246, and 271.<br><br>Route 203's frequency was improved between Phase 2 and 3 by reinvesting hours from the Phase 2 proposed, and subsequently deleted, Route 202. As a result, the route has 30-minute headways and all–day weekday service from 5 a.m. to 12 a.m. and Saturday and Sunday service between 8:00 a.m.–8:00 p.m. | Proposed Route 203 improves service frequency and span along the multiple EPAs the route intersects, including Factoria, portions of Eastgate, portions of Issaquah Highlands, and South Bellevue.<br><br>Additionally, the introduction of Route 203 provides improved all-day and weekend transit connections to many community assets and employment opportunities, especially throughout Factoria, where the T-Mobile headquarters is located, as well as multiple subsidized housing units.<br><br>Connections to downtown Seattle are improved with direct access to the South Bellevue Station of the Link 2 Line. |

## New Route 215

**Recommendation:** Implement Route 215 to provide all day service between Mercer Island Station and North Bend via Issaquah and Snoqualmie.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 215 responds to MN1, MN2, and MN3 by directly connecting North Bend and Snoqualmie to the Link 2 Line and expanding service for all-day coverage. Combined with revised Routes 269 and 218, frequent service is provided between 6 a.m. and 8 p.m. between Issaquah and Mercer Island.<br><br>Phase 2 engagement strongly supported the introduction of Route 215, a replacement service for the existing Route 208, which has long headways and no evening service. | The new Route 215 replaces Route 208, covering the same pathway between North Bend, Snoqualmie, and Issaquah. However, it deviates to serve The Issaquah Highlands Park-and-Ride and extends the path from Issaquah on I-90 to Mercer Island Station, creating a direct route to the Link 2 Line for more transfer opportunities.<br><br>The final Route 215 has two variants: One with lower frequency between North Bend and Issaquah, meeting the relatively lower demand levels. The other serves Issaquah to Mercer Island and is coordinated with the revised Routes 269 and 218. These revisions provide service every 7-8 minutes during peak hours, matching the higher demand along this corridor during peak hours while sustaining all-day service in both directions. | New Route 215 serves several EPAs along the proposed pathway, including the EPA east of the Issaquah Highlands Park-and-Ride and portions of North Bend.<br><br>The route's orientation to connect to the Issaquah Park-and-Ride provides improved access to the Swedish Medical Center—Issaquah Campus and multiple subsidized housing units that previously only received all-day service from ST Express 554.<br><br>This route provides access to Link 2 Line at the Mercer Island Station, making assets throughout Seattle and Bellevue more accessible throughout the day. |

## New Route 220

**Recommendation:** Implement frequent Route 220 to operate all day service between Eastgate and Bellevue Transit Center, connecting Bellevue College and Lake Hills, downtown Bellevue.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 220 responds to all the outlined mobility needs. It provides frequent all-day service between 5:30 a.m. and 12 a.m. on weekdays. Weekend service has 30-minute headways between 9:00 a.m. and 6:00 p.m. within the 7 a.m. and 12 a.m. span. | New frequent Route 220 serves multiple destinations and transfer opportunities by connecting Bellevue College, Eastgate Park-and-Ride, and the Bellevue Transit Center through Lake Hills, a high EPA. | New Route 220 serves the equity area surrounding Bellevue College, a critical destination within the study area, and the EPA south of downtown Bellevue.<br><br>This new route provides transit connections to many community assets and travels to Bellevue, an area dense with employment opportunities. The shorter, |

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| The route connects the Eastgate Park-and-Ride and Bellevue College to East Main Station and the Bellevue Downtown Station adjacent to the Bellevue Transit Center with a simple and direct pathway along 145th Pl. SE, Lake Hills Connector, and 112th Ave. SE.<br><br>Community feedback supported the introduction of Route 220 as an alternative to the pathway between Eastgate Park-and-Ride and downtown Bellevue that existing Route 271, proposed for deletion, serves. | Route 220 replaces the existing portion of Route 271, proposed for deletion, between Eastgate Park-and-Ride and downtown Bellevue.<br><br>Route 271 has ridership in the top 25 percent for Fall 2019 and Spring 2024, most concentrated between Eastgate Park-and-Ride, downtown Bellevue, and the University District, connecting to the Link 2 Line to downtown Seattle. These ridership patterns indicate a high demand for a pathway that serves downtown Bellevue and provides transfer opportunities to downtown Seattle and other locations.<br><br>Route 220 provides frequent, direct service to the Link 2 Line and additional connections through routes that serve the Bellevue Transit Center, including a connection to the proposed frequent Route 270, with direct access to the University District. | more direct Route 220, relative to existing Route 271 proposed for deletion, provides more efficient service that improves speed and reliability to the priority destinations and transfer opportunities along this route. |

## New Route 222

**Recommendation:** Implement Route 222 to provide service between Overlake and Cottage Lake with a connection to Redmond Tech Station.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 222 responds to MN1, MN2, MN3 and MN4 by providing a direct connection to the Link 2 Line at three stations, Downtown Redmond Station, Overlake Station, and Redmond Technology Station, improving transfer opportunities.<br><br>Headways throughout the day are 30 minutes, while nights and weekends maintain 60-minute headways, matching Route 221's frequency which Route 222 is proposed to replace. | New Route 222 extends from Overlake to downtown Redmond via West Lake Sammamish Parkway NE, replacing the service previously provided by the northern portion of Route 221. The Route 222 pathway, however, is reoriented to cover EPAs in Idlewood and Interlake and extends to Cottage Lake, providing a north-south connection that intersects the east-west peak-only Route 931 connection from Bothell to Duvall. | The newly proposed all day and weekend route was oriented to better serve equity-priority areas, in Overlake, Interlake, Idlewood, Redmond, and Education Hill with multiple transfer opportunities to the Link 2 Line at the Downtown Bellevue Station, Overlake Station, and Redmond Tech Station, improving access to downtown Seattle.<br><br>Route 222 provides connections to the Microsoft Campus and downtown Redmond, areas dense with employment opportunities and community assets. |

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| The community supported the connections to Link, especially improved service in Cottage Lake and the more direct pathway through North Redmond and Education Hill.<br><br>The community expressed concern for the loss of service south of Downtown Redmond on some corridors previously served by Route 221 on Old Redmond Road and 148th Ave. N. This was addressed by revising new Route 223 to cover these corridors. | This new route offers transfer opportunities to the community by connecting with Downtown Redmond Station, Overlake Station, and Redmond Technology Station while providing direct, and more efficient service previously provided by Route 221, which is proposed for deletion. | |

## New Route 223

**Recommendation:** Implement Route 223 to operate between Eastgate and Downtown Redmond Station.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 223 provides multiple transfer points to Eastgate Park-and-Ride, Overlake Village Station, and Downtown Redmond Station. This aligns with the objective of MN2 and MN3, improving transfers to Link and multiple other bus routes through an all-day service that operates between 5 a.m. and 12 a.m. on weekdays and 6 a.m. and 11:30 p.m. on weekends.<br><br>The community supported a reliable connection between Eastgate, Bellevue College, Overlake, and the multiple connections to the Link 2 Line. Phase 2 feedback centered on making the route more direct, objective MN4, which was implemented in the Phase 3 proposal. | Proposed new Route 223 replaces existing Route 221 with direct service to Redmond, Crossroads, Overlake, and Bellevue College with 15-minute headway during peak hours. Route 223 has improved night service that runs until 12:00 a.m. on both weekdays and until 11:30 p.m. on weekends, as opposed to 10:00 pm on existing Route 221.<br><br>Combined with the connection from revised Route 225, frequent service is provided between Overlake Village Station and Old Redmond Road on 148th Ave. NE.<br><br>Based on community feedback, the route's pathway was revised to create a more direct north-south connection beginning at the Eastgate Park-and-Ride, terminating at the Downtown Redmond Station with a mid-point connection at the Overlake Village Station. | New Route 223 serves multiple EPAs along the proposed pathway, including Eastgate, Lake Hills, Overlake, and Redmond, and improves riders' connections to frequent high-capacity transit in those areas.<br><br>Specific feedback about serving the EPA along Old Redmond Road led to the connection to downtown Redmond.<br><br>The new route also provides all-day and increased nighttime service to key community assets such as Bellevue College, Lake Hills Shopping Center, the Microsoft Campus, and Downtown Redmond. |

## New Route 251

**Recommendation:** Implement Route 251 to provide service between Woodinville Park-and-Ride and Redmond via Woodinville Redmond Road/NE 145th Steet.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 251 responds to the MN2, MN3, and MN4 by providing multiple transfer opportunities. It connects the Downtown Redmond Station and the Marymoor Station and offers all-day, night, and weekend service running between 6:00 a.m. – 9:00 p.m. on weekdays and 7:00 a.m. – 9:00 p.m. on weekends.<br><br>The community strongly supported the introduction of Route 251, citing the desire to increase frequency between Woodinville and Redmond while connecting to the southeastern area of Redmond. | New Route 251 introduces direct all-day and weekend access between Woodinville Park-and-Ride and downtown Redmond, providing high-capacity regional connections to the Link 2 Line, improving access to downtown Seattle. The Woodinville terminus will also connect to the frequent ST Express Route 522, providing an east-west connection to the transfer point at the Link 1 Line Shoreline South/148th Station.<br><br>A local service loop in Redmond provides regional and local service to destinations along the NE 76th Street shopping district not previously served by the existing network. | The introduction of Route 251 provides access to EPAs in downtown Redmond and areas north of downtown, and SE Redmond.<br><br>Additionally, this new route provides transit connections to many community assets, especially throughout the local Redmond loop that runs adjacent to the Redmond Town Center shopping center and the Together Center that was requested by the community. |

## New Route 256

**Recommendation:** Implement Route 256 to operate between Woodinville Park-and-Ride and Downtown Seattle via I-405 and SR 520.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 256 responds to MN2 and MN4 by introducing a peak-only direct pathway to Downtown Seattle for the Woodinville community via the high-speed corridors of I-405 and SR-520.<br><br>Additional connections will be established to the Brickyard Park-and-Ride and the Totem Lake Freeway Station.<br><br>Community feedback was mixed. Some people expressed concerns that the route was peak only instead of all day and that consolidating routes | The new peak-only Route 256 consolidates peak-only routes 252, 257, and 311, which share a similar pathway between Kingsgate Park-and-Ride to downtown Seattle and are proposed for deletion.<br><br>Routes 252 and 311 are currently suspended; however, in the Fall of 2019, all three routes operated with a combined annual platform hours of 27,000. Consolidation and replacement of these duplicative routes with Route 256 saves resources to reinvestment into the network. | New Route 256 serves EPAs in Downtown Seattle and provides access to many resources and community assets, including multiple health centers adjacent to the Totem Lake Freeway Station. Additionally, new Route 256 preserves access to downtown Seattle and South Lake Union, areas dense with community assets and employment opportunities. |

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| 252, 257, and 311 could cause crowding. However, the majority of the Mobility Board was supportive of the change. | To improve speed and reliability the proposed route will travel along the SR 520/ I-5 transit/HOV direct access ramp, leveraging the benefits of the new HOV infrastructure. | |

## New Route 270

**Recommendation:** Implement frequent Route 270 to provide service between Bellevue Transit Center and U District Station.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 270 responds to all the engagement themes by providing frequent, efficient service all day and on weekends between Bellevue Transit Center and the University District Station.<br><br>The proposed new route received strong support. The public was in favor of a shorter, more efficient pathway connecting Bellevue and the University District. | New Route 270 replaces the northern portion of the deleted Route 271, which had an average daily ridership of 3,700 in spring 2024 and just over 5,000 in Fall 2019, both in the top quarter of ridership.<br><br>The new route maintains Route 271's frequency to match the service level with demand, while creating a shorter, more direct, and efficient path than Route 271.<br><br>This new route leverages high-capacity transit investments and provides transfer opportunities for riders by providing frequent service connecting with the Bellevue Transit Center and the U District Station. The route serves multiple purposes and destinations, including the University of Washington and downtown Bellevue. | New Route 270 replaces the northern portion of Route 271, proposed for deletion, with a reoriented path that serves Bellevue instead of Medina. As a result, the new route intersects more EPAs along Bellevue Way NE and provides a more direct path between Bellevue Transit Center and U District Station via SR 520.<br><br>Route 270 terminuses connect to the Bellevue Transit Center and the U District Station, both of which surrounded by community assets and provide multiple transfer opportunities. |

## Revised Route 8

**Recommendation:** Revise the Route pathway to serve Judkins Park Station.

| Community Input | Service Design | Equity |
|---|---|---|
| Route 8 serves multiple EPAs and is the only route in the project scope that is entirely located within Seattle. Therefore, additional engagement was conducted with community-based organizations and the tenants of affordable housing complexes located along Route 8.<br><br>Feedback indicated a desire to maintain frequent all-day service along MLK Jr Way.<br><br>Particular concern was raised over sidewalk conditions and connectivity for low vision and not fully able-bodied riders who require access to the services along the route. As a result, the route was only slightly reoriented to divert the pathway to 23rd Ave. S between South Jackson Street and S Massachusetts Street while otherwise maintaining service along MLK S. This proposed pathway maintains service identified as critical during engagement while creating a new connection to the Judkins Park Station. | The changes to Route 8's pathway maintain network connections to important destinations along MLK Jr. Way, while also providing a new connection to the Link 2 Line at the Judkins Park Station. The route maintains existing frequent all day and weekend service and increases access to regional destinations by connecting to the Link 2 Line. | Route 8 provides service to multiple EPAs surrounding Judkins Park Station and along MLK Jr. Way. Many critical destinations are situated adjacent to this route, including the Seattle Housing Authority, Lighthouse for the Blind, Seattle Girls' School, and Northwest African American Museum, among others.<br><br>Lighthouse for the Blind was identified as a priority in engagement, and careful consideration was placed on the infrastructure surrounding the route to ensure the route was adjacent to well-maintained, clear, unobstructed paths. |

## Revised Route 111

**Recommendation:** Revise Route 111 to provide service all day and week, reorient the route to terminate at South Bellevue Station, and revise the pathway near Lake Kathleen loop and in Renton Highlands.

| Community Input | Service Design | Equity |
|---|---|---|
| Route 111 is revised with an expansion of service hours from the existing peak only to all day service that runs on weekdays between 5:15 am – 9:00 pm. Additionally, all-day service is proposed for Saturdays between 7 a.m. and 8 | The revision of Route 111 provides more direct access to frequent high-capacity transit by connecting Renton Highlands, an area with projected population growth and new housing developments, to the Link 2 Line at South | Route 111 intersects multiple EPAs throughout East Renton Highlands, Kennydale, and May Creek. Areas in Renton Highlands are increasing in density with major housing developments planned for the future. This route revision improves connectivity to these |

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| p.m. and Sundays between 8:00 a.m. and 7 p.m., aligning with the MN3.<br><br>This revision improves connectivity to transit hubs and Link stations by reorienting Route 111 to connect to South Bellevue Station, improving the connection between Renton Highlands and Bellevue.<br><br>The low ridership Lake Kathleen loop that extends from SE 128th Street was removed in favor of a more direct pathway, aligning with the MN4 priority.<br><br>The community supported the revisions, with 64 percent of respondents in favor of the proposal. Some concerns were expressed about losing a one-seat ride to downtown Seattle, but comments also supported the tradeoff of having all-day, all-week service and connection to Link 2 Line. | Bellevue Station. Additionally, the reorientation removes a portion of the southern loop along SE 128th Street and SE 134th Street that had, on average, less than 1 boarding a day per stop in the Fall 2019 weekdays.<br><br>Through the proposed retirement of Route 114, which ran east of Route 111 along the same path as the 240, the hours were reinvested into Route 111, extending the service to all day and weekends while simultaneously removing duplicate service now provided by Link light rail.<br><br>While this reorientation eliminates the one-seat ride into downtown Seattle from Renton, the increased frequency and span provide far more opportunities throughout the week and weekend to access Seattle and improve connectivity between Renton and Bellevue. | growing communities by increasing service all day and on the weekend and providing a one-seat ride to the Link 2 Line.<br><br>The elimination of the Kathleen Lake loop, a low EPA area, creates faster travel times for the higher EPA communities that intersect this route and enables service time for that loop to be reinvested into network improvements. |

### Revised Route 204

**Recommendation:** Revise Route 204 by adding service on Sundays to match Saturday Service.

| Community Input | Service Design | Equity |
|---|---|---|
| The revision of Route 204 to expand service to run on Sundays, matching the existing service levels of Saturday with 60-minute headways between 9:00 am – 6:00 pm, responds to MN2 and MN3.<br><br>The community strongly supported the addition of Sunday service for Route 204. | The revision of Route 204 expands service for weekend travel, providing additional opportunities to connect to the Mercer Island Station, improving access to high-capacity frequent transit. | Route 204 intersects very few EPAs of the study area; however, this route provides a critical path for members of the Mercer Island community to connect to the greater region. |

## Revised Route 218

**Recommendation:** Revise Route 218 to reorient service to terminate at Mercer Island Station.

| Community Input | Service Design | Equity |
|---|---|---|
| Revised Route 218 responds to MN3 by providing a direct connection to the Link 2 Line at Mercer Island Station.<br><br>The community had mixed support for Route 218's truncation, citing concerns over longer travel times that require a transfer to reach Seattle. However, the project prioritizes connectivity and utilization of the Link and strategically reinvests hours saved by removing duplicative service back into the network. | The revision of peak-only Route 218 removes duplicate service provided by the Link 2 Line between Mercer Island and Seattle and connects riders from Issaquah to frequent high-capacity transit. The shortening of the path allows the extra service hours to be reinvested throughout the network.<br><br>Route 218 was in the top 50 percent of weekday ridership in Fall 2019; revised Route 215, and revised Routes 269 and 218 combined provide service between Issaquah Highlands and Mercer Island Station every 7-8 minutes during peak hours to meet demand. | While Route 218 serves relatively few EPAs, it provides a critical path for Issaquah Highlands through a direct, efficient path between the Issaquah Highland Park-and-Ride and the Mercer Island station Via I-90. |

## Revised Route 224

**Recommendation:** Revise Route 224 to provide service every 60 minutes, reorient the pathway in Redmond to serve Downtown Redmond Station, and reorient from Avondale Road to 19th Ave Ne and NE Union Hill Road to provide new service to SE Redmond.

| Community Input | Service Design | Equity |
|---|---|---|
| The frequency of Route 224 is increased from 90-100-minute headways to 60 minutes throughout the service window, responding to MN1.<br><br>The route's reorientation provides a direct connection from Duvall to the Link 2 Line at the Downtown Redmond Station, ensuring easy, efficient transfers as outlined in the MN2 Priority.<br><br>Phase 2 feedback informed the revision of service from Avondale Road to 196th Ave. NE | The increase in frequency for peak and midday weekdays from 90-100-minute headways to 60 minutes improves the connection between Duvall and Redmond and creates easier access to the frequent high-capacity service from the Link 2 Line at Downtown Redmond Station.<br><br>The existing Route 224 DART diversion area is maintained, preserving the reach of service while saving on investments that a traditional fixed-route service would require to serve the deviation area. | Route 224 intersects EPAs throughout Redmond and SE Redmond, as well as the Redmond Ridge community. The added frequency will improve travel time and reach for these communities.<br><br>The reorientation of the route from Avondale Road to 196th Ave. NE Union Hill Road provides new access to the Swedish Hospital Campus and the Microsoft Millennium campus. |

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| Union Hill Road to provide new service to SE Redmond, including the Microsoft Millennium Campus and Swedish Hospital.<br><br>The community expressed strong support for the proposed revision (about 73 percent approved, 11 percent disapproved). | Additionally, reorienting the route to run along NE Union Hill Road provides more access to the businesses in SE Redmond, including the Microsoft Millenium Campus, Swedish Redmond Campus, and shopping destinations. | |

## Revised Route 225

**Recommendation:** Reorient the pathway to continue on 148th Ave NE from Old Redmond Road to NE 36th Street and serve the Overlake Village Link Station before continuing to Overlake Park-and-Ride.

| Community Input | Service Design | Equity |
|---|---|---|
| Revised Route 225 responds to MN1 and MN2 by creating a direct connection to the Overlake Village Station and, when combined with Route 223, provides frequent service between Overlake Village Station and Old Redmond Road on 148th Ave. NE.<br><br>The community supported this revision. | Proposed revisions to Route 225 will reorient the pathway to extend south to the Overlake Park-and-Ride and then connect to the Overlake Village Station, creating first-last-mile access to the Link 2 Line from the Overlake Park-and-Ride.<br><br>When combined with service by the proposed new Route 223, frequent service is achieved between the Overlake Village Station and Old Redmond Road on 148th Ave. NE, improving north-south connections. | Route 225 provides service to multiple EPAs in Overlake, Totem Lake, and Kingsgate. The revision maintains the reach and connectivity of these communities while improving first last-mile access to an EPA in the Overlake community via the Overlake Park-and-Ride. |

## Revised Route 226

**Recommendation:** Reorient the pathway to serve South Bellevue Station and Bellevue to provide a more direct path between Crossroads and Eastgate.

| Community Input | Service Design | Equity |
|---|---|---|
| The revision of Route 226 responds to MN1, MN2, and MN4 by improving frequency during the peak and evening hours and creating a direct path that connects to Bellevue College, Eastgate Park-and-Ride, and South Bellevue Link 2 Line Station. | The proposed reorientation of Route 226 provides new transfer opportunities for riders by extending the southern portion to the west of Eastgate Park-and-Ride to create a new connection to South Bellevue Link 2 Line | Route 226 serves EPAS along most of its path, including in Crossroads, Lake Hills, Overlake, Bellevue, and Eastgate. Many critical destinations are adjacent to this route, such as Bellevue College, Bellevue Technology Center, and Interlake High School, all of which were deemed priorities by |

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| The community was in favor of the simplified routing in eastern Bellevue and the transfer opportunities to multiple Link 2 Line stations, including an extension to South Bellevue. Respondents also supported increased frequency compared to the existing Route 226 and the connection to Interlake High School and Bellevue Technology Center. | Station. The northern portion of the route maintains a pathway with a half-mile walk shed of Downtown Bellevue Station, Wilburton Station, Spring District Station, and Bel-Red Station.<br><br>The reorientation replaces Route 221 service between 164th Ave. SE and Eastgate Park-and-Ride.<br><br>The revision simplifies that pathway of the existing route and is strategically positioned to serve higher demand areas.<br><br>Investments in frequency from 30-minute to 20-minute peak headways match ridership demand, which, on average, is in the top 50 percent of routes within the project scope. | community. The route provides service to many areas dense with community assets. |

## Revised Route 240

**Recommendation:** Shift the pathway from SE Eastgate Way to SE 36th Street between Factoria Blvd SE and Eastgate Park-and-Ride to provide a better connection to South Bellevue Station while maintaining service to South Bellevue College and increase to frequent service.

| Community Input | Service Design | Equity |
|---|---|---|
| The revision of Route 240 responds to MN1, MN2, and MN4 by converting the route to frequent service and reorienting the pathway to provide a simplified route with faster travel time to downtown Bellevue, connecting the transfer points at Renton Transit Center, Eastgate Park-and-Ride, South Bellevue Station, and Bellevue Transit Center.<br><br>The community supported the revision of Route 240 after the Phase 2 proposal to increase the weekday frequency to 15-minute from 20-30-minute. | The revision of Route 240 improves transfer opportunities for riders by providing very frequent service connecting with Renton Transit Center, Eastgate Park-and-Ride, South Bellevue Station, and Bellevue Transit Center.<br><br>The route's reorientation to use SE Eastgate Way (in the northbound direction), I-90 (in the southbound direction), Bellevue Way SE, 112th Ave. SE between Eastgate Park-and-Ride and Bellevue Transit Center provides a faster connection to the Link 2 Line.<br><br>Additionally, the route provides frequent service along portions of the peak-only Route | Route 240 provides a critical north-south connection for multiple EPAs throughout Renton, Newcastle, Factoria, Eastgate, and Bellevue.<br><br>The route ensures frequent connections to hospitals and many community assets while providing multiple connections to frequent high-capacity transit at multiple transfer points. |

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| | 114, proposed for deletion, north of Renton Highlands along Duvall Ave NE, 123rd Ave. SE, and 119th Ave. SE. | |

## Revised Route 245

**Recommendation:** End route at Eastgate Park-and-Ride.

| Community Input | Service Design | Equity |
|---|---|---|
| The revision of Route 245 responds to MN3 and MN4 by expanding weekday service to begin at 5:00 a.m. and end at 11:30 p.m., providing an additional hour of service in the morning as well as the evening.<br><br>Additionally, the route is reoriented to bypass the one-way loop in Factoria, south of Eastgate, creating a simplified two-way connection that responds to the ridership demand along the route.<br><br>The community supported the revision, citing their approval of ending the route at Eastgate Park-and-Ride and eliminating the loop through Factoria, therefore improving reliability. | The revision of Route 245 maintains the existing pathway connecting to Redmond Technology Station between Eastgate Park-and-Ride and Kirkland Transit Center.<br><br>The route south of the Eastgate Park-and-Ride is eliminated to remove the low ridership one-way loop that extends into Factoria. As a result, Route 245 will have improved speed and reliability with a more simplified direct path.<br><br>Routes 240 and 203 replace the Factoria loop with a more useful two-way service. | Route 245 provides connections to multiple community assets, most notably Bellevue College and the Crossroads Mall. The route also provides service to many EPAs and provides access to many transfer points, including Eastgate Park-and-Ride, Redmond Technology Station, and Kirkland Transit Center. |

## Revised Route 249

**Recommendation:** End route at Spring District Station, shift pathway off of Bellevue Way to 84th Ave NE.

| Community Input | Service Design | Equity |
|---|---|---|
| The revision of Route 249 responds to all the identified Mobility Needs. The proposed revisions truncate the route, allowing the hours saved to be reinvested to improve frequency, reducing peak and midday headways from 60 to 30 minutes. The span is extended to provide | The revision of Route 249 preserves service on 84th Ave. NE while removing redundant pathways NE of the Spring District Station that will be provided by new Route 223 and the Link 2 Line. The truncation of the route's pathway | Route 249 serves EPAs South of Kirkland Park-and-Ride and throughout downtown Bellevue. By converting to a DART route with a Flex Zone in Beaux Arts, a more direct path to South Bellevue Station is created serving the EPAs along Bellevue Way SE, |

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| service until 10:00 p.m. every night, including weekends, previously ending at 7:00 p.m.<br><br>The route's reorientation connects to South Bellevue Station, Downtown Bellevue Station, South Kirkland Park-and-Ride, and the Spring District Station.<br><br>The community expressed strong support for revising Route 249, preferring the shorter route, which will provide increased frequency and reliability while removing duplicative service. | allowed extra service hours to be reinvested into the route's span and frequency.<br><br>The reorientation leverages high-capacity transit investments by providing transfer opportunities at the South Bellevue Station, Bellevue Transit Center, and the South Kirkland Park-and-Ride.<br><br>Due to the low ridership in the Beaux Arts neighborhood and the difficult-to-navigate curvilinear path, the route will be converted to DART with a deviation Flex Zone area through the Beaux Arts neighborhood. This conversion will create more direct access to and from the South Bellevue Station while meeting service demand in Beaux Arts as needed.<br><br>Converting to a DART Route with a deviation area also results in lower operating costs, which are reinvested into the network. | providing faster transfer opportunities to connect riders throughout the region. |

### Revised Route 250

**Recommendation:** Extend trips to serve Bear Creek Park-and-Ride and Avondale Road, shift pathway in Redmond to serve Downtown Redmond Station.

| Community Input | Service Design | Equity |
|---|---|---|
| The revision of Route 250 responds to MN2 by connecting the high ridership route to the Downtown Redmond Station.<br><br>There is extremely strong support for this change (60 percent approved, 7 percent disapproved), with many people specifically citing how beneficial the additional service on Avondale Road and the shopping/services at Bear Creek will be. | Route 250 has high ridership, currently serving approximately 1,700 people on average on weekdays and between 1,200-1,400 people on the weekends. Therefore, the route's pathway and service were mostly maintained. However, the pathway was reoriented to connect to the Downtown Redmond Station, leveraging connectivity to additional high-capacity frequent service and providing more opportunities to access services on Avondale Road. | Route 250 intersects multiple EPAs; the new routing provides better service to the Downtown Redmond Station on the Link 2 Line and the surrounding community assets. |

## Revised Route 269

**Recommendation:** Extend service on I-90 to Mercer Island Station and reorient the northern terminal to Marymoor Station.

| Community Input | Service Design | Equity |
|---|---|---|
| New Route 269 responds to all the engagement themes by widening the span of service in non-peak hours, introducing service to weekends, providing increased frequency of 15 minutes during peak hours, rerouting service along I-90 to provide faster travel time, and create a more direct route. Furthermore, the route is reoriented to connect to the Mercer Island Station, improving transfers to the Link 2 Line.<br><br>The proposed revised route received strong support, with community members expressing the benefits of a faster more direct route. Some concerns were raised over the route no longer serving the Issaquah Transit Center. However, the majority of respondents felt the trade-off was justified.<br><br>In the final Phase 4 engagement with the Mobility Board respondents expressed a desire for service connecting to the Bear Creek Park-and-Ride to improve Redmond connectivity. Therefore, adjustments were made in the final proposed network. | The revision of Route 269 reorients the terminal to connect to the Marymoor Station, eliminating the redundant path that runs parallel to the Link 2 Line between Overlake and Redmond.<br><br>The route is further reoriented to serve the Mercer Island Station via I-90, which was previously served by deleted peak-only routes 216 and 219.<br><br>Reorienting the route and removing redundant service, hours are reinvested to increase frequency to and adding service on Sundays.<br><br>Connectivity to high-frequency transit is provided to the Marymoor Station, South Sammamish Park-and-Ride, Issaquah Highlands Park-and-Ride, and the Mercer Island Station, bypassing the Issaquah Transit Center that is now served by Route 203 and ST 554. | Route 269 serves high EPAs throughput Sammamish and Issaquah, connecting these communities to transfer points for access to the greater region. |

## Revised Route 630

**Recommendation:** Revise to serve Seattle via Rainier Ave, E Yesler, 9th Ave, and E Jefferson Street.

| Community Input | Service Design | Equity |
|---|---|---|
| Responding to community feedback, Route 630 was reoriented to streamline Mercer Island's pathway to First Hill, providing faster access to | The revision of Route 630 maintains the direct connections to the Link 2 Line at the Mercer Island Station and Judkins Park Station while | Route 630 intersects EPAs throughout First Hill and provides critical connections to multiple health centers including Swedish Medical Center. |

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| First Hill medical centers. Additional frequency was invested in the peak-only- route with consistently reduced headways to 30 minutes instead of ranging between 30-45 minutes. Both revisions were met with community support and aligned with MN1 and MN4. | deviating service from Judkins Park Station to directly connect to First Hill via Rainier Ave S and Boren Ave.<br><br>This reorientation reduces the duplication of service between Judkins Park and Downtown Seattle provided by Link light rail while maintaining an efficient connection to First Hill. | |

### Revised Route B Line

**Recommendation:** Extend to Downtown Redmond Station and reorient pathway in Overlake.

| Community Input | Service Design | Equity |
|---|---|---|
| The revision of the B Line extends the pathway north to connect to the Downtown Redmond Station, improving transfer opportunities and access to different local and regional destinations, aligning with MN2. The route's reorientation eliminates an indirect pathway into Overlake and maintains the route on 156th Ave NE, creating more direct, faster route, aligning with MN4.<br><br>Both revisions received strong support from the community. | The B line has the second-highest ridership of all routes within the project area, with an average of 5,745 riders on weekdays and between 2,500-3000 on the weekends. The minimal reorientation of the route maintains the critical high-frequency service throughout Bellevue, Overlake, the Highlands, and Redmond while strengthening transfer opportunities to and from the Link 2 Line at the Downtown Redmond Station while maintaining connections to Redmond Transit Center, Redmond Technology Station, Wilburton Station, and Bellevue Transit Center.<br><br>Duplicative service is eliminated by removing the diversion to Overlake Village Station, an area that can be accessed via multiple connections to Link or by Routes 222, 223, and 225. Instead, the route remains on 156th Ave. NE between NE 24th Street and NE 31st Street, streamlining and simplifying service for efficiency and speed. | The B Line provides service to many assets for priority populations, including several emergency shelters/food banks, multiple supported high-density housing developments with 50 + units and community centers.<br><br>The majority of the B Line pathway intersects EPAs throughout Bellevue, Redmond, and Overlake. |

## Revised Route 930

**Recommendation:** Add service on nights and weekends.

| Community Input | Service Design | Equity |
|---|---|---|
| Revised Route 930 extends service, with all-day service added on Saturday and Sunday between 6:00 a.m. and 7:30 p.m. and an extended span of 3 hours, ending service at 10:00 p.m. instead of 7:30 p.m. These changes improve local connections between Kingsgate, Totem Lake, and Redmond.<br><br>There was extremely strong support for this change (79 percent approved, 4 percent disapproved). Respondents specifically called out the need for additional all-day service on this corridor. | Additional service is added to the revised Route 930, increasing the span and days served. This route connects to Kingsgate Park-and-Ride, Totem Lake Transit Center, Willows Road, Redmond Transit Center, Redmond Town, and Downtown Redmond Station, providing connections to high-capacity frequent transit. | Route 930 provides access to many EPAs and connects to multiple community assets, most notably the Evergreen Health and Medical Center, the Hopelink Food Bank, the Together Center, and corporate offices along Willows Road NE, providing access to employment opportunities. By expanding service hours access to these key destinations is improved. |

## Revised Route 931

**Recommendation:** Reorient to provide a new connection from Duvall to Cottage Lake.

| Community Input | Service Design | Equity |
|---|---|---|
| The reorientation of Route 931 improves local connections by creating a direct, east-west connection between Bothell, Woodinville, and Duvall.<br><br>Most respondents supported the new connection to this revision, especially for students at UW Bothell. Some respondents expressed a desire for this to become an all-day route. | The revision of Route 931 creates a new direct east-west connection from downtown Duvall to Cottage Lake via NE Woodinville Duvall Road.<br><br>New Route 222, which runs along Avondale Road NE, replaces the north-south connection that the previous orientation of 931 provided. The portion of Route 931 that previously operated on 156th Ave NE from NE 124th Way to downtown Redmond is replaced by new Route 251.<br><br>The reorientation and introduction of these routes expand and create a more simplified | Route 931 serves an EPA in Bothell. Combined with the new Route 222, there will be direct service between Duvall and Cottage Lake, and Bothell. Bothell contains multiple community resources and assets including the University of Washington-Bothell, Cascadia College the Woodinville Storehouse Food Bank, and multiple primary education facilities. |

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| | direct east-west connection that meets the needs of residents connecting to Woodinville and Bothell. | |

## Deleted Route 114

**Recommendation:** Delete Route 114. Replacement service is provided by Link 2 Line, and Route 240.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 114 consolidates resources to be shifted to revised Route 111, upgrading it to all-day service connecting to South Bellevue Station. The deletion and reallocation of resources were strongly supported by the community, which expressed a desire for all-day northern-bound service for Renton Highlands. | Route 114 is currently suspended and was relatively resource-intensive for a peak-only route, with approximately 8,000 annualized hours in the Fall of 2019.<br><br>The existing frequent all-day Route 240 provides duplicative service along the majority of the southern portion of Route 114 between SR-900 and I-90, with a different terminus beginning in downtown Renton. Based on a route evaluation that indicated low ridership during Fall 2019, the southernmost segment of the route extending in Maplewood Heights that is not covered by Route 240 is eliminated.<br><br>The proposed network replaces service west of South Bellevue via the Link 2 Line and has a pathway parallel to 111 along I-405. The proposed network consolidates hours of Routes 111 and 114 to provide all-day service via 111, connecting to South Bellevue Station. | The majority of Route 114 intersected EPAs and multiple EPAs throughout Renton. Newcastle, Factoria, Eastgate, and Bellevue.<br>The route ensures connections to hospitals and many community assets while providing multiple connections to frequent high-capacity transit at multiple transfer points. Therefore, the consolidation of Route 111 for all-day frequent service and upgrade of Route 240 to frequent service improves connectivity to Renton Highlands. |

## Deleted Route 167

**Recommendation:** Delete Route 167. Replacement service is provided by Routes 111, 240, and 270.

| Community Input | Service Design | Equity |
|---|---|---|
| This change allows resources to be reinvested into the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2 and Phase 3 engagement. | Route 167 is duplicative of service Route 111 between downtown Renton and Eastgate.<br><br>Riders destined for the University District can connect to the new frequent Route 270 that travels across SR 520. | The deletion of Route 167 has no significant equity impact. Service is maintained by Routes 111, 240, 270, and the Link 2 Line. Reach map analysis indicated that travel time and reach is either preserved or improved traveling from Renton. |

## Deleted Route 200

**Recommendation:** Delete Route 200. Replacement service is provided by Routes 203 and ST Express 554.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 200 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2 and Phase 3 engagement. | In the Fall of 2019, Route 200 had the second lowest ridership of the study area and only operated during the midday; it has been suspended since 2020. Due to the route's far proximity to East or Bellevue Base, service for Route 200 has a high level of deadhead, making it resource intensive.<br><br>New Route 203, which serves North Issaquah between Issaquah Highlands and the Issaquah Transit Center and connects to South Bellevue Station replaces Route 200 and improves connectivity for the region. During Phase 3 engagement, further service was invested into Route 200 to provide all-day service.<br><br>Additionally, ST Express Route 554 serves South Issaquah between Issaquah Highlands and the Issaquah Transit Center via Front Street and Gilman Boulevard. | There are no significant equity impacts from the deletion of Route 200. Service is maintained by Routes 203 and 554. Overall Reach map analysis and trip change analysis indicate positive results for Issaquah. |

## Deleted Route 208

**Recommendation:** Delete Route 208. Replacement service is provided by Route 215.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 208 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2 and Phase 3 engagement, including investments in new Route 215 that replaces Route 208. | Route 208, which provides service between Issaquah and North Bend between peak and midday hours with 130-minute headways, is proposed for deletion.<br><br>The new proposed all day Route 215 will replace the service of Route 208 between North Bend and Issaquah and maintains service all day with a much higher frequency between 45-90 minutes.<br><br>Additionally, Route 215 continues from Issaquah to Mercer Island Station, creating an extended east-west connection for the North Bend and Issaquah communities. | There are no significant negative equity impacts from the deletion of Route 208. Service is maintained with an extended span and improved frequency by Route 215. |

## Deleted Route 212

**Recommendation:** Delete Route 212. Replacement service is provided by Link 2 Line Routes 215, 218, 226, and 269.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 212 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2 and Phase 3 engagement.<br><br>MN1 indicates a strong preference for increased frequency, which, combined with multiple revised, existing, and new routes, now serves the Eastgate Park-and-Ride. The proposed deletion of the route was generally favorable; however, | Route 212 currently provides service between Eastgate Park-and-Ride and downtown Seattle during peak hours.<br><br>Route 212's ridership is within the top quartile in the existing and Fall 2019 network indicating high demand for all-day, more frequent service.<br><br>In response to the high ridership and utilization of the Eastgate Park-and-Ride, multiple routes have been revised to improve service from Eastgate Park-and-Ride to connect to Link 2 Line, providing fast, frequent service to Seattle. | There are no significant equity impacts from the deletion of Route 212. Service is maintained by Routes 215, 218, 269, and 240. Despite the transfer that the proposed network requires to reach downtown Seattle, reach map analysis indicates maintained or improved service surrounding the Eastgate Park-and-Ride traveling to and from all destinations.<br><br>Trip change analysis shows consistent gains in service surrounding the Eastgate Park-and-Ride throughout the day. |

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| some concerns were raised over the removal of a single-seat ride into downtown Seattle. | New all-day frequent Route 215, revised peak-only Route 218, and the reoriented Route 269 all connect Eastgate Park-and-Ride to the Mercer Island Station. Additionally, revised Route 226 and revised very frequent Route 240 connect directly to South Bellevue Station. | |

## Deleted Route 214

**Recommendation:** Delete Route 214. Replacement service is provided by Link 2 Line, Route 203, and ST Express Route 554.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 214 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2 and Phase 3 engagement.<br><br>Some community members raised concerns about ST Express Route 554 being too slow in Phase 2 engagement. Phase 3 adjusted the route by adding more frequency and revising the pathway to directly serve South Bellevue Station and Bellevue Transit Center, shortening the route for improved speed and reliability. | Peak-only Rote 214, which provides a direct connection between Issaquah Highlands and downtown Seattle, is currently suspended due to high annual hours and duplicative service.<br><br>Revised ST Express Route 554 replaces Route 214 between Issaquah and South Bellevue Link Station. Link 2 Line replaces Route 214 between South Bellevue Link Station and downtown Seattle.<br><br>Local connections along the route are also improved with the introduction of New Route 203, which provides local service between Issaquah Transit Center and South Bellevue Link Station. | There are no significant equity impacts from the deletion of Route 212. Service is preserved by ST Express Route 554 and Route 203. |

## Deleted Route 216 and 219

**Recommendation:** Delete Route 216 and 219. Replacement service is provided by Link 2 Line and Routes 218 and 269.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Routes 216 and 219 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2 and Phase 3 engagement.<br><br>There was mixed support for deleting Route 216 and 219, with respondents opposed to transferring to reach Seattle; however, the project prioritizes connections to Link. | Peak-only Routes 216 and 219, which provide a direct connection between Bear Creek Park-and-Ride through Issaquah to downtown Seattle, are currently suspended due to high annual hours and duplicative service.<br><br>The proposed revision of Route 269 replaces service between Bear Creek Park-and-Ride and Mercer Island Station with improved service that spans all day on weekdays and daytime weekends.<br><br>The suspended route's replacement service is currently provided by frequent Route 554, which travels between Issaquah Highlands Park-and-Ride and extends into downtown Seattle.<br><br>The proposed revision of Route 554 will terminate at the South Bellevue Station Link 2 Line, providing better access to Bellevue and other northern destinations along the Link 2 Line.<br><br>Link 2 Line replaces Route 216 and 219 between Mercer Island Station and downtown Seattle creating a more reliable connection between downtown Seattle, Mercer Island, Issaquah, Sammamish, and other eastside destinations. | There is no significant equity impact of the deletion of Routes 216 and 219. Replacement service is provided by Routes 218 and 269. |

## Deleted Route 217

**Recommendation:** Delete Route 217. Replacement service is provided by Link 2 Line and Routes 203, 269, and 554.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 217 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2 and Phase 3 engagement.<br><br>Respondents expressed mixed support for deletion of Route 217, with respondents opposed to transferring to reach Seattle; however, the project prioritizes connections to Link. | The currently suspended peak-only Route 217 is proposed for deletion due to low ridership and duplicative service. Fall 2019 average weekday ridership was approximately 186 boardings a day, in the bottom 25% of the project network ridership. Based on network evaluation, the majority of trips originating on the eastside along Route 217 occur along I-90 in Eastgate and Factoria, a corridor with significant service improvements in the proposed network.<br><br>The suspended route's replacement service is currently provided by frequent ST Express Route 554, which travels between Issaquah Highlands Park-and-Ride and extends into downtown Seattle.<br><br>The proposed revision of ST Express Route 554 will terminate at the South Bellevue Station Link 2 Line, providing better access to Bellevue and other northern destinations along Link 2 Line.<br><br>Additional replacement service is provided by all-day Route 269 along the eastern portion of Route 217 between north Issaquah and Mercer Island, terminating at the Mercer Island Station. The Link 2 Line replaces service into Seattle.<br><br>Combined, these routes create a more reliable connection between downtown Seattle, Mercer Island, Issaquah, and other Eastside destinations and align with travel patterns and ridership demand. | There are no significant equity impacts with the deletion of Route 217. Replacement service is provided by Routes 203, 269, and 554. The most concentrated travel along Route 217 occurs within the EPA along I-90 in Eastgate and Factoria. Trip change analysis shows an increase in service along this corridor. |

## Deleted Route 221

**Recommendation:** Delete Route 221. Replacement service is provided by Link 2 Line, and Routes 222, 223, 226, and 251.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 221 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement.<br><br>Community input from Phase 2 engagement raised concerns over lost coverage on Old Redmond Road. In response to the feedback, Route 223 was reoriented for the Phase 3 network to replace the lost service. | Route evaluation referencing both the Fall of 2019 and Spring of 2024 indicates Route 221's highest ridership is primarily concentrated south of Downtown Redmond, with very low ridership levels in the northern Education Hill loop.<br><br>As a result, Route 221's Education Hill loop is replaced with Routes 222 and 251, both of which improve connectivity to Education Hill and preserve service to Downtown Redmond. The western side of the loop is replaced with new Route 251, which provides a connection directly to Woodinville, and new Route 222 replaces the eastern portion, providing access to Cottage Lake.<br><br>South of Downtown Redmond, Route 221 is replaced by the new all-day and weekend Route 223 along Old Redmond Road, 148th Ave. NE, and NE 8th Street between 156th Ave. NE and 164th Ave. NE with a deviation that connects to Overlake Village Station.<br><br>Revised Route 226, which gained improved frequency and span in the proposed network, replaces service along 164th Ave. NE between NE 8th Street and Eastgate Park-and-Ride.<br><br>Combined, these replacement routes increase the speed and reliability, provide better transfers to the future Link 2 Line, and create more transfer opportunities to regional destinations. | Route 221 intersects many EPAs; however, replacement service is provided by Routes 222, 223, 226, and 251. Replacement service maintains or improves trip count within high EPA block groups between Redmond Tech and Eastgate across all measured timeframes except minor reductions on Saturday.<br><br>The EPAs situated between Redmond Technology Station and Downtown Redmond, which include Old Redmond Road, show some trip degradation despite Route 223's reorientation in Phase 3. |

## Deleted Route 232

**Recommendation:** Delete Route 232. Replacement service is provided by Link 2 Line, Route 222, 250, and 931.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 232 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2 and Phase 3 engagement. Improve and add local connections.<br><br>The proposed deletion of Route 232 received strong support (55 percent approved of the change, 13 percent disapproved).<br><br>Respondents were specifically in favor of the reallocation of resources to increase all-day routes. | Peak-only Route 232 is currently suspended. The Route previously served Duvall, Redmond, and downtown Bellevue. Due to its relatively low ridership, with an average of 339 boardings on weekdays and high annualized platform hours of approximately 6,100, it is proposed for deletion.<br><br>Revised and newly introduced routes in the proposed network provide improved connectivity and all-day service.<br><br>Revised Route 931, with service expanded all day, provides replacement service between Duvall and Cottage Lake with a transfer opportunity to the new all-day Route 222 from Cottage Lake to NE 116th Street, connecting to Downtown Redmond Station.<br><br>Connections between Redmond and downtown Bellevue or North Bellevue are accessible either by the Link 2 Line or via revised frequent Route 250, which also serves the Kirkland Transit Center and the South Kirkland Park-and-Ride.<br><br>The deletion of Route 232 and revision of the network provide new connections from Duvall to Woodinville and all-day service between Cottage Lake, North Redmond, and Link service. | Route 232 intersects relatively few EPAs with no EPAs north of NE 104th Street. The southern portion of the route, that provides service for multiple EPAs is replaced with Routes 222, 250, and the Link 2 Line resulting in improved service with more trips by frequent high-capacity transit. |

## Deleted Route 237

**Recommendation:** Delete Route 237. Replacement service is provided by Route 256.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 237 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement.<br><br>Community input emphasized the priority of preserving easy access to downtown Seattle which is maintained during peak hours with the proposed new Route 256. The alignment of phasing the route with the I-405 BRT project was a primary concern with respondents. | The currently suspended peak-only Route 237 connects Woodinville Park-and-Ride with the Bellevue Transit Center along I-405.<br><br>The route had the lowest average weekday ridership in the project network in Fall 2019, with an average of 94 boardings a day, demonstrating a low demand for connections between Woodinville and Bellevue.<br><br>The new peak-only Route 256 replaces the portion of Route 237 between Woodinville and Totem Lake Freeway Station and then extends into downtown Seattle via I-5, improving connections to Seattle. Passengers traveling to Bellevue will have the opportunity to transfer to the future Stride 2 Line. | There are no significant equity impacts with the deletion of Route 217. Replacement service is provided by Routes 256. |

## Deleted Route 241

**Recommendation:** Delete Route 241. Replacement service is provided by Link 2 Line, Route 203, and 240.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 241 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement.<br><br>Route 241 had the lowest response rate for the central area in the engagement process and was initially proposed to remain with revisions.<br><br>Introduction of the new Route 203, proposed in Phase 3, effectively replaces most service except the Somerset pathway to and from Newport Way SE on 148th Pl. SE, Highland Drive, and Somerset Blvd. SE. Despite this gap in the service area, respondents supported the deletion, noting that Route 203 stops are within a 1-mile buffer of the eliminated Route 241, and the trade-off improved connectivity and frequency. | Local Route 241, which provides service between Bellevue and Eastgate with a southern loop in Somerset, is proposed for deletion.<br><br>Network evaluation indicated relatively low ridership in the bottom 50% of average weekday boardings, with the majority of boardings and alighting's happening between stops along Factoria Blvd. SE and downtown Bellevue. Replacement service between Factoria Blvd. SE and downtown Bellevue is provided by the revised very frequent route 240 that connects to the South Bellevue Station and Downtown Bellevue Station.<br><br>The proposed new Route 203 on Newport Way, situated 0.5 miles away or less than Allen Road in the Somerset loop, provides an alternative for riders while also creating connections to the South Bellevue Station and Issaquah.<br><br>Both Routes 203 and 240 operate at a higher frequency than Route 241, further improving service and reach to regional destinations. | The proposed deletion of Route 241 has minimal impacts on EPAs; however, a portion of the Somerset loop loses direct coverage. This area is identified as an EPA; however, network analysis indicates relatively low ridership along these stops in relation to the route. Additionally, the proposed new Route 203 is positioned less than a mile away from the eliminated stops.<br><br>The northern section of the route between Coal Creek Parkway SE and downtown Bellevue primarily gained trips throughout all weekday and weekend hours. |

## Deleted Route 246

**Recommendation:** Delete Route 246. Replacement service is provided by Routes 203, 220, 249, and 270.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 246 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement.<br><br>The majority of responses supported deleting this route and subsequent reallocation of resources to routes with more frequent service. | Local Route 246, proposed for deletion, provides peak and midday service with 60-minute headways in an indirect curvilinear pathway through Eastgate, Bellevue, and Clyde Hill. Ridership levels remain in the bottom 25 percent of the project network in both Fall 2019 and Spring 2024.<br><br>Multiple routes with higher frequency and span replace Route 246:<br><br>Revised all-day Route 249 replaces service between downtown Bellevue and Clyde Hill.<br><br>Newly proposed all-day Route 203 provides service in Factoria and on the northern portion of the Somerset loop along SE Newport Way.<br><br>New all-day frequent Route 270 provides frequent service on Bellevue Way near 100th Ave NE.<br><br>New frequent Route 220 replaces service on SE 8th Street on 112th Ave. SE south of Main Street.<br><br>Several areas will no longer be served, including the Woodridge neighborhood via Richards Road, SE 26th Street, 128th Ave. SE, SE 27th Street, 123rd Ave. SE, SE 12th Street, 121st Ave. SE until SE 8th Street. The Route 246 Somerset loop will also no longer have service to and from Newport Way SE on 148th Pl. SE, Highland Drive, and Somerset Blvd. SE. However, bus | There are no significant equity impacts with the deletion of Route 246. Replacement service is provided by 203, 220, 249 and 270. Many of the replacement routes operate at a higher frequency or with a greater span than Route 246. |

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| | stops on this path are within 1 mile of the proposed Route 203.<br><br>Additional alternative paths within 1 mile of Route 246 stops include Route 220 to the north on SE 8th Street and Route 226 and 240 to the south on Eastgate Way.<br><br>Replacing Route 246 with 203, 220, 249, and 270 prioritizes frequency on routes with the highest demand and more direct pathways to connect local neighborhoods to the Link 2 Line. | |

### Deleted Route 252

**Recommendation:** Delete Route 252. Replacement service is provided by Route 256.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 252 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement. | Peak-only Route 252, currently suspended, is proposed for deletion. Peak-only Routes 252, 257, and 311 have duplicative pathways that run along I-405, SR 520, and into downtown Seattle and are consolidated and replaced by the newly proposed Route 256. Route 256 extends from the Woodinville Park-and-Ride and preserves service at the Totem Lake Freeway Station, and the Kingsgate Park-and-Ride into downtown with new coverage in South Lake Union. | There is no significant equity impact associated with the deletion of Route 252. Routes 252, 257, and 311 are consolidated and replaced with Route 256. |

## Deleted Route 257

**Recommendation:** Delete Route 257. Replacement service is provided by Route 256.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 257 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement. | Peak-only Route 252 is proposed for deletion. Peak-only Routes 252, 257, and 311 have duplicative pathways that run along I-405, SR 520, and into downtown Seattle and are consolidated and replaced by the newly proposed Route 256. Route 256 extends from the Woodinville Park-and-Ride and preserves service at the Brick Yard Park-and-Ride, Totem Lake Freeway Station, and the Kingsgate Park-and-Ride into downtown with new coverage in South Lake Union. | There are no significant equity impacts associated with the deletion of Route 257. Consolidation of peak Routes 252, 257, and 311 is replaced with peak Route 256. |

## Deleted Route 268

**Recommendation:** Delete Route 268. Replacement service is provided by Link 2 Line, Route 269, and ST Express Route 542.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 268 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement.<br><br>The community was in favor of the deletion of Route 268, expressing a preference to use the Link 2 Line to travel between Redmond and Seattle.<br>The deletion responds to mobility needs by providing more transfer opportunities via Link so riders can travel to different local and regional destinations. | Peak-only Route 268, currently suspended, provides a connection between Redmond, starting along SE Redmond Way, and connects through Bear Creek Park-and-Ride to downtown Seattle via SR 520, a significant portion that is duplicative of the Link 2 Line.<br><br>The proposed revisions on frequent all-day ST Express Route 542, to extend its terminus to the Bear Creek Park-and-Ride, would replace the portion of Route 268 between Redmond and the Bear Creek Park-and-Ride to Montlake before deviating to the University District, connecting to the Link 1 Line, creating improved | The deletion of Route 268 has no significant equity impacts. Service in EPAs provided by Route 268 is improved with the introduction of the Link 2 Line and revised ST Express Route 542, which both have frequent all-day service. |

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| | access to the Link 1 Line and the University District.<br><br>Additionally, the replacement of Route 268 with revised ST Express Route 542 improves connections to downtown Seattle by connecting passengers to multiple stations along the Link 2 Line throughout the day and weekend, including the Downtown Redmond Station, Redmond Tech Station, and Overlake Station, leveraging connections to high-frequency transit investments.<br><br>Revised Route 269 replaces the portion of Route 268 on NE Redmond Way and 180th Ave NE. | |

## Deleted Route 271

**Recommendation:** Delete Route 271. Replacement service is provided by Routes 203, 220, 249, 270, and 554.

| Community Input | Service Design | Equity |
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| The deletion of Route 271 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement.<br><br>The deletion of Route 271 responds to mobility needs by providing more and easier transfer opportunities to frequent connections to Link as well as increased speed and reliability. | Route 271, connecting Issaquah with direct access to the University District, is proposed for deletion to increase speed and reliability, improve local connections, and provide transfer opportunities to Link 2 Line while eliminating duplicative service.<br><br>The existing Route 271 has an average weekday ridership and annualized platform hours in the top 25 percent of routes within the project scope for both Fall 2019 and Spring 2024 service. Network evaluation indicates that ridership is highest north of I-90 through Eastgate, Wilburton, and Bellevue and extends into the University District across SR 520. | The deletion of Route 271 is replaced with multiple high-frequency routes strategically segmented to meet demand and maintain or improve service in high EPAs. Trip change analysis primarily shows an increase in trips along all portions of the route, with the exception of central Bellevue and Lake Hills, where there are several EPAs. This is attributed to the reorientation of Route 240 and is not associated with the deletion of Route 271 with the replacement of Route 220.<br><br>Similarly, reach map analysis showed increased reach and reduced travel time from the destination intersection Route 271's pathway, including Bellevue Transit Center. |

| | | |
|---|---|---|
| The overall response for the proposed deletion of Route 271 was supported by a margin of 2 to 1.<br><br>Respondents liked the replacement service provided by Route 270, citing the reliability of a shorter route, reorienting service to Bellevue Way north of downtown Bellevue (preferred nearly 4 to 1), and the ability to run Route 270 on larger buses.<br><br>Concerns were raised in Phase 2 about reducing the frequency of the replacement service for the corridor between downtown Bellevue and Eastgate. As a result, savings from deleted routes were reinvested to upgrade Route 220 to frequent service, with an extended night service span in Phase 3 adjustments. | To match the demand of Route 271, replacement routes 220, 270, and ST Express Route 554, which are oriented along high ridership corridors, all run on frequent service levels.<br><br>Newly proposed frequent Route 270 preserves the connection between downtown Bellevue and the University district, where boardings are most concentrated along the existing Route 271. However, the proposed Route 270 does not cover Medina and instead connects to SR 520 via Bellevue Way NE, an area with high equity priority.<br><br>Corridors within Medina, the relatively low ridership area along Route 271, are replaced by Route 249, connecting to the South Bellevue Station, Downtown Bellevue Station, and Spring District Station.<br><br>The service north of I-90 to Bellevue has been replaced by the newly proposed frequent Route 220 between Eastgate and Bellevue Transit Center, making an additional connection to the Link 2 Line at East Main Station.<br><br>Revised frequent ST Express Route 554 replaces service between Issaquah and Eastgate Park-and-Ride and extends to the Downtown Bellevue Station. Route 203 provides an additional connection between Issaquah and Eastgate and Link with a deviation area along SE Newport Way and Factoria Boulevard SE, improving local access. | |

## Deleted Route 311

**Recommendation:** Delete Route 311. Replacement service is provided by Route 256.

| Community Input | Service Design | Equity |
|---|---|---|
| The deletion of Route 311 allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement as well as issues identified in the Phase 2, Phase 3, and Phase 4 engagement. | Peak-only Route 311 is proposed for deletion. Peak-only Routes 252, 257, and 311 have duplicative pathways that run along I-405, SR 520, and into downtown Seattle and are consolidated and replaced by the newly proposed Route 256. Route 256 extends from Route 256 extends from the Woodinville Park-and-Ride and preserves service at the Totem Lake Freeway Station, and the Kingsgate Park-and-Ride into downtown with new coverage in South Lake Union. | There is no significant equity impact associated with the deletion of Route 311. Instead, peak Routes 252, 257, and 311 will be consolidated and replaced with peak Route 256. |

## Deleted Route 342

**Recommendation:** Delete Route 342. Replacement service is provided by Routes 111, 256, 331, and ST Express Route 522.

| Community Input | Service Design | Equity |
|---|---|---|
| This change allows resources to be reallocated to the rest of the proposed network to address priority mobility needs identified in the Phase 1 engagement and issues identified in the Phase 2, Phase 3, and Phase 4 engagements. | Peak-only Route 342 is currently suspended and is proposed for deletion. The route's pathway is duplicative of multiple routes within the project area. Northern service is maintained by existing Route 331 connecting Kenmore to Shoreline and ST Express Route 522, which provides service between Woodinville and northern Seattle. The proposed new Route 256 maintains peak level service along I-405, and the southern portion of the pathway is served by revised Route 111 extending to Renton, which has an increased frequency and expanded span in the | There is no significant equity impact associated with the deletion of Route 342. Service is maintained by existing or proposed routes within the final proposed network. |

| | | |
|---|---|---|
| | proposed network. When this route operated, it had very low ridership. | |

# 4 Network Evaluation

## Equity Analysis Framework

The East Link Connections mobility project incorporated ongoing equity analysis into the planning process to measure how each phase impacted Equity Priority Areas (EPA) compared to the established baseline network. Additional information on the determination of an EPA and the evolution of the baseline network through the project timeline is available in Section 2, Baseline Conditions.

The equity analysis looked at impacts of the proposed final network on people living in EPAs based on the following four criteria for both the total population and priority populations.

1. **Access to transit:** Change in access to both transit service overall, and access to frequent service. Access is defined as living within 1/4 mile of a bus stop or 1/2 mile of a light rail station for both transit service overall and the frequent transit network (15 minute or better all-day service).
2. **Access to Community Assets:** Change in accessibility to community assets measured by the change in number of community destinations that are served by transit. Community assets are considered accessible by transit if they are within a 1/4 mile of a bus stop or 1/2 mile of a light rail station walk of a transit stop.
3. **Transit Trip Counts:** Change in number of daily trips available within a block group, measured as the difference between daily transit trips in the existing and final proposed network that operate in a given block group.
4. **Travel Time Reach (reach map comparison):** The difference in where and how far a rider can go in an hour on transit from a particular location using baseline network compared to the final proposed network. The locations selected for travel time reach comparisons focused on EPAs and locations with high concentrations of community assets and/or jobs.

## Summary of Network Evaluation

The following points summarize key take aways from the overall network evaluation for access to transit, access to community assets, trip change, and travel time reach. The expansion of the Link 2 Line to the Eastside and proposed connecting bus changes improve regional connectivity, reach, and span. Travel time benefits are especially evident at the periphery of the project area, including Renton, Kenmore, Sammamish, and Issaquah, while access to frequent service increases significantly.

Trip change:

- Redistributing peak-focused service to all-day/all-week service improves mobility throughout the day and on weekends and aligns with the themes and objectives outlined by the community.

- The proposed network reallocates service by shifting resources away from the expensive peak-oriented, downtown Seattle-focused services and reinvesting in all-day, seven-day-a-week service, providing more service frequency with greater span.

Access to transit/trip change:

- Access to frequent service increases significantly with this network and at an even higher rate within Equity Priority Areas.
- Orienting routes to serve Link stations generates benefits beyond connecting to Link. Multiple routes connecting at stations provide additional transfer points, creating new or improved origin and destination pairs and providing access to additional regional destinations.
- Reorienting Routes 111 and 240 to connect to the Link 2 Line at South Bellevue Station provides improved access for priority areas, including Renton and Newcastle, to both the Eastside and downtown Seattle.

Access to community assets:

- Access to community assets remains relatively the same in the network overall. However, the number of assets accessible from the frequent network increased by 12 percent, more than half of which are within equity priority areas.

Travel time:

- Peak period trips into downtown Seattle maintain or increase in travel times compared to the baseline network. While travel times may be slower in some cases, the integration with the Link 2 Line provides more reliable travel times, frequent service, and a longer span of service.
- Weekend travel time improves significantly in most scenarios. All-day, more frequent weekend service on the Link 2 Line in particular, expand weekend travel options.
- Comparatively, local travel time changes on the Eastside are minimal. Although Link improves regional connectivity with frequent, fast service between regional hubs, it has limited ability to improve travel time on some local trip pairs served by frequent service in the baseline network and not directly served by Link. In areas such as this, the benefit is enhanced connectivity to regional destinations, especially during off-peak hours.

  Routes that gain frequency reduce transfer time and, as a result, have shorter travel times overall.

# Access to Transit

Compared to the spring 2024 Baseline Network, the population with access to any transit within ¼ mile of their residence increases under the final proposed network. This is true for both total population and priority populations, as shown in Figure 10.

Access to frequent transit increased substantially, with 8 percent of the entire population in the study area, more than 30,000 people, gaining access to frequent all-day transit. Access gains are most pronounced with priority populations; approximately 24,000 of the 30,000 (80 percent) residents gaining access reside in EPAs.

This expanded access to frequent transit can be attributed to changes made to the Phase 3 network based on equity analysis and outreach results from Phase 2, which identified routes and areas where increased frequency would improve transit access in EPAs. These included

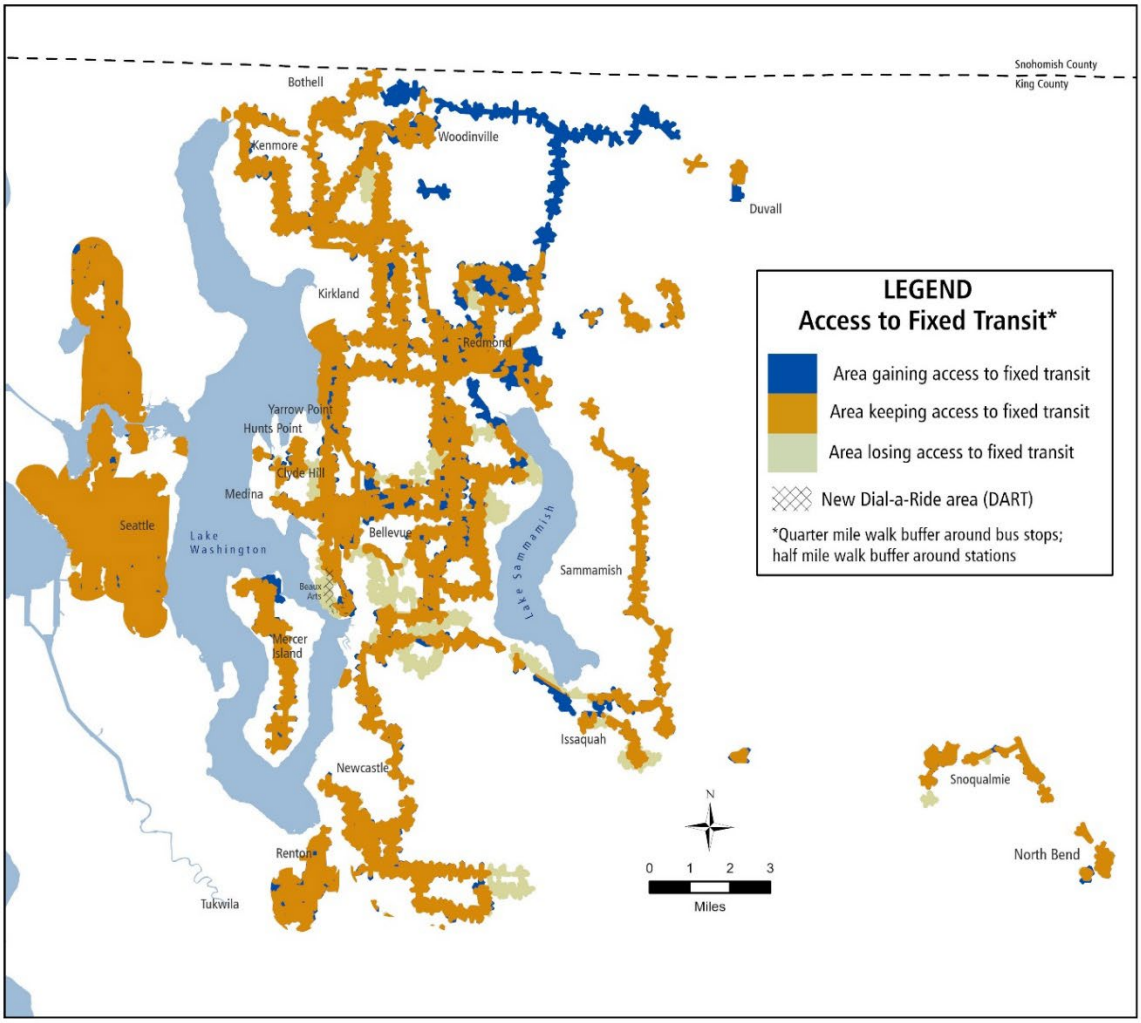
the introducing of three new routes (215, 220, 270) and increasing service to achieve frequent status for two revised routes (240, 269 when combined with 215).

**Figure 10 Change in access in the final proposed network**

| | | Full System | | Study Area | |
|---|---|---|---|---|---|
| | | Entire Population | Priority Population | Entire Population | Priority Population |
| **Change in Population with Access to Transit** | Full Transit Network | +26,628 (+2%) | +31,273 (+5%) | +663 (+0%) | +8,612 (+3%) |
| | Frequent Transit Network | +42,120 (+5%) | +29,093 (+9%) | +30,364 (+8%) | +24,359 (+14%) |

Figure 11 illustrates the improvement in the frequent network within the project area between the existing network and the final proposed network. Notable additions, all serving equity priority areas, can be seen in expansion south to Newcastle and Renton, east to Issaquah, northeast to Avondale, and in eastern Bellevue. Additionally, shifting frequent service from Medina to Bellevue Way serves more priority populations with frequent service.

**Figure 11 Map of change to the fixed-route netwo**



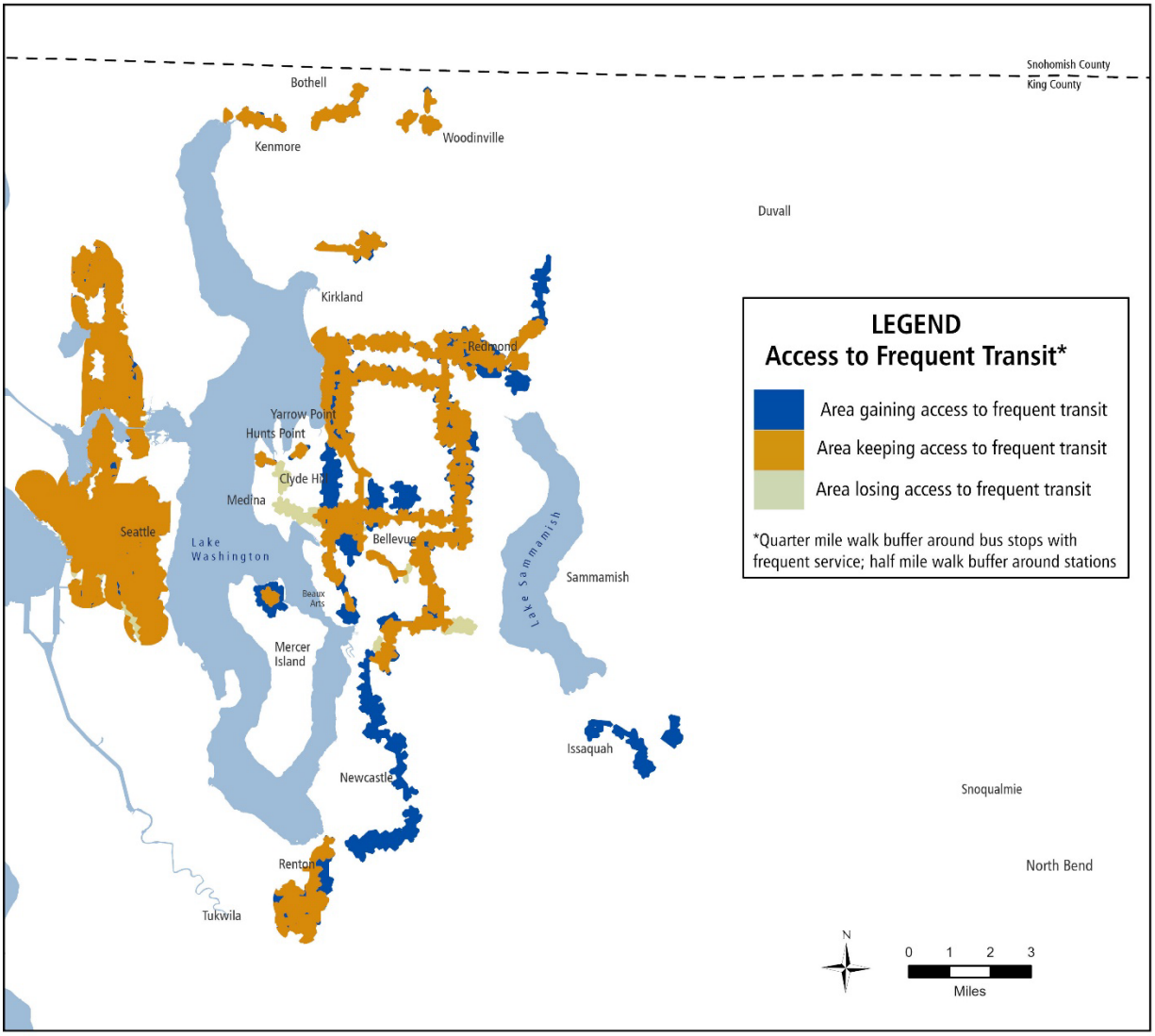

**East Link Connections Project Study Area:**
**Access to Fixed Transit - Baseline versus Proposed**



Path: C:\Users\FlanagC\OneDrive - King County\Analysis Team GIS\Restructure- East Link P4\EastLinkP4\ELC_P4EIRUpdates\APRX\ELCP4_AccessMapsAnalysis\ELCP4_FinalAccessMaps.aprx
September 30, 2024

King County

**Figure 12 Map of change to frequent network**




**East Link Connections Project Study Area:**
**Access to Frequent Transit - Baseline versus Proposed**



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September 30, 2024

King County

# Access to Community Assets Reachable by Transit

King County Metro has developed a Community Asset Inventory that documents community resources that are linked to defined equity determinants. Further information on King County Metro's Community asset inventory can be found in Section 2, Baseline Conditions.

The following analysis looks at how access to community assets changes between the baseline network and the proposed final network. Overall, while there is little change to assets accessible by transit, there is a significant increase in assets accessible by frequent transit service.

Within the project study area, 18 assets became accessible by transit, and 15 assets lost access, resulting in a net gain of 3 assets accessible by transit. Within EPAs, there is a 2 percent decrease in transit accessible assets, resulting in 15 assets no longer accessible via transit and 5 assets becoming accessible via transit. The assets within EPAs that lose access via transit in the proposed network include eight daycare centers, three schools, an emergency shelter, a health center, a municipal service center, and a work source site. Assets that become accessible include a college, an election drop box location, a shopping center, a place of worship, and a Women, Infants, and Children (WIC) Vendor.

The number of community assets accessible by transit does not measure the quality of the connecting service. Some assets losing access have limited transit that runs at low frequency and short span of service in the baseline network.

In the proposed network, 109 assets became accessible via frequent transit service, and no asset lost access via the frequent network. The most notable assets that became accessible via frequent service are grocery stores (22), daycare centers (18), places of worship (15), assisted living facilities (11), and WIC vendors (11). Of the 109 locations gaining frequent access, 62 or 43 percent of the total gains are within EPAs.

**Figure 13 Access to community assets**

| | | Full System | | Study Area | |
|---|---|---|---|---|---|
| | | Entire Population | Priority Population | Entire Population | Priority Population |
| **Change in Population with Access to Community Assets** | Full Transit Network | +48 (+2%) | +05 (+0%) | +03 (+0%) | -10 (-2%) |
| | Frequent Transit Network | +122 (+6%) | +60 (+6%) | +109 (+12%) | +62 (+13%) |

Although the total number of assets with access to transit is reduced slightly within EPAs, the number of assets gaining access to frequent transit has increased significantly. These results align with the themes heard from the community repeatedly during outreach, preferring higher frequency routes with more hours of service over coverage routes with less service. With this improved frequent access to important community assets, the proposed network provides improved service for priority populations based on community priorities identified during outreach.

# Transit Trip Count Analysis

Trip change was analyzed by calculating the percent change in the number of trips stopping in a census block group during weekdays during the following periods: AM peak, midday, PM peak, evenings, and all-day Saturday and all-day Sunday. The trip change analysis focused

on identifying service level changes within equity priority areas in the final proposed network, including a review of where trip counts decreased.

**Figure 14 Block group trip changes - Weekday all-day**

| | Weekdays - All Day | | | | | |
|---|---|---|---|---|---|---|
| | Full System | | | Project Area | | |
| | Non-EPA Block Groups | EPA Block Groups | All Block Groups | Non-EPA Block Groups | EPA Block Groups | All Block Groups |
| **Gained trips** | 96 | 179 | 275 (21%) | 159 | 95 | 254 (20%) |
| **Maintained trips** | 366 | 565 | 931 (72%) | 115 | 56 | 171 (13%) |
| **Lost trips** | 36 | 53 | 89 (7%) | 52 | 36 | 88 (7%) |

**Figure 15 Block group trip changes – Saturday all-day**

| | Saturday - All Day | | | | | |
|---|---|---|---|---|---|---|
| | Full System | | | Project Area | | |
| | Non-EPA Block Groups | EPA Block Groups | All Block Groups | Non-EPA Block Groups | EPA Block Groups | All Block Groups |
| **Gained trips** | 68 | 135 | 203 (16%) | 119 | 68 | 187 (14%) |
| **Maintained trips** | 378 | 544 | 922 (71%) | 142 | 71 | 213 (16%) |
| **Lost trips** | 47 | 52 | 99 (8%) | 51 | 46 | 97 (7%) |

**Figure 16 Block group trip changes - Sunday all-day**

| | Sunday - All Day | | | | | |
|---|---|---|---|---|---|---|
| | Full System | | | Project Area | | |
| | Non-EPA Block Groups | EPA Block Groups | All Block Groups | Non-EPA Block Groups | EPA Block Groups | All Block Groups |
| **Gained trips** | 90 | 174 | 264 (20%) | 159 | 90 | 249 (19%) |
| **Maintained trips** | 343 | 498 | 841 (65%) | 111 | 55 | 166 (13%) |
| **Lost trips** | 40 | 42 | 82 (6%) | 41 | 39 | 80 (6%) |

The trip change results in the proposed network are affected by multiple aspects of network development. The baseline network references spring 2024 service, which includes the limited Link 2 Line stations newly opened in April 2024. The completion of the Link 2 Line reflected in the final network increases trips throughout the block groups where the final four stations intersect: Marymoor Village Station, Downtown Redmond Station, Mercer Island Station, and Judkins Park Station. Additionally, restoring suspended service directly increases trips of intersecting block groups. Otherwise, trip change results are attributed to the shift and reallocation of service of routes within the study area.

The revision of routes was guided by network analysis and community feedback from each phase of the project. The community expressed strong support for increased midday and weekend service as opposed to commute-oriented peak trips; analysis results reflect the community's priority to redistribute trips more evenly throughout the midday and weekends.

Overall, the network gains 2,770 weekday trips, a 22 percent increase within midday hours and 29 percent in the PM peak. Saturday gains an additional 242 trips, and 351 on Sunday. Most weekend trip adds are within the midday or evening hours. This aligns with the objective to expand weekend service and provide more evening and midday trips.

Geospatial analysis indicates that 254 or 20 percent of the block groups in the study area gain trips on weekdays, 37 percent of those block groups are classified as EPAs with a total population of over 170,000 residents.

Area specific summaries are provided below, and maps delineated by time periods can be found in Figures 14-21.

## Area Specific Trip Change Results

*Downtown Bellevue*
The block group surrounding the Bellevue Transit Center have moderate trip gains throughout all time periods for weekdays. These gains are driven by the implementation of the full Link 2 Line operations, which, upon completion, increases from 1000 to 1,450 weekday trips, as well as the increase in frequency in Route 240, and several new frequent routes that serve the Bellevue Transit Center, including Routes 220, 270 that replaces Route 271. There is a minor loss in weekend trip counts mainly driven by the deletion of ST Express Route 545 replaced by the Link 2 Line. Areas adjacent to downtown Bellevue have mixed outcomes. As a result of the deletion of ST Express Route 550 and ST Peak Routes 555-556, several block groups south of downtown lose trips during AM Peak and PM Peak hours. Along Bellevue Way NE, an area identified as an EPA, there is moderate to large trip gains throughout all time frames and day types due to the introduction of new frequent Route 270.

Medina loses trips across all time frames and days due to the deletion of Route 271. Replacement service is provided by the less frequent revised Route 249, which better matches the relatively low demand within the neighborhood. Beaux Arts has a similar trip loss with the southern portion of Route 249 being converted to a DART deviation area, which will maintain previous coverage, but move fixed-route operation to Bellevue Way SE and 108th Ave. SE. In addition to low ridership, both Medina and Beaux Arts are not designated EPAs; therefore, services removed from these areas were reinvested into higher-priority areas with higher travel demand.

*Factoria*
Block groups in Factoria adjacent to I-405 and south of Coal Creek Parkway SE maintain the same or increase in trips due to the added frequency and span of Route 111. Trips adjacent to the east side of Factoria Boulevard were reduced slightly due to the deletion of Routes 241 and 246. Replacement service is provided by added frequency on Route 240 and the new Route 203, which both provide access to Eastgate Park-and-Ride and South Bellevue Station. As a result, travel time and reach are maintained as outlined in the reach map analysis.

West of Factoria Boulevard, trips are completely lost due to Route 245's revision to terminate in Eastgate, which no longer serves the loop through Factoria Boulevard and 124th Ave. SE. The Mobility Board supported the revision to eliminate the loop due to the

segment's relatively low ridership and the inconvenience of the route, which required northbound trips to layover at Eastgate before continuing north.

*Issaquah & Sammamish*
Trips increased significantly across all timeframes on all days in most parts of Issaquah, Issaquah Highlands, and Sammamish due to the increased frequency of Route 269 and the addition of Routes 203 and 215. Deleted Route 271 provided service along NW Sammamish Road and West Lake Sammamish Parkway SE, which is no longer covered in the final proposed network and results in a loss of trips north of I-90.

*Judkins Park*
The EPA block groups surrounding Judkins Park Station gain trips throughout all periods due to the addition of Link 2 Line service. There is a minor trip reduction during the evenings north of Judkins Park station along Route 8 due to moving the route from Martin Luther King Jr. Way S to 23rd Ave. S. This aligned with engagement and supported maintaining most of Route 8's pathway and only revising the route to connect to the Link 2 Line. In most other time frames, trip change remains neutral with no losses or gains.

*Crossroads*
Trips in northeast Crossroads surrounding Kenilworth gained many trips during the midday and evening hours due to the introduction of new Route 222, connecting Redmond Technology Station to Redmond via W Lake Sammamish Blvd, and the increased frequency invested into Route 226. West of 156th Avenue NE consistently gains moderate trips across all day types and hours due to the increase frequency of Route 223 compared to Route 221 which it replaces.

The area east of 164th Avenue NE in the Bretton Wood area is no longer covered in the final proposed network due to the revision of Route 226 to replace Route 221 coverage along 164th/168th Ave. NE corridor. The revised Route 226 pathway is more direct and serves more EPAs. The trip loss shown along W Lake Sammamish Parkway SE is due to the linear nature of this low-equity scoring block group whose northern tip touches a single stop losing coverage.

*Lake Hills*
There are moderate trip gains in the 164th Ave. SE corridor and west of Weowna Park where Route 226 replaces Route 221 with more frequent service.

Block groups along Lake Hills Boulevard and east of 145th Place SE have moderate trip gains consistently throughout the week due to the introduction of new Route 223, which replaces the service previously provided by the less frequent Route 226. The EPA block groups that surround the Eastgate Park-and-Ride, a critical transfer point in the network, gain high levels of trips due to increased frequency on Route 226, new frequent Route 220, and new Route 223, and continued service by the more frequent Route 240.

Trips decline throughout all time periods west of 145th Place SE, primarily driven by rerouting of Route 240 to no longer serve Richards Road and the western portions of the Lake Hills Connector, instead directly serving South Bellevue Station. Despite the trip loss, travel time and reach associated with Lake Hills remain relatively the same, as outlined in the reach map analysis, due to the replacement of deleted Route 271 with new Route 220, which provides frequent service connecting Eastgate and the Link 2 Line at South Bellevue Station and the Bellevue Downtown Station.

*Overlake*
Block groups surrounding the Overlake Village Station increased in trips due to the added frequency assumptions for ST Express Route 542 and the proposed introduction of new Routes 222 and 223, improving access to the Link 2 Line. The revision of the southern pathway of Route 225 to connect to the Overlake Village Station and the Overlake Park-and-Ride increases trips and connectivity to the EPA south of SR 520, which is dense with housing and community assets, including multiple shopping centers.

North of Overlake, between Redmond Technology Station and Overlake Station, has slightly fewer trips due to the reorientation of Route 249 to terminate at Spring District, no longer serving the east, and the deletion of ST Express Route 545. Service is still maintained by frequent Route 245 and Routes 222 and 225, which connect to Link 2 Line stations.

*Renton*
Trip counts surrounding Renton and extending north through Newcastle, the majority of which are EPAs, are higher during all time periods on weekdays. This improvement is driven by the increase in the frequency of Route 240, which operates between Renton Transit Center and downtown Bellevue, and the conversion of Route 111 from peak-only, peak-direction service to all-day, weekend, and evening service. Trips decline slightly during weekend service due to decreased weekend evening frequency.

*Seattle Downtown*
The final Phase 4 analysis indicates that some block groups within Downtown Seattle significantly decline in total trips. This is due to the replacement of high-frequency ST Express routes 550 and 545 with Link light rail in adjacent block groups.

Block groups intersecting with Link 2 Line stops in central Seattle maintain relatively the same trip count with a minor loss, also attributed to ST Express Routes 550 and 545 removals. The ST Express Route 550 previously provided service between downtown Bellevue and downtown Seattle via I-90, while the ST Express Route 545 provided a connection between Redmond and Downtown Seattle via SR 520. Combined, these routes have a higher trip count than Link, but each provided service in a less direct path than the Link 2 Line, have individual frequencies lower than the Link 2 Line, and could often be less reliable and slower due to traffic congestion compared to grade-separated light rail service. Therefore, the slightly lower trip in block groups that intersect Link stops is not representative of the gains in frequencies and reliability provided in the final proposed network.

*Totem Lake*
The final proposed network restores suspensions due to COVID-19 on a number of routes, including Route 225, which provides service between Overlake and Kenmore from existing 60-minute headways to 30-minute headways throughout most of the day. As a result, trip counts surrounding Totem Lake, Kirkland, and up through Kenmore increase during all weekday hours.

Weekend and evening trip counts west of I-405 increase due to investments made in Route 930 to expand the evening span and add new service on Saturday and Sunday. This provides improved access between the EPAs surrounding Totem Lake and the Kingsgate Park-and-Ride to Downtown Redmond.

*Redmond*
Redmond, which includes many EPA block groups, has pronounced trip gains across all days and times due to new Route 251 connecting to Woodinville, and frequency increases on

Routes 269, 223, DART 224, and DART 930 as well as the extension of Link 2 Line service to Downtown Redmond Station and Marymoor Village Station. However, there are moderate trip reductions during weekday service in a block group adjacent to Willows Road NE in Willow-Rose Hill due to the deletions of Routes 221 and ST Express Route 545. This was supported by the Mobility Board due to low ridership levels in the area.

**Figure 17: Trip change, weekdays all periods**

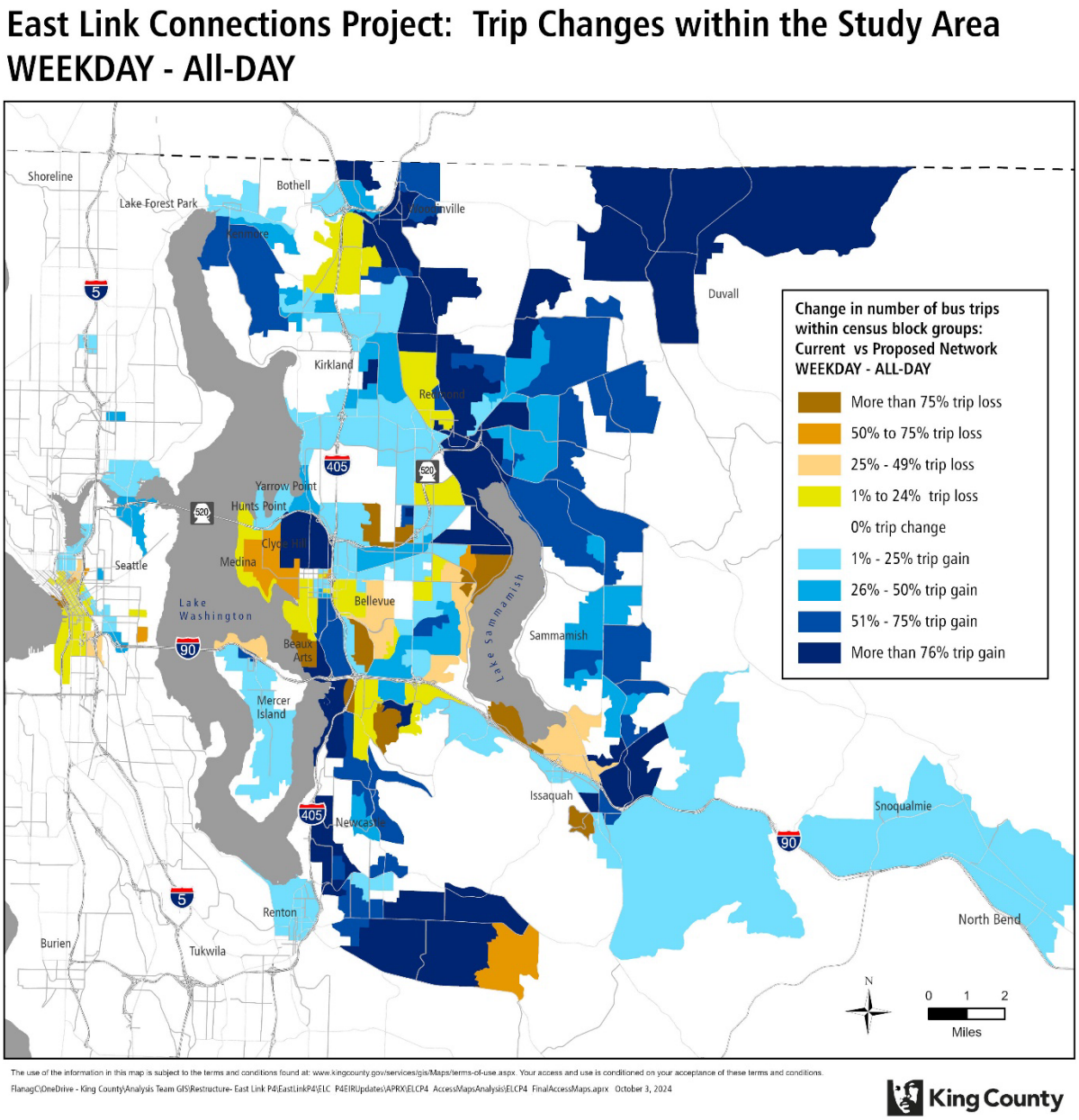


**Figure 18: Trip change, weekday, AM Peak**

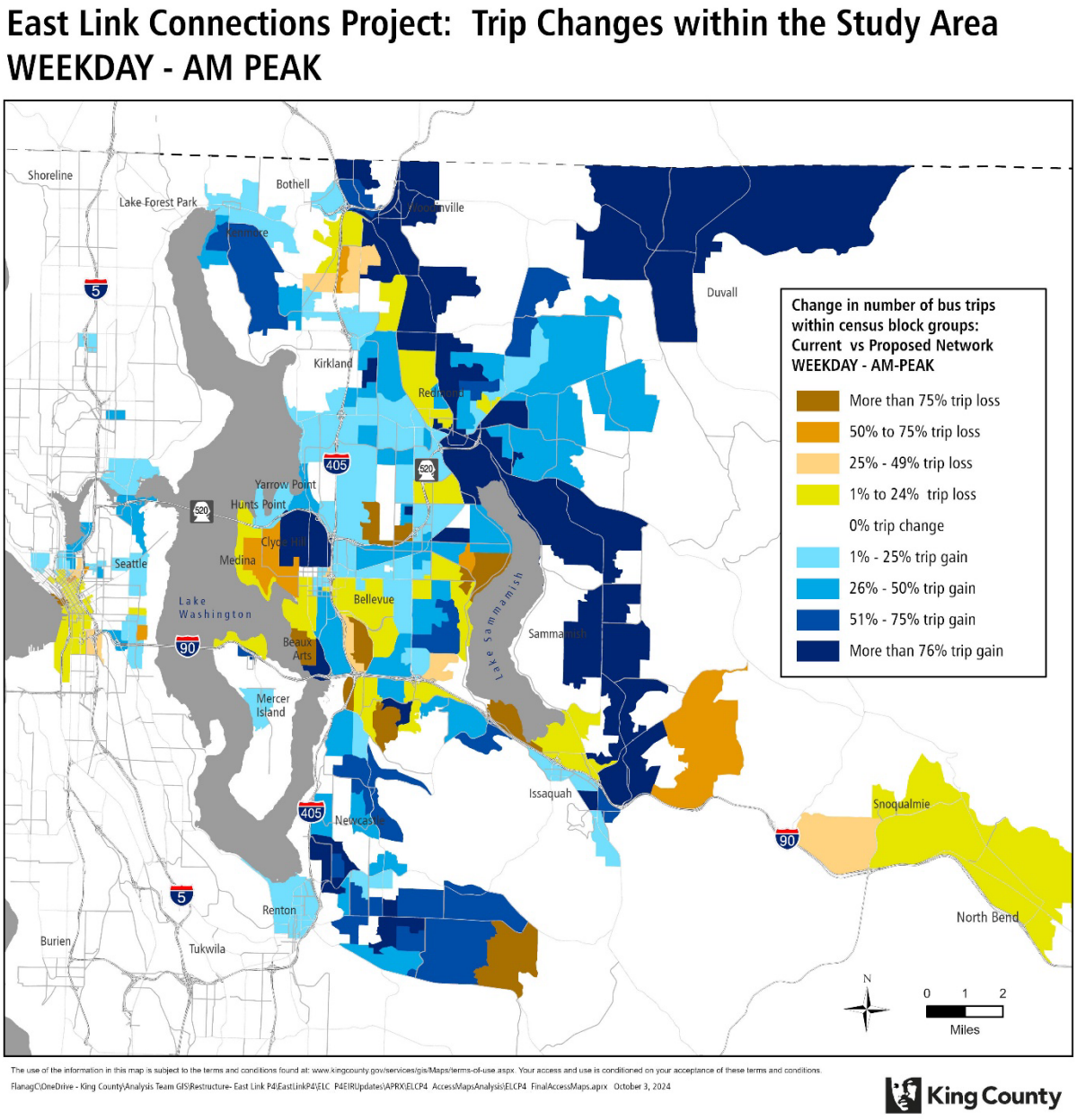


**Figure 19 Trip change, weekday, Midday**

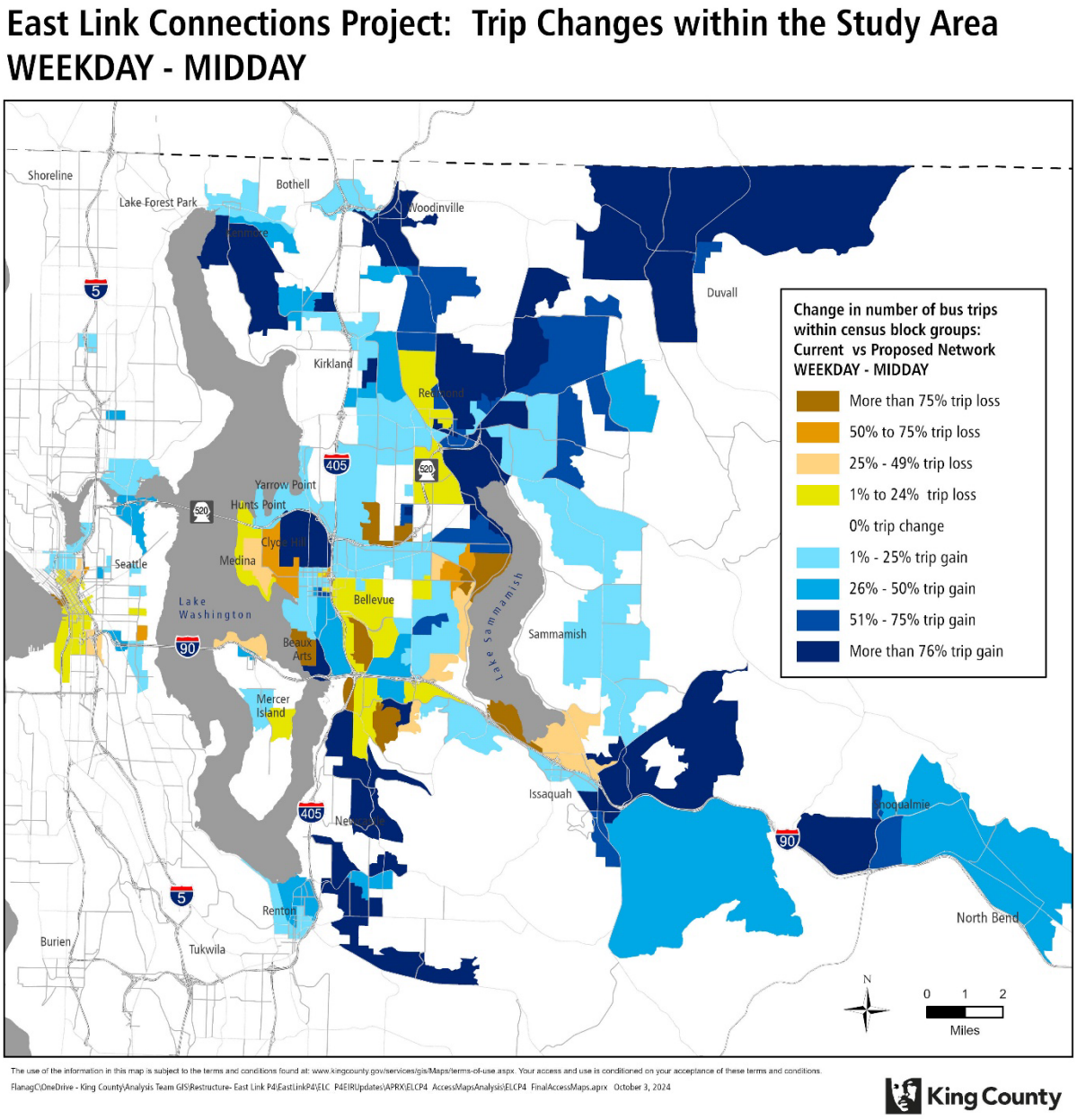


**Figure 20 Trip change, weekday, PM Peak**

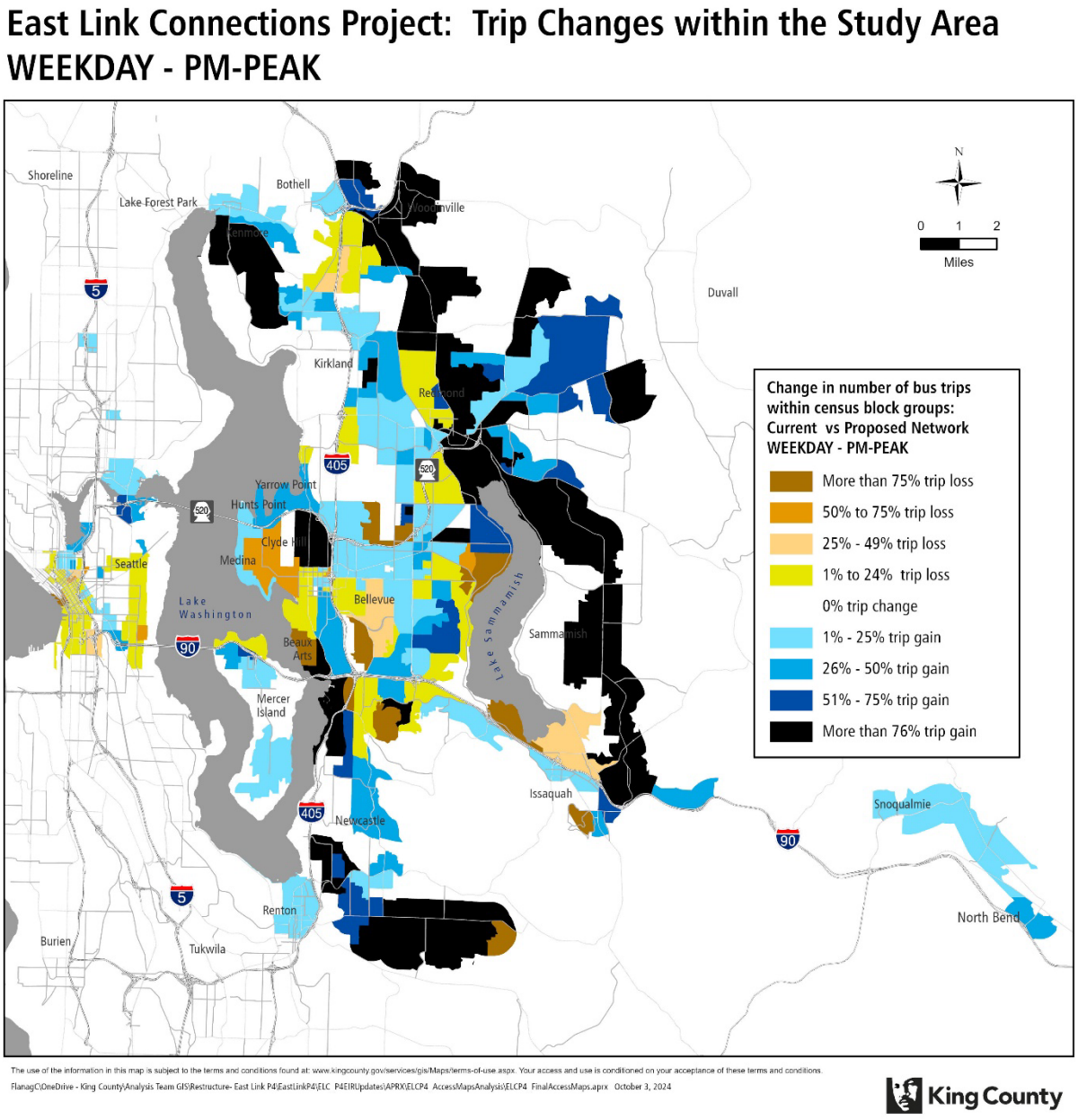


**Figure 21 Trip change, weekday, Evening**

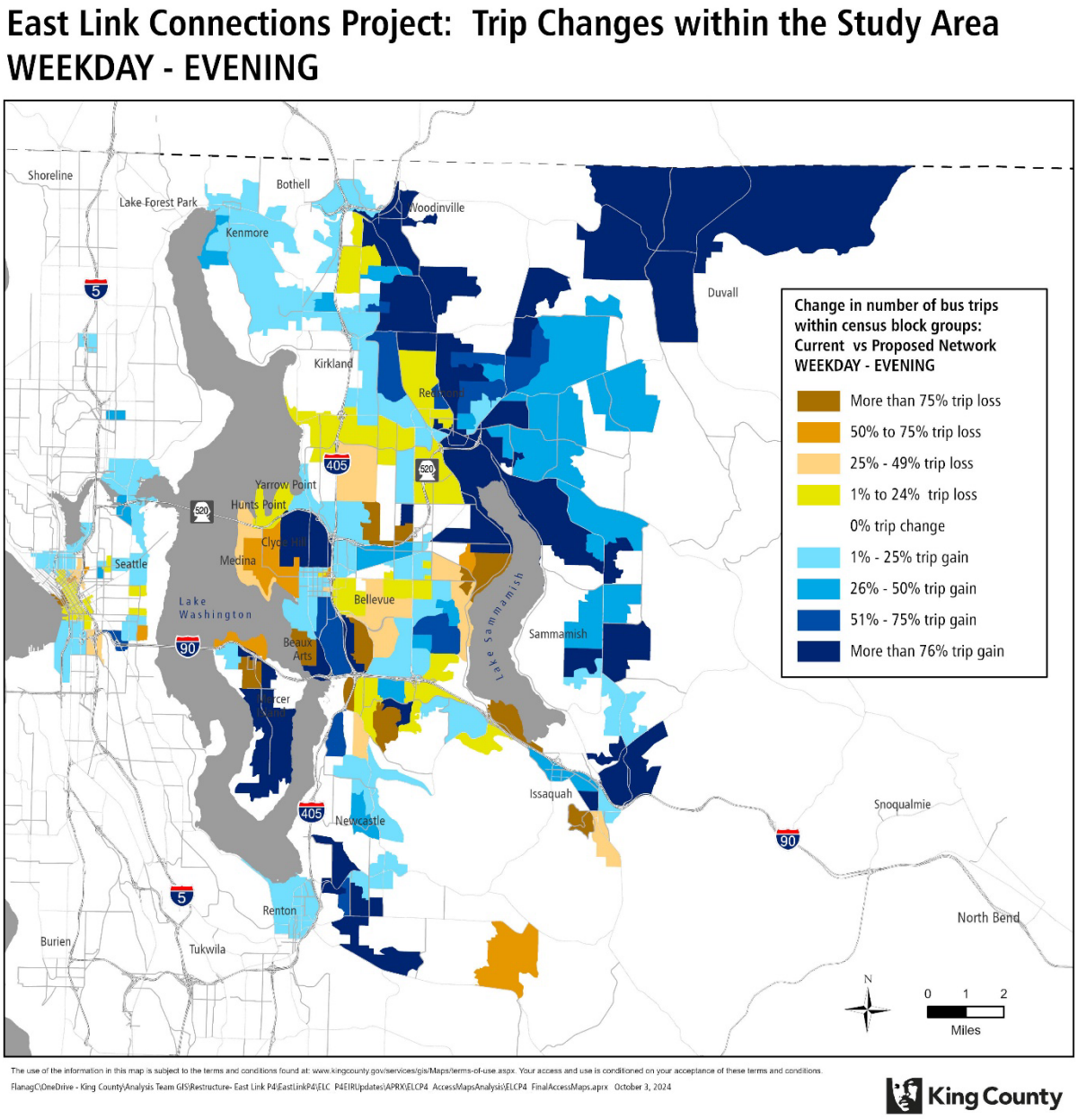


**Figure 22 Trip change, Saturday all-day**

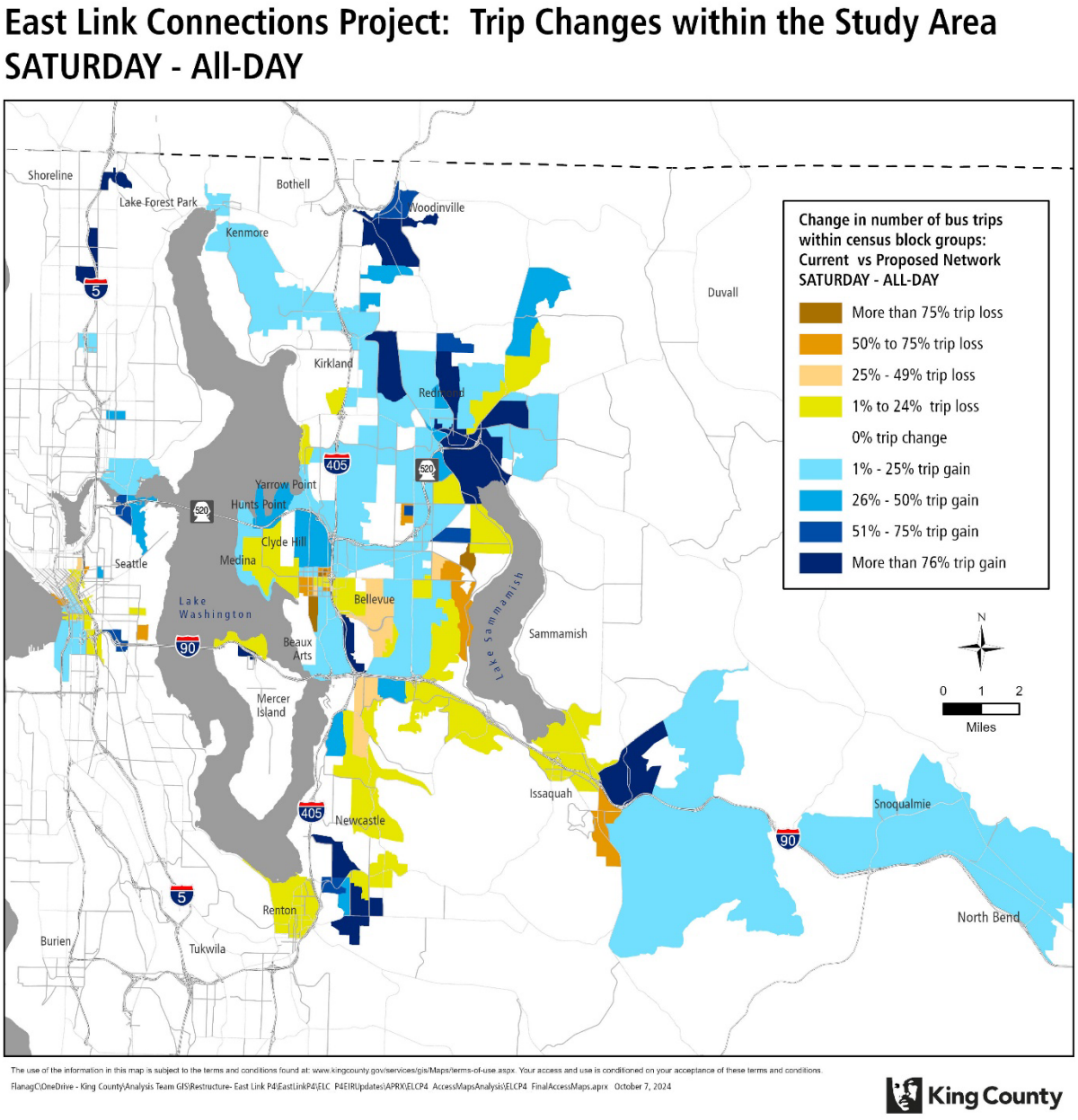
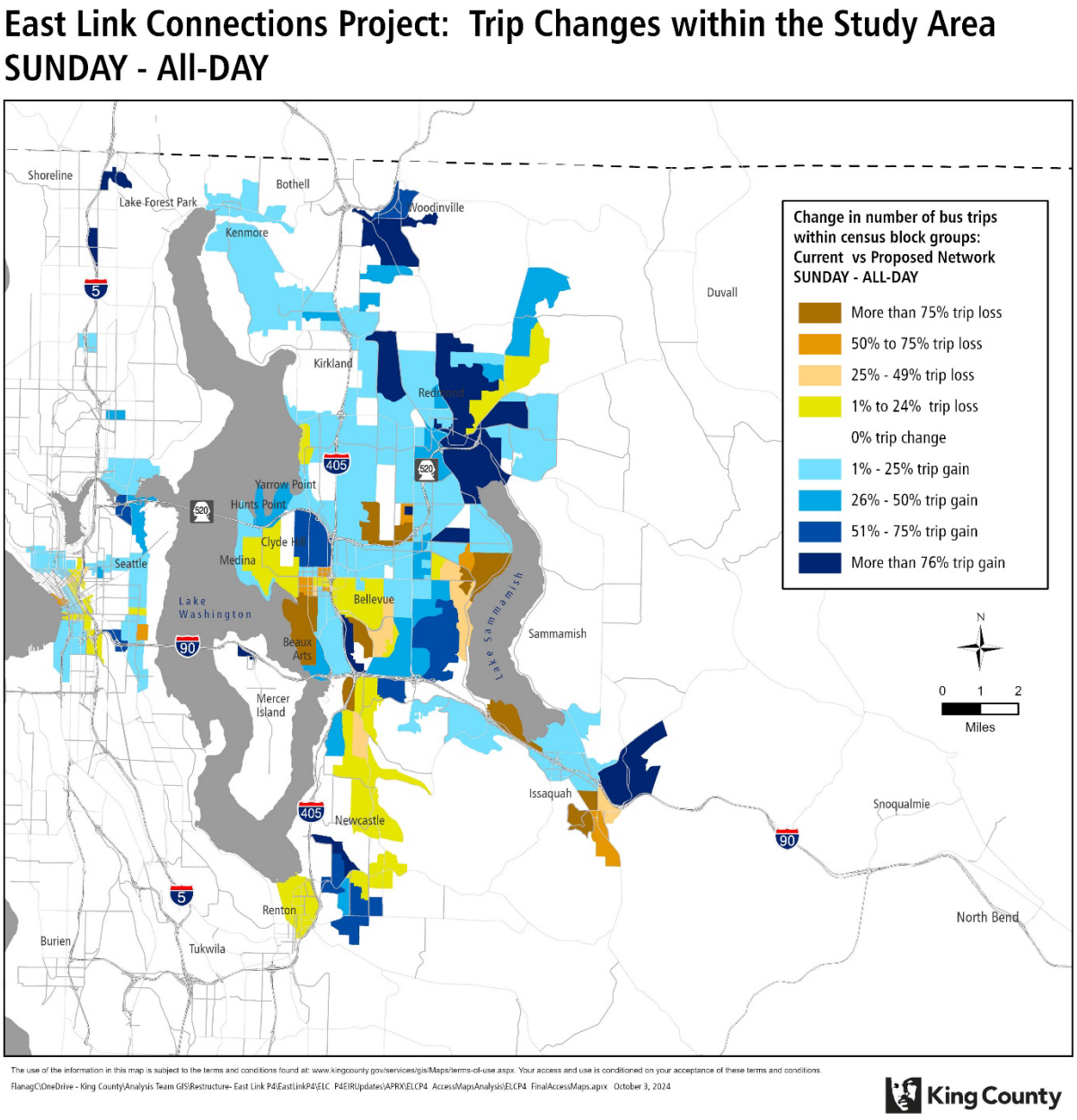


**Figure 23 Trip change, Sunday all-day**



# Travel Time Reach Analyses (Reach Map Comparison)

Reach maps were used to calculate and compare travel time between the Spring 2024 baseline network and the final proposed network. The maps measure travel time changes to and from major origins and destinations in the study area, focusing on improvements and impacts within equity priority areas.

A total of 25 Reach maps were produced for origins and destinations serving the high equity priority populations in the study area. Origin analysis highlighted changes in travel time leaving from a designated origin at a specific time, to identify areas with increased or decreased travel time as well as areas that gain or lose access within a 60-minute travel time buffer. Conversely, destination-based analysis, reflected the inverse and identified arrivals at a designated time. Reach maps generated from each origin and destination, at the selected times of day, identified where travel times would improve, stay the same, or worsen if the final proposed network was implemented. Locations chosen for review included:

- High equity priority areas in the project area (those with a score of 5)
- Key transit hubs
- Common desired destinations

While some trips may not show an improvement in travel times, there are benefits beyond that in increased reliability and frequency, and longer span of service, especially for trips that rely on the Link 2 Line, which will be grade separated from street traffic.

## Reach Map Origin and Destination Locations and Times

Below is a list of the Reach Map origins and destinations examined for this analysis. The next section provides analysis narrative and map figures.

Origins with all EPA 5 scores:

- Bellevue Downtown (Bellevue Way NE & NE 12th), Weekday a.m., Sunday midday.
- Crossroads (Crossroads Mall, Bellevue), weekday a.m., Sunday midday.
- Factoria (Factoria Blvd and SE 41st Street), weekday a.m.
- Issaquah Highlands Park-and-Ride, weekday a.m. and midday.
- Judkins Park (new Link station), weekday midday, Sunday midday.
- Lake Hills (140th Ave. SE & SE 8th, Bellevue), weekday a.m.
- Totem Lake (Transit Center), weekday midday, Sunday midday.

Destinations with EPA 5 scores and/or key job centers

- Bellevue Downtown (Bellevue Transit Center), weekday a.m.
- Bellevue College, weekday p.m. and midday
- Crossroads (Crossroads Mall, Bellevue) weekday a.m.
- Factoria (Factoria Blvd and SE 41st Street), weekday a.m.
- Issaquah Highlands Park-and-Ride, evening.
- Overlake (near the center of Microsoft Campus), weekday a.m. and evening
- Renton Technical College, weekday a.m. and midday.
- Seattle Downtown (Seattle Central Library), weekday a.m., evening, and Sunday midday.

## Area Specific Travel Time Results and Figures

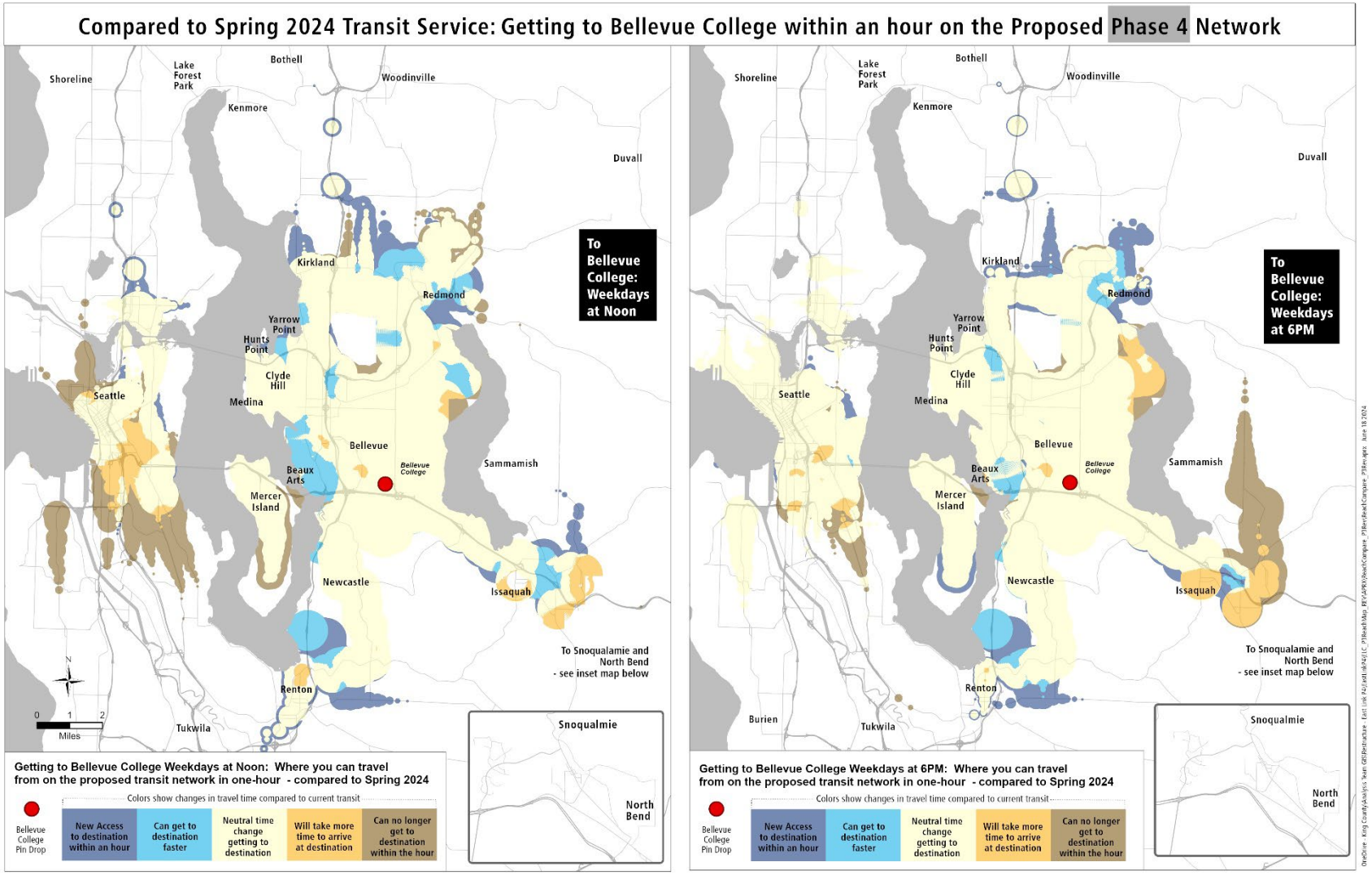
Below are the Reach Map travel time results for the locations analyzed. Overall, many areas show neutral travel times. While some trips may not show an improvement in travel times, there are other benefits such as increased reliability and frequency, and longer span of service, especially for many trips that integrate with the Link 2 Line, which will be grade separated from street traffic. Areas that benefit the most tend to be regional, longer distance connections that take advantage of new connections, Link 2 Line, and frequency upgrades.

*Bellevue College - weekday midday and evening*

Travel to Bellevue College during weekdays at noon and in the evening remains primarily the same throughout the majority of the region; however, travel time and reach improve to Redmond and South Redmond due to the introduction of Route 223 from Eastgate to Downtown.

Due to the replacement of Route 271 that connected Bellevue College to Issaquah, some travel times during evening hours worsened in Issaquah and Sammamish. Additionally, the revision of ST Express Route 554 to connect to the Link 2 Line and no longer provide direct access from Bellevue College to downtown Seattle increases midday travel time and reach throughout Seattle.

**Figure 24 Bellevue College Reach Map, weekdays**



*Crossroads (Crossroads Mall, Bellevue)* - *weekday morning, Sunday midday*

Weekday morning and midday travel time and reach to Crossroads Mall has improved access to Issaquah due to an increase in frequency on Routes 226 and 223. The assumption of more frequent ST Express Route 542, which connects Crossroads to the Link 2 Line crossing over Lake Washington, further expands access to and from Seattle, including the University District and south of I-90 into SODO. Most of the weekday travel to Crossroads Mall remained relatively the same due to the preservation of frequent Route 245 and the B Line except for midday travel from Sammamish due to the truncation of Route 269 to no longer extend to Overlake.

Weekend travel to Crossroads Mall improved significantly with extended access to Sammamish, Woodinville, South Redmond, and Cottage Lake, which is attributed to adding weekend service on Routes 251, 269, 223, and 930. Connectivity to Newcastle and Renton worsens.

**Figure 25 Crossroads Reach Map, weekdays**

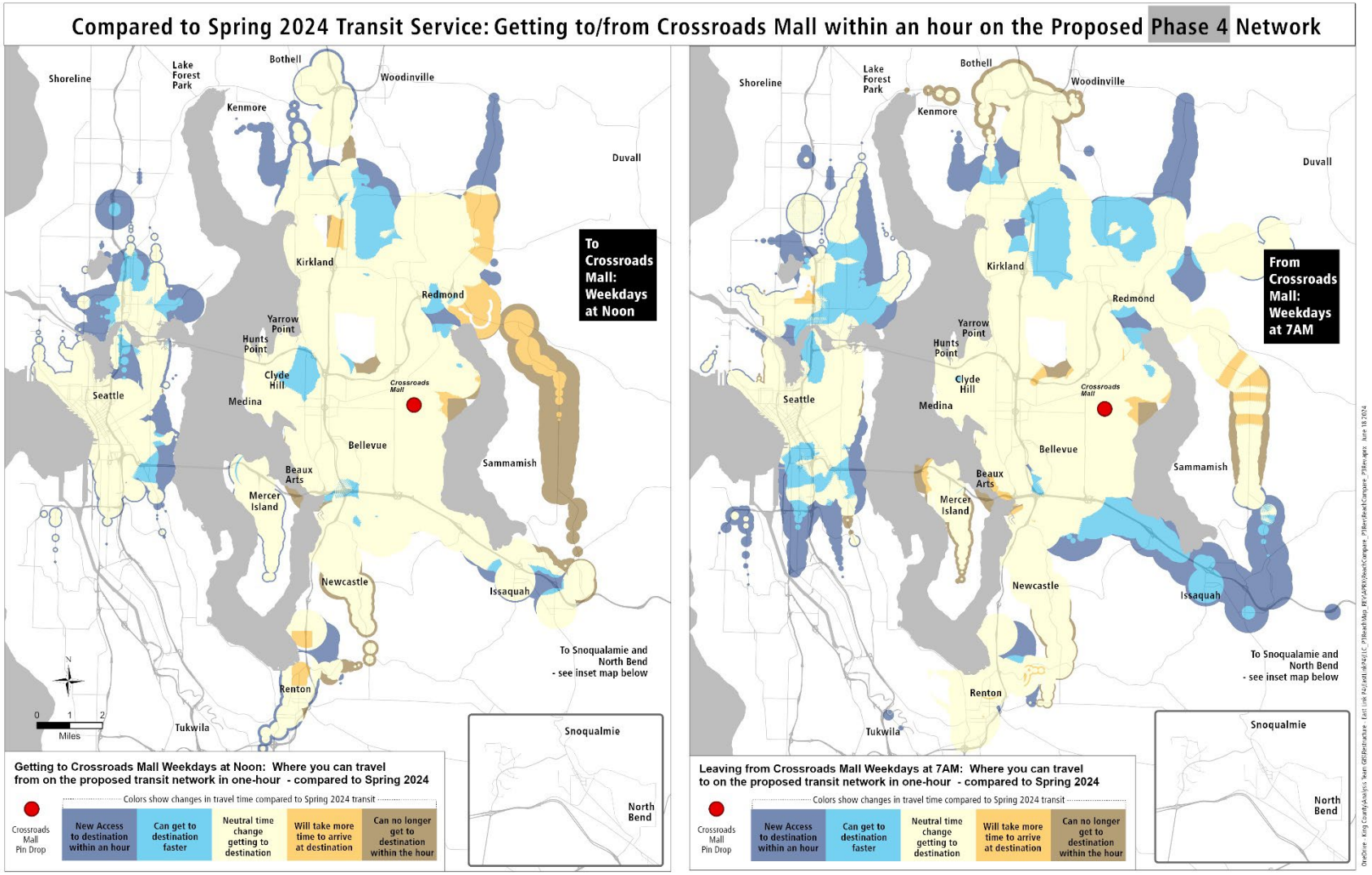
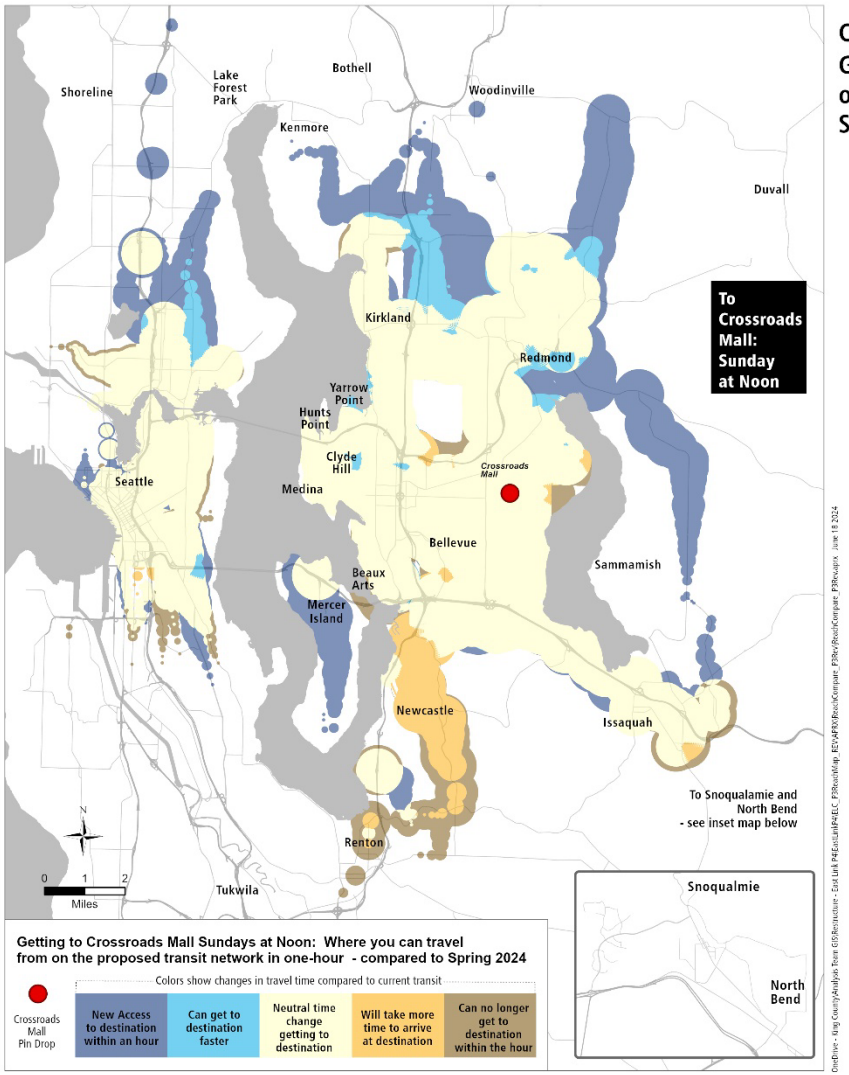


**Figure 26 Crossroads Reach Map, Sundays**



*Bellevue Downtown (Bellevue Transit Center)* - *weekday morning, Sunday midday*

Reach maps analysis of travel to and from Bellevue Transit Center on both weekdays and weekends indicated improvements in accessibility mainly attributed to the introduction of the Link 2 Line. Travel time improvements are most pronounced in Seattle east of 23rd Ave., Issaquah, Sammamish, Redmond, and Kenmore. Improvements are most significant during the midday weekend service, aligning with the mobility goal for more weekend and midday service throughout the network.

**Figure 27 Downtown Bellevue Reach Map, Weekdays**

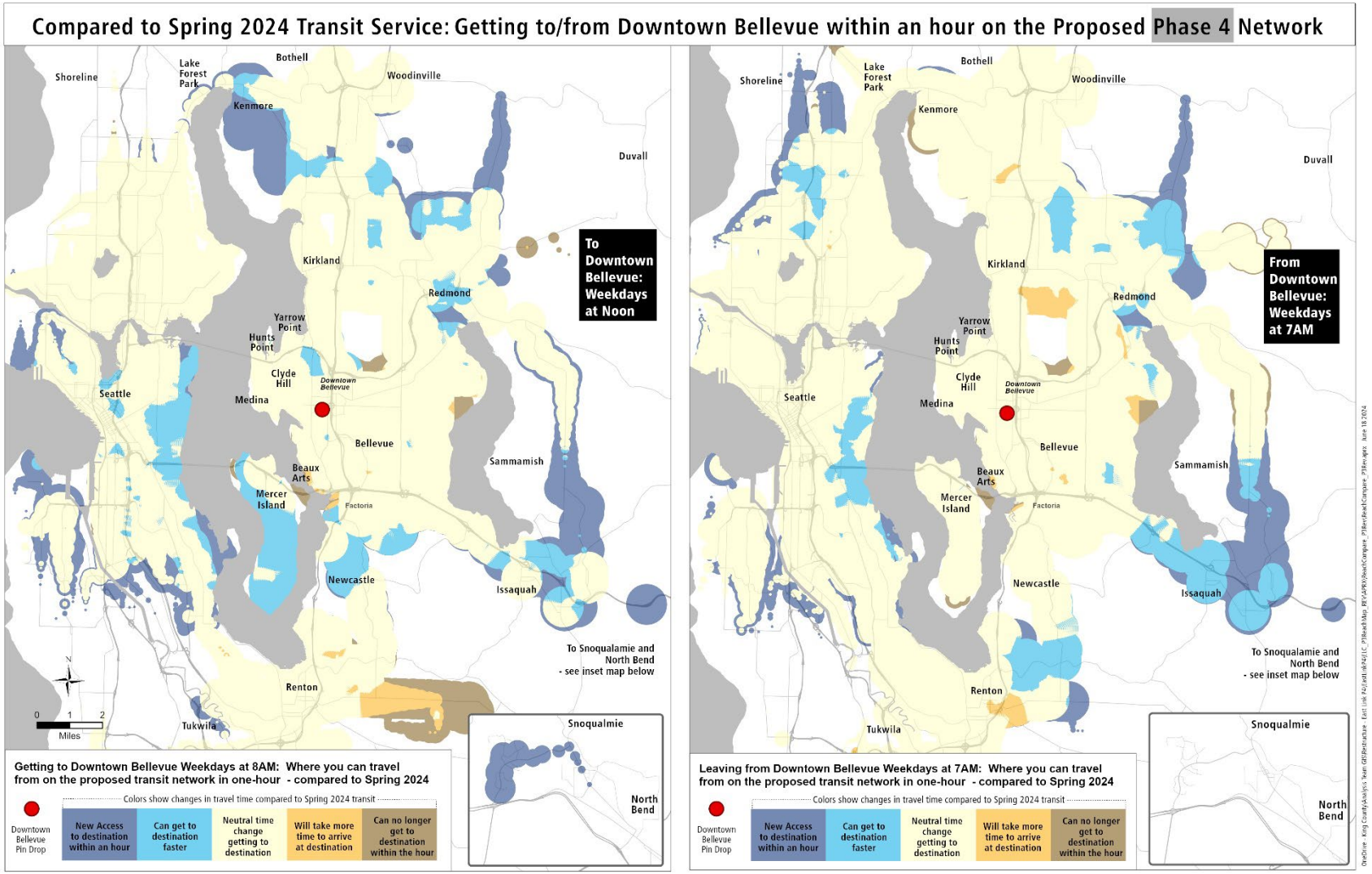
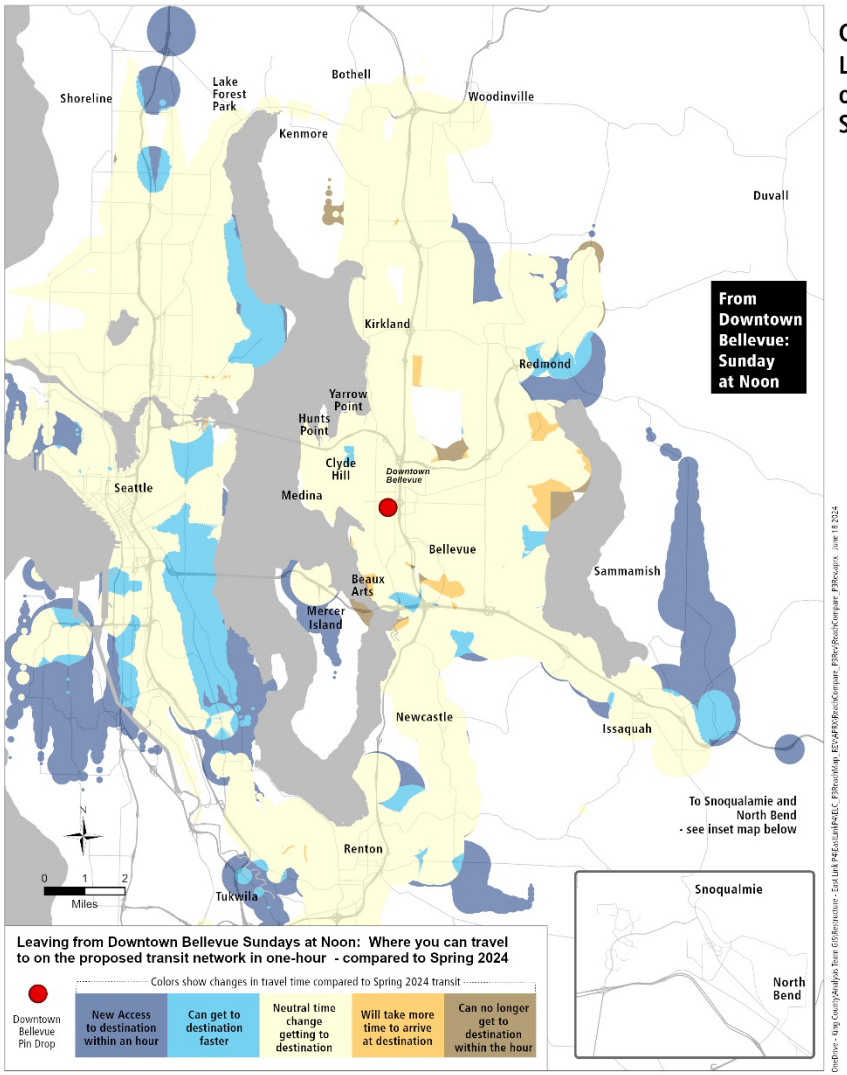


**Figure 28 Downtown Bellevue Reach Map, Sundays**

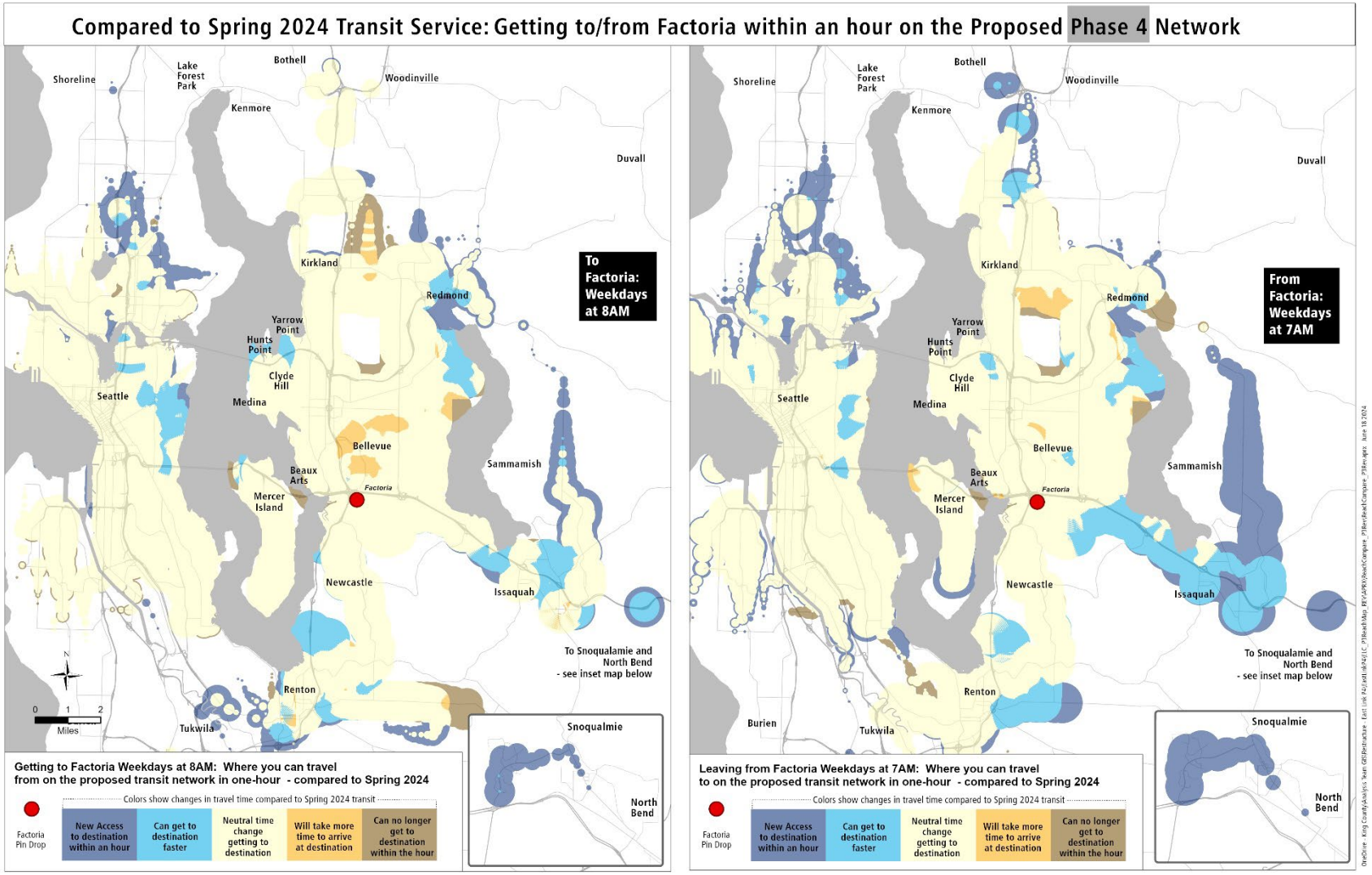


*Factoria (Factoria Blvd and SE 41st Street) - weekday morning*

Trips from Factoria on weekday mornings sustain or improve travel times, especially throughout Redmond, Issaquah, and Sammamish. Travel times and reach improvements are attributed to the introduction of Route 203 and the increase in frequency of Route 240, which both directly connect Factoria and the Link 2 Line.

Sammamish and Lake Hills have increased travel times and decreased service reach. These changes are due to the reorientation of the frequent route 245 to no longer begin service along Factoria Boulevard and instead start service north of I-90 at the Eastgate Park-and-Ride. The mobility board supported this pathway change due to low ridership on the southern portion of the route, and inconvenience of layover delay for all northbound Route 245 trips.

**Figure 29 Factoria Reach Map, weekdays**



*Issaquah Highlands Park-and-Ride, weekday morning, evening and midday*

Travel from the Issaquah Highlands during peak weekday service increases in reach and has improved travel times to Redmond, Clyde Hill, Mercer Island, Renton, and Sammamish. The travel time and reach are decreased for many parts of Seattle because of the need to transfer to reach downtown, although these trips will be more reliable with Link 2 Line.

Midday travel originating from the Issaquah Highlands improves reach and travel times in downtown Bellevue, Redmond, Woodinville, and Seattle due to the increase in the frequency of Routes 203 and ST Express Route 554 in the final proposed network.

Evening travel to Issaquah Highlands sees widespread travel time and coverage improvements throughout Bellevue, Newcastle, Renton, and Sammamish. Similar to the peak reach analysis for Issaquah, travel time increases and reach decreases from Seattle because of the impact of transfers. However, transfers to the Link 2 Line provide better reliability, especially during evening rush hour or after large events end such as concerts, or Mariners or Sounders games.

**Figure 30 Issaquah Highlands Reach Map, weekday AM peak, midday**

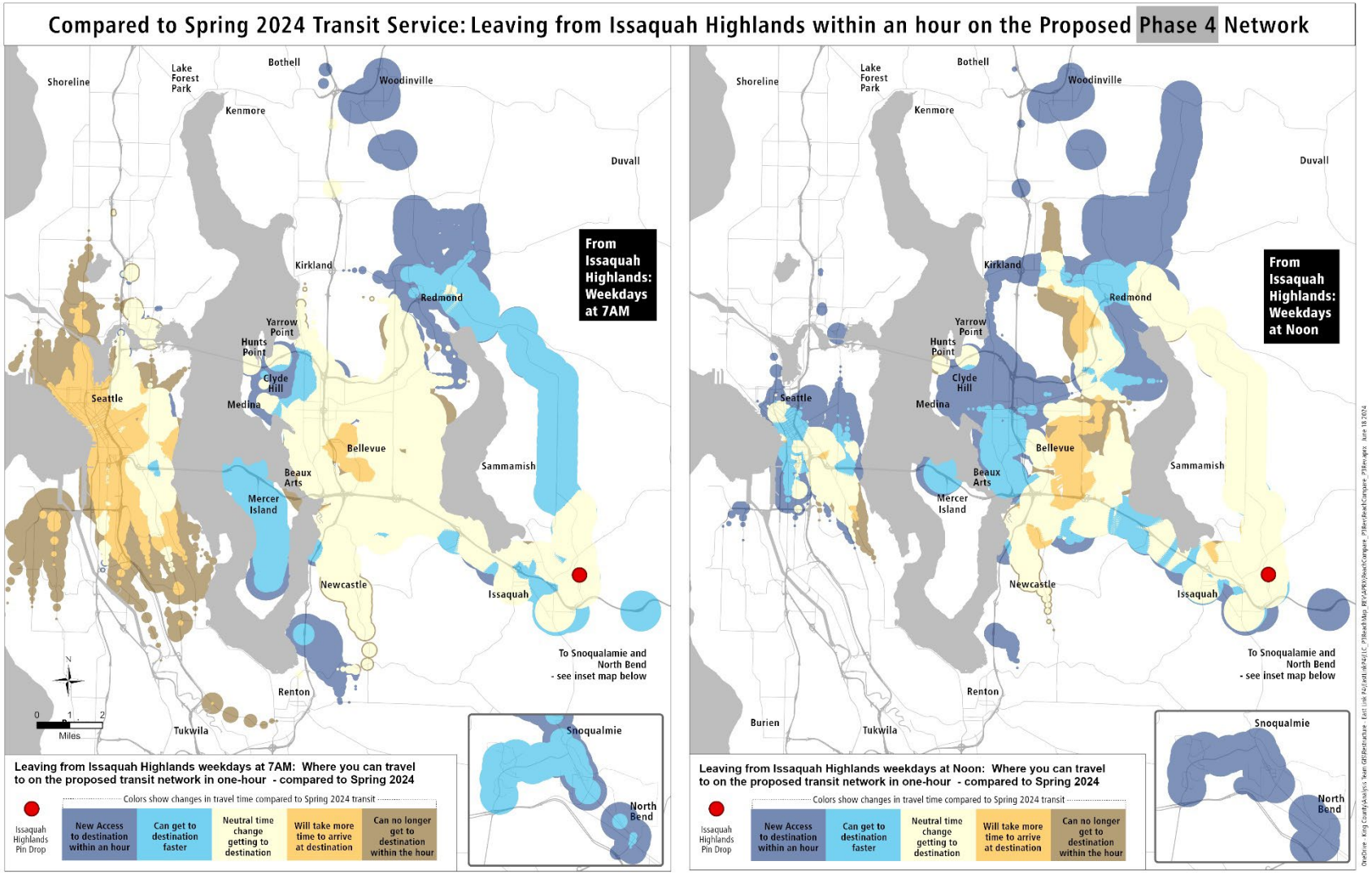
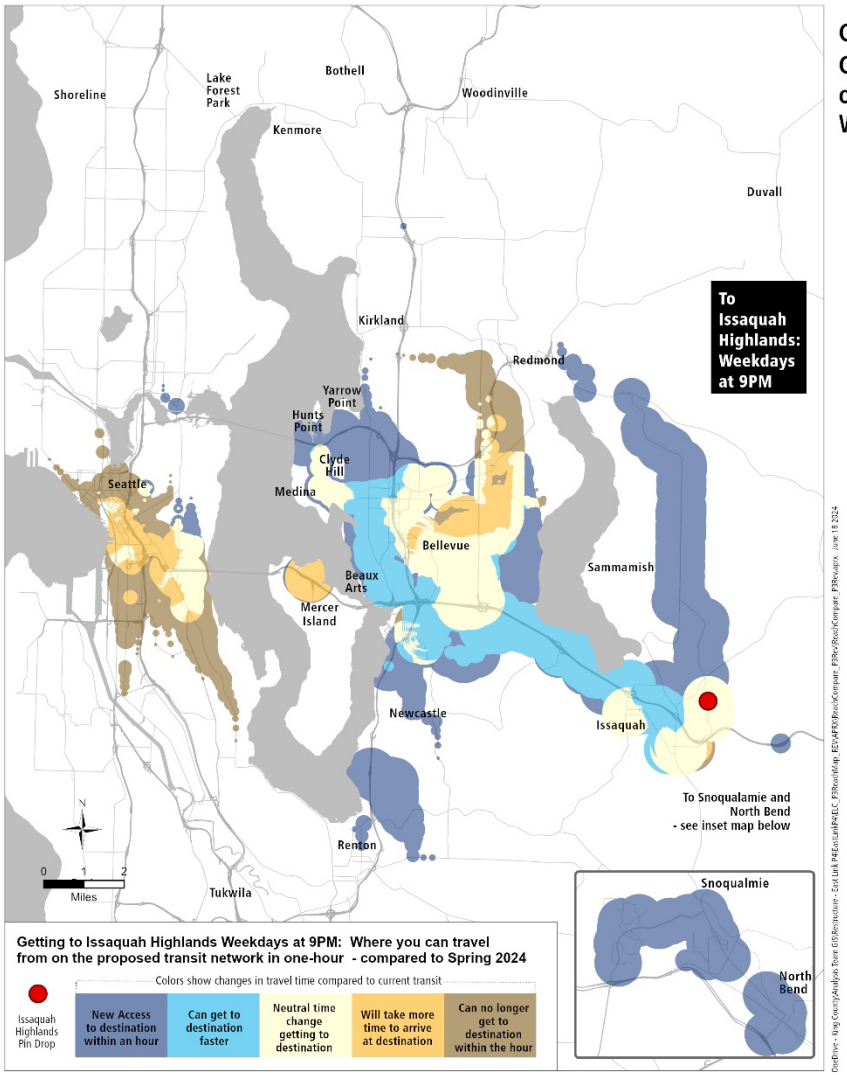


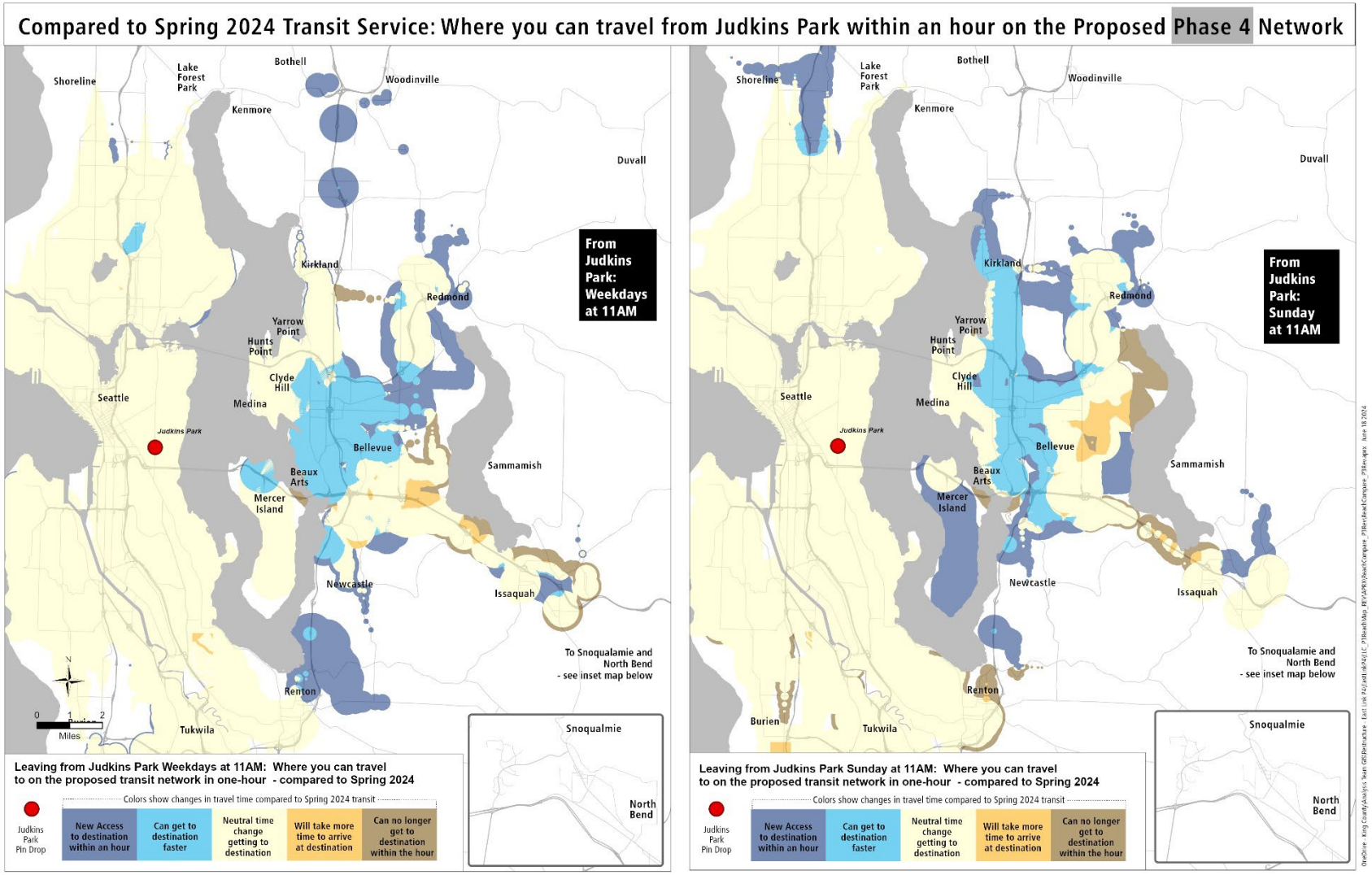
**Figure 31 Issaquah Highlands Reach Map, weekday evening**



*Judkins Park (new Link station)- weekday midday, Sunday midday*

Midday, weekday, and weekend travel from Judkins Park improved significantly across the project area. New coverage increases to Renton, Redmond, and Kirkland. Travel time improves throughout Bellevue. The dramatic improvements in travel are primarily due to the reorientation of the Frequent Route 8 to connect to the Link 2 Line and the new access the station itself provides.

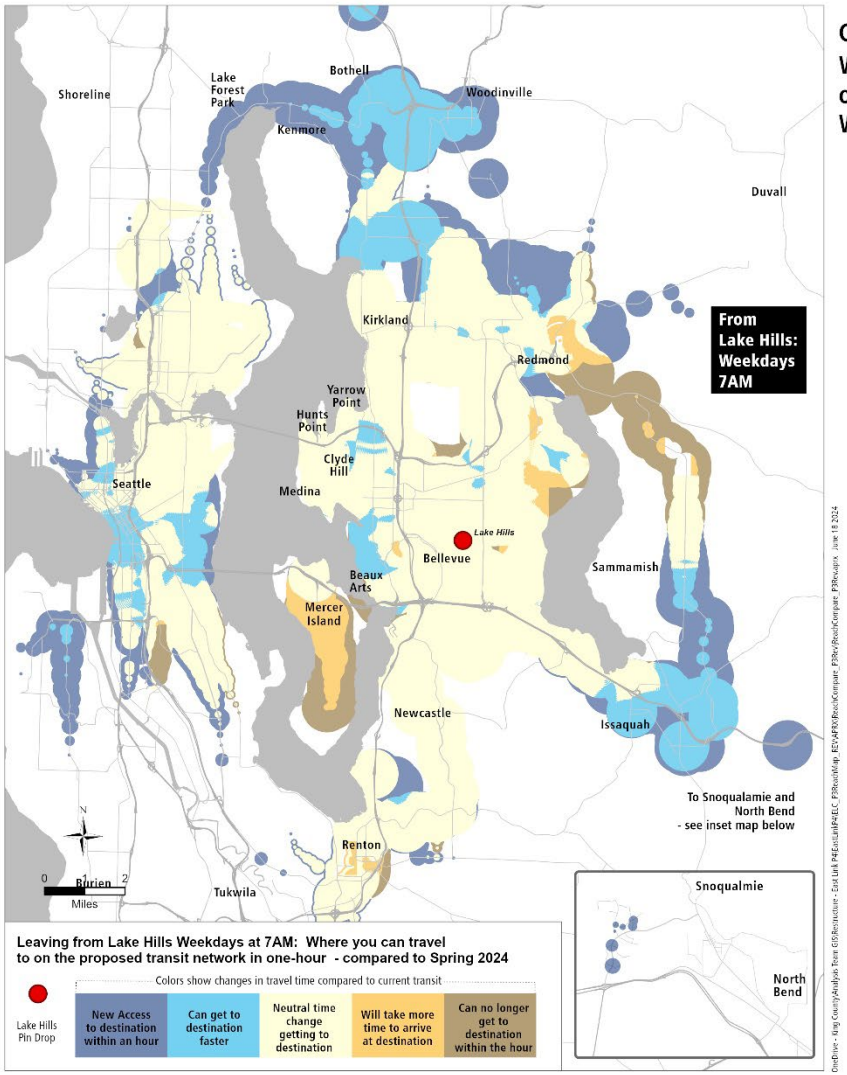
**Figure 32 Judkins Park Reach Map, weekday and Sunday**



*Lake Hills (140th Ave SE & SE 8th, Bellevue)- weekday morning*

Morning travel time to Seattle from Lake Hills generally remains the same compared to the baseline network. Issaquah and Sammamish south of SE 24th Street improve in travel time and reach due to the introduction of frequent Route 220 that connects Lake Hills to Eastgate Park-and-Ride, creating transfer opportunities to connect to Routes 269 or 218, which combined provide frequent service to Issaquah. The truncation of Route 269 to terminate at Marymoor Village Station instead of extending to Overlake reduced trip reach north Sammamish and South Redmond.

**Figure 33 Lake Hills Reach Map, weekdays**

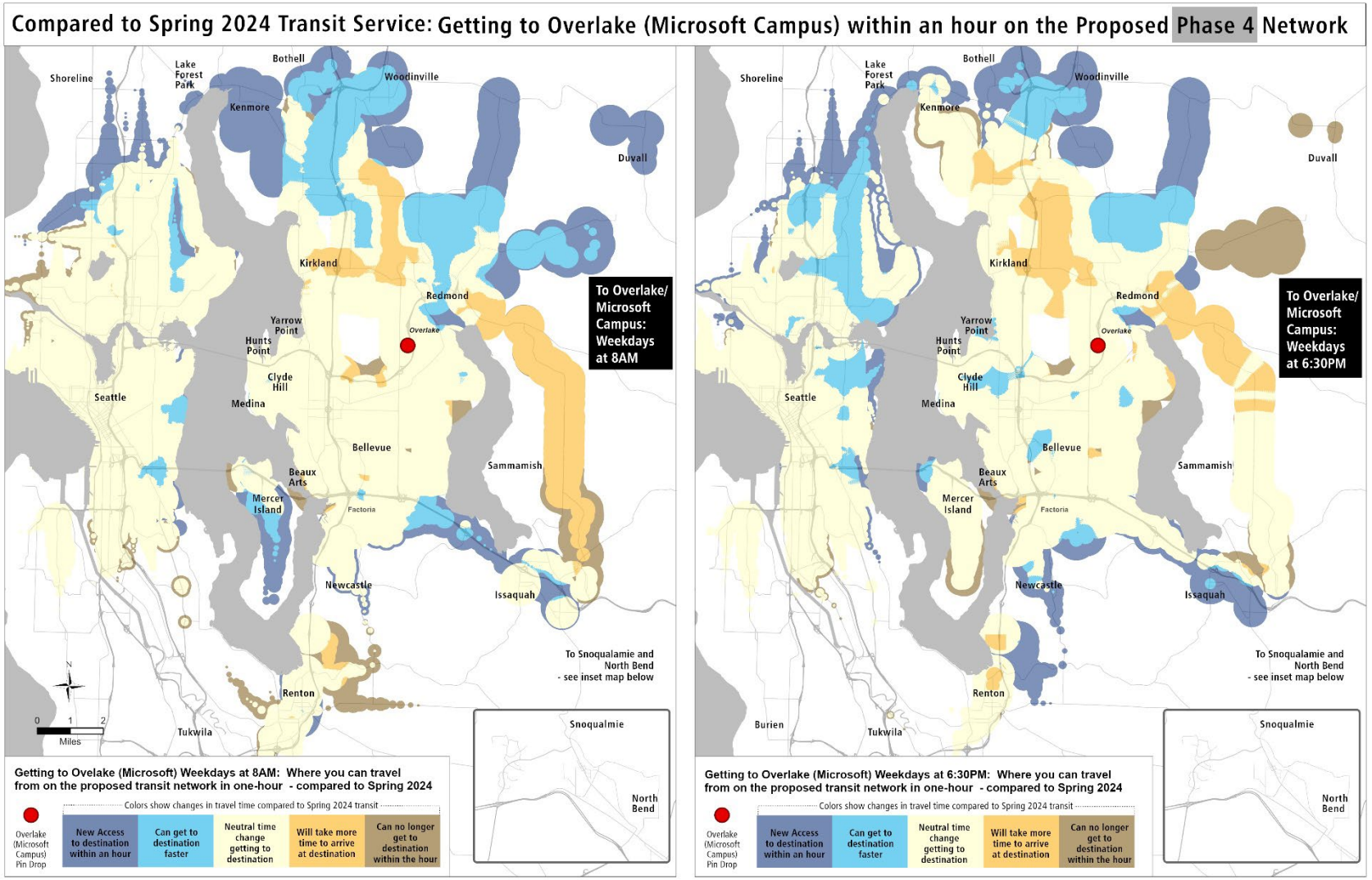


*Overlake (near center of Microsoft Campus) - weekday morning and evening*

Morning and evening travel time improves with Overlake as a destination, especially through Woodinville, Kenmore, and Bothell. Additionally, results are positive for evening travel time throughout Seattle. Gains are primarily attributed to the Link 2 Line, which creates many regional transfer opportunities.

Several areas, including South Redmond and Sammamish along 228th Ave. SE, have longer trip times due to the truncation of Route 269 in Southeast Redmond, which in the baseline network connected directly to Overlake.

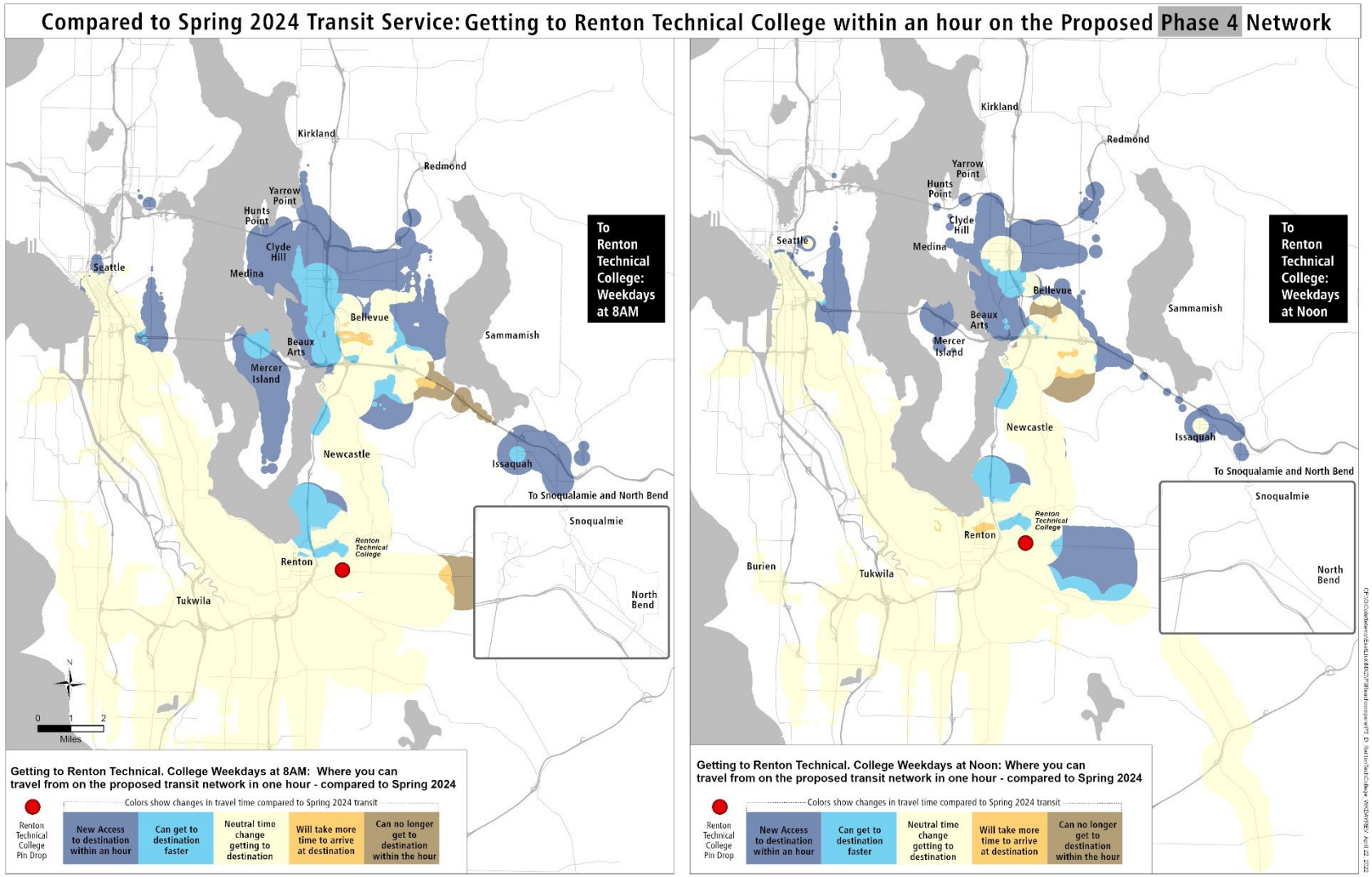
**Figure 34 Overlake Reach Map, weekdays**



*Renton Technical College, weekday morning and midday*

Multiple new areas gain access traveling to Renton Technical College during weekday mornings and midday hours, including the EPAs throughout Bellevue, Overlake, Redmond, and Judkins Park. Improvements span both morning and midday and align to spread the network hours more uniformly across the day to achieve an all-day network. Improved frequency on Route 240 addressed slower travel times south of I-90 in Factoria and Newcastle, and increased frequency of Route 220 extended reach from Bellevue.

**Figure 35 Renton Technical College Reach Map, weekdays**



*Seattle Downtown (Seattle Central Library), weekday morning, evening, and Sunday midday*

Travel to Downtown Seattle during weekday mornings improves in Crossroads, Kenmore, and Sammamish. Coal Creek Parkway SE through Newcastle lost travel time due to the assumed reorienting of ST Express Route 554 to no longer cross over I-90, which previously provided a transfer opportunity to Route 240.

Evening weekday and midday weekend travel improved in Sammamish, West Lake Sammamish, and Renton. The positive results of these off-peak travel times are due to the improved all-day options and frequencies with the Link 2 Line and revised local services.

**Figure 36 Seattle Central Library Reach Map, weekdays**

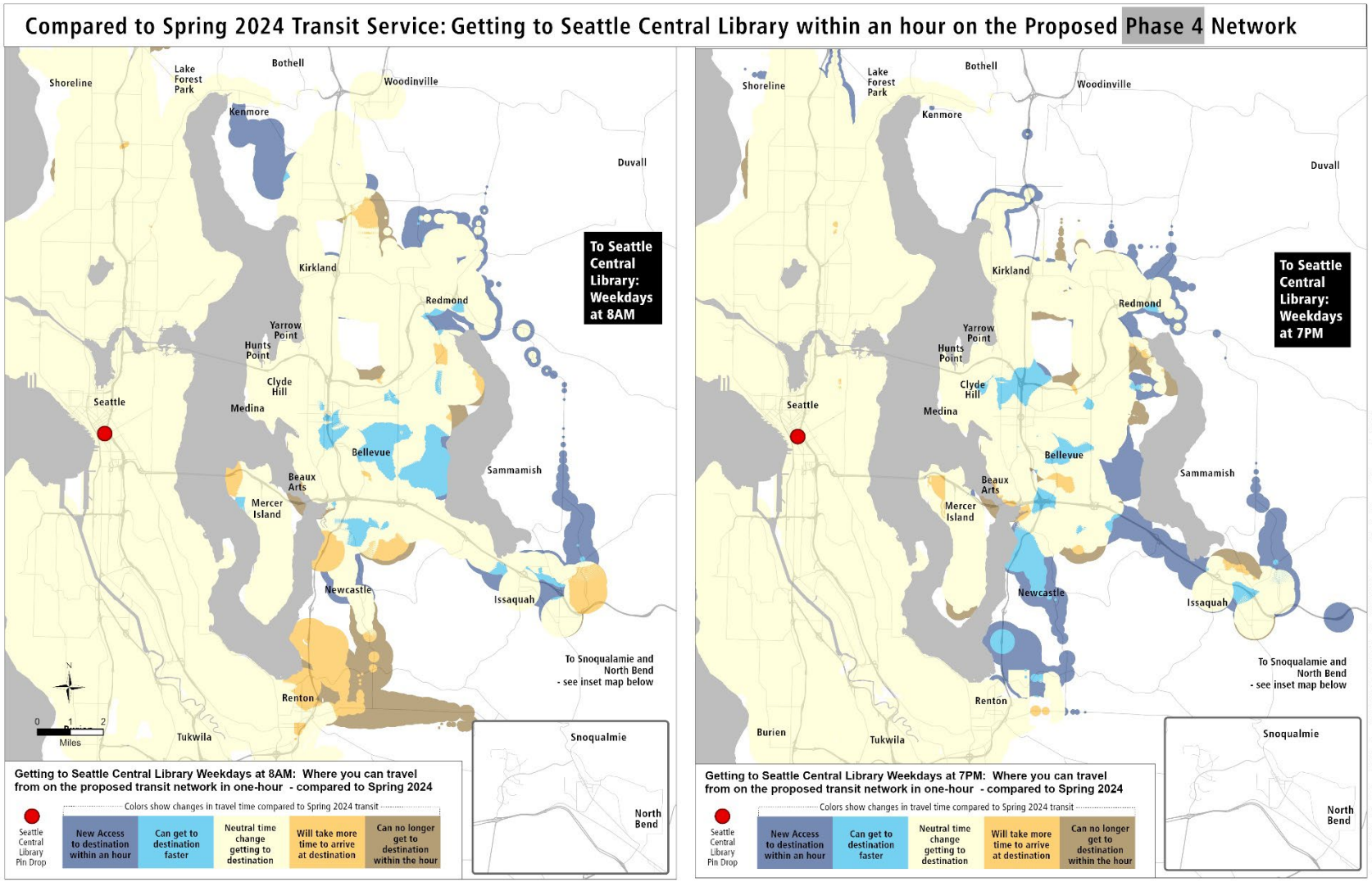
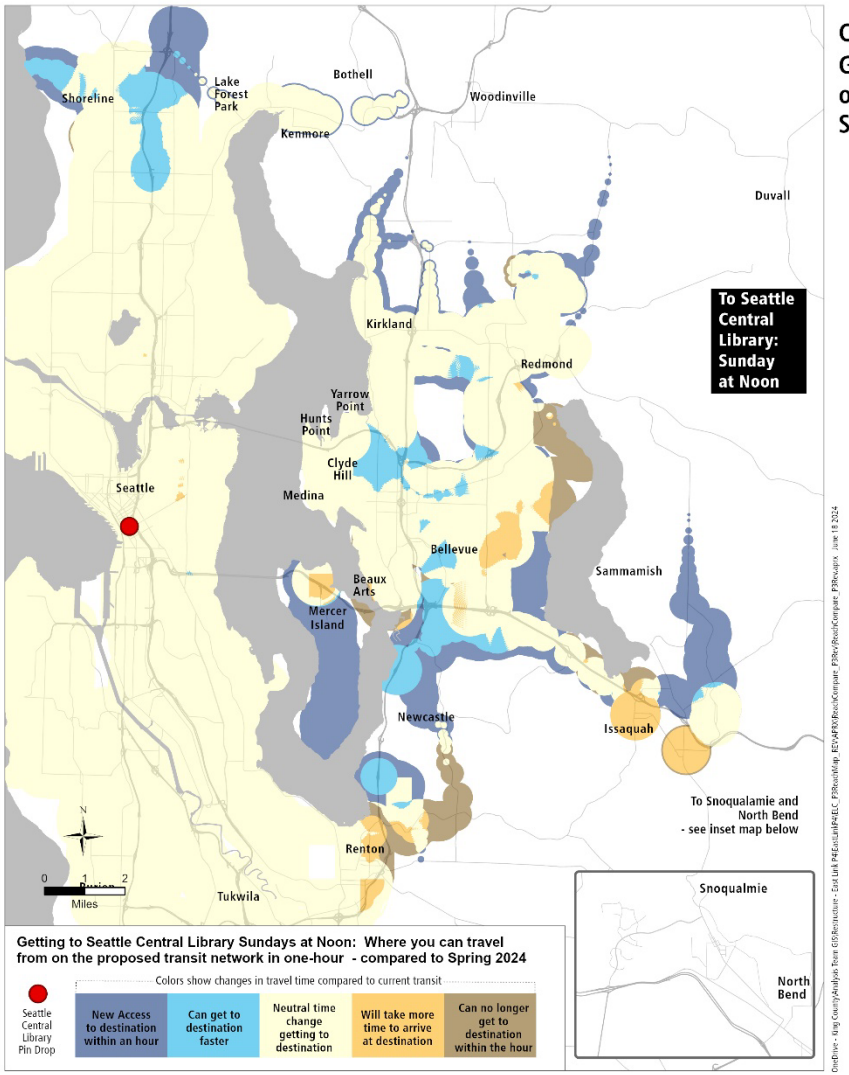


**Figure 37 Seattle Central Library Reach Map, Sundays**

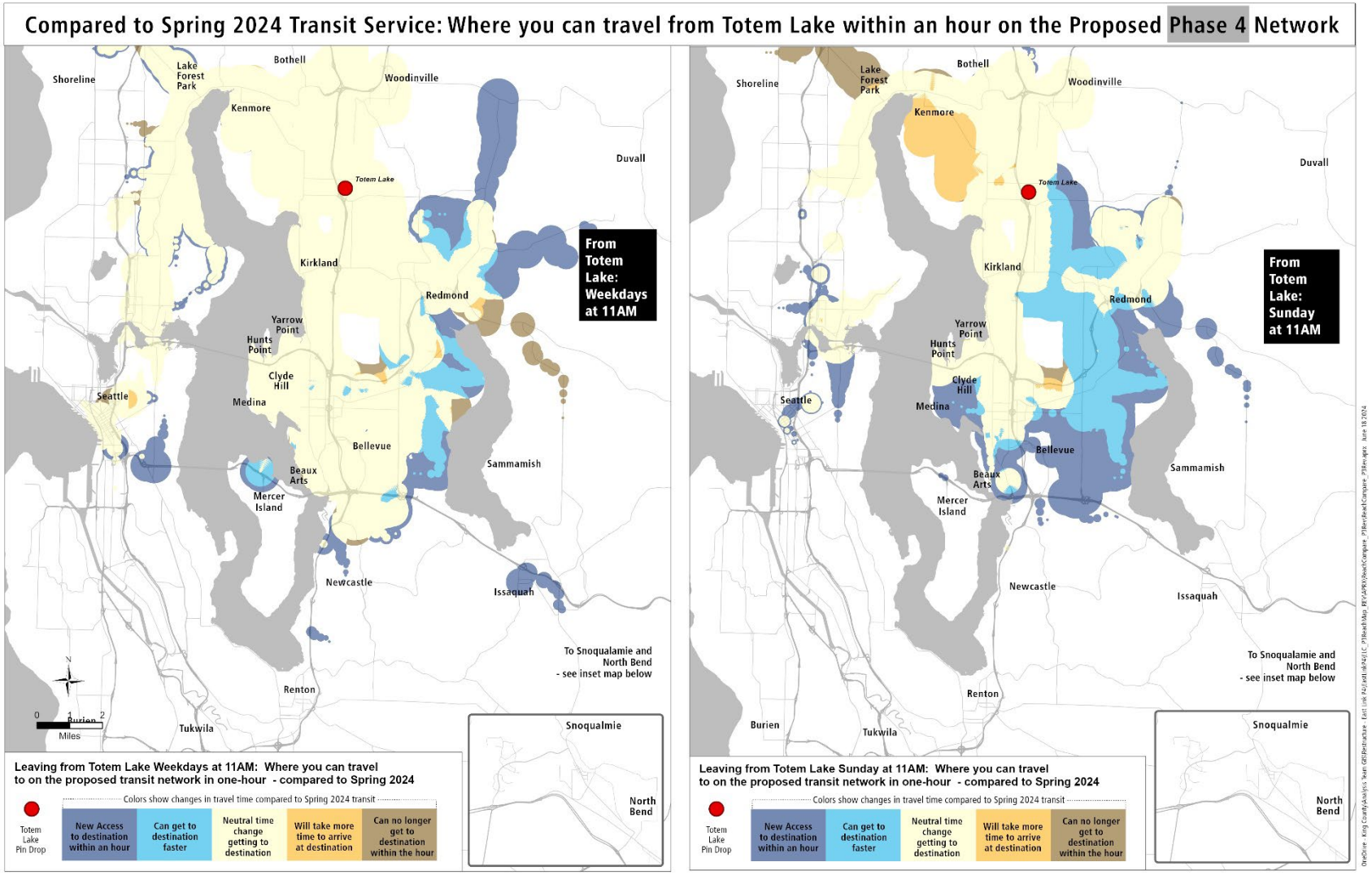


*Totem Lake (Transit Center), weekday midday, Sunday midday*

Service originating at Totem Lake midday during weekdays remains relatively the same, with several areas that have increased access, including Cottage Lake and Redmond Ridge. Travel time from Totem Lake improves throughout Crossroads and around Bellevue College, both within EPAs.

Weekend midday service displays further positive results; travel time and reach improve for large portions of Bellevue and Redmond, including downtown Redmond, the Microsoft campus in Overlake, Crossroads, and Kingsgate. Access gains include new reach to Central Bellevue, Eastgate, Southeast Redmond, and Medina. The addition of weekend service to Route 930, a need heard in outreach, significantly improves weekend mobility.

**Figure 38 Totem Lake Reach Map, weekdays and Sundays**



# Network Evaluation Summary

Network evaluation confirms that the final proposed network reflects the priorities identified through public engagement:

- The importance of frequency over coverage, particularly on corridors with concentrations of priority populations.
- Convenient transfers to Link light rail, leveraging light rail's longer span of service and frequent connections.
- A desire for service operating during more hours of the day and on weekends.
- A preference for more direct, faster pathways, when possible, to improve speed and reliability connecting to and from Link light rail.

Analysis shows the final proposed network would enhance frequent service, with over 30,000 more people gaining access to frequent transit—an 8 percent increase over the baseline. The increase in frequent service access would be most pronounced within EPA populations, with over 24,000, or approximately 80 percent of residents who gain frequent access residing in EPA block groups. Access to community assets via frequent transit would also improve, with 109 more accessible assets, 62 of which are within EPAs. These assets include grocery stores, daycare centers, and community hubs, many of which serve priority populations.

Trip counts in the total proposed network would increase through reinvestment of service to add frequency or expand span, the restoration of suspended service, and expansion of Link 2 Line, resulting in 2,770 additional weekday trips, 242 more trips on Saturdays, and 351 new trips on Sundays across all routes. These gains reflect a more balanced distribution of trips across midday, night, and weekend service, aligning with project goals and community priorities. Notably, 254 block groups within the study area see an increase in weekday trip counts, and approximately 37 percent are classified as EPAs.

Transfer opportunities and connectivity to the greater transit network would improve, with 23 of the 24 routes in the final proposed network connecting to at least one Link 2 Line station and multiple pathways reoriented to provide more direct and faster service. This would primarily lead to improved or maintained travel time and reach in key areas in the region. Locations that would benefit the most include Issaquah and Overlake, especially for off-peak and midday service. Travel to and from Renton also improved reach and midday travel times, particularly due to better connections to the Link 2 Line at South Bellevue Station.

The final proposed network creates improved access to frequent service via the Link 2 Line; however, by orienting the final proposed network to connect to the Link 2 Line, some trip patterns previously completed by a single bus ride may now require a transfer Link light rail or another bus. As a result, some trips have the same or slightly longer trip times with less reach. Rides to and from Seattle (from several origins to multiple destinations) have longer weekday peak travel times; however, travel time improves during off-peak and weekend service. Additionally, travel from Factoria remains largely unchanged, with minor improvements. Bellevue College and downtown Bellevue maintain most travel times with several areas of gains in connections to Seattle, Issaquah, and Mercer Island.

The final proposed network successfully aligns with key project priorities by enhancing frequent service, increasing access to community assets, and improving connections to frequent high-capacity transit.

# 5 Next Steps

If this proposed service change ordinance is approved, Metro will begin the process of implementing changes to align with recently opened stations between South Bellevue Station and Redmond Technology Station, as well as those planned to open in 2025. This includes working with community groups to inform and educate the public on how routes will change.

Assessing and monitoring the outcome of the East Link Connections network change is a critical component of ensuring the success of East Link Connections and improving future service changes. Upon implementation, Metro staff will continue to evaluate the network to identify opportunities to improve service, prioritize equity, and optimize the system.

# Appendix A How the Phase 3 Network Reflected Phase 2 Feedback

The following describes route specific feedback received during Phase 2 and the proposed changes in the Phase 3 network. The routes are organized by the four geographic focus areas used during the project.

**North: Redmond, Kirkland, Woodinville, Bothell, Kenmore, Duvall**

Top prioritized needs

- Improve and add local connections. More service on nights and weekends. Ensure transfers are easy and seamless. Preserve easy access to Downtown Seattle.

| Route | Phase 2 proposal and outreach results | Proposed Phase 3 changes | Potential tradeoffs and considerations, and Phase 3 outreach results. |
|---|---|---|---|
| **223** | Proposal: New Redmond-Crossroads-Overlake route. More frequent/direct than the current Route 221 that it would replace.<br>• Support for a more frequent and reliable connection between Eastgate, Bellevue College, and Overlake and liked the connections to Link light rail. Support for making route even more reliable by making route direct where possible.<br>• Concern for the loss of service south of downtown Redmond on some corridors served by Route 221 on Old Redmond Road and 148th Ave NE. | • Remove the long, low-ridership, deviation east of Crossroads (NE 8th Street to Northrup Way) and instead travel on more direct path via 148th Ave. NE which has many highly desired destinations such as Fred Meyer.<br>• Extend route north from Overlake to downtown Redmond | • Removing coverage east of Crossroads out to Lake Sammamish is a trade-off for providing faster service and enabling the route to be extended to downtown Redmond.<br>➔ Is this trade-off worth it?<br>Trade-off positively received by |

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| | | via 148th Ave. NE and Old Redmond Road, replacing service lost by deletion of Route 221. Service hours from the eastern deviation cover much of the cost of extending Route 223 to downtown Redmond. | Mobility Board and City of Bellevue. Majority in outreach were in favor as well. Change also shifts service from a lower equity priority area to a high one. |
| **224** | Proposal: Improve frequency. Add SE Redmond local pathway.<br>• Strong support for this proposal. Popular change (83 percent approve), but with a small sample size (83 responses). Overwhelming majority of survey respondents liked that more frequent service offered on this route.<br>• There was a desire from some individuals to increase service levels on this route even further. Some suggestions that this route could serve destinations in SE Redmond on the way to Redmond Transit Center. | • Serve destinations in SE Redmond by moving the route from Avondale Road to 190th Ave. NE and Union Hill Road. This will allow the route to serve new destinations like the Microsoft Millennium campus and the Fred Meyer.<br>• This change will occur in 2024 with the opening of the Downtown Redmond Link extension. | • Moving this route off Avondale Road will slightly decrease service on Avondale compared to the Phase 2 network. With the extension of all Route 250 trips to NE 116th Street, Avondale Road will still have more service than today. Deviating to service Union Hill Road might add about 1 minute to the total trip length in each direction.<br>➔ Is this deviation worthwhile?<br>Positively received during outreach and by City of Redmond. |

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| **225** | Proposal: retain current route, as it already provides connection to future Link station.<br>• Popular (51 percent approve, 20 percent disapprove), with a small sample size (77 responses).<br>• "Other" comments largely state that this route needs more frequency.<br>• Negative comments about Route 234 deletion in 2019. Some call to shift the route to 156th to cover lost service on the 245 | • Reorient this route to stay on 148th Ave. NE and will change the southern end of the route from Redmond Technology Station to Overlake Village Station. | • Changing the route to end at Overlake Village allows for this route to combine with Route 223 to provide frequent service on 148th south of NE 40th Street but requires riders to ride to Overlake Village Station to connect with Link rather than the current end point of Redmond Technology Station.<br>➔ Is providing frequent service on 148th Ave NE worth the slightly longer ride to Link? Change positively received during outreach. |
| **232** | Proposal: delete route, replace with 222 and more frequent 224.<br>• Popular (62 percent approve, 18 percent disapprove), with responses and positive comments showing preference for service on all-day routes over peak-only services.<br>• Comments both positive and negative show a lack of understanding of the route 222 connection on Avondale and from Cottage Lake.<br>• Negative comments largely about loss of Duvall service | • The deletion of this route will remain as proposed in phase 2.<br>• This deletion will occur in 2024 with the opening of the Downtown Redmond Link Extension | • Not applicable. |

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| **237** | Proposal: delete route.<br>• Popular (50 percent approve, 19 percent disapprove), with a very small sample size (36 responses).<br>• Concerns about the phasing of this change. I-405 BRT, listed as an alternative, will not occur at the same time as this change. | • The deletion of this route will remain as proposed in phase 2.<br>• While I-405 will not be active at the time of the link openings in 2023 and 2024, the corridor will see increased service on ST 532 and 535. | • Not applicable. |
| **250** | Proposal: revise in downtown Redmond for closer connection to Link. Make all trips serve both Bear Creek and Avondale, vs current variant trips.<br>• Very popular change (74 percent approve, 10 percent disapprove).<br>• Most people who support this change like that there's a new connection to light rail, and about half of supporters specifically call the access to Avondale as the reason they support the change.<br>• Some negative comments mention that service should be removed from Bear Creek P&R/Avondale, however for every comment calling for that deletion, there are 2 comments applauding that change, including comments such as:<br>*"I support this change because I live off Avondale Road & 104th Street and work near Bear Creek P&R. If this change happens, I could take the bus to/from work every day instead of driving."* | • This route will remain as proposed in Phase 2. | • Not applicable. |

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| **251** | Proposal: new Woodinville to Redmond all-day route.<br>• Popular change (87 percent approve). Negative comments from outreach largely concerned with desire for more frequency on this route.<br>• Call for this route to serve additional destinations, especially in SE Redmond. | • Add a local service loop in SE Redmond to provide new connections between that neighborhood and regional connections. There are two alignment alternatives for this loop:<br>1. One serves destinations on Union Hill Road (e.g., Microsoft Millennium Campus, Swedish Redmond Campus)<br>2. The other would more directly serve destinations along NE 76th Street (Fred Meyer, Target, Home Depot). | ➔ Which of the alignment alternatives is preferable?<br>• This change adds to the cost of the route.<br>➔ Is adding local service in SE Redmond a priority? If it is, are changes like reducing the planned Route 224's frequency to that of today an acceptable way to pay for this additional service in SE Redmond?<br>Local loop positively received in outreach, and by City of Redmond. |

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| **256** | Proposal, consolidate peak-only routes 252, 257, and 311 into one peak route that covers all three major park &rides served by these routes, and connects to SLU and downtown Seattle.<br>• Results were mixed, but with more people approving of the change than disapproving (44 percent approve, 37 percent disapprove)<br>• Positive comments call out the benefits of the SR 520/I-5 transit/HOV direct access ramp. Desired revisions include a wider span of service.<br>• Negative comments fall into three categories:<br>1. Peak-only routes are wasteful, only invest in all-day service.<br>2. Keep the local tails of the existing peak-only routes/bring back the old 255.<br>3. Route consolidation will result in overcrowding/desire for a wider span of service. | • The pathway of this route will remain as proposed in the phase 2 network.<br>• The change for this route will be phased in when the SR 520/I-5 transit/HOV direct access ramp becomes available (likely in 2024). Prior to then, routes 252, 257, and 311 will operate as they do today. | ➔ If resources become available, should additional service on this route be considered? Would additional frequency or span be better?<br>➔ If adding service required cutting service from all-day routes, is that still a preferred? |
| **930** | Proposal: add Sunday service<br>• Overwhelmingly popular. People wrote in glowingly about how this change will improve their lives. | • This change will remain as planned in the Phase 2 network. | • Not applicable. |
| **931** | Proposal: revise route to become a Duvall-Woodinville-Bothell route. Service to Redmond replaced by 251 and 222.<br>• Popular (66 percent approve, 14 percent disapprove). Most additional comments about this route relayed a desire for all-day service in this corridor. There were very few comments stating a need for this route to go to other places/convert to larger vehicle sizes. | • This change will remain as planned in the Phase 2 network. This change would be implemented in 2023. | • Not applicable. |

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| **Flexible Service** | Proposal: New feeder to fixed service connecting to Link at Overlake Village.<br>• This service was not part of the Phase 2 Network. Feedback was not collected on this service. | • Adds a flexible service in the Overlake area, connecting people to and from transit and community hubs such as Redmond Technology Station, Overlake Village Station, and Crossroads using an on-demand service. | ➔ Are there other community hubs we should consider for this service? Note that the more hubs we add, the less efficient the service will be. |

## Central: Bellevue, Redmond, Issaquah, Medina, Clyde Hill, Beaux Arts

Top prioritized needs

Make transfers easier by being frequent, safe, and accessible to all travelers, with early and late trips that can serve East Link transfers. More transfer opportunities so that riders can travel to many different local and regional destinations. Routes that offer speed and reliability, with more direct paths where possible.

| Route | Outreach results | Proposed Phase 3 changes | Potential tradeoffs and considerations |
|---|---|---|---|
| **B Line** | Proposal: remove deviation to Overlake Village, staying on 156th. Extend from Redmond Transit Center to new Downtown Redmond Link station.<br>• Very strong support for proposal. Respondents liked removing the current deviation to Overlake Village and extending to the future downtown Redmond station. | • None, keep Phase 2 routing. | • Not applicable |
| **202** | Proposal: new local route Issaquah to Eastgate north of I-90, Woodridge, and downtown Bellevue. | • Delete route from proposal. Reinvest resources into improved frequency on a revised 203 in Issaquah, and a new frequent route between | • Removes service north of I-90 between Issaquah and Bellevue and removes service in Woodridge area of Bellevue in |

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| | • Liked that it provides service in new areas Issaquah and Bellevue north of I-90 that do not have a route today.<br>• Did not like low frequency of route and lack of weekend service. Between Routes 202 and 203, desire for one Issaquah with more frequency. Did not like lack of easy connectivity between north and south Issaquah routes. Did not like lower frequency between Eastgate and downtown Bellevue compared to 271 today. | Eastgate and downtown Bellevue (Proposed Route 220). | exchange for added service in other areas.<br>• Both have been low ridership areas in the past. Is it better to use resources to provide more service in higher ridership areas? |
| **203** | Proposal: New Issaquah – Newport – Factoria – South Bellevue Station route.<br>• Overall, Route 203 had more positive feedback than Route 202. Liked more local service in Issaquah, and new connection between Issaquah, Factoria, and South Bellevue Link light rail.<br>• Areas for improvement: Improve the connection between south and north Issaquah, difficult in network with backtracking to Issaquah Highlands, and improve off-peak frequency.<br>• Frequency between Factoria and South Bellevue is important. | • Revise route to serve North Issaquah between the Highlands and Issaquah Transit Center, providing transfer opportunities at either transit center in Issaquah. ST Express Route 554 to instead provide local stops on Gilman Boulevard in Issaquah that Route 203 did in Phase 2 proposal.<br>• Increase frequency by reinvesting hours from proposed Route 202. | • Is this route a priority for higher frequency? When should frequency be prioritized if so? Peak, off-peak, weekend?<br>Peak and midday frequency was added for phase 3. Additional frequency may be a future priority. |

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| **222** | Proposal: New route connecting Cottage Lake – Education Hill – downtown Redmond – Idlewood – Overlake. Replaces 221, 232, and a portion of 249.<br>• Liked the connections to Link, the improved service in Cottage Lake, and the more direct pathway through North Redmond and Education Hill. Also liked the southern part of the route as a replacement to today's 249.<br>• Concern for the loss of service south of Downtown Redmond on some corridors served by Route 221 on Old Redmond Road and 148th Ave. NE. Disliked drop in frequency relative to Route 221 during mid-day on Education Hill. | • Keep 222 Routing the same but improve mid-day frequency to 30 minutes.<br>• Revise Route 223 to also serve Old Redmond Road and 148th Ave NE. Improve mid-day frequency to 30 minutes. | ➔ Is more mid-day service on this route a priority relative to other needs? |
| **226** | Proposal: extend current route from Eastgate to South Bellevue. More direct pathway in East Bellevue. Added frequency.<br>• Strong support for the route because of its simplified routing in eastern Bellevue and transfer opportunities to multiple Link stations, including an extension to South Bellevue. Supported increased frequency from today's 226.<br>• Concern for service on NE 24th Street for connections Interlake High School and Bellevue Technology | • Revise route to continue serving NE 24th Street between 156th Ave NE and 164th Ave NE to maintain service in the Interlake High School area. This maintains this connection today's Route 226 makes and supports the revision of Route 223. | • If we need frequency elsewhere in Bellevue, should this route stay as frequent as proposed? |

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| | Center. The revised Route 223 would no longer serve this segment. | | |
| **241** | Proposal: delete route. Replaced by revised 240 and new 203.<br>• Lowest response rate/interest level of all central area routes.<br>Some support for added service in Somerset, but also some pointing out the service is duplicative of other routes between south Bellevue and downtown Bellevue. | • Delete route from proposal.<br>• Based on outreach feedback, Route 240 is being revised to instead serve south Bellevue from Factoria and continue to downtown Bellevue, making Route 241 largely redundant outside of the Somerset loop, which has historically been a low ridership area.<br>• Reinvest hours from 241 into an improved Eastgate to downtown Bellevue route, since Route 240 will no longer travel on this segment of today's Route 271. | • Removes service from the Somerset area of Bellevue in exchange for added service in other areas. Revised Route 240 replaces Factoria to South Bellevue to downtown Bellevue portion of the route and is more frequent.<br>• Somerset has been low ridership areas in the past.<br>➔ Is it better to use resources to provide more service in higher ridership areas?<br>This change was positively received during outreach, and supported by Mobility Board, and City of Bellevue. |
| **245** | Proposal: delete one way loop south of Eastgate. Reorient to serve 148th Ave. and connect at Overlake Village instead of Redmond Tech, to compliment B Line change. | • Keep today's routing on NE 51st and 156th Ave. NE to maintain service in this area.<br>Move forward with deletion of one-way Factoria loop south of Eastgate. | • Route 223 replaces 148th and Overlake Village while 245 retains current pathway in Overlake.<br>➔ Is this a good replacement?<br>Outreach results agreed it was. |

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| | • Support for removing Factoria one-way loop to increase reliability. Support for connections to link.<br>• Strong concerns for revised routing which would remove service from NE 51st Street and 156th Ave. NE between NE 51st and NE 40th. | | |
| **246** | Proposal: delete route.<br>• Majority of response supported deleting this route and replacing with more frequent service on other routes. | • No change. Delete route. | • Not applicable |
| **249** | Proposal: revised to serve Medina and Clyde Hill instead of 271. Revised in north Bellevue to serve Spring District and Bel-Red stations. Add later service.<br>• Mixed results. Support for new connection to Spring District from North Bellevue and South Kirkland, and improved coverage in Clyde Hill and Yarrow Point area.<br>• Support for service that runs later than today's 249.<br>• Concerns for long length of route, low off-peak frequency, and it being duplicative of other routes east of the Spring District.<br>• Preference for more frequent service on 148th Ave. NE at Fred Meyer.<br>• Concerns for loss of service through Medina on 84th Ave. NE. | • Shorten route to end at Spring District station and terminate at nearby Metro Bellevue bus base. Reinvest savings from shortening into more frequency on the route. Revise route to serve Medina via 84th Ave. NE between NE 8th Street and NE 24th Street.<br>• Revised 223 to replace service on 148th Ave. NE near Fred Meyer with a more frequent route. | ➔ Is route 223 an acceptable replacement along 148th Ave. NE near Fred Meyer?<br>This route was preferred serving 148th Ave NE during outreach.<br>➔ Should savings from shortening this route be reinvested into more frequency on this route, or elsewhere? Note that the portion of this route west of downtown Bellevue is replacing a more frequent Route 271.<br>Shorter, more frequent route was better received during outreach than the Phase 2 version. |

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| **268** | Proposal: delete route. Duplicative of Link.<br>• More respondents indicate they would prefer using light rail. | • No change. Delete route. | • Not applicable. |
| **270** | Proposal: Route 271 deleted. New route 270 replacing Bellevue to UW connection of 271. Shift service from Medina to Bellevue Way to serve priority populations. Bellevue to Eastgate provided by revised 240.<br>• Support for change by a 2 to 1 margin. Respondents liked the reliability of a shorter route, reorienting service to Bellevue Way north of downtown Bellevue (preferred nearly 4 to 1), and the ability to run Route 270 on larger buses.<br>• Concerns were for a reduction in frequency between downtown Bellevue and Eastgate on the replacement service for that corridor (Route 240). | • No change to Route 270 for Phase 3, but changes to some associated routes.<br>• Route 240 will be instead orienting towards South Bellevue from Factoria/Eastgate.<br>• Create a new frequent, all-day route connecting downtown Bellevue and Eastgate, Route 220. Route 220 is similar to the downtown Bellevue to Eastgate portion of Route 271 today, but with revision to serve new East Main Link station for a faster transfer to light rail for riders from Lake Hills area. | • Route 220 is planned to be a frequent all-day connection between downtown Bellevue, Main Street Station, Lake Hills, and Eastgate. Savings from Routes 241 and 202 may not be enough to make this route frequent.<br>➔ If additional hours are needed, should frequency be reduced (and when), or taken from another area or route?<br>Savings from deleted routes were enough to create a frequent route 220, with improved night service compared to today. This route was popular during outreach. |

## South: Renton, Renton Highlands, Newcastle, South Bellevue

Top prioritized needs

More service outside peak periods. Improve first/last mile connections to transit hubs. Leverage connections to Link, BRT. Improve connections between Renton Highlands and Bellevue & Issaquah. Ensure connections to hospitals and other community assets.

| Route | Outreach results | Proposed Phase 3 changes | Potential tradeoffs and considerations |
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| **111, 114** | Proposal: consolidate these peak-only downtown Seattle routes into one, all-day all-week revised Route 111 that connects to South Bellevue Station.<br>• Very strong support (67 percent approve) for the addition of all-day, all-week service. Comments asked for even greater service levels on Route 111.<br>• Concerns about long commute with multiple transfers for Route 114 riders that would have their service replaced by Route 240. | • Based off feedback from the City of Renton and Metro's Transit Route Facilities planners, revise route with a small pathway change to serve Harrington Ave. NE and NE 16th Street in the Renton Highlands. | • Not applicable. |
| **240** | Proposal: revise Factoria to downtown Bellevue segment, service SE 36th in Factoria, then traveling the Eastgate to Bellevue segment of Rote 271.<br>• Mixed support (49 percent approved) for the Phase 2 pathway between Eastgate Park-and-Ride and Bellevue Transit Center via Bellevue College, 145th Pl. SE, and Lake Hills Connector.<br>• Concerns about this pathway taking too long to connect to Link.<br>• Concerns about a loss of frequency on 145th Pl SE and Lake Hills Connector if this route replaces Route 271 along this corridor. | • Revise route to serve South Bellevue Link station between Eastgate Park-and-Ride and Bellevue Transit Center to provide faster connections to Link.<br>• Create a new frequent all-day route connecting between downtown Bellevue and Eastgate, Route 220. Route 220 is similar to the downtown Bellevue to Eastgate portion of Route 271 today, but with revision to serve new East Main Link station, for a faster transfer to Link for riders from Lake Hills area.<br>• Prioritize Route 240 for additional frequency if budget allows after other revisions. | ➔ Do the revised 240 and new 220 provide enough connections to Bellevue College from the South area?<br>Yes, frequency upgraded to 15 minutes on 240.<br>Travel times from the south to Bellevue College are improved in Phase 3 analysis. |

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| **167, 342** | Proposal: Consolidate into two-way service on Route 342. All-day connections to UW available via transfer to Link, or Route 270.<br>• Lowest response rate/interest level of all South area routes.<br>• About half (49 percent) of survey responses did not support this change, citing not wanting to transfer at Bellevue Transit Center to get to the University District.<br>• Comments indicated some survey respondents did not use these routes. | • No change. | • Keeping peak-only Route 167 would mean not being able to fund all-day service or increased frequency somewhere else in the network, such as on Route 111. Keeping peak-only Route 167 would also duplicate frequent Route 270 and Link. |

## East: I-90 Corridor, North Bend, Snoqualmie, Issaquah Highlands, Sammamish, Mercer Island

Top prioritized needs

More service outside peak periods. More service on weekends. Maintain frequent service in peak periods. Real time information technology.

| Route | Outreach results | Proposed Phase 3 changes | Potential tradeoffs and considerations |
|---|---|---|---|
| **204** | Proposal: add Sunday service.<br>• Strong support for the addition of Sunday service | • No change. Add service on Sundays. | • Not applicable. |
| **208** | Proposal: replace with new Route 215 that covers same pathway in Snoqualmie and North Bend but extends from Issaquah to Eastgate and Link.<br>• Strong support in conjunction with the Route 215 replacement | • No change. Delete route. | • Keeping Route 208 would leave Snoqualmie/North Bend with less a frequent route and no connection to Link light rail. |

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| **212** | Proposal: delete route, partially duplicates Link. Replace with simplified all-day connections to Link.<br>• Generally supportive of the proposal. Some concerns about the loss of one seat ride to downtown Seattle. | • No change. Delete route. | • Keeping peak-only Route 212 would mean not being able to fund all-day service or increased frequency somewhere else in the network, such as on Route 269. It would also duplicate frequent Routes 215, 218, 269 and Link light rail. |
| **214** | Proposal: delete route, partially duplicates Link. Replace with simplified all-day connections to Link.<br>• Mixed support (41 percent in favor, 46 percent against). Concerns about loss of one seat ride into downtown Seattle and the Route 554 taking longer. | • No change. Delete route | • Keeping peak-only Route 214 would mean not being able to fund all-day service or increased frequency somewhere else in the network, such as on Route 269. It would also duplicate frequent Route 554 and Link light rail. |
| **215** | Proposal: replace Route 208 with new Route 215 that covers same pathway in Snoqualmie and North Bend but extends from Issaquah to Eastgate and Link.<br>• Strong support | • No change. New route to/from North Bend – Mercer Island | • Not applicable. |
| **216** | Proposal: delete route, partially duplicates Link. Replace with simplified all-day connections to Link.<br>• Mixed support (33 percent in favor, 31 percent against).<br>• Concerns about additional travel time with transfers. | • No change. Delete route. | • Keeping peak-only Route 216 would mean not being able to fund all-day service or increased frequency somewhere else in the network, such as on Route 269. It would also duplicate frequent Routes 215, 218, 269 and Link light rail. |

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| **217** | Proposal: delete route, partially duplicates Link. Replace with simplified all-day connections to Link.<br>• Generally strong support (44 percent in favor, 14 percent against).<br>• Some concerns about having ample trips to Factoria in the reverse-peak direction and period. | • No change. Delete route. | • Keeping peak-only Route 217 would mean not being able to fund all-day service or increased frequency somewhere else in the network, such as on Route 269. It would also duplicate frequent Route 554 and Link light rail. |
| **218** | Revised route connecting Issaquah Highlands to Mercer Island Link station. Avoid duplication with Link west of Mercer Island.<br>• Mixed support (37 percent in favor, 38 percent against).<br>• Concerns about longer travel times with transfers. | • No change. | • Not applicable. |
| **219** | Proposal: delete route, partially duplicates Link. Replace with simplified all-day connections to Link.<br>• Mixed support (33 percent in favor, 33 percent against).<br>• Concerns about longer travel times with transfers. | • No change. Delete route. | • Keeping peak-only Route 219 would mean not being able to fund all-day service or increased frequency somewhere else in the network, such as on Route 269. It would also duplicate frequent Routes 215, 218, 269 and Link. |
| **269** | Revised route, extended from Issaquah to Mercer Island Link. In Redmond route to connect at Marymoor Station Link.<br>• Strong support (56 percent in favor, 12 percent against).<br>• Some concerns about the proposal no longer serving the Issaquah Transit Center. | • Change pathway to/from Issaquah-Highlands Park-and-Ride and I-90. Use Highlands Drive (same as routes 215 and 218) | • Proposed routing would speed up route. A tradeoff is the route would not serve North Issaquah. Instead, new Route 203 would serve North Issaquah<br>Change was positively received. |

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| **630** | Revised route. Serve First Hill only. Downtown Seattle served by Link from Mercer Island.<br>• Strong support (49 percent in favor, 25 percent against).<br>• Some concerns about the duplication with Link light rail. | • Streamline pathway on Seattle First Hill; eliminate deviation to Swedish Hospital (via Cherry Street) | • Proposed routing streamlines route. The tradeoff is Swedish Hospital would not have front door service.<br>Change was positively received. |

# Appendix B How the Phase 4 Network Reflects Phase 3 Feedback

The following describes the feedback we received during Phase 3 specific to each route in the project area and any resulting changes to the final proposed network. The routes are broken down by the four geographic focus areas used during the project.

**North: Redmond, Kirkland, Woodinville, Bothell**

Top prioritized needs

Improve and add local connections. More service on nights and weekends. Ensure transfers are easy and seamless. Preserve easy access to downtown Seattle.

| Route | Phase 3 proposal | Phase 3 engagement results | Changes proposed for final network? |
|---|---|---|---|
| **223** | Extend route from Overlake to downtown Redmond via 148th and Old Redmond Road, replacing segments of today's Route 221. Re-orient to Overlake Village station instead of Redmond Technology station, for better connection between 148th and Link. Straightened pathway through Crossroads area, traveling on 148th instead of diverting towards Lake Sammamish. | Better than 2 to 1 yes vs no. Improved support from Phase 2 now that 148th and Old Redmond Road are covered. Riders like the straighter pathway between Redmond and Eastgate, for more reliability. | No changes to Phase 3 proposal. |
| **224** | Increase frequency on this route to hourly. Serve destinations in SE Redmond by moving the route from Avondale Road to 190th Ave. NE and Union Hill Road. This will allow the route to serve new destinations like the | | Extend the route south to Big Rock Road to serve new development in Duvall. |

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| | Microsoft Millennium campus and the Fred Meyer. | | |
| **225** | Reorient this route to stay on 148th Ave NE and will change the southern end of the route from Redmond Technology Station to Overlake Village Station. | We did not receive negative feedback on this minor change to routing. | No changes to Phase 3 proposal. |
| **232** | No change from the Phase 2 proposal | Strong support for this change (55 percent approved of the change, 13 percent disapproved).<br><br>Most specifically called out liking the fact that resources from this route will fund improvements to all-day routes | No changes to Phase 3 proposal. |
| **237** | No change from the Phase 2 proposal | Greater than 2 to 1 approval for this change (41 percent approved, 19 percent disapproved).<br><br>Most concerns were about the timing of this change, with people wishing this route was maintained until I-405 BRT. | No changes to Phase 3 proposal. |
| **250** | No change from the Phase 2 proposal | Extremely strong support for this change (60 percent approved, 7 percent disapproved) with many folks specifically calling out how the additional service on Avondale Road and to shopping/services at Bear Creek will be "life-changing" improvements. | No changes to Phase 3 proposal. |
| **251** | New route between Woodinville Park-and-Ride and Redmond, via Woodinville Redmond Road/NE 145th Street. | Extremely strong support for this change (77 percent approved, 2 percent disapproved). Respondents | No changes to Phase 3 proposal. |

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| | The Phase 3 proposal extends this route from downtown Redmond Station to Marymoor Station via NE 76th Street and 185th Ave. NE to provide more local service in SE Redmond. | love the new connection this route provides. | |
| **256** | No change from the Phase 2 proposal. | Response to this change is mixed (31 percent approve, 26 percent disapprove, 36 percent maybe approve).<br><br>Some like the new connection to SLU, while others are concerned about travel time, crowding, or expressed a desire for all peak-only routes to become all-day routes. | No changes to Phase 3 proposal. |
| **930** | The Phase 3 proposal added service on Sunday on this route to give the route 7-day/week service.<br><br>This change will occur in 2024 with the opening of Link Light Rail to Downtown Redmond. | Extremely strong support for this change (79 percent approved, 4 percent disapproved). Respondents specifically called out the need for additional all-day service on this corridor and were happy to see the Phase 3 proposal for this route meeting this need. | No changes to Phase 3 proposal. |
| **931** | New connection from downtown Duvall to Cottage Lake via NE Woodinville Duvall Road.<br><br>This proposal is unchanged between Phase 2 and Phase 3. | Strong support for this change (55 percent approved of the change, 11 percent disapproved). Most respondents liked the new connection this service would bring and saw a strong benefit, especially for students | No changes to Phase 3 proposal. |

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| | | at UW Bothell. Some desire for this to become an all-day route. | |
| **Flexible Service** | A new on-demand flexible service that connects people within a specific service area to and from frequent transit and other important local community destinations.<br><br>The current proposal is a service area that would cover portions of the Overlake, Crossroads, Bretton Wood, and Rose Hill neighborhoods bordered by 140th Ave. NE to the west, West Lake Sammamish Parkway to the east, NE 87th Street to the north, NE 8th Street to the south.<br><br>Riders book a ride on-demand with an app or via a call center.<br><br>All trips must be to or from the following hubs:<br>• Overlake Village Station Link light rail<br>• Redmond Technology Station Link light rail<br>• Downtown Redmond Station Link light rail<br>• Crossroads Shopping Center<br><br>This service would operate 7-days/week from 6:00 AM to 8:00 PM. | Generally strong support for this service, though there was a small sample size.<br><br>Most comments were about people wanting this service in more parts of the county or additional evening service.<br><br>Most respondents had no concerns about the service | No changes to Phase 3 proposal. |

**Central: Bellevue, Redmond, Issaquah, Medina, Clyde Hill**

Top prioritized needs

Make transfers easier by being frequent, safe, and accessible to all travelers, with early and late trips that can serve East Link transfers. More transfer opportunities so that riders can travel to many different local and regional destinations. Routes that offer speed and reliability, with more direct paths where possible.

| Route | Phase 3 proposal | Phase 3 engagement results | Changes proposed for final network? |
|---|---|---|---|
| **B Line** | No change from Phase 2. Retain straighter pathway on 156th. | Still very strong support for proposed change. 70 percent in favor, 8 percent opposed. | No changes to Phase 3 proposal. |
| **202** | Route deleted from proposal. Hours invested in more frequency on other routes, such as 203. | Support for associated changes (203, 554). Survey question was not asked directly on Route 202, as it was only a conceptual route in Phase 2, and not an existing service. | No changes to Phase 3 proposal. |
| **203** | Revised to serve North Issaquah between Issaquah Transit Center and Issaquah Highlands. Frequency improved. | 3 to 1 yes vs no. The North Issaquah local routing change was particularly well received for providing improved all-day local service in Issaquah, combined with revised Route 554. A new Factoria to Issaquah connection was also popular. | No changes to Phase 3 proposal. |
| **220** | New frequent route between downtown Bellevue and Eastgate via Main Street Station, Lake Hills, and Bellevue College. | 4 to 1 yes vs no.<br><br>Responses appreciated seeing this change from Phase 2, as there were | No changes to Phase 3 proposal. |

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| | | concerns about frequency in the areas served | |
| **222** | No change to routing, but 223 revised to retain some 221 pathways that were lost.<br><br>Improve mid-day frequency. | 2 to 1 yes vs no. Improved support from Phase 2 when combined with proposed 223 changes covering 148th and Old Redmond Road. | No changes to Phase 3 proposal. |
| **223** | Extend route from Overlake to downtown Redmond via 148th and Old Redmond Road, replacing segments of today's Route 221. Re-orient to Overlake Village station instead of Redmond Technology station, for better connection between 148th and Link. Straightened pathway through Crossroads area, traveling on 148th instead of diverting towards Lake Sammamish. | Better than 2 to 1 yes vs no. Improved support from Phase 2 now that 148th and Old Redmond Road are covered. Riders like the straighter pathway between Redmond and Eastgate, for more reliability. | No changes to Phase 3 proposal. |
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| **226** | Revised from Phase 2 to maintain direct connection to Interlake High School and Bellevue Technology Center on NE 24th Street. | Nearly to 2 to 1 yes vs no. Decline in support from Phase 2 due to Route 223 no longer serving east of 164th Ave NE (which is currently served by Route 226. Positive responses liked the more simplified pathway and connections to Link. | No changes to Phase 3 proposal.<br><br>Coverage east of 164th Ave. NE is provided by proposed Overlake Flexible Service. Having Route 226 continue to serve this area adds significant travel time, reducing the benefits that are |

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| | | | most popular of the proposed route. |
| **241** | Delete route. Invest hours in new frequent Route 220, and more frequency on Route 240.<br><br>Majority of Route replaced by revised Route 240 and new Route 203. | Strong support, 62 percent yes to 12 percent no.<br><br>Replacing with more frequent service between Factoria and South Bellevue on Route 240 was particularly popular. | No changes to Phase 3 proposal. |
| **245** | Return route to current pathway on 156th Ave NE, rather than proposed change to 148th Ave NE. Maintain deleting one way loop south of Eastgate. Service replaced by frequent Route 240. | Better than 3 to 1 yes vs no.<br><br>Riders like the improved reliability with ending the route at Eastgate. | No changes to Phase 3 proposal. |
| **246** | Delete route. Invest hours in frequency on other routes with higher ridership. | Mixed results, responses split. Low response rate to this particular route.<br><br>Those in favor preferred the service go to higher ridership areas, those opposed were concerned about loss of service in Woodridge and Somerset. | No changes to Phase 3 proposal.<br><br>During outreach a strong preference has been heard for providing more frequency in higher ridership over "coverage" routes. The current Route 246 is low ridership and provides only hourly service with a limited span. Service in other areas is prioritized. |
| **249** | Shift service from 92nd Ave. NE to 84th Ave. NE to maintain current 271 service area. End route at Spring District Station | More than 2 to 1 yes vs no. | No changes to Phase 3 proposal. |

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| | rather than continuing to Overlake. Invest savings from shorter route into more frequency on this route. | Significantly improved support from Phase 2 proposal. The shorter route was preferred for the frequency and reliability it provides. Riders also felt the Spring District to Overlake segment was largely duplicated by Link and other routes. | |
| **268** | Delete route as it duplicates Link from Marymoor to Seattle. Invest hours into connections to Link. | Majority in support of deleting. Riders preferred using Link to Seattle from Redmond. | No changes to Phase 3 proposal. |
| **270** | No change from Phase 2 proposal. | Proposal remains popular, majority in support with nearly 5 to 1 yes vs no.<br><br>Routing on Bellevue Way strongly preferred over pathway through Medina. | No changes to Phase 3 proposal. |

**South: Renton, Renton Highlands, Newcastle, South Bellevue**

Top prioritized needs

More service outside peak periods. Improve first/last mile connections to transit hubs. Leverage connections to Link, BRT. Improve connections between Renton Highlands, and Bellevue & Issaquah. Ensure connections to hospitals and other community assets.

| Route | Phase 3 Proposal | Phase 3 Engagement Results | Changes proposed for final network? |
|---|---|---|---|
| **111** | No pathway changes from Phase 2 proposal. Based on Phase 2 engagement feedback, weekday evening span was extended to 9 PM. | Strong support of P3 proposal with 64 percent of respondents supporting the proposal. There were some concerns expressed about losing a one-seat ride to Downtown Seattle, but comments also supported the tradeoff of having | No changes to Phase 3 proposal. |

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| | | all-day, all-week service. Comments also asked for extended span on weekends to match the P3 investment on weekdays. | |
| **114** | No change from Phase 2 proposal (route discontinued). | Replacement service for Route 114 is provided by revised Route 240 and Link light rail. Overall support for the Route 240 proposal (51 percent yes, 14 percent no). | No changes to Phase 3 proposal. |
| **167** | No change from Phase 2 proposal (route discontinued). | Replacement service for Route 167 is provided by revised Route 342 and Link light rail or new Route 270. Overall support for the Route 240 proposal (58 percent yes, 11 percent no). | No changes to Phase 3 proposal. |
| **240** | In Phase 3 routing in Bellevue was adjusted to serve South Bellevue Link Station between Eastgate Park-and-Ride and Bellevue Transit Center via SE Eastgate Way, I-90, Bellevue Way SE, and 198th Ave SE. Additionally, in Phase 3 the route was upgraded to 15-minute all-day service on weekdays. | Increased support for Route 240 P3 proposal over P2 proposal (51 percent yes, 14 percent no). Comments suggested serving the Eastgate freeway stations to save travel time, but this would result in a further walk for riders destined for Bellevue College. | No changes to Phase 3 proposal. |
| **342** | No change from Phase 2 proposal. | High support for Route 342 P3 proposal (58 percent yes, 11 percent no) | No changes to Phase 3 proposal. |

**East: I-90 corridor, Sammamish, Mercer Island**

Top prioritized needs

More service outside peak periods. More service on weekends. Maintain frequent service in peak periods. Real time information technology.

| Route | Phase 3 Proposal | Phase 3 Engagement Results | Changes Proposed for Final Network? |
|---|---|---|---|
| **204** | No change from Phase 2 proposal. No alignment change, add service on Sunday. | Strong support of P3 proposal (68 percent yes). Some requests for increasing span later in the PM. | No changes to Phase 3 proposal. |
| **208** | No change from Phase 2 proposal. Replace route with new route 215. | Extremely strong support in replacing it for the new route 215 (84 percent yes). | No changes to Phase 3 proposal. |
| **212** | No change from Phase 2 proposal. Replace with routes 218, 226, 240, 269, new route 215 and Link light rail. | Mixed support (45 percent yes, 31 percent no). Majority of respondents understood the need to avoid duplication of link while others expressed increased travel time and loss of one seat ride. | No changes to Phase 3 proposal. |
| **214** | No change from Phase 2 proposal. Replace with ST route 554 and Link light rail. | Mixed support (48 percent yes, 32 percent no). Some concerns about ST 554 being slow. | No changes to Phase 3 proposal. |
| **215** | No change from Phase 2 proposal. New route from North Bend via Snoqualmie to Mercer Island. | Extremely strong support (75 percent yes, 12 percent no). Some comments on renaming variant route number for easier to understand service. | Rename 215 variant that travels Mercer Island to Issaquah Highlands only to 218. This offers clarity that all 215 trips go to North Bend, avoiding rider confusion. |
| **216** | No change from Phase 2 proposal. Replace with route 269 and Link light rail. | Mixed support (42 percent yes, 35 percent no). Majority of respondents | No changes to Phase 3 proposal. |

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| | | who are against the proposal do not want to have to transfer. | |
| **217** | No change from Phase 2 proposal. Replace with route 269 and Link light rail. | Strong support. 2 to 1 yes vs no. | No changes to Phase 3 proposal. |
| **218** | No change from Phase 2 proposal. Truncate route at Mercer Island, add service in reverse peak direction during peak periods. | Mixed support (36 percent yes, 34 percent no). Majority of respondents who are against the proposal do not want to have to transfer. Some comments on renaming variant route number for easier to understand service. | Rename 215 variant that travels Mercer Island to Issaquah Highlands only to 218. This offers clarity that all 215 trips go to North Bend, avoiding rider confusion. |
| **219** | No change from Phase 2 proposal. Replace with route 269 and Link light rail. | Mixed support (37 percent yes, 41 percent no). Majority of respondents against the proposal do not want to have to transfer. | No changes to Phase 3 proposal. |
| **269** | No change from Phase 2 proposal. Extend route to Mercer Island. | Strong support (64 percent yes, 12 percent no). | No changes to Phase 3 proposal. |
| **630** | No change from Phase 2 proposal. Alignment changes to better serve hospitals on Seattle First Hill. | Strong support. Over 2 to 1 yes vs no. | No changes to Phase 3 proposal. |
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# Appendix C How the Final Proposed Network Reflected Phase 4 Feedback

The following describes route specific feedback received during the reconvening of the Mobility Board for a final Phase 4 review of the Phase 3 network. Due to the minimal adjustments only, the routes selected for changes are represented in the following table.

Top prioritized needs

Improve and add local connections. Ensure transfers are easy and seamless. Preserve easy access to Downtown the Link 2 Line.

| Route | Phase 4 proposal | Phase 4 Engagement Results |
|---|---|---|
| **220** | • Revised pathway in Phase 4 to operate operates between Lake Hills Connector and the Bellevue Transit Center via 116th Ave. NE, Main Street, 112th Ave. NE, NE 4th Street, and 110th Ave. NE | • Some concern was raised for the loss of service to the Wilburton Park-and-Ride, however, overall, the mobility board unanimously supported this change, citing the improved connectivity to local destinations that this reroute would provide. |
| **269** | • Route 269's pathway is revised to deviate to the Bear Creek Park-and-Ride before serving Marymoor Station. | • There was strong support for this modification; 70 percent supported, 10 percent opposed and 20 percent no preference. Respondents were in favor of improved connections and transfers for SE Redmond residents. |

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| **256** | • Route 256 is reoriented to deviate off of I-405 to directly serve the Kingsgate Park-and-Ride parking lot to make transfers easier and safer and eliminate the need to walk a quarter mile to reach the station. | • The Mobility Board unanimously agreed on this revision, expressing support for a safer connection and increased accessibility. |