



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

Ordinance 20046

Proposed No. 2026-0037.1

Sponsors Fain and von Reichbauer

1 AN ORDINANCE approving South Link Connections
2 Public Transportation Service Changes for King County.

3 STATEMENT OF FACTS:

4 1. The changes in this ordinance to the Metro transit department's bus
5 network include revisions to bus service in the cities of Auburn, Burien,
6 Des Moines, Federal Way, Kent, Normandy Park, Pacific, SeaTac, and
7 Tukwila.

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

12 3. Implementation of the proposed changes over multiple service changes
13 is consistent with the Metro Service Recovery Plan approved via
14 Ordinance 19581.

15 4. The changes in this ordinance reinstate or reinvest the fully or partially
16 suspended service resources on routes 121, 122, 123, 154, 157, 162, 177,
17 178, 179, 190, and 197 within the South Link Connections project
18 consistent with the Metro Service Recovery Plan.

19 5. In 2024 and 2025, the Metro transit department conducted public
20 engagement concerning proposed changes to service in the south areas of

Ordinance 20046

21 King County provided by routes 121, 122, 123, 154, 156, 157, 162, 165,
22 177, 178, 179, 181, 182, 183, 187, 190, 193, 197, 631, 901, 903, and
23 RapidRide A Line.

24 6. The service changes in this ordinance would eliminate routes 122, 123,
25 154, 157, 162, 165, 177, 178, 179, 190, 197, and 901, revise Route 121,
26 and reinvest service resources to create new routes 164, 166, and 902, and
27 expand service on routes 156, 181, 182, 183, 187, 631, and 903. Metro
28 would also make administrative changes to expand service on Route 168
29 and the RapidRide A Line and reduce service on Route 193.

30 7. The service changes in this ordinance would modify the routing of
31 routes 121, 156, 183 and 187.

32 8. Sound Transit opened three new light rail stations on the Link light rail
33 1 Line between Angle Lake and Federal Way on December 6, 2025.

34 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

35 SECTION 1. The service changes for King County, substantially as described in


Ordinance 20046

- 36 Attachment A to this ordinance, are hereby approved. The Metro transit department may
- 37 implement the changes beginning with the fall 2026 service change.


Ordinance 20046 was introduced on 3/10/2026 and passed by the Metropolitan King County Council on 3/24/2026, by the following vote:

Yes: 9 - Balducci, Barón, Dembowski, Dunn, Fain, Lewis, Mosqueda, Perry and von Reichbauer


KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Signed by:

 062AC77E76FB49B...
 Sarah Perry, Chair

ATTEST:

DocuSigned by:

 8DE1BB375AD3422...
 Melani Hay, Clerk of the Council

APPROVED this _____ day of 4/2/2026, _____.

Signed by:

 B7B9CFF6992F49A...
 Girmay Zahilay, County Executive

Attachments: A. South Link Connections Public Transportation Service Changes for King County, February 23, 2026

February 23, 2026

South Link Connections Public Transportation Service Changes for King County

Route: 121 (revise)

OBJECTIVES:

Revise service on Route 121 to serve Burien Transit Center, Boulevard Park, and Seattle during weekday peak periods and remove service south of Burien Transit Center in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines. Replacement service between Highline College and Burien Transit Center is provided by new Route 166. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:
Des Moines, Normandy Park, Burien, Seattle

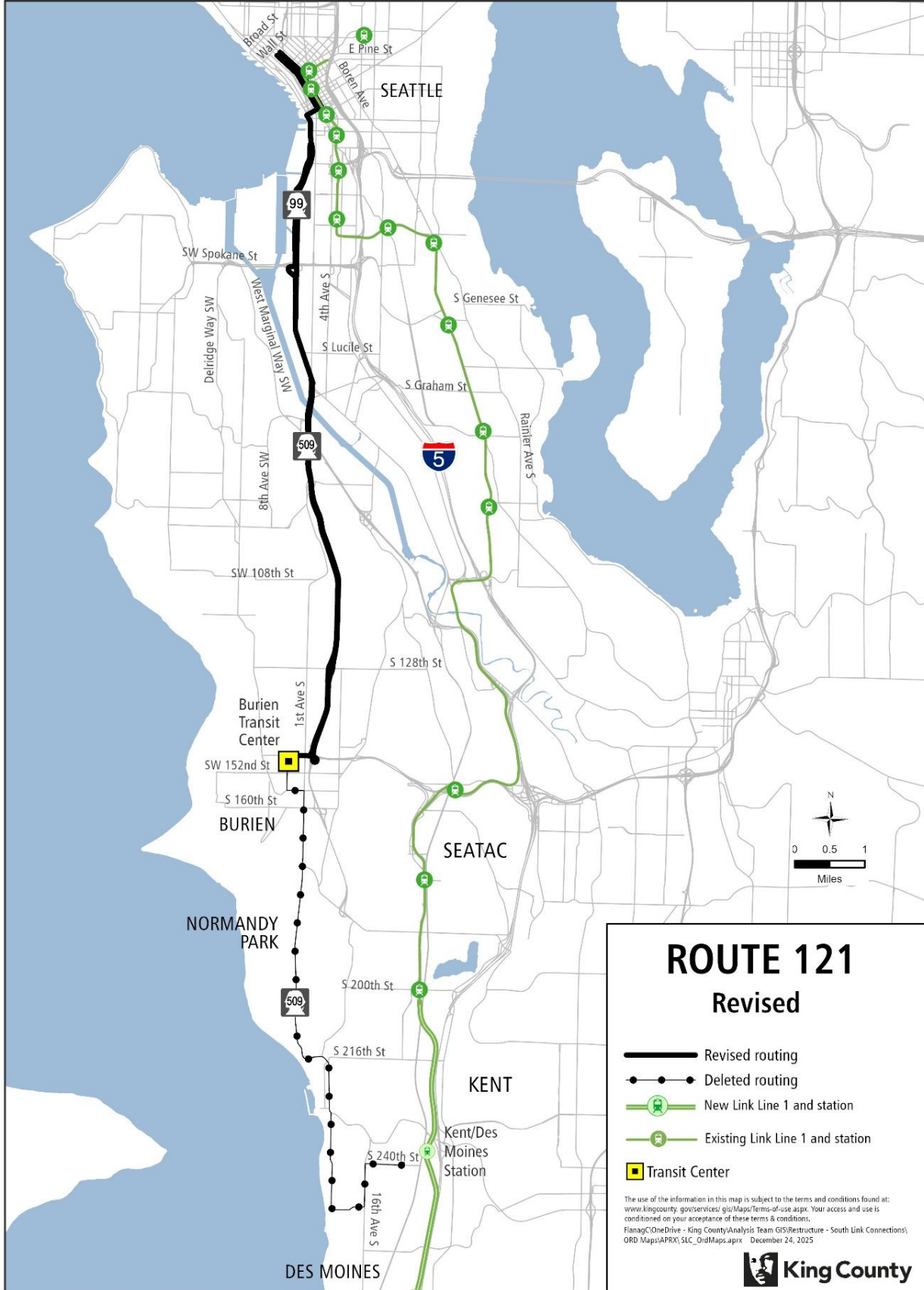
SERVICE CHANGE:
Revise Route 121 to serve Burien Transit Center, Boulevard Park, and Seattle and remove service south of Burien Transit Center. Replacement service between Highline College and Burien Transit Center is provided by new Route 166. Route 121 was suspended in 2020, partially restored in 2021, and suspended again in 2023.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	-	-	-	-	-	-	-
Proposed	30-60 min	-	-	-	-	-	-






Hours of Service:

	Weekday	Saturday	Sunday
Current	-	-	-
Proposed	6:00 AM–8:45 AM 3:45 PM–6:30 PM	-	-



ROUTE 121

Revised

-  Revised routing
-  Deleted routing
-  New Link Line 1 and station
-  Existing Link Line 1 and station
-  Transit Center

The use of the information in this map is subject to the terms and conditions found at: www.kingcounty.gov/services/gis/Maps/Terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms & conditions.
 Flanagan@OneDrive - King County\Analysis Team GIS\Restructure - South Link Connections\ORD Maps\APRX\SLC_OrdMaps.aprx December 24, 2025



Route: 122 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 122 will be provided by routes 121, 156, 166, RapidRide H Line, and Link light rail. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

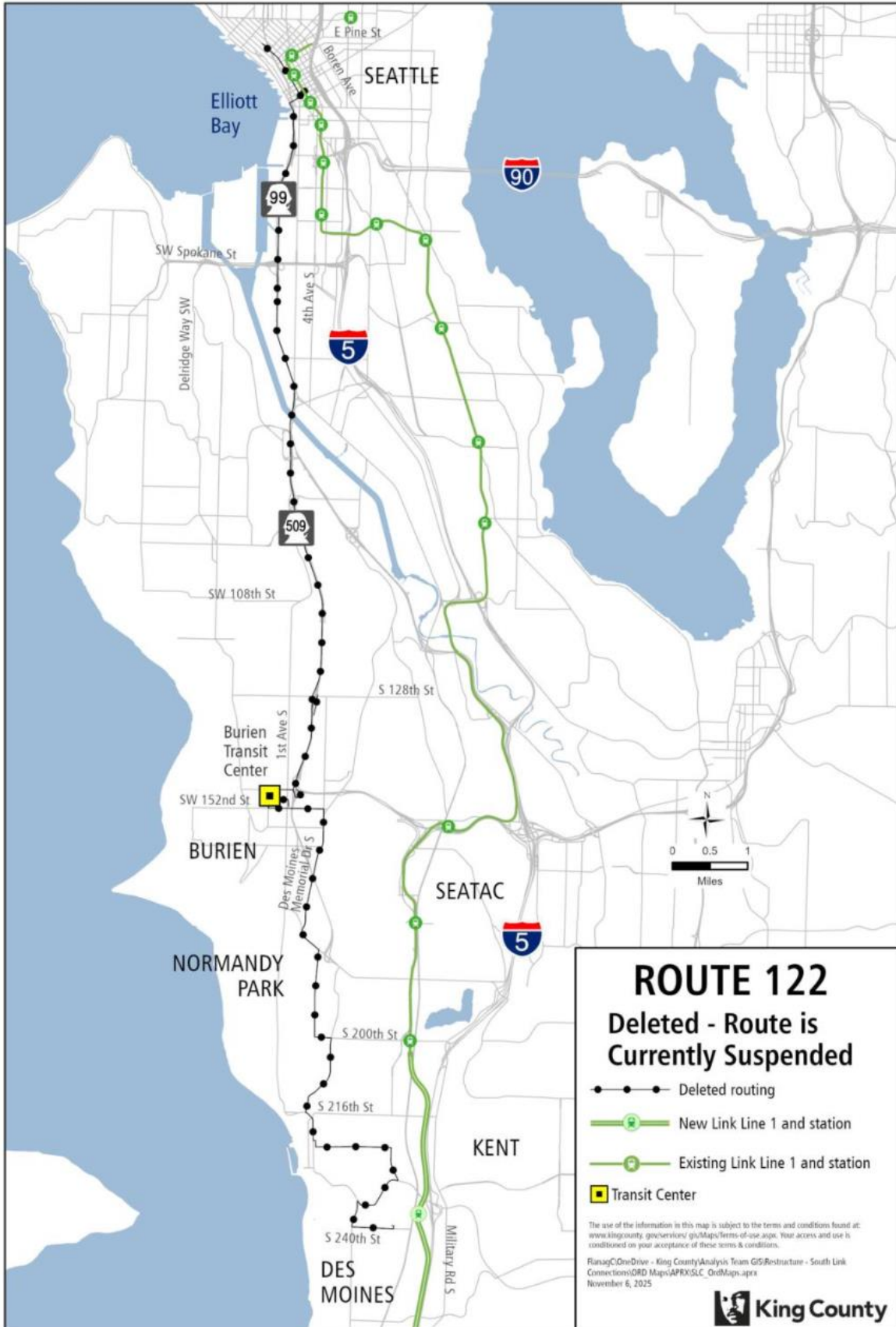
- *Network Connections*
 - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail lines, commuter rail lines, and other modes.
 - Metro strives to make transfers easy. Network design should consider locations where transfer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

IMPACTED SERVICE AREA:

Des Moines, Normandy Park, Burien, Seattle

SERVICE CHANGE:

Delete Route 122. Replacement service for Route 122 will be provided by routes 121, 156, 166, RapidRide H Line, and Link light rail. Route 122 was suspended in 2020.



Route: 123 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 123 will be provided by routes 121, 631, and RapidRide H Line. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Burien, Seattle

SERVICE CHANGE:

Delete Route 123. Replacement service for Route 123 will be provided routes 121, 631, and RapidRide H Line. Route 123 was suspended in 2020.



Route: 154 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 154 will be provided by routes 113, 121, 124, 150, Metro Flex, and Link light rail. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

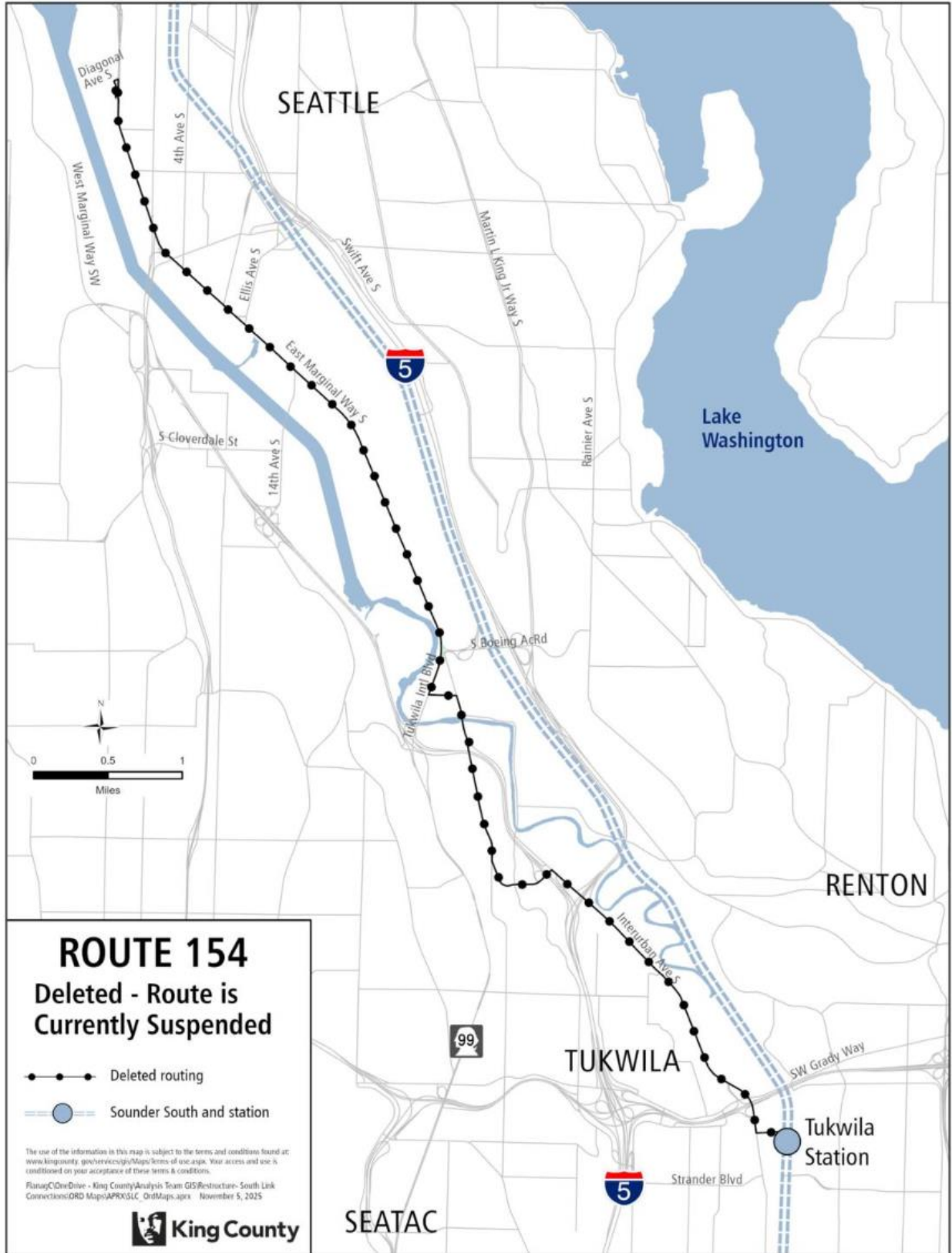
- *Network Connections*
 - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail lines, commuter rail lines, and other modes.
 - Metro strives to make transfers easy. Network design should consider locations where transfer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

IMPACTED SERVICE AREA:

Tukwila, Seattle

SERVICE CHANGE:

Delete Route 154. Replacement service will be provided by routes 113, 121, 124, 150, Tukwila Metro Flex, and Link light rail. Route 154 was suspended in 2020.



Route: 156 (revise)

OBJECTIVES:

Revise Route 156 to serve Kent Des Moines Station, operate in both directions on South 164th Street in SeaTac, and provide earlier trips every day of the week and additional trips on weekends in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Kent, Des Moines, SeaTac, Tukwila

SERVICE CHANGE:

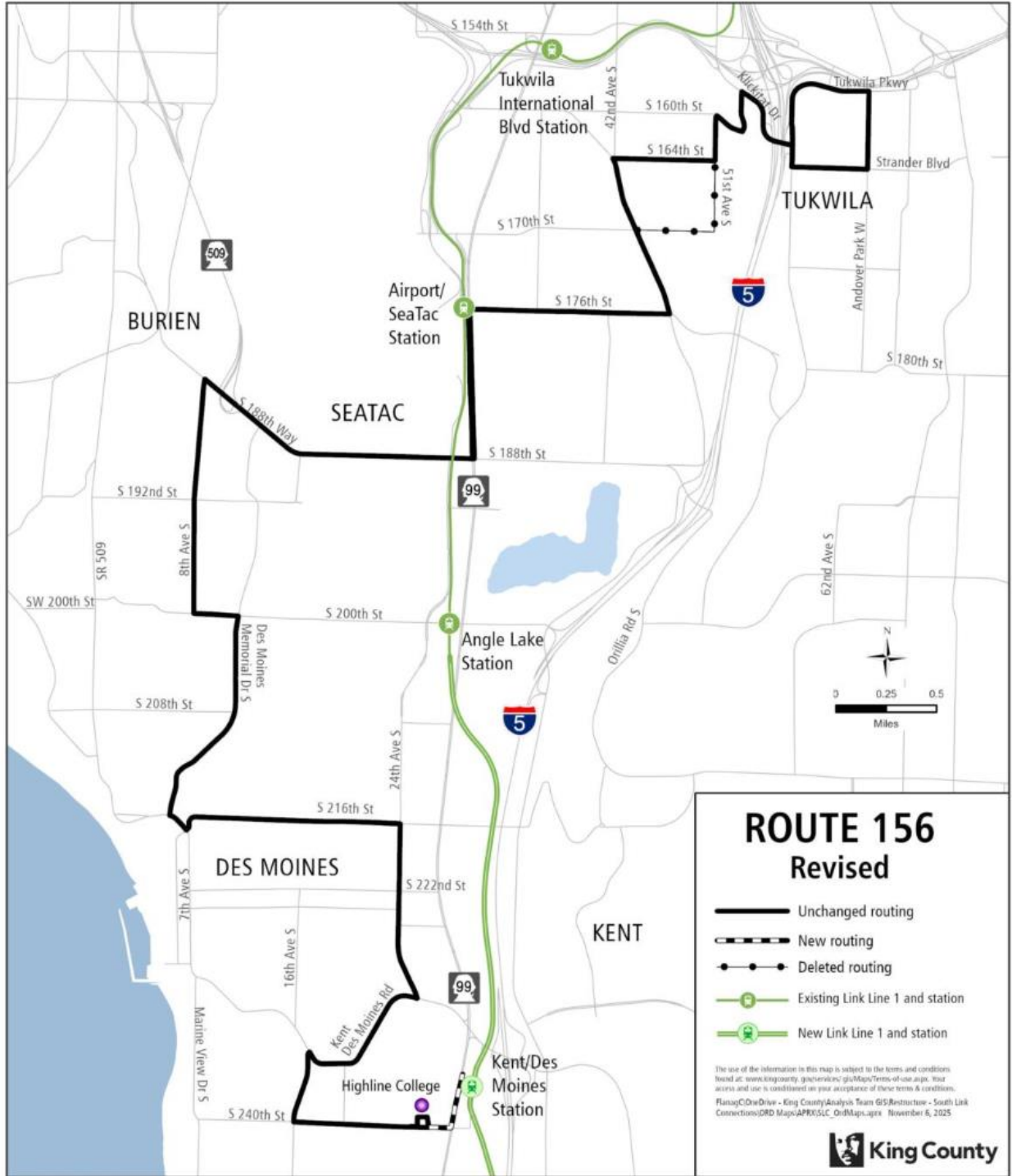
Revise Route 156 to directly serve Kent Des Moines Station with a simpler path through McMicken Heights and increase frequency to 30 minutes most of the day on weekends.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	15-30 min	30 min	30-60 min	60 min	60 min	60 min	60 min
Proposed	15-30 min	15-30 min	30-60 min	30-60 min	60 min	30-60 min	60 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	5:00 AM–10:45 PM	5:30 AM–10:30 PM	5:30 AM–10:15 PM
Proposed	4:30 AM–11:00 PM	4:30 AM–10:00 PM	4:30 AM–10:00 PM



Route: 157 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 157 will be provided by routes 161, 164, 168, Sounder, Metro Flex, and Link light rail. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

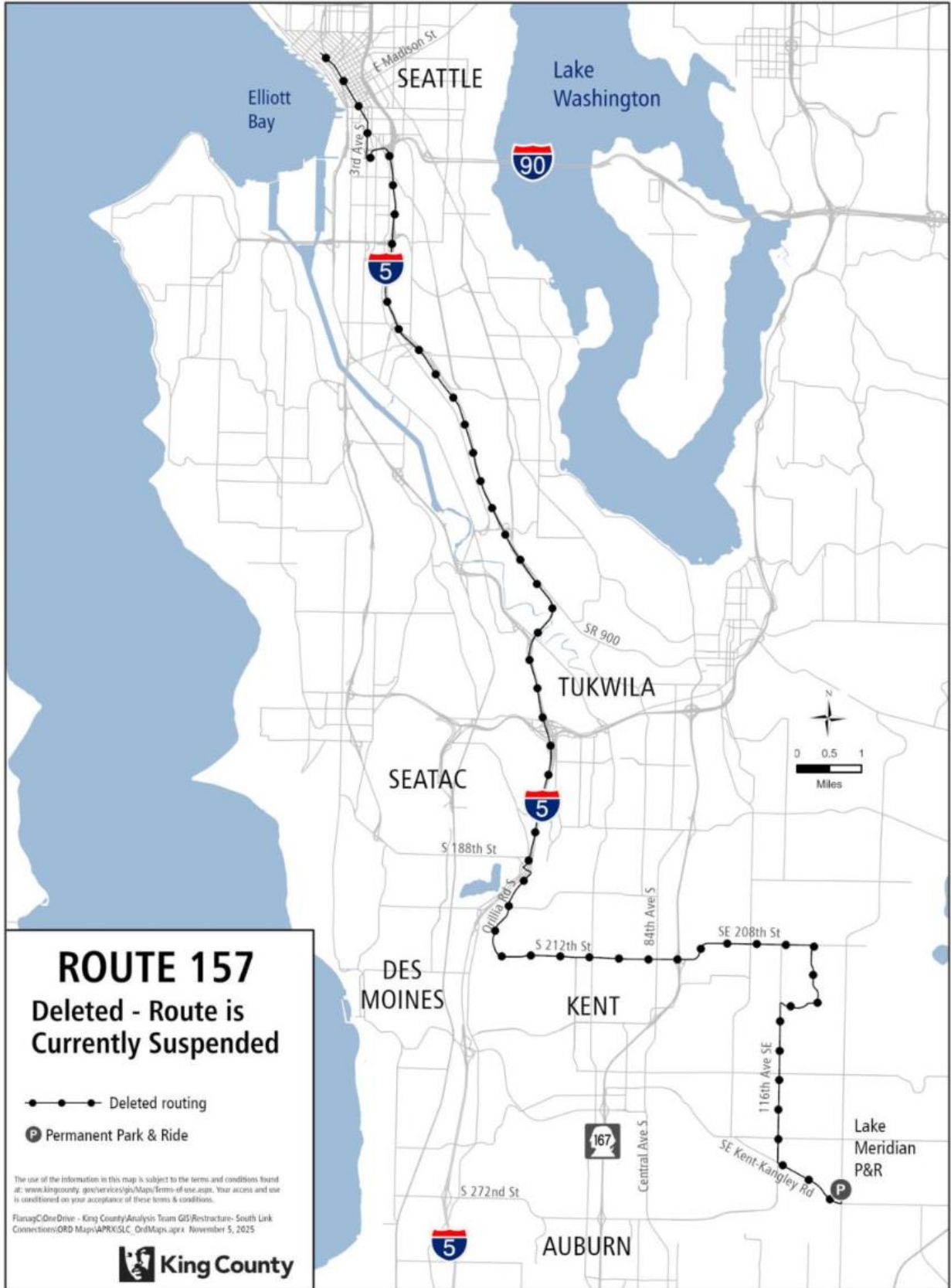
- *Network Connections*
 - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail lines, commuter rail lines, and other modes.
 - Metro strives to make transfers easy. Network design should consider locations where transfer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

IMPACTED SERVICE AREA:

Kent, Seattle

SERVICE CHANGE:

Delete Route 157. Replacement service for Route 157 will be provided by routes 161, 164, 168, Sounder, Kent Metro Flex, and Link light rail. Route 157 was suspended in 2020.



Route: 162 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 162 will be provided by routes 150, 168, and 183, Sounder, and Link light rail.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Kent, Seattle

SERVICE CHANGE:

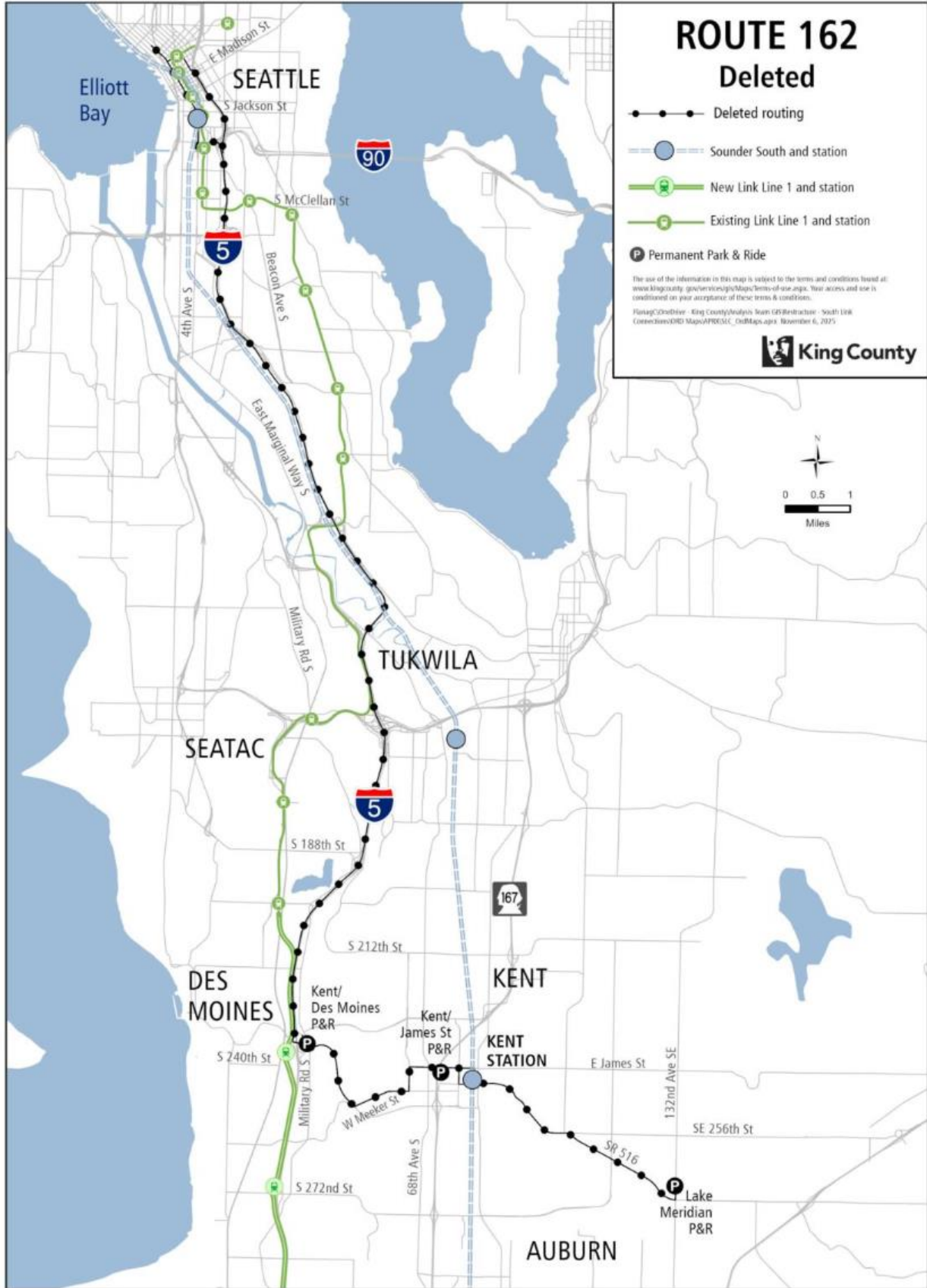
Delete Route 162. Replacement service for Route 162 will be provided by routes 150, 168, and 183, Sounder, and Link light rail. Route 162 was implemented in 2020 and partially suspended in 2022.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	20-30 min	-	-	-	-	-	-
Proposed	-	-	-	-	-	-	-

Hours of Service:

	Weekday	Saturday	Sunday
Current	4:50 AM–7:40 AM 3:30 PM–6:00 PM	-	-
Proposed	-	-	-



Route: 164 (new)

OBJECTIVES:

Create new route that serves Green River College, Kent East Hill, Kent Station, and Kent Des Moines Station to provide better all-day transit service levels and leverage high-capacity transit investments in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

Strategic Plan Strategies

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

Service Guidelines

- *Network Connections*
 - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail, commuter rail lines, and other modes.
 - Metro strives to make transfers easy. Network design should consider locations where transfer opportunities could be provided to improve mobility and efficiency.
 - Where many transfers are expected between services of different frequencies, timed transfers should be maintained to reduce wait times.
- *Multiple Purposes and Destinations*
 - Routes are more efficient and successful when designed to serve multiple purposes and destinations rather than specialized travel demands.
 - Specialized service should be considered when there is sizeable and demonstrated demand that cannot be adequately met by more generalized service.
- *Route Directness*
 - A route that operates directly between two locations is faster and more attractive to riders than one that takes a circuitous path. Circulators or looping routes do not have competitive travel times compared to walking or other modes of travel, so they tend to have low ridership and poor performance.
 - Directness should be considered in relation to the market for the service. Where a route deviates away from its major path to serve a specific destination, the delay to riders on board the bus should be considered in relation to the ridership gained on a deviation.
- *Route Terminals*
 - Metro carefully selects the locations where bus routes end and buses wait before starting the next trip (layover). Maintaining existing layover spaces at route terminals is a critical priority to support continued and future service, and expanding layover may be required to support service expansion.
 - Terminals should be in areas where restroom facilities are available for operators, considering the times of day when the facilities would be needed.

IMPACTED SERVICE AREA:
 Auburn, Kent, Des Moines

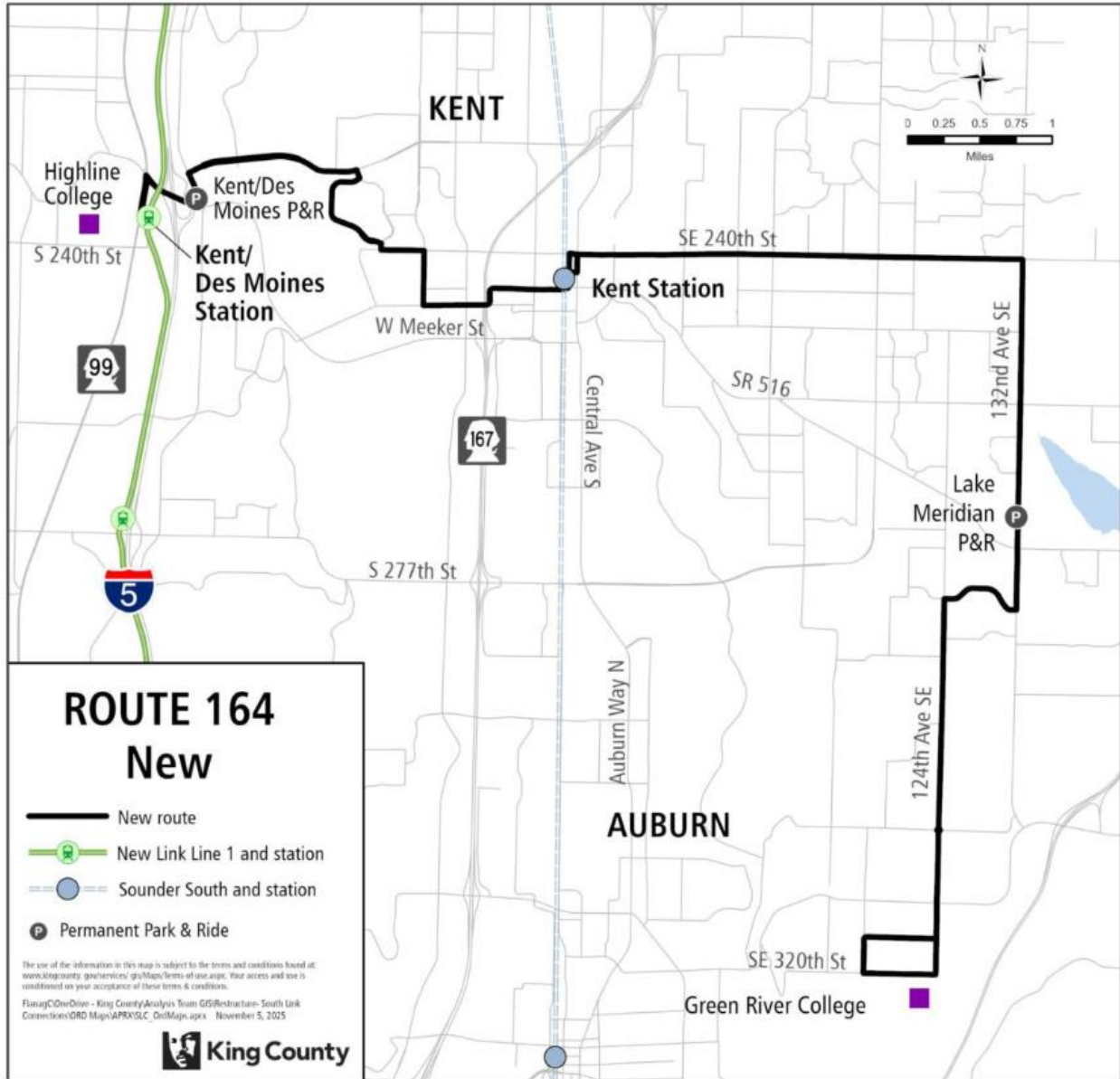
SERVICE CHANGE:
 Implement new Route 164 which provides service between Green River College and Kent Des Moines Station.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	-	-	-	-	-	-	-
Proposed	15 min	15 min	30 min	15 min	30 min	15 min	30 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	-	-	-
Proposed	4:15 AM–11:30 PM	4:45 AM–11:30 PM	4:45 AM–11:30 PM



Route: 165 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 165 will be provided by new routes 164 and 166.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Burien, Normandy Park, Des Moines, Kent, Auburn

SERVICE CHANGE:

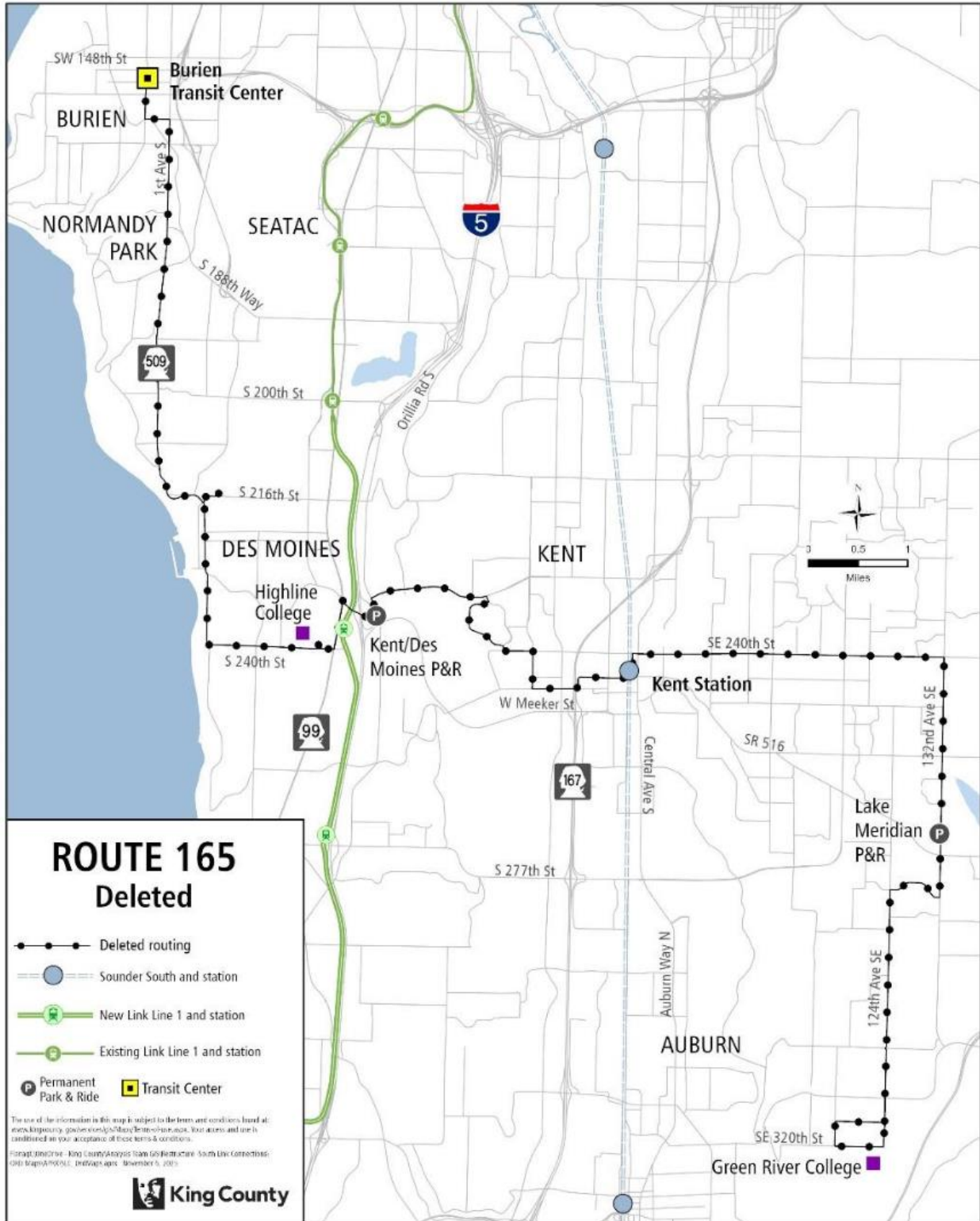
Delete Route 165. Replacement service will be provided by new routes 164 and 166.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	20-30 min	20-30 min	30-60 min	30 min	30-60 min	45-60 min	60 min
Proposed	-	-	-	-	-	-	-

Hours of Service:

	Weekday	Saturday	Sunday
Current	4:45 AM–11:30 PM	6:00 AM–11:45 PM	5:45 AM–10:15 PM
Proposed	-	-	-



Route: 166 (new)

OBJECTIVES:

Create new route that serves Burien, Normandy Park, Highline College, and Kent Des Moines Station to provide better all-day transit service levels and leverage high-capacity transit investments in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Burien, Normandy Park, Des Moines, Kent

SERVICE CHANGE:

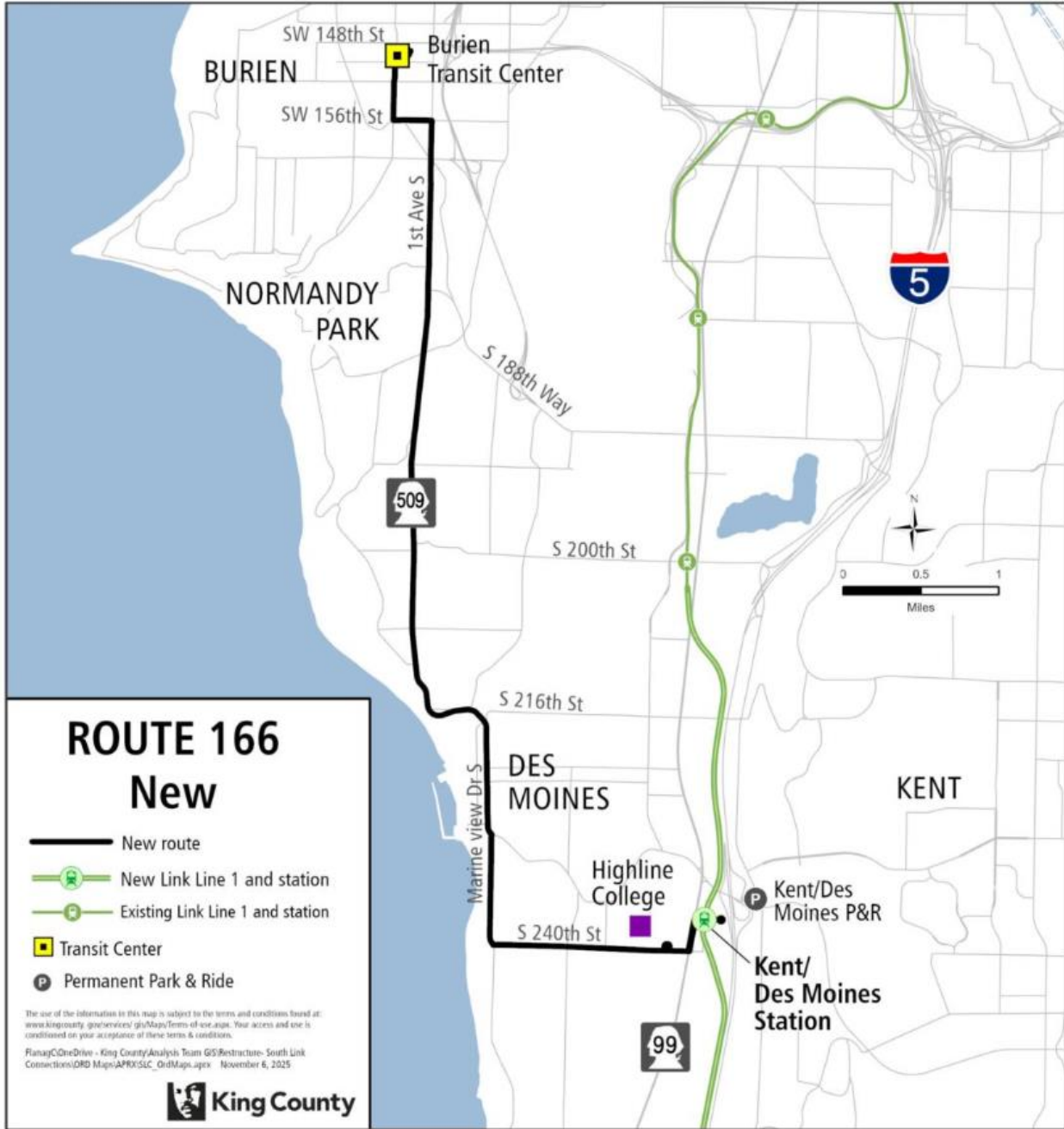
Implement new Route 166 which provides service between Burien Transit Center and Kent Des Moines Station.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	-	-	-	-	-	-	-
Proposed	15 min	30 min	30-60 min	30 min	30-60 min	30 min	30-60 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	-	-	-
Proposed	4:15 AM–11:30 PM	5:15 AM–11:30 PM	5:15 AM–11:30 PM



Route: 177 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 177 will be provided by routes 182, 903, and Link light rail.

Strategic Plan Strategies:

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Federal Way, Kent, Seattle

SERVICE CHANGE:

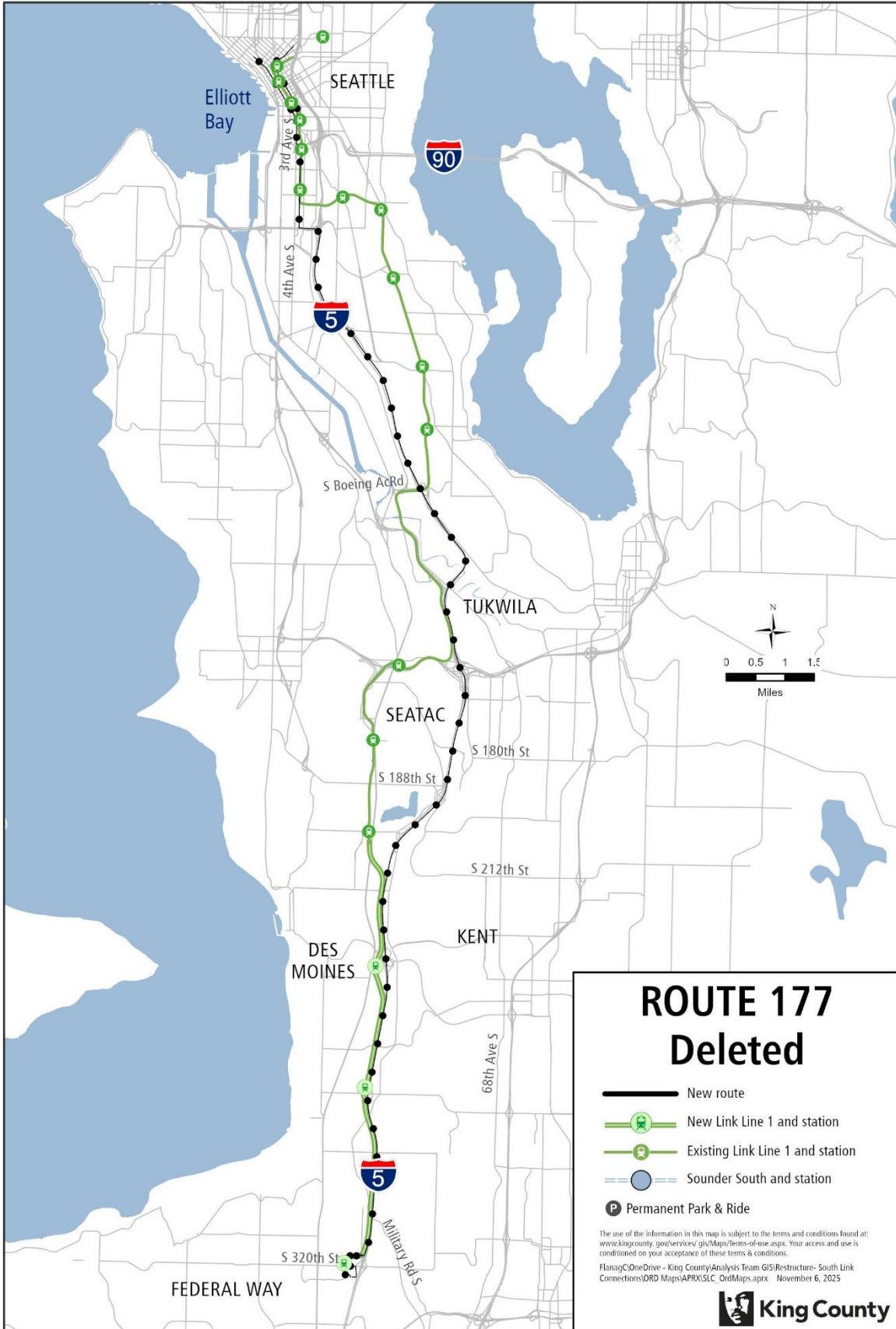
Delete Route 177. Replacement service for Route 177 will be provided by routes 182, 903, and Link light rail. Route 177 was suspended in 2020 and partially restored in 2021.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	20-60 min	-	-	-	-	-	-
Proposed	-	-	-	-	-	-	-

Hours of Service:

	Weekday	Saturday	Sunday
Current	4:45 AM–7:35 AM 3:10 PM–5:45 PM	-	-
Proposed	-	-	-



Route: 178 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 178 will be provided by routes 182 and 903, Pierce Transit Route 500, and Link light rail. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

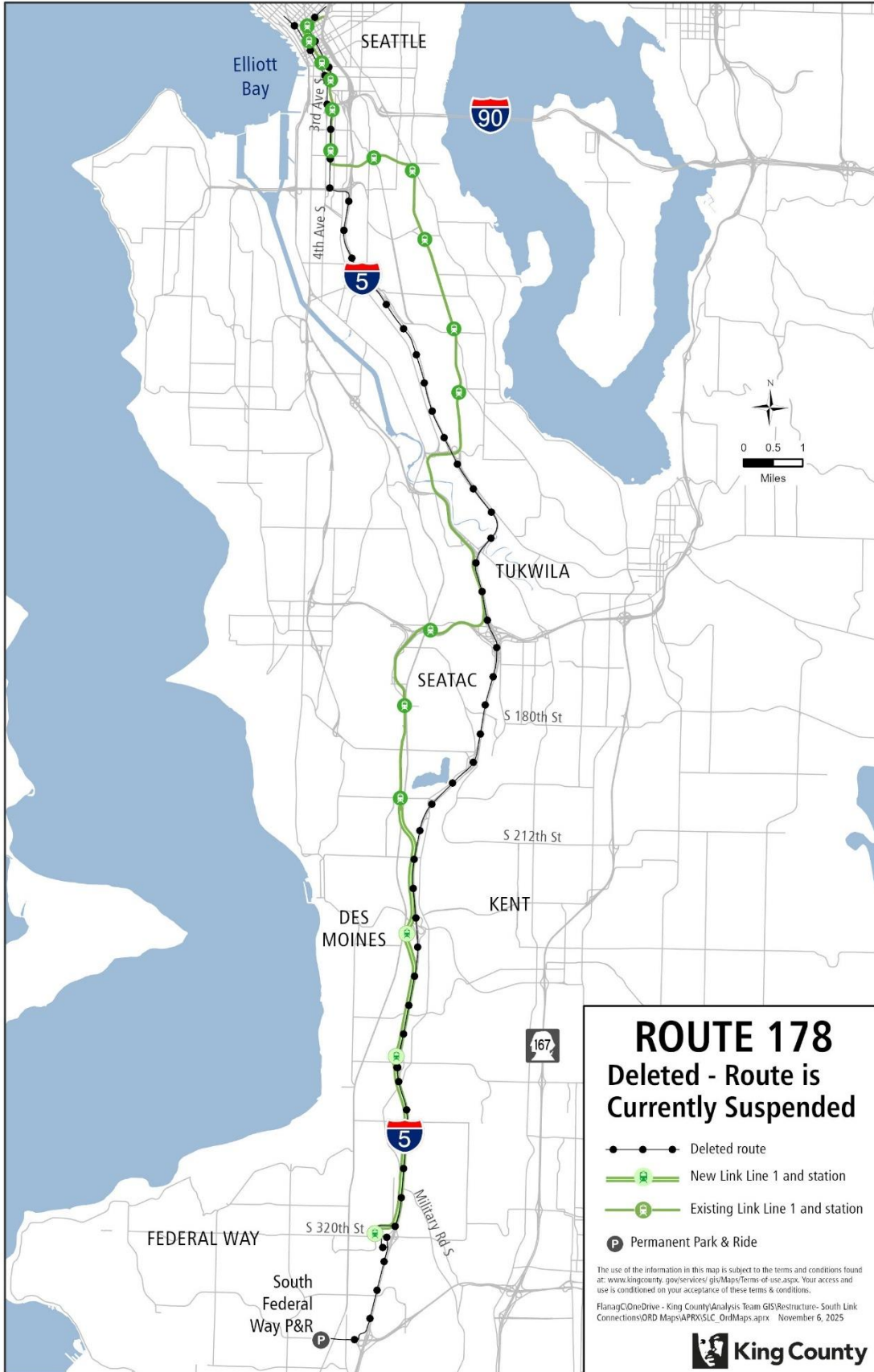
- *Network Connections*
 - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail lines, commuter rail lines, and other modes.
 - Metro strives to make transfers easy. Network design should consider locations where transfer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

IMPACTED SERVICE AREA:

Federal Way, Kent, Seattle

SERVICE CHANGE:

Delete Route 178. Replacement service for Route 178 will be provided by routes 182 and 903, Pierce Transit Route 500, and Link light rail. Route 178 was suspended in 2020.



Route: 179 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 179 will be provided by routes 181 and 187 and Link light rail. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

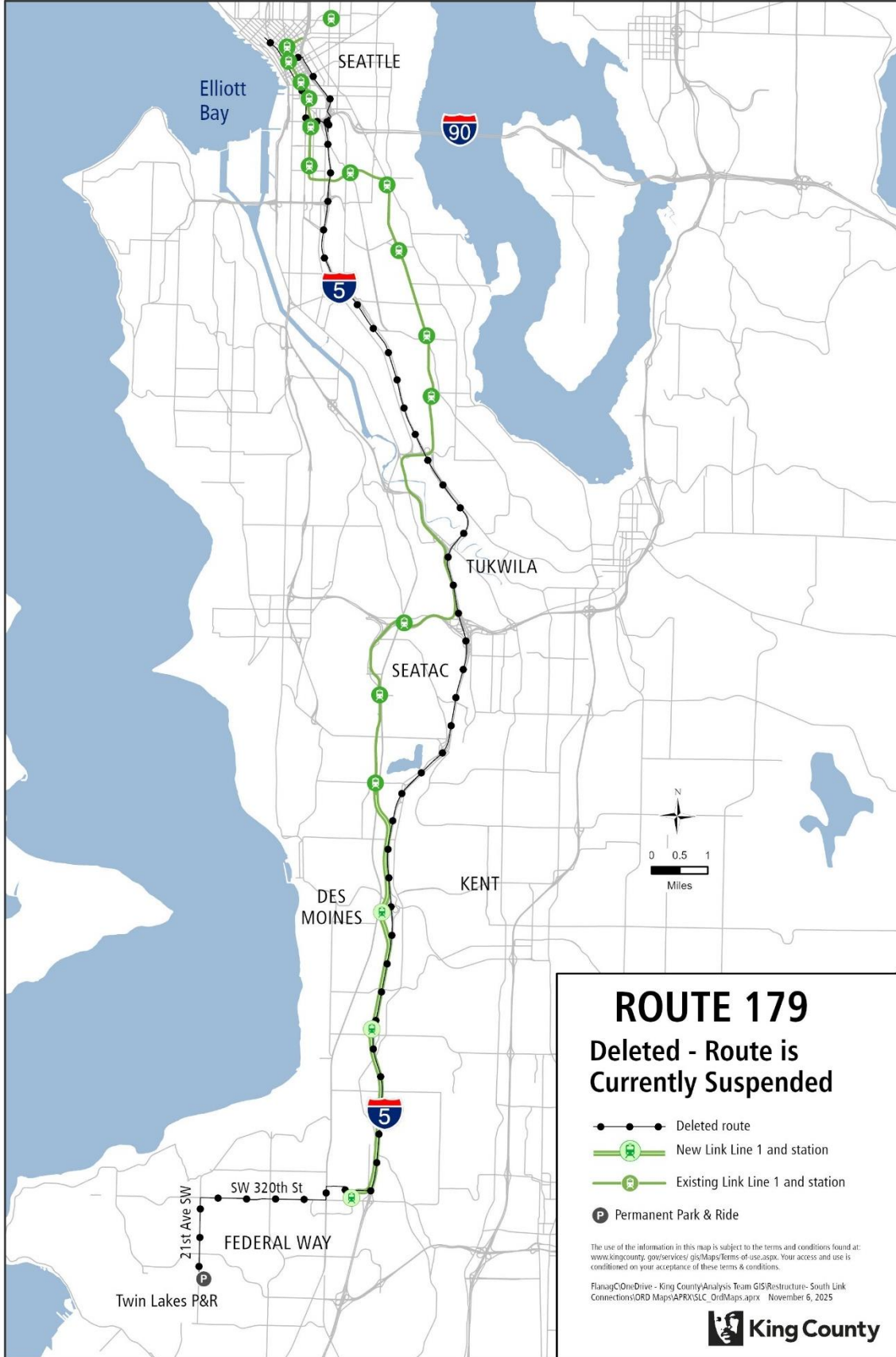
- *Network Connections*
 - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail lines, commuter rail lines, and other modes.
 - Metro strives to make transfers easy. Network design should consider locations where transfer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

IMPACTED SERVICE AREA:

Federal Way, Seattle

SERVICE CHANGE:

Delete Route 179. Replacement service will be provided by routes 181 and 187 and Link light rail. Route 179 was suspended in 2020.



Route: 181 (revise)

OBJECTIVES:

Revise service on Route 181 to provide better all-day transit service levels and leverage high-capacity transit investments in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Federal Way, Auburn

SERVICE CHANGE:

Revise Route 181 to provide more frequent all-day, all-week service.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	15-30 min	20-30 min	30-60 min	30 min	30-60 min	30 min	30 min
Proposed	15 min	15 min	15-30 min	30 min	30-60 min	30 min	30-60 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	5:00 AM–10:45 PM	6:45 AM–11:15 PM	7:45 AM–8:15 PM
Proposed	5:00 AM–12:00 AM	6:00 AM–12:00 AM	6:00 AM–12:00 AM

Route: 182 (revise)

OBJECTIVES:

Revise service on Route 182 to provide better all-day transit service levels, service that starts earlier and ends later every day of the week, and the ability for riders to continue traveling onto Route 187 without switching buses in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Federal Way

SERVICE CHANGE:

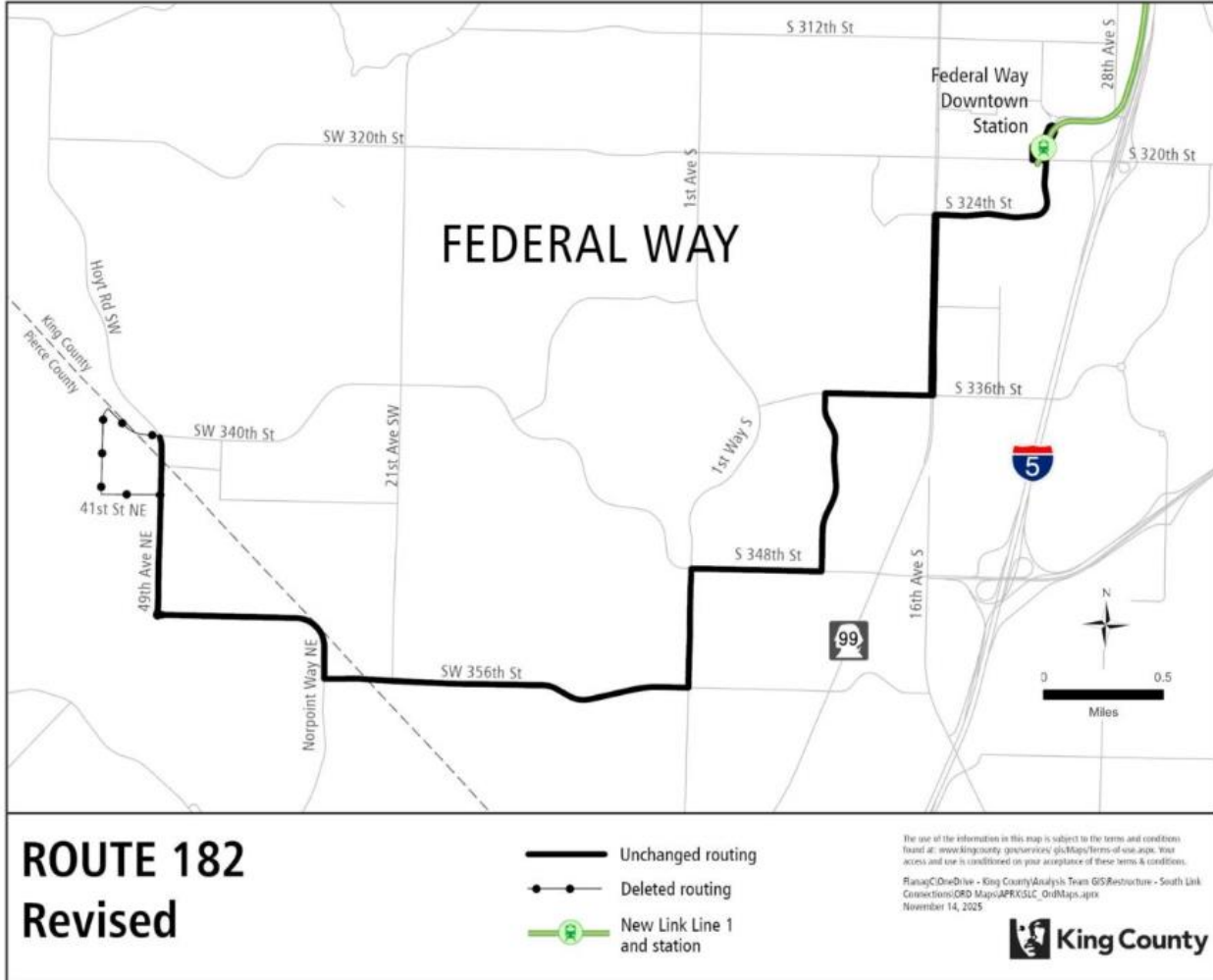
Revise Route 182 to provide more frequent all-day, all-week service. Riders can continue traveling on Route 187 without switching buses.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	30-60 min	30-60 min	45 min	45-60 min	-	60 min	-
Proposed	30-60 min	30 min	30 min	30 min	30-60 min	30 min	30-60 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	5:30 AM–8:00 PM	7:30 AM–6:30 PM	7:30 AM–6:30 PM
Proposed	5:00 AM–10:15 PM	7:00 AM–9:15 PM	7:00 AM–9:15 PM



Route: 183 (revise)

OBJECTIVES:

Revise Route 183 to serve Star Lake Station and Federal Way Downtown Station with new Sunday service and earlier and later service every day of the week in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Federal Way, Kent

SERVICE CHANGE:

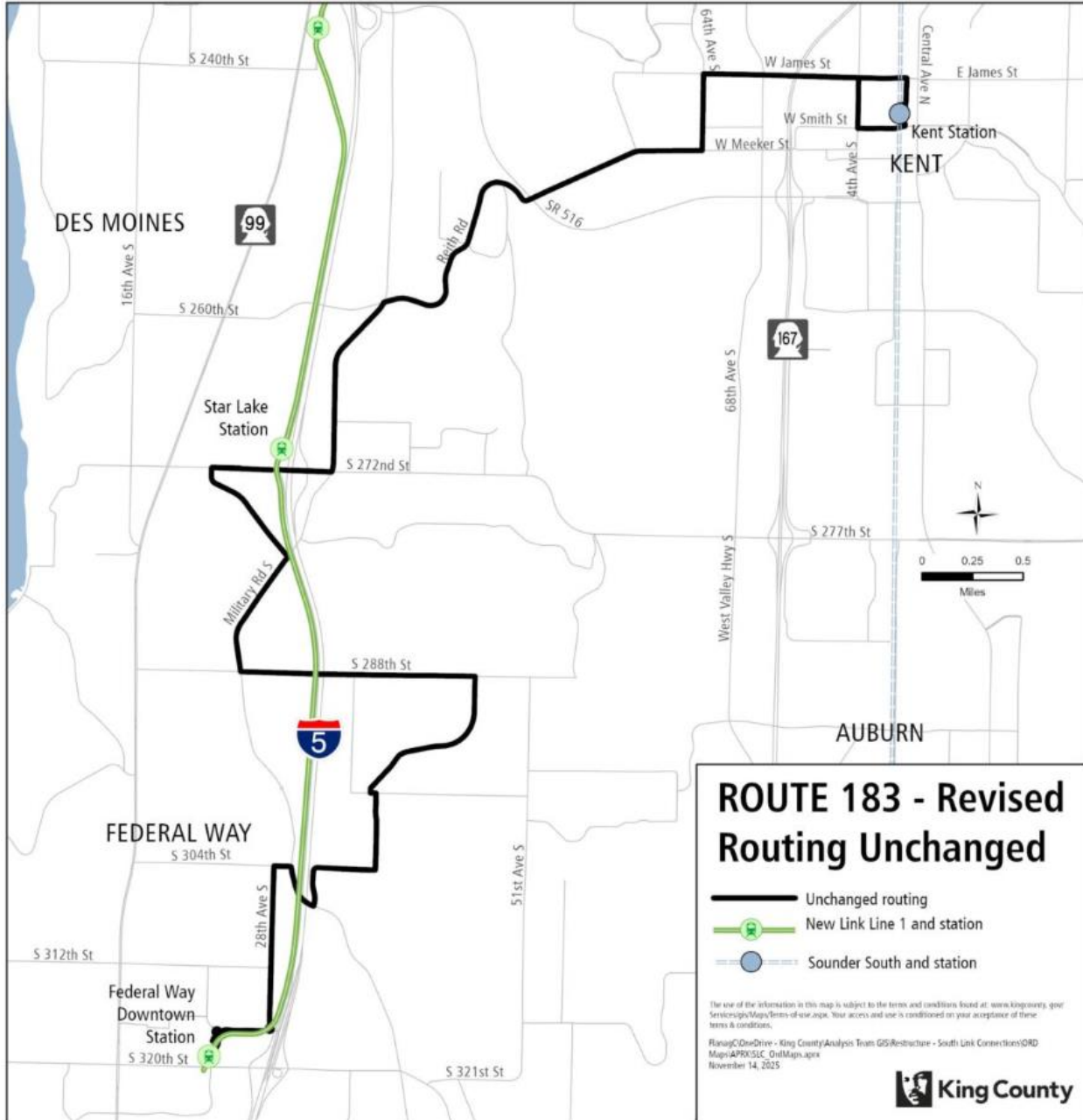
Revise Route 183 to directly serve Star Lake Station with new Sunday service and earlier and later service every day of the week.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	20-45 min	20-30 min	60 min	30 min	-	-	-
Proposed	30 min	30 min	30-60 min	30 min	30 min	30 min	30 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	5:15 AM–10:15 PM	8:15 AM–6:15 PM	-
Proposed	5:00 AM–10:00 PM	7:00 AM–10:00 PM	7:00 AM–10:00 PM



Route: 187 (revise)

OBJECTIVES:

Revise service on Route 187 to provide better all-day transit service levels, service that starts earlier and ends later, and the ability for riders to continue traveling onto Route 182 without switching buses in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Federal Way

SERVICE CHANGE:

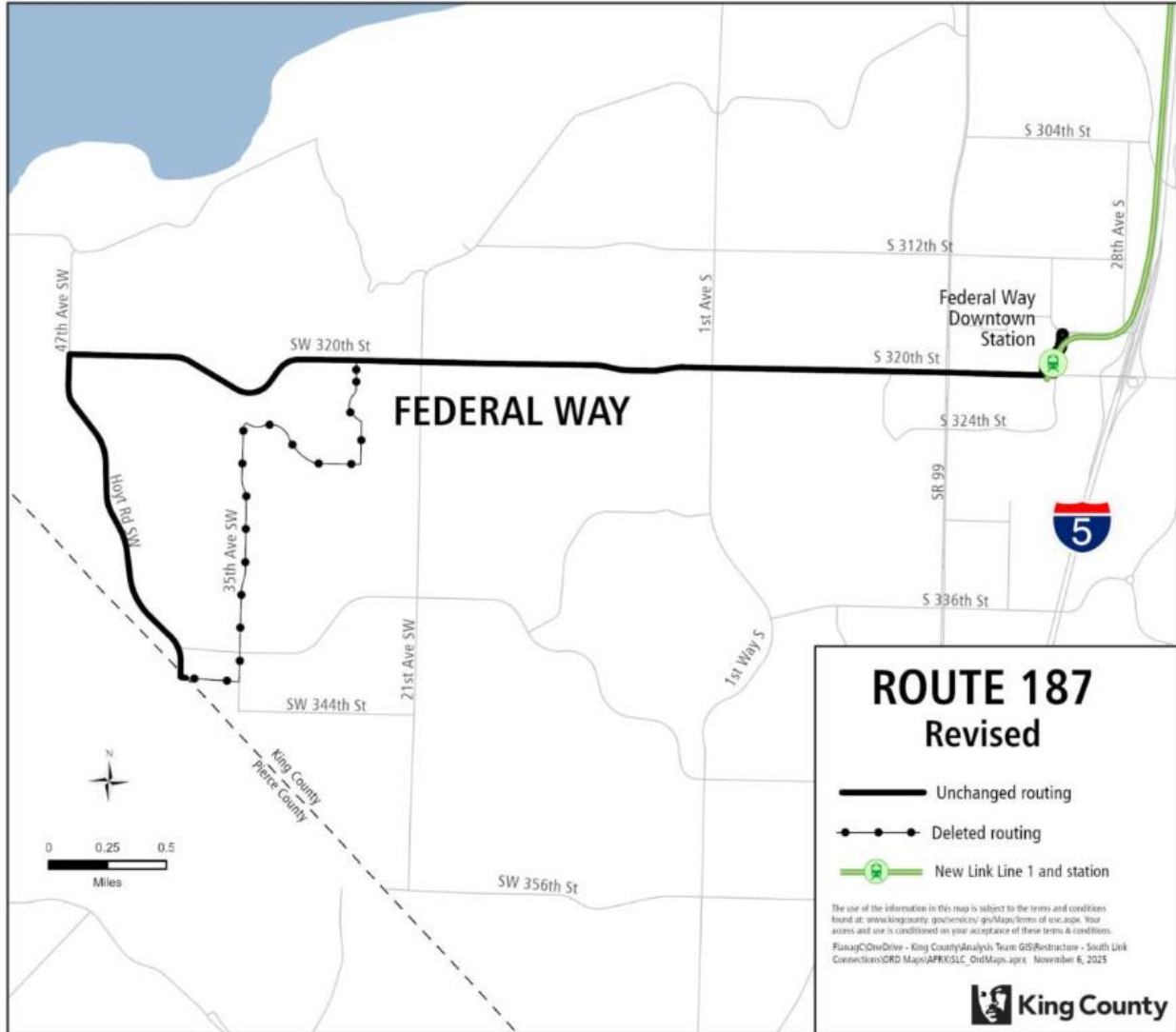
Revise Route 187 to provide more frequent all-day, all-week service. Riders can continue traveling on Route 182 without switching buses. The deleted portion of Route 187 will be served by new Route 902.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	30-60 min	60 min	30-60 min	60 min	60 min	60 min	-
Proposed	30-60 min	30 min	30 min	30 min	30-60 min	30 min	30-60 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	5:00 AM–9:45 PM	8:00 AM–9:15 PM	9:00 AM–7:15 PM
Proposed	5:00 AM–10:15 PM	7:00 AM–9:15 PM	7:00 AM–9:15 PM



Route: 190 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 190 will be provided by RapidRide A Line, Route 183, and Link light rail. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

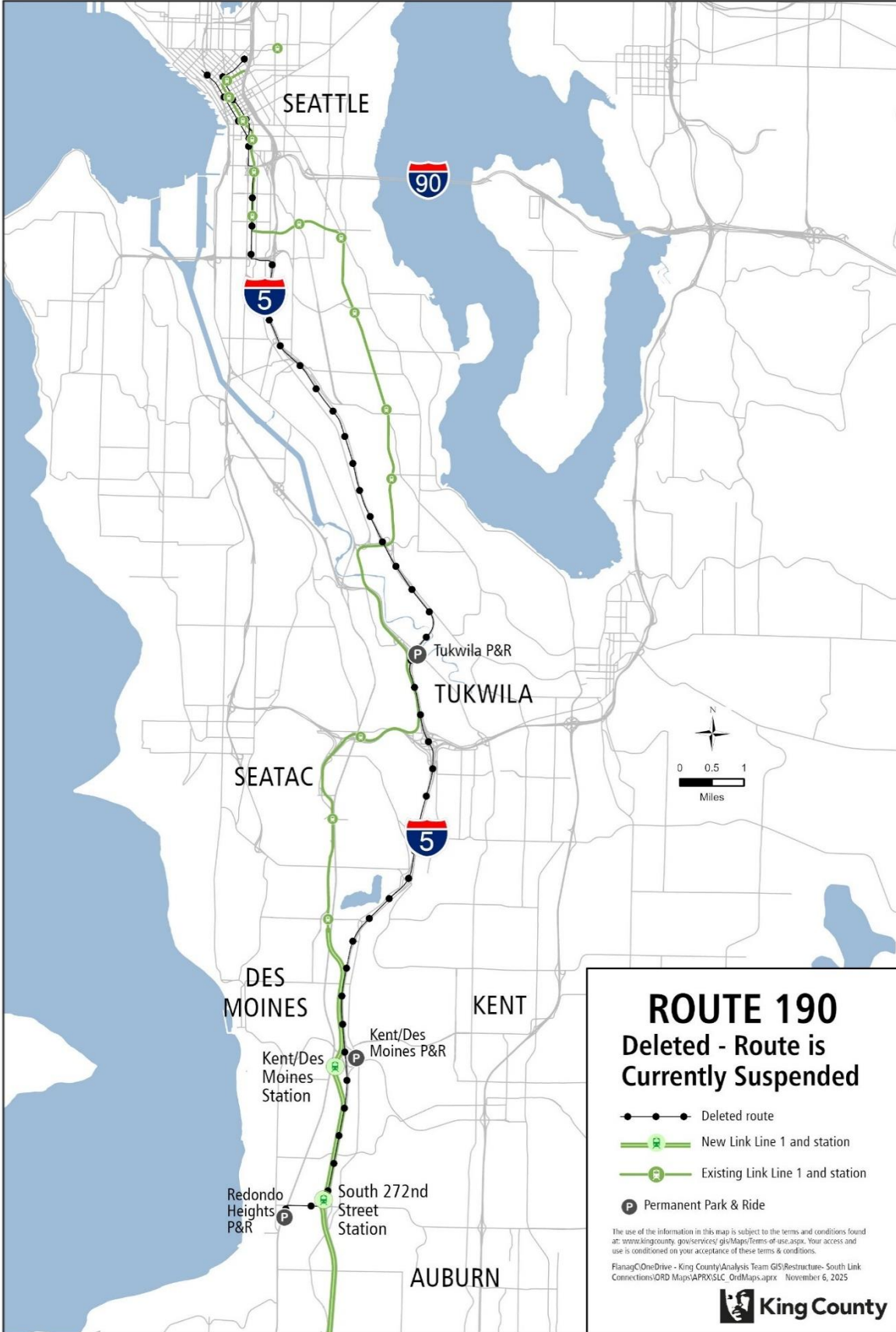
- *Network Connections*
 - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail lines, commuter rail lines, and other modes.
 - Metro strives to make transfers easy. Network design should consider locations where transfer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

IMPACTED SERVICE AREA:

Federal Way, Kent, Seattle

SERVICE CHANGE:

Delete Route 190. Replacement service will be provided by RapidRide A Line, Route 183, and Link light rail. Route 190 was suspended in 2020.



Route: 197 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 197 will be provided by routes 181 and 187 and Link light rail. This route is currently suspended.

Strategic Plan Strategies

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

Service Guidelines

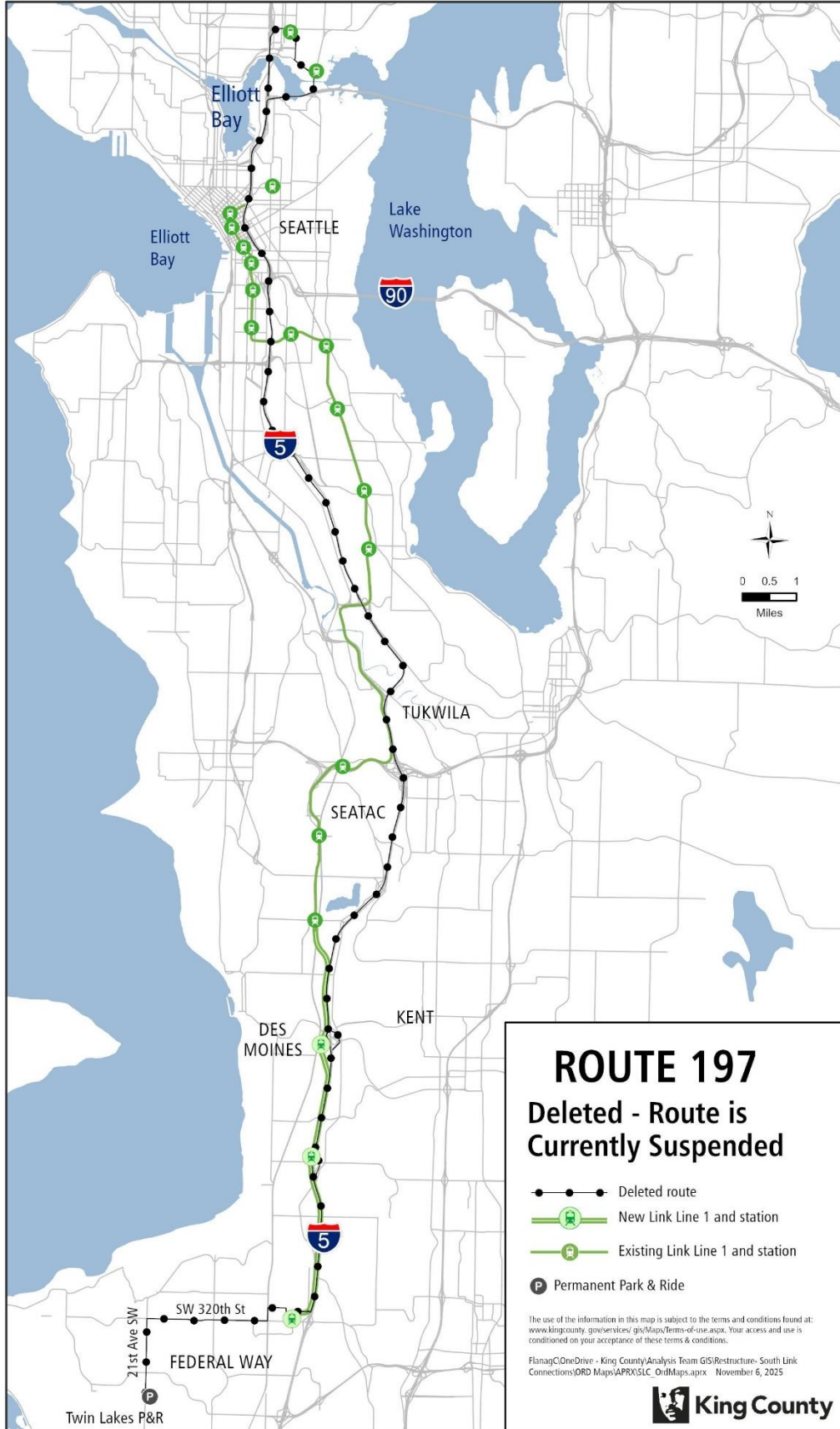
- *Network Connections*
 - Services should be designed in the context of the entire transit system, which includes local and regional bus routes, Link light rail lines, commuter rail lines, and other modes.
 - Metro strives to make transfers easy. Network design should consider locations where transfer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

IMPACTED SERVICE AREA:

Federal Way, Kent, Seattle

SERVICE CHANGE:

Delete Route 197. Replacement service will be provided by routes 181 and 187 and Link light rail. Route 197 was suspended in 2020.



Route: 631 (revise)

OBJECTIVES:

Revise service on Route 631 to provide new Saturday and Sunday service in accordance with the Strategic Plan for Public Transportation, 2021-2031, and King County Metro Service Guidelines.

Strategic Plan Strategies

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Burien

SERVICE CHANGE:

Revise Route 631 to add Saturday and Sunday service.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	30 min	30 min	30 min	-	-	-	-
Proposed	35 min	35 min	35 min	35 min	35 min	35 min	35 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	6:30 AM–8:00 PM	-	-
Proposed	6:30 AM–8:00 PM	6:30 AM–8:00 PM	6:30 AM–8:00 PM

Route: 901 (delete)

OBJECTIVES:

Restructure service to provide better all-day transit service levels in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines. Replacement service for Route 901 will be provided by Route 902, which will provide two-way, all-day transit service levels.

Strategic Plan Strategies:

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Federal Way

SERVICE CHANGE:

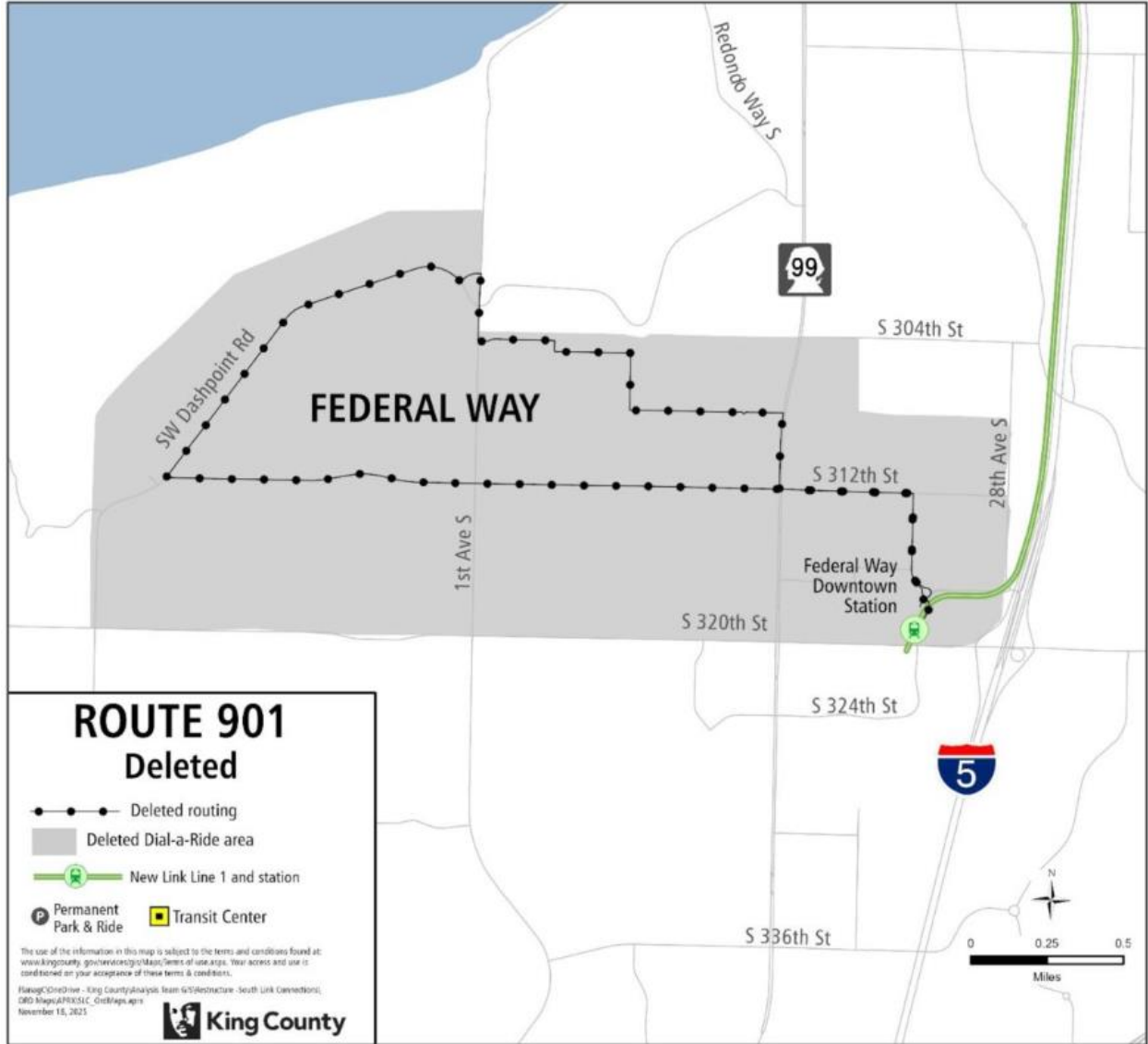
Delete Route 901. Replacement service will be provided by Route 902.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	30 min	30-60 min	60 min	30-60 min	60 min	30 min	-
Proposed	-	-	-	-	-	-	-

Hours of Service:

	Weekday	Saturday	Sunday
Current	5:05 AM–9:15 PM	9:05 AM–8:35 PM	10:10 AM–5:45 PM
Proposed	-	-	-



Route: 902 (new)

OBJECTIVES:

Create new route that serves Federal Way Downtown Station, Mirror Lake, and Twin Lakes to provide better all-day transit service levels, service that starts earlier and ends later, and the ability for riders to continue traveling onto Route 903 without switching buses in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

Strategic Plan Strategies:

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Federal Way

SERVICE CHANGE:

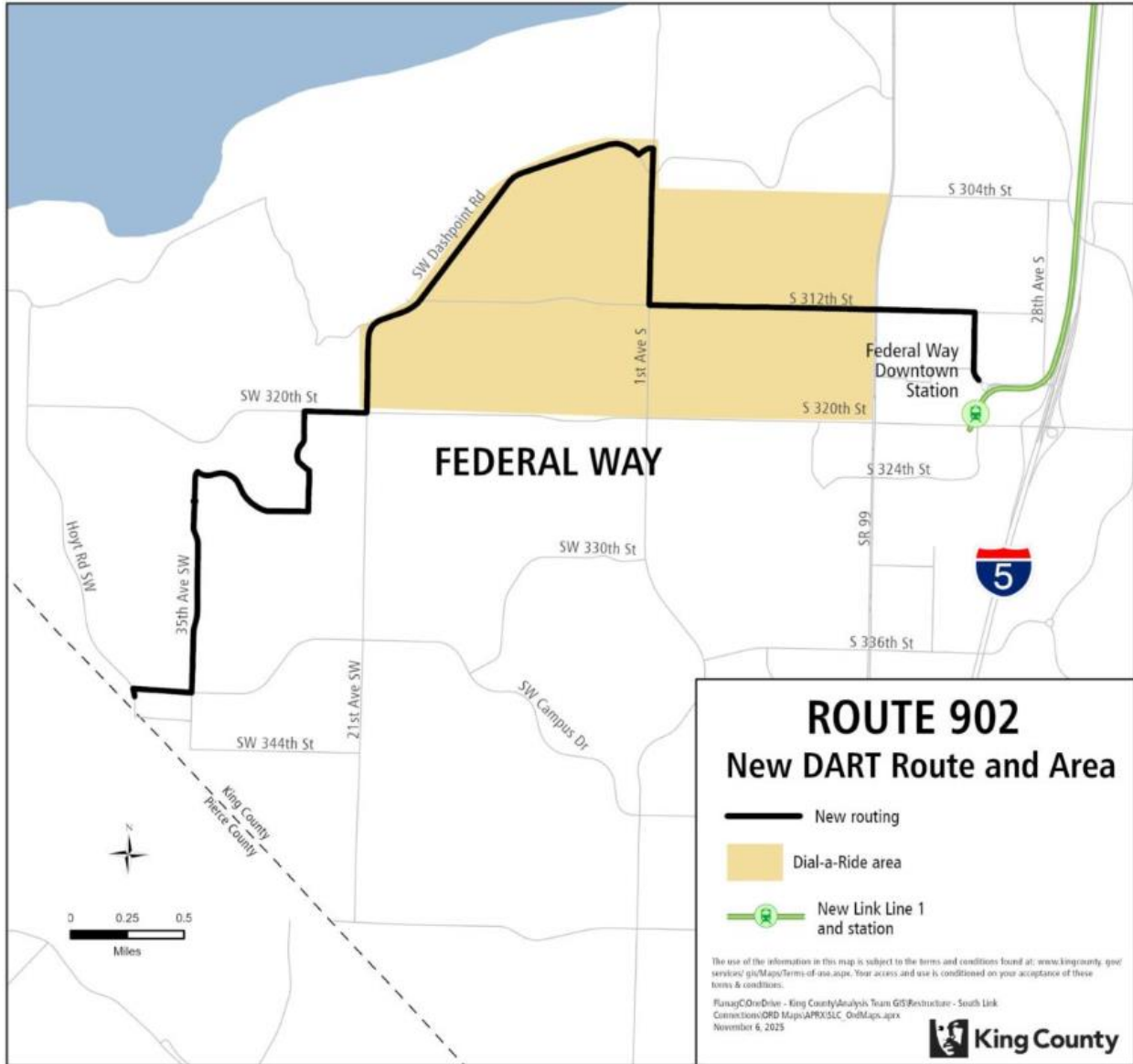
Implement new Route 902 which provides two-way service for more hours of the day throughout the week between Federal Way Downtown Station and Twin Lakes. Riders can continue traveling on Route 903 without switching buses.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	-	-	-	-	-	-	-
Proposed	30 min	30 min	-	60 min	-	60 min	-

Hours of Service:

	Weekday	Saturday	Sunday
Current	-	-	-
Proposed	5:00 AM–10:30 PM	9:00 AM–8:15 PM	9:00 AM–8:15 PM



Route: 903 (revise)

OBJECTIVES:

Revise Route 903 to provide better all-day transit service levels, service that starts earlier and ends later, and the ability for riders to continue traveling onto Route 902 without switching buses in accordance with the Strategic Plan for Public Transportation, 2021-2031 and King County Metro Service Guidelines.

Strategic Plan Strategies:

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

Service Guidelines

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

IMPACTED SERVICE AREA:

Federal Way

SERVICE CHANGE:

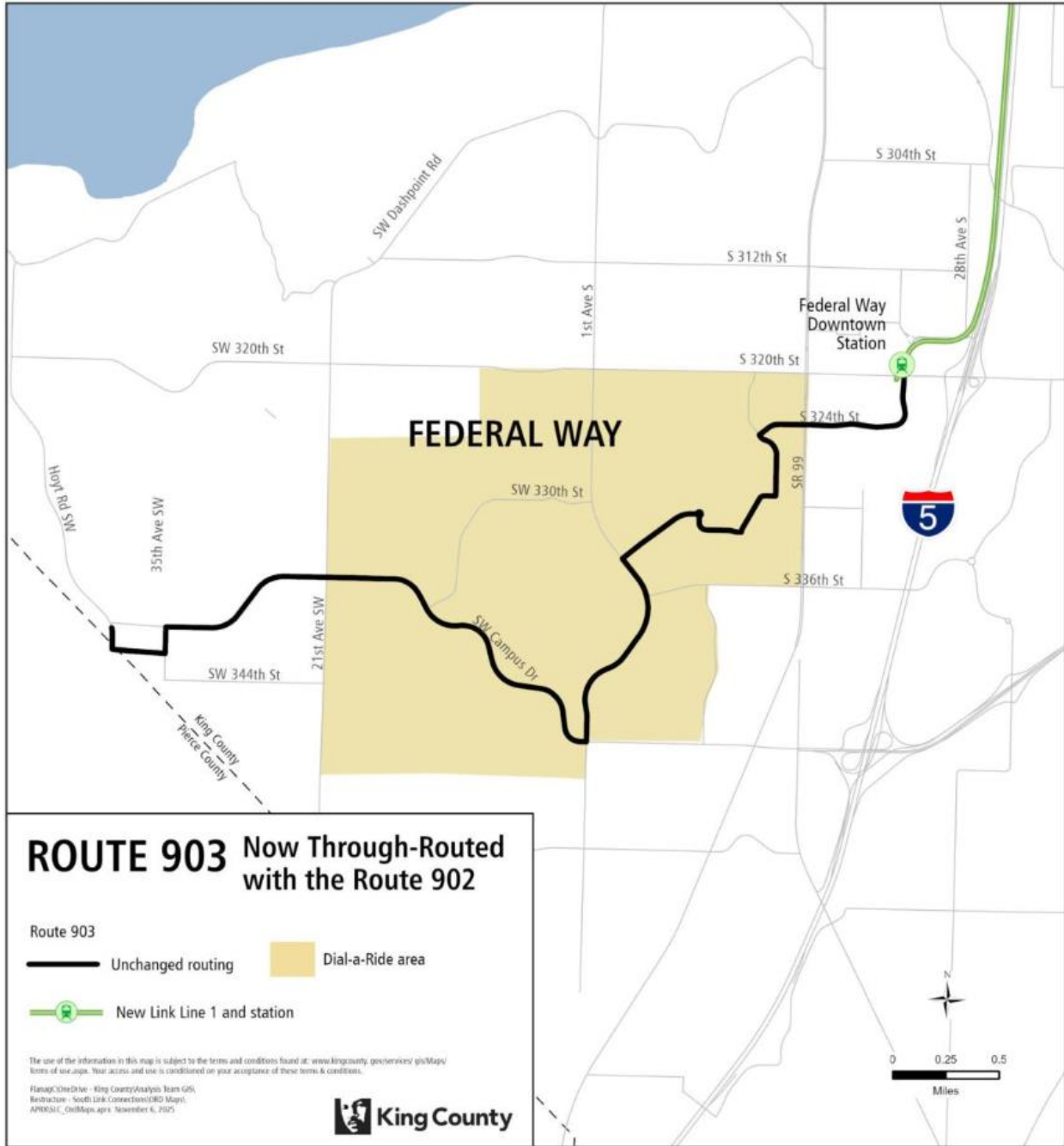
Revise Route 903 to provide more frequent all-day, all-week service. Riders can continue traveling on Route 902 without switching buses.

Frequency:

	Weekday			Saturday		Sunday	
	Peak	Midday	Night	Daytime	Night	Daytime	Night
Current	20-60 min	60 min	-	60 min	-	60 min	-
Proposed	30 min	30 min	45 min	60 min	60 min	60 min	60 min

Hours of Service:

	Weekday	Saturday	Sunday
Current	5:00 AM–7:45 PM	9:30 AM–7:00 PM	10:00 AM–6:00 PM
Proposed	5:00 AM–10:00 PM	8:45 AM–8:30 PM	8:45 AM–8:30 PM



Certificate Of Completion

Envelope Id: 52758389-8860-46B7-99CF-220E1D1F5565
 Subject: Complete with Docusign: Ordiance 20046.docx, Ordiance 20046 Attachment A.docx
 Source Envelope:
 Document Pages: 3
 Supplemental Document Pages: 60
 Certificate Pages: 5
 AutoNav: Enabled
 Envelopeld Stamping: Enabled
 Time Zone: (UTC-08:00) Pacific Time (US & Canada)

Status: Completed
 Envelope Originator:
 Cherie Camp
 401 5TH AVE
 SEATTLE, WA 98104
 Cherie.Camp@kingcounty.gov
 IP Address: 198.49.222.20


Record Tracking

Status: Original
 3/26/2026 8:07:44 AM
 Security Appliance Status: Connected
 Holder: Cherie Camp
 Cherie.Camp@kingcounty.gov
 Pool: FedRamp
 Location: DocuSign

Signer Events

Sarah Perry
 sarah.perry@kingcounty.gov
 Security Level: Email, Account Authentication
 (None)

Signature


Signed by:

 062AC77E76FB49B...
 Signature Adoption: Pre-selected Style
 Using IP Address: 198.49.222.20

Timestamp

Sent: 3/26/2026 8:11:01 AM
 Viewed: 3/26/2026 9:36:25 AM
 Signed: 3/26/2026 9:36:42 AM

Electronic Record and Signature Disclosure:
 Accepted: 3/26/2026 9:36:25 AM
 ID: 16ebe237-95b0-4ec4-8c35-8ad8af2de008

Melani Hay
 melani.hay@kingcounty.gov
 Clerk of the Council
 King County Council
 Security Level: Email, Account Authentication
 (None)

DocuSigned by:

 8DE1BB375AD3422...
 Signature Adoption: Pre-selected Style
 Using IP Address: 198.49.222.20

Sent: 3/26/2026 9:36:44 AM
 Viewed: 3/26/2026 9:49:38 AM
 Signed: 3/26/2026 9:49:51 AM

Electronic Record and Signature Disclosure:
 Accepted: 9/30/2022 11:27:12 AM
 ID: 639a6b47-a4ff-458a-8ae8-c9251b7d1a1f

Girmay Zahilay
 execzahilay@kingcounty.gov
 Security Level: Email, Account Authentication
 (None)

Signed by:

 B7B9CFF6892F49A...
 Signature Adoption: Pre-selected Style
 Using IP Address:
 2601:602:9281:eb70:cd7e:4d5c:2c9c:cb03

Sent: 3/26/2026 9:49:52 AM
 Viewed: 4/2/2026 4:57:12 PM
 Signed: 4/2/2026 4:58:54 PM

Electronic Record and Signature Disclosure:
 Accepted: 4/2/2026 4:57:12 PM
 ID: 53bbb53e-6511-4034-bb07-ed969fc67ad3

In Person Signer Events	Signature	Timestamp
Editor Delivery Events	Status	Timestamp
Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp

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

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

Carly Pena cpena@kingcounty.gov Security Level: Email, Account Authentication (None) Electronic Record and Signature Disclosure: Not Offered via DocuSign	COPIED	Sent: 3/26/2026 9:49:52 AM Viewed: 3/26/2026 10:42:44 AM
--	---------------	---

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

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

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

Envelope Sent	Hashed/Encrypted	3/26/2026 8:11:02 AM
Certified Delivered	Security Checked	4/2/2026 4:57:12 PM
Signing Complete	Security Checked	4/2/2026 4:58:54 PM
Completed	Security Checked	4/2/2026 4:58:54 PM

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

Electronic Record and Signature Disclosure
--

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

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

Getting paper copies

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

Withdrawing your consent

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

Consequences of changing your mind

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

All notices and disclosures will be sent to you electronically

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

How to contact King County-Department of 02:

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

To contact us by email send messages to: cipriano.dacanay@kingcounty.gov

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

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

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

To request paper copies from King County-Department of 02

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

To withdraw your consent with King County-Department of 02

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

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

Required hardware and software

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

Acknowledging your access and consent to receive and sign documents electronically

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

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

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