

TRANSIT SERVICE VISION REPORT



Bellevue Transit Master Plan

CITY OF BELLEVUE

October 2013

Department of Transportation





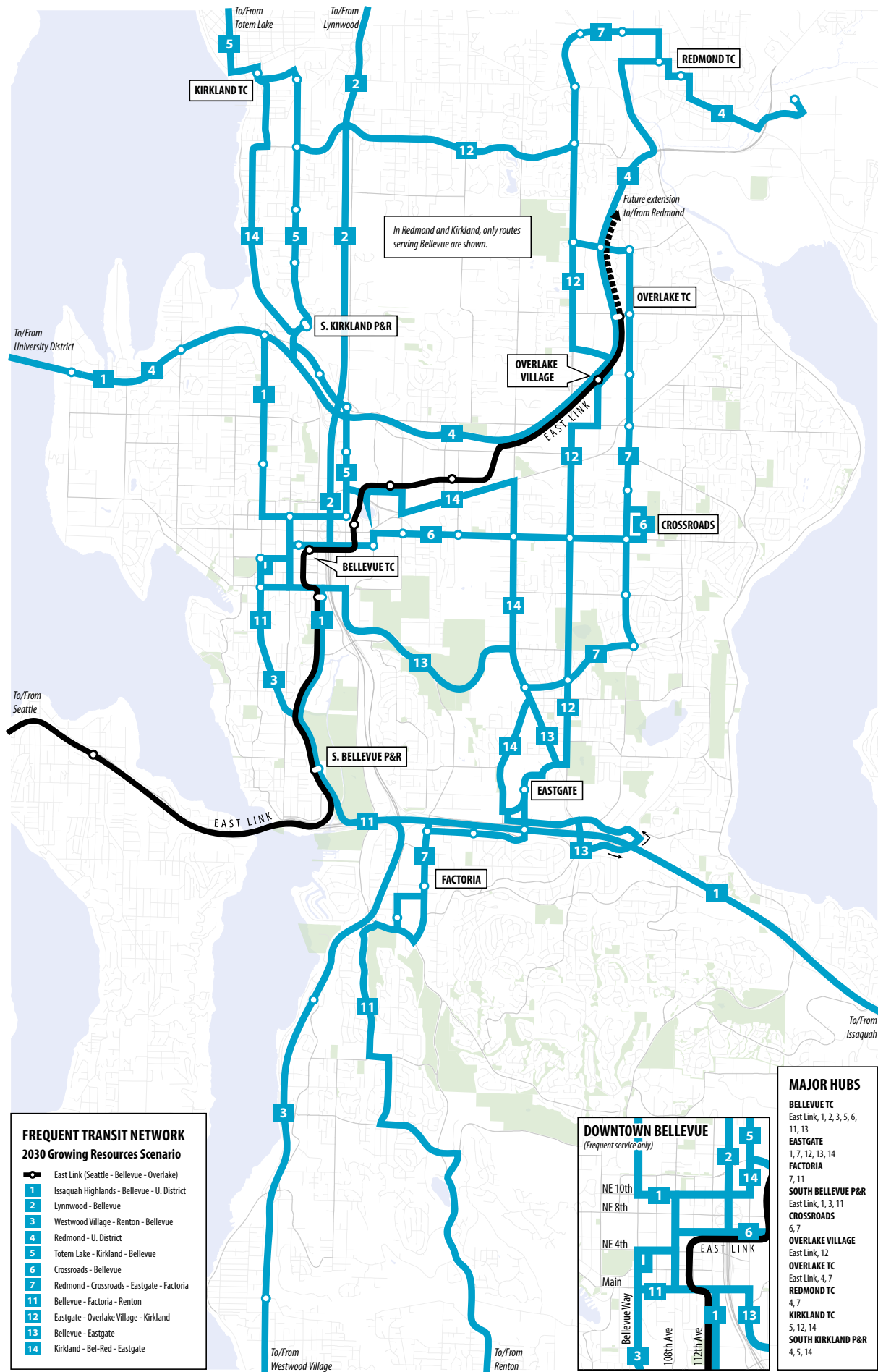
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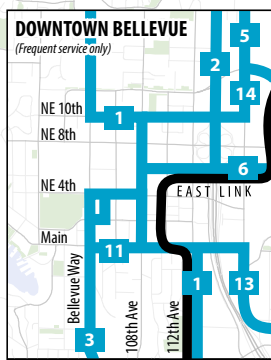
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- FREQUENT TRANSIT NETWORK**
2030 Growing Resources Scenario
- East Link (Seattle - Bellevue - Overlake)
 - 1** Issaquah Highlands - Bellevue - U. District
 - 2** Lynnwood - Bellevue
 - 3** Westwood Village - Renton - Bellevue
 - 4** Redmond - U. District
 - 5** Totem Lake - Kirkland - Bellevue
 - 6** Crossroads - Bellevue
 - 7** Redmond - Crossroads - Eastgate - Factoria
 - 11** Bellevue - Factoria - Renton
 - 12** Eastgate - Overlake Village - Kirkland
 - 13** Bellevue - Eastgate
 - 14** Kirkland - Bel-Red - Eastgate



- MAJOR HUBS**
- BELLEVUE TC**
East Link, 1, 2, 3, 5, 6, 11, 13
 - EASTGATE**
1, 7, 12, 13, 14
 - FACTORIA**
7, 11
 - SOUTH BELLEVUE P&R**
East Link, 1, 3, 11
 - CROSSROADS**
6, 7
 - OVERLAKE VILLAGE**
East Link, 12
 - OVERLAKE TC**
East Link, 4, 7
 - REDMOND TC**
4, 7
 - KIRKLAND TC**
5, 12, 14
 - SOUTH KIRKLAND P&R**
4, 5, 14

Figure 1 2030 Frequent Transit Network.

INTRODUCTION

The City of Bellevue is updating its 2003 Transit Plan with a comprehensive look ahead at the system that will be required to meet the City's transit needs through 2030. The Transit Master Plan (TMP) will establish short- and long-term service recommendations, policies, and projects that help foster a high-quality transit system that is more effective at connecting residents, employees, and visitors in Bellevue with the places they want to go.

To date, the Transportation Department has been focused on the Service Element of the TMP, which explores existing and future market conditions and their influence on the performance of transit services in Bellevue. The Transit Service Vision presented here represents the culmination of this effort. In addition to summarizing the service planning process, which was based on guidance obtained from the City Council, the public, local transit service providers, and other stakeholders, this document presents route-level recommendations that are responsive to three financial scenarios (reduced, stable, and growing resources) and attune to three time horizons (2015, 2022, and 2030). The 2030 Frequent Transit Network (FTN) shown at left (Figure 1) is the most abundant scenario (2030 Growing Resources) outlined in this report. This scenario increases transit service about 47 percent from Spring 2012 levels to accommodate the projected near tripling of transit demand by 2030.

The 2030 FTN supports Downtown growth, planned Bel-Red corridor redevelopment, and Bellevue's other activity centers with well-connected bus routes that seamlessly interface with East Link light rail operations. People traveling along FTN corridors can expect convenient, reliable, easy-to-use services that are so frequent, riders will not need to reference a schedule when transferring between these bus routes and light rail. This network and the other proposals advanced herein will serve as the guiding vision that the forthcoming Capital Element of the TMP will help to realize.

BACKGROUND

The Transit Service Vision is the result of a year-long process undertaken by the Transportation Department to comprehensively understand the current state of transit service in Bellevue and the anticipated needs of the community in the years ahead. This process included the compilation and analysis of existing transit network performance statistics, examination of current and future market conditions and projected travel demand, engagement of City Council, the public, and other local stakeholders to elicit the perspectives and service priorities of various groups, and consultation with local transit officials to ensure that the proposals ultimately advanced reflect adopted service guidelines, multi-modal integration plans, and the realities associated with potential transit funding situations in the coming years (Figure 2).

Numerous reports were created to assist the development of the Transit Service Vision, and these have all been published on the project's webpage to communicate the results of these processes with those interested in following the progress of the TMP. Each of these documents, briefly summarized below, is available to view and download at:

www.bellevuewa.gov/transit-plan-documents.htm.

TMP Project Principles – Approved by the Bellevue City Council on July 9, 2012, these principles represent the Council's priorities for directing development of the Transit Master Plan. The City Council envisions a fully integrated and user-friendly network of transit services for Bellevue that supports the city's growth, economic vitality, and livability (Figure 3).

Bellevue Transit Network Profile – This volume comprehensively documents all bus routes that served Bellevue between Fall 2010 and Fall 2011, which are examined both individually and in relation to the overall network operated. Each route profile includes

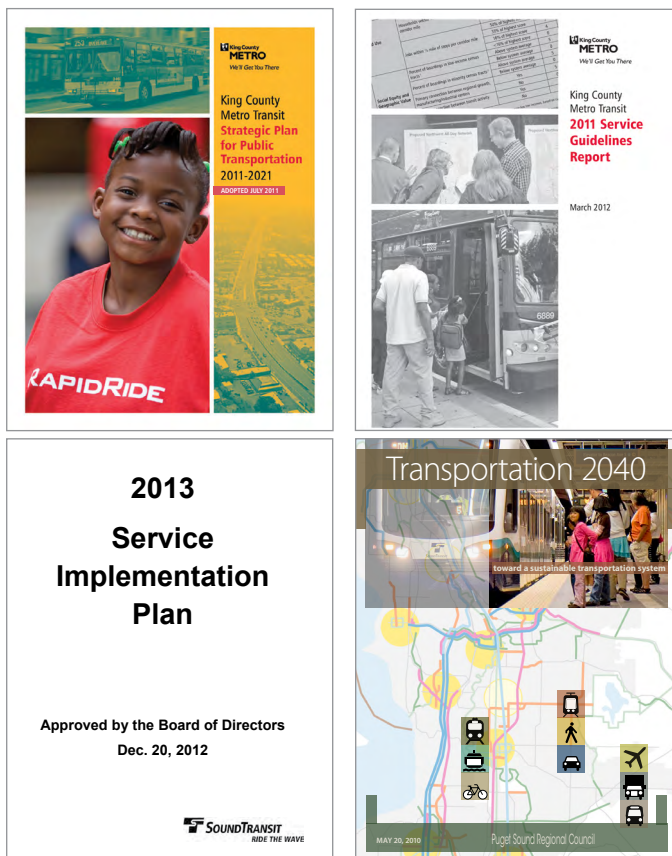


Figure 2 All of the reports compiled by the City of Bellevue in support of the Transit Master Plan derive data from and strive for consistency with documents published by King County Metro, Sound Transit, and the Puget Sound Regional Council, including the *Strategic Plan for Public Transportation 2011-2021*, *Service Guidelines Reports*, the *2013 Service Implementation Plan*, and *Transportation 2040*.

Figure 3 Transit Master Plan Project Principles, approved by the Bellevue City Council, July 9, 2012.

The City Council envisions a fully integrated and user-friendly network of transit services for Bellevue that supports the city's growth, economic vitality, and enhanced livability, and has developed the following set of project principles to direct development of the Transit Master Plan.

- 1. Support planned growth and development in Bellevue with a bold transit vision that encourages long-term ridership growth.** The dynamic nature of Bellevue's economic expansion requires a bold transit vision supported by practical, achievable strategies in the near term that set a solid foundation for longer term improvements through 2030. The Transit Master Plan should identify, evaluate, and prioritize transit investments that are responsive to a range of financial scenarios (cuts/status-quo/aspirational) and attune to different time horizons (near/mid/long term).
- 2. Engage community stakeholders in setting the priorities for transit delivery.** A comprehensive public engagement strategy should result in meaningful input on transit services and facilities from a range of stakeholders including residents, businesses, major institutions, neighboring cities, transportation agencies, and others (e.g., community associations, Network on Aging, Bellevue School District, Bellevue College, Chamber of Commerce, Bellevue Downtown Association). Special attention will be required to enlist the participation of "under-represented" communities such as immigrants, low-income and non-native English speakers.
- 3. Determine where and how transit investments can deliver the greatest degree of mobility and access possible for all populations.** The Transit Master Plan should look to the future and be compatible with Bellevue's land use and transportation plans and the challenges and opportunities of changing demographics, land use characteristics, and travel patterns. Following consultations with the community, demand forecasting, and a review of industry best practices and emerging technologies, this initiative will identify the steps required to create a public transportation system that is easy to use by all people in Bellevue for trips within Bellevue and to regional destinations.
- 4. Incorporate other transit-related efforts (both bus and light rail) underway in Bellevue and within the region.** The Transit Master Plan should incorporate local and regional transportation projects and plans that have been approved and/or implemented since the Bellevue Transit Plan was adopted in 2003. Transportation system changes include East Link, SR 520 expansion and tolling, and improvements to I-90 and I-405. Planning changes include the updated Bel-Red Subarea Plan, the Wilburton Subarea Plan and the Eastgate/I-90 Land Use and Transportation Project. Through coordination with local and regional transportation plans, the Transit Master Plan should outline a strategy to leverage the investment in public transportation projects to the benefit of Bellevue residents and businesses.
- 5. Identify partnership opportunities to further extend transit service and infrastructure.** While transit infrastructure is typically funded through large capital funding programs, other less traditional funding mechanisms can be utilized to pay for improvements vital to support transit communities and/or achieve higher transit ridership. The Transit Master Plan should undertake an analysis of partnership opportunities that the City might want to consider with other government organizations (e.g., Bellevue School District, Bellevue College, Metro, Sound Transit), human service agencies, and private corporations, to improve transit service delivery in Bellevue. This analysis will explore alternatives to traditional transit service delivery.
- 6. Develop measures of effectiveness to evaluate transit investments and to track plan progress.** The Bellevue Comprehensive Plan presently includes the following metrics/benchmarks related to transit: (i) mode split targets within each of the City's Mobility Management Areas [Table TR.1 – Area Mobility Targets]; (2) transit service frequency improvement targets between Downtown, Overlake, Crossroads, Eastgate, and Factoria [TR.8 – 10 Year Transit Vision]; and, (3) guidance found in 44 transit-supportive policies. The Transit Master Plan will revisit these metrics, and where necessary, propose modifications to better reflect present and future conditions.

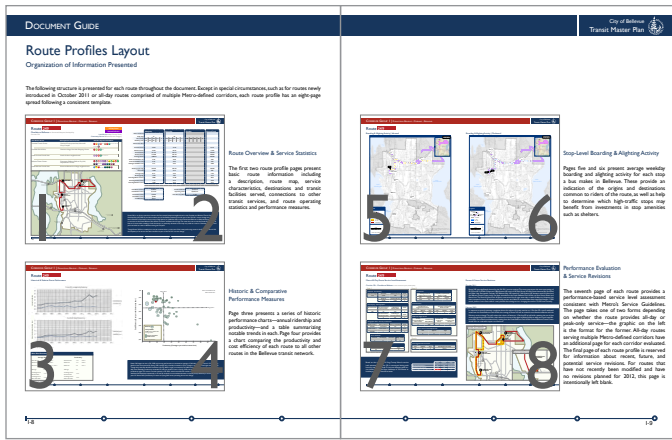


Figure 4 These pages from the *Bellevue Transit Network Profile* depict the layout of each route profile contained in the document.

route descriptions, connection opportunities, Fall 2010 performance measures, Metro's service level assessment results, recent and planned future route revisions, and route maps color-coded according to the destinations served to facilitate future analysis. This document served as the baseline for considering transit performance in Bellevue, reflecting the system as it operated prior to and immediately following King County Metro's major Eastside service restructuring in October 2011 (Figure 4).

Transit Improvement Survey Summary Report –

The Bellevue Transit Improvement Survey (TIS) was administered online between February and March of 2012, during which time it was completed by more than 4,200 respondents. The *TIS Summary Report* describes Bellevue's current transit market, public perceptions of transit service, and the public's priorities for improving service and addressing potential future budget shortfalls. The document provides a comprehensive examination of multiple choice responses by user type (current-, former-, and non-riders), trip purpose (work, school, shopping, social/recreation, and special events), and various demographic characteristics, and also categorizes the several thousand write-in responses that were submitted by theme (Figure 5).

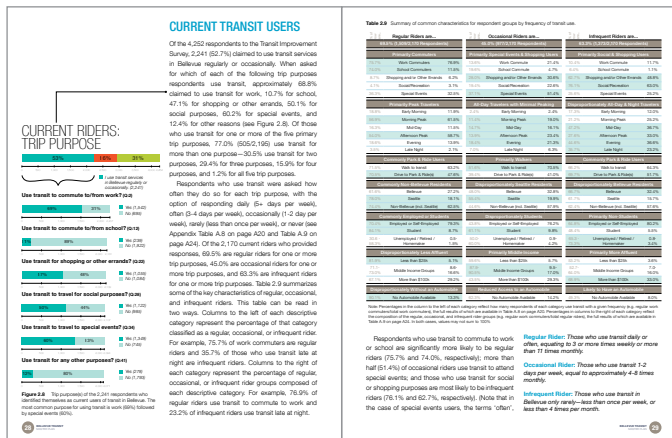


Figure 5 These pages from the *TIS Summary Report* describe common characteristics of current users of transit in Bellevue.

Phase 1 Outreach Report: Technical Appendix –

This document serves as the technical appendix to the *TIS Summary Report*, presenting the complete results of the Transit Improvement Survey exactly as submitted by survey respondents without analysis, categorization, or any potential source of bias (Figure 6).

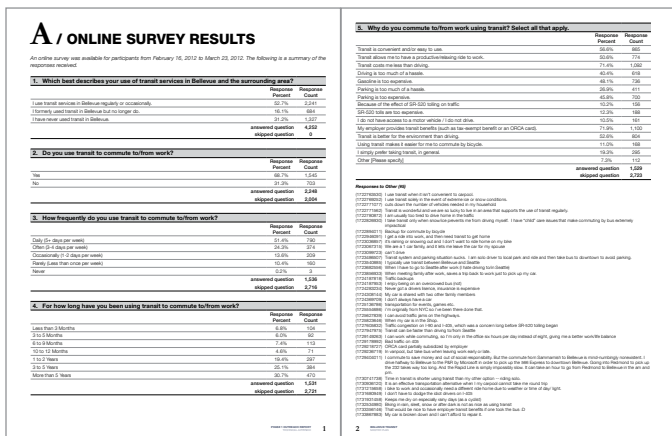


Figure 6 These pages from the *Outreach Report: Technical Appendix* show the multiple-choice results and write-in responses to questions 1 through 5 of the Transit Improvement Survey.

Transit Master Plan Forum Report –

The Transit Master Plan Forum was an outreach event held on September 18, 2012. This document summarizes the major themes expressed by Mayor Conrad Lee, Councilmember Kevin Wallace, and the twenty-four

members of the Transportation, Planning, Arts, and Human Services Commissions and the Parks and Community Services Board who were in attendance. All of Bellevue's board and commission members were invited to the event for the purposes of broadening the TMP's outreach and refining Council's adopted Project Principles into actionable priorities to guide development of the Transit Service Vision (Figure 7).

Bellevue Transit Status Report – This report details the service and infrastructure improvements completed since the adoption of the 2003 Bellevue Transit Plan and highlights transit usage levels and unmet needs in Bellevue that have been taken into account in the TMP planning process (Figure 8). The document serves as a brief precursor to the more comprehensive *Existing and Future Conditions Report*.

Transit Network Profile: 2011-12 Update – An update to the original *Bellevue Transit Network Profile*, this volume comprehensively documents all bus routes that served Bellevue between Fall 2011 and Spring 2012. Performance statistics are presented for both of these service periods, facilitating consideration of how transit performance changed in the months following the October 2011 service restructure. This update also introduced the segmentation of route performance statistics by time of day, allowing for a more nuanced analysis of local transit operations and use.

Existing and Future Conditions Report – Drawing from several of the reports noted above, the *Existing and Future Conditions Report* summarizes the major findings related to current transit operations and performance, priorities expressed by the public about this network, projected growth in population, employment, and ridership, and anticipated changes resulting from the introduction of East Link light rail in 2023 and various planned and potential investments in local street and transit infrastructure (Figure 9).


<p>SUMMARY OF THEMES</p>	<p>Tom Tanaka, Transportation Commission</p> <p>"An important benefit of transit is that whenever a transit trip replaces a single auto trip it eases the congestion that hurts all businesses and all commuters. Bellevue could not reach its projected growth without transit. We can't just build roads to meet our growth."</p>
<p>Transit is an essential component of the City's mobility strategy and an increasingly important tool for addressing Bellevue's anticipated growth in transit.</p>	<p>Ms. Bishop, Transportation Commission</p> <p>"We need a transit system to serve Downtown Bellevue, otherwise it won't grow."</p>
<p>Forum participants spoke of the many ways that transit benefits Bellevue, including: (i) Economic Benefits – Businesses, especially large employers, frequently locate in communities with strong public transit services; (ii) Environmental Benefits – Citizens benefit from reduced traffic congestion and improved air quality when people take transit; (iii) Community Benefits – Since transit requires less land and energy than the private car to move the same number of people, it is often cheaper to meet mobility needs with transit rather than through other measures such as road widening or new parking facilities; and, (iv) Individual Benefits – Public transportation provides an affordable, and for many, necessary, alternative to driving. The following is a sampling of comments from Forum participants on how transit benefits Bellevue:</p> 	

Figure 7 One of the themes expressed by TMP Forum participants: "Transit is an essential component of the City's mobility strategy..."

STATUS REPORT

On June 2, 2003 the Bellevue City Council adopted the Bellevue Transit Plan (see Figure 1). The 2003 Plan was a major step forward in articulating what improvements were needed in transit service and capital investments throughout Bellevue and served as an important reference document for collaborations with the City's transit service providers. The service and capital partnerships resulting from this vision have enhanced transit's role in Bellevue.



INFRASTRUCTURE IMPROVEMENTS

Since the adoption of the 2003 Bellevue Transit Plan, hundreds of millions of dollars in HOV access, transit centers, park-and-ride lots, and speed and reliability projects were completed in Bellevue in support of transit operations. Figure 2 on page 4 reflects the array of transit-related projects completed since 2003 including:

- **Bellevue Transit Center** – In 2003, Sound Transit expanded the Bellevue Transit Center to include ten bus bays, shelter improvements and rider amenities. Additional bus stops and roadway improvements on 108th Avenue NE, 108th Avenue NE and east of the transit center on Northeast Sixth Street have improved transit and traffic flow in downtown Bellevue and enable more than 100 buses during peak periods to move efficiently through the transit center. Total funding: \$10 million.
- **Eastgate Park & Ride Expansion**
- **1-80 Two-Way Transit HOV**
- **Eastgate Direct Access Route**
- **Bellevue Transit Center**
- **Regatta B Line**
- **Access Downtown**

Figure 2 Looking to the future, these transit projects in support of transit will benefit the growing investment in the East Link light rail extension from Seattle to Bellevue.

Figure 3 Looking to the future, these transit projects in support of transit will benefit the growing investment in the East Link light rail extension from Seattle to Bellevue.

- **Eastgate Park & Ride** – In 2004, King County expanded the Eastgate Park & Ride from a 606 stall facility to a structured complex that can accommodate 1,666 vehicles, in spite of the large number of parking spaces, the Eastgate Park and Ride is already at capacity with a utilization ratio of 97 percent (Second Quarter 2012). Total funding: \$27 million.
- **Bellevue HOV Access Project (Access Downtown)** – Completed in 2005, the Bellevue Access HOV project makes it easier to travel in an out of downtown Bellevue from the Regatta. The project provides a new interchange on I-405 at Northeast Sixth Street for buses and carpools, giving buses direct access to the expanded Bellevue Transit Center. It improves freeway interchanges at NE 4, NE 8, and NE 35 streets including improvements to nearby city street intersections. Total funding: \$14 million.
- **Eastgate Transit Access Ramps** – WSDOT and Sound Transit partnered in 2008 to complete the Eastgate Transit Access to connect the existing 142nd Place SE bridge to the 160 HOV lanes. The addition of two ramps (one on the east and one on

Figure 8 These pages from the *Transit Status Report* describe infrastructure improvements made since adoption of the 2003 *Bellevue Transit Plan*.

Transit Usage and Density

In Figures 29 and Figure 30, stop-level on/off transit ridership data is mapped along with population and employment density to gain an appreciation of the relationship between these factors and transit usage in Bellevue.

Consistent with statewide national research on the topic, it is clear that residential density has a strong relationship to transit ridership in Bellevue. Increased transit usage is observed in areas of higher population density. The highest concentrations of population are found in the corridors and apartment buildings in Downtown Bellevue, along 148th Avenue NE, north of SR 520, in front of the Microsoft Campus, along 158th Avenue NE, between Overlake and Crossroads, at 142nd Avenue NE and NE 8th St., in Factors, and additional pockets of density along 148th Place SE and 148th Avenue SE, between Main St. and SE Staggus Way. Most areas of high population density lie along the path of RapidRide B Line.

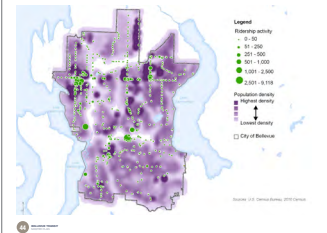
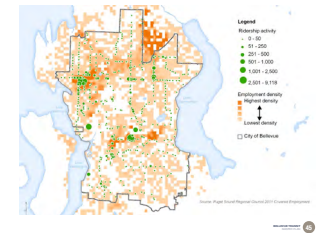



Figure 9 These maps from the *Existing and Future Conditions Report* show how transit ridership relates to population and employment density in Bellevue.

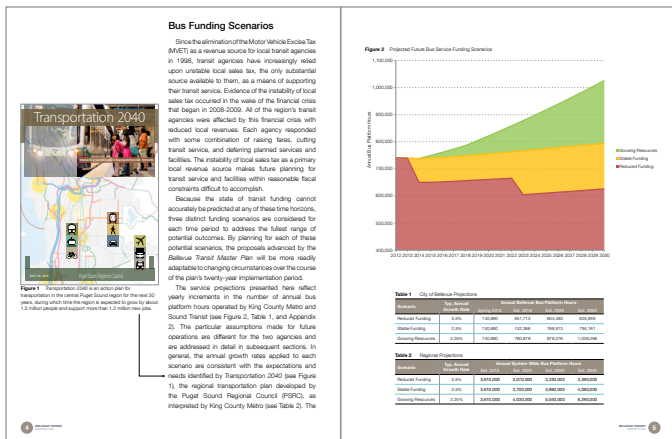


Figure 10 These pages from the *Funding Scenarios Report* depict the projected number of annual platform hours operated under each of the three funding scenarios between 2012 and 2030.

Funding Scenarios Report – Developed through informal conversations with officials from King County Metro and Sound Transit and consultation of published reports by these agencies and the Puget Sound Regional Council's *Transportation 2040*, the *Funding Scenarios Report* describes the three bus funding scenarios that are considered in the TMP and defines the assumptions that were made to arrive at these results (Figure 10).

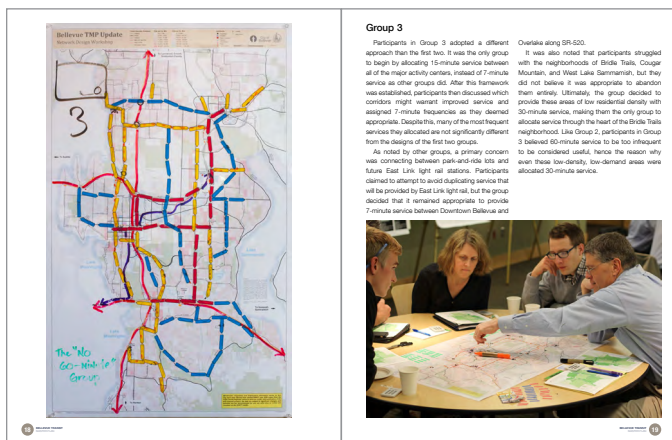


Figure 11 One of six networks developed at the Transit Network Design Workshop, this one by Group 3 attempts to balance frequent high-ridership and infrequent coverage services.

Transit Network Design Workshop Report – The Transit Network Design Workshop was an outreach event held on January 31, 2013. Various transit officials, board and commission members, and other local stakeholders were invited to take part in the workshop, where they were asked to further articulate priorities for transit services in and around Bellevue, and to brainstorm which corridors should be prioritized in the 2030 network and what frequency of service should be to each. This report documents the six networks created by workshop participants, a summary of the common themes and notable differences identified by project consultant Jarrett Walker, and the service priorities identified by participants during audience polling (Figure 11).

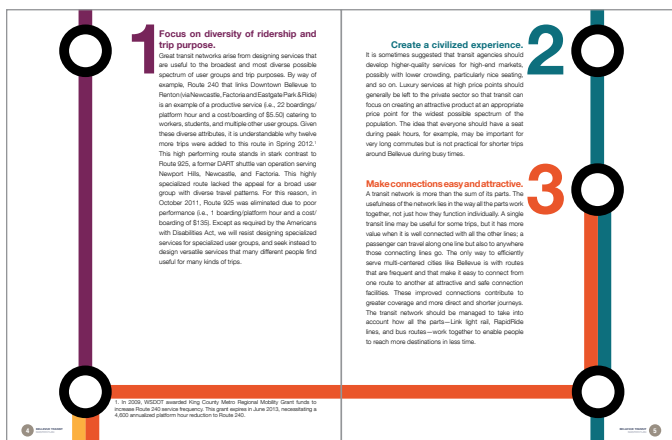


Figure 12 These pages from the *Market Driven Strategies Report* explain three of the six strategies advanced by the “Abundant Access” service vision.

Market Driven Strategies Report – This report identifies the framework within which the Transit Service Vision was ultimately developed, including six essential qualities embodied by the service vision—known as “Abundant Access”—and the six market-driven strategies endorsed by the TMP to achieve this vision. These strategies represent the course advocated when confronted with the various fundamental tradeoffs inherent in the provision of transit service, which were developed by reflecting to the extent possible the body of input and assortment of guidance obtained through the various efforts described in the aforementioned reports (Figure 12).

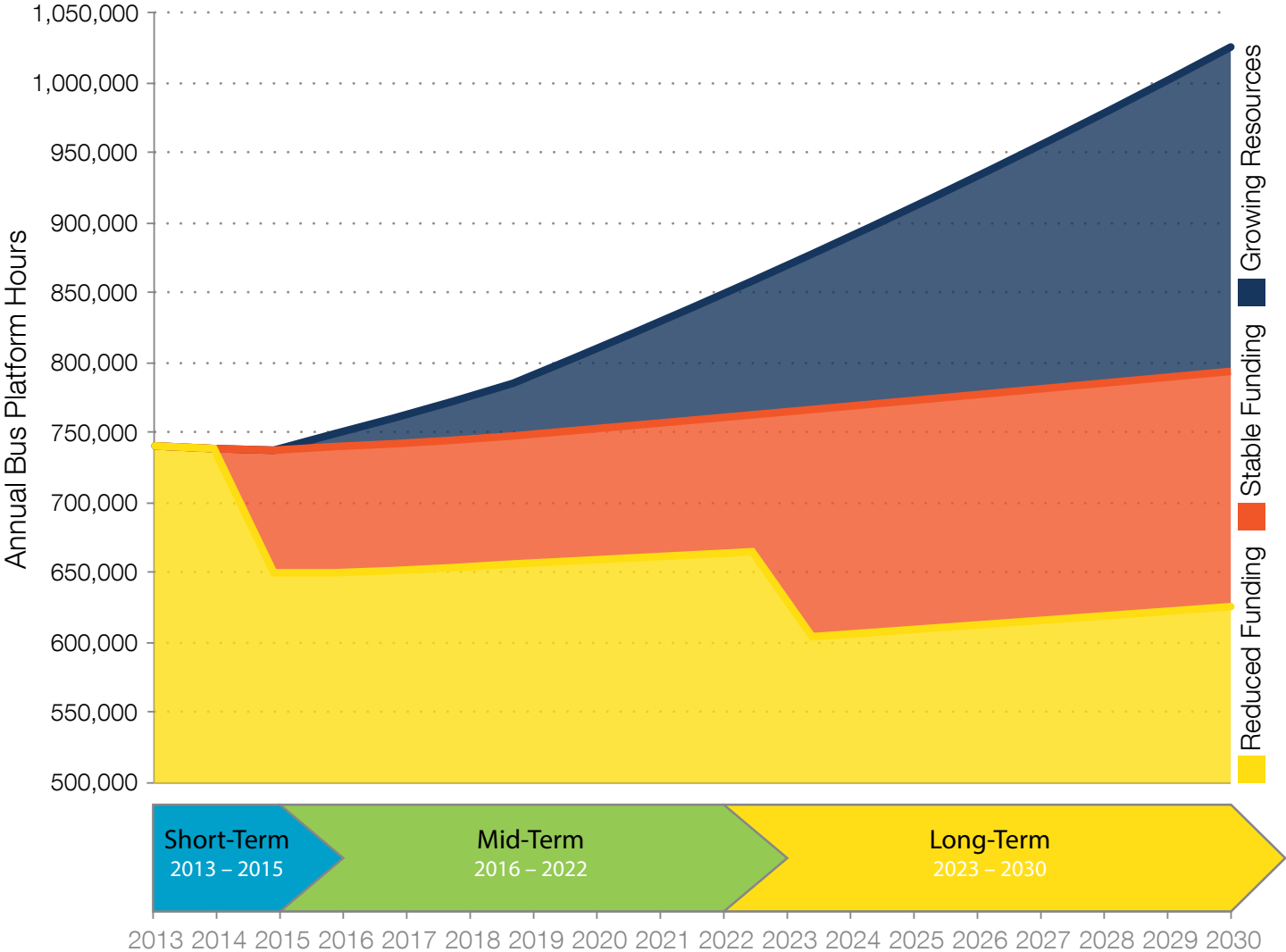
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SERVICE CONTEXT

PLANNING FOR UNCERTAINTY

The Service Vision plans for uncertainty by advancing a series of proposals to address the city's future transit needs and priorities, including route-level recommendations that are responsive to different financial scenarios (reduced, stable, and growing resources) and attune to different time horizons (2015, 2022, and 2030). The following paragraphs provide a synopsis of each scenario's intent. For additional details about their definition, refer to the *Funding Scenarios Report*.

Figure 13 Projected future bus service funding scenarios.



Time Horizons

Because of the many significant changes Bellevue will undergo in the coming years, including considerable growth, the emergence of new activity centers (e.g. Bel-Red), the start of East Link light rail operations, and the completion of other major regional transportation investments, it is important to consider both how transit will function when the system is fully operational in 2030 and the incremental steps that will need to be taken to bring that vision to fruition.

Planning for 2030 considers Bellevue's transit needs in the context of all of the developments noted above. Planning for 2022 addresses growth in demand through the final year in which buses constitute the only transit service operating in Bellevue. Finally, planning for 2015 considers what steps can be taken in the short-term to begin pursuing the long-term vision in the context of uncertain transit funding and without the benefits of new infrastructure investments.

Funding Scenarios

Since the elimination of the Motor Vehicle Excise Tax as a revenue source for local transit agencies in 1998, transit agencies have increasingly relied on unstable local sales tax revenue to support their operations. The vulnerability of this source of revenue to changing economic conditions makes it difficult to plan future transit services within reasonable fiscal constraints.

Because the state of transit funding cannot accurately be predicted for any given time, this plan considers three distinct funding scenarios for each time horizon to address the fullest range of potential outcomes. The proposals advanced by the TMP will therefore be more readily adaptable to changing circumstances over the course of the plan's twenty-year implementation period.

Short-Term (2015): 2013 – 2015

Planning for the next two years, including both minor adjustments that enable incremental steps toward the long-term service vision and potentially significant service reductions beginning in 2014.

Mid-Term (2022): 2016 – 2022

Includes planning for the impacts on traffic circulation and transit operations of the construction of East Link, SR-520, I-405, potential I-90 tolling, and land use developments in Bellevue.

Long-Term (2030): 2023 – 2030

Focuses on Bellevue's transit needs in the context of considerable growth, the emergence of new activity centers (e.g. Bel-Red), the start of East Link light rail operations, and completion of major regional transportation investments.

Reduced Funding:

A financially-constrained outlook for the future of bus service in Bellevue, this scenario includes two one-time reductions in annual service. The first is a 17% decrease in Metro platform hours in 2014, consistent with Metro's projected funding shortfall absent new funding, followed by a 29% reduction in ST Express service in 2024, reflecting reallocation of resources from bus to East Link light rail.

Stable Funding:

A continuation of the status quo with no significant reductions or expansions of bus platform hours. Annual increases of 0.5% are applied to account for schedule maintenance, and ST Express bus service is retained, albeit reconfigured, following the introduction of East Link light rail in 2023.

Growing Resources:

The most significant departure from current transit operations in Bellevue. An growth rate of 2.25 percent is applied, reflecting the annual increment needed to reach PSRC projections that suggest a near doubling of demand for transit (and the resources expended to meet this demand) by 2040.

MARKET DRIVEN STRATEGIES

Participants at the Transit Master Plan Forum spoke of the need to make a variety of strategic investments to grow ridership (Figure 14). Encouraging long-term ridership growth involves building the capacity to meet future demand for transit service by:

- (i) Providing service where high ridership is anticipated, typically where there is some mix of higher residential or commercial density, major activity centers, and measures that discourage driving, such as limited parking;
- (ii) Building and supporting park-and-ride facilities that help people access the transit system;
- (iii) Improving the way people make transit connections so they can reach more destinations in less time;
- (iv) Investing in speed and reliability enhancements such as transit priority measures and BRT.

Given Metro's focus on creating a more efficient and productive transit system, the Bellevue Transit Master Plan has adopted strategies that align the City's interests and priorities with Metro's *Strategic Plan* and associated *Service Guidelines*. In this context, Bellevue's Transit Service Vision seeks to utilize the region's limited resources as efficiently and effectively as possible.

To enhance transit performance in Bellevue, it will be critical to integrate the provision of enhanced transit supply with a supportive land use environment and land use mix, enhanced transit passenger and walking amenities, and transit-supportive infrastructure. These can be thought of as demand factors for transit, and they are closely related to and can mutually reinforce one another.

On the transit supply side, the overall vision is for transit service to increase over time so that a larger share of Bellevue's population and jobs are located within walking distance of the network. Additionally,



Figure 14 Bellevue Board and Commission members who participated in the Transit Master Plan Forum on September 18, 2012 agreed: “We need to make strategic investments to support future development and growth in ridership.”

the frequency and quality of service should increase as demand increases. The result will be that more origins and destinations can be accessed on the network, and more of Bellevue’s population, jobs, and activity centers are served by transit.

Abundant Access

Bellevue’s transit service vision statement arises from consideration of several competing service priorities (see Figure 16). With these six choices, it is recognized that by moving toward one goal the City is moving away from others that have some support. Nevertheless, these choices tend to lead to a network that provides “Abundant Access” and reflects the features of the most successful urban transit networks in the world (Figure 15).

The market driven strategies that move Bellevue toward “Abundant Access” will help foster a high-quality transit system that is easier, more effective, and more enjoyable for residents, employees, and visitors in Bellevue. Additional details about these strategies are available in the *Market Driven Strategies Report*.

Figure 15 Key outcomes promoted by the six goals articulated in the “Abundant Access” service vision.

Convenient, making it the logical choice for the largest possible share of trips.

Frequent, to minimize waiting times and improve connections.

Efficient, in terms of being designed for high ridership and cost-effective operations.

Simple, with the fewest possible discrete lines, so that each can have the best possible frequency, speed, and duration without complicated redundancy.

Direct to major activity centers in Bellevue by minimizing the degree to which a route deviates from the shortest path between its start and end points.

Regionally Connected, with a complete network of regional links in all directions, with particular focus on abundant north-south service along I-405.

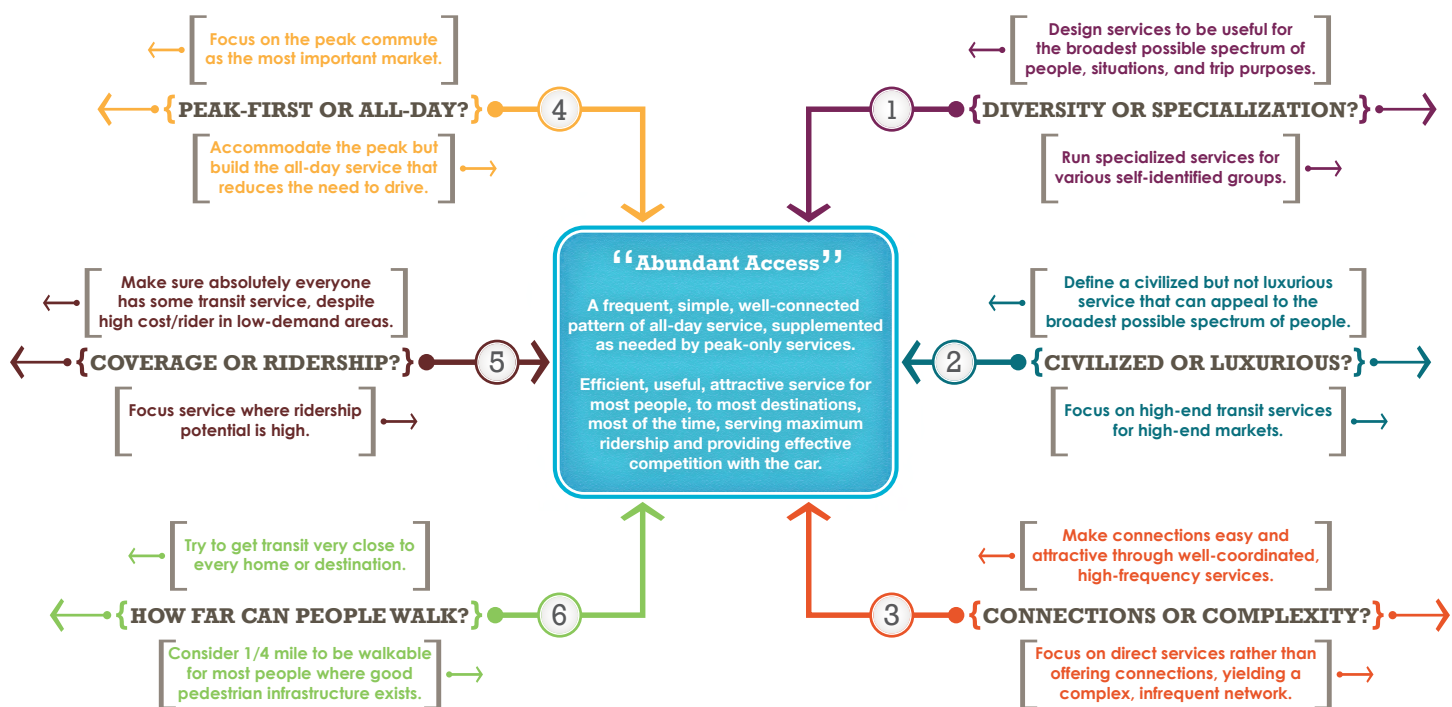


Figure 16 The “Abundant Access” vision statement and service-oriented strategies outlined in the *Market Driven Strategies Report* were approved by the Bellevue City Council on May 20, 2013.

ASSUMPTIONS

Cost Baseline

The budget constraint for each scenario, as defined in the *Funding Scenarios Report*, is based on the current universe of routes—both Metro and Sound Transit Express—that have at least one stop in the City of Bellevue. This budget includes extensive services that also operate in other cities, and should not be confused with any notion of “Bellevue’s share” of regional transit resources. For example, a majority of the local transit networks of Kirkland and Redmond are within the budget because these services also operate in Bellevue.

In each scenario, placeholder resources are included for any segments in other cities that are currently covered by routes within the budget but not included in any proposed routes. Therefore, for example, if an existing route is broken in Downtown Kirkland (e.g. Route 234), the remainder of the existing route extending beyond that point remains in the budget as a placeholder so that Kirkland resources are not inadvertently shifted to Bellevue.

The Bellevue Transit Master Plan does not intend to make strong recommendations about what the Kirkland and Redmond networks should look like. However, the three cities’ networks are highly interdependent and will eventually need to consist of a single design over the entire three-city area. At this stage, the appropriate position for a Bellevue TMP is to recommend a network that makes sense for Bellevue, that connects the three cities effectively, and that is broadly fair to all three cities in terms of resource distribution. Where relevant, this plan indicates how this might also form the basis for a good network for Kirkland and Redmond, with the understanding that further conversation among the three cities must occur in order to develop a unified recommendation.

Table 1 City of Bellevue projections of future bus resources.

Scenario	Annual Growth	Annual Bellevue Bus Platform Hours			
		Sp. 2012	Est. 2016	Est. 2023	Est. 2030
Reduced	0.5%	740,880	651,713	604,483	625,959
Stable	0.5%	740,880	742,386	766,913	794,161
Growing	2.25%	740,880	760,679	878,076	1,026,066

Network Costs & Contingency

All scenarios proposed for the Transit Master Plan are designed within the budget laid out in the *Funding Scenarios Report* and thus include a surplus number of hours that make up the difference between the network costs and network budget. In lieu of proposing specific implementation of this surplus, these hours are held as a contingency reserve, which may be spent at the discretion of the transit agencies and/or municipalities as needs arise. These needs may include peak overloads, significant schedule maintenance needs, or other operational issues that may present themselves. Budgeted costs and contingency hours are provided for every network proposed.

Operating Speed & Travel Time

Average operating speeds are not just a feature in attracting customers. They also determine the cycle time of a route and thus the number of buses and drivers needed to operate it. The operating speed is therefore a key assumption in any network plan. The operating speeds used to calculate resource allocation vary with each time horizon due to the impact of increasing traffic congestion over time.

2030 and 2022 Services

Assumptions of operating speeds for future Express, Rapid, and Local services were determined by averaging scheduled revenue speeds (revenue distance divided by revenue time) of current Spring 2013 routes. These averages were computed from routes according to each respective defined service type and also segmented into six time periods: Early AM, AM Peak, Midday, PM Peak, Evening, and Night.

- For **Express** services, the average speed was calculated from all-day Sound Transit Express routes that serve one or more stops in Bellevue

(Routes 535, 550, 554, 560).

- For **Rapid** services, operating speeds are assumed to be 10 percent faster than Local services. These assumptions were made in consultation with King County Metro staff.
- For **Local** services, the speeds used reflect those of current all-day local routes serving one or more stops in Bellevue, excluding segments along freeways.

Table 2 Long- and mid-term operating speeds by time of day.

Year	Service	AAM	AM	MD	PM	EVE	NITE
2030	Express	26.28	24.26	24.51	21.58	25.24	26.77
	Rapid	19.56	16.38	16.28	14.80	17.34	19.02
	Local	17.78	14.89	14.80	13.45	15.76	17.29
2022	Express	24.85	21.59	23.19	20.00	23.77	24.91
	Rapid	20.16	16.88	16.78	15.25	17.87	19.60
	Local	18.32	15.35	15.25	13.86	16.24	17.82

Note: All figures in miles per hour.

Further, for Rapid and Local services, it is assumed that operating speeds will deteriorate at the rate of 0.5% per year. This deterioration was not factored in for Express services under the assumption that such regional services will be freeway-running transit with improvements that shield it from future increases in congestion. The rate of 0.5% per year is a typical rate of deterioration for growing regions, but it is a high-level assumption that will warrant review based on projected changes in congestion, segment by segment, over the study period. Transit services tend to slow down as congestion and ridership increase, but the pace is widely variable, and slowing can be minimized through interventions like all-door boarding and transit priority. The resulting operating speed assumptions are shown in Table 7 in miles per hour.

2015 Services

Because the 2015 scenarios represent service investments that are anticipated in a near-term timeframe, existing scheduled travel times were used to determine network costs. This was done in lieu of assuming constant operating speeds, which is a more appropriate methodology for longer-term scenarios when travel conditions are likely to change.

Since several routes planned in the TMP do not match those in the current network, terminal-to-terminal timepoints in the existing schedule cannot be used to determine travel times. Instead, full-route travel times were estimated by piecing together

the segment run times of constituent routes, which were determined by the schedule's point-to-point timepoints. For example, if a planned route is a combination of two existing route structures, run times of each route segment are estimated separately and then added together to determine the travel time of the full route.

East Link Light Rail

The 2030 scenarios all presume the opening of East Link light rail to its planned terminus at Overlake Transit Center (SR-520 at NE 40 St). On the advice of Sound Transit staff, it is here assumed that East Link will operate frequencies of every 8 minutes during the peak, every 10 minutes during the day, and every 15 minutes in the evening. Additionally, it is assumed that North Link to Lynnwood will be complete by 2030.

Trains from East Link merge with those from the existing Central Link to run together through the Downtown Seattle Transit Tunnel. In addition, it is assumed that all of these trains continue north at least to Northgate. This implies extreme frequency along the core Seattle corridor extending from the International District to Northgate, specifically frequencies of every 4 minutes during the peak, every 5 minutes all day, and every 7.5 minutes in the evening.

That assumption has important consequences for the Eastside, especially for SR-520 bridge services. Frequencies at the University of Washington Station (open in 2016) will be so high that it will be easy to connect to Link to complete trips to/from many core Seattle destinations, including Downtown, the University District, Ravenna, and Northgate. As a result, fewer SR-520 services need to continue into Downtown Seattle, especially in lower-resource scenarios. While Link may not be faster to Downtown Seattle than a direct SR-520 bus, other considerations will have to be weighed, such as the limitations of street capacity for buses in Downtown Seattle. For these



Figure 17 East Link will give riders a fast, frequent, and reliable connection from the Eastside's biggest population and employment centers to Downtown Seattle. Ten stations will serve Seattle, Mercer Island, Bellevue, Bel-Red, and Overlake in Redmond.

reasons, it is generally assumed that while SR-520 would continue to have peak-period services to Downtown Seattle, the all-day pattern would focus more on frequent cross-lake services to the University of Washington Station to take advantage of the extremely frequent light rail service available there.

Construction Mitigation

The Service Vision includes proposed network design scenarios for 2022, the year just before East Link opens. It is important to note that East Link construction impacts could not be studied in the context of this report. As this report was being completed, Sound Transit was not yet able to provide sufficiently detailed and reliable descriptions of the likely impacts of East Link construction. This should be an area of considerable concern for Bellevue and for King County Metro, as the design of the construction process will inevitably have large consequences for how Bellevue's transit functions during the construction period. Construction often requires temporary closures of important facilities such as connection points, park-and-rides, and travel lanes. All of these closures can impact transit's speed, reliability, and general usefulness in such profound ways that mitigation may be required.

In this context it is also important to note that construction periods are so long—several years—that a steady-state functional transport system must evolve around the closures that construction requires. With such long construction periods, the impacts cannot be described as a temporary inconvenience. If a project reduces capacity for either motorists or transit riders for a period of more than a few months, this will form a new equilibrium that must be functional and attractive so as not to impact Bellevue's economic vitality and competitiveness.

The most serious impacts of Link construction are likely to be at the South Bellevue Park-and-Ride. It

is not yet clear how long the current facility will be closed for construction, nor what the alternative options will be for connecting buses there. However, all construction impacts should be causes for concern in this timeframe.

It is often necessary to fund more service during a construction period, because construction slows down transit services or closes critical transit facilities, thereby generally triggering higher operating costs to deliver the same level of service already offered. These are usually direct and obvious impacts that are not hard to quantify once the construction plan is drafted, and whose costs can be assigned directly to a construction impact. Likely points where Link construction may slow down transit service—in declining order of likely impact—include:

- The transit roadway in Seattle that extends from International District Station to Spokane Street. I-90 services affecting Bellevue also rely on this road for fast and reliable access to/from Downtown Seattle, and East Link construction may disrupt this operation.
- Bellevue Way SE and the general vicinity of South Bellevue Station, by far the most critical location in Bellevue because of the combination of high demand and very limited space.
- Segments of Downtown Bellevue where Link construction happens alongside existing major bus services.
- The Overlake Transit Center and Overlake Village station areas.

In all these situations, too, a construction mitigation plan will require decisions about the relative inconvenience to motorists versus bicycling, walking, and transit. A plan that heavily impacts transit ridership but not motorists will cause mode shift toward the private car during the construction period, while a plan that impacts motorists more will

cause a shift toward transit, walking, and bicycling. Generally, construction always reduces traffic capacity to some degree, but a poorly designed approach to construction mitigation still raises the risk of making transit riders so miserable that many shift back to cars, exacerbating traffic conditions during the period.

Roadway Network at Bellevue College

The layout of Bellevue College currently presents a major obstacle to efficient service, and also creates a conflict between the goal of serving the college well and the goal of providing efficient north-south service connecting Crossroads and Overlake to Eastgate and Factoria. The current road configuration at Bellevue College allows transit to approach only from the north or east. However, the main flows of the key north-south transit corridors require access to the southwest, specifically to Eastgate Transit Center. Eastgate will continue to grow more important as a regional connection site, so if Bellevue College is to be served, it must be possible to serve both the campus and Eastgate with a minimal amount of deviation.

The current Bellevue College road network forces buses to travel to 148th Ave SE between the college and Eastgate Transit Center. This long deviation wastes transit agency resources and discourages through-passengers in a segment that will become critical to Bellevue's network. For example, this deviation deters passengers from Issaquah from connecting at Eastgate to reach jobs at Crossroads, Bel-Red, or Overlake.

Starting in 2022, a crucial assumption is that the Bellevue College road network is revised so that it is possible for transit to flow through the college efficiently. This is an essential project if transit to the college is ever to be expanded, or if north-south service across the Eastside is ever to be made highly

attractive. There are two projects that can resolve the roadway issues faced at Bellevue College:

1. Develop Snoqualmie River Road along the west side of the campus so that it can be used by transit. All bus operations now running through the center of campus (via Kelsey Creek Road, Tyee River Road, and Perimeter Road) would instead use this roadway, stopping close to most campus buildings and then running directly to Eastgate Transit Center.
2. A less effective solution is to upgrade Coal Creek Parkway across the southern part of the campus so that it can be used by transit. In this case, buses would continue to use the existing campus routing north of Landerholm Circle, but south of there they would use Coal Creek Road to access Eastgate directly.

Either of these solutions solves the problem and allows transit service at Bellevue College to grow without unreasonable waste of transit resources. The key is to put Bellevue College “on the way” between Eastgate and Crossroads; currently, Bellevue College is a time-consuming cul-de-sac that discourages all north-south ridership across the eastside of Bellevue. The win-win solutions will eliminate this conflict and allow the same services to benefit both Bellevue College and the larger north-south market. This combining of markets is exactly how strong and attractive frequent services are built.

DEFINITIONS

Core Concepts

Frequency and Span determine the degree to which transit approximates the convenience of a private vehicle that is ready to go whenever you are. Frequency also determines the potential for each route-to-route connection and for a network of services to work together.

Speed-Access tradeoff refers to the degree to which different types of stop/station spacing achieve different speeds and require different walking distances. In general, people will walk further to faster service; this observation is the basis for transit products like RapidRide and ST Express, which stop relatively rarely and therefore deliver better travel times.

Reliability depends largely on the exclusivity of right of way, or the degree to which transit service can be impeded by traffic congestion.

To develop these networks, it has been necessary to refine the categories of service used in previous Bellevue reports, and also those used by Metro and Sound Transit. While the service types discussed in this section are used with greater impact in the 2022 and 2030 scenarios, existing services have also been recategorized along these lines, as this is believed to be a more effective way to present services for both public and stakeholder understanding. The core idea used to define service categories is that transit’s usefulness is particularly tied to three features: frequency and span, the speed-access tradeoff, and reliability (Table 3).

Note that the hours of service associated with each time period in a day (e.g. AM, MD, PM) have also been revised from their current Metro definitions (see Table 4 on page 22). The revised hours can be interpreted as the span during which a route operates a given frequency. This is of particular relevance when viewing the Route Profiles, beginning on page 78.

Frequency | Level of Service

LOS	Average Headway (min)	veh/h	Comments
A	<10	>6	Passengers do not need schedules
B	10-14	5-6	Frequent service, passengers consult schedules
C	15-20	3-4	Maximum desirable time to wait if bus/train missed
D	21-30	2	Service unattractive to choice riders
E	31-60	1	Service available during the hour
F	>60	<1	Service unattractive to all riders

Span | Level of Service

LOS	Hours of Service	Comments
A	19-24	Night or ‘owl’ service provided
B	17-18	Late evening service provided
C	14-16	Early evening service provided
D	12-13	Daytime service provided
E	4-11	Peak hour service only or limited midday service
F	0-3	Very limited or no service

Table 3 Transit Levels of Service. Source: TCRP Transit Capacity and Quality of Service Manual, 3rd Edition.

Service Types

Five of the categories depicted in Figure 18—all but “flexible” and “other peak-only”—appear in the networks proposed in the Service Vision. These categories have the following features:

- Frequent Express** routes are similar to existing Sound Transit Routes 550 (Bellevue – Seattle) and 554 (Issaquah Highlands – Seattle). They run primarily on freeways and make widely spaced stops, with long nonstop segments along freeways. Average stop spacing exceeds 1 mile on freeway segments and is kept around 1/2-mile when running on arterial streets unless there is a compelling need to stop more closely. Frequent Express services ultimately aspire to be ‘light rail on tires’ and should maximize use of exclusive lanes to achieve the greatest possible protection from congestion. Freeway stations (also known as flyer stops) are crucial enablers of Frequent Express service, as they enable intermediate stops without the delay involved in exiting and re-entering a freeway.
- Frequent Rapid** service is envisioned as similar to RapidRide, running mostly on arterial streets with very high frequency. Stop spacing is typically 1/4- to 1/2-mile—usually close enough so that underlying local service is not required, but wide enough to be notably faster and more reliable than services that stop more frequently. Transit priority signal and roadway treatments are critical to protect the speed and reliability of Frequent Rapid service.
- Frequent Local** is traditional local bus service that operates at high frequency, with standard stops every 1/8- to 1/4-mile.

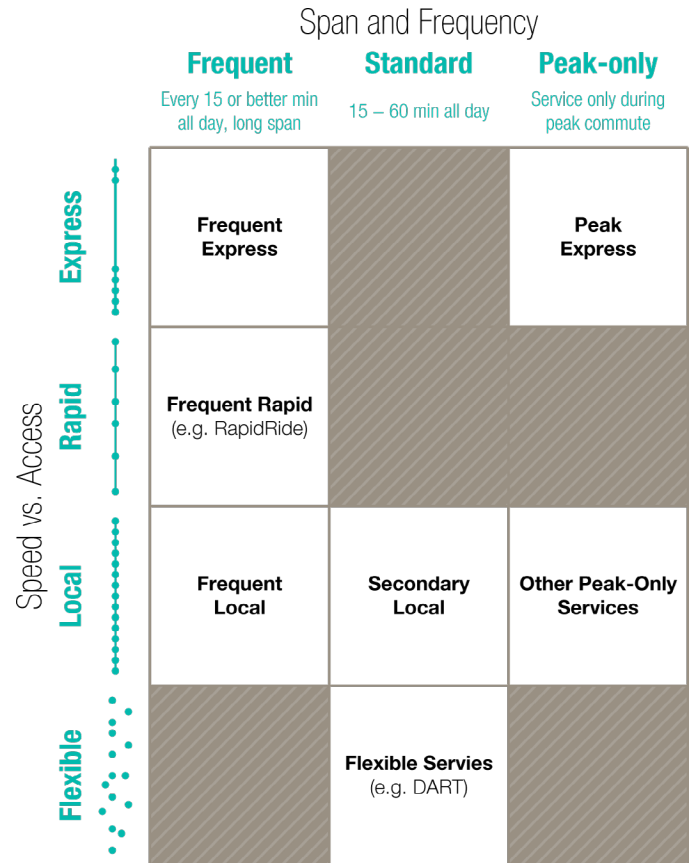


Figure 18 Types of transit service, as defined by frequency and span, the speed-access tradeoff, and reliability.

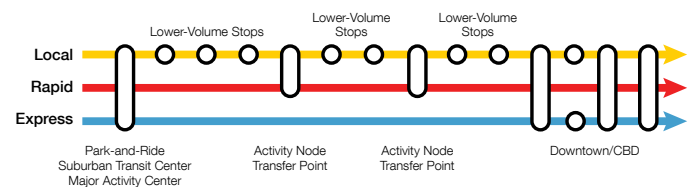


Figure 19 Transit service patterns. Adapted from the Transit Capacity and Quality of Service Manual, 3rd Edition.

These three categories are collectively called the Frequent Transit Network (FTN), which is the network of services considered most useful to people who cannot afford to wait long for a bus. In the past 15 years, many transit agencies, including King County Metro, have begun highlighting their Frequent Network on maps and in information systems to help people recognize the especially high usefulness and connectivity of these services.

The remaining services not included in the FTN are:

- **Infrequent or Secondary Local.** Services running every 30-60 minutes all day, sometimes with greater frequency in the peak. These may have shorter spans than the Frequent Transit Network. Generally, the Secondary Local network includes services designed primarily for coverage, where low ridership is expected. This service level may also be used for corridors that would ideally have frequent service but where this is not affordable under a particular budget scenario.
- **Peak Express.** These services run long distances mostly at peak hours specifically for the peak commute. In general, these services are expected to decline as a share of all services as light rail and Frequent Express service expands. However, they would continue to be needed in corridors where a large surge in demand happens only during the peak commute and requires a travel pattern that does not support all-day service.

Weekdays | Revised Service Periods

Period	Begin	End	Span
Early Morning (AAM)	5:00	6:00	1:00
Morning Peak (AM)	6:00	9:00	3:00
Mid-Day (MD)	9:00	15:00	6:00
Afternoon Peak (PM)	15:00	18:00	3:00
Evening (EVE)	18:00	21:00	3:00
Late Night (NITE)	21:00	1:00 (23:00)	4:00 (2:00)

Note: For the NITE period, frequent services operate until 1:00 AM, while coverage services operate only until 21:00.

Weekends | Revised Service Periods

Period	Begin	End	Span
Early Morning (AAM)	5:00	6:00	1:00
Daytime (DAY)	6:00	21:00	15:00
Late Night (NITE)	21:00	1:00 (23:00)	4:00 (2:00)

Note: For the NITE period, frequent services operate until 1:00 AM, while coverage services operate only until 21:00.

Table 4 Redefined service periods and spans.

PLANNING PROCESS

Service planning began with the long-term time horizon and proceeded backwards from there. The 2030 transit networks were designed top-down to reflect Bellevue's likely needs in that year. The Frequent Transit Network was established first, which serves Bellevue's high-demand mobility needs both internally and regionally. Secondary and peak express services were then designed as supplements to that network. The resemblance of future routes to existing routes was not considered an important goal this far in the future when such significant change will have occurred.

By contrast, when designing near-term networks, there is inevitably more need to think in terms of changes to existing services, so the top-down approach is somewhat less applicable. However, each change to the existing network is designed, to some degree, to move the network in the direction of the 2030 network concepts already developed. As a result, even though some of the 2015 thinking is clearly done in terms of existing services, the 2015 scenarios reflect an intent to move toward a more rigorous network design centered on frequent services. Therefore, some services planned for 2015 may no longer exist in longer-term scenarios as existing service concepts are phased out for those envisioned in the Service Vision.

In the scenarios that are further in the future, planning began with the Growing Resources scenario, and other scenarios were scaled back from that base. In the 2015 scenarios, planning was undertaken concurrently on the Reduced scenario—which would inevitably be a devastating cut—and the Stable scenario. In the Stable and Growing scenarios, which differ only slightly from one another, the proposals advanced emphasize increasing Frequent Express service, including all-day frequencies on Route 550—the existing route that most closely

follows the future path of East Link. This is a sensible step to build regional access to Bellevue and also to build markets that East Link will eventually serve.

The approach undertaken for the 2022 time horizon is a hybrid of the two prior processes. Many existing route patterns are retained because East Link is needed to justify their redesign, but where it is logical to put elements of the 2030 network in place by 2022, this is done.

Downtown Circulation

As Downtown Bellevue grows, demand will increase for transit that is useful for internal circulation within greater Downtown. This need could be handled in a variety of ways, including (a) downtown circulator services, (b) organizing other bus services to run through Downtown, and to some extent (c) encouraging walking and bicycling as the best modes for most intra-Downtown movement, given transit's limitations in serving such short trips. A mixture of the second and third approaches are believed to be the most effective in Bellevue's case.

Downtown circulators are usually relatively poor transit investments, because of a simple fact about transit demand: Customers perceive their waiting time in relation to their total trip length. People are willing to wait a day for a flight to London, a few hours for a train to Portland, half an hour for a bus to Lynnwood, and 10-15 minutes for a ride between Downtown and Crossroads. As trip distances become very short, as often happens with downtown circulation, the tolerable waiting time drops so low that an extremely high frequency is required for the service to be attractive compared to simply walking. If service headways are longer than the typical walking time, the only people who are likely to wait for transit are those with significant limitations to their personal mobility, or sometimes a broader range of people during particularly bad weather.

The challenge of a Downtown Bellevue circulator is that it would have to be very, very frequent—certainly every 5 minutes or better—and this would take a large share of the transit budget. This is not meant to suggest that circulators are uniformly unsuccessful in all urban settings. Downtown Los Angeles has its famous and heavily used DASH system, for example, but that service operates in a much larger downtown where average distances are a bit longer and where demand is so intense that the very high frequency is easier to justify.

In downtown areas smaller than Los Angeles, downtown circulators, where they exist, are often sponsored by some other entity, and that sponsorship includes some share of operating cost. Obviously, to the extent that a circulator is off the transit agency budget, there is more latitude to design it around non-ridership criteria, and to retain it regardless of whether it is succeeding in ridership terms.

Even where downtown circulators succeed, there is sometimes a policy debate about what they are achieving for the public good, especially where taxpayer funds are involved. Circulators are highly valued by specific developments and facilities along their path, but in justifying public investment it is often necessary to ask the question: In the absence of this service, what would the riders do?

- If the answer is “drive”, then a Vehicle Trip Reduction argument can be made for the service, but this is rarely true of very short trips.
- If the answer is “not make the trip,” then an economic development and social inclusion argument can be made for the service. The service is creating economic activity that would not otherwise occur, and perhaps also providing social opportunities for those who would otherwise feel trapped at home.
- If the answer is “walk”, then one sustainable transport mode is being replaced with another

that is far more expensive for the taxpayer. As Downtown Bellevue’s pedestrian environment continues to improve, all evidence shows that people will be comfortable walking further, and the case for a circulator will correspondingly diminish.

TMP Approach to Downtown Circulation

Still, there are certain intra-Downtown trips where transit will sometimes be more helpful. These will usually involve edge-of-Downtown locations such as Bellevue Square, Old Bellevue, the Medical Institution District, or the 112th Ave SE corridor south of Downtown. These edge-of-Downtown locations are partly provided for in the Service Vision with services that run every 8-15 minutes, but these locations may be slightly more walk-resistant because of topographical or physical barriers and exhibit slightly longer average trip distances to other likely destinations in Downtown.

The Service Vision addresses these areas—especially in higher-resource scenarios—by ensuring that a frequent route passing through Downtown connects these areas to other logical destinations and especially to Bellevue Transit Center thusly:

- Bellevue Square is served by a westward extension of what is now the RapidRide B Line.
- Old Bellevue has two overlapping frequent lines connecting it to both South Bellevue and Bellevue Transit Center. The combined frequency of these lines will be better than 10 minutes at most times of the day, even in the low-resource scenarios, and will be much better in the Growing Resources scenario.
- The Medical Institution District will have a Link station at NE 8th St and 116th Ave NE, but not all of the area’s institutions are adjacent to it. Additional frequent service operates between Downtown and South Kirkland via 116th

Ave NE to provide a frequent connection to Downtown for all the hospitals and medical offices in this corridor.

- The 112th Ave SE corridor will be served by a Link station at Main St, but it will also have several Frequent Express bus stops serving areas further from the station connecting to both South Bellevue and Bellevue Transit Center.

108th Avenue Transit Corridor

Another key concept in the Service Vision, consistent with the preliminary recommendations of the Downtown Transportation Plan, is that some routes will not pull through Bellevue Transit Center, but rather simply stop adjacent to it on 108th Ave NE. More generally, many key routes will follow 108th Ave NE through the length of Downtown. A significant volume of services will run north-south along 108th Ave NE between Main St and NE 10th St, and for those who wish to travel short distances along this corridor, a bus will typically come quickly enough to be useful. Similar to Seattle's 3rd Ave transit corridor, this concept would provide a north-south path of intra-Downtown travel in which the next bus is almost always in view.

The block between NE 4th and 6th Streets is especially useful for this purpose because it is still "at" the Bellevue Transit Center while also being as close to the future Link station as the Transit Center is. Passengers arriving and departing from stops in this area can easily access either the Transit Center on NE 6th St, walk along NE 4th St, or use a mid-block connection at "NE 5th St" to reach the Link station. (In the latter case, the quality of the walk is a particularly important urban design concern.)

It is important to note that it is not possible to avoid a dominant presence of buses on the segment of 108th Ave NE between NE 4th and 6th Streets, because all buses serving Bellevue Transit Center

must circulate via these segments. Eventually, the bus volumes implied will likely require a redesign of this street that de-emphasizes its role for car movement while preserving local access, because the heavy bus movements will need to be managed efficiently both to prevent congestion and ensure reliable operations.

Downtown Layover Requirements and Benefits

A related issue is the space allocated for bus layovers Downtown. At the end of any bus route, there needs to be a place for a driver to park the bus while taking a break. Bellevue Transit Center is already over-capacity for this purpose, and layover sites are already being located in other parts of Downtown. For example, Route 550 buses arriving from Seattle continue north of the Bellevue Transit Center to a layover at 110th Ave NE and NE 12th St. Express buses from Lynnwood currently arrive in the Bellevue Transit Center and then proceed to 102nd Ave NE and NE 10th St to their layover location. If these extensions do not provide useful service to passengers then they are simply a waste of transit resources. The driver time used to run empty buses from the route terminus to the layover location is time that could instead be used to provide service to customers if the layover were sited closer to the last useful stop.

All currently used layover spaces in Downtown Bellevue should be presumed to continue to be needed in the future. If any are planned for removal, the entity desiring removal should replace the layover space like-for-like in an equally appropriate location, wherein appropriate means:

- Minimizing the distance between the last useful stop on a line and its layover point, and/or
- Extending a route in such a way that the travel path to the layover point is useful for Downtown circulation.

An example of the latter is that a frequent bus route from the south that terminates Downtown could follow 108th Ave NE from Main St up to NE 10th St, then proceed to one of the existing layover locations on the north end of Downtown (110th Ave NE and NE 12th St or 102nd Ave NE and NE 10th St). This route would then contribute to the legible 108th Ave NE axis between Main St and NE 10th St. This axis could be further strengthened if buses from the north flowed through to a terminus on or south of Main St, but this would require a terminus in that area.

SERVICE VISION

The Service Vision defines and evaluates nine future transit networks based on different funding scenarios and study years. Figure 45 provides a matrix of the connection opportunities offered by each of the proposed future transit networks, as well as the service frequencies operated between each activity center in Bellevue and the region.

The 2030 Growing Resources network is the only one in which transit has fully realized its potential to deliver sustainable mobility that grows Bellevue’s economy without growing congestion. This network offers a comprehensive, well-connected grid of very frequent all-day service, wide-reaching supplementary coverage service, and multi-modal integration wherein buses operate as frequently as East Link light rail to ensure short waiting times when transferring. All other scenarios are either incremental steps building toward that goal over time or a compromise attempting to provide the nearest approximation of that vision given constrained resources. Therefore, when comparing the three Growing Resources networks over the three time horizons, a clear progression toward greater connectivity and higher frequency can be readily identified with each subsequent phase. The same can generally be said for the progression of the Stable Funding networks, though the improvements are more incremental in nature. However, because the Reduced Funding scenario experiences a loss of resources with each subsequent period, that 2030 network represents a worst-case scenario in which all coverage service is eliminated in an effort to maintain some semblance of frequent service between major activity centers.

The following section provides details about each of the nine proposed future transit networks, including network maps, the allocation of resources by service type and time of day, descriptions of the network’s defining characteristics, and explanations of the rationale applied when tradeoffs were necessary.

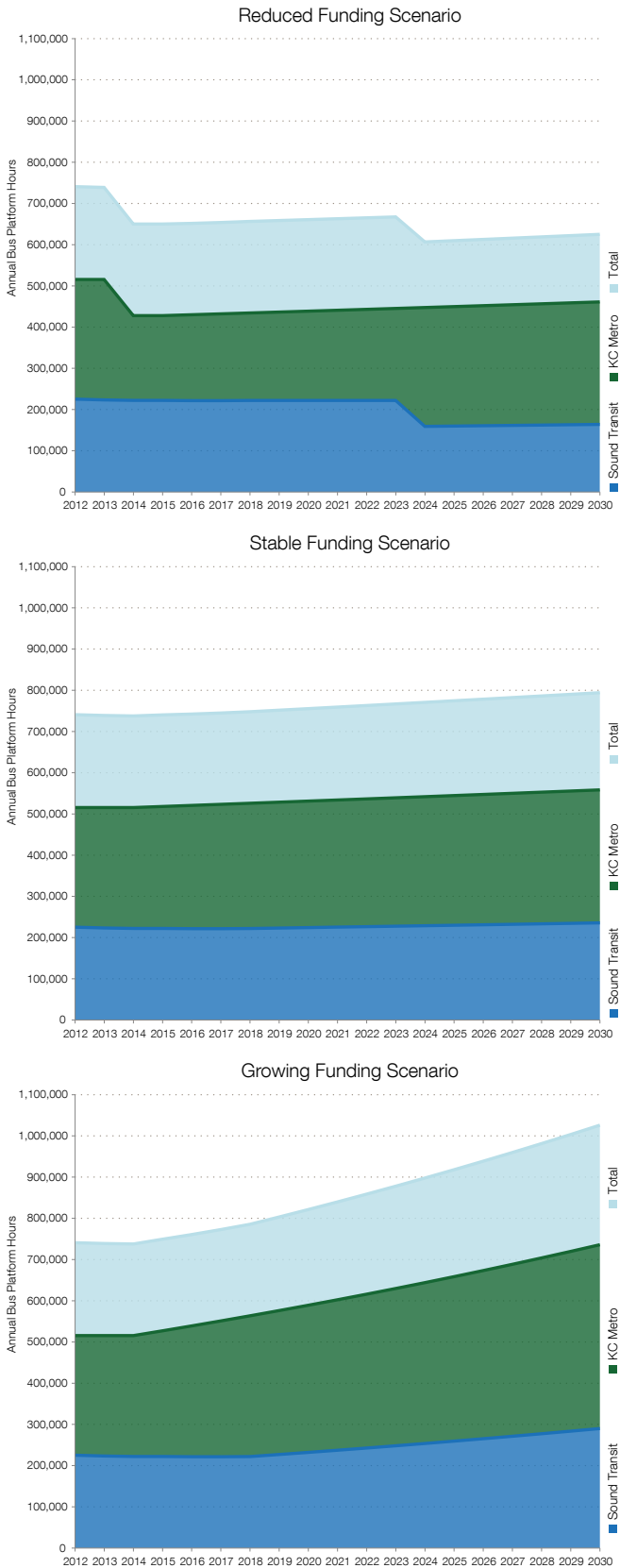
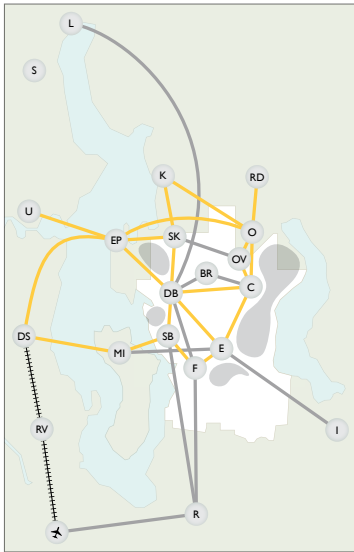


Figure 20 Annualized resources available by funding scenario.

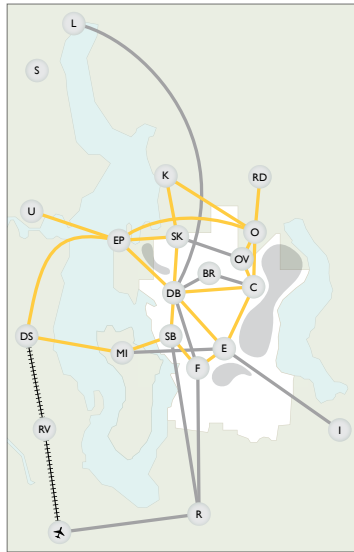
Figure 21 (Opposite) These diagrams depict the connections and their associated frequencies offered by each of the nine proposed future transit networks.

2015 | Short-Term

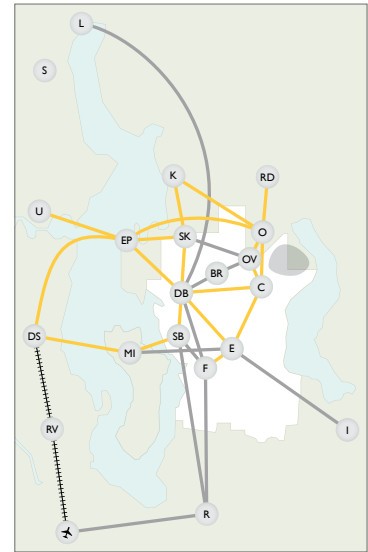
Growing Resources



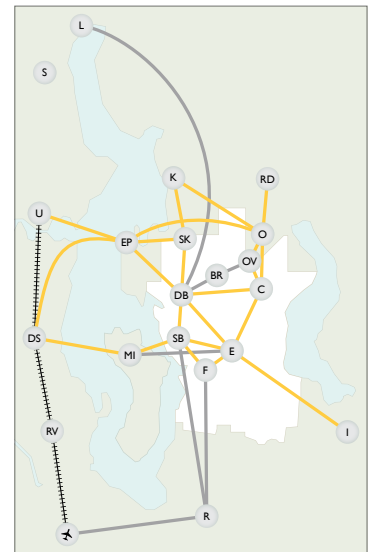
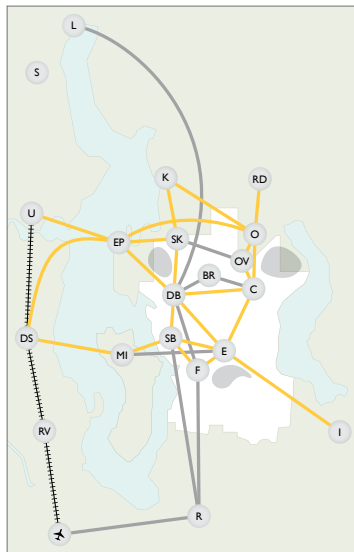
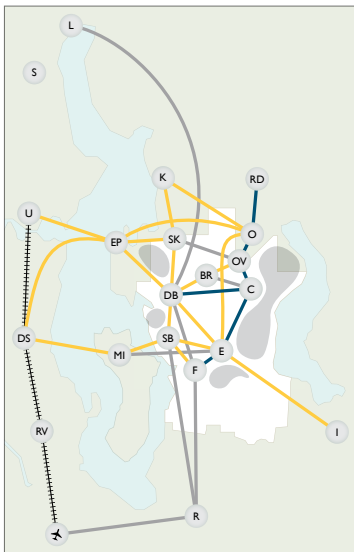
Stable Funding



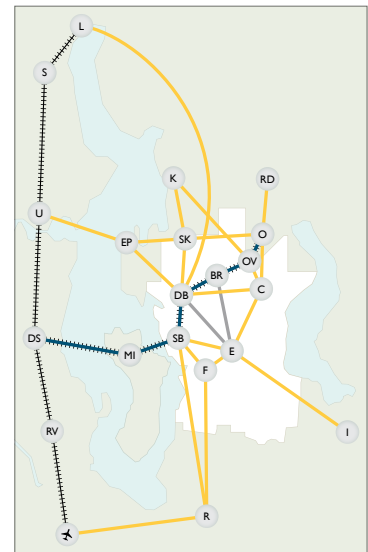
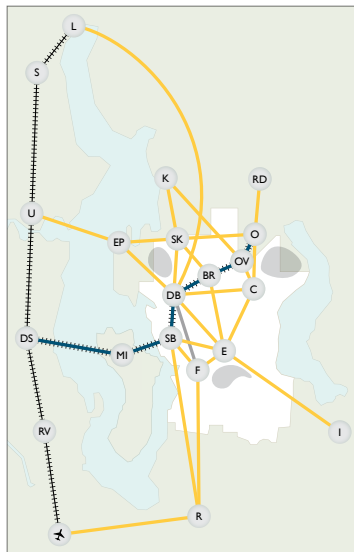
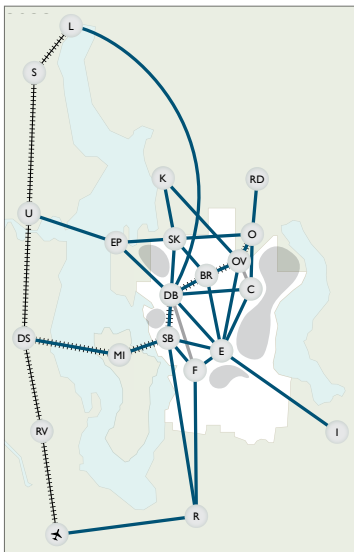
Reduced Funding



2022 | Mid-Term



2030 | Long-Term



2030

- BELLEVUE**
- BR Bel-Red
 - C Crossroads
 - DB Downtown Bellevue
 - E Eastgate
 - F Factoria
 - SB South Bellevue Park & Ride

- REGION**
- DS Downtown Seattle
 - EP Evergreen Point
 - I Issaquah Transit Center
 - K Kirkland Transit Center
 - L Lynnwood
 - MI Mercer Island
 - O Overlake Transit Center
 - OV Overlake Village

- R Renton
- RD Redmond Transit Center
- RV Rainier Valley
- S Shoreline
- SK South Kirkland Park & Ride
- U University District
- Sea Tac

	Peak	Midday	Night	
Very Frequent (every train connection)	≤8	≤12	15-30	Note: numbers reflect approximate peak/midday/night frequencies.
Frequent	10-15	15	15-30	
Infrequent	30	15-30	30-60	+++++ LRT

2030 SERVICE VISION

Growing Resources

The 2030 Growing Resources scenario, the most optimistic considered in this study, envisions a growth in total bus operating resources of 38 percent by 2030 from Spring 2012 service levels. The BKR travel demand model anticipates that transit demand will triple by this time, so even this growth in service—less than a doubling—will mean that average loads and average productivity (passenger boardings per hour of service) must also increase. This means that even in this most abundant scenario, it is important to focus on more efficient service deployment to ensure that there is adequate supply where demand is high, as envisioned in the *Market Based Strategies Report*. Table 5 provides an overview of how the available resources of each of the 2030 scenarios are divided amongst the various service types in terms of annual platform hours and the percentage split.

Buses will have to be larger and deployed with a priority to serving high demand corridors efficiently. The prevailing assumption of this scenario, then, is that the access outcomes of transit must be maximized. This means that duplication must be avoided, and that as the network grows more frequent it will become more dependent on fast, reliable connections at attractive and safe facilities. The network will have to make maximum use of East Link’s high capacity by encouraging connections

2030 Annualized Bus Revenue Hours per Hour by Funding Scenario

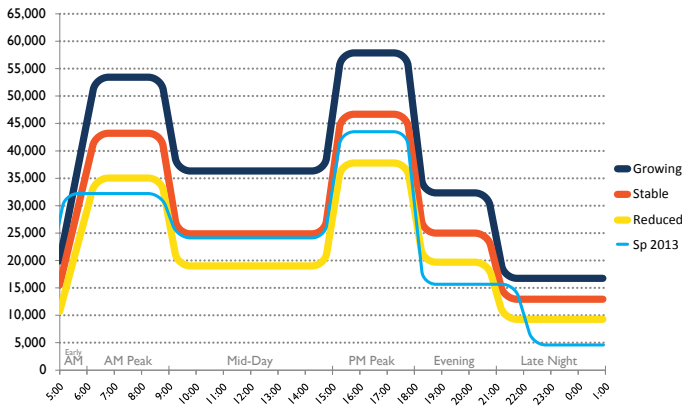
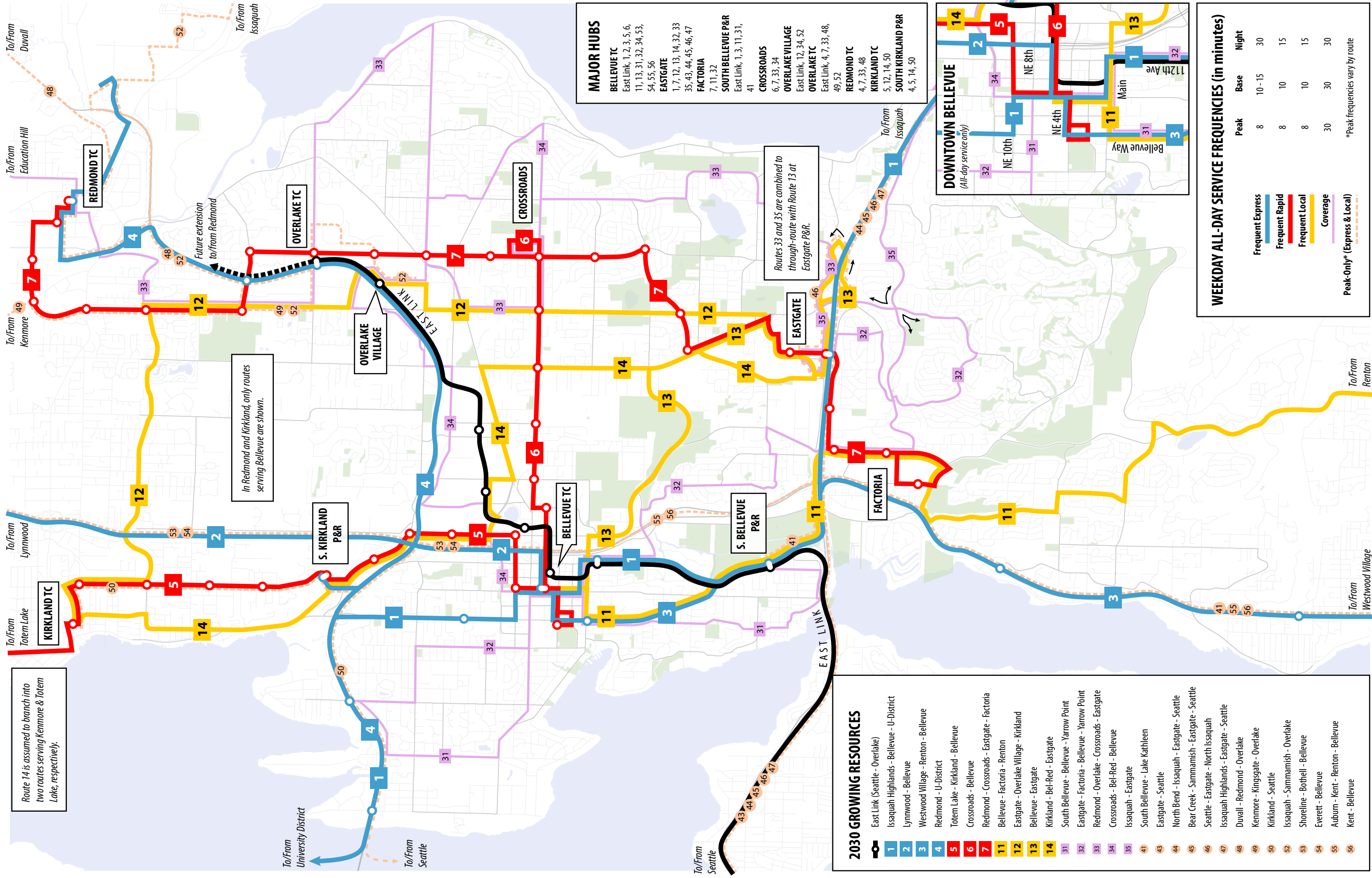


Figure 22 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. See individual scenario charts for details. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.

Table 5 Allocation of resources in 2030 by service type and funding scenario.

Service Type	2030 Growing		2030 Stable		2030 Reduced	
	Plat Hrs	%	Plat Hrs	%	Plat Hrs	%
Frequent Express	261,050	25%	228,011	29%	228,368	37%
Frequent Rapid	169,605	17%	95,243	12%	91,377	15%
Frequent Local	272,817	27%	220,585	28%	183,283	29%
Coverage	171,940	17%	124,879	16%	0	0%
Peak Express	145,715	14%	116,632	15%	116,632	19%
Total	1,021,127	99.5%	785,349	98.9%	619,660	99.1%
Contingency Reserve	4,939	0.5%	8,812	1.1%	5,479	0.9%
Budget	1,026,066		794,161		625,139	



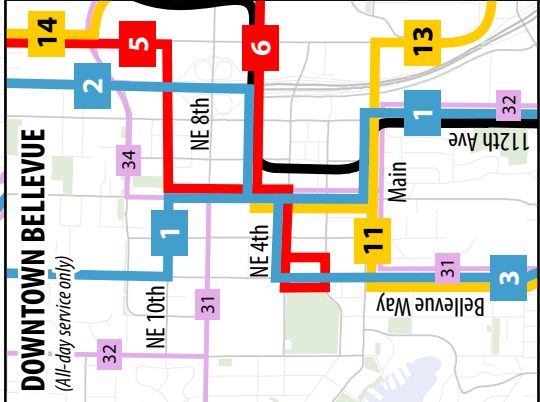
Route 14 is assumed to branch into two routes serving Kenmore & Totem Lake, respectively.

In Redmond and Kirkland, only routes serving Bellevue are shown.

Routes 33 and 35 are combined to through-route with Route 13 at Eastgate P&R.

- ### 2030 GROWING RESOURCES
- 1 East Link (Seattle - Overlake)
 - 2 Issaquah Highlands - Bellevue - U-District
 - 3 Lynnwood - Bellevue
 - 4 Westwood Village - Renton - Bellevue
 - 5 Redmond - U-District
 - 6 Totem Lake - Kirkland - Bellevue
 - 7 Crossroads - Bellevue
 - 11 Redmond - Crossroads - Eastgate - Factoria
 - 12 Bellevue - Factoria - Renton
 - 13 Eastgate - Overlake Village - Kirkland
 - 14 Bellevue - Eastgate
 - 31 Kirkland - Bel-Red - Eastgate
 - 32 South Bellevue - Bellevue - Yarrow Point
 - 33 Eastgate - Factoria - Bellevue - Yarrow Point
 - 34 Redmond - Overlake - Crossroads - Eastgate
 - 35 Crossroads - Bel-Red - Bellevue
 - 41 Issaquah - Eastgate
 - 43 South Bellevue - Lake Kathleen
 - 44 Eastgate - Seattle
 - 45 North Bend - Issaquah - Eastgate - Seattle
 - 46 Bear Creek - Sammamish - Eastgate - Seattle
 - 47 Seattle - Eastgate - North Issaquah
 - 48 Issaquah Highlands - Eastgate - Seattle
 - 49 Duval - Redmond - Overlake
 - 50 Kenmore - Kingsgate - Overlake
 - 52 Kirkland - Seattle
 - 53 Issaquah - Sammamish - Overlake
 - 54 Shoreline - Bothell - Bellevue
 - 55 Everett - Bellevue
 - 56 Auburn - Kent - Renton - Bellevue
 - Kent - Bellevue

- ### MAJOR HUBS
- BELLEVUE TC**
East Link, 1, 2, 3, 5, 6, 11, 13, 31, 32, 34, 53, 54, 55, 56
 - EASTGATE**
1, 7, 12, 13, 14, 32, 33, 35, 43, 44, 45, 46, 47
 - FACTORIA**
7, 11, 32
 - SOUTH BELLEVUE P&R**
East Link, 1, 3, 11, 31, 41
 - CROSSROADS**
6, 7, 33, 34
 - OVERLAKE VILLAGE**
East Link, 12, 34, 52
 - OVERLAKE TC**
East Link, 4, 7, 33, 48, 49, 52
 - REDMOND TC**
4, 7, 33, 48
 - KIRKLAND TC**
5, 12, 14, 50
 - SOUTH KIRKLAND P&R**
4, 5, 14, 50



WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

Service Type	Peak	Base	Night
Frequent Express	8	10-15	30
Frequent Rapid	8	10	15
Frequent Local	8	10	15
Coverage	30	30	30

*Peak frequencies vary by route

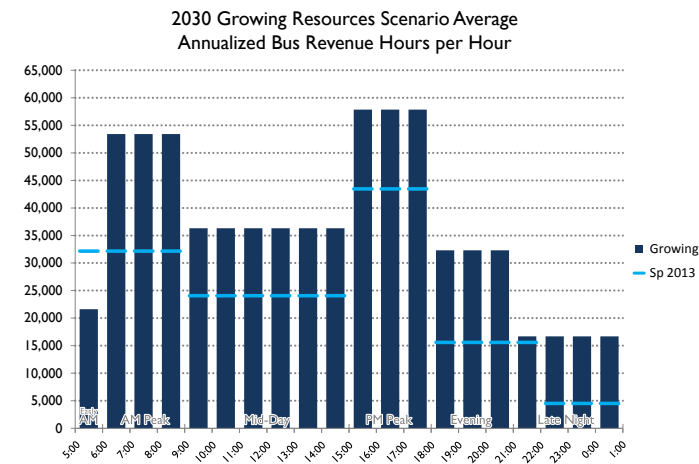


Figure 23 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2030 Growing Resources Scenario, 4,939 platform hours (0.5% of total budgeted) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.

to Link rather than duplicating any part of it. The expectation of many commuters that they will have a single-seat ride from origin to destination will simply not be viable when this level of demand must be accommodated.

The need to support much higher demand has an impact on coverage services, where demand will be lowest and will grow most slowly. In this most abundant scenario, the current level of coverage deployed around Bellevue is assumed to remain. Coverage route frequencies are standardized at 30 minutes throughout the day and evening—much better than they currently offer. The coverage area is neither expanded nor reduced, despite low ridership on many of the coverage segments.

The overall percentage of Bellevue residents and jobs covered by transit improves by 2030, but not because coverage is expanded. Rather, this happens because the majority of new residents and jobs added to the city are located along the Frequent Transit Network (FTN).

Very Frequent Services

One notable improvement that is affordable only in the Growing Resources scenario is here referred to as “every-train connections”. East Link frequencies are expected to be every 8 minutes peak, every 10 minutes midday, and every 15 minutes in the evening. All across Bellevue, most frequent bus services will match this frequency so that every train trip has its own connecting bus trip. These may not always be waiting for the train, but they will come within a few minutes after each train arrives.

All Frequent Rapid and Frequent Local services will match this frequency during all times of the day, while Frequent Express services will match it during all times except in the evening. Thus, at all times of day, every single trip of East Link would have a connecting Frequent Rapid and Frequent Local, which means extremely fast and legible Link connections for

Crossroads, NE 8 St, the Medical Institution District, and large parts of Kirkland and Redmond, including their downtowns.

Coverage Services

Coverage services focus on low-density areas or areas with difficult street patterns where low ridership can be predicted regardless of the service provided. In Bellevue, some such areas are already not served by any transit. For example:

- No service travels along 118th Ave SE between Downtown and Factoria, a stretch of road wedged between a freeway and parkland that has only scattered development.
- No service runs in waterfront neighborhoods west of Factoria, where the street network is extremely disconnected and thus provides no logical transit paths.
- No service operates locally in the Bridle Trails area, where density is extremely low and streets are extremely disconnected and not designed for transit use.

Coverage areas that are served typically have continuous but low-density development (entirely or almost entirely single-family) and often also have somewhat difficult but not impossible street patterns for transit. These include:

- Areas northwest of Downtown and adjacent parts of Medina and Clyde Hill,
- Enatai,
- Woodridge,
- Somerset,
- The NE 20th/NE 24th Ave corridor through the Bel-Red area,
- Most areas between 156th Ave and Lake Sammamish,
- Neighborhoods along I-90 between Issaquah and Eastgate.

In the Growing Resources scenario, all of this coverage area is retained. The design is somewhat different from that of the existing network because East Link and the proposed Frequent Transit Network (FTN) changes the connection opportunities for coverage service, so routes do not have to run as far as they currently do in some cases. In addition, current routes that are partly coverage and partly on the proposed FTN must be redesigned so that they better complement the FTN and do not duplicate it.

Peak Express Services

Although the TMP envisions a greater emphasis on the core all-day network of transit services in Bellevue, the accommodation of peak trips remains an important consideration in designing the long-term scenarios. To ensure that peak commute needs are being met, the peak networks assumed in the long-term scenarios are designed so that planned vehicle capacity in the cross-lake and I-405 corridors can accommodate any anticipated growth in future passenger loads.

However, the robust Frequent Express network proposed for 2030, combined with East Link and North Link, changes the framework for the design of peak express services. Currently, these services often directly connect residential areas with large employment centers, creating many complex and overlapping patterns. In the future, the much simpler Frequent Express and Link services will form a framework on which many of these trips can be routed. These trips may require a connection, unlike existing services, but they will allow for a much more efficient deployment of capacity and thus a higher-capacity and higher-ridership network overall.

One notable outcome is that by putting more focus on the all-day Frequent Express network, which runs two-way, the need for expensive one-way peak express runs is reduced. One-way express runs are especially expensive to operate because the

driver must be paid to return to his/her starting point, usually by driving an empty bus back in the reverse-peak direction. This plan retains just as much of that service as is needed to supplement the two-way Frequent Express network, but not more.

One key focus is to ensure that if Link is useful for a portion of an express trip, the trip is routed that way so long as the total travel time is reasonable. This consideration applies not just to East Link but also to portions of North Link that can complete SR-520 bridge trips to many parts of Seattle. This eliminates the need for direct services from the Eastside to Northgate or Ravenna and even some trips between the Eastside and Downtown Seattle on SR-520. As the most abundant scenario, the Growing Resources scenario is the most generous in retaining peak express services; lower-resource scenarios must cut them more significantly along the lines of the principles expressed above.

Stable Funding

The Stable Funding scenario presumes that service resources remain near the current level, growing only with a low level of inflation. In this scenario, the only moment when any significant growth in resources occurs comes with the opening of East Link in 2023, when the existing Route 550 is replaced by light rail and its resources can be reinvested elsewhere in the bus system. The Stable Resources scenario does not mean “status quo” in any sense. In this scenario, Bellevue’s transit demand grows dramatically, yet resources do not increase accordingly to meet that growth. The only way to face this situation is to further reduce the low-ridership Coverage services and be even more diligent about reducing service duplication—often requiring connections—so that resources can be deployed as efficiently possible.

As a result, the primary differences from the Growing Resources scenario are that:

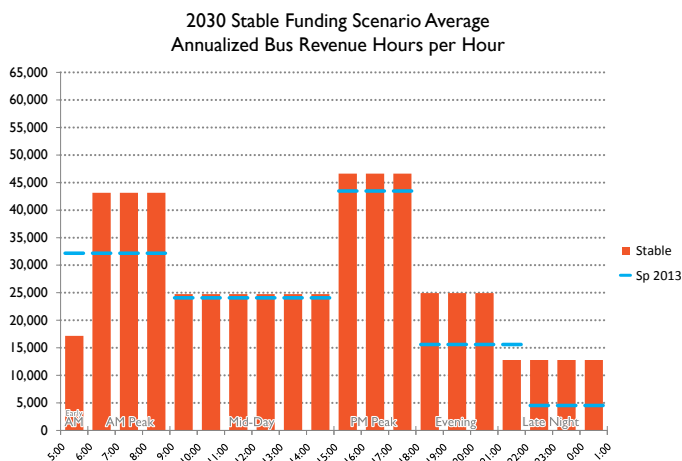
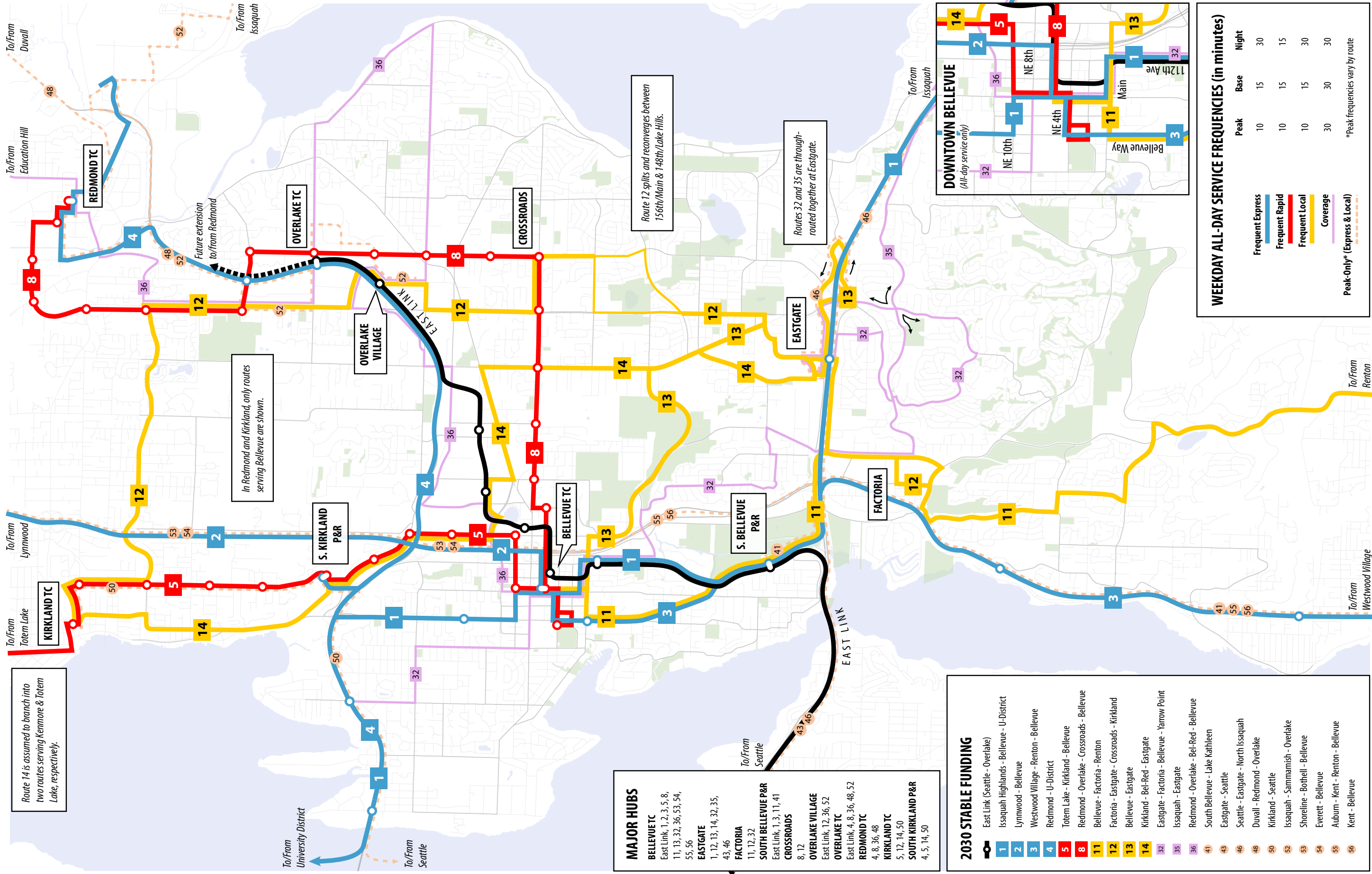


Figure 24 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2030 Stable Funding Scenario, 8,812 platform hours (1.1% of total budgeted) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.

- Coverage services are pared back to only the most productive of coverage areas, generally those with patches of dense development or other signs of some ridership potential.
- The one element of the Growing Resources scenario that is most duplicative—the proposed Frequent Rapid segment between Crossroads and Eastgate—is deleted, leaving only Frequent Local services on this segment.
- Frequencies operated by the Frequent Transit Network are reduced somewhat but remain at 15 minutes or better except in the evening.

Frequent Service

No routing changes are made to Frequent Express services compared to the Growing Resources scenario. However, frequencies must be reduced slightly to every 10 minutes during the peak and every 15 minutes midday. There is still adequate capacity



Route 14 is assumed to branch into two routes serving Kenmore & Totem Lake, respectively.

In Redmond and Kirkland, only routes serving Bellevue are shown.

Future extension to/from Redmond

MAJOR HUBS

BELLEVUE TC
East Link, 1, 2, 3, 5, 8, 11, 13, 32, 36, 53, 54, 55, 56

EASTGATE
1, 12, 13, 14, 32, 35, 43, 46

FACTORIA
11, 12, 32

SOUTH BELLEVUE P&R
East Link, 1, 3, 11, 41

CROSSROADS
8, 12

OVERLAKE VILLAGE
East Link, 12, 36, 52

OVERLAKE TC
East Link, 4, 8, 36, 48, 52, 4, 8, 36, 48

KIRKLAND TC
5, 12, 14, 50

SOUTH KIRKLAND P&R
4, 5, 14, 50

2030 STABLE FUNDING

- 1 East Link (Seattle - Overlake)
- 2 Issaquah Highlands - Bellevue - U-District
- 3 Lynnwood - Bellevue
- 4 Westwood Village - Renton - Bellevue
- 5 Redmond - U-District
- 8 Totem Lake - Kirkland - Bellevue
- 11 Redmond - Overlake - Crossroads - Bellevue
- 12 Bellevue - Factoria - Renton
- 13 Factoria - Eastgate - Crossroads - Kirkland
- 14 Bellevue - Eastgate
- 32 Kirkland - Bel-Red - Eastgate
- 35 Eastgate - Factoria - Bellevue - Yarrow Point
- 36 Issaquah - Eastgate
- 41 Redmond - Overlake - Bel-Red - Bellevue
- 43 South Bellevue - Lake Kathleen
- 46 Eastgate - Seattle
- 48 Seattle - Eastgate - North Issaquah
- 50 Duvall - Redmond - Overlake
- 52 Kirkland - Seattle
- 53 Issaquah - Sammamish - Overlake
- 54 Shoreline - Bothell - Bellevue
- 55 Everett - Bellevue
- 56 Auburn - Kent - Renton - Bellevue
- Kent - Bellevue

WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

Service Level	Peak	Base	Night
Frequent Express	10	15	30
Frequent Rapid	10	15	15
Frequent Local	10	15	30
Coverage	30	30	30
Peak-Only* (Express & Local)	*Peak frequencies vary by route		

Unfold for full-size map

to handle projected crowding across the lake, but some overcrowding is likely even if high-capacity (e.g. articulated) buses are used consistently.

The Growing Resources scenario proposes a new north-south Frequent Rapid service (Route 7) linking Redmond, Overlake, Crossroads, Eastgate, and Factoria. The Stable Funding scenario deletes this service south of Crossroads and restores the existing service pattern of the RapidRide B Line, in which Frequent Rapid service (Route 8) links Redmond, Overlake, and Crossroads, then turns west to follow NE 8th St into Downtown Bellevue. The Bellevue – Kirkland – Totem Lake Frequent Rapid service (Route 5) is retained from the Growing Resources scenario.

With the deletion of Frequent Rapid service between Eastgate and Crossroads, a Frequent Local must make this connection instead. Frequent Local Route 12, which remains on 148th Ave from Overlake to Eastgate in the Growing Resources scenario, must deviate eastward between NE 8th St and Lake Hills Blvd. Additionally, to cover all areas now covered by frequent service, Route 12 must split between 156th Ave SE at Main St and 148th Ave SE at Lake Hills Blvd, with half of the service operating via 148th Ave SE and Main St and the other half running via 156th Ave SE & Lake Hills Blvd. The result is low frequency where the route is split, but continued high frequency between all points not on the split, including between Crossroads and Eastgate.

Coverage Services

Coverage services must be reduced in this scenario. The focus is to retain only those that serve concentrations of jobs or housing, though by definition these are small compared to the concentrations of jobs and housing served by the Frequent Transit Network.

The coverage routes retained are:

- **Route 32:** Eastgate – Factoria – Bellevue – Yarrow Point
- **Route 35:** Issaquah – Eastgate
- **Route 36:** Redmond – Overlake – Bel-Red – Bellevue

An alternative approach would have been to retain all coverage routes from the Growing Resources scenario but cut them to operate hourly at most times of day. This would have ensured very low ridership but retained the lifeline access function that is much of the justification of running coverage services at all.

Peak Express Services

With substantially fewer resources available in the Stable Funding scenario, a greater emphasis is placed on a strong connective network to avoid service duplication. Thus, a number of the routes proposed in the Growing Resources network are deleted and replaced by alternative local and express segments. Replacements of low-performing routes or segments of low-performing routes, as identified by King County Metro in April 2013 as candidates for potential elimination, are also deleted. Relative to the Growing Resources scenario, the changes are:

- **Route 44:** deleted due to low productivity and duplication with other I-90 peak services.
- **Route 45:** deleted due to low productivity and duplication with other I-90 peak services.
- **Route 47:** deleted due to low productivity and duplication with Route 1 and other I-90 peak services.
- **Route 49:** deleted due to low productivity and duplication with local Kirkland routes.

Reduced Funding

In the Reduced Funding scenario for 2030, Bellevue’s overall transit demand more than doubles, but the resources available for bus service are 15% less than what they are today. East Link is added, but unlike in the previous scenarios, the bus service it replaces (mostly Route 550) is removed from the budget and used for East Link operations.

In the context of a more than doubling of Bellevue’s transit demand, transit falls far behind the expectations of all cities in the region and severely disappoints most of its stakeholders. Transit inevitably competes less effectively with the car and loses market share, though some of this loss will be to walking, bicycling, car-sharing, and other non-SOV options. In this context, transit must narrow its focus to the markets where there is no reasonable non-automobile alternative and where the available resources can achieve the most ridership and thus the most regional mode shift. Therefore, in the 2030 Reduced Funding scenario:

1. The transit network retreats to the highest-demand links that will make use of its high capacity, and
2. Transit focuses specifically on those areas that are too far for most people to walk or be comfortable bicycling.

By this logic, it makes sense to protect the Frequent Express network, which links the region’s major centers to each other over long distances, often across large natural barriers. Thus, Frequent Express services are retained at the same frequencies as the Stable Funding scenario. By contrast, the Frequent Local network, aimed at shorter trips that are more likely able to shift to walking or bicycling, must be cut substantially. Some of these (indicated by narrower lines on the map) will operate frequencies of only every 30 minutes midday, which are meant to be upgraded

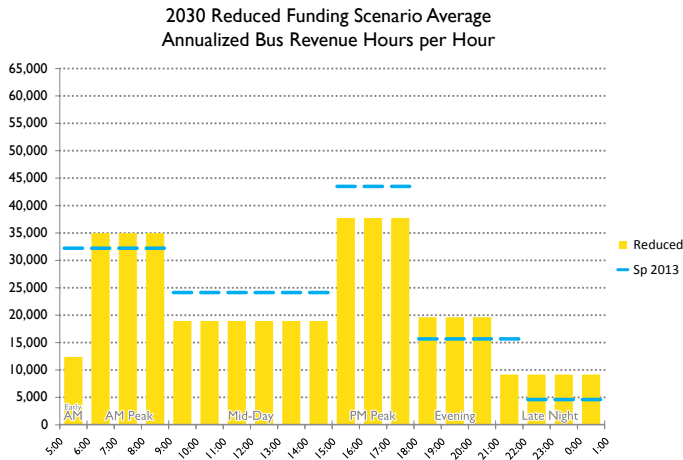
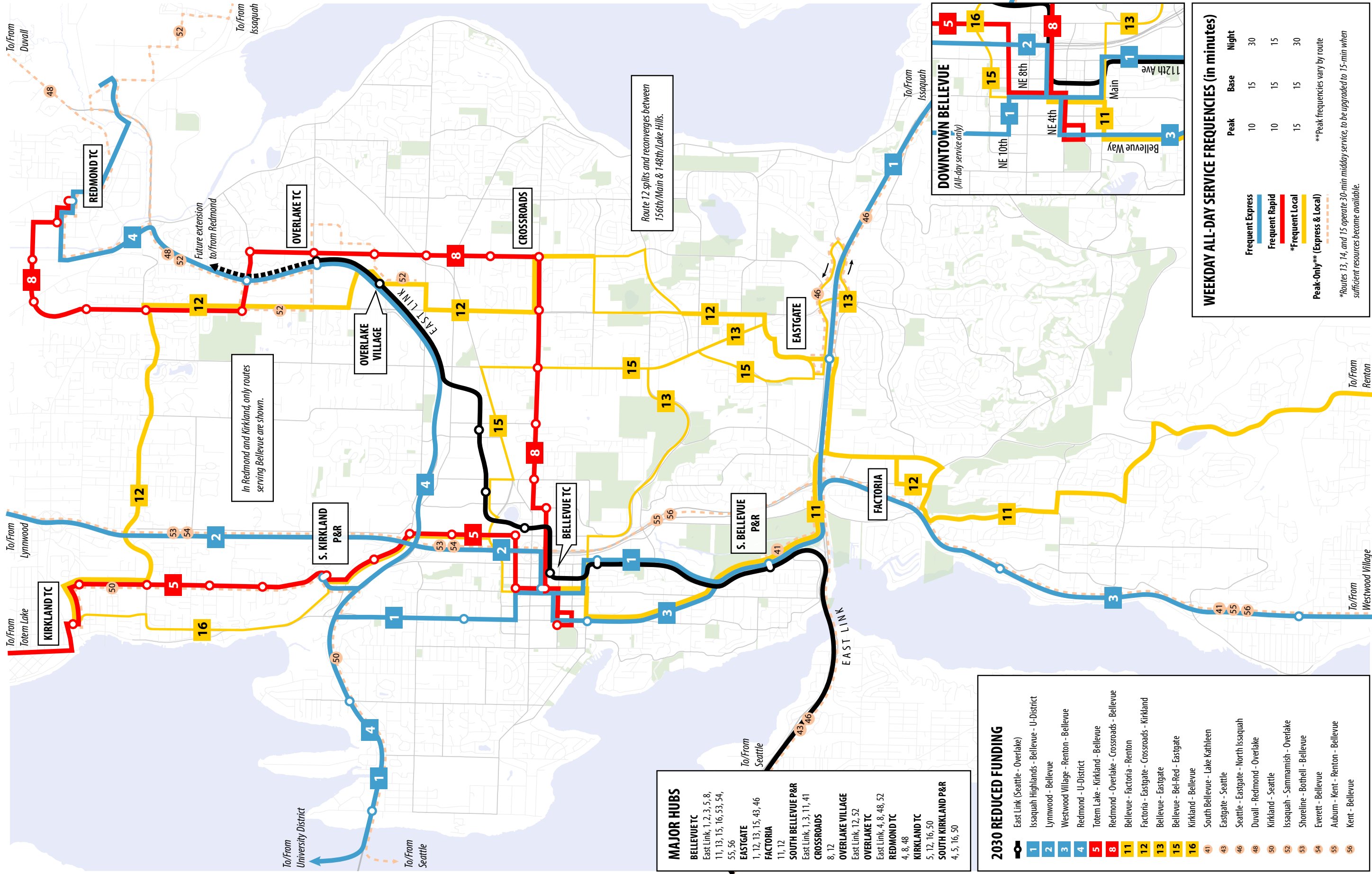


Figure 25 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2030 Reduced Funding Scenario, 5,479 platform hours (0.9% of total budgeted) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.



- MAJOR HUBS**
- BELLEVUE TC**
East Link, 1, 2, 3, 5, 8, 11, 13, 15, 16, 53, 54, 55, 56
 - EASTGATE**
1, 12, 13, 15, 43, 46
 - FACTORIA**
11, 12
 - SOUTH BELLEVUE P&R**
East Link, 1, 3, 11, 41
 - CROSSROADS**
8, 12
 - OVERLAKE VILLAGE**
East Link, 12, 52
 - OVERLAKE TC**
East Link, 4, 8, 48, 52
 - REDMOND TC**
4, 8, 48
 - KIRKLAND TC**
5, 12, 16, 50
 - SOUTH KIRKLAND P&R**
4, 5, 16, 50

- 2030 REDUCED FUNDING**
- 1 East Link (Seattle - Overlake)
 - 2 Issaquah Highlands - Bellevue - U-District
 - 3 Lynnwood - Bellevue
 - 4 Westwood Village - Renton - Bellevue
 - 5 Redmond - U-District
 - 8 Totem Lake - Kirkland - Bellevue
 - 11 Redmond - Overlake - Crossroads - Bellevue
 - 12 Bellevue - Factoria - Renton
 - 13 Factoria - Eastgate - Crossroads - Kirkland
 - 15 Bellevue - Eastgate
 - 16 Bellevue - Bel-Red - Eastgate
 - 41 Kirkland - Bellevue
 - 43 South Bellevue - Lake Kathleen
 - 46 Eastgate - Seattle
 - 48 Seattle - Eastgate - North Issaquah
 - 50 Duvall - Redmond - Overlake
 - 52 Kirkland - Seattle
 - 53 Issaquah - Sammamish - Overlake
 - 54 Shoreline - Bothell - Bellevue
 - 55 Everett - Bellevue
 - 56 Auburn - Kent - Renton - Bellevue
 - Kent - Bellevue

WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

	Peak	Base	Night
Frequent Express	10	15	30
Frequent Rapid	10	15	15
*Frequent Local	15	15	30
Peak-Only** (Express & Local)	**Peak frequencies vary by route		

*Routes 13, 14, and 15 operate 30-min midday service, to be upgraded to 15-min when sufficient resources become available.

Unfold for full-size map

when sufficient resources become available. In such a financially starved scenario, Coverage services, which can expect consistently low ridership, must be eliminated entirely.

Frequent Services

The Frequent Express network is unchanged from the Stable scenario. Again, the justification for not cutting this network lies in its role in connecting major centers across the region. These markets, which make good use of transit's high capacity and serve trips that are too long for most people to walk or bicycle, become the most important role a diminished transit system can serve in being relevant to the regional access and sustainability. The Frequent Rapid network is also unchanged from the Stable Funding scenario. Because of its higher speed, Frequent Rapid service is more cost-effective than Local service at accommodating longer trips within the Eastside, which are those least likely to shift to walking or bicycling.

Conversely, further cuts to the Frequent Local network are unavoidable. Here, transit sacrifices relevance and market share under the expectation that at the relatively short distances served, walking and bicycling can pick up some additional market, limiting the shift to single-occupant vehicles. Changes include reductions in midday frequencies for Routes 13 and 14, and the division of Route 14 into two separate routes—Frequent Local Routes 15 and 16.

Coverage Services

No coverage services are retained in the Reduced Funding scenario. This is done because with such a minimal budget, the urgency of meeting high-ridership needs and managing overcrowding would be the dominant regional transit concern, leaving no resources for low-ridership coverage areas.

Peak Express Services

Because the Stable Funding scenario already reduces Peak Express services to the minimum amount deemed tolerable to ensure adequate capacity, no further cuts to these services are made in the Reduced Funding scenario.

2022 SERVICE VISION

Growing Resources

In the 2022 Growing Resources scenario, it is possible to implement many of the local and regional improvements envisioned in the 2030 Growing Resources scenario. Table 6 provides an overview of how the available resources of each of the 2022 scenarios are divided between the various service types, both in absolute terms (in annual platform hours) and the percentage split. The following are several of the key concepts advanced by the Growing Resources scenario.

North-South Access in Eastern Bellevue

On the east side of Bellevue, separate north-south lines running at high frequency all day serve 148th Ave NE (Route 12) and 156th Ave NE (Route 7) along most of the length of these streets. Route 7 is a Frequent Rapid service—similar to that proposed in the 2030 Growing Resources scenario—connecting Redmond to Factoria via Overlake, Overlake Village, Crossroads, Bellevue College, and Eastgate. Easy north-south travel on the east side of Bellevue means easier access to Bellevue and Redmond employers from growing areas to the south and from Issaquah. It also means easier access from these employers to Bellevue College, Eastgate employment areas, and Factoria.

2022 Annualized Bus Revenue Hours per Hour by Funding Scenario

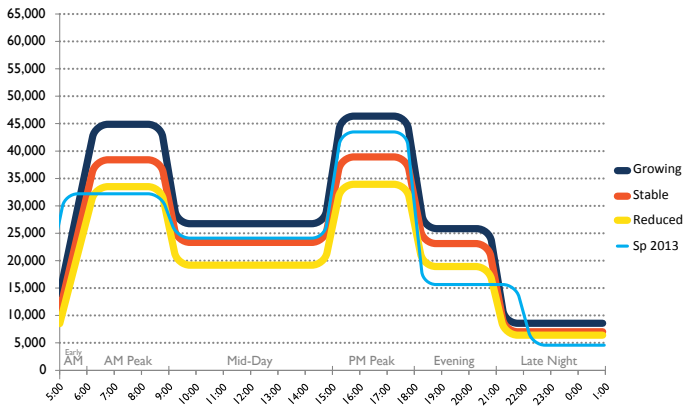
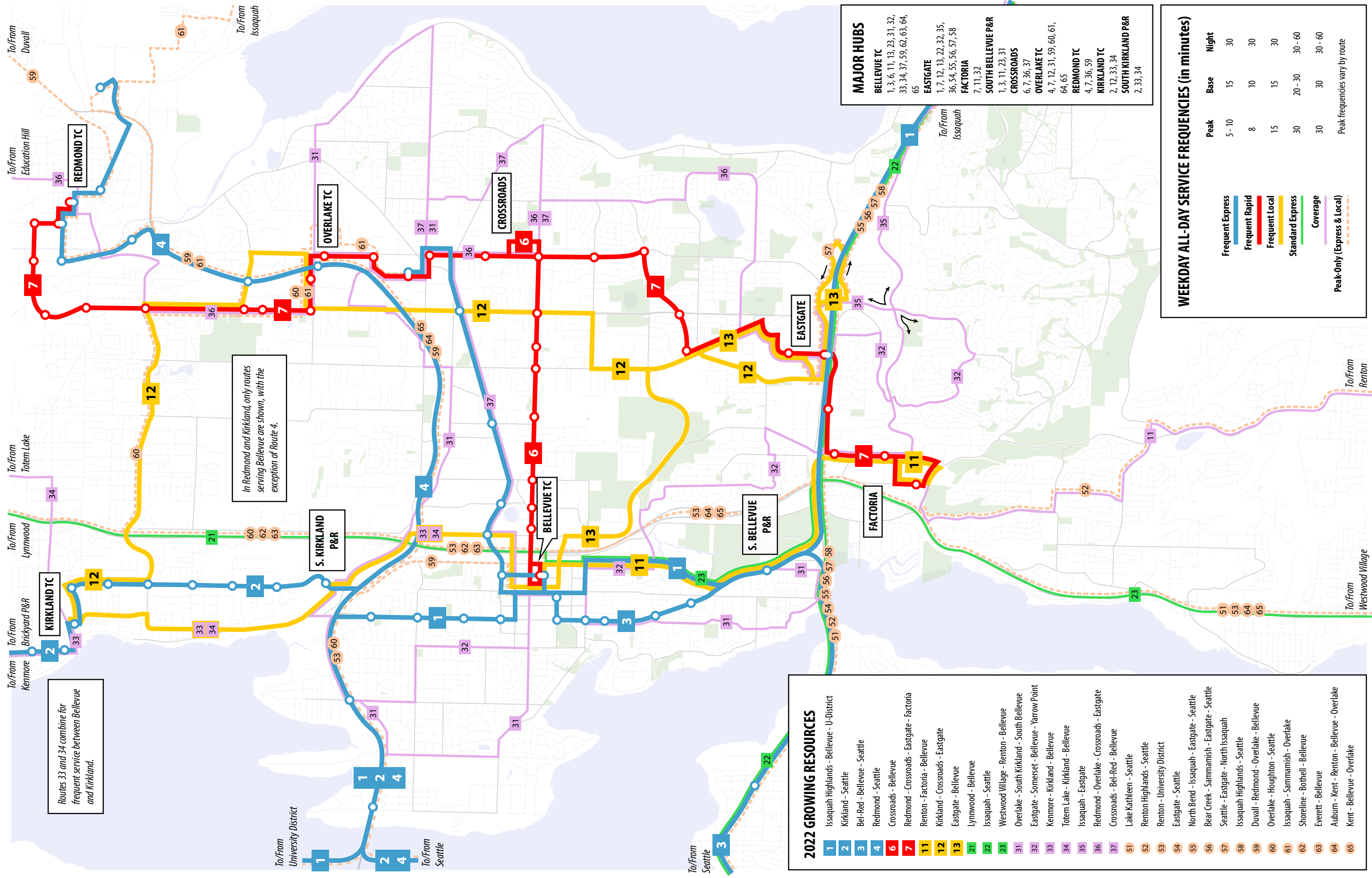


Figure 26 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. See individual scenario charts for details. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.

Table 6 Allocation of resources in 2022 by service type and funding scenario

Service Type	2022 Growing		2022 Stable		2022 Reduced	
	Plat Hrs	%	Plat Hrs	%	Plat Hrs	%
Frequent Express	213,324	25%	197,847	26%	197,847	30%
Frequent Rapid	88,332	10%	57,199	7%	57,199	9%
Frequent Local	130,579	15%	132,384	17%	154,057	23%
Infrequent Express	94,292	11%	94,292	12%	94,292	14%
Coverage	176,722	21%	150,369	20%	25,970	4%
Peak Express	142,778	17%	122,815	16%	118,530	18%
Total	846,027	98.5%	754,906	98.9%	647,895	97.4%
Contingency Reserve	12,727	1.5%	8,191	1.1%	17,300	2.6%
Budget	858,754		763,097		665,195	



Routes 33 and 34 combine for frequent service between Bellevue and Kirkland.

In Redmond and Kirkland, only routes serving Bellevue are shown, with the exception of Route 4.

- ### 2022 GROWING RESOURCES
- 1 Issaquah Highlands - Bellevue - U-District
 - 2 Kirkland - Seattle
 - 3 Bel-Red - Bellevue - Seattle
 - 4 Redmond - Seattle
 - 6 Crossroads - Bellevue
 - 7 Redmond - Crossroads - Eastgate - Factoria
 - 11 Renton - Factoria - Bellevue
 - 12 Kirkland - Crossroads - Eastgate
 - 13 Eastgate - Bellevue
 - 21 Lynnwood - Bellevue
 - 22 Issaquah - Bellevue
 - 23 Westwood Village - Renton - Bellevue
 - 31 Overlake - South Kirkland - South Bellevue
 - 32 Eastgate - Somerset - Bellevue - Yarrow Point
 - 33 Kenmore - Kirkland - Bellevue
 - 34 Totem Lake - Kirkland - Bellevue
 - 35 Issaquah - Eastgate
 - 36 Redmond - Overlake - Crossroads - Eastgate
 - 37 Crossroads - Bel-Red - Bellevue
 - 51 Lake Kathleen - Seattle
 - 52 Renton Highlands - Seattle
 - 53 Renton - University District
 - 54 Eastgate - Seattle
 - 55 North Bend - Issaquah - Eastgate - Seattle
 - 56 Bear Creek - Sammamish - Eastgate - Seattle
 - 57 Seattle - Eastgate - North Issaquah
 - 58 Issaquah Highlands - Seattle
 - 59 Duvall - Redmond - Overlake - Bellevue
 - 60 Overlake - Houghton - Seattle
 - 61 Issaquah - Sammamish - Overlake
 - 62 Shoreline - Bothell - Bellevue
 - 63 Everett - Bellevue
 - 64 Auburn - Kent - Renton - Bellevue - Overlake
 - 65 Kent - Bellevue - Overlake

- ### MAJOR HUBS
- BELLEVUE TC**
1, 3, 6, 11, 13, 23, 31, 32, 33, 34, 37, 59, 62, 63, 64, 65
 - EASTGATE**
1, 7, 12, 13, 22, 32, 35, 36, 54, 55, 56, 57, 58
 - FACTORIA**
7, 11, 32
 - SOUTH BELLEVUE P&R**
1, 3, 11, 23, 31
 - CROSSROADS**
6, 7, 36, 37
 - OVERLAKE TC**
4, 7, 12, 31, 59, 60, 61, 64, 65
 - REDMOND TC**
4, 7, 36, 59
 - KIRKLAND TC**
2, 12, 33, 34
 - SOUTH KIRKLAND P&R**
2, 33, 34

WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

Service Level	Peak	Base	Night
Frequent Express	5 - 10	15	30
Frequent Rapid	8	10	30
Frequent Local	15	15	30
Standard Express	30	20 - 30	30 - 60
Coverage	30	30	30 - 60

Peak frequencies vary by route

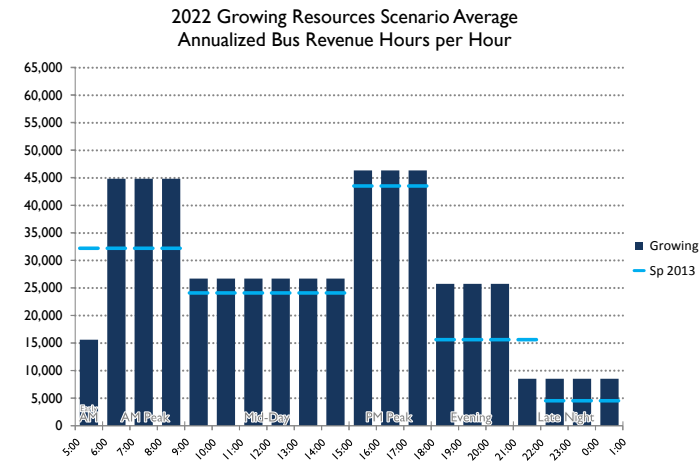


Figure 27 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2022 Growing Resources Scenario, 12,727 platform hours (1.5% of total budgeted) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.

High Frequency Grid

Another benefit of the proposed north-south corridors in eastern Bellevue is that they complete a high frequency grid similar to what is found in some parts of Seattle. The grid is formed by the north-south elements described above combined with frequent east-west service on Bel-Red Road (Route 1), NE 8th St (Route 6), and Lake Hills Connector (Route 13). The key feature of a high frequency grid is that travel is possible between any two points via a reasonably direct path. High frequency grids allow the focus of transit to be less on connecting specific, limited origin-destination pairs and instead on providing broadly useful service for a wide range of possible trips. This is an important feature of transit networks that provide effective competition with the private automobile and support high-density development and reduced parking requirements.

Bel-Red Corridor Express to Support Early Development

In this scenario, the future growth of dense development around East Link stations is anticipated by extending Frequent Express bus service to the future station areas in the Bel-Red corridor. Existing Route 550, which currently ends at 110th Ave NE and NE 12th Street in Downtown Bellevue, is here referred to as Route 3 and is extended eastward to Overlake Village via Bel-Red Road. An extension of this Frequent Express service could help form the basis for early wins in the redeveloping Bel-Red corridor by encouraging transit oriented jobs development in advance of East Link’s completion.

Any extension into Bel-Red would only stop at future East Link station sites to avoid creating service expectations that cannot be met when East Link ultimately replaces Route 3. Overlake Village would be the furthest that this revision of existing Route 550 would extend, stopping at 116th Ave NE, 120th Ave NE, 130th Ave NE, and 148th Ave NE along

the way. The route's extension would need to be carefully designed to avoid being impacted by East Link construction; for this reason, it should stop *near* but not *at* the future station sites. The details of the routing through Bel-Red can be worked through later in greater detail, but the routing must not be circuitous, nor can it expose Route 3 to severe traffic delay. This is an extension of Bellevue's Frequent Express link to downtown Seattle, so any delays arising from a Bel-Red extension would affect that segment as well.

Although this extension concept can only be afforded in the 2022 Growing Resources scenario, the possibility of a Bel-Red local improvement district—or other similar local revenue source—could be studied to help fund this temporary service. Local improvement districts typically only fund one-time capital costs and/or low-level operating expenses. Because this service is temporary, lasting only until East Link replaces it, its operating cost could be treated as a limited-term fixed sum.

Frequent Services

A network of all-day Frequent Express services are the backbone of frequent regional connections to and from Bellevue, similar to that proposed for the 2030 Growing Resources scenario. To ensure that Frequent Express services can remain very frequent and easy to understand, the emphasis is not on providing direct service to every possible center, but rather on establishing a the basis of an interconnected network that permits fast and easy connections for all trips.

Frequent Rapid services run every 8-10 minutes all day and feature widely spaced stops designed to generate faster running times. In the 2022 Growing Resources scenario, it is possible to grow the Frequent Rapid network from one route (the existing RapidRide B Line) to two with the introduction of a north-south line (Route 7) across the east side of

Bellevue, as noted above. The numerous diverse destinations served by these two Frequent Rapid routes will ensure strong all-day demand.

Infrequent and Coverage Services

In the Growing Resources scenario, sufficient coverage services can be afforded to ensure that all areas currently served by transit continue to be served. Standard all-day express service, which would operate less frequently than Frequent Express services, are proposed along the north and south I-405 corridor and along I-90 between between Issaquah and Seattle.

Peak Express Services

The Growing Resources scenario allows a generous Peak Express network to be retained. Some of these routes are eliminated in the more financially constrained scenarios.

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Stable Funding

The 2022 Stable Funding scenario has only slightly more resources available than the current network, yet it must accommodate a growing demand for transit in Bellevue, particularly in the city’s denser activity centers. As a result, coverage service must be reduced somewhat to ensure that adequate frequency can be retained where it will be heavily used and where the livability of transit-oriented development relies upon it. The following are some notable differences from the Growing scenario.

Frequent Services

The Growing scenario’s extension of existing Route 550 service into Bel-Red (as Frequent Express Route 3)—designed to lead development there—is not included in the Stable or Reduced Funding scenarios. However, as noted in the previous section, the city may wish to consider other means of funding this temporary service if it is deemed important to the development of the Bel-Red station areas.

Frequent Rapid Route 7 connecting Redmond, Overlake, Crossroads, Eastgate and Factoria is not affordable in the Stable Funding scenario. It is replaced by a Frequent Local north-south line (Route 12), similar to existing Route 245, and the Frequent Rapid network is limited to a single line (Route 5) that is identical to the existing routing of the RapidRide B Line. Additionally, it is not possible to provide frequent service along 148th Ave between Main St and NE 40th St with the available resources, so north-south access in east Bellevue and the high-frequency grid proposed in the Growing Resources scenario are not offered by the Stable or Reduced Funding scenarios.

Coverage Services

Coverage service is reduced somewhat compared to that offered in the Growing Resources scenario. This has the effect of only slightly reducing the share

2022 Stable Funding Scenario Average Annualized Bus Revenue Hours per Hour

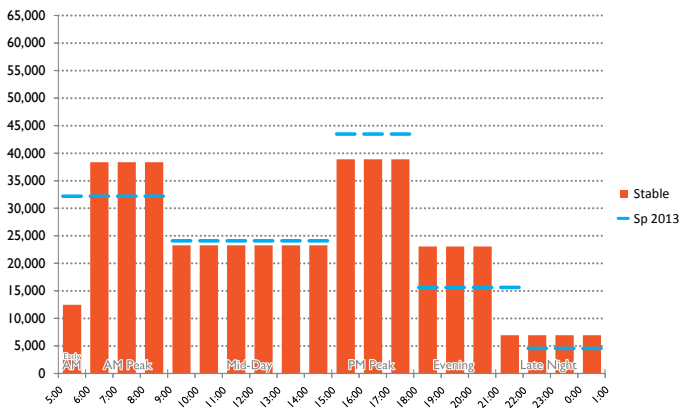
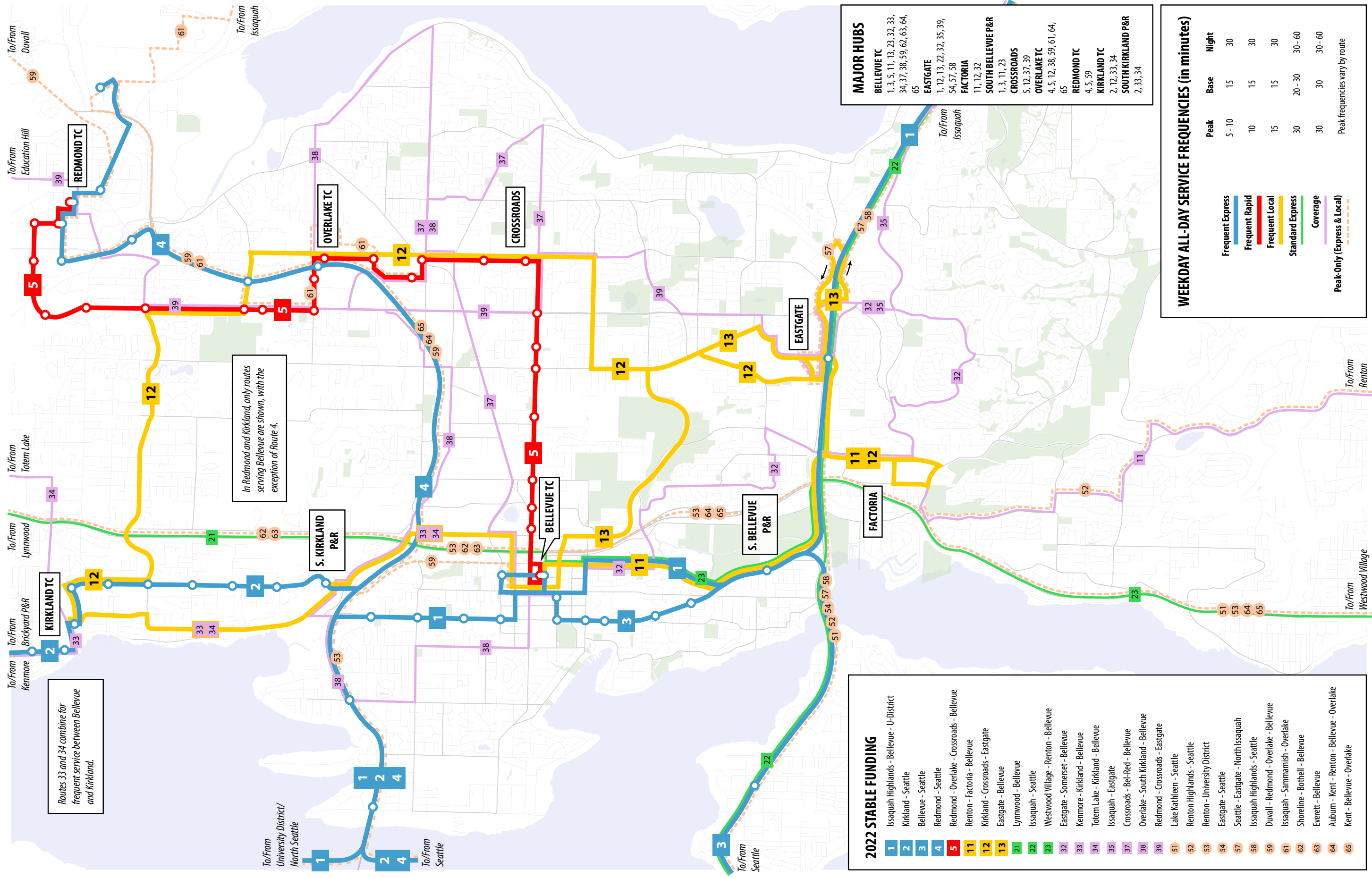


Figure 28 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2022 Stable Funding Scenario, 8,191 platform hours (1.1% of total budgeted) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.



Routes 33 and 34 combine for frequent service between Bellevue and Kirkland.

In Redmond and Kirkland, only routes serving Bellevue are shown, with the exception of Route 4.

2022 STABLE FUNDING

1	Isaquah Highlands - Bellevue - U-District
2	Kirkland - Seattle
3	Bellevue - Seattle
4	Redmond - Seattle
5	Redmond - Overlake - Crossroads - Bellevue
11	Redmond - Factoria - Bellevue
12	Kirkland - Crossroads - Eastgate
13	Eastgate - Bellevue
21	Lynnwood - Bellevue
22	Isaquah - Seattle
23	Westwood Village - Renton - Bellevue
32	Eastgate - Somerset - Bellevue
33	Kenmore - Kirkland - Bellevue
34	Totem Lake - Kirkland - Bellevue
35	Isaquah - Eastgate
37	Crossroads - Bel-Red - Bellevue
38	Overlake - South Kirkland - Bellevue
39	Redmond - Crossroads - Eastgate
51	Lake Kathleen - Seattle
52	Renton Highlands - Seattle
53	Renton - University District
54	Eastgate - Seattle
57	Seattle - Eastgate - North Issaquah
58	Isaquah Highlands - Seattle
59	Duvall - Redmond - Overlake - Bellevue
61	Isaquah - Sammamish - Overlake
62	Shoreline - Bothell - Bellevue
63	Everett - Bellevue
64	Auburn - Kent - Renton - Bellevue - Overlake
65	Kent - Bellevue - Overlake

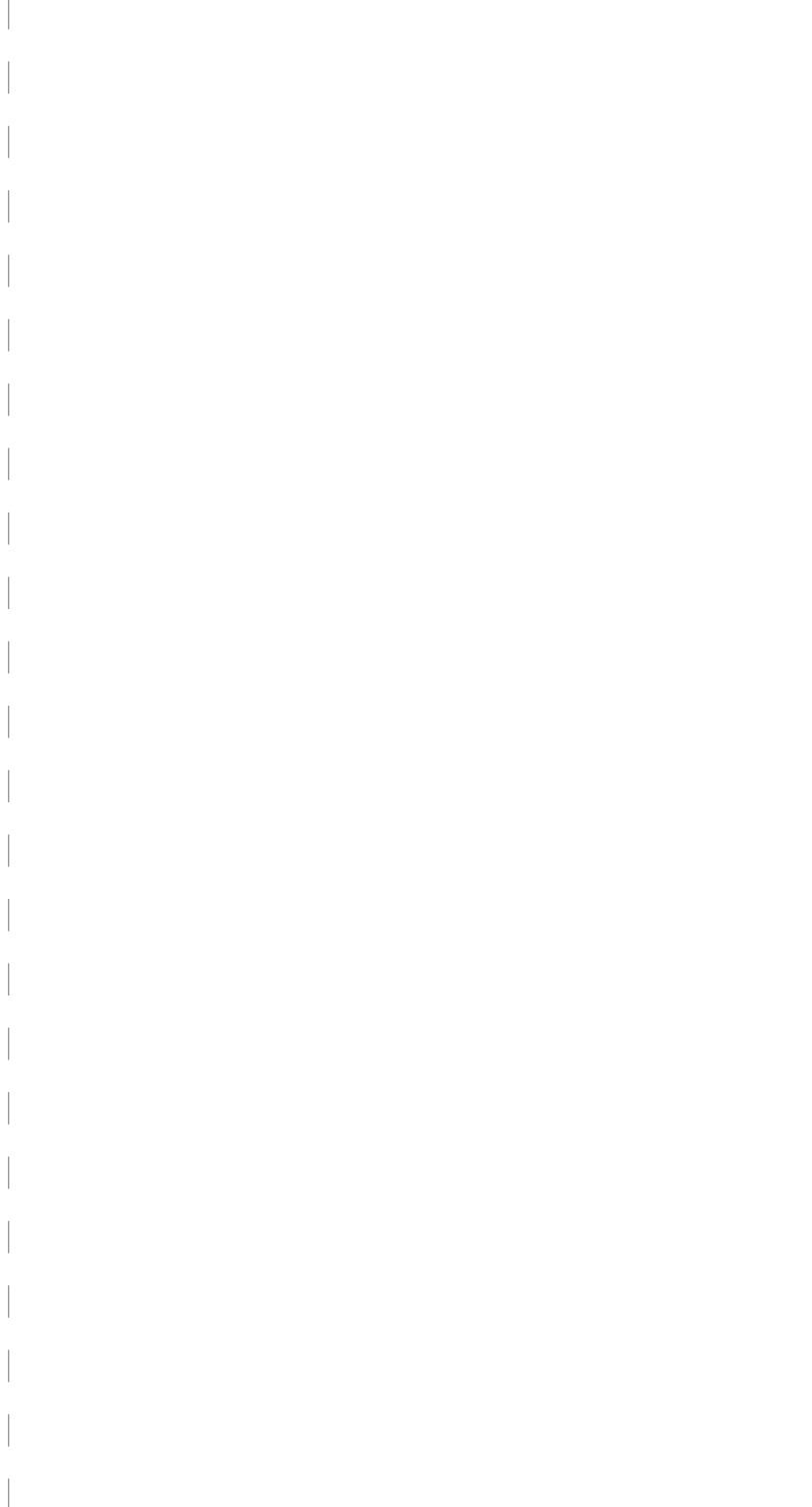
MAJOR HUBS

BELLEVUE TC	1, 3, 5, 11, 13, 23, 32, 33, 34, 37, 38, 59, 62, 63, 64, 65
EASTGATE	1, 12, 13, 22, 32, 35, 39, 54, 57, 58
FACTORIA	11, 12, 32
SOUTH BELLEVUE P&R	1, 3, 11, 23
CROSSROADS	5, 12, 37, 39
OVERLAKE TC	4, 5, 12, 38, 59, 61, 64, 65
REDMOND TC	4, 5, 59
KIRKLAND TC	2, 12, 33, 34
SOUTH KIRKLAND P&R	2, 33, 34

WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

	Peak	Base	Night
Frequent Express	5-10	15	30
Frequent Rapid	10	15	30
Frequent Local	15	15	30
Standard Express	30	20-30	30-60
Coverage	30	30	30-60
Peak-Only (Express & Local)	Peak frequencies vary by route		

Unfold for full-size map



of resources devoted to coverage, and some of the areas affected continue to have nearby transit options. The only areas that experience a total loss of coverage are the areas east of 156th Ave between I-90 and NE 8th St and portions of Clyde Hill and Medina along 84th Ave NE.

Peak Express Services

Peak Express services are trimmed, requiring some peak commuters to make connections while still ensuring adequate capacity for all regional and local commute trips.

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Reduced Funding

The 2022 Reduced Funding scenario recommends how transit service should be allocated in a situation where limited resources require significant cuts at the same time that transit demand is growing and a larger share of Bellevue’s economy relies on transit. In this dire situation, it is difficult to justify:

1. Services that cannot generate high ridership;
2. Services that provide only marginal increases in convenience over other services that are also available.

As a result, the cuts envisioned in the 2015 Reduced scenario tend to be reproduced in the 2022 Reduced Funding scenario, specifically:

- Services devoted to covering low-density and stable areas are largely eliminated. These are permanently low-ridership services, and retaining them in the face of so few resources would require cutting services that are much more important to the livability of Bellevue’s growing dense areas.
- Peak express services that do things that can be achieved via other routes—typically with a required connection—are deleted. While peak express riders always prefer a single-seat ride, the urgent need in such an impoverished scenario is to retain regional mobility and adequate capacity.

2022 Reduced Funding Scenario Average Annualized Bus Revenue Hours per Hour

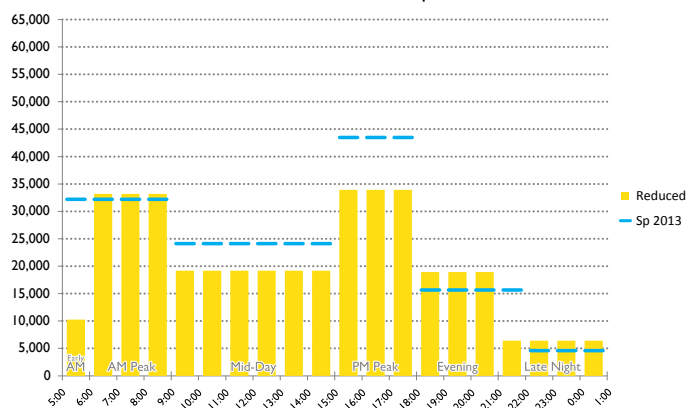
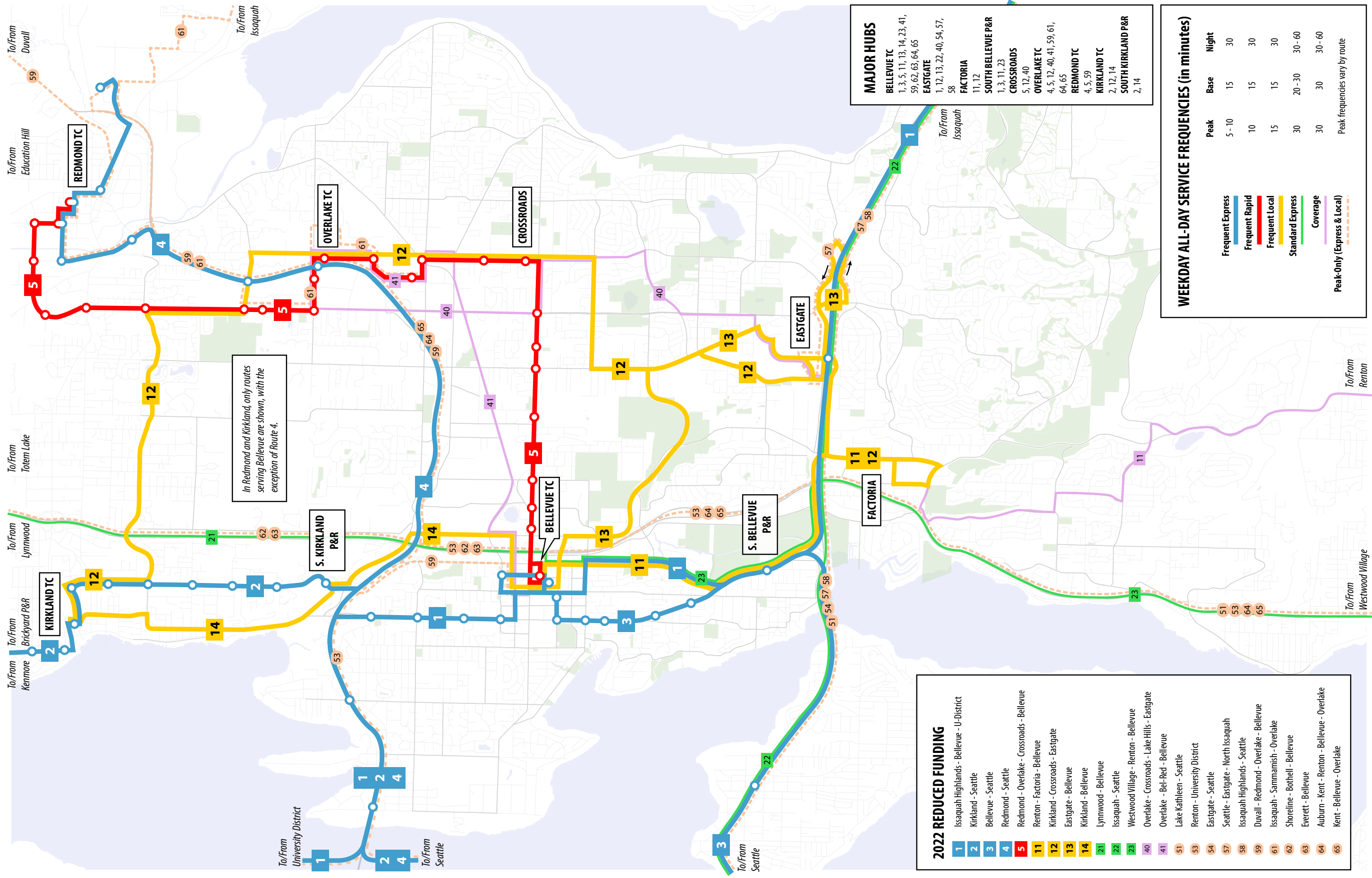


Figure 29 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2022 Reduced Funding Scenario, 17,300 platform hours (2.6% of total budgeted) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.

It is important to note that the 2022 Reduced Funding scenario has been studied carefully to ensure that it provides acceptable capacity on the regional Frequent Express corridors that Bellevue’s economic competitiveness depends on, including cross-lake services on I-90 and SR-520 and on the I-405 north and south corridors.



MAJOR HUBS

BELLEVUE TC	1, 3, 5, 11, 13, 14, 23, 41, 59, 62, 63, 64, 65
EASTGATE	1, 12, 13, 22, 40, 54, 57, 58
FACTORIA	11, 12
SOUTH BELLEVUE P&R	1, 3, 11, 23
CROSSROADS	5, 12, 40
OVERLAKE TC	4, 5, 12, 40, 41, 59, 61, 64, 65
REDMOND TC	4, 5, 59
KIRKLAND TC	2, 12, 14
SOUTH KIRKLAND P&R	2, 14

WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

	Peak	Base	Night
Frequent Express	5-10	15	30
Frequent Rapid	10	15	30
Frequent Local	15	15	30
Standard Express	30	20-30	30-60
Coverage	30	30	30-60

Peak frequencies vary by route

2022 REDUCED FUNDING

1	Isaquah Highlands - Bellevue - U-District
2	Kirkland - Seattle
3	Bellevue - Seattle
4	Redmond - Seattle
5	Redmond - Overlake - Crossroads - Bellevue
11	Renton - Factoria - Bellevue
12	Kirkland - Crossroads - Eastgate
13	Eastgate - Bellevue
14	Kirkland - Bellevue
21	Lynnwood - Bellevue
22	Isaquah - Seattle
23	Westwood Village - Renton - Bellevue
40	Overlake - Crossroads - Lake Hills - Eastgate
41	Overlake - Bel-Red - Bellevue
51	Lake Kathleen - Seattle
53	Renton - University District
54	Eastgate - Seattle
57	Seattle - Eastgate - North Isaquah
58	Isaquah Highlands - Seattle
59	Duvall - Redmond - Overlake - Bellevue
61	Isaquah - Sammamish - Overlake
62	Shoreline - Bothell - Bellevue
63	Everett - Bellevue
64	Auburn - Kent - Renton - Bellevue - Overlake
65	Kent - Bellevue - Overlake

In Redmond and Kirkland, only routes serving Bellevue are shown, with the exception of Route 4.

Growing Resources

In the 2015 Growing Resources scenario, which requires a new source of operating funds to stabilize King County Metro's budget, existing service patterns are largely retained but some opportunities are taken to move the network toward a future in which frequent service connects all of Bellevue's major centers to each other and to the region. The Stable Resources scenario, it should be noted, is almost identical since the resource expansion rate under the Growing scenario has not had time to grow significantly by 2015; the difference between the Growing and Stable scenarios is only 1 percent.

Table 7 provides an overview of the priorities expressed by each 2015 scenario in terms of the division of available resources amongst each service type, both in absolute terms (in annual platform hours) and the percentage split. Beyond what is shown in Table 7, the resources allocated for Coverage routes are further segmented into those belonging to future Frequent services and those that will remain Coverage services. Coverage services are infrequent local routes that are intended to serve areas where low ridership is a predictable outcome due to low density, disconnected pedestrian and road networks, and an intention not to direct growth to these areas. Coverage routes are not anticipated to warrant

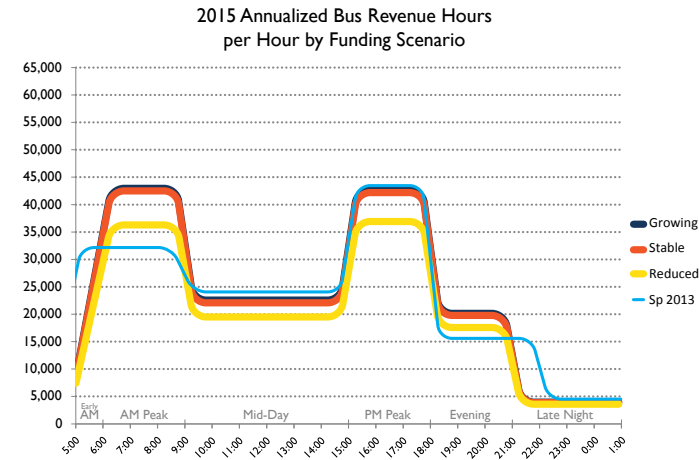
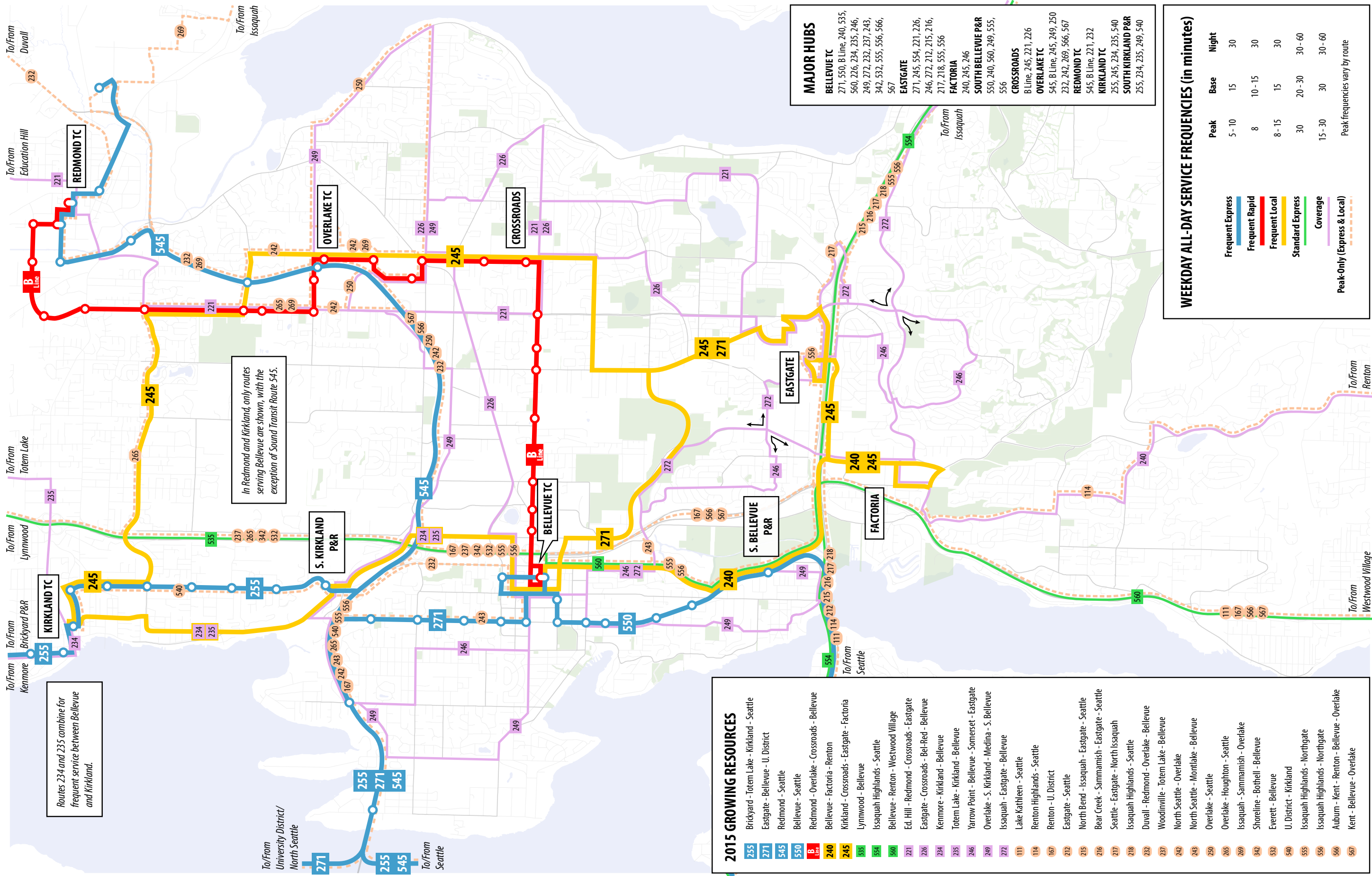


Figure 30 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. See individual scenario charts for details. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.

Table 7 Allocation of resources in 2015 by service type and funding scenario.

Service Type	2015 Growing		2015 Stable		2015 Reduced	
	Plat Hrs	%	Plat Hrs	%	Plat Hrs	%
Frequent Express	138,348	18%	138,348	19%	73,376	11%
Frequent Rapid	67,933	9%	67,933	9%	55,236	8%
Frequent Local	112,849	15%	112,849	15%	138,484	21%
Infrequent Express	92,429	12%	92,429	12%	92,429	14%
Coverage	158,433	21%	148,822	20%	144,618	22%
Peak Express	173,540	23%	173,540	23%	142,216	22%
Total	743,533	99.2%	733,923	99.1%	646,361	99.4%
Contingency Reserve	5,862	0.8%	6,449	0.9%	3,790	0.6%
Budget	749,395		740,372		650,151	

Unfold for full-size map



Routes 234 and 235 combine for frequent service between Bellevue and Kirkland.

In Redmond and Kirkland, only routes serving Bellevue are shown, with the exception of Sound Transit Route 545.

- ### 2015 GROWING RESOURCES
- 255 Brickyard - Totem Lake - Kirkland - Seattle
 - 271 Eastgate - Bellevue - U. District
 - 545 Redmond - Seattle
 - 550 Bellevue - Seattle
 - B Line Redmond - Overlake - Crossroads - Bellevue
 - 240 Bellevue - Factoria - Renton
 - 245 Kirkland - Crossroads - Eastgate - Factoria
 - 535 Lynnwood - Bellevue
 - 534 Issaquah Highlands - Seattle
 - 566 Bellevue - Renton - Westwood Village
 - 221 Ed. Hill - Redmond - Crossroads - Eastgate
 - 226 Eastgate - Crossroads - Bel-Red - Bellevue
 - 234 Kenmore - Kirkland - Bellevue
 - 235 Totem Lake - Kirkland - Bellevue
 - 246 Yarrow Point - Bellevue - Somerset - Eastgate
 - 249 Overlake - S. Kirkland - Medina - S. Bellevue
 - 272 Issaquah - Eastgate - Bellevue
 - 111 Lake Kathleen - Seattle
 - 114 Renton Highlands - Seattle
 - 167 Renton - U. District
 - 212 Eastgate - Seattle
 - 215 North Bend - Issaquah - Eastgate - Seattle
 - 216 Bear Creek - Sammamish - Eastgate - Seattle
 - 217 Seattle - Eastgate - North Issaquah
 - 218 Issaquah Highlands - Seattle
 - 232 Duvall - Redmond - Overlake - Bellevue
 - 237 Woodinville - Totem Lake - Bellevue
 - 242 North Seattle - Overlake
 - 243 North Seattle - Montlake - Bellevue
 - 250 Overlake - Seattle
 - 265 Overlake - Houghton - Seattle
 - 269 Issaquah - Sammamish - Overlake
 - 342 Shoreline - Bothell - Bellevue
 - 532 Everett - Bellevue
 - 540 U. District - Kirkland
 - 555 Issaquah Highlands - Northgate
 - 556 Issaquah Highlands - Northgate
 - 566 Auburn - Kent - Renton - Bellevue - Overlake
 - 567 Kent - Bellevue - Overlake

- ### MAJOR HUBS
- BELLEVUE TC**
271, 550, B Line, 240, 535, 560, 226, 234, 235, 246, 249, 272, 232, 237, 243, 342, 532, 555, 556, 566, 567
 - EASTGATE**
271, 245, 554, 221, 226, 246, 272, 212, 215, 216, 217, 218, 555, 556
 - FACTORIA**
240, 245, 246
 - SOUTH BELLEVUE P&R**
550, 240, 560, 249, 555, 556
 - CROSSROADS**
B Line, 245, 221, 226
 - OVERLAKE TC**
545, B Line, 245, 249, 250, 232, 242, 269, 566, 567
 - REDMOND TC**
232, B Line, 221, 232
 - KIRKLAND TC**
255, 234, 235, 540
 - SOUTH KIRKLAND P&R**
255, 234, 235, 249, 540

WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

	Peak	Base	Night
Frequent Express	5 - 10	15	30
Frequent Rapid	8	10 - 15	30
Frequent Local	8 - 15	15	30
Standard Express	30	20 - 30	30 - 60
Coverage	15 - 30	30	30 - 60

Peak frequencies vary by route

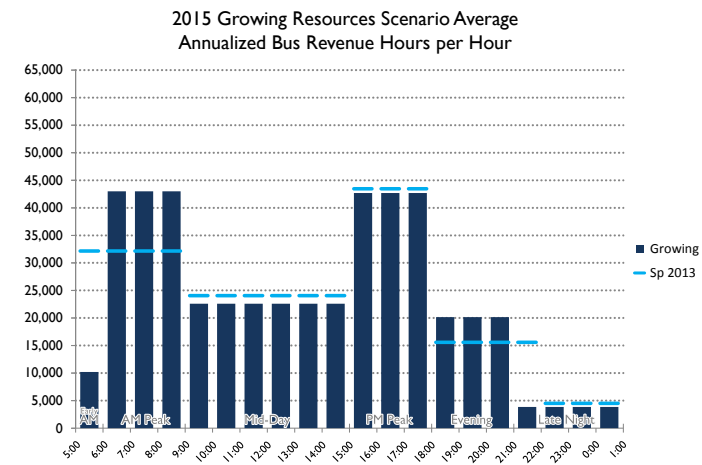


Figure 31 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2015 Growing Resources Scenario, 5,862 platform hours (0.8% of the total budget) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.

additional frequency in the future. By contrast, future Frequent services include route segments that are candidates for frequent all-day service should resources become available in the future. Future Frequent services include the following segments:

- The segment of Route 221 from Crossroads to NE 40th St.
- The segments of Route 226 from Eastgate to Crossroads and from Bellevue Transit Center to 140th Ave NE.
- The segment of Route 240 from Factoria to Renton.
- The Eastgate/I-90 business park loop of Route 272.

The 2015 Growing Resources scenario resembles existing service except for the following improvements:

- The key missing link in Bellevue's frequent network is filled with the addition of frequent service between Downtown Bellevue and Factoria, provided by proposed Route 240. This service runs through South Bellevue so that it can also be used for all-day travel between Factoria and Seattle via a connection to Frequent Express 550 at South Bellevue Park-and-Ride. While the existing Route 240 serves Eastgate between Downtown Bellevue and Factoria, this deviation is eliminated in favor of less-circuitous routing. Easy connections to Eastgate and points farther northeast can be provided with timed transfers with Route 245 at Factoria.
- Because SR-520 construction will move the Evergreen Point and Yarrow Point Freeway Stations to the center lanes, Route 271's routing is revised to access SR-520 via Bellevue Way NE, which allows for sufficient travel distance for buses to merge to the center lanes.

- For legibility purposes, Route 271 has been broken apart at Eastgate. Buses on the local infrequent routing from Issaquah, which mostly follows freeway frontage roads east of 150th Ave SE, proceed into Bellevue as Route 272 via the routing of existing Route 240 (139th Ave SE, SE 26th St, and Richards Rd).
- The loss of local service in Medina is mitigated by revising the segment of existing Route 249 between South Kirkland Park-and-Ride and Downtown Bellevue. It will replace the deleted Route 271 segment through Medina via SR-520, Yarrow Point, 84th Ave NE, NE 12th St, Lake Washington Blvd NE, NE 1st St, and NE 8th St.

Because of duplication and service overlap of existing Routes 241 and 246 in south Bellevue, both routes are combined into a new Route 246, which is designed to provide service to all of the streets that are currently served. The northern terminus of the route in Clyde Hill is also extended farther north to the Yarrow Point Freeway Station, where connections can be made to frequent service on SR-520.

Stable Funding

This scenario is nearly identical to the Growing Resources scenario, as the two differ in resources by only 1 percent. This is because the financial trendlines of the two scenarios begin to separate only in 2014, so they have had little time to diverge by 2015. The difference between the Growing and Stable scenarios is more significant in later time horizons.

The only differences from the Growing Resources scenario are in the extent of low-ridership coverage service provided:

- Low-ridership coverage in Enatai and on 100th Ave NW in northwest Bellevue is retained in the Growing Resources scenario but not in the Stable Funding scenario.
- Compared to the Growing scenario, the Stable scenario also reduces some coverage service in Somerset by simplifying the routing there.

Both of these are minor reductions in coverage, because other services generally remain within a one-quarter mile walking distance and are never more than one-half mile away. Among the coverage services that remain in the Stable Funding scenario, the same segments are considered future Frequent segments—when sufficient resources become available—as in the Growing Resources scenario:

- The segment of Route 221 from Crossroads to NE 40th St.
- The segments of Route 226 from Eastgate to Crossroads and from Bellevue Transit Center to 140th Ave NE.
- The segment of Route 240 from Factoria to Renton.
- The Eastgate/I-90 business park loop of Route 272.

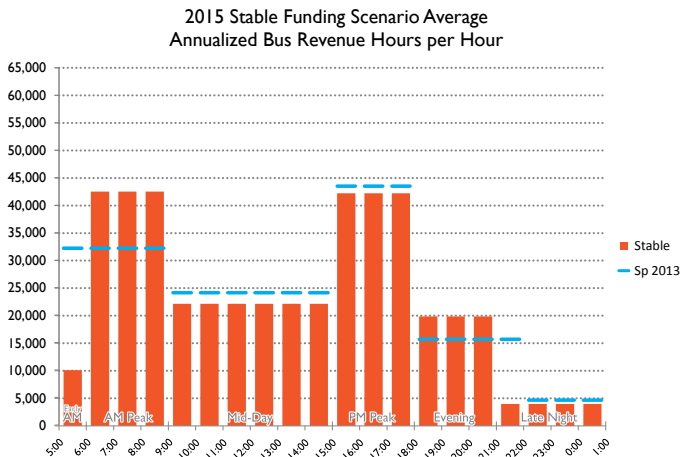
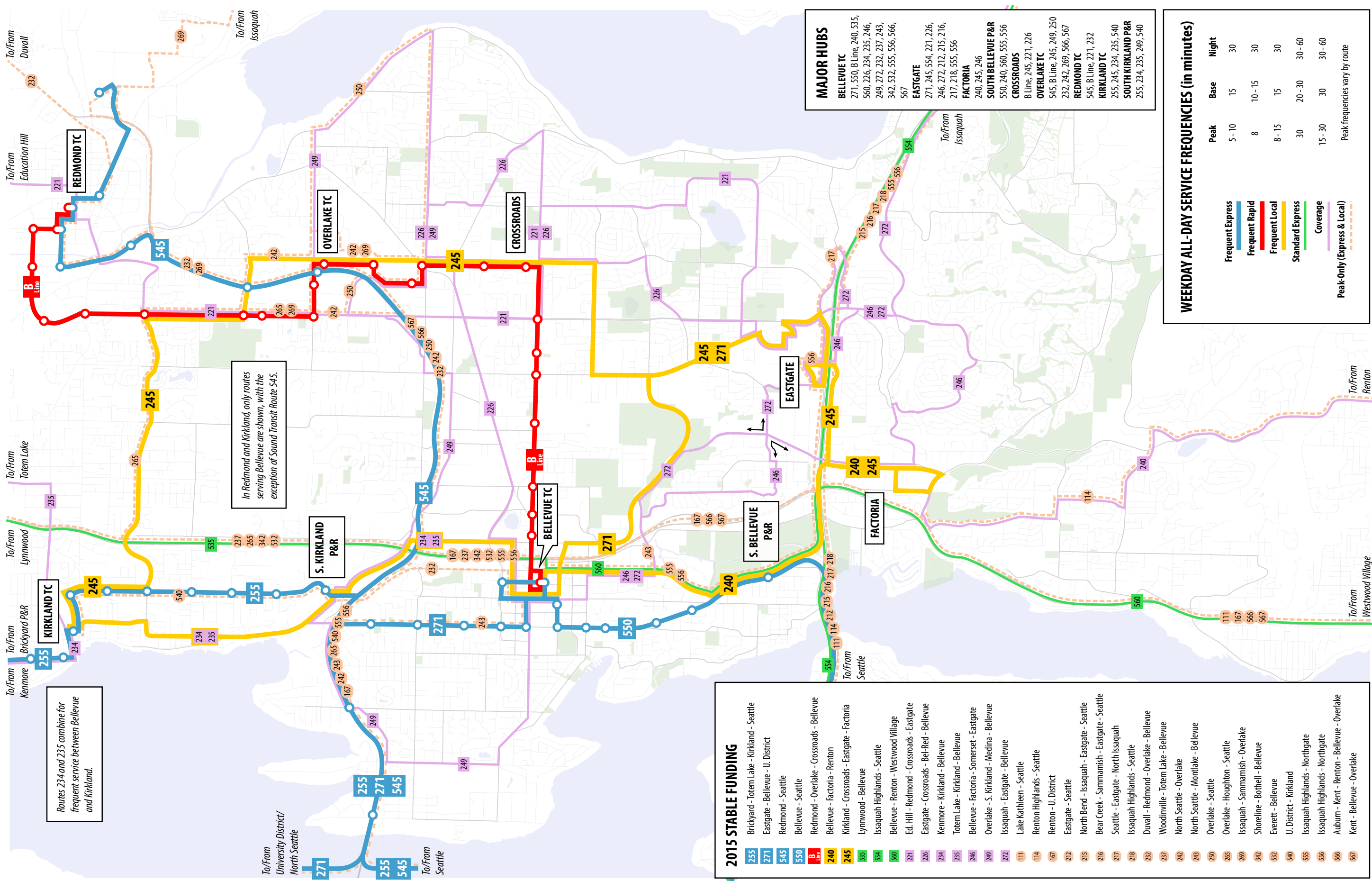


Figure 32 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2015 Stable Funding Scenario, 6,449 platform hours (0.9% of the total budget) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.



Routes 234 and 235 combine for frequent service between Bellevue and Kirkland.

In Redmond and Kirkland, only routes serving Bellevue are shown, with the exception of Sound Transit Route 545.

2015 STABLE FUNDING

255	Brickyard - Totem Lake - Kirkland - Seattle
271	Eastgate - Bellevue - U. District
545	Redmond - Seattle
550	Bellevue - Seattle
B Line	Redmond - Overlake - Crossroads - Bellevue
240	Bellevue - Factoria - Renton
245	Kirkland - Crossroads - Eastgate - Factoria
235	Lynnwood - Bellevue
554	Issaquah Highlands - Seattle
566	Bellevue - Renton - Westwood Village
221	Ed. Hill - Redmond - Crossroads - Eastgate
226	Eastgate - Crossroads - Bel-Red - Bellevue
234	Kenmore - Kirkland - Bellevue
235	Totem Lake - Kirkland - Bellevue
246	Bellevue - Factoria - Somerset - Eastgate
249	Overlake - S. Kirkland - Medina - Bellevue
272	Issaquah - Eastgate - Bellevue
111	Lake Kathleen - Seattle
114	Renton Highlands - Seattle
167	Renton - U. District
212	Eastgate - Seattle
215	North Bend - Issaquah - Eastgate - Seattle
216	Bear Creek - Sammamish - Eastgate - Seattle
217	Seattle - Eastgate - North Issaquah
218	Issaquah Highlands - Seattle
232	Duvall - Redmond - Overlake - Bellevue
237	Woodinville - Totem Lake - Bellevue
242	North Seattle - Overlake
243	North Seattle - Montlake - Bellevue
250	Overlake - Seattle
265	Overlake - Houghton - Seattle
269	Issaquah - Sammamish - Overlake
342	Shoreline - Bothell - Bellevue
532	Everett - Bellevue
540	U. District - Kirkland
555	Issaquah Highlands - Northgate
556	Issaquah Highlands - Northgate
566	Auburn - Kent - Renton - Bellevue - Overlake
567	Kent - Bellevue - Overlake

MAJOR HUBS

BELLEVUE TC	271, 550, B Line, 240, 535, 560, 226, 234, 235, 246, 249, 272, 232, 237, 243, 342, 532, 555, 556, 566, 567
EASTGATE	271, 245, 554, 221, 226, 246, 272, 212, 215, 216, 217, 218, 555, 556
FACTORIA	240, 245, 246
SOUTH BELLEVUE P&R	550, 240, 560, 555, 556
CROSSROADS	B Line, 245, 221, 226
OVERLAKE TC	545, B Line, 245, 249, 250, 232, 242, 269, 566, 567
REDMOND TC	545, B Line, 221, 232
KIRKLAND TC	255, 245, 234, 235, 540
SOUTH KIRKLAND P&R	255, 234, 235, 249, 540

WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

	Peak	Base	Night
Frequent Express	5 - 10	15	30
Frequent Rapid	8	10 - 15	30
Frequent Local	8 - 15	15	30
Standard Express	30	20 - 30	30 - 60
Coverage	15 - 30	30	30 - 60

Peak frequencies vary by route

Reduced Funding

The Reduced Funding scenario envisions a 17 percent decrease in Metro operating resources, consistent with current projections absent a new source of funding. Sound Transit resources remain approximately constant, but the cumulative result is a substantial cut to transit service at a time when transit demand is rising. This scenario will be damaging to so many of the basic interests that transit serves that it requires extraordinarily difficult choices to be made.

In this scenario, the most urgent needs, based on the *Market Based Strategies*, are (i) not to damage long-term growing markets by cutting their service more than necessary because their demand is rising, and (ii) not to betray the promise of transit implied by the city's transit-oriented development, including all the major areas of intensification in the city.

Bellevue is already encouraging high-density, mixed use development in certain key corridors. This kind of density requires frequent all-day service to be livable and functional, so cutting all-day frequencies that need to grow in the future undermines the livability and thus the viability of this growth. For this reason, it is recommended that all-day headways in high demand local and regional corridors—the future Frequent Transit Network—be protected. Instead, two types of cuts should be made relative to the existing system: (i) deleting complex secondary peak services, and (ii) deleting the weakest coverage services.

Deletion of Secondary Peak Express Services

One-way peak express service is the most expensive kind of service for a transit agency to operate. While a bus may be full or even crowded in the peak direction, it must usually run empty in the other direction so that the driver can be returned to the point where their shift began. Like all peak-only service, peak express service also uses driver time inefficiently, requiring short shifts for which drivers

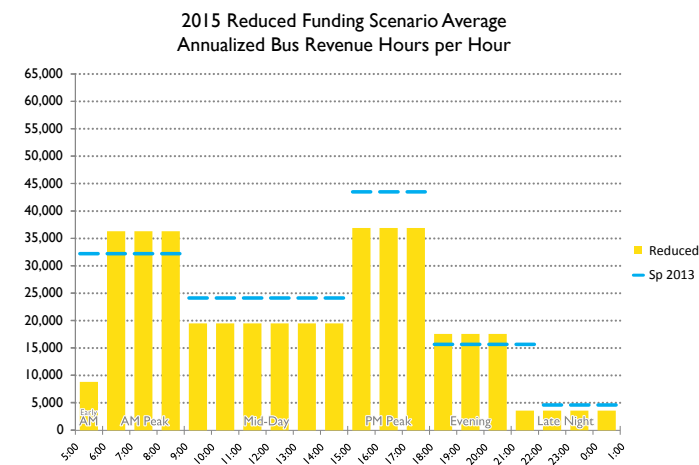
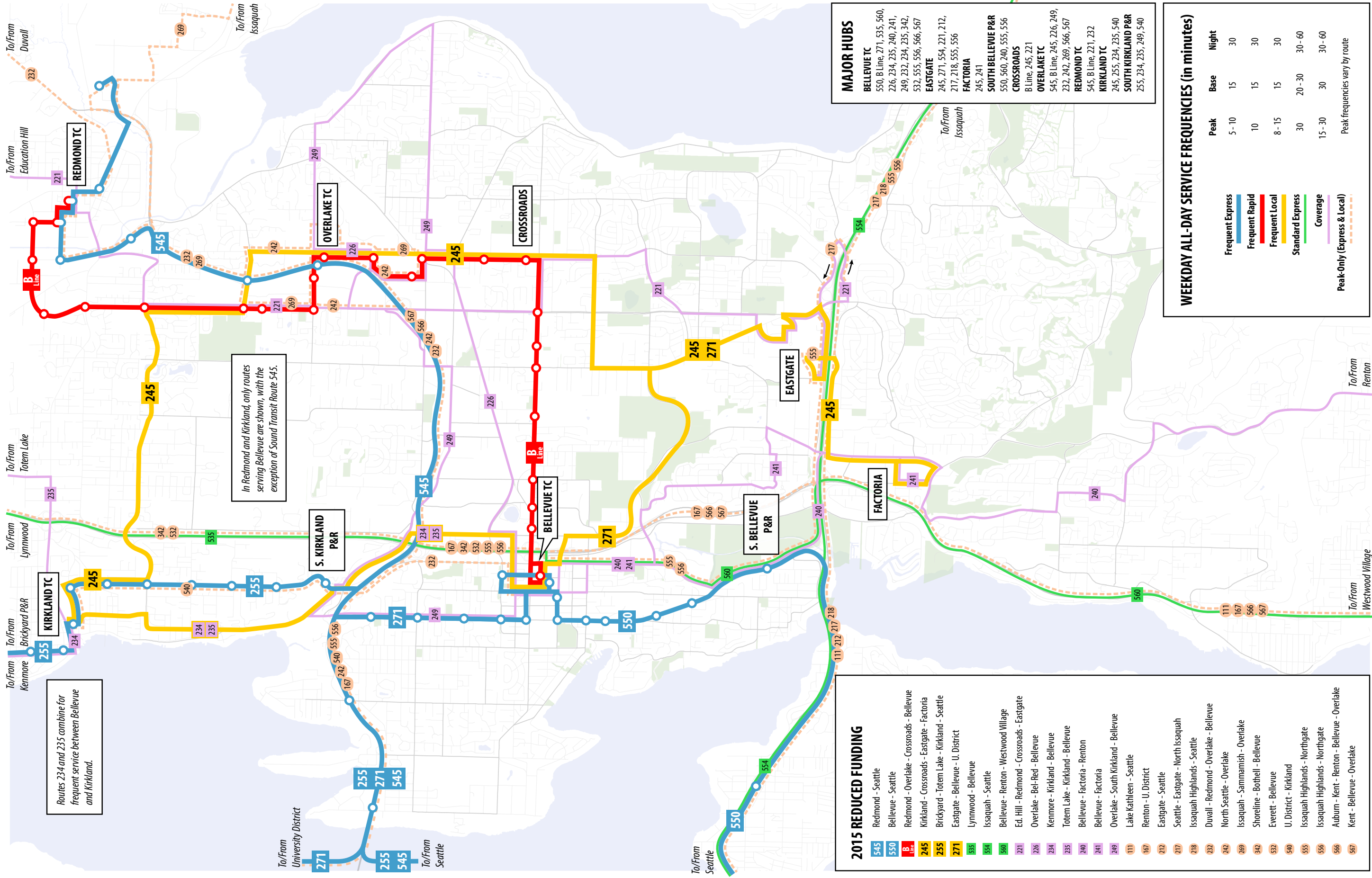


Figure 33 The hourly figures depicted are averaged from the total revenue hours operated during each period and therefore do not represent a precise operating schedule. Each scenario also includes unallocated contingency hours in addition to those depicted in the chart. In the 2015 Reduced Funding Scenario, 3,790 platform hours (0.6% of total budgeted) are reserved for contingency. Time periods are currently defined differently than in future scenarios, so Spring 2012 figures for the Early AM period (4:00-5:00a) are not depicted above.



Routes 234 and 235 combine for frequent service between Bellevue and Kirkland.

In Redmond and Kirkland, only routes serving Bellevue are shown, with the exception of Sound Transit Route 545.

2015 REDUCED FUNDING

545	Redmond - Seattle
550	Bellevue - Seattle
B Line	Redmond - Overlake - Crossroads - Bellevue
245	Kirkland - Crossroads - Eastgate - Factoria
255	Bridgeway - Totem Lake - Kirkland - Seattle
271	Eastgate - Bellevue - U. District
335	Lynnwood - Bellevue
354	Issaquah - Seattle
560	Bellevue - Renton - Westwood Village
221	Ed. Hill - Redmond - Crossroads - Eastgate
226	Overlake - Bel-Red - Bellevue
234	Kenmore - Kirkland - Bellevue
235	Totem Lake - Kirkland - Bellevue
240	Bellevue - Factoria - Renton
241	Bellevue - Factoria
249	Overlake - South Kirkland - Bellevue
111	Lake Kathleen - Seattle
167	Renton - U. District
212	Eastgate - Seattle
217	Seattle - Eastgate - North Issaquah
218	Issaquah Highlands - Seattle
232	Duvall - Redmond - Overlake - Bellevue
242	North Seattle - Overlake
269	Issaquah - Sammamish - Overlake
342	Shoreline - Bothell - Bellevue
532	Everett - Bellevue
540	U. District - Kirkland
555	Issaquah Highlands - Northgate
556	Issaquah Highlands - Northgate
566	Auburn - Kent - Renton - Bellevue - Overlake
567	Kent - Bellevue - Overlake

MAJOR HUBS

BELLEVUE TC	550, B Line, 271, 535, 560, 226, 234, 235, 240, 241, 249, 232, 234, 235, 342, 532, 555, 556, 566, 567
EASTGATE	245, 271, 554, 221, 212, 217, 218, 555, 556
FACTORIA	245, 241
SOUTH BELLEVUE P&R	550, 560, 240, 555, 556
CROSSROADS	B Line, 245, 221
OVERLAKE TC	545, B Line, 245, 226, 249, 232, 242, 269, 566, 567
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SOUTH KIRKLAND P&R	255, 234, 235, 249, 540

WEEKDAY ALL-DAY SERVICE FREQUENCIES (in minutes)

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Frequent Local	8 - 15	15	30
Standard Express	30	20 - 30	30 - 60
Coverage	15 - 30	30	30 - 60

Peak frequencies vary by route

Unfold for full-size map

must be paid more. Finally, peak-only service carries heavier overhead costs, most obviously in the need to own fleet that is only used for a few hours a day.

In the current network, express service consists not just of connections to major demand centers like Downtown Seattle and the University of Washington, but also direct connections from Bellevue businesses to several Seattle neighborhoods and from various Bellevue neighborhoods to Downtown Seattle. Similar patterns are also exhibited to a lesser extent by north-south express services on the Eastside.

The strongest express service pattern—in terms of ridership and the most efficient use of capacity—is not to drive through neighborhoods and then run express to worksites as many routes now do, but rather to originate in a place where it is easy for people to gather from many neighborhoods. These points of origin are usually some combination of:

- **Park-and-rides**, where customers living in low-density areas can gather via their own cars. (These are increasingly being supplemented by more space-efficient forms of access including bicycle parking, dropoff zones, and carsharing opportunities).
- **Local transit connection points**. Express services originating at local transit centers allow passengers to converge on the center using local transit.
- **High density origin areas**. Very high density and walkable residential areas can generate enough demand. For example, express services traveling out of Downtown Bellevue will increasingly be used by people who live downtown at high density, and are thus already concentrated at the origin point.

In any case, the key to successful and versatile express services is that passengers are encouraged to gather at a few major points, by some mixture of

the above means, so that a small number of very frequent lines can serve them all with optimal loading and optimal use of expensive capacity.

Individual trips of secondary expresses—those that drive around residential neighborhoods rather than focusing on concentration points—can still be quite crowded at times. However, a still more efficient utilization and loading is achieved if customers gather at points where high peak frequency can be offered to each commute destination. With a bus coming every few minutes, as happens on the primary frequent expresses, passengers load each bus evenly and completely, with less under-utilization and usually less overcrowding.

So, consistent with Metro recommendations, this scenario eliminates secondary peak services so that peak resources can be devoted to simpler, frequent patterns focused on park-and-rides and transit connections rather than on driving around in lower-density neighborhoods. For example, this scenario must delete direct services from Somerset to Seattle but retains frequent service from Eastgate, which is accessible from Somerset by walk access or park-and-ride. Likewise, express service from Downtown Bellevue to the 25th Ave NE corridor in Seattle is replaced by adequate frequency to the University of Washington (Husky Stadium area and U. District), where connections to local and express service within Seattle can be used to complete the trip.

The specific secondary expresses removed are as follows. In each case, where connections between major centers are shown, adequate frequency between these centers remains. The cut mostly affects the availability of direct service from the residential area indicated through to the destination without a transfer.

- **Route 114:** Renton Highlands – Seattle
- **Route 215:** North Bend – Issaquah – Eastgate – Seattle
- **Route 237:** Woodinville – Bellevue

- **Route 243:** North Seattle – Bellevue
- **Route 250:** Viewpoint – Overlake – Seattle
- **Route 265:** Overlake – Houghton – Seattle

It must be noted, however, that this scenario cannot promise much overall relief from overcrowding. Metro has correctly advised that with such a deep cut in resources it will be difficult to grow expensive one-way peak service to match demand, and that overcrowding on express service is likely to worsen. This scenario assumes that Metro and Sound Transit will continue to acquire and deploy higher capacity buses, but apart from this, the core assumption is that everyone is going to feel considerable pain from these cuts and that cuts to peak express service—because of its high operating cost—are an inevitable area of focus.

Deletion of Weakest Coverage Services

Permanently low-ridership coverage service, which exists for reasons other than ridership, must be trimmed in this scenario. Again, this is done where the alternative is to cut services on which the livability of dense mixed-use neighborhoods rely. While these cuts will be controversial and will involve significant impacts on small numbers of people, the alternative is to cut higher-ridership services that affect larger numbers. For this reason, coverage service is eliminated in this scenario in northwest Bellevue (west of Bellevue Way), Somerset, Enatai, and all areas east of 156th Avenue between NE 20th St and I-90.

Local service is retained in areas that have somewhat stronger markets or are ‘on the way’ between major activity centers. These include the Bel-Red area, NE 40th St east of 156th Ave NE (the Viewpoint area in Redmond), Woodridge, and eastern Newport Hills. Bel-Red Road west of 148th Ave NE is especially important, as it approximates the future path of East Link and thus must have some service to support growth in this area in anticipation of East Link’s construction.

It is worth noting that in the Reduced scenarios of later years, coverage is cut much further. However, those years also have more restructuring that creates a more distinct separation between low-ridership coverage services and high-ridership services. The current network has many routes that mix these functions, making their service levels harder to set. Though to a lesser extent than later time horizons, the Growing and Stable scenarios in 2015 also improve the separation of functions. For example, they separate Route 271's coverage function (Eastgate – Issaquah along I-90 frontage roads) from its high-ridership segments (Eastgate – Downtown Bellevue – U. District). In this Reduced scenario, the same effect is achieved by simply deleting the coverage segment. However, some routes cannot be restructured adequately in a 2015 timeframe with its associated resources. Thus, 148th Ave NE between NE 8th and NE 40th Streets—which certainly deserves frequent service in the future—still has infrequent service in the 2015 scenarios. In future scenarios, where more restructuring is possible, these stronger segments are assigned to FTN lines, allowing coverage elements to be more easily deleted in low-resource scenarios.

In summary, it is important to emphasize that the 2015 Reduced Funding scenario is a “share the pain” vision. Few people, if anyone, can be expected to like it. In transit, it is always impossible to share pain (or benefit) exactly equally. Some riders are simply much more expensive to serve than others, so when cutting service while trying to protect as much ridership as possible, cuts tend to fall more heavily on those more expensive-to-serve customers. Again, however, the balance of investments in ridership versus investments in low-ridership coverage is ultimately a value judgment. This scenario, like all the scenarios in this report, proposes a position on that decision based on the *Market Driven Strategies Report*, but other equally valid judgments could be made about the relative importance of coverage versus ridership goals.

PROJECTED OUTCOMES

This section describes several analyses that were conducted using geographic information systems (GIS) and the Bellevue-Kirkland-Redmond (BKR) Travel Demand Model to project the outcomes of implementing the 2030 Service Vision.

Boarding Activity

Table 8 and Figure 34 compare how daily weekday boarding and alighting (on/off) activity will change in Bellevue’s Mobility Management Areas (MMA) in response to the implementation of each of the three proposed 2030 networks. This represents a refinement of a preliminary analysis completed for the *Existing and Future Conditions Report* (see page 75 of that report). Whereas that earlier assessment was based on the transit network identified by the *2010 East Link Bus/Rail Integration Plan*, these new projections reflect the proposed Growing, Stable, and Reduced Funding networks, respectively.

The City’s Bellevue-Kirkland-Redmond (BKR) travel demand model (EMME version MP30R6.2) was used to complete these projections. Inputs to the four-step model include the current transportation system; future land use; forecast changes in households, employment, and transportation system improvements; the fraction of trips made during the peak period; the location of routes in the transit network; and the frequency of service operated by each proposed route. The travel demand model compares demand for travel to the supply of the roadway system within the project area. Travel demand is derived from population and employment, while the supply side of the equation reflects the transit system on which the travel occurs adjusted by the perceived utility of the available services.

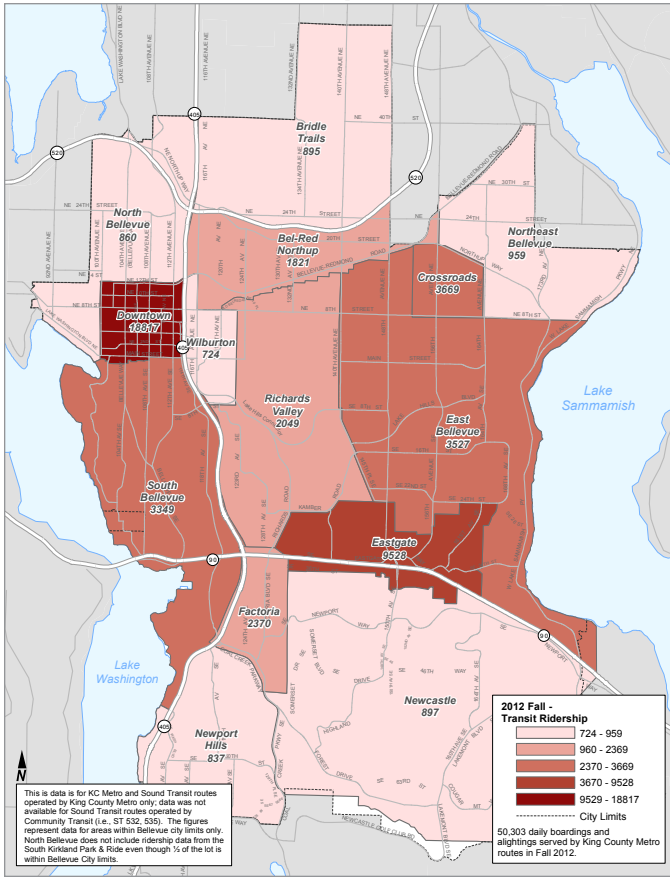
As shown in Table 8, boarding and alighting activity is typically greater in most MMAs in the better-funded

Table 8 Comparison of Fall 2012 and 2030 projected daily boarding activity by MMA.

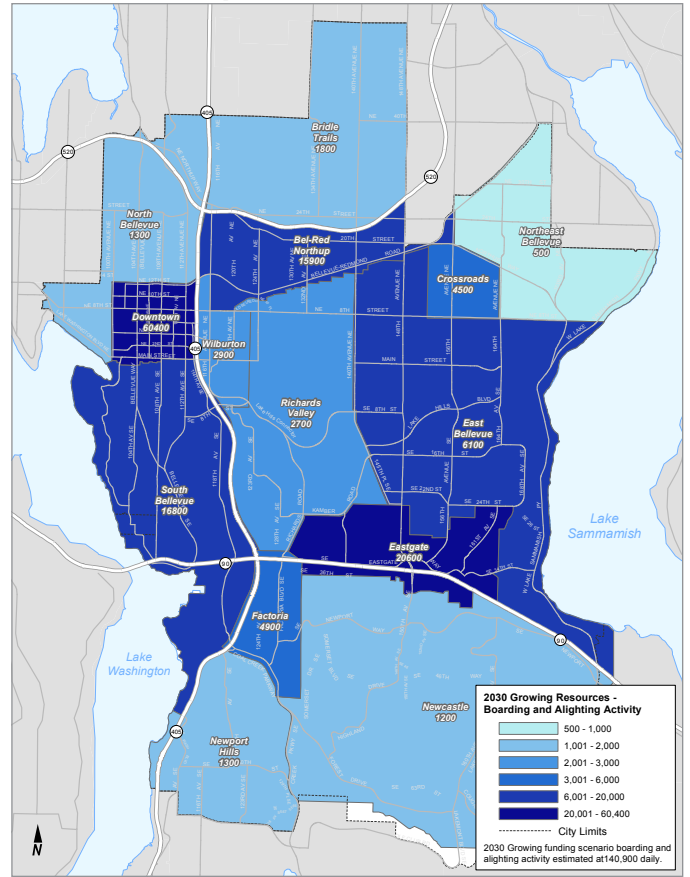
MMA	Fall 2012	2030		
		Growing	Stable	Reduced
Downtown	18,817	60,400	55,600	58,700
South Bellevue	3,349	16,800	17,400	16,300
Factoria	2,370	4,900	3,900	3,400
Newport Hills	837	1,300	1,200	800
Newcastle	897	1,200	1,100	0
Eastgate	9,528	20,600	17,300	16,000
Bel-Red	1,821	15,900	15,600	13,200
Crossroads	3,669	4,500	1,700	1,800
East Bellevue	3,527	6,100	3,700	3,000
Richards Valley	2,049	2,700	1,800	1,800
Wilburton	724	2,900	2,300	2,400
NE Bellevue	959	500	100	0
Bridle Trails	895	1,800	1,600	1,100
North Bellevue	860	1,300	1,100	1,000

Figure 34 Daily boarding and alighting (on/off) activity by Mobility Management Area, Fall 2012 and 2030 projections by financial scenario.

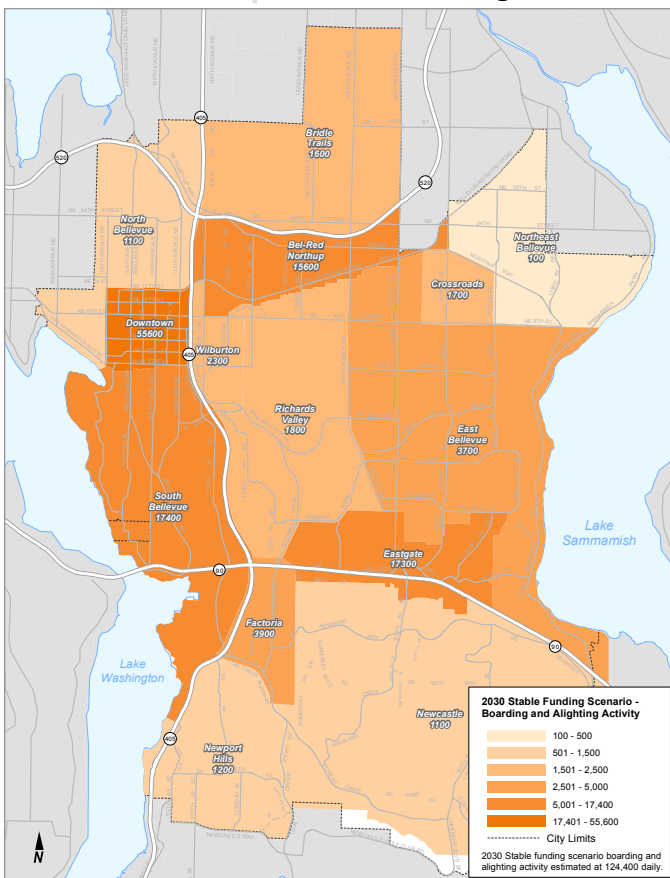
2012 Fall



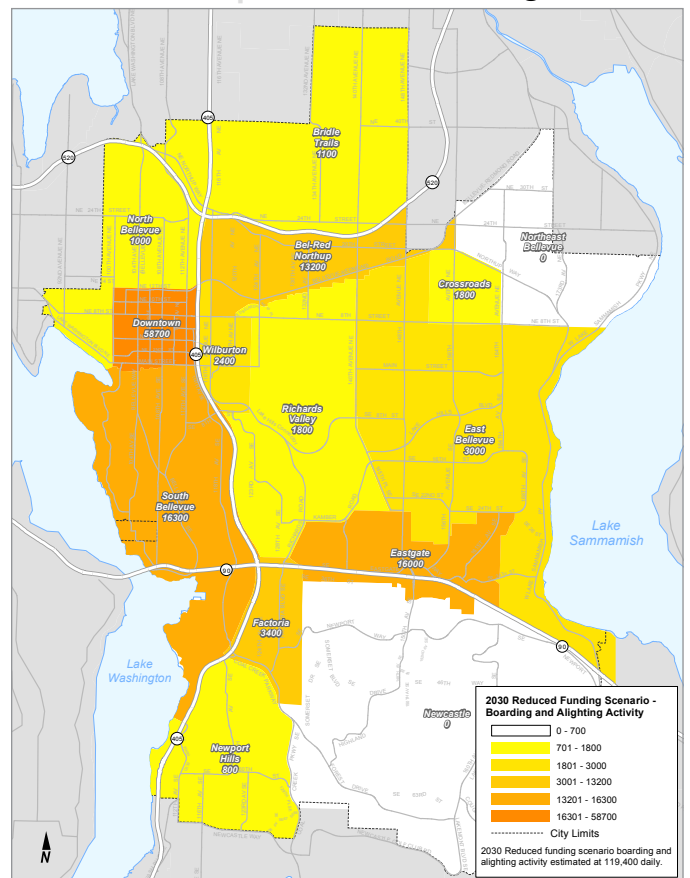
2030 Growing Resources



2030 Stable Funding



2030 Reduced Funding



scenarios than it is in the less-funded scenarios, but this is not uniformly true. For example, Eastgate is expected to generate 20,600 daily weekday boardings in the Growing Resources scenario, while 17,300 (-16.0%) and 16,000 (-22.3%) are forecast for the Stable and Reduced scenarios, respectively. Downtown Bellevue offers an example of an MMA in which the Reduced Funding scenario is not the scenario with the least projected boardings: 60,400 are expected under the Growing Resources scenario, but 55,600 (-7.9%) are expected in the Stable Funding and 58,700 (-2.8%) in the Reduced Funding scenarios.

Two MMAs will not generate any boarding activity if the Reduced Funding scenario is implemented—Newcastle and Northeast Bellevue—because they are served only by coverage services in the other scenarios, all of which are eliminated due to inadequate resources. Other than these two MMAs, Crossroads (-60.0%) and East Bellevue (-50.8%) would experience the largest percent difference in transit usage between the Growing and Reduced scenarios. The same is also nearly true when comparing the Growing and Stable scenarios, except that Northeast Bellevue (-80.0%) would see an even larger percent difference than Crossroads and East Bellevue (-62.2% and -39.3%, respectively).

Comparing daily transit use in the Growing Resources network to that experienced in Fall 2012 (see Figure 34), the largest increases in terms of absolute boardings and alightings will be realized by Downtown (+41,500), Bel-Red (+14,000), South Bellevue (+13,400), and Eastgate (+11,000). In terms of percentage increase, the largest increases are anticipated from Bel-Red (+773%), South Bellevue (+402%), Wilburton (+301%), and Downtown Bellevue (+221%).

Access to Transit

Another analysis conducted for each 2030 network provides a basic assessment of the areas with and without access to transit and compares this to projections for 2030 population and employment in Bellevue. Figures 36-39 on the following pages present four variations of this analysis according to differences in two qualities: access distance and service frequency. Figures 36 and 37 define access to transit as being within one-quarter mile of a bus stop. Figure 35 depicts those areas within one-quarter mile of The Frequent Transit Network (FTN)—routes operating 15-minute headways or better—while Figure 36 depicts areas within one-quarter mile of service operating 30-minute headways or better. Figures 38 and 39 present headway information similarly, but access is defined in these maps as being within one-half mile of a bus stop.

Figures 36 and 37 are generally of greater significance because one-quarter mile is the accepted distance that most people are willing to walk to reach transit. Therefore, ‘choice riders’—that is, those who have access to other means of transport

Table 9 Forecast (2030) populations in Bellevue with access to transit operating 15- and 30-minute frequencies.

Funding Scenario	2030 Employment Projection				Total Jobs
	Quarter-Mile		Half-Mile		
	15-min	30-min	15-min	30-min	
Growing	82.2%	93.3%	95.2%	98.6%	184,300
Stable	82.2%	89.8%	95.2%	97.2%	
Reduced	82.2%	82.2%	95.2%	95.2%	

Funding Scenario	2030 Households Projection				Total HH
	Quarter-Mile		Quarter-Mile		
	15-min	30-min	15-min	30-min	
Growing	58.1%	76.6%	75.4%	91.3%	70,300
Stable	57.7%	68.5%	75.3%	85.4%	
Reduced	57.8%	57.8%	75.3%	75.5%	

Funding Scenario	2030 Population Projection				Total Pop
	Quarter-Mile		Half-Mile		
	15-min	30-min	15-min	30-min	
Growing	51.2%	72.6%	69.9%	89.3%	157,400
Stable	50.9%	63.2%	69.8%	82.1%	
Reduced	50.9%	51.0%	69.8%	70.0%	

Table 10 Existing (2010) populations in Bellevue within one quarter-mile of Spring 2012 bus service operating 15- and 30-minute frequencies.

Weekday	housing units served		# of households served		population served		# of older adults served		# of people in poverty served		# of renters served		minority population served		# of people who speak a language other than english served		covered jobs	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
15 minute																		
AM	25,754	44%	22,979	42%	47,751	37%	6,440	36%	4,210	51%	23,038	43%	17,997	42%	26,606	56%	77,307	63%
Midday	20,630	35%	18,227	33%	38,154	29%	5,047	28%	3,652	44%	19,670	37%	15,165	35%	22,851	48%	62,947	51%
PM	21,203	36%	18,761	34%	39,302	30%	5,131	28%	3,826	46%	20,361	38%	15,584	36%	23,621	50%	63,087	51%
Evening	9,301	16%	8,030	15%	16,214	13%	2,362	13%	1,487	18%	9,505	18%	7,346	17%	10,811	23%	31,148	25%
30 minute																		
AM	44,908	76%	41,103	75%	93,169	72%	13,100	72%	6,867	83%	40,106	76%	32,122	75%	40,991	87%	113,288	92%
Midday	42,291	72%	38,587	71%	86,426	67%	11,836	66%	6,660	80%	37,959	72%	30,049	70%	40,143	85%	111,499	91%
PM	44,908	76%	41,103	75%	93,169	72%	13,100	72%	6,867	83%	40,106	76%	32,122	75%	40,991	87%	113,288	92%
Evening	26,449	45%	23,765	44%	51,906	40%	7,297	40%	4,134	50%	23,724	45%	18,946	44%	26,034	55%	85,254	70%
Nighttime	19,581	33%	17,679	32%	35,330	27%	4,874	27%	3,025	36%	16,996	32%	13,720	32%	21,155	45%	55,692	45%
Totals	58,827		54,590		129,674		18,069		8,310		53,030		42,917		47,279		122,635	

Sources: Population data – U.S. Census Bureau, 2010 Census and 2006-2010 American Community Survey, King County Assessor and City of Bellevue Department of Planning and Community Development; Job data – Puget Sound Regional Council covered employment estimates. The transit network used in the existing conditions analysis reflected that operating in Spring 2012. Refer to the Existing and Future Conditions Report for additional data notes.

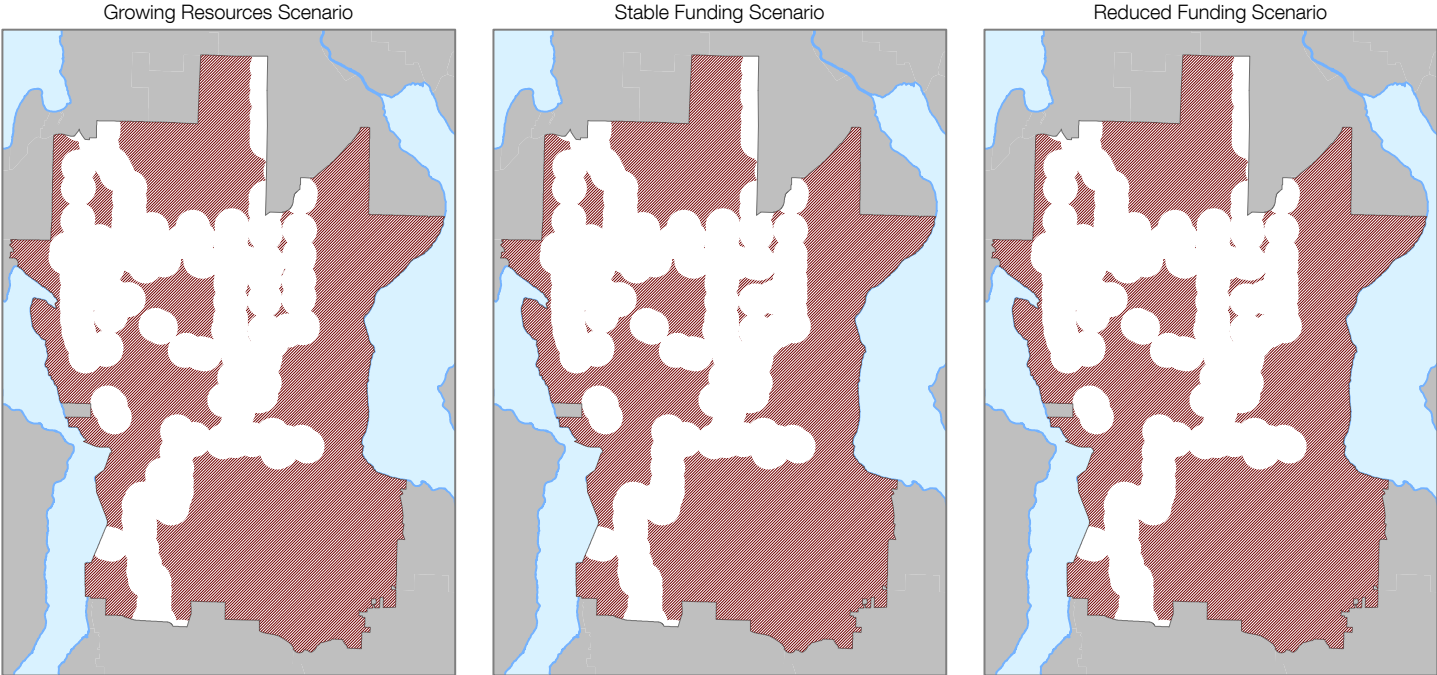
but choose to use transit—are significantly less likely to use transit if they have to walk more than one-quarter mile to reach it. The half-mile access maps are primarily included to provide an understanding of how those without access to other means of transport (e.g. personal automobile) are affected by the various funding scenarios in 2030, because those without a competitive travel alternative are more likely to walk a longer distance to reach transit, if necessary.

As population and job growth occurs within Bellevue’s mixed use centers, larger shares of Bellevue’s residents and employees will have access to transit. As shown in Table 9 on page 73, all of the proposed 2030 networks are generally expected to provide access to transit for larger shares of Bellevue’s jobs and residents than enjoyed access in 2012 (refer to Table 10, reproduced from the *Existing and Future Conditions Report*, for comparison). Whereas 63% of jobs were within one-quarter mile of 15-minute transit service during the AM peak in 2012, 82% will have such access in 2030 regardless of funding scenario. Further, 95% of all jobs will be within one-half mile of 15-minute service in 2030, and between 95-98% within service operating 30-minute

Accessibility Analysis Method and Data Notes:

Model output from the Puget Sound Regional Council’s (PSRC) UrbanSim model for employment, households, and household population in 2030 was obtained and reviewed by Bellevue’s Planning and Community Development department. Employment and household figures were adjusted upward for the forecast zone containing the Eastgate subarea by a factor of approximately 1.106 and 1.158, respectively, to better reflect policies in the Eastgate Subarea Plan. Household population figures in the forecast zone containing Downtown Bellevue were adjusted down by a factor of approximately 0.921 to account for the smaller household size that is typical within Downtown.

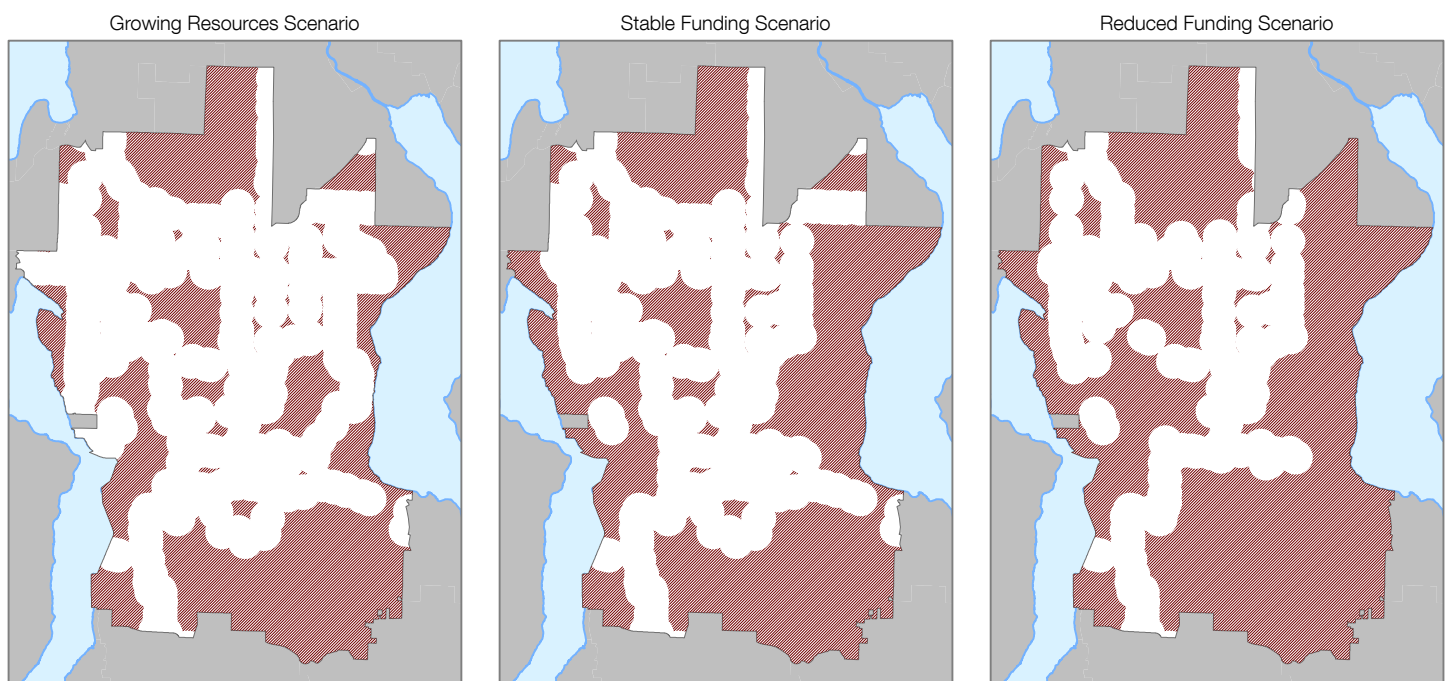
Figure 35 Access to transit in Bellevue within one-quarter mile of 15-minute or better service on weekdays (proposed 2030).



frequencies or better depending on the funding scenario implemented. Access for households follows a similar pattern. All funding scenarios will result in larger shares of households with access to 15-minute service in 2030 (approximately 58% for each) than in 2012 (42%), but the Stable and Reduced scenarios will offer slightly less access to 30-minute service than was available in 2012. This follows for population as well—while a larger share will enjoy one-quarter mile access to 15-minute service (approximately 51% for each funding scenario, versus 42% in 2012), only the Growing Resources scenario will have equal access to 30-minute service as was available in 2012 (about 72% for each). The Stable and Reduced Funding scenarios offer 63% and 51% of the population such access, respectively.

Given these findings, it could reasonably be said that Bellevue will by 2030 be a highly accessible city by transit; however, the degree to which this is true depends significantly on which of the three 2030 funding scenarios is ultimately implemented. Although each scenario offers effectively equal shares of Bellevue’s population and total employment access to the Frequent Transit Network at both the quarter- and

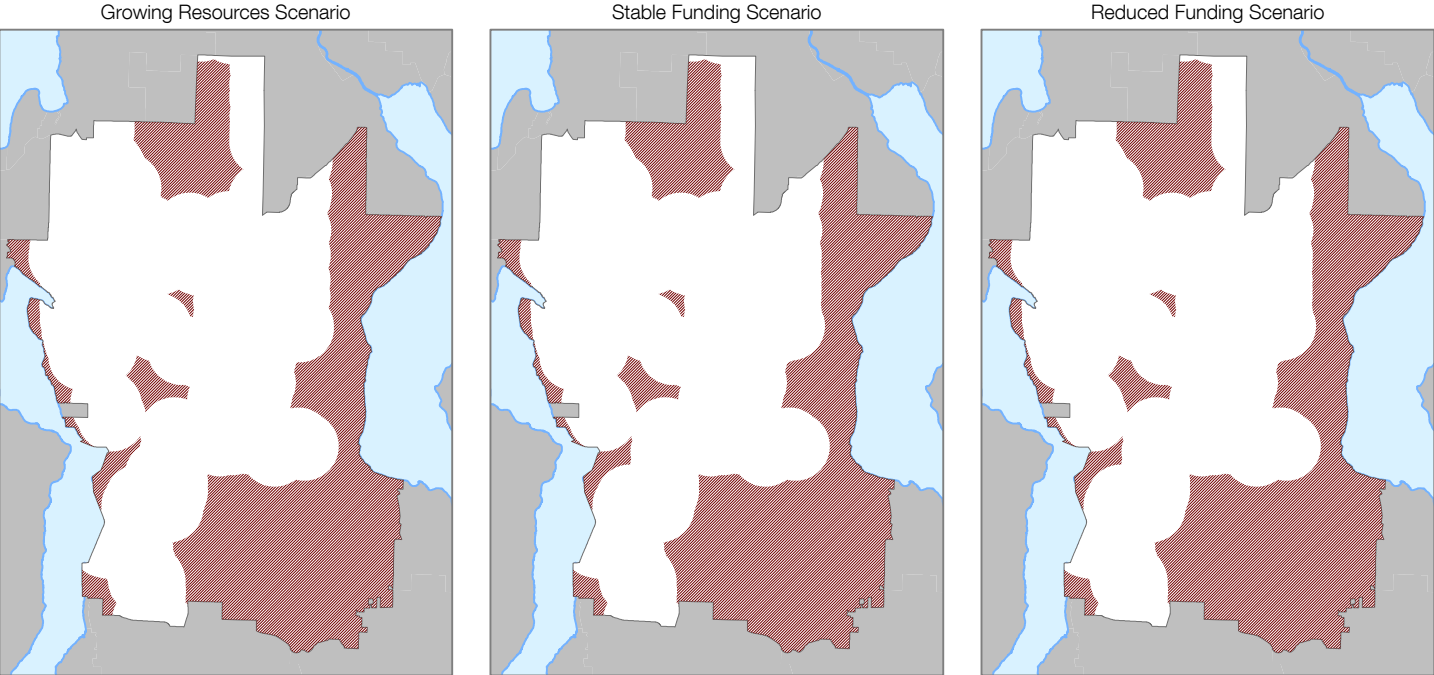
Figure 36 Access to transit in Bellevue within one-quarter mile of 30-minute or better service on weekdays (proposed 2030).



half-mile access distances, the same is not true for infrequent (30-minute) services. This is because with each progressively lower level of funding, additional coverage services are eliminated due to insufficient resources. And while areas served by coverage routes have lower concentrations of population and employment than areas served by the FTN, the cumulative effect of several such areas not being served will impact significant shares of the population.

Access to 30-minute service would decrease in the Stable and Reduced Funding in south, northwest, and northeast Bellevue and in Richards Valley. The loss of service to these areas reduces the share of Bellevue's total employment within one-half mile of transit from 93% in the Growing Resources scenario to 90% in the Stable and 82% in the Reduced Funding scenario. More dramatically, quarter-mile access to transit for Bellevue households is diminished from 76% to 68% and 58%, respectively, and access for Bellevue's total population is reduced from 73% to 63% and 51%, respectively—a more than 20% reduction. Although half-mile access to employment is not affected as significantly as quarter-mile access

Figure 37 Access to transit in Bellevue within one-half mile of 15-minute or better service on weekdays (proposed 2030).



(between 98-95% are served depending on the funding scenario), half-mile access to households (91-75%) and total population (89-70%) are affected almost as significantly by the Stable and Reduced Funding scenarios as is quarter-mile access.

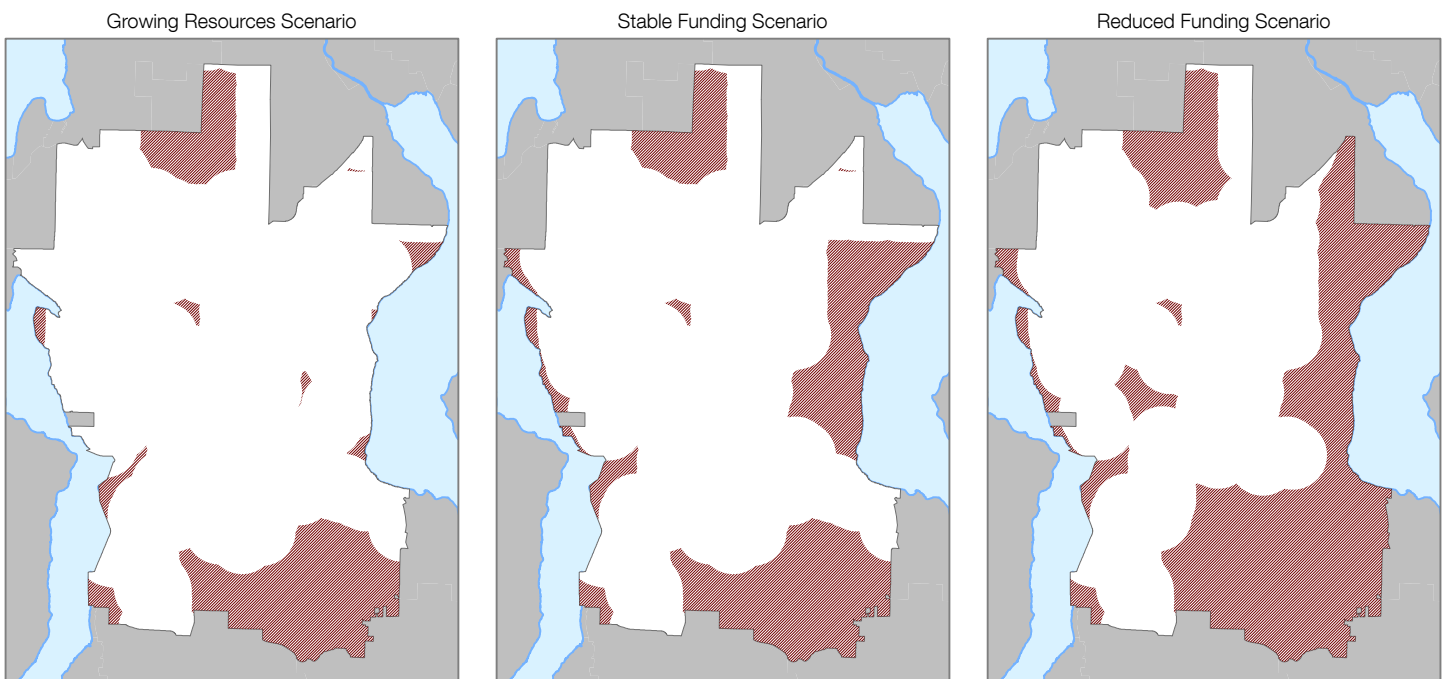
Still, because transit services will be directed toward areas where population density is expected to increase, the share of the population enjoying access to frequent service remains higher in all three future funding scenarios than in 2012. A more thorough examination of access to transit in Bellevue will be presented in the forthcoming *Bellevue Transit Network Accessibility and Connectivity Report*.

Table 11 Transit Coverage Level of Service. Source: TCRP Transit Capacity and Quality of Service Manual, 3rd Edition.

Coverage | Level of Service

LOS	% TSA Covered	Comments
A	90.0-100.0%	Virtually all major origins and destinations served
B	80.0-89.9%	Most major origins and destinations served
C	70.0-79.9%	About three-quarters of higher-density areas served
D	60.0-69.9%	About two-thirds of higher-density areas served
E	50.0-59.9%	At least half of higher-density areas served
F	<50.0%	Less than half of higher-density areas served

Figure 38 Access to transit in Bellevue within one-half mile of 30-minute or better service on weekdays (proposed 2030).



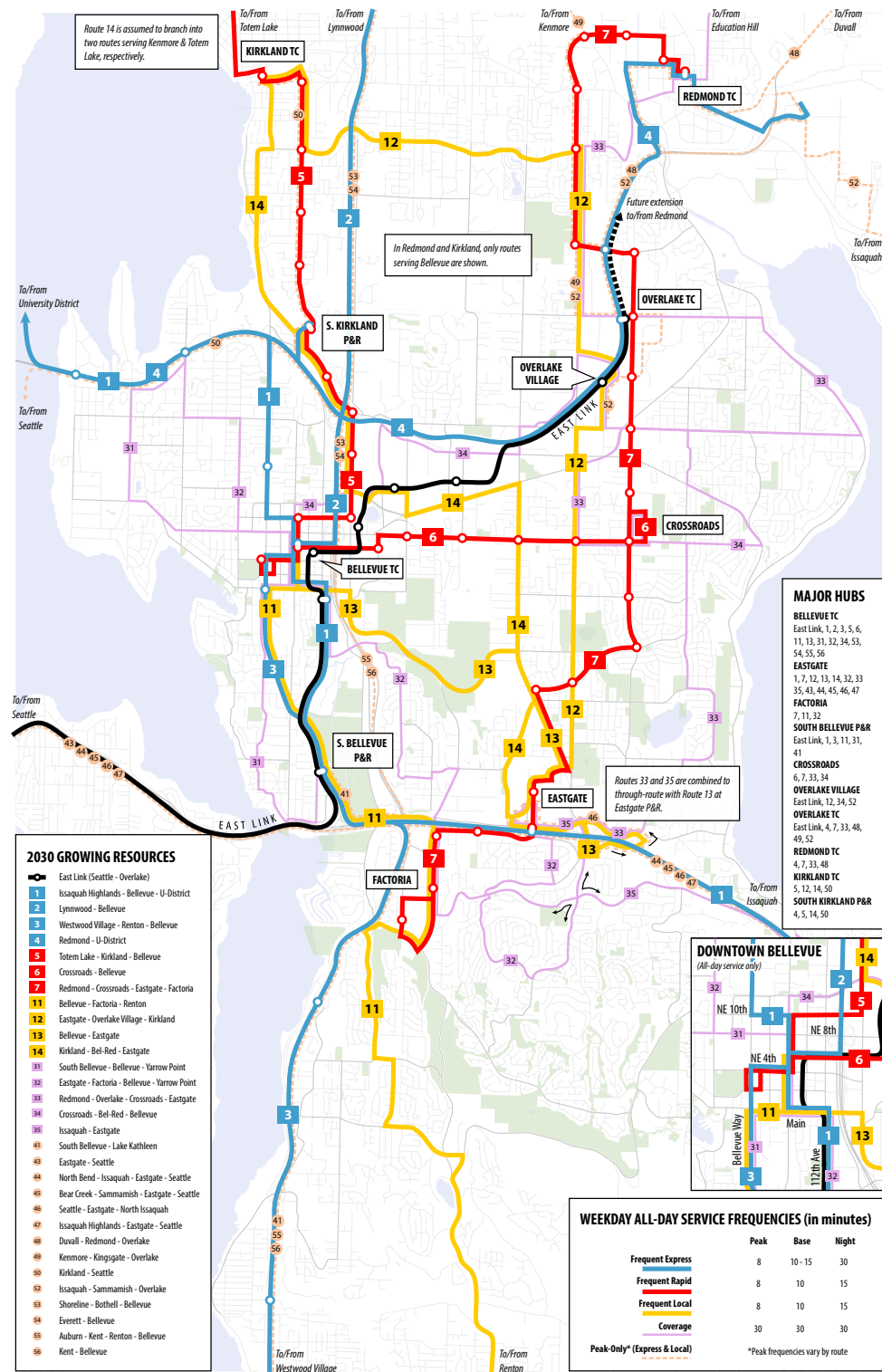
ROUTE PROFILES

The following pages provide a detailed examination of every route proposed for the various future transit networks presented in the Service Vision. Routes are grouped by time horizon, beginning with the long-term networks. Each profile includes the route's purpose and description, turning movements and major stops served, and estimated operating statistics, including service span, frequency, headways by time of day, and daily and annualized platform and revenue hours allocated.

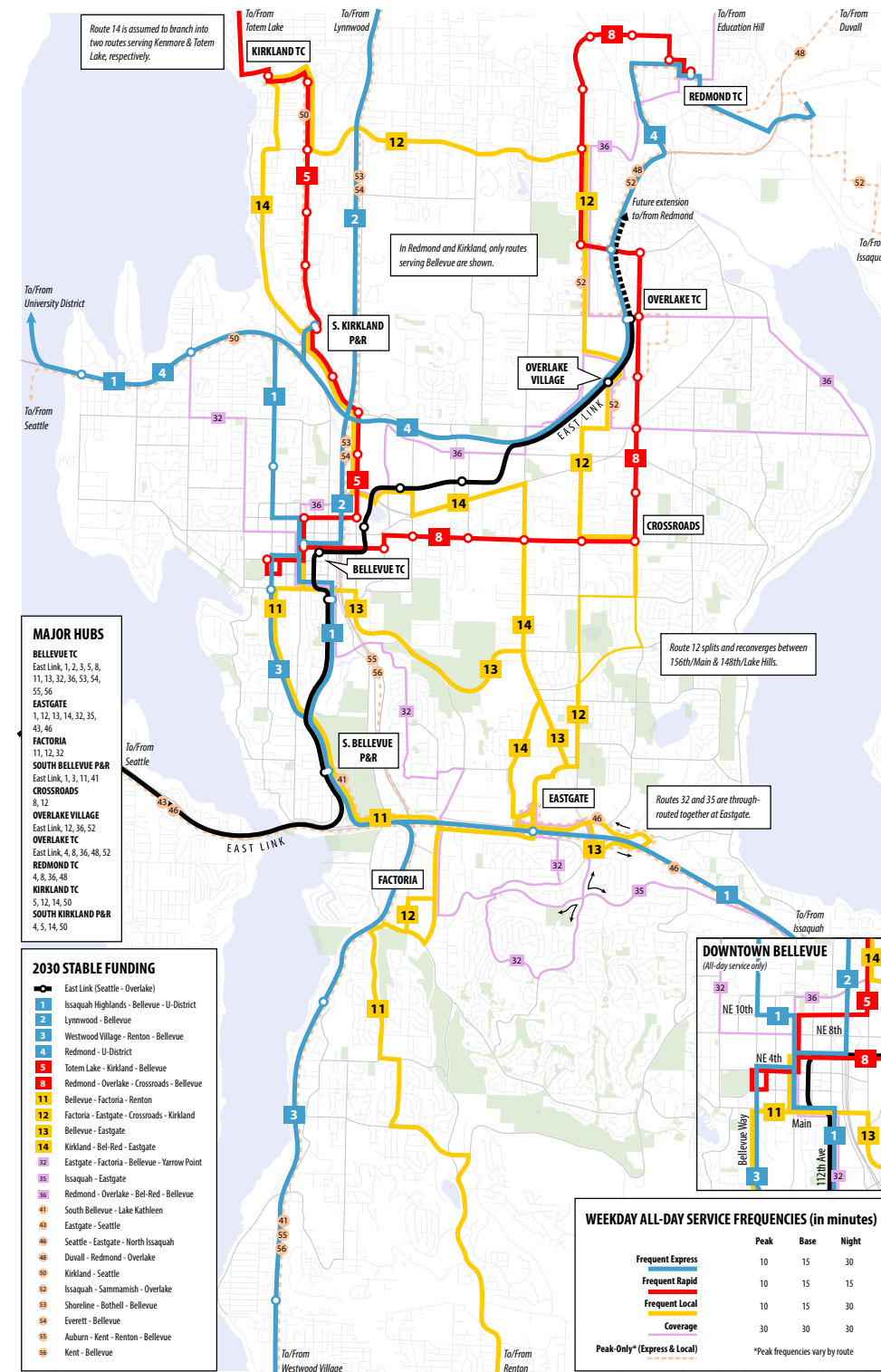
LONG-TERM NETWORKS

Route	Description	Growing	Stable	Reduced	Page
1	FX Issaquah Highlands - Eastgate - Bellevue - U. District	X	X	X	80
2	FX Lynnwood - Bellevue	X	X	X	82
3	FX Bellevue - Renton - Sea-Tac Airport - Westwood Village	X	X	X	84
5	FR Totem Lake - Kirkland - Bellevue	X	X	X	86
6	FR Bellevue - Crossroads	X			88
7	FR Redmond - Overlake - Crossroads - Eastgate - Factoria	X			90
8	FR Redmond - Crossroads - Bellevue		X	X	92
11	FL Bellevue - Factoria - Renton	X	X	X	94
12	FL Eastgate - Overlake - Kirkland	X	X	X	96
13	FL Eastgate - Bellevue	X	X	X	98
14	FL Kirkland - Bel-Red - Eastgate	X	X		100
15	FL Bellevue - Bel-Red - Eastgate			X	102
16	FL Kirkland - Bellevue			X	104
31	C Yarrow Point - Bellevue - South Bellevue	X			106
32	C Yarrow Point - Bellevue - Factoria - Eastgate	X	X		108
33	C Education Hill - Redmond - Overlake - Crossroads - Eastgate	X			110
34	C Crossroads - Bel-Red - Bellevue	X			112
35	C Issaquah - Eastgate	X	X		114
36	C Education Hill - Redmond - Overlake - Bel-Red - Bellevue		X		116
41	PK Lake Kathleen - South Bellevue	X	X	X	118
43	PK Eastgate - Seattle	X	X	X	120
44	PK North Bend - Issaquah - Eastgate - Seattle	X			122
45	PK Bear Creek - Sammamish - Eastgate - Seattle	X			124
46	PK Seattle - Eastgate - North Issaquah	X	X	X	126
47	PK Issaquah Highlands - Eastgate - Seattle	X			128
48	PK Duvall - Redmond - Overlake	X	X	X	130
49	PK Kenmore - Kingsgate - Overlake	X			132
50	PK Kirkland - Seattle	X	X	X	134
52	PK Issaquah - Sammamish - Overlake	X	X	X	136
53	PK Shoreline - Bothell - Bellevue	X	X	X	138
54	PK Everett - Bellevue	X	X	X	140
55	PK Auburn - Kent - Renton - Bellevue	X	X	X	142
56	PK Kent - Bellevue	X	X	X	144

2030 | Growing Resources



2030 | Stable Funding



2030 | Reduced Funding

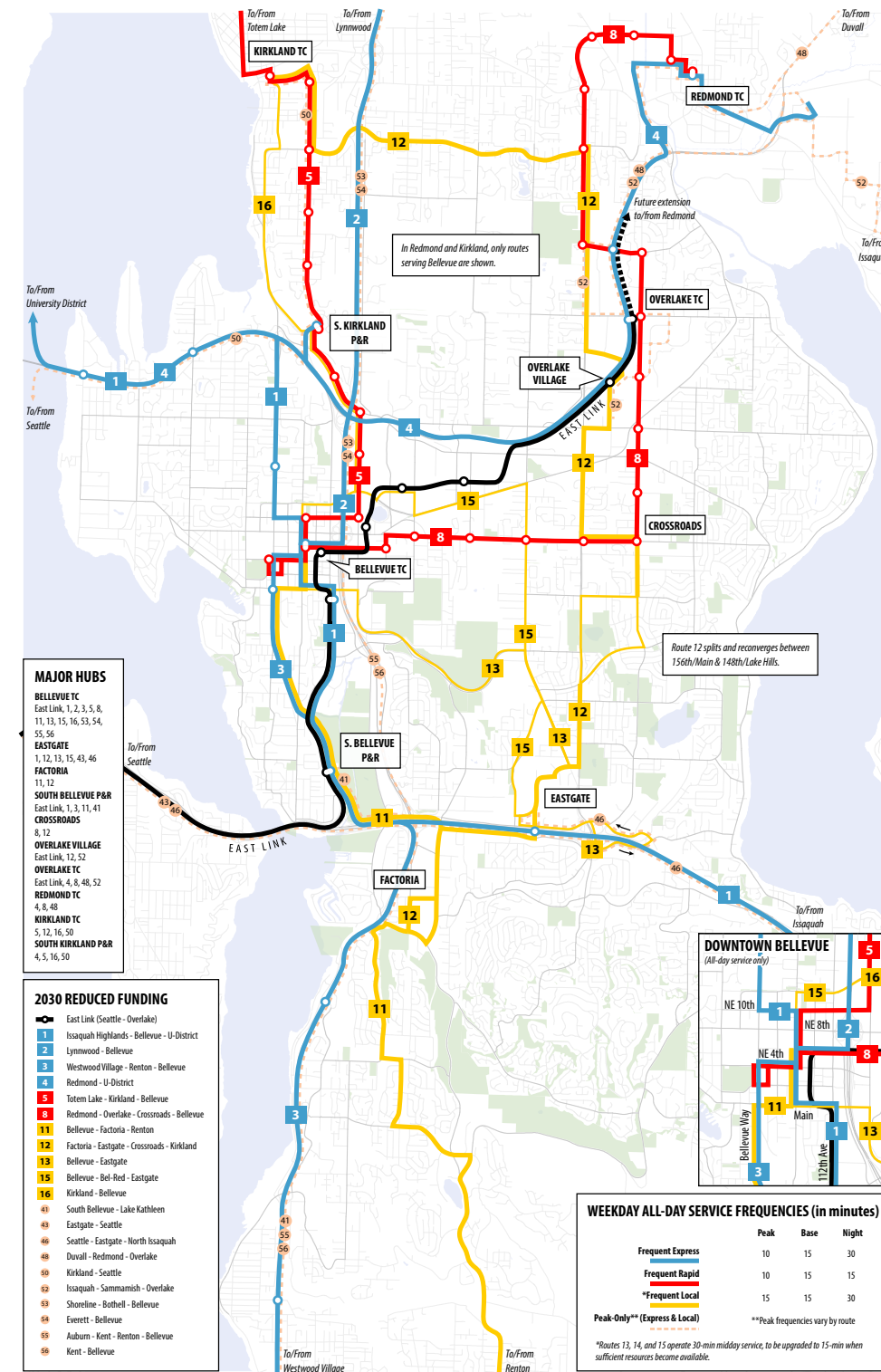


Figure 39 2030 Proposed Network Maps.

LONG-TERM NETWORKS

Route IFX

Issaquah Highlands to Bellevue, U. District
via Eastgate, South Bellevue

All-Day Route

Bellevue Core Route

Serves Seattle Core

Connects to East Link

Frequent Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	206						140			140			67,930
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8	10	8	15	30	30	15	30	30	15	30	
Platform Hours	256.5						165.1			165.1			83,560
Revenue Hours	244.0						160.0			160.0			79,820
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.96
Revenue Miles	4,686.5						3,185.0			3,185.0			3,090,815

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	182						140			140			61,810
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8	15	8	15	30	30	15	30	30	15	30	
Platform Hours	229.3						165.1			165.1			76,633
Revenue Hours	214.0						160.0			160.0			72,170
Rev. Hour/Plat. Hour	0.93						0.97			0.97			0.94
Revenue Miles	4,140.5						3,185.0			3,185.0			2,812,355

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	182						140			140			61,810
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8	15	8	15	30	30	15	30	30	15	30	
Platform Hours	229.3						165.1			165.1			76,633
Revenue Hours	214.0						160.0			160.0			72,170
Rev. Hour/Plat. Hour	0.93						0.97			0.97			0.94
Revenue Miles	4,140.5						3,185.0			3,185.0			2,812,355

Note: All figures are estimates.

Unfold for full-size map

To complement East Link, the main cross-lake Frequent Express would be a mirror-image of it, using the 520 bridge instead of the I-90 bridge but then serving I-90 from Bellevue to Issaquah. This route resembles existing Route 271 except that it is a freeway express, with local segments of the 271 assigned to other lines.

While Issaquah and Eastgate would have Peak Express service to Seattle, the lower all-day service demand would be met by a connection at South Bellevue, where those trips would transfer between this service and East Link. While this recommendation would be controversial for Eastlake and Issaquah travellers to Seattle, the fact is that to efficiently deploy resources for maximum access, it is not reasonable to spend all-day resources running buses alongside of East Link all the way from Bellevue to Downtown Seattle. Now that East Link is being built, it needs to carry all I-90 cross-lake transit demand, except at the peak times when direct service can be justified by the surge of demand.

This recommendation may slightly depress demand for Park-and-Ride at Eastgate, but not by much. Eastgate will still have frequent service into Seattle during peak hours, and the South Bellevue connection, if well designed, will provide a reasonable travel time at other times. Again, while the in-vehicle travel time off-peak may not be as good as it is now, this is the only way to sustain all-day frequency for this trip, which is also an element of total trip time and sometimes a dominant one.

Frequent Express 1 then proceeds to the University via Bellevue Way and SR-520, stopping at the existing Yarrow Point and Evergreen Point flyer stations. Regrettably, due to the current facility and interchange design, it cannot serve South Kirkland P&R despite passing very close to it. This inefficiency is the cause of an unfortunately level of service duplication for travel into Kirkland, as detailed below.

Inbound Turning Movements

Begin at Issaquah Highlands Park & Ride

Turn south (left) onto 9th Ave NE

Continue south (straight) along Highlands Dr NE

Continue west (straight) along E Sunset Way

Turn northwest (right) onto Newport Way NW

Continue west (straight) along NW Maple St

Stop at Issaquah Transit Center

Turn north (right) onto 17th Ave NW

Turn onto the I-90 West access ramp (right)

Travel along I-90 West

Exit I-90 in the center lane to the Eastgate Freeway Stn.

Stop At Eastgate Freeway Station

Merge back onto I-90 West

Exit I-90 (right) north onto Bellevue Way SE

Continue north along Bellevue Way NE

Stop at South Bellevue Station

Continue north along Bellevue Way SE

Turn north (right) onto 112th Ave SE

Stop at East Main Station

Continue north along 112th Ave SE

Turn west (left) onto Main St

Turn north (right) onto 108th Ave NE

Stop at Bellevue Transit Center

Continue along 108th Ave NE

Turn west (left) onto NE 10th St

Turn north (right) onto Bellevue Way NE

Stop at Bellevue Way NE and NE 17th St

Continue north along Bellevue Way NE

Turn onto the SR-520 West access ramp (right)

Stop at Yarrow Point Freeway Station

Continue west along SR-520

Stop at Evergreen Point Freeway Station

Continue west along SR-520

Exit SR-520 (right) onto Montlake Blvd

Continue north along Montlake Blvd

Stop at University of Washington Station

Turn west (left) onto NE Pacific St

Turn north (right) onto 15th Ave NE

Stop at the UW (15th Ave NE & NE 42nd)

End revenue service; proceed to layover on Memorial Way NE

Route 2FX

Connects to East Link

Lynnwood to Bellevue
via I-405

Frequent Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	206						140			140			67,930
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8	10	8	15	30	30	15	30	30	15	30	
Platform Hours	246.3						160.8			160.8			80,486
Revenue Hours	234.0						156.0			156.0			76,830
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.96
Revenue Miles	4,552.6						3,094.0			3,094.0			3,002,506

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	164						140			140			57,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	199.7						160.8			160.8			68,603
Revenue Hours	189.0						156.0			156.0			65,355
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.95
Revenue Miles	3,624.4						3,094.0			3,094.0			2,529,124

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	164						140			140			57,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	199.7						160.8			163.6			68,764
Revenue Hours	189.0						156.0			158.7			65,511
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.95
Revenue Miles	3,624.4						3,094.0			3,094.0			2,529,124

Note: All figures are estimates.

The primary purpose of Frequent Express Route 2 is to provide frequent service along the I-405 north corridor from Downtown Bellevue to Lynnwood, with intermediate stops at several freeway stations and park-and-rides. The route is identical to Sound Transit Route 535.

Demand for express travel along I-405 is expected to grow dramatically, and the I-405 Bus Rapid Transit Concept Reports (2005) looked at facilities to improve these services. The recently completed NE 6th St direct access ramp is already a major improvement, allowing for fast access into Downtown Bellevue with protection from much of the traffic congestion that typically occurs.

As with current Sound Transit service, it is here assumed that I-405 north and south of Bellevue are served by different lines, requiring a transfer to ride through Bellevue in this corridor. While this is not ideal, a combined route such as Lynnwood-Bellevue-SeaTac in the absence of complete protection from congestion would likely be too long to operate reliably.

Route 2FX is the only Frequent Express route not designated among Bellevue's Core Service Network. This is consistent with the performance of Route 535 in Spring 2012, which ranked eleventh in annualized ridership; however, because the north I-405 corridor represents one of the greatest projected markets for growth in transit use, 2FX may prove to be among Bellevue's top ten highest-ridership routes in the future.

Inbound Turning Movements

Begin at the Lynnwood Transit Center

- Turn north (left) onto 46th Ave W
- Turn east (right) onto 200th St SW
- Continue east (straight) along Alderwood Mall Blvd
- Turn north (left) onto Alderwood Mall Pkwy
- Turn onto the SR-525/I-405 S access ramp (right)
- Travel along I-405 South

Stop at Canyon Park Freeway Station

- Continue south along I-405
- Exit I-405 (right) west onto NE 195th St
- Turn south (left) onto Beardslee Blvd
- Turn south (left) onto 110th Ave NE
- Turn east (left) onto unnamed access road

Stop at University of Washington Bothell

- Turn west (left) onto Campus Way NE/NE 185th St
- Turn north (right) onto 110th Ave NE
- Turn south (left) onto Beardslee Blvd
- Turn southeast (left) onto Kaysner Way

Stop at Bothell Park & Ride

- Continue south along Woodinville Dr/SR-522
- Turn onto I-405 S access ramp (right)
- Travel along I-405 South

Stop at Brickyard Road Park & Ride

- Continue south along I-405

Stop at Totem Lake Freeway Station

- Continue south along I-405
- Exit I-405 (via transit access ramps) to NE 6th St

Stop at Bellevue Transit Center

- Turn north (right) onto 108th Ave NE
- Turn west (left) onto NE 8th St
- Turn north (right) onto 100th Ave NE
- Turn east (right) onto NE 10th St

Continue in reverse direction south (right) onto 108th Ave NE.

LONG-TERM NETWORKS

Route 3FX

Bellevue to Renton, Westwood Village
via I-405, Sea-Tac Airport, Burien

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	206						140			140			67,930
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8	10	8	15	30	30	15	30	30	15	30	
Platform Hours	295.6						196.6			196.6			97,004
Revenue Hours	280.0						190.0			190.0			92,300
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.95
Revenue Miles	5,417.8						3,682.0			3,682.0			3,573,118

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	164						140			140			57,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	239.8						196.6			196.6			82,775
Revenue Hours	226.0						190.0			190.0			78,530
Rev. Hour/Plat. Hour	0.94						0.97			0.97			0.95
Revenue Miles	4,313.2						3,682.0			3,682.0			3,009,772

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	164						140			140			57,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	239.8						196.6			200.0			82,972
Revenue Hours	226.0						190.0			193.3			78,720
Rev. Hour/Plat. Hour	0.94						0.97			0.97			0.95
Revenue Miles	4,313.2						3,682.0			3,682.0			3,009,772

Note: All figures are estimates.

The primary purpose of Frequent Express Route 3FX is to provide frequent service along the I-405 south corridor from Bellevue to Renton and Westwood Village via Sea-Tac Airport and Burien. The route is nearly identical to Sound Transit Route 560, except for its path through Downtown Bellevue.

Demand for express travel along I-405 is expected to grow dramatically, and the I-405 Bus Rapid Transit Concept Reports (2005) has looked at facilities to improve these services. The NE 6th St direct access ramp completed in 2005 is already a major improvement, allowing for fast access in and out of Downtown Bellevue with protection from much of the traffic congestion that typically occurs.

As with current Sound Transit service, we assume that I-405 north and south of Bellevue are served by different lines, requiring a transfer to ride through Bellevue in this corridor. While this is not ideal, a combined route such as Lynnwood-Bellevue-SeaTac—in the absence of complete protection from congestion—would likely be too long to operate reliably.

I-405 service from the north goes directly into Bellevue Transit Center via the NE 6th St ramps. South I-405 service is routed via South Bellevue so as to create the earliest possible connection to East Link. This approach provides better coverage of Bellevue but its primary purpose is to make it easy to connect to East Link for trips such as Newport Hills to Seattle.

Inbound Turning Movements

Begin at Bellevue Transit Center*

- Turn south (left) onto 108th Ave St
- Turn west (right) onto NE 4th St
- Turn south (left) onto Bellevue Way NE
- Stop at Bellevue Way and Main St
- Continue south along Bellevue Way SE
- Turn east (left) into South Bellevue Station

Stop at South Bellevue Station

- Continue south along Bellevue Way SE
- Merge (hold left) onto I-90 East
- Take the interchange (right) onto I-405 South
- Exit the highway (right) towards Lake Washington Blvd SE

Stop at Newport Hills Park & Ride

- Continue south along I-405 South
- Exit the highway (right) towards NE 30th St

Stop at Kenndale Freeway Station

- Continue south along I-405 South
- Exit I-405 southwest (right) onto NE Park Dr
- Turn south (left) onto Park Ave N
- Turn west (right) onto Bronson Way N
- Continue west (right) onto S 2nd St
- Turn south (left) onto Burnett Ave S
- Turn west (right) into the Renton Transit Center

Stop at Renton Transit Center

- Turn north (right) onto Logan Ave S
- Turn west (left) onto S 2nd St
- Turn south (left) onto Rainier Ave S (Rt. 167)
- Take the interchange (left) onto I-405 South
- Exit I-405 (right) onto Airport Expressway

Stop at SeaTac Airport

- Turn north (left) onto Pacific Hwy S

Stop at SeaTac Airport Station (at Pacific Hwy & S 176th St)

- Continue north (straight) along Pacific Hwy S
- Turn west (left) onto S 154th St
- Take the access ramp (right) onto SR-518 West
- Continue west along SW 148th St
- Turn left into Burien Transit Center

Stop at Burien Transit Center

- Turn west (left) onto SW 148th St
- Turn north (right) onto Ambaum Blvd SW
- Continue north (straight) along 16th Ave SW
- Turn northwest (left) onto 17th Ave SW
- Turn west (left) onto SW Roxbury St
- Turn north (right) onto 26th Ave SW

Stop at Westwood Village Transit Center

Route 5FR

Totem Lake to Kirkland, Bellevue
via South Kirkland

All-Day Route
Bellevue Core Route
Connects to East Link

Frequent Rapid Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	238						220			220			84,890
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	15	15	10	15	15	10	15	
Platform Hours	179.7						163.0			163.0			63,745
Revenue Hours	175.0						160.0			160.0			62,225
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.98
Revenue Miles	2,332.4						2,156.0			2,156.0			831,922

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	184						140			140			62,320
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	10	15	10	15	15	30	15	30	30	15	30	
Platform Hours	140.3						107.0			107.0			47,555
Revenue Hours	136.0						105.0			105.0			46,230
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	1,803.2						1,372.0			1,372.0			610,736

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	168						140			140			58,240
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	132.3						107.0			108.8			45,622
Revenue Hours	128.0						105.0			106.8			44,295
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	1,646.4						1,372.0			1,372.0			570,752

Note: All figures are estimates.

The purpose of Frequent Rapid Route 5 is to provide frequent service between Kirkland, including the Totem Lake business district, and Downtown Bellevue. Widely-spaced intermediate stops are served along NE 116th St, Market St, 108th Ave NE, the South Kirkland Park-and-Ride, and 116th Ave NE.

This Frequent Rapid service between Bellevue and Kirkland is suggested with some reluctance, as it contributes to a pattern of overlap in Kirkland that arises mostly from the inability of Frequent Express Route 1 to connect with South Kirkland Park-and-Ride. Nevertheless, it appears to be the best means to ensure a fast all-day link between the two cities. It also means that Kirkland has 'every-train connections' to East Link at Bellevue Transit Center Station, which is expected to be time-competitive and more reliable than comparable SR 520 services, at least for travel to southern parts of Downtown Seattle.



Inbound Turning Movements
Begin at Kingsgate Park & Ride
Turn south (right) onto 116th Ave NE
Turn east (left) onto NE 128th St
Stop at Totem Lake Transit Center
Turn west (left) onto NE 128th St
Turn south (left) onto 116th Ave NE
Turn west (right) onto NE 124th St
Turn south (left) onto 100th Ave NE
Continue south along 98th Ave NE/Market St
Turn east (left) onto Central Way
Turn south (right) onto 3rd St
Stop at Kirkland Transit Center
Turn east (left) onto Kirkland Ave/Kirkland Way
Turn south (right) onto 6th St S
Continue south along 108th Ave S
Stop at South Kirkland Park & Ride
Turn south (right) onto 108th Ave S
Turn east (left) onto Northup Way
Turn south (right) onto 116th Ave NE
Turn west (right) onto NE 10th St
Turn south (left) onto 108th Ave S
Stop at Bellevue Transit Center

Route 6FR

Crossroads to Bellevue
via NE 8th St, NE 6th St

- All-Day Route
- Bellevue Core Route
- Connects to East Link

Frequent Rapid Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	238						220			220			84,890
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	15	15	10	15	15	10	15	
Platform Hours	71.7						71.3			71.3			26,122
Revenue Hours	70.0						70.0			70.0			25,550
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	856.8						792.0			792.0			305,604

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 6 FR in the Stable Funding Scenario.												
Revenue Hours	See Route 8 FR for comparable service.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 6 FR in the Reduced Funding Scenario.												
Revenue Hours	See Route 8 FR for comparable service.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Frequent Express Route 6 replaces the east-west segment of the existing RapidRide B Line, providing a frequent connection between Crossroads and Downtown Bellevue. The routing is revised to make use of the planned future NE 6th St extension over I-405, providing more direct service to Bellevue Transit Center, and the line is extended to Bellevue Way NE, providing service to Bellevue Square Shopping Center.

With the advent of East Link, it will be appropriate to break up the existing Rapid Ride B Line at Crossroads. However, available resources only make this possible in the Growing Resources scenario. For points north of there, access to downtown Bellevue could be via a connection at Crossroads or, more likely, via a connection at Overlake Village to East Link. This change allows for the creation of a few elements of a high-frequency grid in eastern Bellevue, allowing a broader range of anywhere-to-anywhere trips among the denser areas in this part of the city. The key features of this grid are north-south Frequent Rapid service running from Redmond to Factoria, mostly along 156th Ave, and north-south Frequent Local service covering most of 148th Avenue. East-west elements of the grid would include East Link in north Bellevue, Frequent Rapid Route 6 through central Bellevue, and Frequent Express Route 1 along the Eastgate/I-90 Corridor.



Inbound Turning Movements
Begin at Crossroads Shopping Center
Continue south along 156th Ave NE
Turn west (right) onto NE 8th St
Turn south (left) onto 120th Ave NE
Turn west (right) onto NE 6th St
Continue west along NE 6th St over 116th Ave NE/I-405
Stop at Bellevue Transit Center
Turn south (left) onto 108th Ave NE
Turn west (right) onto NE 4th St
Turn south (left) onto Bellevue Way NE
Turn east (left) onto NE 2nd St
Turn north (left) onto 105th Ave NE
<i>Following layover, continue in reverse direction via NE 4th St</i>

Route 7FR

Redmond to Factoria
via Overlake, Crossroads, Eastgate

All-Day Route
Bellevue Core Route
Connects to East Link

Frequent Rapid Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	238						220			220			84,890
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	15	15	10	15	15	10	15	
Platform Hours	224.8						203.8			203.8			79,738
Revenue Hours	217.0						199.0			199.0			77,225
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	2,844.1						2,629.0			2,629.0			1,014,436

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 7 FR in the Stable Funding Scenario.												
Revenue Hours	See Route 8 FR for comparable service.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 7 FR in the Reduced Funding Scenario.												
Revenue Hours	See Route 8 FR for comparable service.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Frequent Express Route 7 provides a frequent connection between Downtown Redmond and Factoria, with intermediate stops in Overlake, Crossroads, Lake Hills, and Eastgate. The route can generally be thought of as a combination of the north-south segment of the existing RapidRide B Line and existing Routes 245 and 226.

As noted for Frequent Rapid Route 6, with the advent of East Link, it will be appropriate to break up the existing Rapid Ride B Line at Crossroads. However, available resources only make this possible in the Growing Resources scenario. For points north of there, access to Downtown Bellevue could be via a connection at Crossroads or, more likely, via a connection at Overlake Village to East Link. This change allows for the creation of a few elements of a high-frequency grid in eastern Bellevue, allowing a broader range of anywhere-to-anywhere trips among the denser areas in this part of the city. The key features of this grid are this north-south Frequent Rapid service running from Redmond to Factoria, mostly along 156th Ave, and a north-south Frequent Local covering most of 148th Avenue. East-west elements of the grid would include East Link in north Bellevue, Frequent Rapid Route 6 through central Bellevue, and Frequent Express Route 1 along the Eastgate/I-90 Corridor.



Inbound Turning Movements	
Begin at Redmond Transit Center	
	Turn north (right) onto 161st Ave NE
	Turn west (left) onto NE 85th St
	Turn north (right) onto 160th Ave NE
	Turn west (left) onto NE 90th St
	Continue south along 148th Ave NE
	Turn east (left) onto NE 51st St
	Turn south (right) onto 156th Ave NE
Stop at Overlake Transit Center	
	Turn south (right) onto 156th Ave NE
Stop at Crossroads Shopping Center	
	Continue south along 156th Ave NE
	Turn west (right) onto Lake Hills Blvd
	Turn south (left) onto 145th PI SE
	Turn west (right) onto SE 24th St
	Continue south (left) along Kelsey Creek Rd
	Turn west (right) onto Snoqualmie River Rd
	Continue south (straight) along 142nd PI SE
Stop at the Eastgate Freeway Station	
	Turn west (right) SE 36th St
	Turn south (left) onto Factoria Blvd SE
Stop at Factoria Blvd SE & SE 40th Ln	
	Continue south along Factoria Blvd SE
	Turn west (right) onto Coal Creek Pkwy SE
	Turn north (right) onto 124th Ave SE
	Turn east (right) onto SE 41st PI
	<i>Continue in reverse direction north on Factoria Blvd</i>

Route 8FR

Redmond to Crossroads, Bellevue
via Overlake

All-Day Route
Bellevue Core Route
Connects to East Link

Frequent Rapid Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 8 FR in the Growing Resources Scenario. See Routes 6 and 7 FR for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	184						140			140			62,320
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	10	15	10	15	15	30	15	30	30	15	30	
Platform Hours	140.8						107.2			107.2			47,688
Revenue Hours	136.0						105.0			105.0			46,230
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	1,821.6						1,386.0			1,386.0			616,968

Reduced Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	168						140			140			58,240
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	132.8						107.2			109.0			45,755
Revenue Hours	128.0						105.0			106.8			44,295
Rev. Hour/Plat. Hour	0.96						0.98			0.98			0.97
Revenue Miles	1,663.2						1,386.0			1,386.0			576,576

Note: All figures are estimates.

Frequent Rapid Route 8 provides frequent service between Redmond and Downtown Bellevue via Overlake and Crossroads. It is a nearly direct replacement of the existing RapidRide B Line, but with two notable revisions: it is revised to make use of the planned NE 6th St extension over I-405, providing more direct service to Bellevue Transit Center, and the line is extended to Bellevue Way NE, providing service to Bellevue Square Shopping Center and southwest Downtown Bellevue.

This route is proposed only in the Stable and Reduced Funding scenarios, where the available resources are insufficient to separate the north-south and east-west portions of the RapidRide B Line into two routes (see Frequent Rapid Routes 6 and 7 above). As a result, no Frequent Rapid routes serve eastern Bellevue in these lower-resource scenarios, so what remains of the high-frequency grid in this area is instead characterized entirely by Frequent Local services. The pattern of service in the area is similar but not identical, with a notable deviation of Frequent Local Route 12 from 148th Ave to serve Lake Hills and Crossroads, which in the Growing Resources scenario is served by Frequent Rapid Route 7.



Inbound Turning Movements	
Begin at Redmond Transit Center	
Turn north (right) onto 161st Ave NE	
Turn west (left) onto NE 85th St	
Turn north (right) onto 160th Ave NE	
Turn west (left) onto NE 90th St	
Continue south along 148th Ave NE	
Turn east (left) onto NE 51st St	
Turn south (right) onto 156th Ave NE	
Stop at Overlake Transit Center	
Turn south (right) onto 156th Ave NE	
Stop at Crossroads Shopping Center	
Continue south along 156th Ave NE	
Turn west (right) onto NE 8th St	
Turn south (left) onto 120th Ave NE	
Turn west (right) onto NE 6th St	
Continue west along NE 6th St extension over I-405	
Stop at Bellevue Transit Center	
Turn south (left) onto 108th Ave NE	
Turn west (right) onto NE 4th St	
Turn south (left) onto Bellevue Way NE	
Turn east (left) onto NE 2nd St	
Turn north (left) onto 105th Ave NE	
<i>Following layover, continue in reverse direction via NE 4th St</i>	

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	238						140			140			76,090
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	15	30	15	30	30	15	30	
Platform Hours	304.4						179.3			179.3			97,349
Revenue Hours	294.0						175.0			175.0			94,220
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	3,546.2						2,086.0			2,086.0			1,133,741

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	184						140			140			62,320
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	10	15	10	15	15	30	15	30	30	15	30	
Platform Hours	215.3						158.3			158.3			72,323
Revenue Hours	208.0						155.0			155.0			70,090
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	2,741.6						2,086.0			2,086.0			928,568

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	182.8						179.3			182.4			66,512
Revenue Hours	178.0						175.0			178.0			64,815
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	2,086.0						2,086.0			2,086.0			761,390

Note: All figures are estimates. The service statistics provided above reflect Route 11 if it were operated individually. However, it is recommended that Route 11 be interlined with Route 13 in the Stable Funding scenario, thereby improving these routes' collective operating efficiency by 2.8%. Network-wide costing figures reflect these assumed efficiencies. See the interlined statistics tables at the end of the Long-Term Networks section for details.

Frequent Local Route 11 provides frequent service between Downtown Bellevue, Factoria, and Renton. It is the most frequent direct service between Downtown Bellevue and Factoria, and the quickest connection between Downtown Seattle and Factoria via a connection to East Link light rail at South Bellevue Station.

The local orientation of the Frequent Local service category aims to plug an obvious gap in the existing frequent network: the difficulty of travelling between Downtown Bellevue or South Bellevue and Factoria. Frequent Local Route 11 would provide local service along Bellevue Way SE (permitting Frequent Express Route 3 to make few stops), then use I-90 briefly to access Factoria. From there it would proceed south like existing Route 240, providing frequent service to Newport Hills, Newcastle, and eastern Renton ending at Renton Transit Center.



Inbound Turning Movements	
Begin at Bellevue Transit Center	
	Turn south (left) onto 108th Ave NE
	Turn west (right) onto Main St
	Turn south (left) onto Bellevue Way SE
Stop at South Bellevue Station	
	Turn south (left) onto Bellevue Way SE
	Continue onto the ramp for I-90 East
	Exit I-90 south (right) onto Factoria Blvd SE
Stop at Factoria Blvd SE and SE 40th Ln	
	Continue south on Factoria Blvd SE
	Turn west (right) onto Coal Creek Pkwy SE
	Turn south (left) onto 119th Ave SE
	Turn east (left) onto SE 60th St
	Turn south (right) onto 132nd Ave SE
	Turn east (left) onto Newcastle Way
Stop at Newcastle Transit Center	
	Continue along Newcastle Way
	Turn south (right) onto Newcastle Golf Club Rd
	Turn south (left) along Coal Creek Pkwy SE
	Turn west (left) onto NE Sunset Blvd
	Continue west along NE Park Dr
	Turn south (left) onto Park Ave N
	Turn west (right) onto Bronson Way N
	Continue west (right) onto S 2nd St
	Turn south (left) onto Burnett Ave S
	Turn west (right) into the Renton Transit Center
Stop at Renton Transit Center	

Route 12FL

Eastgate to Overlake Village, Kirkland
via Bellevue College, 148th Ave

Frequent Local Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	238						140			140			76,090
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	15	30	15	30	30	15	30	
Platform Hours	215.7						122.3			122.3			68,452
Revenue Hours	210.0						120.0			120.0			66,750
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.98
Revenue Miles	2,558.5						1,505.0			1,505.0			817,968

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	164						140			140			57,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	195.3						158.3			158.3			67,223
Revenue Hours	188.0						155.0			155.0			64,990
Rev. Hour/Plat. Hour	0.96						0.98			0.98			0.97
Revenue Miles	2,255.0						1,925.0			1,925.0			786,775

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	161.7						158.3			161.0			58,796
Revenue Hours	158.0						155.0			157.7			57,495
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,939.0						1,939.0			1,939.0			707,735

Note: All figures are estimates.

Frequent Local Route 12 provides frequent service between Eastgate and Kirkland, with intermediate service to Bellevue College and Overlake Village Station. The route would provide a second north-south frequent grid element in eastern Bellevue, alongside Frequent Rapid Route 7. This local would cover 148th Avenue, not deviating to Crossroads but following 148th for most of its length, deviating only to serve Overlake Village Station. The north end of the route would replace the Kirkland-Overlake segment of existing Route 245, though it would serve Overlake Village Station rather than Overlake Park-and-Ride.

The idea of a north-south route that does not deviate to Crossroads is a key step in the direction of a true high-frequency grid such as is typical in denser cities. The key idea of the grid is that by continuing to run as straight as possible, and providing as many connections as possible to perpendicular routes, the utility of the network is maximized for reaching a greater variety of destinations, not just major destinations.

The route operates with different routing in the Growing Resources scenario than it does in the Stable and Reduced Funding scenarios. This is done to make up for the lost service provided by Frequent Rapid Route 7, which cannot be afforded in the less abundant scenarios.

Inbound Turning Movements

Begin at Eastgate Park & Ride

- Turn north (right) onto 140th Ave SE
- Turn east (right) onto SE 32nd St
- Turn north (left) onto Snoqualmie River Rd
- Continue east along Snoqualmie River Rd
- Turn north (left) onto Kelsey Creek Rd
- Continue east along Kelsey Creek Rd/SE 24th St
- Turn north (left) onto 148th Ave SE
- Turn east (right) onto NE 24th St
- Turn north (left) onto 152nd Ave NE

Stop at Overlake Village Station

- Continue north along 152nd Ave NE
- Turn northwest (circle intersection left) onto NE 36th St
- Turn north (right) onto 148th Ave NE
- Turn west (left) onto Old Redmond Rd
- Continue west (straight) along NE 70th PI

Stop at Houghton Park & Ride

- Continue west along NE 70th PI/NE 72nd PI/NE 68th St
- Turn north (right) onto 6th St S
- Turn west (left) onto Kirkland Way/Kirkland Ave
- Turn north (right) onto 3rd St

Stop at Kirkland Transit Center

Variant Inbound Turning Movements

Begin at Eastgate Park & Ride

- Turn north (right) onto 140th Ave SE
- Turn east (right) onto SE 32nd St
- Turn north (left) onto Snoqualmie River Rd
- Continue east along Snoqualmie River Rd
- Turn north (left) onto Kelsey Creek Rd
- Continue east along Kelsey Creek Rd/SE 24th St
- Turn north (left) onto 148th Ave SE
- Turn east (right) onto Lake Hills Blvd
- Turn north (left) onto 156th Ave SE

Stop at Crossroads Shopping Center (NE 8th & 156th Ave)

- Turn west (left) onto NE 8th St
- Turn east (right) onto NE 24th St
- Turn north (left) onto 152nd Ave NE

Stop at Overlake Village Station

- Continue north along 152nd Ave NE
- Turn northwest (circle intersection left) onto NE 36th St
- Turn north (right) onto 148th Ave NE
- Turn west (left) onto Old Redmond Rd
- Continue west (straight) along NE 70th PI

Stop at Houghton Park & Ride

- Continue west along NE 70th PI/NE 72nd PI/NE 68th St
- Turn north (right) onto 6th St S
- Turn west (left) onto Kirkland Way/Kirkland Ave
- Turn north (right) onto 3rd St

Stop at Kirkland Transit Center

Route 13FL

Eastgate to Bellevue
via Bellevue College, Lake Hills Connector

All-Day Route
Bellevue Core Route
Connects to East Link

Frequent Local Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	238						140			140			76,090
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	15	30	15	30	30	15	30	
Platform Hours	133.3						86.2			86.2			43,478
Revenue Hours	131.0						85.0			85.0			42,755
Rev. Hour/Plat. Hour	0.98						0.99			0.99			0.98
Revenue Miles	1,511.3						889.0			889.0			483,172

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	164						140			140			57,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	97.3						86.8			86.8			34,363
Revenue Hours	94.0						85.0			85.0			33,320
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	1,041.4						889.0			889.0			363,347

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	104						70			70			34,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	30	15	30	30	60	30	60	60	30	60	
Platform Hours	66.1						50.9			51.8			22,505
Revenue Hours	64.0						50.0			50.9			21,870
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	660.4						444.5			444.5			217,297

Note: All figures are estimates. The service statistics provided above reflect Route 13 if it were operated individually. However, it is recommended that Route 13 be interlined with Route 11 in the Stable Funding Scenario and with Route 15 in the Reduced Funding scenario, thereby improving these routes' collective operating efficiency by 2.8% and 10.5%, respectively. Network-wide costing figures reflect these assumed efficiencies. See the interlined statistics tables at the end of the Long-Term Networks section for details.

Frequent Local Route 13 provides frequent service between Eastgate and Downtown Bellevue via Bellevue College and Lake Hills Connector. The route is similar to the middle segment of existing Route 271, but a loop is added to its southern terminus to serve businesses along Eastgate Way and SE 37th St east of 150th Ave SE.

This route would be the direct link between Downtown Bellevue and the Bellevue College/Eastgate area, serving the denser parts of the neighborhoods between. It also covers the proposed urbanized corridor extending east of Eastgate Park-and-Ride (centered on SE 32nd St) and ends in a loop providing access to business parks on both sides of I-90 between 148th and 161st Avenues SE.

To ensure that Bellevue College has a direct connection to Downtown, this route follows the routing served by existing Route 271 between Bellevue Transit Center and Bellevue College. After serving the college campus via the upgraded Snoqualmie River Roadway, it would continue on to serve Eastgate Park-and-Ride and farther east to serve the I-90 business park loop.

Note that although it is designated a Frequent Local route, Route 13FL cannot operate frequent headways off-peak in the Reduced Funding scenario until additional resources become available.

Inbound Turning Movements
Begin at Eastgate Park & Ride
Turn south (left) onto 140th Ave SE
Turn east (left) onto SE Eastgate Way
Turn north (left) onto 143rd Ave SE
Turn east (right) onto SE 32nd St
Turn south (right) onto 146th Ave SE
Turn east (left) onto SE Eastgate Way
Turn south (right) onto 150th Ave SE
Turn east (left) onto SE 37th St
Continue (slight left) along SE 37th St
Turn west (left) onto SE Eastgate Way
Turn north onto 140th Ave SE
Stop at Eastgate Park & Ride
Turn north (right) onto 140th Ave SE
Turn east (right) onto SE 32nd St
Turn north (left) onto Snoqualmie River Rd
Continue east along Snoqualmie River Rd
Turn north (left) onto Kelsey Creek Crd/SE 24th St
Turn north (left) onto 145th Pl SE/140th Ave SE
Turn west (left) onto Lake Hills Connector
Continue north along 116th Ave SE
Turn west (left) onto Main St
Turn north (right) onto 108th Ave NE
Stop at Bellevue Transit Center

Route 14FL

Kirkland to Bel-Red, Eastgate
via South Kirkland, 140th Ave

Frequent Local Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	206						140			140			67,930
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	15	30	15	30	30	15	30	
Platform Hours	196.5						122.1			122.1			63,539
Revenue Hours	192.0						120.0			120.0			62,160
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	5,417.8						3,682.0			3,682.0			1,786,559

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	164						140			140			57,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	142.2						122.1			122.1			49,692
Revenue Hours	138.0						120.0			120.0			48,390
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	1,533.4						1,309.0			1,309.0			535,007

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 14 FL in the Reduced Funding Scenario.													
See Route 15 FL and 16 FL for comparable service.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Frequent Local Route 14 provides frequent service between Kirkland and Eastgate via South Kirkland and Bel-Red. The route provides local service to neighborhoods along Kamber Rd and 140th Ave NE that are not currently served by the existing transit network, and it connects to East Link at 120th Station.

This route is designed to offer a direct path between Eastgate and Kirkland via the developing Bel-Red neighborhood. It also serves the more densely developed part of 140th Avenue, thereby contributing to a high-frequency grid in eastern Bellevue. The route provides the 140th Avenue corridor with a direct connection to East Link at 120th Station for access to Downtown Bellevue, Seattle, Redmond/Overlake, and other locations served by Link light rail.

To ensure that there is still sufficient service to the SE 26th/Kamber Road area north of Eastgate, Frequent Local Route 14 deviates off of 145th Place SE onto Kamber Road and continues onto Eastgate by assuming the routing of existing Route 240 via 139th Ave SE. A key assumption for 2030 is that the Bellevue College/Eastgate area will have become much more pedestrian-friendly, with the completion of new pedestrian links and street connections now envisioned for the area. For this reason, it is here assumed that Route 14FL does not need to travel along the proposed upgraded Snoqualmie River Road to be useful to those destined for Bellevue College—rather, it can instead be deviated “behind” Bellevue College via Kamber Road and 139th Ave SE, thereby improving accessibility to a currently unserved area.



Inbound Turning Movements
Begin at Kirkland Transit Center
Continue south along 3rd St/State St S
Turn west (right) onto NE 68th St
Continue south along Lake Washington Blvd NE
Turn east (left) onto NE 38th Pl
Turn north (left) onto 108th Pl NE
Stop at South Kirkland Park & Ride
Turn south (right) onto 108th Pl NE
Turn east (left) onto Northup Way
Turn south (right) onto 116th Ave NE
Turn east (left) onto NE 12th St
Turn east (left) onto NE 15th St
Stop at 120th Station
Continue east along NE 15th St
Turn south (right) onto 124th Ave NE
Turn east (left) onto Bel-Red Rd
Turn south (right) onto 140th Ave NE
Continue south (straight) along 145th Pl SE
Turn southwest (right) onto Kamber Rd
Turn south (left) onto 139th Ave SE
Turn east (left) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Turn east (left) into Eastgate Park & Ride
Stop at Eastgate Park & Ride

Route 15FL

Bellevue to Bel-Red, Eastgate
via 140th Ave

Frequent Local Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 15 FL in the Growing Resources Scenario. See Route 14 for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 15 FL in the Stable Funding Scenario. See Route 14 for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			Annualized Total
Hours of Service													
Daily Trips	104						70			70			34,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	30	15	30	30	60	30	60	60	30	60	
Platform Hours	66.1						50.9			51.8			22,505
Revenue Hours	64.0						50.0			50.9			21,870
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	650.0						437.5			437.5			213,875

Note: All figures are estimates.

Frequent Local Route 15 connects Downtown Bellevue with Eastgate via Bel-Red. It is proposed as a replacement to the southern half of Route 14FL in the Reduced Funding scenario as a means of managing the diminished resources. Note that although it is designated a Frequent Local route, Route 15FL cannot operate frequent headways off-peak until additional resources become available.



Inbound Turning Movements
Begin at Bellevue Transit Center
Turn north (right) onto 108th Ave NE
Turn east (right) onto NE 12th St
Turn east (left) onto NE 12th St
Turn east (left) onto NE 15th St
Stop at 120th Station
Continue east along NE 15th St
Turn south (right) onto 124th Ave NE
Turn east (left) onto Bel-Red Rd
Turn south (right) onto 140th Ave NE
Continue south (straight) along 145th PI SE
Turn southwest (right) onto Kamber Rd
Turn south (left) onto 139th Ave SE
Turn east (left) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Turn east (left) into Eastgate Park & Ride
Stop at Eastgate Park & Ride

Route 16FL

Kirkland to Bellevue
via South Kirkland

Frequent Local Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 16 FL in the Growing Resources Scenario. See Route 14 for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 16 FL in the Stable Funding Scenario. See Route 14 for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			Annualized Total
Hours of Service													
Daily Trips	104						70			70			34,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	30	15	30	30	60	30	60	60	30	60	
Platform Hours	53.8						35.6			36.2			17,671
Revenue Hours	52.0						35.0			35.6			17,145
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	530.4						357.0			357.0			174,522

Note: All figures are estimates.

Frequent Local Route 16 connects Downtown Kirkland with Downtown Bellevue via South Kirkland. It is proposed as a replacement to the northern half of Route 14FL in the Reduced Funding scenario as a means of managing the diminished resources. Note that although it is designated a Frequent Local route, Route 16FL cannot operate frequent headways off-peak until additional resources become available.



Inbound Turning Movements	
Begin at Kirkland Transit Center	
	Continue south along 3rd St/State St S
	Turn west (right) onto NE 68th St
	Continue south along Lake Washington Blvd NE
	Turn east (left) onto NE 38th Pl
	Turn north (left) onto 108th Pl NE
Stop at South Kirkland Park & Ride	
	Turn south (right) onto 108th Pl NE
	Turn east (left) onto Northup Way
	Turn south (right) onto 116th Ave NE
	Turn west (right) onto NE 12th St
	Turn south (left) onto 110th Ave NE
Stop at Bellevue Transit Center	

Route 31

Yarrow Point to South Bellevue
via Medina, Downtown Bellevue

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						72			72			26,280
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	30	30	30	30	30	30	
Platform Hours	51.8						51.8			51.8			18,907
Revenue Hours	51.0						51.0			51.0			18,615
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	511.2						511.2			511.2			186,588

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No comparable service is available in some areas.												
Revenue Hours	No service by Route 31 in the Stable Funding Scenario.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No comparable service is available in some areas.												
Revenue Hours	No service by Route 31 in the Reduced Funding Scenario.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

The purpose of Route 31 is to provide coverage service to areas of Bellevue and neighboring 'Points' cities that are currently served by hybrid routes. North of downtown, Route 31 is designed mainly to serve northwest Bellevue and adjacent parts of Medina and Clyde Hill—roughly the areas now served by Route 271. South of downtown, the route serves Enatai and the town of Beaux Arts Village—areas presently served by Route 249.

Route 31 begins at Yarrow Point Freeway Station at 92nd Ave NE, travels along 84th Ave NE and NE 8th St to Downtown Bellevue, then continues south through Enatai to its terminus at the South Bellevue East Link light rail station. This service is available only in the Growing Resources scenario.



Inbound Turning Movements	
Begin at Yarrow Point Freeway Station	
	Turn south (right) onto 92nd Ave NE
	Continue southwest (slight right) along Points Dr NE
	Turn west (left) onto NE 28th St
	Turn south (left) onto 84th Ave NE
	Continue southeast (straight) along Lk Washington Blvd
	Continue southeast (slight left) along NE 1st St
	Turn east (right) onto NE 8th St
	Continue south on 108th Ave NE
Stop at Bellevue Transit Center	
	Turn south (right) onto 108th Ave NE
	Turn west (left) onto Main St
	Turn south (right) onto Bellevue Way SE
	Turn south (left) onto 104th Ave SE
	Turn east (right) onto SE 28th St
	Turn south (left) onto 105th Ave SE
	Turn east (right) onto SE 30th St
	Continue south on 106th Ave SE
	Turn east (left) onto 106th Ave SE
	Turn north (right) onto 108th Ave SE
	Turn east (left) onto SE 34th St
	Continue north (straight) along 112th Ave SE
End at South Bellevue Station	

Route 32

Yarrow Point to Eastgate
via Clyde Hill, Downtown, Woodridge, Factoria, Somerset

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						72			72			26,280
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	30	30	30	30	30	30	
Platform Hours	85.7						88.7			88.7			31,598
Revenue Hours	84.0						87.0			87.0			30,990
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	943.2						943.2			943.2			344,268

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						66			66			25,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	60	30	60	60	30	60	
Platform Hours	85.3						82.3			82.3			30,817
Revenue Hours	84.0						81.0			81.0			30,330
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	943.2						864.6			864.6			335,622

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 32 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates. The service statistics provided above reflect Route 32 if it were operated individually. However, it is recommended that Route 32 be interlined with Route 35 in the Stable Funding scenario, thereby improving these routes' collective operating efficiency by 6.2%. Network-wide costing figures reflect these assumed efficiencies. See the interlined statistics tables at the end of the Long-Term Networks section for details.

The purpose of Route 32 is to provide coverage service to areas of Bellevue and neighboring 'Points' cities that are currently served by local routes. North of downtown, Route 32 is designed mainly to serve northwest Bellevue and adjacent parts of Clyde Hill—including and expanding areas now served by Route 246. By extending service through Clyde Hill to the Yarrow Point Freeway Station, riders from these areas are afforded more direct connections to services on SR-520, improving travel time west toward north Seattle or east toward Redmond.

South of Downtown Bellevue, the route serves several lower-density neighborhoods presently served by Routes 241 and 246. Route 32 travels from Downtown Bellevue south through the Woodridge neighborhood, focusing on areas not served by Frequent Local Route 13. It proceeds to Factoria and then into Somerset, looping the current coverage area before ending at Eastgate. The two segments are connected so that Somerset has through service to Downtown Bellevue, and so that all coverage routes except one (i.e. Route 35) connect directly to East Link light rail service.

Inbound Turning Movements

Begin at the Yarrow Point Freeway Station

Travel south along 92nd Ave NE

Turn east (left) onto NE 24th St

Turn south (right) onto 100th Ave NE

Turn east (left) onto NE 8th St

Turn south (right) along 108th Ave NE

Stop at Bellevue Transit Center

Continue south along 108th Ave NE

Turn east (left) onto Main St

Turn south (right) onto 112th Ave SE

Turn east (left) onto SE 8th St

Turn south (right) along 121st Ave SE

Continue east (straight) along SE 12th St

Continue south (straight) along 123rd Ave SE

Continue east along SE 27th St

Turn north (left) onto 128th Ave SE

Turn east (right) onto SE 26th St

Turn south (right) along Richards Rd

Continue south along Factoria Blvd SE

Stop at Factoria Blvd SE & SE 40th Ln

Continue south along Factoria Blvd SE

Turn east (left) onto SE Newport Way

Turn south (right) onto Somerset Blvd SE

Turn west (right) onto Somerset Blvd SE

Turn northeast (left) onto Highland Dr

Continue north (straight) along 148th Ave SE

Continue north (straight) onto 150th Ave SE

Turn west (left) onto SE Newport Way

Turn northeast (right) onto SE Allen Rd

Turn north (left) onto 146th Ave SE

Turn west (left) onto SE 36th St

Turn north (right) onto 142nd Pl SE

Turn west (left) onto SE 32nd St

Turn south (left) onto 140th Ave SE

Stop at Eastgate Park & Ride

Route 33

Education Hill to Eastgate
via Redmond, Overlake, Crossroads, East Bellevue

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						72			72			26,280
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	30	30	30	30	30	30	
Platform Hours	112.8						109.4			109.4			40,798
Revenue Hours	110.0						107.0			107.0			39,820
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,328.4						1,328.4			1,328.4			484,866

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 33 in the Stable Funding Scenario.													
See Route 36 for comparable service.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 33 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

The purpose of Route 33 is to provide coverage service to several areas in Bellevue and Redmond that are currently served by Routes 221 and 249. This long route covers most neighborhoods between 156th Ave and Lake Sammamish, except for those between NE 8th and NE 24th Streets which are served by Route 34. These areas are provided direct service to East Link at Overlake Station, to Crossroads Shopping Center, and to Eastgate Park-and-Ride, thereby offering numerous opportunities to connect to more frequent local and regional services.

Outside of Bellevue the route extends north into Redmond to replace coverage currently provided by Route 221, including to the Viewpoint and Education Hill neighborhoods. This service is available only in the Growing Resources scenario.

Inbound Turning Movements

Begin at NE 104th St and 166th Ave NE
Continue west along NE 104th St
Continue north (straight) along 160th Ave NE
Continue west (straight) along NE 109th St
Turn north (right) onto Woodinville-Redmond Rd NE/
Turn east (right) onto NE 116th St
Turn south (right) onto 172nd Ave NE
Turn east (left) onto NE 111th St
Continue south (straight) along 176th Ave NE
Turn west (right) onto NE 104th St
Turn south (left) onto 166th Ave NE
Turn west (right) onto NE 83rd St
Stop at Redmond Transit Center
Continue west (straight) onto NE 83rd St
Turn south (left) onto 161st Ave NE
Turn west (right) onto Bear Creek Pkwy
Turn west (left) onto Redmond Way
Turn south (left) onto West Lake Sammamish Way
Turn south (right) onto Old Redmond Rd
Continue west (straight) along Old Redmond Rd
Turn south (left) onto 148th Ave NE
Turn east (left) onto NE 40th St
Turn south (right) onto 156th Ave NE
Stop at Overlake Transit Center
Turn north (left) onto 156th Ave NE
Turn east (right) onto NE 40th St
Turn south (right) onto West Lake Sammamish Pkwy NE
Turn west (right) onto NE 24th St
Turn south (left) onto Bel-Red Rd*
Turn south (left) onto 148th Ave NE
Turn east (left) onto NE 8th St
Stop at Crossroads Shopping Center
Continue east along NE 8th St
Turn south (right) onto 164th Ave NE
Turn east (left) onto SE 14th St
Continue south (straight) along 168th Ave SE
Continue west (straight) along SE 24th St
Turn south (left) onto 161st Ave SE**
Turn west (right) onto SE Eastgate Way
Turn north (right) onto 140th Ave SE
Stop at Eastgate Park & Ride

Route 34

Crossroads to Bel-Red, Bellevue
via Northeast Bellevue

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						72			72			26,280
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	30	30	30	30	30	30	
Platform Hours	58.2						54.9			54.9			20,880
Revenue Hours	57.0						54.0			54.0			20,475
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	619.2						619.2			619.2			226,008

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 34 in the Stable Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 34 in the Reduced Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

The purpose of Route 34 is to provide coverage service to areas of Bellevue that are currently served by Routes 226 and 249. The route begins at Crossroads Shopping Center and travels east to provide coverage to portions of northeast Bellevue before connecting to East Link at Overlake Village Station. It then proceeds along NE 20th St toward 120th Station, providing service to the northern edge of Bel-Red before continuing into downtown via NE 15th St and ending at the Bellevue Transit Center. This service is available only in the Growing Resources scenario.



Inbound Turning Movements	
Begin at Crossroads Shopping Center	
	Continue south along 156th Ave NE
	Turn east (left) onto NE 8th St
	Turn north (left) onto Northup Way
	Turn north (right) onto 164th Ave NE
	Turn west (left) onto NE 24th St
	Turn north (right) onto 152nd Ave NE
Stop at Overlake Village Station	
	Continue north along 152nd Ave NE
	Turn northwest (circle intersection left) onto NE 36th St
	Turn south (left) onto 148th Ave NE
	Turn southwest (right) onto NE 29th Pl
	Turn west (right) onto NE 24th St
	Turn south (left) onto 140th Ave NE
	Turn west (right) onto NE 20th St/Northup Way
	Turn south (left) onto 120th Ave NE
	Turn east (left) onto NE 15th St
	Stop at 120th Station
	Turn west (left) onto NE 15th St
	Turn west (right) onto NE 12th St
	Turn south (left) onto 108th Ave NE
Stop at Bellevue Transit Center	

Route 35

Issaquah to Eastgate
via Newport Way

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						72			72			26,280
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	30	30	30	30	30	30	
Platform Hours	68.0						71.0			71.0			25,150
Revenue Hours	66.0						69.0			69.0			24,420
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	684.0						684.0			684.0			249,660

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						66			66			25,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	60	30	60	60	30	60	
Platform Hours	67.1						67.1			67.1			24,479
Revenue Hours	66.0						66.0			66.0			24,090
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	684.0						627.0			627.0			243,390

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 35 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All services are estimates. The service statistics provided above reflect Route 35 if it were operated individually. However, it is recommended that Route 35 be interlined with Route 32 in the Stable Funding scenario, thereby improving these routes' collective operating efficiency by 6.2%. Network-wide costing figures reflect these assumed efficiencies. See the interlined statistics tables at the end of the Long-Term Networks section for details.

The purpose of Route 35 is to provide local coverage service to the neighborhoods along the I-90 corridor between Issaquah and Eastgate, allowing riders to connect to more frequent local and regional services at the Eastgate Park-and-Ride. Neighborhoods served include those just south of I-90 between 150th and 180th Avenues SE and those on the north side of I-90 between 180th Avenue SE and Issaquah. The route is identical to an infrequent local segment served by existing Route 271 between Eastgate Park-and-Ride and Issaquah Transit Center. Route 35 is the only coverage route that does not connect directly to an East Link light rail station.



Inbound Turning Movements
Begin at Issaquah Transit Center
Turn north (right) onto Renton Rd
Continue north (straight) along 17th Ave NW
Turn west (left) onto NW Sammamish Rd
Continue northwest (straight) along West Lake Samma-
Turn south (circle intersection left) onto 180th Ave SE/
Turn west (right) onto SE Newport Way
Turn north (right) onto 150th Ave SE
Turn west (left) onto SE Eastgate Way
Turn north (right) onto 140th Ave SE
Stop at Eastgate Park & Ride

Route 36

Education Hill to Bellevue
via Redmond, Overlake, Bel-Red

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 36 in the Stable Funding Scenario. See Routes 33 FL and 34 FL for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						66			66			25,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	60	30	60	60	30	60	
Platform Hours	109.9						100.6			100.6			39,082
Revenue Hours	108.0						99.0			99.0			38,430
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,256.4						1,151.7			1,151.7			447,069

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 36 in the Reduced Funding Scenario. No comparable service is available in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 36 serves as a replacement in the Stable Funding scenario to portions of Routes 33 and 34 proposed in the Growing Resources scenario. Route 36 retains the service of Route 33 from Education Hill in Redmond to NE 24th St in northeast Bellevue, then turns north to serve Overlake Village Station, where it adopts the routing of Route 34 along NE 20th St through Bel-Red to 120th Station and NE 12th St to Downtown Bellevue.

Inbound Turning Movements	
Begin at NE 104th St and 166th Ave NE	
Continue west along NE 104th St	
Continue north (straight) along 160th Ave NE	
Continue west (straight) along NE 109th St	
Turn north (right) onto Woodinville-Redmond Rd NE	
Turn east (right) onto NE 116th St	
Turn south (right) onto 172nd Ave NE	
Turn east (left) onto NE 111th St	
Continue south (straight) along 176th Ave NE	
Turn west (right) onto NE 104th St	
Turn south (left) onto 166th Ave NE	
Turn west (right) onto NE 83rd St	
Stop at Redmond Transit Center	
Continue west (straight) onto NE 83rd St	
Turn south (left) onto 161st Ave NE	
Turn west (right) onto Bear Creek Pkwy	
Turn west (left) onto Redmond Way	
Turn south (left) onto West Lake Sammamish Way	
Turn south (right) onto Old Redmond Rd	
Continue west (straight) along Old Redmond Rd	
Turn south (left) onto 148th Ave NE	
Turn east (left) onto NE 40th St	
Turn south (right) onto 156th Ave NE	
Stop at Overlake Transit Center	
Turn north (left) onto 156th Ave NE	
Turn east (right) onto NE 40th St	
Turn south (right) onto West Lake Sammamish Pkwy NE	
Turn west (right) onto NE 24th St	
Turn north (right) onto 152nd Ave NE	
Stop at Overlake Village Station	
Continue north along 152nd Ave NE	
Turn northwest (circle intersection left) onto NE 36th St	
Turn south (left) onto 148th Ave NE	
Turn southwest (right) onto NE 29th PI	
Turn west (right) onto NE 24th St	
Turn south (left) onto 140th Ave NE	
Turn west (right) onto NE 20th St/Northup Way	
Turn south (left) onto 120th Ave NE	
Turn east (left) onto NE 15th St	
Stop at 120th Station	
Turn west (left) onto NE 15th St	
Turn west (right) onto NE 12th St	
Turn south (left) onto 108th Ave NE	
Stop at Bellevue Transit Center	

Route 41

Lake Kathleen to South Bellevue
via Maplewood, I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20	—	20	—	—							
Platform Hours	31.1												7,924
Revenue Hours	24.2												6,183
Rev. Hour/Plat. Hour	0.78												0.78
Revenue Miles	400.1												102,030

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20	—	20	—	—							
Platform Hours	31.1												7,924
Revenue Hours	24.2												6,183
Rev. Hour/Plat. Hour	0.78												0.78
Revenue Miles	400.1												102,030

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20	—	20	—	—							
Platform Hours	31.1												7,924
Revenue Hours	24.2												6,183
Rev. Hour/Plat. Hour	0.78												0.78
Revenue Miles	400.1												102,030

Note: All figures are estimates.

Route 41 closely resembles existing service provided by Route 111, except that the segment along the I-90 corridor between Bellevue and Downtown Seattle is eliminated. Instead, Route 41 is adjusted to end inbound trips and start outbound trips at South Bellevue Station, with trips into Seattle being replaced by a connection with East Link light rail.

Route 41 provides one-way peak service from Maplewood to South Bellevue Station via Lake Kathleen, the Renton Highlands, and Kenndale. The route begins at Jericho Ave NE in the Renton Highlands, loops through Lake Kathleen and Maplewood, and follows NE 4th St and Sunset Blvd NE to the NE 30th St entrance of I-405. It then travels on I-405 to South Bellevue, stopping en-route at the Newport Hills Park-and-Ride.

Inbound Turning Movements

- Begin at 144th Ave SE and NE 4th St
- Continue south along 144th Ave SE
- Turn east (left) onto SE 142nd St
- Turn south (right) onto 154th Ave SE
- Turn east (left) onto SE 142nd Pl
- Turn south (right) onto 156th Ave SE
- Turn east (left) onto SE 144th St
- Turn north (left) 169th Ave SE
- Turn east (right) SE 136th St
- Continue north along 172nd Ave SE
- Turn east (right) SE 134th St
- Continue south along 182nd Ave SE
- Turn east (left) along SE 135th St
- Continue north along 186th Ave SE
- Turn east (right) onto SE 133rd Pl
- Turn north (left) onto Lake Kathleen Rd SE
- Turn west (left) onto SE 128th St
- Continue (straight) along NE 4th St
- Turn north (right) onto Monroe Ave NE
- Turn west (left) onto NE 10th St
- Turn northeast (right) onto NE Sunset Blvd
- Turn north (left) onto Kirkland Ave NE
- Turn west (left) onto NE 16th St
- Turn north (right) onto Edmonds Ave NE
- Turn west (left) onto NE 27th St
- Continue along Kennewick Pl NE/NE 30th St
- Turn north (right) onto the I-405 N access ramp
- Travel along I-405 North
- Stop at Newport Hills Park & Ride**
- Exit I-405 (right) onto I-90 West
- Exit I-90 (left lane) north onto Bellevue Way SE
- Continue along Bellevue Way SE
- Stop at South Bellevue Park & Ride**

Route 43

Eastgate to Downtown Seattle
via I-90

Peak-Only Route

Bellevue Core Route

Connects to East Link

Serves Seattle Core

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Revenue Hours	54.4												13,874
Platform Hours	24.8												6,335
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Platform Hours	54.4												13,874
Revenue Hours	24.8												6,335
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Platform Hours	54.4												13,874
Revenue Hours	24.8												6,335
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Note: All figures are estimates.

Route 43 is identical to existing Route 212, retained in its entirety in all Long Term Networks regardless of funding scenario. Route 43 is a peak-only commuter route that begins service at the Eastgate Park-and-Ride and ends on surface streets in Downtown Seattle. Three inbound afternoon peak trips and three outbound morning trips exit I-90 at Factoria Blvd to serve businesses along SE 36th St instead of serving the Eastgate Freeway Station en route to the Eastgate Park-and-Ride. Route 43 also has a reverse peak segment that combines with Route 46 to provide service every fifteen minutes from Downtown Seattle to Factoria and Eastgate.

Consistent with the performance of existing Route 212, Route 43 is expected to serve sufficient ridership to remain among Bellevue's Core Service Network. Route 43 is one of two peak-only routes so designated.

Inbound Turning Movements

Begin at Eastgate Park & Ride

- Turn north (right) onto 140th Ave SE
- Turn east (right) onto SE 32nd St
- Turn south (right) onto 142nd PI SE
- Turn west (right) onto the 142nd PI SE access ramp

Stop at Eastgate Freeway Station

- Continue west (straight) onto the I-90 W access ramp
- Travel along I-90 West

Stop at Rainier Station

- Continue along I-90 West
- Exit I-90 north (straight) onto 5th Ave S

Stop at 5th Ave S and S Main St

(Connection to International District Tunnel Station)

- Turn west (left) onto S Main St
- Turn northwest (right) onto 4th Ave

Stop at Downtown Seattle surface stops

- Turn northeast (right) onto Olive Way
- End revenue service at Olive Way and 6th Ave*

Variant Inbound Turning Movements

Begin at Eastgate Park & Ride

- Turn north (right) onto 140th Ave SE
- Turn east (right) onto SE 32nd St
- Turn south (right) onto 142nd PI SE
- Turn west (right) onto SE 36th St
- Turn north (right) onto Richards Rd
- Turn west (left) onto the I-90 W access ramp
- Travel along I-90 West

Stop at Rainier Station

- Continue along I-90 West
- Exit I-90 north (straight) onto 5th Ave S

Stop at 5th Ave S and S Main St

(Connection to International District Tunnel Station)

- Turn west (left) onto S Main St
- Turn northwest (right) onto 4th Ave

Stop at Downtown Seattle surface stops

- Turn northeast (right) onto Olive Way
- End revenue service at Olive Way and 6th Ave*

Route 44

North Bend to Downtown Seattle
via Snoqualmie, I-90

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:59 - 8:32; 15:44 - 19:33												
Daily Trips	10												2,550
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	30	—	30	—	—							
Platform Hours	26.7												6,797
Revenue Hours	14.4												3,664
Rev. Hour/Plat. Hour	0.54												0.54
Revenue Miles	364.5												92,942

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No comparable service is available in some areas.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour	No comparable service is available in some areas.												
Revenue Miles	No comparable service is available in some areas.												

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No comparable service is available in some areas.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour	No comparable service is available in some areas.												
Revenue Miles	No comparable service is available in some areas.												

Note: All figures are estimates.

Route 44 is identical to existing Route 215, retained in its entirety in the Growing Resources scenario. The route is eliminated in the Stable and Reduced Funding scenarios. Route 44 is a one-way, peak-only commuter route that connects North Bend and Mt. Si to Downtown Seattle via Issaquah and Eastgate. The route's only stop in Bellevue is at the Eastgate Freeway Station, which it passes through while traveling along the I-90 corridor. The North Bend terminus is the eastern-most point served by transit in King County.

Inbound Turning Movements	
	Begin at Mt Si Senior Center (Main Ave S and W Park St)
	Continue southwest along Main Ave S
	Turn northeast (left) onto Stow Ave S
	Turn north (left) onto Healy Ave S
	Turn northwest (left) onto E Park St
	Turn northeast (right) onto North Bend Blvd
	Turn northwest (left) onto W North Bend Way
	Turn northeast (right) onto Meadowbrook Way SE
	Turn northwest (left) onto Railroad Ave/SR-202
	Turn west (left) onto Snoqualmie Pkwy
	Turn north (right) onto Fairway Ave SE
	Turn west (left) onto SE Ridge St
	Turn south (left) onto Douglas Ave SE
	Turn south (right) onto Snoqualmie Pkwy
	Turn west (right) onto the I-90 W access ramp
	Travel along I-90 West
	Exit I-90 south (right) onto 17th Ave NW
	Continue south along 17th Ave NW
	Stop at Issaquah Transit Center
	Turn north (right) onto 17th Ave NW
	Turn onto the I-90 West access ramp (right)
	Travel along I-90 West
	Exit I-90 (center lane) at the 142nd PI SE access ramp
	Stop At Eastgate Freeway Station
	Merge back onto I-90 West
	Stop at Rainier Station
	Continue along I-90 West
	Exit I-90 north (straight) onto 5th Ave S
	Stop at 5th Ave S and S Main St <i>(Connection to Int'l Dist Tunnel Station)</i>
	Turn west (left) onto S Main St
	Turn northwest (right) onto 4th Ave
	Stop at Downtown Seattle surface stops
	Turn northeast (right) onto Olive Way
	<i>End revenue service at Olive Way and 6th Ave</i>

Route 45

Bear Creek to Downtown Seattle
via Sammamish, Eastgate, Mercer Island

- Peak-Only Route
- Connects to East Link
- Serves Seattle Core

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:59 - 8:32; 15:44 - 19:33												
Daily Trips	10												2,550
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	30	—	30	—	—							
Platform Hours	26.7												6,797
Revenue Hours	14.4												3,664
Rev. Hour/Plat. Hour	0.54												0.54
Revenue Miles	364.5												92,942

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 45 in the Stable Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 45 in the Reduced Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 45 is identical to existing Route 216, retained in its entirety in the Growing Resources scenario. The route is eliminated in the Stable and Reduced Funding scenarios. Route 45 is a peak-only commuter route that begins at the Bear Creek Park-and-Ride, travels south through Sammamish on Redmond-Fall City Rd, Sahalee Way NE, and 228th Ave SE. After its stop at 220th Ave SE and SE 51st St in Issaquah, where it serves several large office buildings, the route provides express service to Downtown Seattle. Its only stop in Bellevue is at the Eastgate Freeway Station.

Inbound Turning Movements	
	Begin at Bear Creek Park & Ride
	Turn south (left) onto 178th PI NE
	Continue south (straight) along 180th Ave NE
	Turn east (left) onto NE 68th St
	Turn south (right) onto 185th Ave NE
	Turn east (left) onto NE 65th St
	Turn south (right) onto 188th Ave NE
	Turn east (left) onto Redmond Way/NE Remond Fall City
	Turn south (right) onto Sahalee Way NE
	Continue south (straight) along 228th Ave NE
	Turn west (right) Issaquah Pine Lake Rd SE
	Stop at South Sammamish Park & Ride
	Turn east (right) Issaquah Pine Lake Rd SE
	Turn south (right) along 228th Ave NE
	Continue west (straight) along SE 43rd Way
	Turn southeast (circle intersection left) onto E Lake
	Turn southwest (right) onto SE 51st St
	Turn southeast (left) onto 220th Ave SE
	Turn west (right) onto SE 56th St/NW Sammamish Rd
	Continue south (slight left) onto 17th Ave NW
	Turn onto the I-90 West access ramp (right)
	Travel along I-90 West
	Exit I-90 (center lane) at the 142nd PI SE direct access
	Stop At Eastgate Freeway Station
	Merge back onto I-90 West
	Exit I-90 (center lane) to 80th Ave SE
	Turn north (right) 80th Ave SE
	Turn west (left) N Mercer Way
	Stop at Mercer Island Station
	Continue west along N Mercer Way
	Continue west onto the I-90 W access ramp
	Travel along I-90 West
	Stop at Rainier Station
	Continue along I-90 West
	Exit I-90 north (straight) into the Downtown Seattle
	Stop at International District Station
	Stop at Pioneer Square Station
	Stop at University St Station
	Stop at Westlake Station
	Stop at Convention Place Station

Route 46

Downtown Seattle to North Issaquah
via Factoria, Eastgate

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												1,530
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	9.0												2,299
Revenue Hours	5.3												1,356
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												1,530
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	9.0												2,299
Revenue Hours	5.3												1,356
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												1,530
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	9.0												2,299
Revenue Hours	5.3												1,356
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Note: All figures are estimates.

Route 46 is identical to existing Route 217, retained in its entirety in all Long-Term Networks regardless of funding scenario. Route 46 is a reverse-peak, one-way commuter route. It departs from the Downtown Seattle Transit Tunnel and serves the Eastgate/I-90 corridor, Eastgate Park-and-Ride, and the business district in North Issaquah. It is timed with the Route 43 reverse-peak in order to provide service every fifteen minutes during peak hours from Downtown Seattle to Factoria and the Eastgate Park-and-Ride.



Inbound Turning Movements
Begin at 2nd Ave and Bell St
Stop at Downtown Seattle surface stops
Turn east (left) at S Washington St
Turn south (right) at 5th Ave S
Enter I-90 E from the Downtown Seattle Transit Tunnel
Travel along I-90 East
Stop at Rainier Station
Continue along I-90 East
Exit I-90 toward Factoria
Continue (straight) along SE 36th St
Turn north (left) onto 142nd Pl SE
Turn west (left) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Stop at Eastgate Park & Ride
Turn south (left) onto 140th Ave SE
Turn east (left) onto SE Eastgate Way
Turn southwest (right) onto SE 37th St
Turn northeast (right) onto the I-90 E access ramp
Travel along I-90 East
Exit I-90 toward 17th Ave NW/SR-900
Turn northeast (left) onto 17th Ave NW
Continue north (slight right) along SE 56th St
Turn north (left) onto E Lake Sammamish Pkwy SE
Turn southwest (left) onto SE 51st St
Turn southeast (left) onto 220th Ave SE
End at 220th Ave SE and SE 56th St

Route 47

Issaquah Highlands to Downtown Seattle
via I-90

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:51 - 9:30; 15:34 - 19:23												
Daily Trips	29												7,395
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	9-30	—	10-30	—	—							
Platform Hours	44.0												11,221
Revenue Hours	16.9												4,304
Rev. Hour/Plat. Hour	0.38												0.38
Revenue Miles	550.1												140,265

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 47 in the Stable Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 47 in the Reduced Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 47 is identical to existing Route 218, retained in its entirety in the Growing Resources scenario. The route is eliminated in the Stable and Reduced Funding scenarios. Route 47 is a quintessential peak-only commuter route. It serves the Issaquah Highlands Park-and-Ride, Eastgate Freeway Station, Rainier Station, and the Downtown Seattle Transit Tunnel.



Inbound Turning Movements	
Begin at Issaquah Highlands Park & Ride	
	Turn south (left) onto 9th Ave NE
	Continue south (straight) along Highlands Dr NE
	Turn west (right) onto the I-90 W access ramp
	Travel along I-90 West
	Exit I-90 (center lane) at the 142nd PI SE access ramp
Stop at Eastgate Freeway Station	
	Merge back onto I-90 West
Stop at Rainier Station	
	Continue along I-90 West
	Exit I-90 into the Downtown Seattle Transit Tunnel
Stop at International District Tunnel Station	
Stop at Pioneer Square Tunnel Station	
Stop at University St Station	
Stop at Westlake Station	
Stop at Convention Place Station	

Route 48

Duvall to Bellevue
via Redmond

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 19:11												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	60	30	—	30	60	—							
Platform Hours	20.9												5,331
Revenue Hours	16.2												4,122
Rev. Hour/Plat. Hour	0.77												0.77
Revenue Miles	288.8												73,637

Stable Funding

Hours of Service	5:30 - 19:11												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	60	30	—	30	60	—							
Platform Hours	20.9												5,331
Revenue Hours	16.2												4,122
Rev. Hour/Plat. Hour	0.77												0.77
Revenue Miles	288.8												73,637

Reduced Funding

Hours of Service	5:30 - 19:11												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	60	30	—	30	60	—							
Platform Hours	20.9												5,331
Revenue Hours	16.2												4,122
Rev. Hour/Plat. Hour	0.77												0.77
Revenue Miles	288.8												73,637

Note: All figures are estimates.

Route 48 closely resembles existing service provided by Route 232, except that the segment along SR-520 and I-405 between Redmond and Bellevue is eliminated. Instead, Route 48 is adjusted to end inbound trips and start outbound trips at Overlake Station, with trips into Bellevue being replaced by a connection with East Link light rail.

Route 48 is a one-way peak-only commuter route that connects the Duvall and Cottage Lake commuter markets to Redmond and Overlake via NE Woodinville-Duvall Rd, Avondale Way, and SR-520. The express peak service in the reverse direction between Bellevue and Redmond, currently operated by Route 232, is also eliminated from Route 48, as these trips can be better and more efficiently served by East Link. Therefore, whereas Route 232's ridership is segmented into three markets—Duvall to Redmond and Overlake, Duvall to Bellevue, and Bellevue to Overlake and Redmond—Route 48 serves only the first and primary function of the existing route, connecting communities in northeast King County with Redmond, Overlake, and beyond via East Link light rail.

Inbound Turning Movements

Begin at Main St NE/SW Stewart St (Duvall)
Continue north along Main St NE
Turn west (left) onto NE Woodinville Duvall Rd
Turn south (left) onto Avondale Rd NE
Continue southwest (hold right) along Avondale Way
Turn west (right) onto Redmond Way/SR-202
Turn north (right) onto 164th Ave NE
Turn west (left) onto NE 83rd St
Stop at Redmond Transit Center
Continue along NE 83rd St
Turn north (right) onto 161 Ave NE
Turn west (left) onto NE 85th St
Turn south (left) onto 154th Ave NE
Continue south along West Lake Sammamish Pkwy NE
Turn west (right) onto the SR-520 W access ramp
Travel along SR-520 West
Exit SR-520 toward NE 51st St to serve freeway stop
Continue along SR-520 West
Exit SR-520 toward NE 40th St to serve freeway stop
Stop at Overlake Transit Center (freeway stop)

Route 49

Kenmore to Overlake
via Kingsgate

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:23 - 9:29; 4:12 - 7:05												
Daily Trips	10												2,550
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	30							
Platform Hours	17.8												4,527
Revenue Hours	10.6												2,695
Rev. Hour/Plat. Hour	0.60												0.60
Revenue Miles	158.0												40,303

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 49 in the Stable Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 49 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 49 is identical to existing Route 244, retained in its entirety in the Growing Resource scenario. The route is eliminated in the Stable and Reduced Funding scenarios. Route 49 provides peak-only service connecting Kenmore to Overlake via northern Kirkland and northwest Redmond. After departing the Kenmore Park-and-Ride, the route travels primarily along arterial streets including NE Bothell Way, Juanita Dr NE, NE 153rd and 155th St, and 84th Ave NE, through the Inglewood-Finn Hill neighborhood via NE 132nd to 137th St, through North Juanita via 100th Ave NE, NE 124th St, and the Kingsgate Park-and-Ride, through Totem Lake via NE 132nd St and 132nd Ave NE, and through north and west Redmond via NE 124th St, Willows Rd NE, 148th Ave NE, and NE 40th St to Overlake Station.

Inbound Turning Movements

Begin at Kenmore Park & Ride

- Turn west (right) onto Bothell Way NE
- Turn south (left) onto 68th Ave NE/Juanita Dr NE
- Turn east (left) onto NE 153rd PI
- Continue east (straight) along NE 155th PI
- Turn south (right) onto 84th Ave NE
- Turn east (left) onto NE 132nd St
- Turn north (left) onto 87th Ave NE
- Turn east (right) onto NE 134th St
- Continue east (straight) along NE 135th St
- Turn south (right) onto 100th Ave NE
- Turn east (left) onto NE 124th St
- Turn north (left) onto 116th Ave NE

Stop at Kingsgate Park & Ride

- Turn north (left) onto 116th Ave NE
- Turn east (right) onto NE 132nd St
- Turn south (right) onto 132nd Ave NE
- Turn east (left) onto NE 124th St
- Turn south (right) Willows Rd NE
- Turn southwest (right) 148th Ave NE
- Turn east (left) NE 40th St
- Turn south (right) 156th Ave NE

Stop at Overlake Station

Route 50

Kirkland to Seattle
via SR-520

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:34 - 1:02												
Daily Trips	80												20,400
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	10	—	10	—	—							
Platform Hours	64.1												16,351
Revenue Hours	55.0												14,015
Rev. Hour/Plat. Hour	0.86												0.86
Revenue Miles	992.0												252,960

Stable Funding

Hours of Service	4:34 - 1:02												
Daily Trips	80												20,400
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	10	—	10	—	—							
Platform Hours	64.1												16,351
Revenue Hours	55.0												14,015
Rev. Hour/Plat. Hour	0.86												0.86
Revenue Miles	992.0												252,960

Reduced Funding

Hours of Service	4:34 - 1:02												
Daily Trips	80												20,400
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	10	—	10	—	—							
Platform Hours	64.1												16,351
Revenue Hours	55.0												14,015
Rev. Hour/Plat. Hour	0.86												0.86
Revenue Miles	992.0												252,960

Note: All figures are estimates.

Route 50 is identical to the Kirkland to Downtown Seattle variant of existing Route 255. Unlike existing Route 255, an all-day route that operates three different variants—from Kirkland, from Totem Lake, and from Brickyard Road Park-and-Ride to Downtown Seattle—Route 50 is a peak-only route that provides express service only between Kirkland Transit Center and Downtown Seattle, with intermediate stops only at South Kirkland Park-and-Ride and SR-520 freeway stations.

Route 50 is so truncated because service to Totem Lake is provided by Frequent Rapid Route 5, which offers frequent connections to Downtown Seattle in Downtown Bellevue via East Link. An additional cross-lake connection from Route 5FR to the University District is available at the South Kirkland Park-and-Ride via Frequent Express Route 4—a route meant to be similar to existing Route 545 on the Eastside and to Route 540 in Seattle. Note that Frequent Express Route 4 is not included in these route profiles, though it is included on proposed network maps, because that route is not considered part of Bellevue's transit network and does not draw from Bellevue's projected available resources.



Inbound Turning Movements	
Begin at Kirkland Transit Center	Turn east (left) onto Kirkland Ave/Kirkland Way
	Turn south (right) onto 6th St
	Continue south (straight) along 108th Ave NE
Stop at South Kirkland Park & Ride	Turn south (right) onto 108th Ave NE
	Turn west (right) onto the SR-520 W access ramp
	Travel along SR-520 West
Stop at Yarrow Point Freeway Station	Continue along SR-520 West
Stop at Evergreen Point Freeway Station	Continue along SR-520 West
Stop at Montlake Freeway Station	Continue along SR-520 West
	Take the interchange south (left) from SR-520 W to I-5 S
	Exit I-5 southwest (right) onto Stewart St
	Turn southeast (left) onto 9th Ave
Stop at Convention Place Station	
Stop at Westlake Station	
Stop at University St Station	
Stop at Pioneer Square Tunnel Station	
Stop at International District Tunnel Station	

Route 52

Overlake to Issaquah
via Sammamish

Peak Express Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												7,905
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	52.3												13,341
Revenue Hours	35.8												9,136
Rev. Hour/Plat. Hour	0.68												0.68
Revenue Miles	652.2												166,313

Stable Funding

Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												7,905
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	52.3												13,341
Revenue Hours	35.8												9,136
Rev. Hour/Plat. Hour	0.68												0.68
Revenue Miles	652.2												166,313

Reduced Funding

Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												7,905
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	52.3												13,341
Revenue Hours	35.8												9,136
Rev. Hour/Plat. Hour	0.68												0.68
Revenue Miles	652.2												166,313

Note: All figures are estimates.

Route 52 is identical to existing Route 269, retained in its entirety in all Long Term Networks regardless of funding scenario. Route 52 is a two-way, peak-only route that provides service between Overlake Village Station and Issaquah Transit Center via the Microsoft Campus, Overlake Station, SR-520, Bear Creek Park-and-Ride, Sahalee Way NE, 228th Ave, South Sammamish Park-and-Ride, Issaquah-Pine Lake Rd, and the Issaquah Highlands Park-and-Ride. It provides service in Bellevue along 148th Ave NE.

Inbound Turning Movements

Begin at Overlake Village Station

- Turn north (right) onto 152nd Ave NE
- Turn east (circle intersection right) onto NE 31st St
- Continue north (straight) along 157th Ave NE
- Turn east (right) onto NE 36th St
- Continue north (straight) along 159th Ave NE
- Turn west (left) onto NE 40th St

Stop at Overlake Transit Center

- Turn north (right) onto 148th Ave NE
- Turn east (right) onto NE 51st St
- Turn north (left) onto the SR-520 E access ramp
- Travel along SR-520 East
- Turn east (right) onto NE Union Hill Rd
- Turn south (right) onto 178th PI NE

Stop at Bear Creek Park & Ride

- Turn south (left) onto 178th PI NE
- Continue south (straight) along 180th Ave NE
- Turn east (left) onto NE 68th St
- Turn south (right) onto 185th Ave NE
- Turn east (left) onto NE 65th St
- Turn south (right) onto 188th Ave NE
- Turn east (left) onto Redmond Way/SR-202
- Turn south (right) onto Sahalee Way NE
- Continue south (straight) along 228th Ave NE
- Turn west (right) Issaquah Pine Lake Rd SE

Stop at South Sammamish Park & Ride

- Turn east (right) Issaquah Pine Lake Rd SE
- Continue south (straight) along Issaquah Pine Lk Rd SE
- Continue south (straight) along Highlands Dr NE

Stop at Issaquah Highlands Park & Ride

- Continue north (straight) along Highlands Dr NE
- Turn west (left) onto SE Black Nugget Rd
- Turn north (right) onto E Lake Sammamish Pkwy SE
- Turn west (left) onto SE 56th St/NW Sammamish Rd
- Continue south (left) along 17th Ave NW/Renton Rd

Stop at Issaquah Transit Center

Route 53

Shoreline to Bellevue
via Bothell, I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	45	30	—	30	—	—							
Platform Hours	22.4												5,716
Revenue Hours	17.2												4,397
Rev. Hour/Plat. Hour	0.77												0.77
Revenue Miles	180.0												45,900

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	45	30	—	30	—	—							
Platform Hours	22.4												5,716
Revenue Hours	17.2												4,397
Rev. Hour/Plat. Hour	0.77												0.77
Revenue Miles	180.0												45,900

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	45	30	—	30	—	—							
Platform Hours	22.4												5,716
Revenue Hours	17.2												4,397
Rev. Hour/Plat. Hour	0.77												0.77
Revenue Miles	180.0												45,900

Note: All figures are estimates.

Route 53 closely resembles existing service provided by Route 342, except that the segment along the I-405 south corridor between Bellevue and Renton is eliminated. Instead, Route 53 is adjusted to end inbound trips and start outbound trips at Bellevue Transit Center, with trips to Renton being replaced by a connection with Frequent Express Route 3.

Route 53 is a one-way peak-only commuter route that connects the Shoreline Park-and-Ride to the Bellevue Transit Center via a host of northern and eastern King County communities, including Aurora Village, Ballinger Terrace, Lake Forest Park, Kenmore, Bothell, and Totem Lake. The route provides express service on I-405 between the Bothell Park-and-Ride and Downtown Bellevue, with intermediate stops at several freeway stations including Brickyard Road, Totem Lake, and Houghton.



Inbound Turning Movements	
Begin at Shoreline Park & Ride	Turn north (left) onto Aurora Ave N
	Turn east (right) onto N 200th St
	Turn north (left) onto Meridian Ave N
	Turn east (right) onto NE 205th St
	Continue southeast (straight) along Ballinger Way NE
	Turn southeast (right) onto Ballinger Way NE
	Turn east (left) onto Bothell Way NE
Stop at Kenmore Park & Ride	Continue along Bothell Way NE
	Continue east (slight left) along Main St
	Turn south (right) onto Kaysner Way
Stop at Bothell Park & Ride	Turn east (left) onto Woodinville Dr
	Turn south (right) onto the I-405 S access ramps
	Travel along I-405 South
	Exit I-405 toward NE 160th St
Stop at Brickyard Road Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 128th St
Stop at Totem Lake Freeway Station	Continue along I-405 South
	Exit I-405 toward NE 72nd Pl
Stop at Houghton Park & Ride	Continue along I-405 South
	Exit I-405 (center lane) at the NE 6th St access ramp
	Continue west along NE 6th St
Stop at Bellevue Transit Center	

Route 54

Everett to Bellevue
via Ash Way, Brickyard Road, Totem Lake

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	72.6												18,513
Revenue Hours	44.7												11,386
Rev. Hour/Plat. Hour	0.62												0.62
Revenue Miles	1,223.5												312,003

Stable Funding

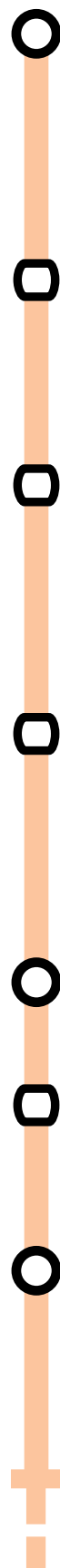
	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	72.6												18,513
Revenue Hours	44.7												11,386
Rev. Hour/Plat. Hour	0.62												0.62
Revenue Miles	1,223.5												312,003

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	72.6												18,513
Revenue Hours	44.7												11,386
Rev. Hour/Plat. Hour	0.62												0.62
Revenue Miles	1,223.5												312,003

Note: All figures are estimates.

Route 54 is identical to existing Route 532, retained in its entirety in all Long Term Networks regardless of the funding scenario. The route operates along the I-5 and I-405 corridors between Everett and Downtown Bellevue, with intermediate stops at numerous freeway stations including South Everett, Ash Way, Canyon Park, Brickyard Road, and Totem Lake.



Inbound Turning Movements	
Begin at Everett Station	Continue west (straight) 33rd St
	Turn south (left) onto Broadway
	Turn south (left) onto the I-5 S access ramp at 41st St
	Travel along I-5 South
	Exit I-5 (center lane) toward 112th St SE
Stop at South Everett Freeway Station	Continue along I-5 South
	Exit I-5 toward 164th St SW
	Turn west (right) onto 164th St SW
	Turn north (right) onto Ash Way
Stop at Ash Way Park & Ride	Turn east (right) onto the I-5 direct access ramp
	Merge onto I-5 South
	Take the interchange (exit right) onto I-405 South
	Travel along I-405 South
	Exit I-405 toward Bothell Everett Hwy/SR-527
Stop at Canyon Park Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 195th St/Beardslee Blvd
	Stop at NE 195th St Flyer Stop
	Continue along I-405 South
	Exit I-405 toward NE 160th St
Stop at Brickyard Road Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 128th St
Stop at Totem Lake Freeway Station	Continue along I-405 South
	Exit I-405 (center lane) at the NE 6th St access ramp
	Continue west along NE 6th St
Stop at Bellevue Transit Center	Turn north (right) onto 108th Ave NE
	Turn west (left) onto NE 8th St
	Turn north (right) onto 100th Ave NE
	Turn east (right) onto 10th St
	Turn south (right) 108th Ave NE
	<i>Continue service in the outbound direction.</i>

Route 55

Auburn to Bellevue
via Kent, Renton

Peak-Only Route

Bellevue Core Route

Connects to East Link

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	89.0												22,689
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Stable Funding

Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	89.0												22,689
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Reduced Funding

Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	89.0												22,689
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Note: All figures are estimates. Due to the timing of the upcoming service change of Route 566—on which proposed Route 55 is based—it is not yet known precisely what headways or number of daily trips and miles will be operated by Route 55. The headway figures depicted are an estimate based on current operations. Platform hours are derived from projections published in Sound Transit's 2013 Service Implementation Plan.

Route 55 closely resembles existing service provided by Route 566, except that the segment between Downtown Bellevue and Overlake has been eliminated. Instead, Route 55 is adjusted to end inbound trips and start outbound trips at Bellevue Transit Center, with trips to Overlake being replaced by a connection with East Link light rail.

At the time of this Service Vision planning process, existing Route 566 was being transitioned into two separate routes—Route 566 operating all-day between Auburn and Renton and peak-only between Auburn and Overlake, and a new Route 567 operating express peak service between Kent Station and Overlake. Proposed Routes 55 and 56 are near-exact replacements of Routes 566 and 567, respectively, except for the aforementioned elimination of the Downtown Bellevue to Overlake segment. Because of the transition process, precise service statistics were not available for either route, so estimates for the appropriate allocation of platform hours were extrapolated from figures published in Sound Transit's 2013 Service Implementation Plan. Additional data, such as figures for revenue hours and revenue miles operated, could not be projected with reliable accuracy and are therefore not presented here.

Consistent with the performance of existing Route 566, Route 55 is expected to remain among the Bellevue Core Service Network—one of two peak-only routes to be so designated. However, as ridership matures on the newly introduced Route 567, it may be that Route 56 serves greater ridership, or that neither 55 nor 56 alone serve enough riders annually to remain among Bellevue's top ten routes.

Inbound Turning Movements

Begin at Auburn Station

- Turn south (right) onto A St SW
- Continue east/north along 4th St SW/S Division St
- Turn west (left) onto 3rd St SW
- Turn north (right) onto C St SW
- Turn east (right) onto 15th St NW
- Turn north (left) onto A St NE/16th St NE

Stop at Auburn Park & Ride

- Turn south (left) onto A St NE/16th St NE
- Turn west (right) onto 15th St NW
- Turn north (right) onto the SR-167 N access ramp
- Travel along SR-167 North
- Exit SR-167 toward S Kent Des Moines Rd/SR-516
- Turn east (right) onto S Kent Des Moines Rd/SR-516
- Turn north (left) onto 4th Ave S
- Turn east (right) onto W Smith St
- Turn north (left) onto Railroad Ave N

Stop at Kent Station

- Turn north (left) onto Railroad Ave N
- Turn east (right) onto E Pioneer St
- Turn north (left) onto Central Ave N
- Turn northeast (right) onto the SR-167 N access ramp
- Travel along SR-167 North
- Continue north along Rainier Ave S/SR-167
- Turn east (right) onto S 3rd St
- Turn north (left) onto Logan Ave S
- Turn east (right) onto Renton TC Access Rd

Stop Renton Transit Center

- Turn south (right) onto Burnett Ave S
- Turn east (left) onto S 3rd St
- Turn north (left) onto Mill Ave S
- Turn northeast (right) onto Bronson Way N
- Turn north (left) onto Park Ave N
- Turn northeast (right) onto NE Park Dr
- Turn (right) onto the I-405 N access ramp
- Travel along I-405 North
- Exit I-405 (center lane) at the NE 6th St direct access
- Continue west along NE 6th St

Stop at Bellevue Transit Center

Route 56

Kent to Bellevue
via I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	41.5												10,594
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Stable Funding

Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	41.5												10,594
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Reduced Funding

Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	41.5												10,594
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Note: All figures are estimates. Due to the timing of the upcoming service change of Route 567—on which proposed Route 56 is based—it is not yet known precisely what headways or number of daily trips and miles will be operated by Route 56. The headway figures depicted are an estimate based on current operations. Platform hours are derived from projections published in Sound Transit's 2013 Service Implementation Plan.

Route 56 closely resembles existing service provided by the new Route 567, except that the segment between Downtown Bellevue and Overlake has been eliminated. Instead, Route 56 is adjusted to end inbound trips and start outbound trips at Bellevue Transit Center, with trips to Overlake being replaced by a connection with East Link light rail.

At the time of this Service Vision planning process, existing Route 566 was being transitioned into two separate routes—Route 566 operating all-day between Auburn and Renton and peak-only between Auburn and Overlake, and a new Route 567 operating express peak service between Kent Station and Overlake. Proposed Routes 55 and 56 are near-exact replacements of Routes 566 and 567, respectively, except for the aforementioned elimination of the Downtown Bellevue to Overlake segment. Because of the transition process, precise service statistics were not available for either route, so estimates for the appropriate allocation of platform hours were extrapolated from figures published in Sound Transit's 2013 Service Implementation Plan. Additional data, such as figures for revenue hours and revenue miles operated, could not be projected with reliable accuracy and are therefore not presented here.

Inbound Turning Movements

Begin at Kent Station

- Turn north (left) onto Railroad Ave N
- Turn east (right) onto E Pioneer St
- Turn north (left) onto Central Ave N
- Turn northeast (right) onto the SR-167 N access ramp
- Travel along SR-167 North
- Turn (right) onto the I-405 N access ramp
- Travel along I-405 North
- Exit I-405 (center lane) at the NE 6th St access ramp
- Continue west along NE 6th St

Stop at Bellevue Transit Center

Interlined Routes

Frequent Local Routes **11 & 13**

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 11 and 13 does not apply to the Growing Resources scenario.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	164						140			140			57,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	30	15	30	30	15	30	
Platform Hours	300.0						247.0			247.0			103,670
Revenue Hours	285.0						240.0			240.0			99,075
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.96
Revenue Miles	3,485.0						2,975.0			2,975.0			1,215,925

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 11 and 13 does not apply to the Reduced Funding scenario.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates. The service statistics provided above reflect the interlined operation of Routes 11 and 13, which is recommended in the Stable Funding scenario. Doing so improves these routes' collective operating efficiency by 2.8%. Network-wide costing figures reflect these assumed efficiencies.

Interlined Routes

Frequent Local Routes **13 & 15**

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 13 and 15 does not apply to the Growing Resources scenario.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 13 and 15 does not apply to the Stable Funding scenario.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			Annualized Total
Hours of Service													
Daily Trips	104						70			70			34,220
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	30	15	30	30	60	30	60	60	30	60	
Platform Hours	120.3						86.7			88.2			40,305
Revenue Hours	116.0						85.0			86.5			39,015
Rev. Hour/Plat. Hour	0.96						0.98			0.98			0.97
Revenue Miles	1,310.4						882.0			882.0			431,172

Note: All figures are estimates. The service statistics provided above reflect the interlined operation of Routes 13 and 15, which is recommended in the Stable Funding scenario. Doing so improves these routes' collective operating efficiency by 10.5%. Network-wide costing figures reflect these assumed efficiencies.

Interlined Routes

Coverage Routes **32 & 35**

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 32 and 35 does not apply to the												
Revenue Hours	Growing Resources scenario.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Hours of Service	5:00 – 11:00p						5:00 – 11:00p			5:00 – 11:00p			
Daily Trips	72						66			66			25,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	60	30	60	60	30	60	
Platform Hours	144.9						135.5			135.5			51,851
Revenue Hours	141.0						132.0			132.0			50,475
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	1,627.2						1,491.6			1,491.6			579,012

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 32 and 35 does not apply to the												
Revenue Hours	Reduced Funding scenario.												
Rev. Hour/Plat. Hour													
Revenue Miles													

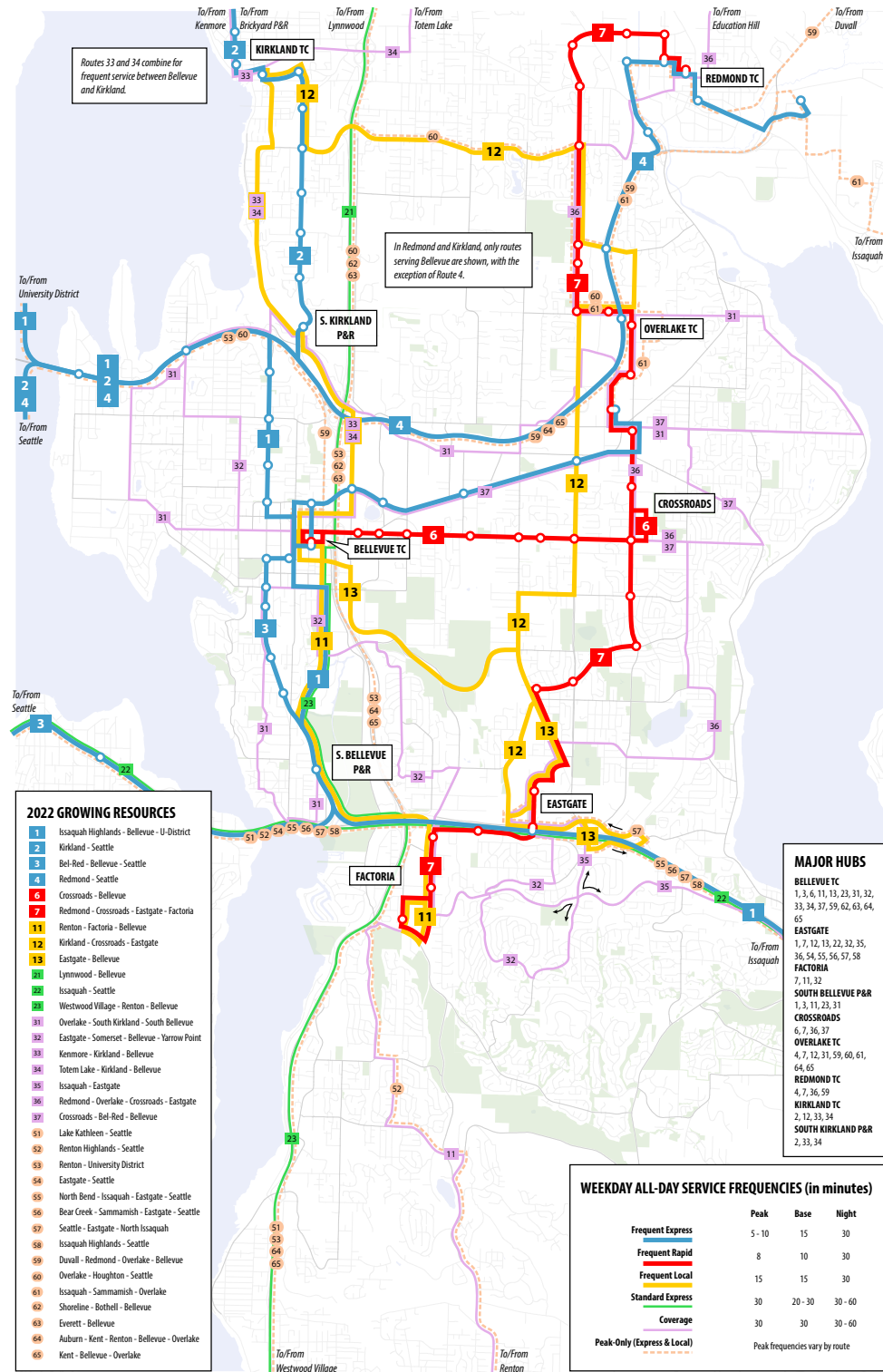
Note: All figures are estimates. The service statistics provided above reflect the interlined operation of Routes 32 and 35, which is recommended in the Stable Funding scenario. Doing so improves these routes' collective operating efficiency by 6.2%. Network-wide costing figures reflect these assumed efficiencies.

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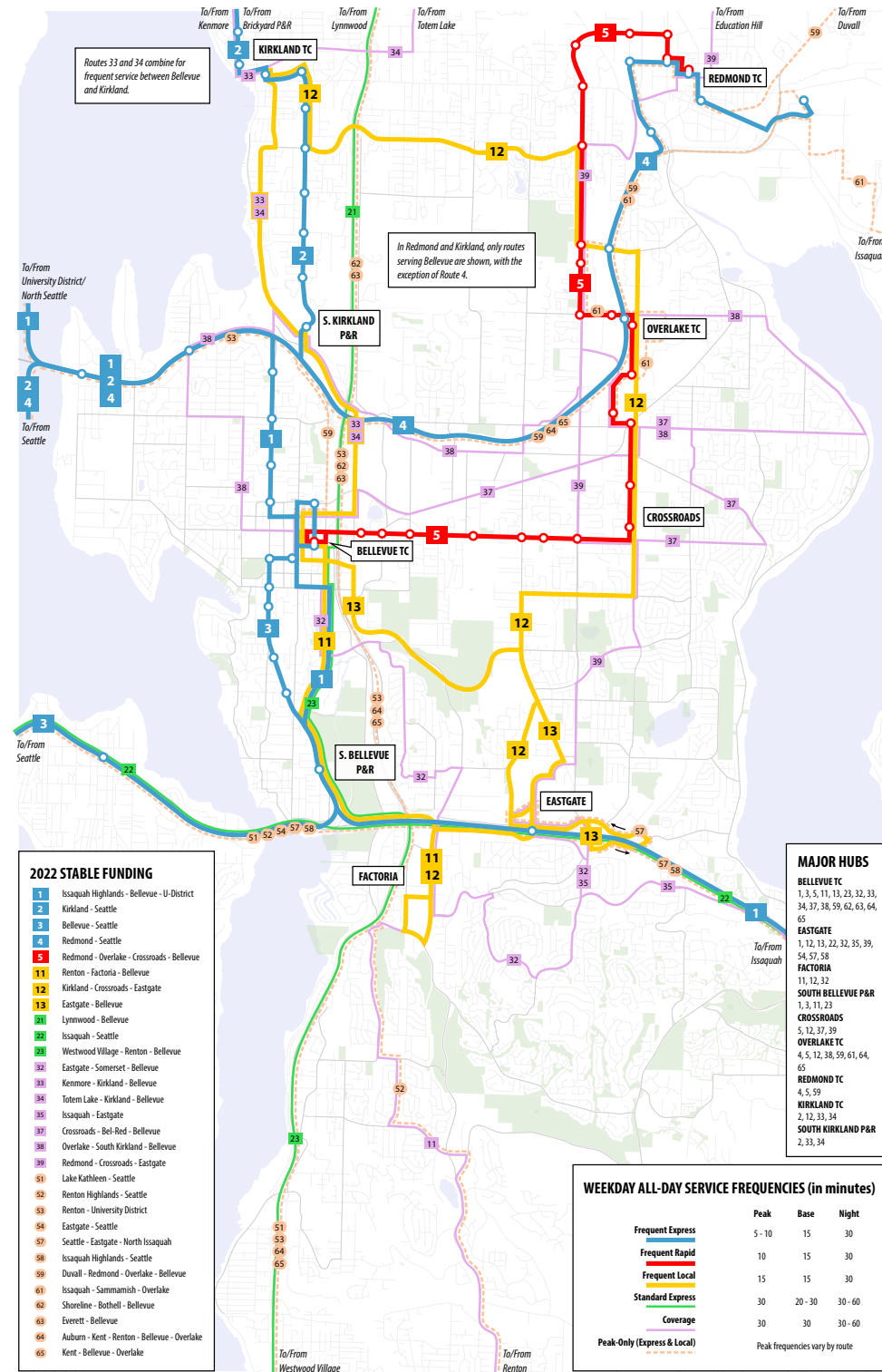
MID-TERM NETWORKS

Route	Description	Growing	Stable	Reduced	Page
1	FX Issaquah Highlands - Eastgate - Bellevue - U. District	X	X	X	152
1a	FX Issaquah Highlands - Eastgate	X	X	X	154
1b	FX Eastgate - Bellevue - U. District	X	X	X	155
2	FX Totem Lake - Kirkland - Seattle	X	X	X	156
3	FX Bel-Red - Bellevue - Mercer Island - Seattle	X	X	X	158
5	FR Redmond - Overlake - Crossroads - Bellevue		X	X	160
6	FR Crossroads - Bellevue	X			162
7	FR Redmond - Crossroads - Eastgate - Factoria	X			164
11	FL / C Renton - Factoria - Bellevue	X	X	X	166
11a	FL Renton - Factoria	X	X	X	168
11b	C Factoria - Bellevue	X	X	X	169
12	FL Kirkland - Crossroads - Eastgate	X	X	X	170
13	FL Eastgate - Bellevue	X	X	X	172
14	FL Kirkland - Bellevue			X	174
21	X Lynnwood - Bellevue	X	X	X	176
22	X Issaquah - Seattle	X	X	X	178
23	X Westwood Village - Renton - Bellevue	X	X	X	180
31	C Overlake - South Kirkland - Yarrow Point - Bellevue - South Bellevue	X			182
32	C Yarrow Point - Bellevue - Factoria - Somerset - Eastgate	X	X		184
33	C Kenmore - Kirkland - Bellevue	X	X		186
34	C Totem Lake - Kirkland - Bellevue	X	X		188
35	C Issaquah - Eastgate	X	X		190
36	C Ed. Hill - Redmond - Overlake - Crossroads - East Bellevue - Eastgate	X			192
37	C Crossroads - Bel-Red - Bellevue	X	X		194
38	C Overlake - South Kirkland - Yarrow Point - Bellevue		X		196
39	C Education Hill - Redmond - Crossroads - Eastgate		X		198
40	C Overlake - Crossroads - Eastgate			X	200
41	C Overlake - Bel-Red - Bellevue			X	202
51	PK Lake Kathleen - Seattle	X	X	X	204
52	PK Renton Highlands - Seattle	X	X		206
53	PK Renton - University District	X	X	X	208
54	PK Eastgate - Seattle	X	X	X	210
55	PK North Bend - Issaquah - Eastgate - Seattle	X			212
56	PK Bear Creek - Sammamish - Eastgate - Seattle	X			214
57	PK Seattle - Eastgate - North Issaquah	X	X	X	216
58	PK Issaquah Highlands - Seattle	X	X	X	218
59	PK Duvall - Redmond - Overlake - Bellevue	X	X	X	220
60	PK Overlake - Houghton - Seattle	X			222
61	PK Issaquah - Sammamish - Overlake	X	X	X	224
62	PK Shoreline - Bothell - Bellevue	X	X	X	226
63	PK Everett - Bellevue	X	X	X	228
64	PK Auburn - Kent - Renton - Bellevue - Overlake	X	X	X	230
65	PK Kent - Bellevue - Overlake	X	X	X	232

2022 | Growing Resources



2022 | Stable Funding



2022 | Reduced Funding

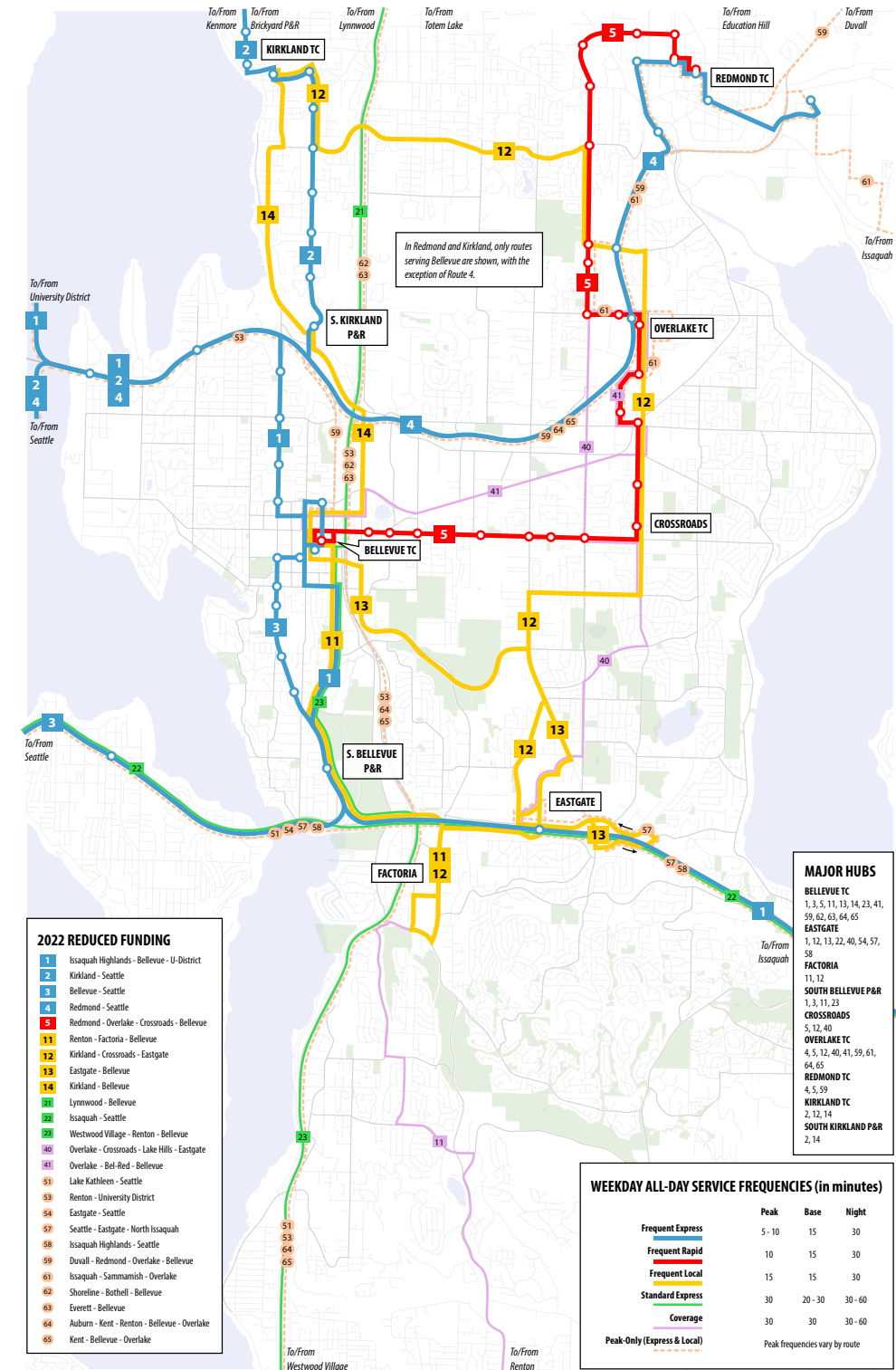


Figure 40 2022 Proposed Network Maps.

Route IFX

Issaquah Highlands to Bellevue, U. District
via Eastgate, South Bellevue

All-Day Route

Bellevue Core Route

Serves Seattle Core

Frequent Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	182						140			140			61,810
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8-15	15	8-15	15	30	30	15	30	30	15	30	
Platform Hours	229.4						181.1			181.1			78,414
Revenue Hours	217.0						175.0			175.0			74,585
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.95
Revenue Miles	3,741.5						3,185.0			3,185.0			1,304,433

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	182						140			140			61,810
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8-15	15	8-15	15	30	30	15	30	30	15	30	
Platform Hours	229.4						181.1			181.1			78,414
Revenue Hours	217.0						175.0			175.0			74,585
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.95
Revenue Miles	3,741.5						3,185.0			3,185.0			1,304,433

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	182						140			140			61,810
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8-15	15	8-15	15	30	30	15	30	30	15	30	
Platform Hours	229.4						181.1			181.1			78,414
Revenue Hours	217.0						175.0			175.0			74,585
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.95
Revenue Miles	3,741.5						3,185.0			3,185.0			1,304,433

Note: All figures are estimates.

Unfold for full-size map

Frequent Express Route 1 has two primary purposes: to provide frequent, direct cross-lake service between the University District, Bellevue, and Issaquah, and to provide frequent service from Issaquah to Downtown Seattle via a connection at South Bellevue Station.

To complement Route 3FX, cross-lake Route 1FX would be its mirror-image, using the 520 bridge instead of the I-90 bridge but then serving I-90 from Bellevue to Issaquah. This route resembles existing Route 271 except that it is a freeway express, with local segments of the 271 served by other lines.

While Issaquah and Eastgate would retain Peak Express services to Seattle, the lower off-peak demand would be met by a connection to Route 3FX at South Bellevue Station. Whereas this connection will be made with East Link light rail when that service begins operation in 2023 (as detailed in the Long Term Network Profiles), the same connection should be accommodated in the Mid-Term Networks with express bus service in anticipation of East Link. Eastgate will retain frequent service into Seattle during peak hours, and a well-designed connection in South Bellevue will provide a reasonable travel time all day. While the in-vehicle travel time off-peak may not be as fast as it is now, this is the only way to sustain all-day frequency for this trip, which can also be a significant element of total trip time.

Route 1FX then proceeds to the University District via Bellevue Way and SR 520, stopping at the Yarrow Point and Evergreen Point Freeway Stations. Regrettably, due to the current facility and interchange design, the route cannot serve South Kirkland Park-and-Ride despite passing very close to it, causing unfortunate service duplication for travel into Kirkland.

Unlike Route 1FX in the Long-Term Networks, which uses the same local routing between Issaquah Highlands and Issaquah Transit Center as existing Route 554, Route 1FX in the Mid-Term Networks uses the same freeway routing as existing Route 556.

Inbound Turning Movements	
Begin at Issaquah Highlands Park & Ride	
	Turn south (left) onto 9th Ave NE
	Continue south (straight) along Highlands Dr NE
	Turn west (right) onto the I-90 W access ramp
	Travel along I-90 West
	Exit I-90 (right) south onto 17th Ave NW
Stop at Issaquah Transit Center	
	Turn north (right) onto 17th Ave NW
	Turn onto the I-90 West access ramp (right)
	Travel along I-90 West
	Exit I-90 in the center lane to the Eastgate Freeway Stn.
Stop At Eastgate Freeway Station	
	Merge back onto I-90 West
	Exit I-90 (right) north onto Bellevue Way SE
	Continue north along Bellevue Way NE
Stop at South Bellevue Station	
	Continue north along Bellevue Way SE
	Turn north (right) onto 112th Ave SE
Stop at East Main Station	
	Continue north along 112th Ave SE
	Turn west (left) onto Main St
	Turn north (right) onto 108th Ave NE
Stop at Bellevue Transit Center	
	Continue along 108th Ave NE
	Turn west (left) onto NE 10th St
	Turn north (right) onto Bellevue Way NE
	Stop at Bellevue Way NE and NE 17th St
	Continue north along Bellevue Way NE
	Turn onto the SR-520 West access ramp (right)
Stop at Yarrow Point Freeway Station	
	Continue west along SR-520
Stop at Evergreen Point Freeway Station	
	Continue west along SR-520
	Exit SR-520 (right) onto Montlake Blvd
Stop at Montlake Interchange	
	Continue north along Montlake Blvd
	Turn west (left) onto NE Pacific St
	Turn north (right) onto 15th Ave NE
Stop at the UW (15th Ave NE & NE 42nd)	
<i>End revenue service; proceed to layover on Memorial Way NE</i>	

Route IFXa

Issaquah Highlands to Eastgate
via I-5, Issaquah

Frequent Express Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	80.0						72.7			72.7			28,393
Revenue Hours	76.0						70.0			70.0			27,080
Rev. Hour/Plat. Hour	0.95						0.96			0.96			0.95
Revenue Miles	1,330.0						1,330.0			1,330.0			485,450

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	80.0						72.7			72.7			28,393
Revenue Hours	76.0						70.0			70.0			27,080
Rev. Hour/Plat. Hour	0.95						0.96			0.96			0.95
Revenue Miles	1,330.0						1,330.0			1,330.0			485,450

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	80.0						72.7			72.7			28,393
Revenue Hours	76.0						70.0			70.0			27,080
Rev. Hour/Plat. Hour	0.95						0.96			0.96			0.95
Revenue Miles	1,330.0						1,330.0			1,330.0			485,450

Note: All figures are estimates.

Route I F X b

Eastgate to Bellevue, U. District
via South Bellevue

All-Day Route

Bellevue Core Route

Serves Seattle Core

Frequent Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	182						140			140			61,810
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8	15	8	15	30	30	15	30	30	15	30	
Platform Hours	149.4						108.4			108.4			50,021
Revenue Hours	141.0						105.0			105.0			47,505
Rev. Hour/Plat. Hour	0.94						0.97			0.97			0.95
Revenue Miles	2,411.5						1,855.0			1,855.0			818,983

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	182						140			140			61,810
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8	15	8	15	30	30	15	30	30	15	30	
Platform Hours	149.4						108.4			108.4			50,021
Revenue Hours	141.0						105.0			105.0			47,505
Rev. Hour/Plat. Hour	0.94						0.97			0.97			0.95
Revenue Miles	2,411.5						1,855.0			1,855.0			818,983

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	182						140			140			61,810
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8	15	8	15	30	30	15	30	30	15	30	
Platform Hours	149.4						108.4			108.4			50,021
Revenue Hours	141.0						105.0			105.0			47,505
Rev. Hour/Plat. Hour	0.94						0.97			0.97			0.95
Revenue Miles	2,411.5						1,855.0			1,855.0			818,983

Note: All figures are estimates.

Route 2FX

Totem Lake to Seattle
via Kirkland, SR-520

All-Day Route
Bellevue Core Route
Serves Seattle Core

Frequent Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 11:00p			
Daily Trips	153						64			59			45,765
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8-10	15	8-10	15	30	60	30	30	60	30	30	
Platform Hours	234.4						100.4			83.0			67,166
Revenue Hours	156.6						67.8			57.3			46,789
Rev. Hour/Plat. Hour	0.67						0.68			0.69			0.67
Revenue Miles	2,872.6						1,305.8			1,201.7			870,126

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	153						64			59			45,765
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8-10	15	8-10	15	30	60	30	30	60	30	30	
Platform Hours	234.4						100.4			83.0			67,166
Revenue Hours	156.6						67.8			57.3			46,789
Rev. Hour/Plat. Hour	0.67						0.68			0.69			0.67
Revenue Miles	2,872.6						1,305.8			1,201.7			870,126

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	153						64			59			45,765
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	8-10	15	8-10	15	30	60	15	30	60	15	30	
Platform Hours	234.4						100.4			83.0			67,166
Revenue Hours	156.6						67.8			57.3			46,789
Rev. Hour/Plat. Hour	0.67						0.68			0.69			0.67
Revenue Miles	2,872.6						1,305.8			1,201.7			870,126

Note: All figures are estimates. Annualized platform hours, revenue hours, and daily trips are referenced directly from the Spring 2012 operating statistics of existing Route 255, which Route 2 FX is a replacement of. Weekday, Saturday, and Sunday platform hours are estimated on this basis and may not sum to the annualized total. The headways depicted are estimates revised to conform more closely with the Frequent Express service typology. This implies that the timing of each of Route 2 FX's three variants would need to be amended to accommodate the characteristics of Frequent Express service, but these details are not specifically addressed in this plan.

Frequent Express Route 2 is identical to existing Route 255, which operates three variants that provide service from Brickyard Road Park-and-Ride, from Totem Lake, and from Downtown Kirkland to Downtown Seattle, respectively. Major intermediate stops served by each variant include the South Kirkland Park-and-Ride and SR-520 freeway stations.

A cross-lake connection to the University District is available at the South Kirkland Park-and-Ride via Frequent Express Route 4—a route meant to be similar to existing Route 545 on the Eastside and to Route 540 in Seattle. Note that Frequent Express Route 4 is not included in these route profiles, though it is included on proposed network maps, because that route is not considered part of Bellevue's transit network and does not draw from Bellevue's projected available resources.

In the Long Term Networks, this service is replaced by a combination of Frequent Rapid Route 5 and peak-only Route 50, neither of which maintain existing Route 255 service north of Totem Lake.

Inbound Turning Movements

Begin at Brickyard Road Park & Ride

Turn northeast (right) onto NE 160th St

Turn south (right) onto 124th Ave NE

Turn west (right) onto NE 132nd St

Turn south (left) onto 116th Ave NE

Stop at Kingsgate Park & Ride

Turn south (right) onto 116th Ave NE

Turn east (left) onto NE 128th St

Stop at Totem Lake Transit Center

Turn west (left) onto NE 128th St

Turn south (left) onto 116th Ave NE

Turn west (right) onto NE 124th St

Turn south (left) onto NE 120th Pl

Continue south (straight) along 98th Ave NE

Continue south (straight) along Market St

Turn east (left) onto Central Way

Turn north (left) onto 6th St

Turn east (right) onto 6th Ave

Turn west (left) onto 7th Ave

Turn south (left) onto 6th St

Turn west (right) onto Central Way

Turn south (left) onto 3rd St

Stop at Kirkland Transit Center

Turn east (left) onto Kirkland Ave/Kirkland Way

Turn south (right) onto 6th St

Continue south (straight) along 108th Ave NE

Stop at South Kirkland Park & Ride

Turn south (right) onto 108th Ave NE

Turn west (right) onto the SR-520 W access ramp

Travel along SR-520 West

Stop at Yarrow Point Freeway Station

Continue along SR-520 West

Stop at Evergreen Point Freeway Station

Continue along SR-520 West

Stop at Montlake Freeway Station

Continue along SR-520 West

Take the interchange south (left) from SR-520 W to I-5 S

Exit I-5 southwest (right) onto Stewart St

Turn southeast (left) onto 9th Ave

Stop at Convention Place Station

Stop at Westlake Station

Stop at University St Station

Stop at Pioneer Square Tunnel Station

Stop at International District Tunnel Station

Route 3FX

Bellevue to Seattle
via South Bellevue, Mercer Island

All-Day Route
Bellevue Core Route
Serves Seattle Core

Frequent Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	212						140			140			69,460
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	6	15	6	15	30	30	15	30	30	15	30	
Platform Hours	210.4						128.0			128.0			67,744
Revenue Hours	197.0						125.0			125.0			63,985
Rev. Hour/Plat. Hour	0.94						0.98			0.98			0.95
Revenue Miles	3,381.4						2,233.0			2,233.0			1,107,887

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	170						113			72			53,402
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15-30	6-10	15	6-10	30	30	—	15	30	—	30	30	
Platform Hours	180.1						106.6			59.9			52,266
Revenue Hours	109.3						70.5			70.5			35,626
Rev. Hour/Plat. Hour	0.61						0.66			1.18			0.71
Revenue Miles	2,092.9						1,389.1			884.9			657,249

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	170						113			72			53,402
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15-30	6-10	15	6-10	30	30	—	15	30	—	30	30	
Platform Hours	180.1						106.6			59.9			52,266
Revenue Hours	109.3						70.5			70.5			35,626
Rev. Hour/Plat. Hour	0.61						0.66			1.18			0.71
Revenue Miles	2,092.9						1,389.1			884.9			657,249

Note: All figures are estimates.

Frequent Express Route 3 is a replacement of existing Route 550, linking Bellevue to Seattle via I-90 with intermediate stops in South Bellevue and Mercer Island. Additionally, in the Growing Resources scenario, Route 3FX is extended east from Bellevue to Overlake Village via Bel-Red Road, foreshadowing the alignment of East Link light rail when it begins operation in 2023. This extension is not included in the Stable and Reduced Funding scenarios due to insufficient resources, thereby requiring a connection in Downtown Bellevue to coverage Routes 32 or 39, respectively.

Generally, transitions between route structures proposed in the Mid- and Long-Term Networks are expected to be made as warranted as market demand adjusts to changes in land use and transit infrastructure improvements. In the case of Route 3FX, the timing is more precise: the route is explicitly designed to be temporary and will be replaced by East Link simultaneously with the inauguration of the light rail service.



Inbound Turning Movements	
Begin at Overlake Park & Ride	
Turn south (left) onto 152nd Ave NE	
Turn east (left) onto NE 24th St	
Turn south (right) onto 156th Ave NE	
Turn west (right) onto NE 20th St	
Turn southwest (left) onto Bel-Red Rd	
Continue west (straight) along NE 12th St	
Turn south (left) onto 110th Ave NE	
Turn west (right) into Bellevue Transit Center	
Stop at Bellevue Transit Center	
Turn south (left) onto 108th Ave NE	
Turn west (right) onto NE 4th St	
Turn south (left) onto Bellevue Way NE	
Stop at South Bellevue Park & Ride	
Continue south along Bellevue Way SE	
Continue south onto the I-90 West access ramp	
Exit I-90 (center lane) to 80th Ave SE	
Turn north (right) 80th Ave SE	
Turn west (left) N Mercer Way	
Stop at Mercer Island Park & Ride	
Continue west along N Mercer Way	
Continue west onto the I-90 W access ramp	
Travel along I-90 West	
Stop at Rainier Ave Freeway Station	
Continue along I-90 West	
Exit I-90 north into the Downtown Seattle Transit Tunnel	
Stop at International District Tunnel Station	
Stop at Pioneer Square Tunnel Station	
Stop at University St Station	
Stop at Westlake Station	
Stop at Convention Place Station	

Note: The segment between Overlake Park & Ride and Bellevue Transit Center denoted with a dashed line above is proposed only for the Growing Resources scenario, as described at left.

Route 5FR

Redmond to Crossroads, Bellevue
via Overlake

Frequent Rapid Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 5 FR in the Growing Resources Scenario. See Routes 6 and 7 FR for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	172						140			139			59,202
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15-20	10	15	10	15	30	—	15	30	—	15	30	
Platform Hours	175.5						125.0			137.6			57,199
Revenue Hours	119.4						86.7			86.7			39,991
Rev. Hour/Plat. Hour	0.68						0.69			0.63			0.67
Revenue Miles	1,704.3						1,387.2			1,377.4			586,608

Reduced Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	172						140			139			59,202
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15-20	10	15	10	15	30	—	15	30	—	15	30	
Platform Hours	175.5						125.0			137.6			57,199
Revenue Hours	119.4						86.7			86.7			39,991
Rev. Hour/Plat. Hour	0.68						0.69			0.63			0.67
Revenue Miles	1,704.3						1,387.2			1,377.4			586,608

Note: All figures are estimates.

Frequent Rapid Route 5 is an exact continuation of the existing RapidRide B Line, providing frequent service between Redmond and Downtown Bellevue via Overlake and Crossroads. While similar to Long-Term Route 8FR, Mid-Term Route 5FR does not include any the routing adjustments proposed for the Long Term Networks, instead conforming exactly to the existing B Line service.

Like the B Line, Route 5FR continues to serve Overlake Park-and-Ride (Overlake Village Station in the future once East Link is operational) so that Frequent Local Route 12 can avoid making additional deviations between Eastgate and Kirkland. Unlike Long Term Route 8FR, the NE 6th St extension over I-405 is not used to reach Bellevue Transit Center because that infrastructure improvement is not expected to be completed during the mid-term time horizon. Finally, whereas Long Term Route 8FR is extended from Bellevue Transit Center to serve the Bellevue Square Shopping Center and southwest Downtown, the terminus of Mid-Term Route 5FR is at Bellevue Transit Center, consistent with the existing RapidRide B Line, because insufficient resources exist to implement this extension while retaining adequate contingency hours to address other potential needs that may arise.

Frequent Rapid Route 5 is proposed only in the Stable and Reduced Funding scenarios, where the available resources are insufficient to separate the north-south and east-west portions of the RapidRide B Line into two routes (see Frequent Rapid Routes 6 and 7 on subsequent pages). As a result, no Frequent Rapid routes serve eastern Bellevue in these lower-resource scenarios, so what remains of the high-frequency grid in this area is instead characterized by limited Frequent Local and Coverage services.



Inbound Turning Movements	
Begin at Redmond Transit Center	
	Turn north (right) onto 161st Ave NE
	Turn west (left) onto NE 85th St
	Turn north (right) onto 160th Ave NE
	Turn west (left) onto NE 90th St
	Continue south along 148th Ave NE
	Turn east (left) onto NE 51st St
	Turn south (right) onto 156th Ave NE
Stop at Overlake Transit Center	
	Turn south (right) onto 156th Ave NE
	Turn west (right) onto NE 31st St
	Turn south (left) onto 152nd Ave NE
Stop at Overlake Park & Ride	
	Continue south along 152nd Ave NE
	Turn east (left) onto NE 24th St
	Turn south (right) onto 156th Ave NE
Stop at Crossroads Shopping Center	
	Continue south along 156th Ave NE
	Turn west (right) onto NE 8th St
	Turn south (left) onto 108th Ave NE
	Turn east (left) into Bellevue Transit Center
Stop at Bellevue Transit Center	

Route 6FR

Crossroads to Bellevue
via NE 8th St

Frequent Rapid Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	222						144			144			72,450
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	30	15	15	30	15	15	30	
Platform Hours	67.7						52.0			52.0			22,975
Revenue Hours	66.0						51.0			51.0			22,440
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	799.2						518.4			518.4			260,820

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 6 FR in the Stable Funding Scenario.												
Revenue Hours	See Route 8 FR for comparable service.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 6 FR in the Reduced Funding Scenario.												
Revenue Hours	See Route 8 FR for comparable service.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Frequent Express Route 6 replaces the east-west segment of the existing RapidRide B Line, providing a frequent connection between Crossroads and Downtown Bellevue. Unlike Long Term Route 6FR, the NE 6th St extension over I-405 is not used to reach Bellevue Transit Center because that infrastructure improvement is not expected to be completed during the mid-term time horizon. Also, whereas Long Term Route 6FR is extended from Bellevue Transit Center to serve the Bellevue Square Shopping Center and southwest Downtown, the terminus of Mid-Term Route 6FR is at Bellevue Transit Center, consistent with the existing RapidRide B Line, because insufficient resources exist to implement this extension while retaining adequate contingency hours to address other potential needs that may arise.

With the extension of Frequent Express Route 3 (existing Route 550) through Bel-Red to Overlake in anticipation of East Link, it will be appropriate to break up the existing RapidRide B Line at Crossroads. However, available resources only make this possible in the Growing Resources scenario. For points north of there, access to Downtown Bellevue could be achieved via a connection at Crossroads to Route 6FR or via a connection at Overlake Park-and-Ride to Route 3FX. This change allows for the creation of a few elements of a high-frequency grid in eastern Bellevue, allowing a broader range of anywhere-to-anywhere trips among the denser areas in this part of the city. The key features of this grid are north-south Frequent Rapid service running from Redmond to Factoria, mostly along 156th Ave, and north-south Frequent Local service covering much of 148th Avenue. East-west elements of the grid would include Frequent Express Route 3 in north Bellevue, Frequent Rapid Route 5 through central Bellevue, and Frequent Express Route 1 along the Eastgate/I-90 Corridor.



Inbound Turning Movements
Begin at Crossroads Shopping Center
Continue south along 156th Ave NE
Turn west (right) onto NE 8th St
Turn south (left) onto 108th Ave NE
Turn east (left) into Bellevue Transit Center
Stop at Bellevue Transit Center

Route 7FR

Redmond to Factoria
via Overlake, Crossroads, Eastgate

Frequent Rapid Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	222						144			144			72,450
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	10	30	15	15	30	15	15	30	
Platform Hours	201.9						126.0			126.0			65,357
Revenue Hours	195.0						123.0			123.0			63,255
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	2,652.9						1,720.8			1,720.8			865,778

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 7 FR in the Stable Funding Scenario.												
Revenue Hours	See Route 8 FR for comparable service.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 7 FR in the Reduced Funding Scenario.												
Revenue Hours	See Route 8 FR for comparable service.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Frequent Express Route 7 provides a frequent connection between Downtown Redmond and Factoria, with intermediate stops in Overlake, Crossroads, Lake Hills, and Eastgate. The route can generally be thought of as a combination of the north-south segment of the existing RapidRide B Line and existing Routes 245 and 226.

As noted for Route 6FR, with the extension of Frequent Express Route 3 through Bel-Red to Overlake in anticipation of East Link, it will be appropriate to break up the existing RapidRide B Line at Crossroads. However, available resources only make this possible in the Growing Resources scenario. For points north of there, access to Downtown Bellevue could be achieved via a connection at Crossroads to Route 6FR or via a connection at Overlake Park-and-Ride to Route 3FX. This change allows for the creation of a few elements of a high-frequency grid in eastern Bellevue, allowing a broader range of anywhere-to-anywhere trips among the denser areas in this part of the city. The key north-south features of this grid are Frequent Rapid Route 7 running from Redmond to Factoria, mostly along 156th Ave, and Frequent Local Route 12 covering much of 148th Avenue between Eastgate and Redmond. East-west elements of the grid would include Frequent Express service in north Bellevue and along the Eastgate/I-90 Corridor, and Frequent Rapid service through central Bellevue.



Inbound Turning Movements	
Begin at Redmond Transit Center	
Turn north (right) onto 161st Ave NE	
Turn west (left) onto NE 85th St	
Turn north (right) onto 160th Ave NE	
Turn west (left) onto NE 90th St	
Continue south along 148th Ave NE	
Turn east (left) onto NE 51st St	
Turn south (right) onto 156th Ave NE	
Stop at Overlake Transit Center	
Turn south (right) onto 156th Ave NE	
Turn west (right) onto NE 31st St	
Turn south (left) onto 152nd Ave NE	
Stop at Overlake Park & Ride	
Continue south along 152nd Ave NE	
Turn east (left) onto NE 24th St	
Turn south (right) onto 156th Ave NE	
Stop at Crossroads Shopping Center	
Continue south along 156th Ave NE	
Turn west (right) onto Lake Hills Blvd	
Turn south (left) onto 145th PI SE	
Turn west (right) onto SE 24th St	
Continue south (left) along Kelsey Creek Rd	
Turn west (right) onto Snoqualmie River Rd	
Continue south (straight) along 142nd PI SE	
Stop at the Eastgate Freeway Station	
Turn west (right) SE 36th St	
Turn south (left) onto Factoria Blvd SE	
Stop at Factoria Blvd SE & SE 40th Ln	
Continue south along Factoria Blvd SE	
Turn west (right) onto Coal Creek Pkwy SE	
Turn north (right) onto 124th Ave SE	
Turn east (right) onto SE 41st PI	
<i>Continue in reverse direction north on Factoria Blvd</i>	

Route 11 FL

Bellevue to Renton
via Factoria

Frequent Local / Coverage Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15-30	30	15-30	30	30	30	30	30	30	30	30	
Platform Hours	142.9						148.9			148.9			52,806
Revenue Hours	139.0						145.0			145.0			51,395
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	1,495.0						1,495.0			1,495.0			545,675

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15-30	15	15-30	15	30	60	30	60	60	30	60	
Platform Hours	142.9						143.9			143.9			52,256
Revenue Hours	139.0						140.0			140.0			50,845
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	1,495.0						1,396.5			1,396.5			534,840

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			80			47,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15-30	15	15-30	15	30	60	30	60	60	30	60	
Platform Hours	142.9						143.9			113.3			50,482
Revenue Hours	139.0						140.0			110.0			49,105
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	1,495.0						1,396.5			1,093.5			517,266

Note: All figures are estimates. Route 11 FL is comprised of two segments: Segment A provides Frequent Local service between Bellevue and Factoria, and segment B provides infrequent Coverage service between Factoria and Renton. These differences in operating frequencies apply to all 2022 funding scenarios.

In the Mid-Term Networks, Route 11 provides Frequent Local service between Downtown Bellevue and Factoria and infrequent Coverage service between Factoria and Renton. It is the most frequent direct service between Downtown Bellevue and Factoria, and the quickest connection between Downtown Seattle and Factoria via a connection to Frequent Express Route 3 at South Bellevue Park-and-Ride.

The local orientation of the Frequent Local service category aims to fill an obvious gap in the existing frequent network: the difficulty of travelling between Downtown Bellevue or South Bellevue and Factoria. The Frequent Local segment of Route 11 would provide local service along Bellevue Way SE (permitting Frequent Express Route 1 to make few stops), then use I-90 briefly to access Factoria. From there it would proceed south like existing Route 240, providing infrequent coverage service for Newport Hills, Newcastle, and eastern Renton ending at Renton Transit Center.



Inbound Turning Movements	
Begin at Bellevue Transit Center	
	Travel east along NE 6th St
	Turn south (right) onto 112th Ave NE
	Turn south (left) onto Bellevue Way SE
Stop at South Bellevue Park-and-Ride	
	Turn south (left) onto Bellevue Way SE
	Continue onto the ramp for I-90 East
	Exit I-90 south (right) onto Factoria Blvd SE
Stop at Factoria Blvd SE and SE 40th Ln	
	Continue south on Factoria Blvd SE
	Turn west (right) onto Coal Creek Pkwy SE
	Turn south (left) onto 119th Ave SE
	Turn east (left) onto SE 60th St
	Turn south (right) onto 132nd Ave SE
	Turn east (left) onto Newcastle Way
Stop at Newcastle Transit Center	
	Continue along Newcastle Way
	Turn south (right) onto Newcastle Golf Club Rd
	Turn south (left) along Coal Creek Pkwy SE
	Turn west (left) onto NE Sunset Blvd
	Continue west along NE Park Dr
	Turn south (left) onto Park Ave N
	Turn west (right) onto Bronson Way N
	Continue west (right) onto S 2nd St
	Turn south (left) onto Burnett Ave S
	Turn west (right) into the Renton Transit Center
Stop at Renton Transit Center	

Note: The Frequent Local segment of Route 11 continues in the opposite direction following the stop at Factoria Blvd SE and SE 40th Ln by turning north onto 124th Ave SE, east onto SE 44th St, and north onto Factoria Blvd SE.

Route IIFLa

Bellevue to Factoria
via South Bellevue

Frequent Local Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	68.2						71.2			71.2			25,223
Revenue Hours	67.0						70.0			70.0			24,785
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	707.0						707.0			707.0			258,055

Stable Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	68.2						71.2			71.2			25,223
Revenue Hours	67.0						70.0			70.0			24,785
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	707.0						707.0			707.0			258,055

Reduced Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			80			47,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	30	30	
Platform Hours	68.2						71.2			40.6			23,448
Revenue Hours	67.0						70.0			40.0			23,045
Rev. Hour/Plat. Hour	0.98						0.98			0.99			0.98
Revenue Miles	707.0						707.0			404.0			240,481

Note: All figures are estimates. The above table reflects only Segment A of Route IIFLa, which serves Bellevue to Factoria.

Route I | Cb

Factoria to Renton
via Newport Hills, Newcastle

Coverage Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	80						80			80			29,200
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	30	30	30	30	30	30	
Platform Hours	74.7						77.7			77.7			27,583
Revenue Hours	72.0						75.0			75.0			26,610
Rev. Hour/Plat. Hour	0.96						0.97			0.97			0.96
Revenue Miles	788.0						788.0			788.0			287,620

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	80						70			70			28,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	60	30	60	60	30	60	
Platform Hours	74.7						72.7			72.7			27,033
Revenue Hours	72.0						70.0			70.0			26,060
Rev. Hour/Plat. Hour	0.96						0.96			0.96			0.96
Revenue Miles	788.0						689.5			689.5			276,785

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	80						70			70			28,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	30	60	30	60	60	30	60	
Platform Hours	74.7						72.7			72.7			27,033
Revenue Hours	72.0						70.0			70.0			26,060
Rev. Hour/Plat. Hour	0.96						0.96			0.96			0.96
Revenue Miles	788.0						689.5			689.5			276,785

Note: All figures are estimates. The above table reflects only Segment B of Route I | FL, which serves Factoria to Renton.

Route 12FL

Eastgate to Overlake, Kirkland
via Bellevue College, 148th Ave

Frequent Local Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	138.7						141.7			141.7			50,943
Revenue Hours	136.0						139.0			139.0			49,970
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,596.0						1,596.0			1,596.0			582,540

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			80			47,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	30	30	
Platform Hours	161.7						158.3			96.8			55,073
Revenue Hours	158.0						155.0			95.0			53,860
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,932.0						1,932.0			1,104.0			657,156

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			80			47,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	30	30	
Platform Hours	161.7						158.3			96.8			55,073
Revenue Hours	158.0						155.0			95.0			53,860
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,932.0						1,932.0			1,104.0			657,156

Note: All figures are estimates.

Frequent Local Route 12 provides frequent service between Eastgate and Kirkland, with intermediate service to Bellevue College and Overlake Transit Center. The route functions as a north-south element of the frequent service grid in eastern Bellevue—as a complement to Frequent Rapid Route 7 in the Growing Resources scenario, and as the lone element in the Stable and Reduced Funding scenarios.

Route 12FL operates with different routing in the Growing Resources scenario than it does in the Stable and Reduced Funding scenarios. In the former, the route remains on 148th Ave NE for most of its north-south segment, while in the lower resource scenarios it is shifted to 156th Ave NE between Main St and NE 51st St. This is done to make up for the lost service to Crossroads provided by Frequent Rapid Route 7, which cannot be afforded in the less abundant scenarios.

The idea of a north-south route that does not deviate to Crossroads is a key step in the direction of a true high-frequency grid such as is typical in denser cities. The key idea of the grid is that by continuing to run as straight as possible, and providing as many connections as possible to perpendicular routes, the utility of the network is maximized for reaching a greater variety of destinations, not just major destinations.

Inbound Turning Movements

Begin at Eastgate Park & Ride

- Turn north (right) onto 140th Ave SE
- Turn west (left) onto SE 32nd St
- Turn north (right) onto 139th Ave SE
- Turn northeast (right) onto Kamber Rd
- Turn north (left) onto 145th PI SE
- Continue north (straight) along 140th Ave SE
- Turn east (right) onto Main St
- Turn north (left) onto 148th Ave NE
- Turn east (right) onto NE 40th St

Stop at Overlake Transit Center

- Continue east along NE 40th St
- Turn north (left) onto 156th Ave NE
- Turn west (left) onto NE 51st St
- Turn north (right) onto 148th Ave NE
- Turn west (left) onto Old Redmond Rd
- Continue west (straight) along NE 70th PI

Stop at Houghton Park & Ride

- Continue west along NE 70th PI/NE 72nd PI/NE 68th St
- Turn north (right) onto 6th St S
- Turn west (left) onto Kirkland Way/Kirkland Ave
- Turn north (right) onto 3rd St

Stop at Kirkland Transit Center

Inbound Variant Turning Movements

Begin at Eastgate Park & Ride

- Turn north (right) onto 140th Ave SE
- Turn west (left) onto SE 32nd St
- Turn north (right) onto 139th Ave SE
- Turn northeast (right) onto Kamber Rd
- Turn north (left) onto 145th PI SE
- Continue north (straight) along 140th Ave SE
- Turn east (right) onto Main St
- Turn north (left) onto 156th Ave NE

Stop at Overlake Transit Center

- Turn west (left) onto NE 51st St
- Turn north (right) onto 148th Ave NE
- Turn west (left) onto Old Redmond Rd
- Continue west (straight) along NE 70th PI

Stop at Houghton Park & Ride

- Continue west along NE 70th PI/NE 72nd PI/NE 68th St
- Turn north (right) onto 6th St S
- Turn west (left) onto Kirkland Way/Kirkland Ave
- Turn north (right) onto 3rd St

Stop at Kirkland Transit Center

Route 13FL

Eastgate to Bellevue
via Bellevue College, Lake Hills Connector

Frequent Local Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			140			51,100
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	15	30	
Platform Hours	74.5						71.2			71.2			26,830
Revenue Hours	73.0						70.0			70.0			26,315
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	889.0						889.0			889.0			324,485

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			80			47,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	30	30	
Platform Hours	74.5						71.2			40.6			25,055
Revenue Hours	73.0						70.0			40.0			24,575
Rev. Hour/Plat. Hour	0.98						0.98			0.99			0.98
Revenue Miles	889.0						889.0			508.0			302,387

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			
Daily Trips	140						140			80			47,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	30	30	
Platform Hours	74.5						71.2			40.6			25,055
Revenue Hours	73.0						70.0			40.0			24,575
Rev. Hour/Plat. Hour	0.98						0.98			0.99			0.98
Revenue Miles	889.0						889.0			508.0			302,387

Note: All figures are estimates.

Frequent Local Route 13 provides frequent service between Eastgate and Downtown Bellevue via Bellevue College and Lake Hills Connector. The route is similar to the middle segment of existing Route 271, but a loop is added to its southern terminus to serve businesses along Eastgate Way and SE 37th St east of 150th Ave SE.

This route would be the direct link between Downtown Bellevue and the Bellevue College/Eastgate area, serving the denser parts of the neighborhoods between. It also covers the proposed urbanized corridor extending east of Eastgate Park-and-Ride (centered on SE 32nd St) and ends in a loop providing access to business parks on both sides of I-90 between 148th and 161st Avenues SE.

To ensure that Bellevue College has a direct connection to Downtown, this route follows the routing served by existing Route 271 between Bellevue Transit Center and Bellevue College. After serving the college campus via the upgraded Snoqualmie River Roadway, it would continue on to serve the Eastgate Park-and-Ride and farther east to serve the I-90 business park loop.

Unlike in the Long-Term Networks, sufficient resources exist in the Mid-Term Networks to allocate frequent headways to Route 13 FL all-day in all funding scenarios.

Inbound Turning Movements
Begin at Eastgate Park & Ride
Turn south (left) onto 140th Ave SE
Turn east (left) onto SE Eastgate Way
Turn north (left) onto 143rd Ave SE
Turn east (right) onto SE 32nd St
Turn south (right) onto 146th Ave SE
Turn east (left) onto SE Eastgate Way
Turn south (right) onto 150th Ave SE
Turn east (left) onto SE 37th St
Continue (slight left) along SE 37th St
Turn west (left) onto SE Eastgate Way
Turn north onto 140th Ave SE
Stop at Eastgate Park & Ride
Turn north (right) onto 140th Ave SE
Turn east (right) onto SE 32nd St
Turn north (left) onto Snoqualmie River Rd
Continue east along Snoqualmie River Rd
Turn north (left) onto Kelsey Creek Crd/SE 24th St
Turn north (left) onto 145th Pl SE/140th Ave SE
Turn west (left) onto Lake Hills Connector
Continue north along 116th Ave SE
Turn west (left) onto Main St
Turn north (right) onto 108th Ave NE
Stop at Bellevue Transit Center

Route 14FL

Kirkland to Bel-Red, Eastgate
via South Kirkland, 140th Ave

Frequent Local Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 14 FL in the Growing Resources Scenario. See Route 33C and 34C for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 14 FL in the Stable Funding Scenario. See Route 33C and 34C for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	5:00a – 1:00a						5:00a – 1:00a			5:00a – 1:00a			Annualized Total
Hours of Service													
Daily Trips	140						140			80			47,620
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	15	15	15	30	30	15	30	30	30	30	
Platform Hours	68.2						71.2			40.6			23,448
Revenue Hours	67.0						70.0			40.0			23,045
Rev. Hour/Plat. Hour	0.98						0.98			0.99			0.98
Revenue Miles	714.0						714.0			408.0			242,862

Note: All figures are estimates.

Frequent Local Route 14 connects Downtown Kirkland with Downtown Bellevue via South Kirkland. It is proposed as a replacement to the overlapping segments of Routes 33C and 34C, which combine to provide frequent service between Kirkland and Bellevue in the Growing Resources and Stable Funding scenarios.

Mid-Term Route 14FL operates the same routing as Long-Term Route 16FL; however, because of insufficient resources in the Long-Term Reduced Funding Network, Route 16FL operates less frequently mid-day (every 30 minutes) than Route 14FL does in the Mid-Term Network (every 15 minutes).



Inbound Turning Movements
Begin at Kirkland Transit Center
Continue south along 3rd St/State St S
Turn west (right) onto NE 68th St
Continue south along Lake Washington Blvd NE
Turn east (left) onto NE 38th Pl
Turn north (left) onto 108th Pl NE
Stop at South Kirkland Park & Ride
Turn south (right) onto 108th Pl NE
Turn east (left) onto Northup Way
Turn south (right) onto 116th Ave NE
Turn west (right) onto NE 12th St
Turn south (left) onto 110th Ave NE
Stop at Bellevue Transit Center

Route 21X

Lynnwood to Bellevue
via I-405

Standard Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p						
Daily Trips	65						30						18,135
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30-60	30-60	—	60	60				
Platform Hours	88.3						41.0						23,442
Revenue Hours	58.3						25.4						16,191
Rev. Hour/Plat. Hour	0.66						0.62						0.65
Revenue Miles	1,479.4						682.7						412,735

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p						
Daily Trips	65						30						18,135
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30-60	30-60	—	60	60				
Platform Hours	88.3						41.0						23,442
Revenue Hours	58.3						25.4						16,191
Rev. Hour/Plat. Hour	0.66						0.62						0.65
Revenue Miles	1,479.4						682.7						412,735

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 11:00p						
Daily Trips	65						30						18,135
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30-60	30-60	—	60	60				
Platform Hours	88.3						41.0						23,442
Revenue Hours	58.3						25.4						16,191
Rev. Hour/Plat. Hour	0.66						0.62						0.65
Revenue Miles	1,479.4						682.7						412,735

Note: All figures are estimates.

The primary purpose of Route 21 Express is to provide standard express service along the I-405 north corridor from Downtown Bellevue to Lynnwood, with intermediate stops at several freeway stations and park-and-rides. The route is identical to Sound Transit Route 535.

Demand for express travel along I-405 is expected to grow dramatically, and the I-405 Bus Rapid Transit Concept Reports (2005) looked at facilities to improve these services. The recently completed NE 6th St direct access ramp is already a major improvement, allowing for fast access into Downtown Bellevue with protection from much of the traffic congestion that typically occurs.

As with current Sound Transit service, it is here assumed that I-405 north and south of Bellevue are served by different lines, requiring a transfer to ride through Bellevue in this corridor. While this is not ideal, a combined route such as Lynnwood-Bellevue-SeaTac in the absence of complete protection from congestion would likely be too long to operate reliably.

Route 21X is the only Frequent Express route not designated among Bellevue's Core Service Network. This is consistent with the performance of Route 535 in Spring 2012, which ranked eleventh in annualized ridership; however, because the north I-405 corridor represents one of the greatest projected markets for growth in transit use, 21X may prove to be among Bellevue's top ten highest-ridership routes in the future.



Inbound Turning Movements	
Begin at the Lynnwood Transit Center	
Turn north (left) onto 46th Ave W	
Turn east (right) onto 200th St SW	
Continue east (straight) along Alderwood Mall Blvd	
Turn north (left) onto Alderwood Mall Pkwy	
Turn onto the SR-525/I-405 S access ramp (right)	
Travel along I-405 South	
Stop at Canyon Park Freeway Station	
Continue south along I-405	
Exit I-405 (right) west onto NE 195th St	
Turn south (left) onto Beardslee Blvd	
Turn south (left) onto 110th Ave NE	
Turn east (left) onto unnamed access road	
Stop at University of Washington Bothell	
Turn west (left) onto Campus Way NE/NE 185th St	
Turn north (right) onto 110th Ave NE	
Turn south (left) onto Beardslee Blvd	
Turn southeast (left) onto Kaysner Way	
Stop at Bothell Park & Ride	
Continue south along Woodinville Dr/SR-522	
Turn onto I-405 S access ramp (right)	
Travel along I-405 South	
Stop at Brickyard Road Park & Ride	
Continue south along I-405	
Stop at Totem Lake Freeway Station	
Continue south along I-405	
Exit I-405 (via transit access ramps) to NE 6th St	
Stop at Bellevue Transit Center	
Turn north (right) onto 108th Ave NE	
Turn west (left) onto NE 8th St	
Turn north (right) onto 100th Ave NE	
Turn east (right) onto NE 10th St	
<i>Continue in reverse direction south (right) onto 108th Ave NE.</i>	

Route 22X

Issaquah Highlands to Seattle
via Eastgate, Mercer Island

All-Day Route
Bellevue Core Route
Serves Seattle Core

Standard Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	84						55			55			27,470
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	20	20-30	30-60	60	30	60	60	30	60	60	
Platform Hours	113.3						59.2			59.2			33,671
Revenue Hours	76.8						42.1			42.1			24,229
Rev. Hour/Plat. Hour	0.68						0.71			0.71			0.69
Revenue Miles	1,783.7						1,077.1			1,077.1			573,322

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	84						55			55			27,470
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	20	20-30	30-60	60	30	60	60	30	60	60	
Platform Hours	113.3						59.2			59.2			33,671
Revenue Hours	76.8						42.1			42.1			24,229
Rev. Hour/Plat. Hour	0.68						0.71			0.71			0.69
Revenue Miles	1,783.7						1,077.1			1,077.1			573,322

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	84						55			55			27,470
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	20	20-30	30-60	60	30	60	60	30	60	60	
Platform Hours	113.3						59.2			59.2			33,671
Revenue Hours	76.8						42.1			42.1			24,229
Rev. Hour/Plat. Hour	0.68						0.71			0.71			0.69
Revenue Miles	1,783.7						1,077.1			1,077.1			573,322

Note: All figures are estimates.

Route 22 Express is an exact continuation of existing Route 554. It operates along the I-90 corridor between Issaquah Highlands and Downtown Seattle with intermediate stops in Downtown Issaquah, Issaquah Transit Center, Eastgate Park-and-Ride, Mercer Island Park-and-Ride, and the Rainier Avenue Freeway Station. Service operates all day, seven days a week. All trips operating beyond Issaquah Highlands are 'deadhead' buses operating to and from Metro's East Base, so the cost of the extended trips is relatively small.



Inbound Turning Movements	
Begin at Issaquah Highlands Park & Ride	Turn south (left) onto 9th Ave NE
	Continue south (straight) along Highlands Dr NE
	Turn west (right) onto the I-90 W access ramp
	Travel along I-90 West
	Exit I-90 (right) south onto 17th Ave NW
Stop at Issaquah Transit Center	Turn north (right) onto 17th Ave NW
	Turn onto the I-90 West access ramp (right)
	Travel along I-90 West
	Exit I-90 in the center lane to the Eastgate Freeway Stn.
Stop At Eastgate Freeway Station	Merge back onto I-90 West
	Exit I-90 (center lane) to 80th Ave SE
	Turn north (right) 80th Ave SE
	Turn west (left) N Mercer Way
Stop at Mercer Island Park & Ride	Continue west along N Mercer Way
	Continue west onto the I-90 W access ramp
	Travel along I-90 West
Stop at Rainier Avenue Freeway Station	Continue along I-90 West
	Exit I-90 north (straight) onto 5th Ave S
Stop at 5th Ave S and S Main St (Connection to Int'l Dist Tunnel Station)	Turn west (left) onto S Main St
	Turn northwest (right) onto 4th Ave
Stop at Downtown Seattle surface stops	Turn northeast (right) onto Olive Way
	<i>End revenue service at Olive Way and 6th Ave</i>

Route 23X

Bellevue to Renton, Westwood Village
via I-405, Sea-Tac Airport, Burien

Standard Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	67						37			37			21,155
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	60	30	60	60	60	60	60	60	60	60	
Platform Hours	128.3						57.9			57.9			37,178
Revenue Hours	89.0						34.8			34.8			26,529
Rev. Hour/Plat. Hour	0.69						0.60			0.60			0.67
Revenue Miles	1,837.1						826.7			826.7			559,400

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	67						37			37			21,155
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	60	30	60	60	60	60	60	60	60	60	
Platform Hours	128.3						57.9			57.9			37,178
Revenue Hours	89.0						34.8			34.8			26,529
Rev. Hour/Plat. Hour	0.69						0.60			0.60			0.67
Revenue Miles	1,837.1						826.7			826.7			559,400

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 1:00a						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	67						37			37			21,155
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	60	30	60	60	60	60	60	60	60	60	
Platform Hours	128.3						57.9			57.9			37,178
Revenue Hours	89.0						34.8			34.8			26,529
Rev. Hour/Plat. Hour	0.69						0.60			0.60			0.67
Revenue Miles	1,837.1						826.7			826.7			559,400

Note: All figures are estimates.

The primary purpose of Route 23 Express is to provide standard express service along the I-405 south corridor from Bellevue to Renton and Westwood Village via Sea-Tac Airport and Burien. The route is nearly identical to Sound Transit Route 560, except for its path through Downtown Bellevue.

Demand for express travel along I-405 is expected to grow dramatically, and the I-405 Bus Rapid Transit Concept Reports (2005) has looked at facilities to improve these services. The NE 6th St direct access ramp completed in 2005 is already a major improvement, allowing for fast access in and out of Downtown Bellevue with protection from much of the traffic congestion that typically occurs.

As with current Sound Transit service, it is here assumed that I-405 north and south of Bellevue are served by different lines, requiring a transfer to ride through Bellevue in this corridor. While this is not ideal, a combined route such as Lynnwood-Bellevue-SeaTac—in the absence of complete protection from congestion—would likely be too long to operate reliably.

I-405 service from the north goes directly into Bellevue Transit Center via the NE 6th St ramps. South I-405 service is routed via South Bellevue so as to create the earliest possible connection to Frequent Express Route 3. This approach provides better coverage of Bellevue but its primary purpose is to anticipate the future connection to East Link.

Inbound Turning Movements

Begin at Bellevue Transit Center

- Turn south (left) onto 108th Ave St
- Turn west (right) onto NE 4th St
- Turn south (left) onto Bellevue Way NE
- Stop at Bellevue Way and Main St
- Continue south along Bellevue Way SE
- Turn east (left) into South Bellevue Station

Stop at South Bellevue Park & Ride

- Continue south along Bellevue Way SE
- Merge (hold left) onto I-90 East
- Take the interchange (right) onto I-405 South
- Exit the highway (right) towards Lake Washington Blvd SE

Stop at Newport Hills Park & Ride

- Continue south along I-405 South
- Exit the highway (right) towards NE 30th St

Stop at Kenndale Freeway Station

- Continue south along I-405 South
- Exit I-405 southwest (right) onto NE Park Dr
- Turn south (left) onto Park Ave N
- Turn west (right) onto Bronson Way N
- Continue west (right) onto S 2nd St
- Turn south (left) onto Burnett Ave S
- Turn west (right) into the Renton Transit Center

Stop at Renton Transit Center

- Turn north (right) onto Logan Ave S
- Turn west (left) onto S 2nd St
- Turn south (left) onto Rainier Ave S (Rt. 167)
- Take the interchange (left) onto I-405 South
- Exit I-405 (right) onto Airport Expressway

Stop at SeaTac Airport

- Turn north (left) onto Pacific Hwy S

Stop at SeaTac Airport Station (at Pacific Hwy & S 176th St)

- Continue north (straight) along Pacific Hwy S
- Turn west (left) onto S 154th St
- Take the access ramp (right) onto SR-518 West
- Continue west along SW 148th St
- Turn left into Burien Transit Center

Stop at Burien Transit Center

- Turn west (left) onto SW 148th St
- Turn north (right) onto Ambaum Blvd SW
- Continue north (straight) along 16th Ave SW
- Turn northwest (left) onto 17th Ave SW
- Turn west (left) onto SW Roxbury St
- Turn north (right) onto 26th Ave SW

Stop at Westwood Village Transit Center

Route 31

Overlake to Yarrow Point, Bellevue, South Bellevue
via Northeast Bellevue, Northup Way, South Kirkland, Medina, Enatai

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						72			72			25,260
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	30	30	30	30	30	30	
Platform Hours	106.6						107.2			107.2			38,967
Revenue Hours	104.0						105.0			105.0			38,070
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,244.4						1,317.6			1,317.6			462,258

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 31 in the Stable Funding Scenario.													
Platform Hours	See Route 38 for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 31 in the Reduced Funding Scenario.													
Platform Hours	No comparable service is available in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

The purpose of Route 31 is to provide coverage service to several areas of Bellevue and neighboring communities that are currently served by existing Routes 249 and 271. Neighborhoods served include northeast Bellevue, northern Bel-Red and southeastern Bridle Trails, Medina, Clyde Hill, northwest Bellevue, Enatai, and Beaux Arts Village. Route 31 connects these areas to routes in the frequent network at centers including Overlake Transit Center, Overlake Park-and-Ride, South Kirkland Park-and-Ride, Yarrow Point Freeway Station, Bellevue Transit Center, and South Bellevue Park-and-Ride. This service is available only in the Growing Resources scenario.

Route 31 as it is proposed for the Mid-Term Networks provides some of the same functions as the Long-Term Networks' Route 31, but it also incorporates segments of Long-Term Routes 33 and 34. These differences exist because routes in the Mid-Term networks are meant to more closely resemble existing route structures.

Inbound Turning Movements

Begin at Overlake Transit Center

Turn north (left) onto 156th Ave NE

Turn east (right) onto NE 40th St

Turn south (right) onto West Lake Sammamish Pkwy NE

Turn west (right) onto NE 24th St

Turn north (right) onto 152nd Ave NE

Stop at Overlake Park & Ride

Continue north along 152nd Ave NE

Turn northwest (circle intersection left) onto NE 36th St

Turn south (left) onto 148th Ave NE

Turn southwest (right) onto NE 29th Pl

Turn west (right) onto NE 24th St

Turn south (left) onto 140th Ave NE

Turn west (right) onto NE 20th St/Northup Way

Turn north (right) onto 108th Ave NE

Stop at South Kirkland Park & Ride

Turn south (right) onto 108th Ave NE

Turn west (right) onto NE 38th Pl

Turn south (left) onto Lake Washington Blvd NE

Turn west (right) onto NE Points Dr

Turn south (left) onto 92nd Ave NE

Stop at the Yarrow Point Freeway Station

Continue south along 92nd Ave NE

Continue southwest (slight right) along Points Dr NE

Continue west along NE 28th St

Turn south (left) onto 84th Ave NE

Continue southeast (straight) along Lake Washington Blvd

Continue southeast (slight left) along NE 1st St

Turn east (right) onto NE 8th St

Continue south on 108th Ave NE

Stop at Bellevue Transit Center

Turn south (right) onto 108th Ave NE

Turn west (left) onto Main St

Turn south (right) onto Bellevue Way SE

Turn south (left) onto 104th Ave SE

Turn east (right) onto SE 28th St

Turn south (left) onto 105th Ave SE

Turn east (right) onto SE 30th St

Continue south on 106th Ave SE

Turn east (left) onto 106th Ave SE

Turn north (right) onto 108th Ave SE

Turn east (left) onto SE 34th St

Continue north (straight) along 112th Ave SE

End at South Bellevue Park & Ride

Route 32

Yarrow Point to Eastgate
via Clyde Hill, Downtown, Woodridge, Factoria, Somerset

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						72			72			25,260
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	30	30	30	30	30	30	
Platform Hours	81.3						88.3			88.3			30,457
Revenue Hours	80.0						87.0			87.0			29,970
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	890.8						943.2			943.2			330,906

Stable Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	56.2						51.9			51.9			20,040
Revenue Hours	55.0						51.0			51.0			19,635
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	625.6						607.2			607.2			226,320

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
	No service by Route 32 in the Reduced Funding Scenario.												
Platform Hours	No comparable service is available in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates. The service statistics provided above reflect Route 32 if it were operated individually. However, it is recommended that Route 32 be interlined with Route 35 in the Growing and Stable Funding scenarios, thereby improving these routes' collective operating efficiency by 11.1% in the Growing scenario and 4.1% in the Stable scenario. Network-wide costing figures reflect these assumed efficiencies. See the Interlined Routes tables for more details.

Route 32 provides coverage service to areas of Bellevue and neighboring 'Points' cities that are currently served by local routes. The route operates two variants—one in the Growing Resources scenario and a second in the Stable Funding scenario.

The Growing Resources variant begins at Yarrow Point Freeway Station, serving northwest Bellevue and adjacent parts of Clyde Hill, including and expanding areas now served by Route 246. By extending existing Route 246 service through Clyde Hill to the Yarrow Point Freeway Station, riders from these areas are afforded more direct connections to services on SR-520, improving travel time west toward north Seattle or east toward Redmond. In the Stable Funding scenario, the segment between Yarrow Point and Downtown Bellevue is eliminated and served by Route 38 instead.

South of Downtown Bellevue, Route 32 serves several lower-density neighborhoods presently served by Routes 241 and 246. Route 32 travels from Downtown Bellevue south through the Woodridge neighborhood, focusing on areas not served by Frequent Local Route 13, after which it proceeds to Factoria and then into Somerset. In the Growing Resources scenario, the route loops the current coverage areas in Somerset and Eastgate, served by existing Routes 246 and 241 respectively, before crossing I-5 via 142nd PI SE and ending at the Eastgate Park-and-Ride. In the Stable Funding scenario, the segment through the Eastgate neighborhood currently served by Route 241 is not served, with the routing amended as indicated in the inbound variant turning movements at right.

Inbound Turning Movements

Begin at the Yarrow Point Freeway Station

- Travel south along 92nd Ave NE
- Turn east (left) onto NE 24th St
- Turn south (right) onto 100th Ave NE
- Turn east (left) onto NE 8th St
- Turn south (right) along 108th Ave NE

Stop at Bellevue Transit Center

- Continue south along 108th Ave NE
- Turn east (left) onto Main St
- Turn south (right) onto 112th Ave SE
- Turn east (left) onto SE 8th St
- Turn south (right) along 121st Ave SE
- Continue east (straight) along SE 12th St
- Continue south (straight) along 123rd Ave SE
- Continue east along SE 27th St
- Turn north (left) onto 128th Ave SE
- Turn east (right) onto SE 26th St
- Turn south (right) along Richards Rd
- Continue south along Factoria Blvd SE

Stop at Factoria Blvd SE & SE 40th Ln

- Continue south along Factoria Blvd SE
- Turn east (left) onto SE Newport Way
- Turn south (right) onto Somerset Blvd SE
- Turn west (right) onto Somerset Blvd SE
- Turn northeast (left) onto Highland Dr
- Continue north (straight) along 148th Ave SE
- Continue north (straight) onto 150th Ave SE
- Turn west (left) onto SE Newport Way
- Turn northeast (right) onto SE Allen Rd
- Turn north (left) onto 146th Ave SE
- Turn west (left) onto SE 36th St
- Turn north (right) onto 142nd PI SE
- Turn west (left) onto SE 32nd St
- Turn south (left) onto 140th Ave SE

Stop at Eastgate Park & Ride

Inbound Variant Turning Movements

- ...Continuing from 148th Ave SE, as described above*
- Continue north (straight) onto 150th Ave SE
- Turn west (left) onto SE 36th St
- Turn north (right) onto 142nd PI SE
- Turn west (left) onto SE 32nd St
- Turn south (left) onto 140th Ave SE
- Stop at Eastgate Park & Ride

Route 33

Kenmore to Bellevue
via Juanita, Kirkland

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	61						25			25			18,305
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	60	—	—	60	—	—	60	—	
Platform Hours	77.5						27.7			27.7			22,019
Revenue Hours	54.3						20.4			20.4			16,091
Rev. Hour/Plat. Hour	0.70						0.74			0.74			0.71
Revenue Miles	898.9						368.4			368.4			269,749

Stable Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	61						25			25			18,305
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	60	—	—	60	—	—	60	—	
Platform Hours	77.5						27.7			27.7			22,019
Revenue Hours	54.3						20.4			20.4			16,091
Rev. Hour/Plat. Hour	0.70						0.74			0.74			0.71
Revenue Miles	898.9						368.4			368.4			269,749

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
	No service by Route 33 in the Reduced Funding Scenario.												
Platform Hours	See Route 14 for comparable service in some areas; no comparable service available in others.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 33 is identical to existing Route 234, retained in its entirety in the Growing Resources and Stable Funding scenarios. The route is eliminated in the Reduced Funding scenario.

Route 33 is an all-day two-way route serving the Northshore Park-and-Ride, Kenmore, Juanita, the Kirkland Transit Center, South Kirkland Park-and-Ride, and Bellevue Transit Center. One of the route's primary functions is to serve local trips in the Kirkland area. However, more significantly for transit users in Bellevue, Route 33 is scheduled in combination with Route 34 to operate frequent headways between the downtowns of Kirkland and Bellevue.

Inbound Turning Movements	
Begin at Northshore Park & Ride	
	Turn south (right) onto 68th Ave NE
	Continue south along Juanita Dr NE
	Turn east (left) onto NE 153rd St/NE 155th St
	Turn south (right) onto 84th Ave NE
	Turn east (left) onto NE 132nd St
	Turn north (left) onto 87th Ave NE
	Turn east (right) onto NE 134th St
	Continue east along NE 136th St/NE 137th St
	Turn south (right) onto 100th Ave NE
	Continue south along 98th Ave NE/Market St
	Turn east (left) onto Central Way
	Turn south (right) onto 3rd St
Stop at Kirkland Transit Center	
	Turn east (left) onto Kirkland Ave/Kirkland Way
	Turn south (right) onto 6th St S
	Continue south along 108th Ave S
Stop at South Kirkland Park & Ride	
	Turn south (right) onto 108th Ave S
	Turn east (left) onto Northup Way
	Turn south (right) onto 116th Ave NE
	Turn west (right) onto NE 10th St
	Turn south (left) onto 108th Ave S
Stop at Bellevue Transit Center	

Route 34

Kingsgate to Bellevue
via Kirkland

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	74						36			35			22,772
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30	30-60	0	60	60	0	60	60	
Platform Hours	70.8						38.8			37.7			21,487
Revenue Hours	50.3						25.3			24.7			15,586
Rev. Hour/Plat. Hour	0.71						0.65			0.66			0.69
Revenue Miles	758.5						369.1			358.8			233,428

Stable Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	74						36			35			22,772
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30	30-60	0	60	60	0	60	60	
Platform Hours	70.8						38.8			37.7			21,487
Revenue Hours	50.3						25.3			24.7			15,586
Rev. Hour/Plat. Hour	0.71						0.65			0.66			0.69
Revenue Miles	758.5						369.1			358.8			233,428

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
	No service by Route 34 in the Reduced Funding Scenario.												
Platform Hours	See Route 14 for comparable service in some areas; no comparable service available in others.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 34 is identical to existing Route 235, retained in its entirety in the Growing Resources and Stable Funding scenarios. The route is eliminated in the Reduced Funding scenario.

Route 34 connects the Kingsgate Park-and-Ride with the Totem Lake Transit Center, Kirkland Transit Center, South Kirkland Park-and-Ride, Bellevue's hospital district, and the Bellevue Transit Center. In addition to providing coverage service to these communities, Route 34 is scheduled in combination with Route 33 to operate frequent headways between the downtowns of Kirkland and Bellevue.



Inbound Turning Movements	
Begin at Kingsgate Park & Ride	
	Turn south (right) onto 116th Ave NE
	Turn east (left) onto NE 128th St
Stop at Totem Lake Transit Center	
	Turn west (left) onto NE 128th St
	Turn south (left) onto 120th Ave NE
	Turn east (left) onto Totem Lake Blvd NE
	Continue south (straight) along 124th Ave NE
	Turn west (right) onto NE 85th St
	Continue west along Central Way
	Turn south (right) onto 3rd St
Stop at Kirkland Transit Center	
	Turn east (left) onto Kirkland Ave/Kirkland Way
	Turn south (right) onto 6th St S
	Continue south along 108th Ave S
Stop at South Kirkland Park & Ride	
	Turn south (right) onto 108th Ave S
	Turn east (left) onto Northup Way
	Turn south (right) onto 116th Ave NE
	Turn west (right) onto NE 10th St
	Turn south (left) onto 108th Ave S
Stop at Bellevue Transit Center	

Route 35

Issaquah to Eastgate
via Newport Way

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						72			72			25,260
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	30	30	30	30	30	30	
Platform Hours	50.4						52.4			52.4			18,616
Revenue Hours	49.0						51.0			51.0			18,105
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	482.8						511.2			511.2			179,346

Stable Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	50.4						49.4			49.4			18,286
Revenue Hours	49.0						48.0			48.0			17,775
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	482.8						468.6			468.6			174,660

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
	No service by Route 35 in the Reduced Funding Scenario.												
Platform Hours	No comparable service is available in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All services are estimates. The service statistics provided above reflect Route 35 if it were operated individually. However, it is recommended that Route 35 be interlined with Route 32 in the Growing and Stable Funding scenarios, thereby improving these routes' collective operating efficiency by 11.1% in the Growing scenario and by 4.1% in the Stable scenario. Network-wide costing figures reflect these assumed efficiencies. See the Interlined Routes tables for more details.

The purpose of Route 35 is to provide local coverage service to the neighborhoods along the I-90 corridor between Issaquah and Eastgate, allowing riders to connect to more frequent local and regional services at the Eastgate Park-and-Ride. Neighborhoods served include those just south of I-90 between 150th and 180th Avenues SE and those on the north side of I-90 between 180th Avenue SE and Issaquah. The route is identical to an infrequent local segment served by existing Route 271 between Eastgate Park-and-Ride and Issaquah Transit Center.



Inbound Turning Movements
Begin at Issaquah Transit Center
Turn north (right) onto Renton Rd
Continue north (straight) along 17th Ave NW
Turn west (left) onto NW Sammamish Rd
Continue northwest (straight) along West Lake Samma-
Turn south (circle intersection left) onto 180th Ave SE/
Turn west (right) onto SE Newport Way
Turn north (right) onto 150th Ave SE
Turn west (left) onto SE Eastgate Way
Turn north (right) onto 140th Ave SE
Stop at Eastgate Park & Ride

Route 36

Education Hill to Eastgate
via Redmond, Overlake, Crossroads, East Bellevue

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						72			72			25,260
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	30	30	30	30	30	30	
Platform Hours	88.0						88.7			88.7			32,193
Revenue Hours	86.0						87.0			87.0			31,500
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	996.2						1,054.8			1,054.8			370,059

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 36 in the Stable Funding Scenario.													
Platform Hours	See Route 39 for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 36 in the Reduced Funding Scenario.													
Platform Hours	No comparable service is available in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

The purpose of Route 36 is to provide coverage service to several areas in Bellevue and Redmond that are currently served by Routes 221 and 249. This route covers east Bellevue along 164th and 168th Avenues, and outside of Bellevue it extends north into Redmond to the Viewpoint and Education Hill neighborhoods. These areas are provided direct service to the frequent service network at Overlake Transit Center, Overlake Park-and-Ride, Crossroads Shopping Center, and Eastgate Park-and-Ride.

This service is operated only in the Growing Resources scenario, but Route 39 provides alternative service for some areas in the Stable Funding scenario.

Inbound Turning Movements

Begin at NE 104th St and 166th Ave NE
Continue west along NE 104th St
Continue north (straight) along 160th Ave NE
Continue west (straight) along NE 109th St
Turn north (right) onto Woodinville-Redmond Rd NE
Turn east (right) onto NE 116th St
Turn south (right) onto 172nd Ave NE
Turn east (left) onto NE 111th St
Continue south (straight) along 176th Ave NE
Turn west (right) onto NE 104th St
Turn south (left) onto 166th Ave NE
Turn west (right) onto NE 83rd St
Stop at Redmond Transit Center
Continue west (straight) onto NE 83rd St
Turn south (left) onto 161st Ave NE
Turn west (right) onto Bear Creek Pkwy
Turn west (left) onto Redmond Way
Turn south (left) onto West Lake Sammamish Way
Turn south (right) onto Old Redmond Rd
Continue west (straight) along Old Redmond Rd
Turn south (left) onto 148th Ave NE
Turn east (left) onto NE 40th St
Turn south (right) onto 156th Ave NE
Stop at Overlake Transit Center
Turn south (right) onto 156th Ave NE
Turn west (right) onto NE 31st St
Turn south (left) onto 152nd Ave NE
Stop at Overlake Park & Ride
Continue south along 152nd Ave NE
Turn east (left) onto NE 24th St
Turn south (right) onto 156th Ave NE
Stop at Crossroads Shopping Center
Continue south along 156th Ave NE
Turn east (left) onto NE 8th St
Turn south (right) onto 164th Ave NE
Turn east (left) onto SE 14th St
Continue south (straight) along 168th Ave SE
Continue west (straight) along SE 24th St
Continue west (slight right) along SE 22nd St
Turn south (left) onto 145th Pl SE
Turn west (right) onto SE 24th St
Continue south (left) along Kelsey Creek Rd
Turn west (right) onto Snoqualmie River Rd
Continue south (straight) along Snoqualmie River Rd
Turn west (right) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Stop at Eastgate Park & Ride

Route 37

Crossroads to Bel-Red, Bellevue
via Northeast Bellevue

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						72			72			25,260
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	30	30	30	30	30	30	
Platform Hours	49.9						51.9			51.9			18,434
Revenue Hours	49.0						51.0			51.0			18,105
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	482.8						511.2			511.2			179,346

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	49.9						48.9			48.9			18,104
Revenue Hours	49.0						48.0			48.0			17,775
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	482.8						468.6			468.6			174,660

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 37 in the Reduced Funding Scenario.													
See Route 41 for comparable service in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

The purpose of Route 37 is to provide coverage service to areas of Bellevue that are currently served by the east-west segment of Route 226. The route begins at Crossroads Shopping Center and travels east to provide coverage to portions of northeast Bellevue. It then proceeds along Bel-Red Road toward Downtown Bellevue, providing the closest possible approximation to the future East Link alignment before the completion of the proposed future street grid in the Bel-Red neighborhood.

This service is proposed only for the Growing Resources and Stable Funding scenarios. Route 41 provides alternative service in the Reduced Funding scenario, but that route does not include coverage service in northeast Bellevue along NE 8th St, Northup Way, 164th Ave NE, or NE 24th St.

Inbound Turning Movements
Begin at Crossroads Shopping Center
Continue south along 156th Ave NE
Turn east (left) onto NE 8th St
Turn north (left) onto Northup Way
Turn north (right) onto 164th Ave NE
Turn west (left) onto NE 24th St
Turn south (left) onto 152nd Ave NE
Turn west (right) onto NE 20th St
Turn southwest (left) onto Bel-Red Rd
Continue northeast (straight) along NE 12th St
Turn south (left) onto 116th Ave NE
Turn west (right) onto NE 10th St
Turn south (left) onto 108th Ave NE
Stop at Bellevue Transit Center

Route 38

Overlake to Yarrow Point, Bellevue
via Northeast Bellevue, Northup Way, South Kirkland, Clyde Hill

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 38 in the Growing Resources Scenario. See Routes 31 and 32 for comparable service in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	84.7						82.7			82.7			30,683
Revenue Hours	83.0						81.0			81.0			30,075
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	958.8						930.6			930.6			346,860

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 38 in the Reduced Funding Scenario. No comparable service is available in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

The purpose of Route 38 is to provide coverage service to several areas of Bellevue and neighboring communities that are currently served by existing Routes 246 and 249. Neighborhoods served include northeast Bellevue, northern Bel-Red and southeastern Bridle Trails, Clyde Hill, and northwest Bellevue. Route 38 connects these areas to routes in the frequent network at centers including Overlake Transit Center, Overlake Park-and-Ride, South Kirkland Park-and-Ride, Yarrow Point Freeway Station, and Bellevue Transit Center. This service is proposed only for the Stable Funding scenario, with portions served by Routes 31 and 32 in the Growing Resources scenario.

Route 38 as it is proposed for the Mid-Term Networks is most comparable to portions of Routes 32 and 36 in the Long-Term Stable Funding Network, except that neither of these serve South Kirkland Park-and-Ride. The differences between the Mid-Term and Long-Term proposals exist in part because routes in the Mid-Term networks are meant to more closely resemble existing route structures.

Inbound Turning Movements

Begin at Overlake Transit Center

Turn north (left) onto 156th Ave NE

Turn east (right) onto NE 40th St

Turn south (right) onto West Lake Sammamish Pkwy NE

Turn west (right) onto NE 24th St

Turn north (right) onto 152nd Ave NE

Stop at Overlake Park & Ride

Continue north along 152nd Ave NE

Turn northwest (circle intersection left) onto NE 36th St

Turn south (left) onto 148th Ave NE

Turn southwest (right) onto NE 29th Pl

Turn west (right) onto NE 24th St

Turn south (left) onto 140th Ave NE

Turn west (right) onto NE 20th St/Northrup Way

Turn north (right) onto 108th Ave NE

Stop at South Kirkland Park & Ride

Turn south (right) onto 108th Ave NE

Turn west (right) onto NE 38th Pl

Turn south (left) onto Lake Washington Blvd NE

Turn west (right) onto NE Points Dr

Turn south (left) onto 92nd Ave NE

Begin at the Yarrow Point Freeway Station

Travel south along 92nd Ave NE

Turn east (left) onto NE 24th St

Turn south (right) onto 100th Ave NE

Turn east (left) onto NE 8th St

Turn south (right) along 108th Ave NE

Stop at Bellevue Transit Center

Route 39

Education Hill to Eastgate
via Redmond, Crossroads

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 39 in the Growing Resources Scenario. See Route 36 for comparable service in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	72.7						67.3			67.3			25,937
Revenue Hours	71.0						66.0			66.0			25,365
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	843.2						818.4			818.4			305,040

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 39 in the Reduced Funding Scenario. See Route 40 for comparable service in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

The purpose of Route 39 is to provide coverage service to several areas in Bellevue and Redmond that are currently served by Routes 221 and 226. This route covers east Bellevue's Lake Hills neighborhood, and outside of Bellevue it extends north into Redmond to the Viewpoint and Education Hill neighborhoods. These areas are provided direct service to the frequent service network at Redmond Transit Center, Crossroads Shopping Center, and Eastgate Park-and-Ride.

This service is operated only in the Stable Funding scenario, but Route 36 provides similar service for some areas in the Growing Resources scenario.

Inbound Turning Movements

Begin at NE 104th St and 166th Ave NE
Continue west along NE 104th St
Continue north (straight) along 160th Ave NE
Continue west (straight) along NE 109th St
Turn north (right) onto Woodinville-Redmond Rd NE
Turn east (right) onto NE 116th St
Turn south (right) onto 172nd Ave NE
Turn east (left) onto NE 111th St
Continue south (straight) along 176th Ave NE
Turn west (right) onto NE 104th St
Turn south (left) onto 166th Ave NE
Turn west (right) onto NE 83rd St
Stop at Redmond Transit Center
Continue west (straight) onto NE 83rd St
Turn south (left) onto 161st Ave NE
Turn west (right) onto Bear Creek Pkwy
Turn west (left) onto Redmond Way
Turn south (left) onto West Lake Sammamish Way
Turn south (right) onto Old Redmond Rd
Continue west (straight) along Old Redmond Rd
Turn south (left) onto 148th Ave NE
Turn east (left) onto NE 8th St
Stop at Crossroads Shopping Center
Turn south (right) onto 156th Ave NE
Turn west (right) onto Lake Hills Blvd
Turn south (left) onto 148th Ave NE
Turn west (right) onto SE 24th St
Continue south (left) along Kelsey Creek Rd
Turn west (right) onto Snoqualmie River Rd
Continue south (straight) along Snoqualmie River Rd
Turn west (right) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Stop at Eastgate Park & Ride

Route 40

Overlake to Eastgate
via Crossroads

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 40 in the Growing Resources Scenario. See Routes 7 FR and 12 FL for comparable service in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 40 in the Stable Funding Scenario. See Routes 39 for comparable service in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			Annualized Total
Hours of Service													
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	38.1						33.7			33.7			13,426
Revenue Hours	37.0						33.1			33.0			13,069
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	435.2						422.4			422.4			157,440

Note: All figures are estimates.

The purpose of Route 40 is to provide coverage service to areas in Bellevue and Overlake that are currently served by Routes 221 and 226. This service is operated only in the Reduced Funding scenario, but Route 39 provides similar service for some areas in the Stable Funding scenario.

Although similar to Route 39, the function of Route 40 is significantly different as a result of the elimination of most service in Redmond. Whereas Route 39 begins its coverage service in Redmond's Education Hill neighborhood, proceeds south through Downtown Redmond, and reaches Crossroads via 148th Ave NE, Route 40 begins its service at Overlake Transit Center, then travels south to Crossroads via 148th Ave NE.

Route 40 operates the same routing as Route 39 between Crossroads and Eastgate Park-and-Ride, providing service to east Bellevue's Lake Hills neighborhood along the way. Connections to the frequent service network are available at Overlake Transit Center, Crossroads Shopping Center, and Eastgate Park-and-Ride.

Inbound Turning Movements	
Begin at Overlake Transit Center	
Turn north (left) onto 156th Ave NE	
Turn west (left) onto NE 40th St	
Turn south (left) onto 148th Ave NE	
Turn east (left) onto NE 8th St	
Stop at Crossroads Shopping Center	
Turn south (right) onto 156th Ave NE	
Turn west (right) onto Lake Hills Blvd	
Turn south (left) onto 148th Ave NE	
Turn west (right) onto SE 24th St	
Continue south (left) along Kelsey Creek Rd	
Turn west (right) onto Snoqualmie River Rd	
Continue south (straight) along Snoqualmie River Rd	
Turn west (right) onto SE 32nd St	
Turn south (left) onto 140th Ave SE	
Stop at Eastgate Park & Ride	

Route 41

Overlake to Bel-Red, Bellevue
via Overlake Park-and-Ride

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 41 in the Growing Resources Scenario. See Routes 3 FX and 37 for comparable service in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 41 in the Stable Funding Scenario. See Route 37 for comparable service in some areas.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	34.7						33.7			33.7			12,543
Revenue Hours	34.0						33.1			33.0			12,304
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	360.4						349.8			349.8			130,380

Note: All figures are estimates.

The purpose of Route 41 is to provide coverage service to areas of Bellevue that are currently served by portions of the east-west segment of Route 226. While similar to Route 37 proposed for the Growing and Stable Funding scenarios, Route 41 neither begins at Crossroads nor does it provide coverage service to neighborhoods in northeast Bellevue. Instead, Route 41 begins at Overlake Transit Center and travels to Downtown Bellevue via the Overlake Park-and-Ride and Bel-Red Road, providing an approximation of the future East Link alignment.

This service is proposed only for the Reduced Funding scenario. By comparison, the Stable Funding scenario provides expanded coverage via Route 37, and the Growing Resources scenario provides both this expanded coverage and frequent, direct service between Overlake Park-and-Ride and Downtown Seattle via Frequent Express Route 3.

Inbound Turning Movements
Begin at Crossroads Shopping Center
Continue south along 156th Ave NE
Turn east (left) onto NE 8th St
Turn north (left) onto Northup Way
Turn north (right) onto 164th Ave NE
Turn west (left) onto NE 24th St
Turn south (left) onto 152nd Ave NE
Turn west (right) onto NE 20th St
Turn southwest (left) onto Bel-Red Rd
Continue northeast (straight) along NE 12th St
Turn south (left) onto 116th Ave NE
Turn west (right) onto NE 10th St
Turn south (left) onto 108th Ave NE
Stop at Bellevue Transit Center

Route 51

Lake Kathleen to Seattle
via Maplewood

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	20-30	—	—							
Platform Hours	36.7												9,361
Revenue Hours	20.5												5,220
Rev. Hour/Plat. Hour	0.56												0.56
Revenue Miles	400.1												102,030

Stable Funding

Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	20-30	—	—							
Platform Hours	36.7												9,361
Revenue Hours	20.5												5,220
Rev. Hour/Plat. Hour	0.56												0.56
Revenue Miles	400.1												102,030

Reduced Funding

Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	20-30	—	—							
Platform Hours	36.7												9,361
Revenue Hours	20.5												5,220
Rev. Hour/Plat. Hour	0.56												0.56
Revenue Miles	400.1												102,030

Note: All figures are estimates.

Route 51 is identical to existing Route 111, retained in its entirety in all Mid-Term Networks regardless of funding scenario. Route 51 provides one-way peak service from Lake Kathleen and Maplewood to Downtown Seattle via the Renton Highlands and Kenndale. The route begins at Jericho Ave NE in the Renton Highlands, loops through Lake Kathleen and Maplewood, and follows NE 4th St and Sunset Blvd NE to the NE 30th St entrance of I-405. It then operates express while travelling along I-405 and I-90 to Downtown Seattle, with intermediate stops only at the Kenndale and Newport Hills Park-and-Rides and the Rainier Ave Freeway Station.

Inbound Turning Movements

Begin at 144th Ave SE and NE 4th St
Continue south along 144th Ave SE
Turn east (left) onto SE 142nd St
Turn south (right) onto 154th Ave SE
Turn east (left) onto SE 142nd Pl
Turn south (right) onto 156th Ave SE
Turn east (left) onto SE 144th St
Turn north (left) 169th Ave SE
Turn east (right) SE 136th St
Continue north along 172nd Ave SE
Turn east (right) SE 134th St
Continue south along 182nd Ave SE
Turn east (left) along SE 135th St
Continue north along 186th Ave SE
Turn east (right) onto SE 133rd Pl
Turn north (left) onto Lake Kathleen Rd SE
Turn west (left) onto SE 128th St
Continue (straight) along NE 4th St
Turn north (right) onto Monroe Ave NE
Turn west (left) onto NE 10th St
Turn northeast (right) onto NE Sunset Blvd
Turn north (left) onto Kirkland Ave NE
Turn west (left) onto NE 16th St
Turn north (right) onto Edmonds Ave NE
Turn west (left) onto NE 27th St
Continue along Kennewick Pl NE/NE 30th St
Turn north (right) onto the I-405 N access ramp
Travel along I-405 North
Stop at Newport Hills Park & Ride
Continue along I-405 North
Exit I-405 (right) onto I-90 West
Travel along I-90 West
Stop at Rainier Ave Freeway Station
Continue along I-90 West
Exit I-90 north (straight) onto 5th Ave S
Stop at 5th Ave S and S Main St (Connection to International District Tunnel Station)
Turn west (left) onto S Main St
Turn northwest (right) onto 4th Ave
Stop at Downtown Seattle surface stops
Turn northeast (right) onto Olive Way
<i>End revenue service at Olive Way and 6th Ave</i>

Route 52

Renton Highlands to Seattle
via Newport Hills

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:35 - 8:45; 16:04 - 18:43												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	16.8												4,284
Revenue Hours	9.3												2,366
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	165.1												42,109

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:35 - 8:45; 16:04 - 18:43												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	16.8												4,284
Revenue Hours	9.3												2,366
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	165.1												42,109

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 52 in the Reduced Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 52 is identical to existing Route 114, retained in its entirety in the Growing Resources and Stable Funding scenarios. The route is eliminated in the Reduced Funding scenario. Route 52 is a one-way peak-only commuter route that provides service from the Renton Highlands to Downtown Seattle. It follows the path of Route 11 along Coal Creek Parkway SE, travels through Newcastle and Newport Hills, then begins limited-stop service to Downtown Seattle on I-405 and I-90, during which its only stop is at the Rainier Ave Freeway Station.

Inbound Turning Movements	
	Begin at Union Ave SE and SE 2nd PI
	Continue south along Union Ave SE
	Turn east (left) onto SE 4th St
	Turn north (left) onto Chelan Ave SE
	Turn west (left) onto SE 2nd PI
	Turn north (right) onto Union Ave SE
	Turn east (right) onto NE Sunset Blvd
	Turn north (left) onto Duvall Ave NE
	Continue north (straight) along Coal Creek Pkwy SE
	Turn north (right) onto Newcastle Golf Club Rd
	Turn west (left) onto Newcastle Way
	Stop at Newcastle Transit Center
	Continue west (straight) along Newcastle Way
	Turn north (right) onto 123rd Ave SE
	Turn west (left) onto SE 60th St
	Turn north (right) onto 119th Ave SE
	Turn west (left) onto Coal Creek Pkwy SE
	Turn north (right) onto the I-405 N access ramp
	Stop at Newport Hills Park & Ride
	Travel along I-405 North
	Exit I-405 (right) onto I-90 West
	Travel along I-90 West
	Stop at Rainier Ave Freeway Station
	Continue along I-90 West
	Exit I-90 north (straight) onto 5th Ave S
	Stop at 5th Ave S and S Main St (Connection to International District Tunnel Station)
	Turn west (left) onto S Main St
	Turn northwest (right) onto 4th Ave
	Stop at Downtown Seattle surface stops
	Turn northeast (right) onto Olive Way
	<i>End revenue service at Olive Way and 6th Ave</i>

Route 53

Renton to U. District
via I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:01 - 8:44; 14:38 - 18:11												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	15.0												3,813
Revenue Hours	9.2												2,338
Rev. Hour/Plat. Hour	0.61												0.61
Revenue Miles	190.1												48,482

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:01 - 8:44; 14:38 - 18:11												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	15.0												3,813
Revenue Hours	9.2												2,338
Rev. Hour/Plat. Hour	0.61												0.61
Revenue Miles	190.1												48,482

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:01 - 8:44; 14:38 - 18:11												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	15.0												3,813
Revenue Hours	9.2												2,338
Rev. Hour/Plat. Hour	0.61												0.61
Revenue Miles	190.1												48,482

Note: All figures are estimates.

Route 53 is identical to existing Route 167, retained in its entirety in all Mid-Term Networks regardless of funding scenario. Route 53 is a peak-only route that connects the South Renton Park-and-Ride to the University District in Seattle. Once on I-405 after leaving the Renton Transit Center, the route's only stops are at the Newport Hills Park-and-Ride and SR-520 freeway station before reaching Seattle. The route does not stop in Downtown Bellevue as it passes by along I-405.



Inbound Turning Movements	
Begin at South Renton Park & Ride	Turn south (right) onto Shattuck Ave S
	Turn west (right) onto S Grady Way
	Turn north (right) onto Rainier Ave S
	Turn east (right) onto S 3rd St
	Turn north (left) onto Logan Ave S
Stop at Renton Transit Center	Turn south (right) onto Burnett Ave S
	Turn east (left) onto S 3rd St
	Turn north (left) onto Mill Ave S
	Turn northeast (right) onto Bronson Way N
	Turn north (left) onto I-405 North access ramp
	Travel along I-405 North
Stop at Kennydale Park & Ride	Continue along I-405 North
Stop at Newport Hills Park & Ride	Continue along I-405 North
	Exit I-405 (right) onto SR-520 West
Stop at Yarrow Point Freeway Station	Continue west along SR-520
Stop at Evergreen Point Freeway Station	Continue west along SR-520
	Exit SR-520 (right) onto Montlake Blvd
Stop at Montlake Interchange	Continue north along Montlake Blvd
	Turn west (left) onto NE Pacific St
	Turn north (right) onto 15th Ave NE
Stop at the UW (15th Ave NE & Campus Pkwy)	Continue north along 15th Ave NE
	Turn west (left) onto NE 45th St
Stop at NE 45th St and Roosevelt Way NE	

Route 54

Eastgate to Downtown Seattle
via I-90

Peak-Only Route
Bellevue Core Route
Serves Seattle Core

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Revenue Hours	52.3												13,331
Platform Hours	23.9												6,087
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Stable Funding

Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Platform Hours	52.3												13,331
Revenue Hours	23.9												6,087
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Reduced Funding

Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Platform Hours	52.3												13,331
Revenue Hours	23.9												6,087
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Note: All figures are estimates.

Route 54 is identical to existing Route 212, retained in its entirety in all Mid-Term Networks regardless of funding scenario. Route 54 is a peak-only commuter route that begins service at the Eastgate Park-and-Ride and ends on surface streets in Downtown Seattle. Three inbound afternoon peak trips and three outbound morning trips exit I-90 at Factoria Blvd to serve businesses along SE 36th St instead of serving the Eastgate Freeway Station en route to the Eastgate Park-and-Ride. Route 54 also has a reverse peak segment that combines with Route 57 to provide service every fifteen minutes from Downtown Seattle to Factoria and Eastgate.

Consistent with the performance of existing Route 212, Route 54 is expected to serve sufficient ridership to remain among Bellevue's Core Service Network. Route 54 is one of two peak-only routes so designated.

Inbound Turning Movements

Begin at Eastgate Park & Ride

Turn north (right) onto 140th Ave SE

Turn east (right) onto SE 32nd St

Turn south (right) onto 142nd PI SE

Turn west (right) onto the 142nd PI SE access ramp

Stop at Eastgate Freeway Station

Continue west (straight) onto the I-90 W access ramp

Travel along I-90 West

Stop at Rainier Station

Continue along I-90 West

Exit I-90 north (straight) onto 5th Ave S

Stop at 5th Ave S and S Main St

(Connection to International District Tunnel Station)

Turn west (left) onto S Main St

Turn northwest (right) onto 4th Ave

Stop at Downtown Seattle surface stops

Turn northeast (right) onto Olive Way

End revenue service at Olive Way and 6th Ave

Variant Inbound Turning Movements

Begin at Eastgate Park & Ride

Turn north (right) onto 140th Ave SE

Turn east (right) onto SE 32nd St

Turn south (right) onto 142nd PI SE

Turn west (right) onto SE 36th St

Turn north (right) onto Richards Rd

Turn west (left) onto the I-90 W access ramp

Travel along I-90 West

Stop at Rainier Station

Continue along I-90 West

Exit I-90 north (straight) onto 5th Ave S

Stop at 5th Ave S and S Main St

(Connection to International District Tunnel Station)

Turn west (left) onto S Main St

Turn northwest (right) onto 4th Ave

Stop at Downtown Seattle surface stops

Turn northeast (right) onto Olive Way

End revenue service at Olive Way and 6th Ave

Route 55

North Bend to Downtown Seattle
via Snoqualmie, I-90

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:59 - 8:32; 15:44 - 19:33												
Daily Trips	10												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	30	—	30	—	—							
Platform Hours	25.6												6,531
Revenue Hours	13.8												3,521
Rev. Hour/Plat. Hour	0.54												0.54
Revenue Miles	364.5												92,942

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 55 in the Stable Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 55 in the Reduced Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 55 is identical to existing Route 215, retained in its entirety in the Growing Resources scenario. The route is eliminated in the Stable and Reduced Funding scenarios. Route 55 is a one-way, peak-only commuter route that connects North Bend and Mt. Si to Downtown Seattle via Issaquah and Eastgate. The route's only stop in Bellevue is at the Eastgate Freeway Station, which it passes through while traveling along the I-90 corridor. The North Bend terminus is the eastern-most point served by transit in King County.

Inbound Turning Movements	
	Begin at Mt Si Senior Center (Main Ave S and W Park St)
	Continue southwest along Main Ave S
	Turn northeast (left) onto Stow Ave S
	Turn north (left) onto Healy Ave S
	Turn northwest (left) onto E Park St
	Turn northeast (right) onto North Bend Blvd
	Turn northwest (left) onto W North Bend Way
	Turn northeast (right) onto Meadowbrook Way SE
	Turn northwest (left) onto Railroad Ave/SR-202
	Turn west (left) onto Snoqualmie Pkwy
	Turn north (right) onto Fairway Ave SE
	Turn west (left) onto SE Ridge St
	Turn south (left) onto Douglas Ave SE
	Turn south (right) onto Snoqualmie Pkwy
	Turn west (right) onto the I-90 W access ramp
	Travel along I-90 West
	Exit I-90 south (right) onto Renton Rd
	Continue south along Renton Rd
	Stop at Issaquah Transit Center
	Turn north (right) onto Renton Rd
	Turn onto the I-90 West access ramp (right)
	Travel along I-90 West
	Exit I-90 (center lane) at the 142nd PI SE access ramp
	Stop At Eastgate Freeway Station
	Merge back onto I-90 West
	Stop at Rainier Station
	Continue along I-90 West
	Exit I-90 north (straight) onto 5th Ave S
	Stop at 5th Ave S and S Main St <i>(Connection to Int'l Dist Tunnel Station)</i>
	Turn west (left) onto S Main St
	Turn northwest (right) onto 4th Ave
	Stop at Downtown Seattle surface stops
	Turn northeast (right) onto Olive Way
	<i>End revenue service at Olive Way and 6th Ave</i>

Route 56

Bear Creek to Downtown Seattle
via Sammamish, Eastgate, Mercer Island

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:44 - 9:20; 15:39 - 0:35												
Daily Trips	12												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	24.6												6,282
Revenue Hours	14.5												3,693
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	344.5												87,836

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 56 in the Stable Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 56 in the Reduced Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 56 is identical to existing Route 216, retained in its entirety in the Growing Resources scenario. The route is eliminated in the Stable and Reduced Funding scenarios. Route 56 is a peak-only commuter route that begins at the Bear Creek Park-and-Ride, travels south through Sammamish on Redmond-Fall City Rd, Sahalee Way NE, and 228th Ave SE. After its stop at 220th Ave SE and SE 51st St in Issaquah, where it serves several large office buildings, the route provides express service to Downtown Seattle. Its only stop in Bellevue is at the Eastgate Freeway Station.



Inbound Turning Movements	
Begin at Bear Creek Park & Ride	
Turn south (left) onto 178th PI NE	
Continue south (straight) along 180th Ave NE	
Turn east (left) onto NE 68th St	
Turn south (right) onto 185th Ave NE	
Turn east (left) onto NE 65th St	
Turn south (right) onto 188th Ave NE	
Turn east (left) onto Redmond Way/NE Remond Fall City	
Turn south (right) onto Sahalee Way NE	
Continue south (straight) along 228th Ave NE	
Turn west (right) Issaquah Pine Lake Rd SE	
Stop at South Sammamish Park & Ride	
Turn east (right) Issaquah Pine Lake Rd SE	
Turn south (right) along 228th Ave NE	
Continue west (straight) along SE 43rd Way	
Turn southeast (circle intersection left) onto E Lake	
Turn southwest (right) onto SE 51st St	
Turn southeast (left) onto 220th Ave SE	
Turn west (right) onto SE 56th St/NW Sammamish Rd	
Continue south (slight left) onto 17th Ave NW	
Turn onto the I-90 West access ramp (right)	
Travel along I-90 West	
Exit I-90 (center lane) at the 142nd PI SE direct access	
Stop At Eastgate Freeway Station	
Merge back onto I-90 West	
Exit I-90 (center lane) to 80th Ave SE	
Turn north (right) 80th Ave SE	
Turn west (left) N Mercer Way	
Stop at Mercer Island Station	
Continue west along N Mercer Way	
Continue west onto the I-90 W access ramp	
Travel along I-90 West	
Stop at Rainier Station	
Continue along I-90 West	
Exit I-90 north (straight) into the Downtown Seattle	
Stop at International District Station	
Stop at Pioneer Square Station	
Stop at University St Station	
Stop at Westlake Station	
Stop at Convention Place Station	

Route 57

Downtown Seattle to North Issaquah
via Factoria, Eastgate

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	8.7												2,209
Revenue Hours	5.1												1,303
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Stable Funding

Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												1,530
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	8.7												2,209
Revenue Hours	5.1												1,303
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Reduced Funding

Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												1,530
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	8.7												2,209
Revenue Hours	5.1												1,303
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Note: All figures are estimates.

Route 57 is identical to existing Route 217, retained in its entirety in all Mid-Term Networks regardless of funding scenario. Route 57 is a reverse-peak, one-way commuter route. It departs from the Downtown Seattle Transit Tunnel and serves the Eastgate/I-90 corridor, Eastgate Park-and-Ride, and the business district in North Issaquah. It is timed with the Route 54 reverse-peak in order to provide service every fifteen minutes during peak hours from Downtown Seattle to Factoria and the Eastgate Park-and-Ride.



Inbound Turning Movements
Begin at 2nd Ave and Bell St
Stop at Downtown Seattle surface stops
Turn east (left) at S Washington St
Turn south (right) at 5th Ave S
Enter I-90 E from the Downtown Seattle Transit Tunnel
Travel along I-90 East
Stop at Rainier Station
Continue along I-90 East
Exit I-90 toward Factoria
Continue (straight) along SE 36th St
Turn north (left) onto 142nd Pl SE
Turn west (left) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Stop at Eastgate Park & Ride
Turn south (left) onto 140th Ave SE
Turn east (left) onto SE Eastgate Way
Turn southwest (right) onto SE 37th St
Turn northeast (right) onto the I-90 E access ramp
Travel along I-90 East
Exit I-90 toward 17th Ave NW/SR-900
Turn northeast (left) onto Renton Rd/17th Ave NW
Continue north (slight right) along SE 56th St
Turn north (left) onto E Lake Sammamish Pkwy SE
Turn southwest (left) onto SE 51st St
Turn southeast (left) onto 220th Ave SE
End at 220th Ave SE and SE 56th St

Route 58

Issaquah Highlands to Downtown Seattle
via I-90

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:51 - 9:30; 15:34 - 19:23												
Daily Trips	29												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	9-30	—	10-30	—	—							
Platform Hours	42.3												10,782
Revenue Hours	16.2												4,136
Rev. Hour/Plat. Hour	0.38												0.38
Revenue Miles	550.1												140,265

Stable Funding

Hours of Service	5:51 - 9:30; 15:34 - 19:23												
Daily Trips	29												7,395
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	9-30	—	10-30	—	—							
Platform Hours	42.3												10,782
Revenue Hours	16.2												4,136
Rev. Hour/Plat. Hour	0.38												0.38
Revenue Miles	550.1												140,265

Reduced Funding

Hours of Service	5:51 - 9:30; 15:34 - 19:23												
Daily Trips	29												7,395
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	9-30	—	10-30	—	—							
Platform Hours	42.3												10,782
Revenue Hours	16.2												4,136
Rev. Hour/Plat. Hour	0.38												0.38
Revenue Miles	550.1												140,265

Note: All figures are estimates.

Route 58 is identical to existing Route 218, retained in its entirety in the Growing Resources scenario. The route is eliminated in the Stable and Reduced Funding scenarios. Route 58 is a quintessential peak-only commuter route. It serves the Issaquah Highlands Park-and-Ride, Eastgate Freeway Station, Rainier Station, and the Downtown Seattle Transit Tunnel.



Inbound Turning Movements	
Begin at Issaquah Highlands Park & Ride	Turn south (left) onto 9th Ave NE
	Continue south (straight) along Highlands Dr NE
	Turn west (right) onto the I-90 W access ramp
	Travel along I-90 West
	Exit I-90 (center lane) at the 142nd PI SE access ramp
Stop at Eastgate Freeway Station	Merge back onto I-90 West
Stop at Rainier Station	Continue along I-90 West
	Exit I-90 into the Downtown Seattle Transit Tunnel
Stop at International District Tunnel Station	
Stop at Pioneer Square Tunnel Station	
Stop at University St Station	
Stop at Westlake Station	
Stop at Convention Place Station	

Route 59

Duval to Bellevue
via Redmond

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 8:59; 15:50 - 19:11												
Daily Trips	18												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	22.6												5,774
Revenue Hours	12.4												3,155
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	288.8												73,637

Stable Funding

Hours of Service	5:30 - 8:59; 15:50 - 19:11												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	22.6												5,774
Revenue Hours	12.4												3,155
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	288.8												73,637

Reduced Funding

Hours of Service	5:30 - 8:59; 15:50 - 19:11												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	22.6												5,774
Revenue Hours	12.4												3,155
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	288.8												73,637

Note: All figures are estimates.

Route 59 is identical to existing Route 232, retained in its entirety in all Mid-Term Networks regardless of funding scenario. It is a one-way peak-only commuter route that connects the Duvall and Cottage Lake commuter markets to Redmond, Overlake, and Bellevue via NE Woodinville-Duvall Rd, Avondale Way, SR-520, and 112th Ave NE. Route 59 also provides express peak service from the Bellevue Transit Center to the Redmond Transit Center via SR-520 and the Overlake Transit Center flyer stops. Service between Overlake and Bellevue is eventually eliminated in the Long-Term Networks once East Link is operational, but in the mid-term time horizon, this service is retained to continue serving all three ridership markets currently served by existing Route 232: Duvall to Redmond and Overlake, Duvall to Bellevue, and Bellevue to Redmond and Overlake express service.

Inbound Turning Movements
Begin at Main St NE/SW Stewart St (Duvall)
Continue north along Main St NE
Turn west (left) onto NE Woodinville Duvall Rd
Turn south (left) onto Avondale Rd NE
Continue southwest (hold right) along Avondale Way
Turn west (right) onto Redmond Way/SR-202
Turn north (right) onto 164th Ave NE
Turn west (left) onto NE 83rd St
Stop at Redmond Transit Center
Continue along NE 83rd St
Turn north (right) onto 161 Ave NE
Turn west (left) onto NE 85th St
Turn south (left) onto 154th Ave NE
Continue south (straight) along West Lake Sammamish
Turn west (right) onto the SR-520 W access ramp
Travel along SR-520 West
Exit SR-520 toward NE 51st St to serve freeway stop
Continue along SR-520 West
Exit SR-520 toward NE 40th St to serve freeway stop
Stop at Overlake Transit Center (freeway stop)
Continue along SR-520 West
Exit SR-520 (right) south onto 108th Ave NE
Continue south (straight) along 112th Ave NE
Turn west (right) onto NE 10th St
Turn south (left) onto 110th Ave NE
Stop at Bellevue Transit Center

Route 60

Overlake to First Hill
via Rose Hill, Houghton, Downtown Seattle

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:45 - 9:54; 15:09 - 19:43												
Daily Trips	18												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15-20	—	15-20	—	—							
Platform Hours	28.0												7,150
Revenue Hours	15.5												3,961
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	309.0												78,794

Stable Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 60 in the Stable Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 60 in the Reduced Funding Scenario.												
Revenue Hours	No comparable service is available in some areas.												
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates.

Route 60 is identical to existing Route 265, retained in its entirety in the Growing Resource scenario. The route is eliminated in the Stable and Reduced Funding scenarios. The route connects Overlake and Houghton with First Hill via 148th Ave NE, Old Redmond Rd, I-405, SR-520, I-5, and Downtown Seattle. Route 60 only operates within Bellevue on the eastern edge of Bridle Trails along 148th Ave NE.



Inbound Turning Movements	
Begin at Overlake Transit Center	
Turn north (left) onto 156th Ave NE	
Turn west (left) onto NE 40th St	
Turn north (right) onto 148th Ave NE	
Turn west (left) onto Old Redmond Rd	
Continue west (straight) along NE 70th St	
Stop at Houghton Park & Ride	
Turn north (right) onto 116th Ave NE	
Turn west (left) onto NE 70th Pl	
Turn southeast (left) onto the I-405 S access ramp	
Travel along I-405 South	
Take the interchange west (right) onto SR-520 W	
Travel along SR-520 West	
Stop at Yarrow Point Freeway Station	
Continue along SR-520 West	
Stop at Evergreen Point Freeway Station	
Continue along SR-520 West	
Stop at Montlake Freeway Station	
Continue along SR-520 West	
Take the interchange south (left) from SR-520 W to I-5 S	
Exit I-5 southwest (right) onto Stewart St	
Turn southeast (left) onto 5th Ave	
Stop at Downtown Seattle surface stops	
Turn northeast (left) onto Spring St	
Turn northwest (left) onto 7th Ave	
Turn northeast (right) onto Seneca St	
Turn southeast (right) onto Boren Ave	
Stop at First Hill Medical Centers	
Turn south (right) onto 12 Ave S	
End service at 12th Ave S and S Jackson St	

Route 61

Overlake to Issaquah
via Sammamish

Peak Express Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	50.3												12,819
Revenue Hours	34.4												8,779
Rev. Hour/Plat. Hour	0.68												0.68
Revenue Miles	652.2												166,313

Stable Funding

Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												7,905
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	50.3												12,819
Revenue Hours	34.4												8,779
Rev. Hour/Plat. Hour	0.68												0.68
Revenue Miles	652.2												166,313

Reduced Funding

Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												7,905
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	50.3												12,819
Revenue Hours	34.4												8,779
Rev. Hour/Plat. Hour	0.68												0.68
Revenue Miles	652.2												166,313

Note: All figures are estimates.

Route 61 is identical to existing Route 269, retained in its entirety in all Mid-Term Networks regardless of funding scenario. Route 61 is a two-way, peak-only route that provides service between Overlake Park-and-Ride and Issaquah Transit Center via the Microsoft Campus, Overlake Transit Center, SR-520, Bear Creek Park-and-Ride, Sahalee Way NE, 228th Ave, South Sammamish Park-and-Ride, Issaquah-Pine Lake Rd, and the Issaquah Highlands Park-and-Ride. It provides service in Bellevue along 148th Ave NE.

Inbound Turning Movements

Begin at Overlake Park & Rde

- Turn north (right) onto 152nd Ave NE
- Turn east (circle intersection right) onto NE 31st St
- Continue north (straight) along 157th Ave NE
- Turn east (right) onto NE 36th St
- Continue north (straight) along 159th Ave NE
- Turn west (left) onto NE 40th St

Stop at Overlake Transit Center

- Turn north (right) onto 148th Ave NE
- Turn east (right) onto NE 51st St
- Turn north (left) onto the SR-520 E access ramp
- Travel along SR-520 East
- Turn east (right) onto NE Union Hill Rd
- Turn south (right) onto 178th PI NE

Stop at Bear Creek Park & Ride

- Turn south (left) onto 178th PI NE
- Continue south (straight) along 180th Ave NE
- Turn east (left) onto NE 68th St
- Turn south (right) onto 185th Ave NE
- Turn east (left) onto NE 65th St
- Turn south (right) onto 188th Ave NE
- Turn east (left) onto Redmond Way/SR-202
- Turn south (right) onto Sahalee Way NE

Continue south (straight) along 228th Ave NE

- Turn west (right) Issaquah Pine Lake Rd SE

Stop at South Sammamish Park & Ride

- Turn east (right) Issaquah Pine Lake Rd SE
- Continue south (straight) along Issaquah Pine Lk Rd SE
- Continue south (straight) along Highlands Dr NE

Stop at Issaquah Highlands Park & Ride

- Continue north (straight) along Highlands Dr NE
- Turn west (left) onto SE Black Nugget Rd
- Turn north (right) onto E Lake Sammamish Pkwy SE
- Turn west (left) onto SE 56th St/NW Sammamish Rd
- Continue south (left) along 17th Ave NW/Renton Rd

Stop at Issaquah Transit Center

Route 62

Shoreline to Bellevue
via Bothell, I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	45	30	0	30	0	0							
Platform Hours	21.7												5,544
Revenue Hours	16.6												4,225
Rev. Hour/Plat. Hour	0.76												0.76
Revenue Miles	180.0												45,900

Stable Funding

Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	45	30	0	30	0	0							
Platform Hours	21.7												5,544
Revenue Hours	16.6												4,225
Rev. Hour/Plat. Hour	0.76												0.53
Revenue Miles	180.0												45,900

Reduced Funding

Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	45	30	0	30	0	0							
Platform Hours	21.7												5,544
Revenue Hours	16.6												4,225
Rev. Hour/Plat. Hour	0.76												0.53
Revenue Miles	180.0												45,900

Note: All figures are estimates.

Route 62 closely resembles existing service provided by Route 342, except that the segment along the I-405 south corridor between Bellevue and Renton is eliminated. Instead, Route 62 is adjusted to end inbound trips and start outbound trips at Bellevue Transit Center, with trips to Renton being replaced by a connection with Express Route 3.

Route 62 is a one-way peak-only commuter route that connects the Shoreline Park-and-Ride to the Bellevue Transit Center via a host of northern and eastern King County communities, including Aurora Village, Ballinger Terrace, Lake Forest Park, Kenmore, Bothell, and Totem Lake. The route provides express service on I-405 between the Bothell Park-and-Ride and Downtown Bellevue, with intermediate stops at several freeway stations including Brickyard Road, Totem Lake, and Houghton.



Inbound Turning Movements	
Begin at Shoreline Park & Ride	Turn north (left) onto Aurora Ave N
	Turn east (right) onto N 200th St
	Turn north (left) onto Meridian Ave N
	Turn east (right) onto NE 205th St
	Continue southeast (straight) along Ballinger Way NE
	Turn southeast (right) onto Ballinger Way NE
	Turn east (left) onto Bothell Way NE
Stop at Kenmore Park & Ride	Continue along Bothell Way NE
	Continue east (slight left) along Main St
	Turn south (right) onto Kaysner Way
Stop at Bothell Park & Ride	Turn east (left) onto Woodinville Dr
	Turn south (right) onto the I-405 S access ramps
	Travel along I-405 South
	Exit I-405 toward NE 160th St
Stop at Brickyard Road Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 128th St
Stop at Totem Lake Freeway Station	Continue along I-405 South
	Exit I-405 toward NE 72nd Pl
Stop at Houghton Park & Ride	Continue along I-405 South
	Exit I-405 (center lane) at the NE 6th St access ramp
	Continue west along NE 6th St
Stop at Bellevue Transit Center	

Route 63

Everett to Bellevue
via Ash Way, Brickyard Road, Totem Lake

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	9												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	69.8												17,789
Revenue Hours	42.9												10,941
Rev. Hour/Plat. Hour	0.62												0.43
Revenue Miles	1,223.5												312,003

Stable Funding

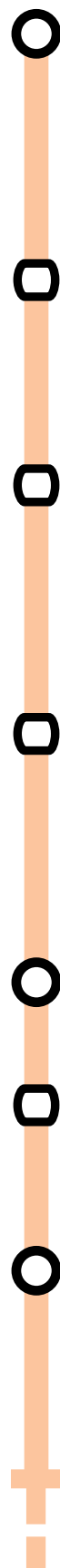
Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	69.8												17,789
Revenue Hours	42.9												10,941
Rev. Hour/Plat. Hour	0.62												0.43
Revenue Miles	1,223.5												312,003

Reduced Funding

Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	69.8												17,789
Revenue Hours	42.9												10,941
Rev. Hour/Plat. Hour	0.62												0.43
Revenue Miles	1,223.5												312,003

Note: All figures are estimates.

Route 63 is identical to existing Route 532, retained in its entirety in all Mid-Term Networks regardless of the funding scenario. The route operates along the I-5 and I-405 corridors between Everett and Downtown Bellevue, with intermediate stops at numerous freeway stations including South Everett, Ash Way, Canyon Park, Brickyard Road, and Totem Lake.



Inbound Turning Movements	
Begin at Everett Station	Continue west (straight) 33rd St
	Turn south (left) onto Broadway
	Turn south (left) onto the I-5 S access ramp at 41st St
	Travel along I-5 South
	Exit I-5 (center lane) toward 112th St SE
Stop at South Everett Freeway Station	Continue along I-5 South
	Exit I-5 toward 164th St SW
	Turn west (right) onto 164th St SW
	Turn north (right) onto Ash Way
Stop at Ash Way Park & Ride	Turn east (right) onto the I-5 direct access ramp
	Merge onto I-5 South
	Take the interchange (exit right) onto I-405 South
	Travel along I-405 South
	Exit I-405 toward Bothell Everett Hwy/SR-527
Stop at Canyon Park Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 195th St/Beardslee Blvd
	Stop at NE 195th St Flyer Stop
	Continue along I-405 South
	Exit I-405 toward NE 160th St
Stop at Brickyard Road Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 128th St
Stop at Totem Lake Freeway Station	Continue along I-405 South
	Exit I-405 (center lane) at the NE 6th St direct access
	Continue west along NE 6th St
Stop at Bellevue Transit Center	Turn north (right) onto 108th Ave NE
	Turn west (left) onto NE 8th St
	Turn north (right) onto 100th Ave NE
	Turn east (right) onto 10th St
	Turn south (right) 108th Ave NE
	<i>Continue service in the outbound direction.</i>

Route 64

Auburn to Bellevue, Overlake
via Kent, Renton

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	99.2												25,297
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Stable Funding

Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	99.2												25,297
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Reduced Funding

Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	99.2												25,297
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Note: All figures are estimates. Due to the timing of the upcoming service change of Route 566—on which proposed Route 64 is based—it is not yet known precisely what headways or number of daily trips and miles will be operated by Route 64. The headway figures depicted are an estimate based on current operations. Platform hours are derived from projections published in Sound Transit's 2013 Service Implementation Plan.

Route 64 is identical to existing service provided by Route 566, which is retained in its entirety in all Mid-Term Networks regardless of funding scenario. In the Long-Term Networks, when East Link Light Rail is operational, comparable service provided by Route 55 eliminates the Bellevue to Overlake segment of existing Route 566, instead truncating service in Downtown Bellevue.

At the time of this Service Vision planning process, existing Route 566 was being transitioned into two separate routes—Route 566 operating all-day between Auburn and Renton and peak-only between Auburn and Overlake, and a new Route 567 operating express peak service between Kent Station and Overlake. Proposed Routes 64 and 65 are near-exact replacements of Routes 566 and 567, respectively, except for the aforementioned elimination of the Downtown Bellevue to Overlake segment. Because of the transition process, precise service statistics were not available for either route, so estimates for the appropriate allocation of platform hours were extrapolated from figures published in Sound Transit's 2013 Service Implementation Plan. Additional data, such as figures for revenue hours and revenue miles operated, could not be projected with reliable accuracy and are therefore not presented here.

Consistent with the performance of existing Route 566, Route 64 is expected to remain among the Bellevue Core Service Network—one of two peak-only routes to be so designated. However, as ridership matures on the newly introduced Route 567, it may be that Route 65 serves greater ridership, or that neither 64 nor 65 alone serve enough riders annually to remain among Bellevue's top ten routes.

Inbound Turning Movements

Begin at Auburn Station

- Turn south (right) onto A St SW
- Continue east/north along 4th St SW/S Division St
- Turn west (left) onto 3rd St SW
- Turn north (right) onto C St SW
- Turn east (right) onto 15th St NW
- Turn north (left) onto A St NE/16th St NE

Stop at Auburn Park & Ride

- Turn south (left) onto A St NE/16th St NE
- Turn west (right) onto 15th St NW
- Turn north (right) onto the SR-167 N access ramp
- Travel along SR-167 North
- Exit SR-167 toward S Kent Des Moines Rd/SR-516
- Turn east (right) onto S Kent Des Moines Rd/SR-516
- Turn north (left) onto 4th Ave S
- Turn east (right) onto W Smith St
- Turn north (left) onto Railroad Ave N

Stop at Kent Station

- Turn north (left) onto Railroad Ave N
- Turn east (right) onto E Pioneer St
- Turn north (left) onto Central Ave N
- Turn northeast (right) onto the SR-167 N access ramp
- Travel along SR-167 North
- Continue north along Rainier Ave S/SR-167
- Turn east (right) onto S 3rd St
- Turn north (left) onto Logan Ave S
- Turn east (right) onto Renton TC Access Rd

Stop Renton Transit Center

- Turn south (right) onto Burnett Ave S
- Turn east (left) onto S 3rd St
- Turn north (left) onto Mill Ave S
- Turn northeast (right) onto Bronson Way N
- Turn north (left) onto Park Ave N
- Turn northeast (right) onto NE Park Dr
- Turn (right) onto the I-405 N access ramp
- Travel along I-405 North
- Exit I-405 at the NE 6th St direct access ramp
- Continue west along NE 6th St

Stop at Bellevue Transit Center

Route 65

Kent to Bellevue
via I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	46.3												11,811
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Stable Funding

Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	46.3												11,811
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Reduced Funding

Hours of Service	6:00 - 9:00; 15:00-18:00												
Daily Trips	N/A												N/A
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	46.3												11,811
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Note: All figures are estimates. Due to the timing of the upcoming service change of Route 567—on which proposed Route 65 is based—it is not yet known precisely what headways or number of daily trips and miles will be operated by Route 65. The headway figures depicted are an estimate based on current operations. Platform hours are derived from projections published in Sound Transit's 2013 Service Implementation Plan.

Route 65 is identical to existing service provided by Route 567, which is retained in its entirety in all Mid-Term Networks regardless of funding scenario. In the Long-Term Networks, when East Link Light Rail is operational, comparable service provided by Route 56 eliminates the Bellevue to Overlake segment of existing Route 566, instead truncating service in Downtown Bellevue.

At the time of this Service Vision planning process, existing Route 566 was being transitioned into two separate routes—Route 566 operating all-day between Auburn and Renton and peak-only between Auburn and Overlake, and a new Route 567 operating express peak service between Kent Station and Overlake. Proposed Routes 64 and 65 are near-exact replacements of Routes 566 and 567, respectively, except for the aforementioned elimination of the Downtown Bellevue to Overlake segment. Because of the transition process, precise service statistics were not available for either route, so estimates for the appropriate allocation of platform hours were extrapolated from figures published in Sound Transit's 2013 Service Implementation Plan. Additional data, such as figures for revenue hours and revenue miles operated, could not be projected with reliable accuracy and are therefore not presented here.

Inbound Turning Movements
Begin at Kent Station
Turn north (left) onto Railroad Ave N
Turn east (right) onto E Pioneer St
Turn north (left) onto Central Ave N
Turn northeast (right) onto the SR-167 N access ramp
Travel along SR-167 North
Turn (right) onto the I-405 N access ramp
Travel along I-405 North
Exit I-405 at the NE 6th St direct access ramp
Continue west along NE 6th St
Stop at Bellevue Transit Center

Interlined Routes

Coverage Routes **32 & 35**

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						72			72			25,260
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	30	30	30	30	30	30	
Platform Hours	116.8						125.8			125.8			43,622
Revenue Hours	114.0						123.0			123.0			42,600
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,373.6						1,454.4			1,454.4			510,252

Stable Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	100.4						101.4			101.4			36,756
Revenue Hours	98.0						99.0			99.0			35,880
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,108.4						1,075.8			1,075.8			400,980

Reduced Funding

Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
This proposed interlining of Routes 32 and 35 does not apply to the													
Reduced Funding scenario.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates. The service statistics provided above reflect the interlined operation of Routes 32 and 35, which is recommended in the Growing and Stable funding scenarios. Doing so improves these routes' collective operating efficiency by 11.1% in the Growing scenario and by 4.1% in the Stable scenario. Network-wide costing figures reflect these assumed efficiencies.

Interlined Routes

Coverage Routes **37 & 38**

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 37 and 38 does not apply to the Growing Resources scenario.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Hours of Service	5:00a – 11:00p						5:00a – 11:00p			5:00a – 11:00p			
Daily Trips	68						66			66			24,600
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	60	60	30	60	
Platform Hours	122.9						116.6			116.6			44,170
Revenue Hours	120.0						114.0			114.0			43,140
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,441.6						1,399.2			1,399.2			521,520

Reduced Funding

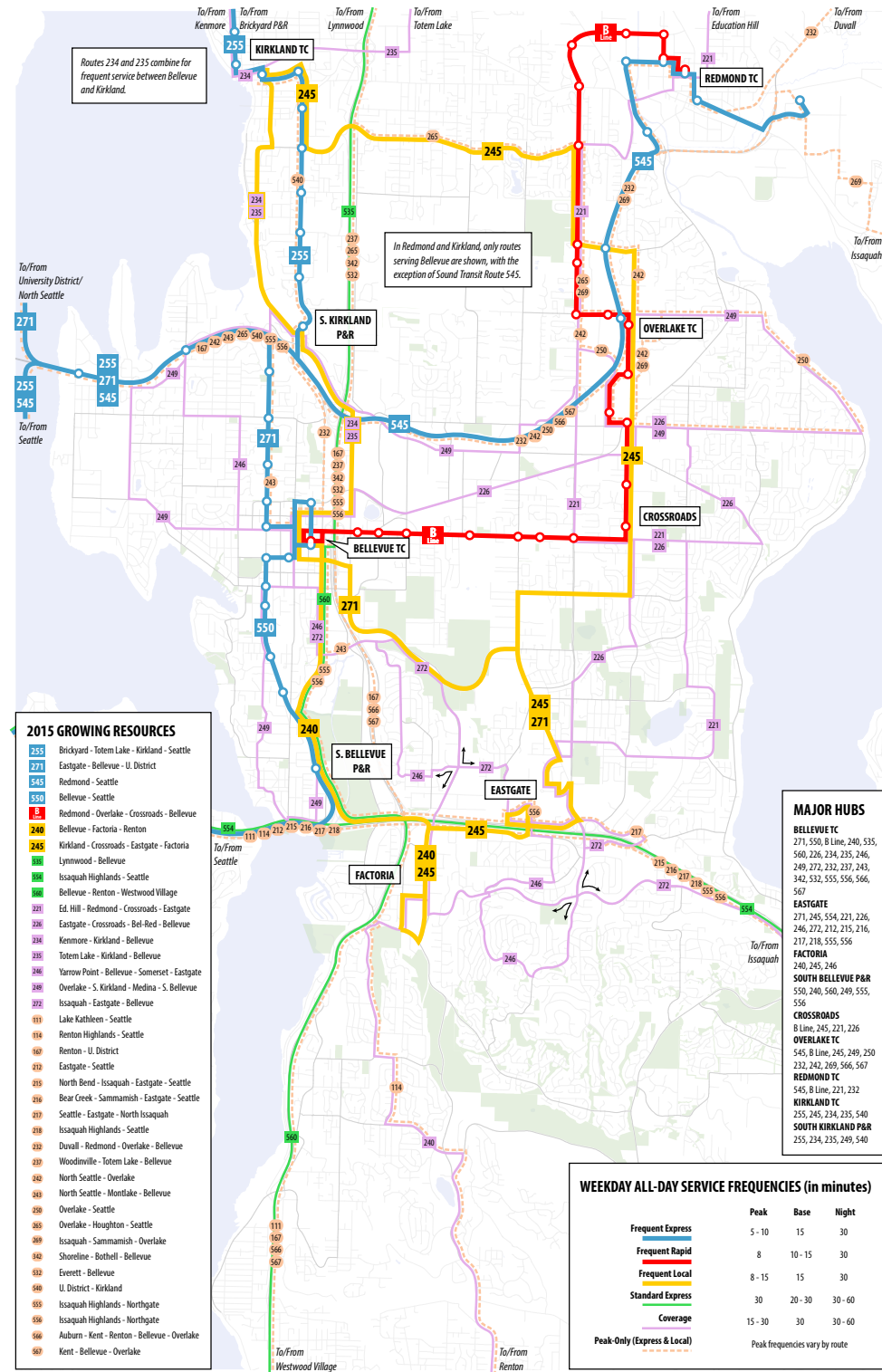
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 37 and 38 does not apply to the Reduced Funding scenario.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates. The service statistics provided above reflect the interlined operation of Routes 37 and 38, which is recommended in the Stable Funding scenario. Doing so improves these routes' collective operating efficiency by 9.5%. Network-wide costing figures reflect these assumed efficiencies.

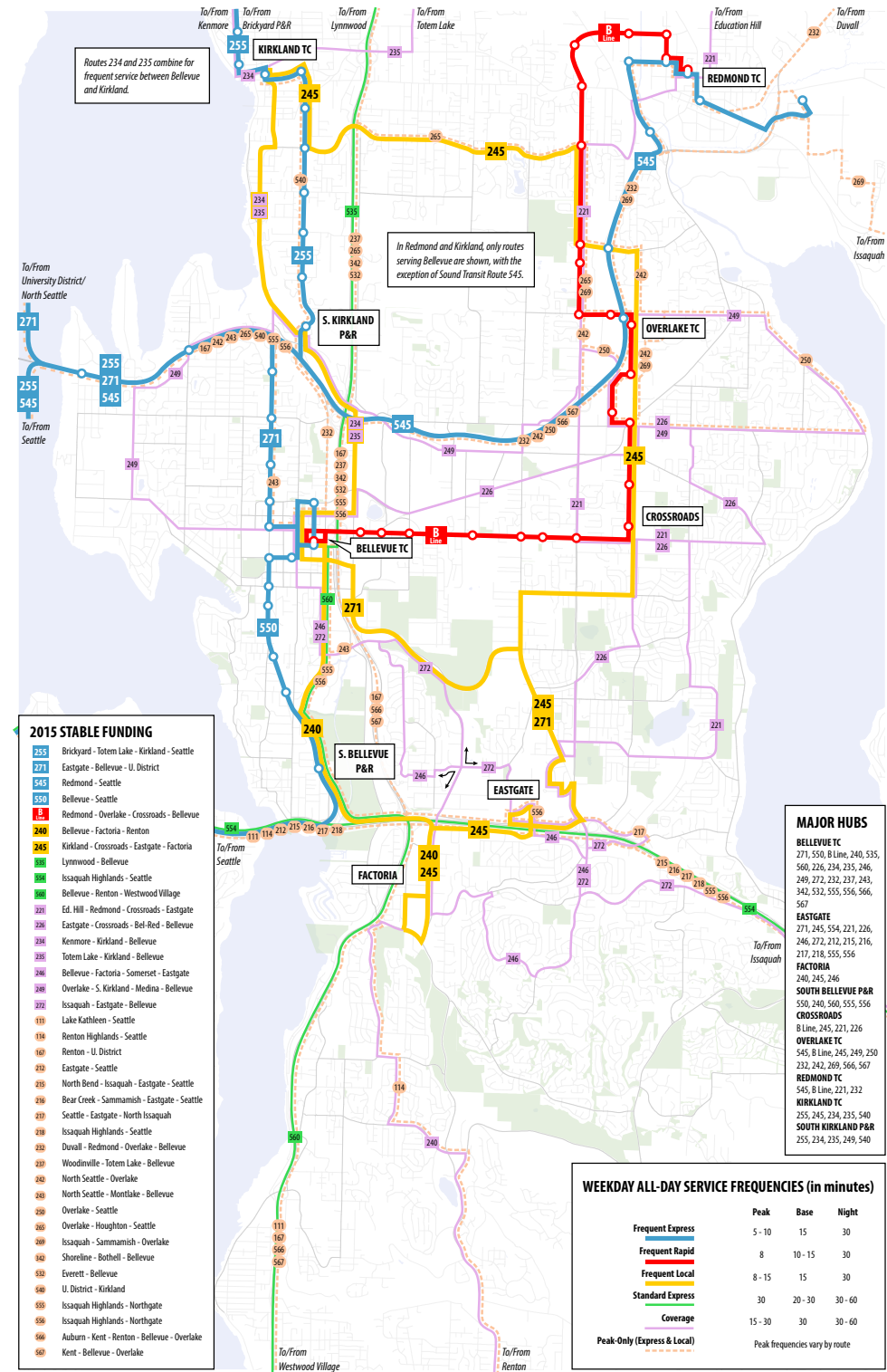
SHORT-TERM NETWORKS

Route	Description	Growing	Stable	Reduced	Page
255	FX Brickyard - Totem Lake - Kirkland - Seattle	X	X	X	238
271	FX / FL Eastgate - Bellevue - U. District	X	X	X	240
550	FX Bellevue - Seattle	X	X	X	242
B Line	FR Redmond - Overlake - Crossroads - Bellevue	X	X	X	244
240	FL / C Bellevue - Factoria - Renton	X	X	X	246
240a	FL / C <i>Bellevue - Factoria</i>	X	X	X	248
240b	C <i>Factoria - Renton</i>	X	X	X	249
245	FL Kirkland - Crossroads - Eastgate - Factoria	X	X	X	250
535	X Lynnwood - Bellevue	X	X	X	252
554	X Issaquah Highlands - Seattle	X	X	X	254
560	X Bellevue - Renton - Westwood Village	X	X	X	256
221	C Redmond - Crossroads - East Bellevue - Eastgate	X	X	X	258
226	C Eastgate - Crossroads - Bel-Red - Bellevue	X	X	X	260
234	C Kenmore - Kirkland - Bellevue	X	X	X	262
235	C Totem Lake - Kirkland - Bellevue	X	X	X	264
241	C Factoria - Woodridge - Bellevue			X	266
246	C Yarrow Point - Bellevue - Factoria - Somerset - Eastgate	X	X		268
249	C Overlake - South Kirkland - Medina - Bellevue - South Bellevue	X	X	X	270
272	C Issaquah - Eastgate - Bellevue	X	X		272
111	PK Lake Kathleen - Seattle	X	X	X	274
114	PK Renton Highlands - Seattle	X	X		276
167	PK Renton - U. District	X	X	X	278
212	PK Eastgate - Seattle	X	X	X	280
215	PK North Bend - Issaquah - Eastgate - Seattle	X	X		282
216	PK Bear Creek - Sammamish - Eastgate - Seattle	X	X		284
217	PK Seattle - Eastgate - North Issaquah	X	X	X	286
218	PK Issaquah Highlands - Seattle	X	X	X	288
232	PK Duvall - Redmond - Overlake - Bellevue	X	X	X	290
237	PK Woodinville - Totem Lake - Bellevue	X	X		292
242	PK Ridgecrest - Northgate - Overlake	X	X	X	294
243	PK Jackson Park - Lake City - Bellevue	X	X		296
250	PK Overlake - Seattle	X	X		298
265	PK Overlake - Houghton - Seattle	X	X		300
269	PK Issaquah - Sammamish - Overlake	X	X	X	302
342	PK Shoreline - Bothell - Bellevue	X	X	X	304
532	PK Everett - Bellevue	X	X	X	306
540	PK U. District - Kirkland	X	X	X	308
555	PK Issaquah Highlands - Bellevue - Northgate	X	X	X	310
556	PK Issaquah Highlands - Bellevue - U. District - Northgate	X	X	X	312
566	PK Auburn - Kent - Renton - Bellevue - Overlake	X	X	X	314
567	PK Kent - Bellevue - Overlake	X	X	X	316

2015 | Growing Resources



2015 | Stable Funding



2015 | Reduced Funding

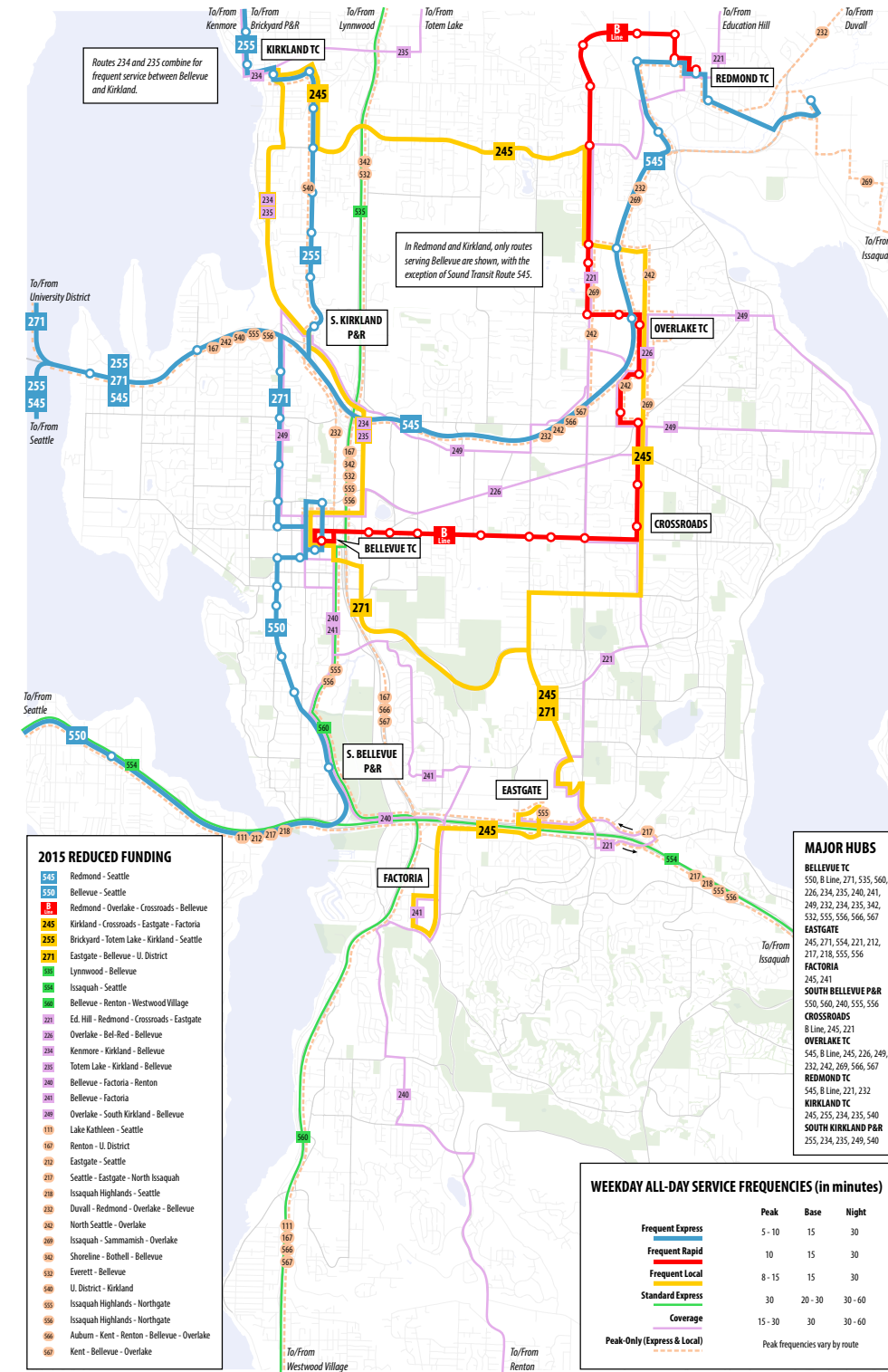


Figure 41 2015 Proposed Network Maps.

SHORT-TERM NETWORKS

Route 255

Kirkland to Seattle
via Brickyard, Totem Lake, SR-520

All-Day Route

Bellevue Core Route

Serves Seattle Core

Frequent Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:34 - 1:02						5:05 - 0:20			5:25 - 0:15			
Daily Trips	153						68			64			46,263
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20	30	20	30	60	60	30	60	60	30	60	
Platform Hours	218.6						93.6			77.4			64,861
Revenue Hours	151.3						65.5			55.3			45,184
Rev. Hour/Plat. Hour	0.69						0.70			0.71			0.70
Revenue Miles	2,872.6						1,305.8			1,201.7			870,126

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:34 - 1:02						5:05 - 0:20			5:25 - 0:15			
Daily Trips	153						68			64			46,263
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20	30	20	30	60	60	30	60	60	30	60	
Platform Hours	218.6						93.6			77.4			64,861
Revenue Hours	151.3						65.5			55.3			45,184
Rev. Hour/Plat. Hour	0.69						0.70			0.71			0.70
Revenue Miles	2,872.6						1,305.8			1,201.7			870,126

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:34 - 1:02						5:05 - 0:20			5:25 - 0:15			
Daily Trips	153						68			64			46,263
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20	30	20	30	60	60	30	60	60	30	60	
Platform Hours	218.6						93.6			77.4			64,861
Revenue Hours	151.3						65.5			55.3			45,184
Rev. Hour/Plat. Hour	0.69						0.70			0.71			0.70
Revenue Miles	2,872.6						1,305.8			1,201.7			870,126

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Unfold for full-size map

Existing Route 255 is retained in its entirety in all Short-Term Networks, regardless of funding scenario. Route 255 operates three variants that provide service from Brickyard Road Park-and-Ride, from Totem Lake, and from Downtown Kirkland to Downtown Seattle, respectively. Major intermediate stops served by all variants include the South Kirkland Park-and-Ride and SR-520 freeway stations.

Direct cross-lake service between Kirkland and Downtown Seattle via SR-520 is retained by Route 255 in the Short-Term Networks and Frequent Express Route 2 in all the Mid-Term Networks. However, in the Long-Term Networks, this route will be restructured into Frequent Rapid service between Totem Lake and Downtown Bellevue—eliminating the northern extension to Brickyard Rd Park-and-Ride. Connections to Downtown Seattle will be available at the South Kirkland Park-and-Ride.

Inbound Turning Movements

Begin at Brickyard Road Park & Ride

Turn northeast (right) onto NE 160th St

Turn south (right) onto 124th Ave NE

Turn west (right) onto NE 132nd St

Turn south (left) onto 116th Ave NE

Stop at Kingsgate Park & Ride

Turn south (right) onto 116th Ave NE

Turn east (left) onto NE 128th St

Stop at Totem Lake Transit Center

Turn west (left) onto NE 128th St

Turn south (left) onto 116th Ave NE

Turn west (right) onto NE 124th St

Turn south (left) onto NE 120th Pl

Continue south (straight) along 98th Ave NE

Continue south (straight) along Market St

Turn east (left) onto Central Way

Turn north (left) onto 6th St

Turn east (right) onto 6th Ave

Turn west (left) onto 7th Ave

Turn south (left) onto 6th St

Turn west (right) onto Central Way

Turn south (left) onto 3rd St

Stop at Kirkland Transit Center

Turn east (left) onto Kirkland Ave/Kirkland Way

Turn south (right) onto 6th St

Continue south (straight) along 108th Ave NE

Stop at South Kirkland Park & Ride

Turn south (right) onto 108th Ave NE

Turn west (right) onto the SR-520 W access ramp

Travel along SR-520 West

Stop at Yarrow Point Freeway Station

Continue along SR-520 West

Stop at Evergreen Point Freeway Station

Continue along SR-520 West

Stop at Montlake Freeway Station

Continue along SR-520 West

Take the interchange south (left) from SR-520 W to I-5 S

Exit I-5 southwest (right) onto Stewart St

Turn southeast (left) onto 9th Ave

Stop at Convention Place Station

Stop at Westlake Station

Stop at University St Station

Stop at Pioneer Square Tunnel Station

Stop at International District Tunnel Station

Frequent Express / Frequent Local Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 22:00						6:00 - 22:00			6:30 - 21:30			
Daily Trips	163						49			48			46,982
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	9	15	9	15	30	60	30	60	60	30	60	
Platform Hours	174.7						50.7			49.7			50,063
Revenue Hours	166.0						49.0			48.0			47,662
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.95
Revenue Miles	2,401.0						720.3			705.6			690,635

Stable Funding

	5:00 - 22:00						6:00 - 22:00			6:30 - 21:30			
Hours of Service	5:00 - 22:00						6:00 - 22:00			6:30 - 21:30			
Daily Trips	163						49			48			46,982
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	9	15	9	15	30	60	30	60	60	30	60	
Platform Hours	174.7						50.7			49.7			50,063
Revenue Hours	166.0						49.0			48.0			47,662
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.95
Revenue Miles	2,401.0						720.3			705.6			690,635

Reduced Funding

	5:00 - 22:00						6:30 - 21:30			6:30 - 21:30			
Hours of Service	5:00 - 22:00						6:30 - 21:30			6:30 - 21:30			
Daily Trips	163						50			46			46,918
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	9	15	9	15	30	60	30	60	60	30	60	
Platform Hours	174.0						51.6			47.6			49,814
Revenue Hours	166.0						50.0			46.0			47,598
Rev. Hour/Plat. Hour	0.95						0.97			0.97			0.96
Revenue Miles	2,401.0						735.0			676.2			689,695

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 271 is retained with revisions in all Short-Term Networks, regardless of funding scenario. This revised Route 271 has two primary purposes: to provide frequent express cross-lake service between the University District and Downtown Bellevue, and to provide frequent local service from Downtown Bellevue to Eastgate via Bellevue College.

Two significant revisions are proposed for Route 271. First, because SR-520 construction will move the Evergreen Point and Yarrow Point Freeway Stations to the center lanes, Route 271's routing is revised to access SR-520 via Bellevue Way NE. This ensures sufficient travel distance for buses to merge to the center lanes after entering the freeway. As a result of this revision, Route 271 will no longer provide service to Medina, which is mitigated by revising part of existing Route 249 to incorporate such service. Route 271 remains unchanged between Downtown Bellevue and Eastgate in the Short-Term Networks.

The second notable revision is intended to improve route legibility by splitting it in two at the Eastgate Park-and-Ride. The existing infrequent local segment between Eastgate and Issaquah, which mostly follows freeway frontage roads east of 150th Ave SE, will instead be served by a new Route 272.¹ This proposed route will also provide service to the local segment of existing Route 240 along Richards Rd en route to Downtown Bellevue. Issaquah residents would continue to enjoy direct express service to Eastgate via Route 554, and those continuing to Downtown Bellevue or the University District are afforded frequent connections via Route 271.

Inbound Turning Movements	
Begin at Eastgate Park & Ride	
	Turn south (left) onto 140th Ave SE
	Turn east (left) onto SE Eastgate Way
	Turn north (left) onto 150th Ave SE
	Turn west (left) onto Landerholm Cir SE
	Turn north (right) onto Tye River Rd
	Continue north (right) along Kelsey Creek Rd
	Turn north (left) onto 145th Pl SE
	Turn west (left) onto Lake Hills Connector
	Continue north along 116th Ave NE
	Turn west (left) onto NE 4th St
	Turn north (right) onto 112th Ave NE
	Turn west (left) onto NE 6th St
Stop at Bellevue Transit Center	
	Turn north (right) onto 108th Ave NE
	Turn west (left) onto NE 10th St
	Turn north (right) onto Bellevue Way NE
	Turn onto the SR-520 West access ramp (right)
Stop at Yarrow Point Freeway Station	
	Continue west along SR-520
Stop at Evergreen Point Freeway Station	
	Continue west along SR-520
	Exit SR-520 (right) onto Montlake Blvd
Stop at Montlake Interchange	
	Continue north along Montlake Blvd
	Turn west (left) onto NE Pacific St
	Turn north (right) onto 15th Ave NE
Stop at the UW (15th Ave NE & NE 42nd)	
	<i>End revenue service; proceed to layover on Memorial Way NE</i>

1. Note that proposed Route 272 bears no resemblance to the route of the same number deleted in Fall 2011.

Route 550

Bellevue to Seattle
via South Bellevue, Mercer Island

All-Day Route
Bellevue Core Route
Serves Seattle Core

Frequent Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:52 - 0:50						6:09 - 0:50			6:09 - 0:47			
Daily Trips	170						126			72			54,078
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	6-10	15	6-10	30	30	30	15	30	—	30	30	
Platform Hours	167.9						68.1			55.9			51,234
Revenue Hours	105.5						68.1			39.3			32,732
Rev. Hour/Plat. Hour	0.63						1.00			0.70			0.69
Revenue Miles	2,092.9						1,389.1			884.9			657,249

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:52 - 0:50						6:09 - 0:50			6:09 - 0:47			
Daily Trips	170						126			72			54,078
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	6-10	15	6-10	30	30	30	15	30	—	30	30	
Platform Hours	167.9						99.4			55.9			51,234
Revenue Hours	105.5						68.1			39.3			32,732
Rev. Hour/Plat. Hour	0.63						0.69			0.70			0.65
Revenue Miles	2,092.9						1,389.1			884.9			657,249

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:52 - 0:50						6:09 - 0:50			6:09 - 0:47			
Daily Trips	170						126			72			54,078
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	6-10	15	6-10	30	30	30	15	30	—	30	30	
Platform Hours	167.9						99.4			55.9			51,234
Revenue Hours	105.5						68.1			39.3			32,732
Rev. Hour/Plat. Hour	0.63						0.69			0.70			0.65
Revenue Miles	2,092.9						1,389.1			884.9			657,249

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 550 is retained in its entirety in all Short-Term Networks, regardless of funding scenario. The route provides the core transit connection between Downtown Bellevue and Downtown Seattle, operating along Bellevue Way and the I-90 corridor, and when available uses transit-only facilities in the center of the I-90 roadway and in the Downtown Seattle Transit Tunnel. Major intermediate stops are at the South Bellevue Park-and-Ride, Mercer Island Park-and-Ride, and the Rainier Avenue Freeway Station, but the route also serves several local stops in Downtown Bellevue and along Bellevue Way.



Inbound Turning Movements	
Stop at Bellevue Transit Center	Turn south (left) onto 108th Ave NE
	Turn west (right) onto NE 4th St
	Turn south (left) onto Bellevue Way NE
Stop at South Bellevue Park & Ride	Continue south along Bellevue Way SE
	Continue south onto the I-90 West access ramp
	Exit I-90 (center lane) to 80th Ave SE
	Turn north (right) 80th Ave SE
	Turn west (left) N Mercer Way
Stop at Mercer Island Park & Ride	Continue west along N Mercer Way
	Continue west onto the I-90 W access ramp
	Travel along I-90 West
Stop at Rainier Station	Continue along I-90 West
	Exit I-90 north into the Downtown Seattle Transit Tunnel
Stop at International District Tunnel Station	
Stop at Pioneer Square Tunnel Station	
Stop at University St Station	
Stop at Westlake Station	
Stop at Convention Place Station	

RAPIDRIDE B Line

Redmond to Crossroads, Bellevue
via Overlake

Frequent Rapid Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:21 - 0:54						6:00 - 0:54			6:00 - 0:54			
Daily Trips	216						138			138			70,260
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	15	30	30	15	15	30	15	15	
Platform Hours	192.4						105.5			105.5			67,933
Revenue Hours	186.0						103.5			103.5			58,815
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	2,127.6						1,359.3			1,359.3			692,061

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:21 - 0:54						6:00 - 0:54			6:00 - 0:54			
Daily Trips	216						138			138			70,260
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	8	10	8	15	30	30	15	15	30	15	15	
Platform Hours	192.4						105.5			105.5			67,933
Revenue Hours	186.0						103.5			103.5			58,815
Rev. Hour/Plat. Hour	0.97						0.98			0.98			0.97
Revenue Miles	2,127.6						1,359.3			1,359.3			692,061

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:21 - 0:54						6:00 - 0:54			6:00 - 0:54			
Daily Trips	172						140			139			59,202
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	10	15	10	15	30	—	15	30	—	15	30	
Platform Hours	163.7						116.6			128.3			55,236
Revenue Hours	115.3						83.7			82.7			38,559
Rev. Hour/Plat. Hour	0.70						0.72			0.64			0.70
Revenue Miles	1,704.3						1,387.2			1,387.2			587,179

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

The RapidRide B Line is retained in its entirety in all Short-Term Networks, regardless of funding scenario. The B Line connects the Bellevue Transit Center with the Redmond Transit Center via Crossroads and Overlake, providing rapid, frequent, seven-day service between the Eastside's largest urban centers. Introduced in Fall 2011, this RapidRide service achieves its improvements over standard service through a variety of technological and service features, including the use of transit signal priority (TSP), low-floor, three-door buses, and less frequent stops.

In the Long-Term Networks, the B Line's routing will be revised to utilize the NE 6th St extension over I-405 to reach Bellevue Transit Center, but that adjustment is not reflected in the Short-Term Networks because the infrastructure improvement will not yet be completed. Additionally, whereas Long Term Routes 6FR and 8FR (the B Line's scenario-dependent replacements) are extended from Bellevue Transit Center to serve the Bellevue Square Shopping Center and southwest Downtown, the terminus of the B Line remains unchanged in the Short-Term Networks because insufficient resources exist to implement this extension while retaining adequate contingency hours to address other potential needs that may arise.



Inbound Turning Movements	
Begin at Redmond Transit Center	
Turn north (right) onto 161st Ave NE	
Turn west (left) onto NE 85th St	
Turn north (right) onto 160th Ave NE	
Turn west (left) onto NE 90th St	
Continue south along 148th Ave NE	
Turn east (left) onto NE 51st St	
Turn south (right) onto 156th Ave NE	
Stop at Overlake Transit Center	
Turn south (right) onto 156th Ave NE	
Turn west (right) onto NE 31st St	
Turn south (left) onto 152nd Ave NE	
Stop at Overlake Park & Ride	
Continue south along 152nd Ave NE	
Turn east (left) onto NE 24th St	
Turn south (right) onto 156th Ave NE	
Stop at Crossroads Shopping Center	
Continue south along 156th Ave NE	
Turn west (right) onto NE 8th St	
Turn south (left) onto 108th Ave NE	
Turn east (left) into Bellevue Transit Center	
Stop at Bellevue Transit Center	

Route 240

Bellevue to Renton
via Factoria

Frequent Local / Coverage Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 23:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	138						112			108			47,278
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15-30	15-30	15-30	15-30	15-30	30-60	30-60	15-30	—	30-60	15-30	—	
Platform Hours	115.2						90.4			86.4			39,088
Revenue Hours	112.0						88.0			84.0			38,008
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	1,376.6						1,117.2			1,077.3			471,598

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 23:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	138						112			108			47,278
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15-30	15-30	15-30	15-30	15-30	30-60	30-60	15-30	—	30-60	15-30	—	
Platform Hours	115.2						90.4			86.4			39,088
Revenue Hours	112.0						88.0			84.0			38,008
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	1,376.6						1,117.2			1,077.3			471,598

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 12:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	77						56			30			24,287
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	30	15	30	60	60	30	—	60	60	—	
Platform Hours	96.4						71.0			43.8			30,814
Revenue Hours	88.0						68.0			42.0			28,412
Rev. Hour/Plat. Hour	0.91						0.96			0.96			0.93
Revenue Miles	1,147.3						834.4			447.0			361,876

"Note: Route 240 is comprised of two segments: Segment A provides Frequent Local service between Bellevue and Factoria, and segment B provides infrequent Coverage service between Factoria and Renton. These differences in operating frequencies apply to the 2015 Growing Resources and Stable Funding scenario. In the Reduced Funding scenario, both segments operate infrequent Coverage headways.

All figures are estimates. Headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 240 is retained with revisions in all Short-Term Networks, regardless of funding scenario. Like its counterpart in the Mid-Term Networks (Route 11FL), Route 240 provides Frequent Local service between Downtown Bellevue and Factoria and infrequent Coverage service between Factoria and Renton. It is the most frequent direct service between Downtown Bellevue and Factoria, and the quickest connection between Downtown Seattle and Factoria via a connection to Frequent Express Route 550 at South Bellevue Park-and-Ride. Note that in the Reduced Funding scenario, both segments of Route 240 operate as coverage service because resources are insufficient to retain frequent service along the Bellevue-to-Factoria segment.

The local orientation of the Frequent Local service category aims to fill an obvious gap in the existing frequent network: the difficulty of travelling between Downtown Bellevue or South Bellevue and Factoria. The Frequent Local segment of Route 240 would provide local service along Bellevue Way SE, then use I-90 briefly to access Factoria. From there it would proceed south like existing Route 240, providing infrequent coverage service to Newport Hills, Newcastle, and eastern Renton, ending at Renton Transit Center.

Inbound Turning Movements

Begin at Bellevue Transit Center

- Travel south along 108th Ave NE
- Turn east (left) onto NE 4th St
- Turn south (right) onto 112th Ave NE
- Turn south (left) onto Bellevue Way SE

Stop at South Bellevue Park & Ride

- Turn south (left) onto Bellevue Way SE
- Continue onto the ramp for I-90 East
- Exit I-90 south (right) onto Factoria Blvd SE

Stop at Factoria Blvd SE and SE 40th Ln

- Continue south on Factoria Blvd SE
- Turn west (right) onto Coal Creek Pkwy SE
- Turn south (left) onto 119th Ave SE
- Turn east (left) onto SE 60th St
- Turn south (right) onto 132nd Ave SE
- Turn east (left) onto Newcastle Way

Stop at Newcastle Transit Center

- Continue along Newcastle Way
- Turn south (right) onto Newcastle Golf Club Rd
- Turn south (left) along Coal Creek Pkwy SE
- Turn west (left) onto NE Sunset Blvd
- Continue west along NE Park Dr
- Turn south (left) onto Park Ave N
- Turn west (right) onto Bronson Way N
- Continue west (right) onto S 2nd St
- Turn south (left) onto Burnett Ave S
- Turn west (right) into the Renton Transit Center

Stop at Renton Transit Center

Note: The Frequent Local segment of Route 11 continues in the opposite direction following the stop at Factoria Blvd SE and SE 40th Ln by turning north onto 124th Ave SE, east onto SE 44th St, and north onto Factoria Blvd SE.

Route 240a

Bellevue to Factoria
via South Bellevue

Frequent Local Service
Community Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 23:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	138						112			108			47,278
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	15	15	15	15	30	30	15	—	30	15	—	
Platform Hours	57.2						44.9			42.9			19,409
Revenue Hours	56.0						44.0			42.0			19,004
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	696.9						565.6			545.4			238,754

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 23:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	138						112			108			47,278
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	15	15	15	15	15	30	30	15	—	30	15	—	
Platform Hours	57.2						44.9			42.9			19,409
Revenue Hours	56.0						44.0			42.0			19,004
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	696.9						565.6			545.4			238,754

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 12:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	77						56			30			24,287
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	30	15	30	60	60	30	—	60	60	—	
Platform Hours	37.1						26.0			15.5			11,704
Revenue Hours	33.8						24.9			14.8			10,787
Rev. Hour/Plat. Hour	0.91						0.96			0.96			0.93
Revenue Miles	388.9						282.8			151.5			122,649

"Note: The above table reflects only Segment A of Route 240, which serves Bellevue to Factoria. Note that in the Reduced Funding scenario, annualized platform hour figures for the individual A and B segments of Route 240 are estimates and may not sum to exactly the total number of platform hours allocated to the combined Route 240 operations.

All figures are estimates. Headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 240b

Factoria to Renton
via Newport Hills, Newcastle

Coverage Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 23:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	69						56			54			23,639
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	—	60	30	—	
Platform Hours	58.0						45.5			43.5			19,679
Revenue Hours	56.0						44.0			42.0			19,004
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	679.7						551.6			531.9			232,844

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 23:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	69						56			54			23,639
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	—	60	30	—	
Platform Hours	58.0						45.5			43.5			19,679
Revenue Hours	56.0						44.0			42.0			19,004
Rev. Hour/Plat. Hour	0.97						0.97			0.97			0.97
Revenue Miles	679.7						551.6			531.9			232,844

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 12:30						7:00 - 23:00			8:00 - 23:00			
Daily Trips	77						56			30			24,287
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	15	30	15	30	60	60	30	—	60	60	—	
Platform Hours	59.3						45.0			28.0			19,093
Revenue Hours	54.2						43.1			26.9			17,609
Rev. Hour/Plat. Hour	0.91						0.96			0.96			0.93
Revenue Miles	758.5						551.6			295.5			239,227

Note: The above table reflects only Segment B of Route 240, which serves Factoria to Renton. Note that in the Reduced Funding scenario, annualized platform hour figures for the individual A and B segments of Route 240 are estimates and may not sum to exactly the total number of platform hours allocated to the combined Route 240 operations.

All figures are estimates. Headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 245

Kirkland to Overlake, Factoria
via Crossroads, Eastgate

Frequent Local Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:46 - 0:47						6:51 - 0:40			6:51 - 0:39			
Daily Trips	120						64			61			37,466
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15	15	15	30	60	—	30	60	60	30	60	
Platform Hours	155.8						64.6			53.9			45,951
Revenue Hours	120.2						50.2			41.7			35,665
Rev. Hour/Plat. Hour	0.77						0.78			0.77			0.77
Revenue Miles	1,833.1						952.5			788.7			562,724

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:46 - 0:47						6:51 - 0:40			6:51 - 0:39			
Daily Trips	120						64			61			37,466
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15	15	15	30	60	—	30	60	60	30	60	
Platform Hours	155.8						64.6			53.9			45,951
Revenue Hours	120.2						50.2			41.7			35,665
Rev. Hour/Plat. Hour	0.77						0.78			0.77			0.77
Revenue Miles	1,833.1						952.5			788.7			562,724

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:46 - 0:47						6:51 - 0:40			6:51 - 0:39			
Daily Trips	120						64			61			37,466
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15	15	15	30	60	—	30	60	60	30	60	
Platform Hours	155.8						64.6			53.9			45,951
Revenue Hours	120.2						50.2			41.7			35,665
Rev. Hour/Plat. Hour	0.77						0.78			0.77			0.77
Revenue Miles	1,833.1						952.5			788.7			562,724

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 245 is retained in its entirety in all short-term networks, regardless of funding scenario. The route provides frequent service between Kirkland, Overlake, and Factoria, with intermediate service to Houghton Park-and-Ride, Overlake Transit Center, Crossroads, Bellevue College, and Eastgate Park-and-Ride.



Inbound Turning Movements	
Begin at Kirkland Transit Center	
	Continue south along 3rd St
	Turn east (left) onto Kirkland Way
	Turn south (right) onto 6th St S
	Turn east (left) onto NE 68th St/NE 70th PI
Stop at Houghton Park & Ride	
	Continue west along NE 70th PI/Old Redmond Rd
	Turn south (right) onto 148th Ave NE
	Turn east (left) onto NE 51st St
	Turn south (right) onto 156th Ave NE
Stop at Overlake Transit Center	
	Continue south along 156th Ave NE
	Turn west (right) onto Main St
	Turn south (left) onto 140th Ave SE
	Continue south along 145th PI SE
	Turn west (right) onto Kelsey Creek Rd
	Continue south along Kelsey Creek Rd
	Continue east along Tyee River Rd
	Turn south (right) onto 148th Ave SE
	Turn west (right) onto SE Eastgate Way
Stop at Eastgate Park & Ride	
	Turn east (right) onto SE 32nd St
	Turn south (right) onto 142nd PI SE
	Turn west (right) onto SE 36th St
	Turn south (left) onto Factoria Blvd SE
Stop at Factoria Blvd SE & SE 40th Ln	
	Continue south along Factoria Blvd SE
	Turn west (right) onto Coal Creek Pkwy SE
	Turn north (right) onto 124th Ave SE
	Turn east (right) onto SE 41st PI
	<i>Continue in reverse direction north on Factoria Blvd</i>

Route 535

Lynnwood to Bellevue
via I-405

Standard Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:48 - 23:02						7:18 - 23:01						
Daily Trips	65						30						18,135
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30-60	—	—	60	—				
Platform Hours	82.3						24.5						22,979
Revenue Hours	56.3						24.5						15,636
Rev. Hour/Plat. Hour	0.68						1.00						0.62
Revenue Miles	1,479.4						682.7						412,735

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:48 - 23:02						7:18 - 23:01						
Daily Trips	65						30						18,135
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30-60	—	—	60	—				
Platform Hours	82.3						38.2						22,979
Revenue Hours	56.3						24.5						15,636
Rev. Hour/Plat. Hour	0.68						0.64						0.57
Revenue Miles	1,479.4						682.7						412,735

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:48 - 23:02						7:18 - 23:01						
Daily Trips	65						30						18,135
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30-60	—	—	60	—				
Platform Hours	82.3						38.2						22,979
Revenue Hours	56.3						24.5						15,636
Rev. Hour/Plat. Hour	0.68						0.64						0.57
Revenue Miles	1,479.4						682.7						412,735

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 535 is retained in its entirety in all Short-Term Networks, regardless of funding scenario. The primary purpose of Route 535 is to provide standard express service along the I-405 north corridor from Downtown Bellevue to Lynnwood, with intermediate stops at Canyon Park Freeway Station, the University of Washington Bothell, Bothell Park-and-Ride, Brickyard Rd Park-and-Ride, and Totem Lake Freeway Station.

As with current Sound Transit service, it is here assumed that I-405 north and south of Bellevue are served by different lines, requiring a transfer to ride through Bellevue in this corridor. While this is not ideal, a combined route such as Lynnwood-Bellevue-SeaTac in the absence of complete protection from congestion would likely be too long to operate reliably.

Route 535 is the only frequent service in the Short-Term Networks that is not currently designated among Bellevue's Core Service Network. In Spring 2012, Route 535 ranked eleventh in annualized ridership; however, because the north I-405 corridor represents one of the greatest projected markets for growth in transit use, 535 may be among Bellevue's top ten highest-ridership routes in the future.

Inbound Turning Movements	
Begin at the Lynnwood Transit Center	
	Turn north (left) onto 46th Ave W
	Turn east (right) onto 200th St SW
	Continue east (straight) along Alderwood Mall Blvd
	Turn north (left) onto Alderwood Mall Pkwy
	Turn onto the SR-525/I-405 S access ramp (right)
	Travel along I-405 South
Stop at Canyon Park Freeway Station	
	Continue south along I-405
	Exit I-405 (right) west onto NE 195th St
	Turn south (left) onto Beardslee Blvd
	Turn south (left) onto 110th Ave NE
	Turn east (left) onto unnamed access road
Stop at University of Washington Bothell	
	Turn west (left) onto Campus Way NE/NE 185th St
	Turn north (right) onto 110th Ave NE
	Turn south (left) onto Beardslee Blvd
	Turn southeast (left) onto Kaysner Way
Stop at Bothell Park & Ride	
	Continue south along Woodinville Dr/SR-522
	Turn onto I-405 S access ramp (right)
	Travel along I-405 South
Stop at Brickyard Road Park & Ride	
	Continue south along I-405
Stop at Totem Lake Freeway Station	
	Continue south along I-405
	Exit I-405 (via transit access ramps) to NE 6th St
Stop at Bellevue Transit Center	
	Turn north (right) onto 108th Ave NE
	Turn west (left) onto NE 8th St
	Turn north (right) onto 100th Ave NE
	Turn east (right) onto NE 10th St
	<i>Continue in reverse direction south (right) onto 108th Ave NE.</i>

Route 554

Issaquah Highlands to Seattle
via Issaquah, Eastgate, Mercer Island

All-Day Route
Bellevue Core Route
Serves Seattle Core

Standard Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:27 - 0:46						6:25 - 0:07			6:25 - 0:07			
Daily Trips	84						63			63			28,350
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	20	20-30	30-60	60	60	30	60	60	30	60	
Platform Hours	105.6						40.7			55.2			33,006
Revenue Hours	74.2						40.7			40.7			23,398
Rev. Hour/Plat. Hour	0.70						1.00			0.74			0.75
Revenue Miles	1,783.7						1,077.1			1,077.1			573,322

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:27 - 0:46						6:25 - 0:07			6:25 - 0:07			
Daily Trips	84						63			63			28,350
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	20	20-30	30-60	60	60	30	60	60	30	60	
Platform Hours	105.6						55.2			55.2			33,006
Revenue Hours	74.2						40.7			40.7			23,398
Rev. Hour/Plat. Hour	0.70						0.74			0.74			0.71
Revenue Miles	1,783.7						1,077.1			1,077.1			573,322

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:27 - 0:46						6:25 - 0:07			6:25 - 0:07			
Daily Trips	84						63			63			28,350
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	20	20-30	30-60	60	60	30	60	60	30	60	
Platform Hours	105.6						55.2			55.2			33,006
Revenue Hours	74.2						40.7			40.7			23,398
Rev. Hour/Plat. Hour	0.70						0.74			0.74			0.71
Revenue Miles	1,783.7						1,077.1			1,077.1			573,322

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 554 is retained in its entirety in all Short-Term Networks, regardless of funding scenario. The route operates along the I-90 corridor between Issaquah Highlands and Downtown Seattle with intermediate stops in Downtown Issaquah, Issaquah Transit Center, Eastgate Park-and-Ride, Mercer Island Park-and-Ride, and the Rainier Avenue Freeway Station. Service operates all day, seven days a week. All trips operating beyond Issaquah Highlands are 'deadhead' buses operating to and from Metro's East Base, so the cost of the extended trips is relatively small.



Inbound Turning Movements	
Begin at Issaquah Highlands Park & Ride	Turn south (left) onto 9th Ave NE
	Continue south (straight) along Highlands Dr NE
	Turn west (right) onto the I-90 W access ramp
	Travel along I-90 West
	Exit I-90 (right) south onto 17th Ave NW
Stop at Issaquah Transit Center	Turn north (right) onto 17th Ave NW
	Turn onto the I-90 West access ramp (right)
	Travel along I-90 West
	Exit I-90 in the center lane to the Eastgate Freeway Stn.
Stop At Eastgate Freeway Station	Merge back onto I-90 West
	Exit I-90 (center lane) to 80th Ave SE
	Turn north (right) 80th Ave SE
	Turn west (left) N Mercer Way
Stop at Mercer Island Park & Ride	Continue west along N Mercer Way
	Continue west onto the I-90 W access ramp
	Travel along I-90 West
Stop at Rainier Avenue Freeway Station	Continue along I-90 West
	Exit I-90 north (straight) onto 5th Ave S
Stop at 5th Ave S and S Main St (Connection to Int'l Dist Tunnel Station)	Turn west (left) onto S Main St
	Turn northwest (right) onto 4th Ave
Stop at Downtown Seattle surface stops	Turn northeast (right) onto Olive Way
	<i>End revenue service at Olive Way and 6th Ave</i>

Route 560

Bellevue to Renton, Westwood Village
via I-405, Sea-Tac Airport, Burien

Standard Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:30 - 23:47						5:25 - 23:52			5:25 - 23:52			
Daily Trips	67						36			36			21,045
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	60	30	60	60	—	60	60	—	60	60	
Platform Hours	119.6						33.7			54.0			36,444
Revenue Hours	86.0						33.7			33.7			25,619
Rev. Hour/Plat. Hour	0.72						1.00			0.62			0.74
Revenue Miles	1,837.1						826.7			826.7			559,400

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:30 - 23:47						5:25 - 23:52			5:25 - 23:52			
Daily Trips	67						36			36			21,045
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	60	30	60	60	—	60	60	—	60	60	
Platform Hours	119.6						54.0			54.0			36,444
Revenue Hours	86.0						33.7			33.7			25,619
Rev. Hour/Plat. Hour	0.72						0.62			0.62			0.69
Revenue Miles	1,837.1						826.7			826.7			559,400

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:30 - 23:47						5:25 - 23:52			5:25 - 23:52			
Daily Trips	67						36			36			21,045
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	60	30	60	60	—	60	60	—	60	60	
Platform Hours	119.6						54.0			54.0			36,444
Revenue Hours	86.0						33.7			33.7			25,619
Rev. Hour/Plat. Hour	0.72						0.62			0.62			0.69
Revenue Miles	1,837.1						826.7			826.7			559,400

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 560 is retained in all Short-Term Networks, regardless of funding scenario. Its primary purpose is to provide standard express service along the I-405 south corridor from Bellevue to Renton and Westwood Village via Sea-Tac Airport and Burien.

As with current Sound Transit service, it is here assumed that I-405 north and south of Bellevue are served by different lines, requiring a transfer to ride through Bellevue in this corridor. While this is not ideal, a combined route such as Lynnwood-Bellevue-SeaTac in the absence of complete protection from congestion would likely be too long to operate reliably.

I-405 service from the north goes directly into Bellevue Transit Center via the NE 6th St ramps. South I-405 service is routed via South Bellevue so as to create the earliest possible connection to I-90 corridor services.



Inbound Turning Movements	
Begin at Bellevue Transit Center*	
Continue east along NE 6th St	
Turn south (right) onto 112th Ave NE	
Turn south (left) onto Bellevue Way SE	
Stop at South Bellevue Park & Ride	
Continue south along Bellevue Way SE	
Merge (hold left) onto I-90 East	
Take the interchange (right) onto I-405 South	
Exit (right) towards Lake Washington Blvd SE	
Stop at Newport Hills Park & Ride	
Continue south along I-405 South	
Exit the highway (right) towards NE 30th St	
Stop at Kenndale Freeway Station	
Continue south along I-405 South	
Exit I-405 southwest (right) onto NE Park Dr	
Turn south (left) onto Park Ave N	
Turn west (right) onto Bronson Way N	
Continue west (right) onto S 2nd St	
Turn south (left) onto Burnett Ave S	
Turn west (right) into the Renton Transit Center	
Stop at Renton Transit Center	
Turn north (right) onto Logan Ave S	
Turn west (left) onto S 2nd St	
Turn south (left) onto Rainier Ave S (Rt. 167)	
Take the interchange (left) onto I-405 South	
Exit I-405 (right) onto Airport Expressway	
Stop at SeaTac Airport	
Turn north (left) onto Pacific Hwy S	
Stop at SeaTac Airport Station	
Continue north (straight) along Pacific Hwy S	
Turn west (left) onto S 154th St	
Take the access ramp (right) onto SR-518 West	
Continue west along SW 148th St	
Turn left into Burien Transit Center	
Stop at Burien Transit Center	
Turn west (left) onto SW 148th St	
Turn north (right) onto Ambaum Blvd SW	
Continue north (straight) along 16th Ave SW	
Turn northwest (left) onto 17th Ave SW	
Turn west (left) onto SW Roxbury St	
Turn north (right) onto 26th Ave SW	
Stop at Westwood Village Transit Center	

Route 221

Education Hill to Eastgate
via Redmond, Overlake, Crossroads, East Bellevue

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:57 - 23:53						6:25 - 21:51			7:14 - 22:21			
Daily Trips	67						56			30			21,737
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	30	30	30	30-60	1 trip	—	30	—	—	60	—	
Platform Hours	82.1						55.3			36.5			25,892
Revenue Hours	61.4						41.6			27.3			19,407
Rev. Hour/Plat. Hour	0.75						0.75			0.75			0.75
Revenue Miles	1,036.1						826.7			545.6			338,846

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:57 - 23:53						6:25 - 21:51			7:14 - 22:21			
Daily Trips	67						56			30			21,737
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	30	30	30	30-60	1 trip	—	30	—	—	60	—	
Platform Hours	82.1						55.3			36.5			25,892
Revenue Hours	61.4						41.6			27.3			19,407
Rev. Hour/Plat. Hour	0.75						0.75			0.75			0.75
Revenue Miles	1,036.1						826.7			545.6			338,846

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:57 - 23:00						6:30 - 21:00			6:30 - 21:00			
Daily Trips	66						54			54			22,770
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	60	60	60	30	30	60	30	30	
Platform Hours	100.0						55.3			55.3			31,587
Revenue Hours	98.0						54.0			54.0			30,930
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	1,003.2						820.8			820.8			346,104

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 221 is retained with revisions in all Short-Term Networks, regardless of funding scenario. Its purpose is to provide coverage service to several areas in Bellevue and Redmond that are currently served by existing Routes 221 and 249. Revised Route 221 will cover east Bellevue along 164th and 168th Avenues, and outside of Bellevue it extends north into Redmond to the Viewpoint and Education Hill neighborhoods. These areas are provided direct service to the frequent service network at Overlake Transit Center, Overlake Park-and-Ride, Crossroads Shopping Center, and Eastgate Park-and-Ride.

Inbound Turning Movements

- Begin at NE 104th St and 166th Ave NE
- Continue west along NE 104th St
- Continue north (straight) along 160th Ave NE
- Continue west (straight) along NE 109th St
- Turn north (right) onto Woodinville-Redmond Rd NE
- Turn east (right) onto NE 116th St
- Turn south (right) onto 172nd Ave NE
- Turn east (left) onto NE 111th St
- Continue south (straight) along 176th Ave NE
- Turn west (right) onto NE 104th St
- Turn south (left) onto 166th Ave NE
- Turn west (right) onto NE 83rd St
- Stop at Redmond Transit Center**
- Continue west (straight) onto NE 83rd St
- Turn south (left) onto 161st Ave NE
- Turn west (right) onto Bear Creek Pkwy
- Turn west (left) onto Redmond Way
- Turn south (left) onto West Lake Sammamish Way
- Turn south (right) onto Old Redmond Rd
- Continue west (straight) along Old Redmond Rd
- Turn south (left) onto 148th Ave NE
- Turn east (left) onto NE 40th St
- Turn south (right) onto 156th Ave NE
- Stop at Overlake Transit Center**
- Turn south (right) onto 156th Ave NE
- Turn west (right) onto NE 31st St
- Turn south (left) onto 152nd Ave NE
- Stop at Overlake Park & Ride**
- Continue south along 152nd Ave NE
- Turn east (left) onto NE 24th St
- Turn south (right) onto 156th Ave NE
- Stop at Crossroads Shopping Center**
- Continue south along 156th Ave NE
- Turn east (left) onto NE 8th St
- Turn south (right) onto 164th Ave NE
- Turn east (left) onto SE 14th St
- Continue south (straight) along 168th Ave SE
- Continue west (straight) along SE 24th St
- Continue west (slight right) along SE 22nd St
- Turn south (left) onto 145th Pl SE
- Turn west (right) onto SE 24th St
- Continue south (left) along Kelsey Creek Rd
- Continue east (left) along Tyee River Rd
- Turn east (left) onto Landerholm Cir SE
- Turn south (right) onto 148th Ave SE
- Turn west (right) onto SE Eastgate Way
- Stop at Eastgate Park & Ride**

Route 226

Eastgate to Bellevue
via Crossroads, Bel-Red

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 0:30						5:30 - 23:30			6:00 - 23:30			
Daily Trips	64						62			36			21,632
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	60	—	—	30	30	—	60	60	
Platform Hours	65.3						47.8			27.8			20,757
Revenue Hours	48.5						34.1			19.6			15,267
Rev. Hour/Plat. Hour	0.74						0.71			0.71			0.73
Revenue Miles	709.9						653.0			379.6			236,999

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 0:30						5:30 - 23:30			6:00 - 23:30			
Daily Trips	64						62			36			21,632
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	60	—	—	30	30	—	60	60	
Platform Hours	65.3						47.8			27.8			20,757
Revenue Hours	48.5						34.1			19.6			15,267
Rev. Hour/Plat. Hour	0.74						0.71			0.71			0.73
Revenue Miles	709.9						653.0			379.6			236,999

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 0:30						5:30 - 22:30			6:00 - 23:00			
Daily Trips	72						60			34			23,452
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	—	—	60	—	
Platform Hours	36.7						30.6			17.3			11,945
Revenue Hours	36.0						30.0			17.0			11,726
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	374.4						312.0			176.8			121,950

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 226 is retained in its entirety in the Growing Resources and Stable Funding scenarios of the Short-Term Networks. In the Reduced Funding scenario, the route is retained with revisions as noted in the Reduced Inbound Turning Movements below.

The purpose of Route 226 is to provide coverage service to east Bellevue, northeast Bellevue, and Bel-Red, with major stops at Eastgate Park-and-Ride, Crossroads Shopping Center, and Bellevue Transit Center. The route begins in Eastgate and travels north, serving the Bellevue College campus and Lake Hills neighborhood en route to Crossroads, then turns east to serve portions of northeast Bellevue before serving Bel-Red Rd en route to Downtown. In the Reduced Funding scenario, service instead begins in Overlake, and that between Eastgate and Crossroads is eliminated.

Inbound Turning Movements

Begin at Eastgate Park & Ride

- Turn south (left) onto 140th Ave SE
- Turn east (left) onto SE Eastgate Way
- Turn north (left) onto 148th Ave NE
- Turn west (left) onto Landerholm Cir SE
- Turn north (right) onto Tye River Rd
- Continue north along Kelsey Creek Rd
- Continue east along SE 24th St
- Turn north (left) onto 148th Ave NE
- Turn east (right) onto Lake Hills Blvd
- Turn north (left) onto 156th Ave SE
- Turn east (right) onto NE 8th St

Stop at Crossroads Shopping Center

- Continue east along NE 8th St
- Turn north (left) onto Northup Way
- Turn north (right) onto 164th Ave NE
- Turn west (left) onto NE 24th St
- Turn south (left) onto 152nd Ave NE
- Turn west (right) onto NE 20th St
- Turn southwest (left) onto Bel-Red Rd
- Continue northeast (straight) along NE 12th St
- Turn south (left) onto 116th Ave NE
- Turn west (right) onto NE 10th St
- Turn south (left) onto 108th Ave NE

Stop at Bellevue Transit Center

Reduced Inbound Turning Movements

Begin at Overlake Transit Center

- Turn south (right) onto NE 156th St
- Turn west (right) onto NE 31st St
- Turn south (left) onto 152nd Ave NE

Stop at Overlake Park & Ride

- Continue south along 152nd Ave NE
- Turn east (left) onto NE 24th St
- Turn south (right) onto 156th Ave NE
- Turn west (right) onto NE 20th St
- Turn southwest (left) onto Bel-Red Rd
- Continue northeast (straight) along NE 12th St
- Turn south (left) onto 116th Ave NE
- Turn west (right) onto NE 10th St
- Turn south (left) onto 108th Ave NE

Stop at Bellevue Transit Center

Route 234

Kenmore to Bellevue
via Juanita, Kirkland

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:05 - 21:50						7:50 - 20:33			7:50 - 20:33			
Daily Trips	61						25			25			18,305
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	60	—	—	60	—	—	60	—	
Platform Hours	72.3						25.8			25.8			21,264
Revenue Hours	52.5						19.7			19.7			15,539
Rev. Hour/Plat. Hour	0.73						0.76			0.76			0.74
Revenue Miles	898.9						368.4			368.4			269,749

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:05 - 21:50						7:50 - 20:33			7:50 - 20:33			
Daily Trips	61						25			25			18,305
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	60	—	—	60	—	—	60	—	
Platform Hours	72.3						25.8			25.8			21,264
Revenue Hours	52.5						19.7			19.7			15,539
Rev. Hour/Plat. Hour	0.73						0.76			0.76			0.74
Revenue Miles	898.9						368.4			368.4			269,749

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:05 - 21:50						7:50 - 20:33			7:50 - 20:33			
Daily Trips	61						25			25			18,305
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	60	—	—	60	—	—	60	—	
Platform Hours	72.3						25.8			25.8			21,264
Revenue Hours	52.5						19.7			19.7			15,539
Rev. Hour/Plat. Hour	0.73						0.76			0.76			0.74
Revenue Miles	898.9						368.4			368.4			269,749

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 234 is retained in its entirety in all Short-Term Networks, regardless of funding scenario. It is an all-day two-way route serving the Northshore Park-and-Ride, Kenmore, Juanita, the Kirkland Transit Center, South Kirkland Park-and-Ride, Bellevue's hospital district, and Bellevue Transit Center. One of the route's primary functions is to serve local trips in the Kirkland area. However, more significantly for transit users in Bellevue, Route 234 is scheduled in combination with Route 235 to operate frequent local headways between the downtowns of Kirkland and Bellevue.

Route 234 is maintained as described above in the Mid-Term Networks as Route 33. However, in the Long-Term Networks, this route structure is revised to create a single dedicated Frequent Local service—either 14FL or 16FL, depending on funding scenario—between Bel-Red and Downtown Kirkland. The platform hours associated with Route 234's northern segment between Kirkland and Northshore Park-and-Ride are maintained as placeholders in resource allocation calculations to ensure that hours associated with other jurisdictions are not reassigned to Bellevue in this planning process.

Inbound Turning Movements

Begin at Northshore Park & Ride

Turn south (right) onto 68th Ave NE

Continue south along Juanita Dr NE

Turn east (left) onto NE 153rd St/NE 155th St

Turn south (right) onto 84th Ave NE

Turn east (left) onto NE 132nd St

Turn north (left) onto 87th Ave NE

Turn east (right) onto NE 134th St

Continue east along NE 136th St/NE 137th St

Turn south (right) onto 100th Ave NE

Continue south along 98th Ave NE/Market St

Turn east (left) onto Central Way

Turn south (right) onto 3rd St

Stop at Kirkland Transit Center

Turn east (left) onto Kirkland Ave/Kirkland Way

Turn south (right) onto 6th St S

Continue south along 108th Ave S

Stop at South Kirkland Park & Ride

Turn south (right) onto 108th Ave S

Turn east (left) onto Northup Way

Turn south (right) onto 116th Ave NE

Turn west (right) onto NE 10th St

Turn south (left) onto 108th Ave S

Stop at Bellevue Transit Center

Route 235

Kingsgate to Bellevue
via Totem Lake, Kirkland

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 0:59						6:20 - 0:06			6:26 - 0:06			
Daily Trips	74						36			35			22,772
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30	30-60	—	60	60	—	60	60	
Platform Hours	66.0						36.2			35.1			20,750
Revenue Hours	48.6						24.5			23.8			15,051
Rev. Hour/Plat. Hour	0.74						0.68			0.68			0.72
Revenue Miles	758.5						369.1			358.8			233,428

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 0:59						6:20 - 0:06			6:26 - 0:06			
Daily Trips	74						36			35			22,772
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30	30-60	—	60	60	—	60	60	
Platform Hours	66.0						36.2			35.1			20,750
Revenue Hours	48.6						24.5			23.8			15,051
Rev. Hour/Plat. Hour	0.74						0.68			0.68			0.72
Revenue Miles	758.5						369.1			358.8			233,428

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 0:59						6:20 - 0:06			6:26 - 0:06			
Daily Trips	74						36			35			22,772
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30	30-60	—	60	60	—	60	60	
Platform Hours	66.0						36.2			35.1			20,750
Revenue Hours	48.6						24.5			23.8			15,051
Rev. Hour/Plat. Hour	0.74						0.68			0.68			0.72
Revenue Miles	758.5						369.1			358.8			233,428

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 235 is retained in its entirety in all Short-Term Networks, regardless of funding scenario. Route 235 connects the Kingsgate Park-and-Ride with the Totem Lake Transit Center, Kirkland Transit Center, South Kirkland Park-and-Ride, Bellevue's hospital district, and the Bellevue Transit Center. In addition to providing coverage service to these communities, Route 235 is scheduled in combination with Route 234 to operate frequent local headways between the downtowns of Kirkland and Bellevue.

Route 235 is maintained as described above in the Mid-Term Networks as Route 34. However, in the Long-Term Networks, this route structure is revised to create a single dedicated Frequent Local service—either 14FL or 16FL, depending on funding scenario—between Bel-Red and Downtown Kirkland. The platform hours associated with Route 235's northern segment between Kirkland and Kingsgate Park-and-Ride are maintained as placeholders in resource allocation calculations to ensure that hours associated with other jurisdictions are not reassigned to Bellevue in this planning process.

Inbound Turning Movements

Begin at Kingsgate Park & Ride

Turn south (right) onto 116th Ave NE

Turn east (left) onto NE 128th St

Stop at Totem Lake Transit Center

Turn west (left) onto NE 128th St

Turn south (left) onto 120th Ave NE

Turn east (left) onto Totem Lake Blvd NE

Continue south (straight) along 124th Ave NE

Turn west (right) onto NE 85th St

Continue west along Central Way

Turn south (right) onto 3rd St

Stop at Kirkland Transit Center

Turn east (left) onto Kirkland Ave/Kirkland Way

Turn south (right) onto 6th St S

Continue south along 108th Ave S

Stop at South Kirkland Park & Ride

Turn south (right) onto 108th Ave S

Turn east (left) onto Northup Way

Turn south (right) onto 116th Ave NE

Turn west (right) onto NE 10th St

Turn south (left) onto 108th Ave S

Stop at Bellevue Transit Center

Route 241

Bellevue to Factoria
via Woodridge

Coverage Service
Community Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 241 in the Growing Resources Scenario. The route is combined with Route 246; see Route 246 for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	No service by Route 241 in the Stable Funding Scenario. The route is combined with Route 246; see Route 246 for comparable service.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 0:30						7:30 - 22:30			7:30 - 21:30			
Daily Trips	72						52			28			22,688
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	—	60	60	—	
Platform Hours	36.7						26.7			14.3			11,568
Revenue Hours	36.0						26.0			14.0			11,344
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	439.2						317.2			170.8			138,397

Note: The service statistics provided above reflect Route 241 if it were operated individually. However, it is recommended that Route 241 be interlined with Route 226 on weekdays in the Reduced Funding scenario, thereby improving these routes' collective operating efficiency by 7.0%. Network-wide costing figures reflect these assumed efficiencies. See the Interlined Routes tables for more details.

All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 241 is retained with revisions in the Reduced Funding scenario of the Short Term Network. In the Growing Resources and Stable Funding scenarios, this service is combined with Route 246—which does not operate in the Reduced Funding scenario—and Route 241 is eliminated.

Route 241 connects the Bellevue Transit Center to Factoria via 112th Ave SE, Wilburton Park-and-Ride, and the Woodridge neighborhood. Unlike existing Route 241, the proposed re-routing does not include service to 108th Ave SE south of Downtown or to the Eastgate Park-and-Ride and neighborhood.

Inbound Turning Movements

Begin at Bellevue Transit Center

Turn south (left) onto 108th Ave NE

Turn east (left) onto Main St

Turn south (right) onto 112th Ave SE

Turn east (left) onto SE 8th St

Stop at Wilburton Park & Ride

Continue east along SE 8th St

Turn south (right) along 121st Ave SE

Continue east (straight) along SE 12th St

Continue south (straight) along 123rd Ave SE

Continue east along SE 27th St

Turn north (left) onto 128th Ave SE

Turn east (right) onto SE 26th St

Turn south (right) along Richards Rd

Continue south along Factoria Blvd SE

Stop at Factoria Blvd SE & SE 40th Ln

Continue south along Factoria Blvd SE

Turn west (right) onto Coal Creek Pkwy SE

Turn north (right) onto 124th Ave SE

Turn east (right) onto SE 41st Pl

Continue in reverse direction north on Factoria Blvd

Route 246

Yarrow Point, Bellevue to Eastgate
via Clyde Hill, Woodridge, Factoria, Somerset

Coverage Service
Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 22:00						7:00 - 22:00			7:00 - 21:00			
Daily Trips	66						52			28			21,158
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	—	60	60	—	
Platform Hours	67.2						53.2			28.6			21,561
Revenue Hours	66.0						52.0			28.0			21,158
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	844.8						665.6			358.4			270,822

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 22:00						7:00 - 22:00			7:00 - 21:00			
Daily Trips	66						52			28			21,158
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60	60	30	—	60	60	—	
Platform Hours	50.9						41.9			28.6			16,817
Revenue Hours	50.0						41.0			28.0			16,506
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	844.8						665.6			358.4			270,822

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 246 in the Reduced Funding Scenario.													
See Route 241 for comparable service in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 246 is retained with revisions in the Growing Resources and Stable Funding scenarios of the Short-Term Network. It is eliminated in the Reduced Funding scenario and replaced by scaled back Route 241 service operating in some areas.

Route 246 provides coverage service to areas of Bellevue and neighboring 'Points' cities that are currently served by existing Routes 241 and 246. Because these exhibit service duplication in south Bellevue, both routes are combined to create the proposed route, which operates two variants—one in the Growing Resources scenario and a second in the Stable Funding scenario.

The Growing Resources variant begins at Yarrow Point Freeway Station, serving northwest Bellevue and adjacent parts of Clyde Hill, including and expanding areas served by existing Route 246. By extending service through Clyde Hill to the Yarrow Point Freeway Station, riders from these areas are afforded more direct connections to frequent services on SR-520. In the Stable Funding scenario, the segment between Yarrow Point and Downtown Bellevue is eliminated; Route 249 provides comparable alternative service to some affected areas.

South of Downtown Bellevue, proposed Route 246 serves several lower-density neighborhoods currently served by Routes 241 and 246. The proposed route travels from Downtown Bellevue south through the Woodridge neighborhood, after which it proceeds to Factoria and then into Somerset. In the Growing Resources scenario, the route loops the current coverage areas in Somerset and Eastgate served by existing Routes 246 and 241, respectively, before crossing I-5 via 142nd PI SE and ending at the Eastgate Park-and-Ride. In the Stable Funding scenario, the segment through the Eastgate neighborhood currently served by Route 241 is not served, with the routing amended as indicated in the Stable Variant Turning Movements at right.

Inbound Turning Movements

Begin at the Yarrow Point Freeway Station
Travel south along 92nd Ave NE
Turn east (left) onto NE 24th St
Turn south (right) onto 100th Ave NE
Turn east (left) onto NE 8th St
Turn south (right) along 108th Ave NE
Stop at Bellevue Transit Center
Continue south along 108th Ave NE
Turn east (left) onto Main St
Turn south (right) onto 112th Ave SE
Turn east (left) onto SE 8th St
Turn south (right) along 121st Ave SE
Continue east (straight) along SE 12th St
Continue south (straight) along 123rd Ave SE
Continue east along SE 27th St
Turn north (left) onto 128th Ave SE
Turn east (right) onto SE 26th St
Turn south (right) along Richards Rd
Continue south along Factoria Blvd SE
Stop at Factoria Blvd SE & SE 40th Ln
Continue south along Factoria Blvd SE
Turn east (left) onto SE Newport Way
Turn south (right) onto Somerset Blvd SE
Turn west (right) onto Somerset Blvd SE
Turn northeast (left) onto Highland Dr
Continue north (straight) along 148th Ave SE
Continue north (straight) onto 150th Ave SE
Turn west (left) onto SE Newport Way
Turn northeast (right) onto SE Allen Rd
Turn north (left) onto 146th Ave SE
Turn west (left) onto SE 36th St
Turn north (right) onto 142nd PI SE
Turn west (left) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Stop at Eastgate Park & Ride

Stable Variant Turning Movements

<i>...Continuing from 148th Ave SE, as described above</i>
Continue north (straight) onto 150th Ave SE
Turn west (left) onto SE 36th St
Turn north (right) onto 142nd PI SE
Turn west (left) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Stop at Eastgate Park & Ride

Route 249

Overlake to Bellevue

via Northeast Bellevue, South Kirkland, Yarrow Point, Medina, Enatai

Coverage Service

Local Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:00 - 19:00						7:00 - 20:00			7:00 - 20:00			
Daily Trips	52						35			35			17,073
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30	—	—	45	—	—	45	—	
Platform Hours	80.0						53.3			53.3			26,267
Revenue Hours	78.0						52.0			52.0			25,610
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	941.2						627.5			627.5			309,027

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:00 - 19:00						7:00 - 20:00			7:00 - 20:00			
Daily Trips	52						35			35			17,073
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30	—	—	45	—	—	45	—	
Platform Hours	66.7						40.0			40.0			21,400
Revenue Hours	65.0						39.0			39.0			20,865
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	754.0						502.7			502.7			247,563

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:00 - 19:00						7:00 - 20:00			7:00 - 20:00			
Daily Trips	52						35			35			17,073
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	30	30	30	—	—	45	—	—	45	—	
Platform Hours	53.3						40.0			40.0			18,000
Revenue Hours	52.0						39.0			39.0			17,550
Rev. Hour/Plat. Hour	0.98						0.98			0.98			0.98
Revenue Miles	941.2						627.5			627.5			309,027

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Existing Route 249 is retained with revisions in all Short-Term Networks, regardless of funding scenario. However, the route operates a unique variant in each of the three scenarios.

Generally, the purpose of Route 249 is to provide coverage service to several areas of Bellevue and neighboring communities that are currently served by existing Routes 249 and 271. Neighborhoods served by one or more of the variants include northeast Bellevue, northern Bel-Red and southeastern Bridle Trails, Medina, Clyde Hill, northwest Bellevue, Enatai, and Beaux Arts Village. Route 249 connects these areas to routes in the frequent network at centers including Overlake Transit Center, Overlake Park-and-Ride, South Kirkland Park-and-Ride, Yarrow Point Freeway Station, Bellevue Transit Center, and South Bellevue Park-and-Ride.

In the Growing Resources scenario, all of the locations noted above are served, consistent with the complete turning movements depicted at right. In the Stable Funding scenario, service between Downtown Bellevue and South Bellevue Park-and-Ride is eliminated, as indicated by the dashed line at right. The Reduced Funding variant is reduced further still, with service to the 'Points' cities eliminated in favor of direct routing between South Kirkland Park-and-Ride and Downtown Bellevue via northwest Bellevue, as shown in the Reduced Variant Turning Movements below.

Inbound Turning Movements

Begin at Overlake Transit Center
Turn north (left) onto 156th Ave NE
Turn east (right) onto NE 40th St
Turn south (right) onto West Lake Sammamish Pkwy NE
Turn west (right) onto NE 24th St
Turn north (right) onto 152nd Ave NE
Stop at Overlake Park & Ride
Continue north along 152nd Ave NE
Turn northwest (circle intersection left) onto NE 36th St
Turn south (left) onto 148th Ave NE
Turn southwest (right) onto NE 29th Pl
Turn west (right) onto NE 24th St
Turn south (left) onto 140th Ave NE
Turn west (right) onto NE 20th St/Northup Way
Turn north (right) onto 108th Ave NE
Stop at South Kirkland Park & Ride
Turn south (right) onto 108th Ave NE
Turn west (right) onto NE 38th Pl
Turn south (left) onto Lake Washington Blvd NE
Turn west (right) onto NE Points Dr
Turn south (left) onto 92nd Ave NE
Stop at Yarrow Point Freeway Station
Continue south (right) onto 92nd Ave NE
Continue southwest (slight right) along Points Dr NE
Turn west (left) onto NE 28th St
Turn south (left) onto 84th Ave NE
Continue southeast (straight) along Lake Washington Blvd
Continue southeast (slight left) along NE 1st St
Turn east (right) onto NE 8th St
Continue south on 108th Ave NE
Stop at Bellevue Transit Center
Turn south (right) onto 108th Ave NE
Turn west (left) onto Main St
Turn south (right) onto Bellevue Way SE
Turn south (left) onto 104th Ave SE
Turn east (right) onto SE 28th St
Turn south (left) onto 105th Ave SE
Turn east (right) onto SE 30th St
Continue south on 106th Ave SE
Turn east (left) onto 106th Ave SE
Turn north (right) onto 108th Ave SE
Turn east (left) onto SE 34th St
Continue north (straight) along 112th Ave SE
Stop at South Bellevue Park & Ride

Reduced Variant Turning Movements

<i>...Continuing from South Kirkland Park & Ride</i>
Turn south (right) onto 108th Ave NE
Turn west (right) onto NE 38th Pl
Turn south (left) onto Bellevue Way NE
Turn east (left) onto NE 10th St
Turn south (right) onto 108th Ave NE
Stop at Bellevue Transit Center

Route 272

Issaquah to Eastgate, Bellevue
via Newport Way, Richards Valley

Coverage Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 22:00						6:00 - 22:00			6:30 - 21:30			
Daily Trips	59						49			48			20,377
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	60	0	60	30	60	60	30	60	
Platform Hours	64.3						50.9			49.9			21,942
Revenue Hours	62.0						49.0			48.0			21,142
Rev. Hour/Plat. Hour	0.96						0.96			0.96			0.96
Revenue Miles	719.8						597.8			585.6			248,599

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:00 - 22:00						6:00 - 22:00			6:30 - 21:30			
Daily Trips	59						49			48			20,377
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	60	0	60	30	60	60	30	60	
Platform Hours	64.3						50.9			49.9			21,942
Revenue Hours	62.0						49.0			48.0			21,142
Rev. Hour/Plat. Hour	0.96						0.96			0.96			0.96
Revenue Miles	719.8						597.8			585.6			248,599

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 272 in the Reduced Funding Scenario.													
See Route 271 for comparable service in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Proposed Route 272 is composed of two segments, effectively combining local portions of existing Routes 271 and 240. The purpose of Route 272 is to provide local coverage service to neighborhoods between Issaquah, Eastgate, and Downtown Bellevue via Newport Way, Richards Rd, and Wilburton Park-and-Ride.²

The introduction of Route 272 as a separate service from existing Route 271 is intended to improve route legibility by splitting the existing route in two at the Eastgate Park-and-Ride, where its frequent and local segments meet. The existing infrequent local segment between Eastgate and Issaquah, which mostly follows freeway frontage roads east of 150th Ave SE, will be served by the new Route 272, while the frequent portion operating through Bellevue College en route to Downtown Bellevue will continue to be served by Route 271. Issaquah residents will continue to enjoy direct express service to Eastgate via Route 554, and those continuing to Downtown Bellevue or the University District are afforded frequent connections via Route 271.

Neighborhoods served by Route 272 along the I-90 corridor include those just south of I-90 between 150th and 180th Avenues SE and those on the north side of I-90 between 180th Avenue SE and Issaquah. This routing is identical to existing Route 271. Between Eastgate and Downtown Bellevue, Route 272 operates along Richards Rd, Lake Hills Connector, SE 8th St, and 112th Ave SE, with service adjacent to the Sunset, Woodridge, and Wilburton neighborhoods and to Wilburton Park-and-Ride. This segment is currently operated by existing Route 240.

Inbound Turning Movements	
Begin at Issaquah Transit Center	
Turn north (right) onto 17th Ave NW	
Continue north (straight) along 17th Ave NW	
Turn west (left) onto NW Sammamish Rd	
Continue northwest along West Lake Sammamish Pkwy	
Turn south (left) onto 180th Ave SE/Lakemont Blvd SE	
Turn west (right) onto SE Newport Way	
Turn north (right) onto 150th Ave SE	
Turn east (right) onto SE 37th St	
Turn west (left) onto SE Eastgate Way	
Stop at Eastgate Park & Ride	
Turn north (right) onto 140th Ave SE	
Turn west (left) onto SE 32nd St	
Turn north (right) onto 139th Ave SE	
Turn west (left) onto SE 26th St	
Turn north (right) onto Richards Rd	
Turn northwest (left) onto Lake Hills Connector	
Turn west (left) onto SE 8th St	
Stop at Wilburton Park & Ride	
Continue west along SE 8th St	
Turn north (right) onto 112th Ave SE	
Turn west (left) onto NE 6th St	
Stop at Bellevue Transit Center	

2. Note that proposed Route 272 bears no resemblance to the route of the same number deleted in Fall 2011.

Route |||

Lake Kathleen to Seattle
via Maplewood

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	20-30	—	—							
Platform Hours	35.4												9,040
Revenue Hours	20.1												5,117
Rev. Hour/Plat. Hour	0.57												0.57
Revenue Miles	400.1												102,030

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	20-30	—	—							
Platform Hours	35.4												9,040
Revenue Hours	20.1												5,117
Rev. Hour/Plat. Hour	0.57												0.57
Revenue Miles	400.1												102,030

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:21 - 8:54; 15:30 - 19:16												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	20-30	—	—							
Platform Hours	35.4												9,040
Revenue Hours	20.1												5,117
Rev. Hour/Plat. Hour	0.57												0.57
Revenue Miles	400.1												102,030

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 111 is retained in its entirety in all Short-Term Networks regardless of funding scenario. Route 111 provides one-way peak service from Lake Kathleen and Maplewood to Downtown Seattle via the Renton Highlands and Kenndale. The route begins at Jericho Ave NE in the Renton Highlands, loops through Lake Kathleen and Maplewood, and follows NE 4th St and Sunset Blvd NE to the NE 30th St entrance of I-405. It then operates express while travelling along I-405 and I-90 to Downtown Seattle, with intermediate stops only at the Kenndale and Newport Hills Park-and-Rides and the Rainier Ave Freeway Station.

Inbound Turning Movements

Begin at 144th Ave SE and NE 4th St
Continue south along 144th Ave SE
Turn east (left) onto SE 142nd St
Turn south (right) onto 154th Ave SE
Turn east (left) onto SE 142nd Pl
Turn south (right) onto 156th Ave SE
Turn east (left) onto SE 144th St
Turn north (left) 169th Ave SE
Turn east (right) SE 136th St
Continue north along 172nd Ave SE
Turn east (right) SE 134th St
Continue south along 182nd Ave SE
Turn east (left) along SE 135th St
Continue north along 186th Ave SE
Turn east (right) onto SE 133rd Pl
Turn north (left) onto Lake Kathleen Rd SE
Turn west (left) onto SE 128th St
Continue (straight) along NE 4th St
Turn north (right) onto Monroe Ave NE
Turn west (left) onto NE 10th St
Turn northeast (right) onto NE Sunset Blvd
Turn north (left) onto Kirkland Ave NE
Turn west (left) onto NE 16th St
Turn north (right) onto Edmonds Ave NE
Turn west (left) onto NE 27th St
Continue along Kennewick Pl NE/NE 30th St
Turn north (right) onto the I-405 N access ramp
Travel along I-405 North
Stop at Newport Hills Park & Ride
Continue along I-405 North
Exit I-405 (right) onto I-90 West
Travel along I-90 West
Stop at Rainier Ave Freeway Station
Continue along I-90 West
Exit I-90 north (straight) onto 5th Ave S
Stop at 5th Ave S and S Main St (Connection to International District Tunnel Station)
Turn west (left) onto S Main St
Turn northwest (right) onto 4th Ave
Stop at Downtown Seattle surface stops
Turn northeast (right) onto Olive Way
<i>End revenue service at Olive Way and 6th Ave</i>

Route 114

Renton Highlands to Seattle
via Newport Hills

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:35 - 8:45; 16:04 - 18:43												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	16.2												4,137
Revenue Hours	9.3												2,359
Rev. Hour/Plat. Hour	0.57												0.57
Revenue Miles	165.1												42,109

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:35 - 8:45; 16:04 - 18:43												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	16.2												4,137
Revenue Hours	9.3												2,359
Rev. Hour/Plat. Hour	0.57												0.57
Revenue Miles	165.1												42,109

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 114 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 114 is retained in its entirety in the Growing Resources and Stable Funding scenarios. The route is eliminated in the Reduced Funding scenario. Route 114 is a one-way peak-only commuter route that provides service from the Renton Highlands to Downtown Seattle. It follows the path of Route 11 along Coal Creek Parkway SE, travels through Newcastle and Newport Hills, then begins limited-stop service to Downtown Seattle on I-405 and I-90, during which its only stop is at the Rainier Ave Freeway Station.

Inbound Turning Movements	
	Begin at Union Ave SE and SE 2nd PI
	Continue south along Union Ave SE
	Turn east (left) onto SE 4th St
	Turn north (left) onto Chelan Ave SE
	Turn west (left) onto SE 2nd PI
	Turn north (right) onto Union Ave SE
	Turn east (right) onto NE Sunset Blvd
	Turn north (left) onto Duvall Ave NE
	Continue north (straight) along Coal Creek Pkwy SE
	Turn north (right) onto Newcastle Golf Club Rd
	Turn west (left) onto Newcastle Way
	Stop at Newcastle Transit Center
	Continue west (straight) along Newcastle Way
	Turn north (right) onto 123rd Ave SE
	Turn west (left) onto SE 60th St
	Turn north (right) onto 119th Ave SE
	Turn west (left) onto Coal Creek Pkwy SE
	Turn north (right) onto the I-405 N access ramp
	Stop at Newport Hills Park & Ride
	Travel along I-405 North
	Exit I-405 (right) onto I-90 West
	Travel along I-90 West
	Stop at Rainier Ave Freeway Station
	Continue along I-90 West
	Exit I-90 north (straight) onto 5th Ave S
	Stop at 5th Ave S and S Main St (Connection to International District Tunnel Station)
	Turn west (left) onto S Main St
	Turn northwest (right) onto 4th Ave
	Stop at Downtown Seattle surface stops
	Turn northeast (right) onto Olive Way
	<i>End revenue service at Olive Way and 6th Ave</i>

Route 167

Renton to U. District
via I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:01 - 8:44; 14:38 - 18:11												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	14.4												3,682
Revenue Hours	9.6												2,440
Rev. Hour/Plat. Hour	0.66												0.66
Revenue Miles	190.1												48,482

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:01 - 8:44; 14:38 - 18:11												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	14.4												3,682
Revenue Hours	9.6												2,440
Rev. Hour/Plat. Hour	0.66												0.66
Revenue Miles	190.1												48,482

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:01 - 8:44; 14:38 - 18:11												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	14.4												3,682
Revenue Hours	9.6												2,440
Rev. Hour/Plat. Hour	0.66												0.66
Revenue Miles	190.1												48,482

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 167 is retained in its entirety in all Short-Term Networks regardless of funding scenario. It is a peak-only route that connects the South Renton Park-and-Ride to the University District in Seattle. Once on I-405 after leaving the Renton Transit Center, the route's only stops are at the Newport Hills Park-and-Ride and SR-520 freeway station before reaching Seattle. The route does not stop in Downtown Bellevue as it passes by along I-405.



Inbound Turning Movements	
Begin at South Renton Park & Ride	
	Turn south (right) onto Shattuck Ave S
	Turn west (right) onto S Grady Way
	Turn north (right) onto Rainier Ave S
	Turn east (right) onto S 3rd St
	Turn north (left) onto Logan Ave S
Stop at Renton Transit Center	
	Turn south (right) onto Burnett Ave S
	Turn east (left) onto S 3rd St
	Turn north (left) onto Mill Ave S
	Turn northeast (right) onto Bronson Way N
	Turn north (left) onto I-405 North access ramp
	Travel along I-405 North
Stop at Kenndale Park & Ride	
	Continue along I-405 North
Stop at Newport Hills Park & Ride	
	Continue along I-405 North
	Exit I-405 (right) onto SR-520 West
Stop at Yarrow Point Freeway Station	
	Continue west along SR-520
Stop at Evergreen Point Freeway Station	
	Continue west along SR-520
	Exit SR-520 (right) onto Montlake Blvd
Stop at Montlake Interchange	
	Continue north along Montlake Blvd
	Turn west (left) onto NE Pacific St
	Turn north (right) onto 15th Ave NE
Stop at the UW (15th Ave NE & Campus Pkwy)	
	Continue north along 15th Ave NE
	Turn west (left) onto NE 45th St
Stop at NE 45th St and Roosevelt Way NE	

Route 212

Eastgate to Seattle
via I-90

Peak-Only Route
Bellevue Core Route
Serves Seattle Core

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Platform Hours	50.5												12,874
Revenue Hours	23.3												5,950
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Stable Funding

Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Platform Hours	50.5												12,874
Revenue Hours	23.3												5,950
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Reduced Funding

Hours of Service	5:59 - 9:44; 15:25 - 19:28												
Daily Trips	55												14,025
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	7-15	—	7-15	—	—							
Platform Hours	50.5												12,874
Revenue Hours	23.3												5,950
Rev. Hour/Plat. Hour	0.46												0.46
Revenue Miles	616.2												157,143

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 212 is retained in its entirety in all Short-Term Networks regardless of funding scenario. Route 212 is a peak-only commuter route that begins service at the Eastgate Park-and-Ride and ends on surface streets in Downtown Seattle. Three inbound afternoon peak trips and three outbound morning trips exit I-90 at Factoria Blvd to serve businesses along SE 36th St instead of serving the Eastgate Freeway Station en route to the Eastgate Park-and-Ride. Route 54 also has a reverse peak segment that combines with Route 217 to provide service every fifteen minutes from Downtown Seattle to Factoria and Eastgate.

Consistent with the performance of existing Route 212, the route is expected to serve sufficient ridership to remain among Bellevue's Core Service Network. Route 212 is one of two peak-only routes so designated.

Inbound Turning Movements

Begin at Eastgate Park & Ride

- Turn north (right) onto 140th Ave SE
- Turn east (right) onto SE 32nd St
- Turn south (right) onto 142nd PI SE
- Turn west (right) onto the 142nd PI SE access ramp

Stop at Eastgate Freeway Station

- Continue west (straight) onto the I-90 W access ramp
- Travel along I-90 West

Stop at Rainier Station

- Continue along I-90 West
- Exit I-90 north (straight) onto 5th Ave S

Stop at 5th Ave S and S Main St

(Connection to International District Tunnel Station)

- Turn west (left) onto S Main St
- Turn northwest (right) onto 4th Ave

Stop at Downtown Seattle surface stops

- Turn northeast (right) onto Olive Way
- End revenue service at Olive Way and 6th Ave*

Variant Inbound Turning Movements

Begin at Eastgate Park & Ride

- Turn north (right) onto 140th Ave SE
- Turn east (right) onto SE 32nd St
- Turn south (right) onto 142nd PI SE
- Turn west (right) onto SE 36th St
- Turn north (right) onto Richards Rd
- Turn west (left) onto the I-90 W access ramp
- Travel along I-90 West

Stop at Rainier Station

- Continue along I-90 West
- Exit I-90 north (straight) onto 5th Ave S

Stop at 5th Ave S and S Main St

(Connection to International District Tunnel Station)

- Turn west (left) onto S Main St
- Turn northwest (right) onto 4th Ave

Stop at Downtown Seattle surface stops

- Turn northeast (right) onto Olive Way
- End revenue service at Olive Way and 6th Ave*

Route 215

North Bend to Seattle
via Snoqualmie, I-90

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:59 - 8:32; 15:44 - 19:33												
Daily Trips	10												2,550
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	30	—	30	—	—							
Platform Hours	24.7												6,307
Revenue Hours	13.3												3,400
Rev. Hour/Plat. Hour	0.54												0.54
Revenue Miles	364.5												92,942

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:59 - 8:32; 15:44 - 19:33												
Daily Trips	10												2,550
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	30	—	30	—	—							
Platform Hours	24.7												6,307
Revenue Hours	13.3												3,400
Rev. Hour/Plat. Hour	0.54												0.54
Revenue Miles	364.5												92,942

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 215 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 215 is retained in its entirety in the Growing Resources and Stable Funding scenarios of the Short-Term Networks. The route is eliminated in the Reduced Funding scenario. Route 215 is a one-way, peak-only commuter route that connects North Bend and Mt. Si to Downtown Seattle via Issaquah and Eastgate. The route's only stop in Bellevue is at the Eastgate Freeway Station, which it passes through while traveling along the I-90 corridor. The North Bend terminus is the eastern-most point served by transit in King County.

Inbound Turning Movements

Begin at Mt Si Senior Center (Main Ave S and W Park St)

Continue southwest along Main Ave S

Turn northeast (left) onto Stow Ave S

Turn north (left) onto Healy Ave S

Turn northwest (left) onto E Park St

Turn northeast (right) onto North Bend Blvd

Turn northwest (left) onto W North Bend Way

Turn northeast (right) onto Meadowbrook Way SE

Turn northwest (left) onto Railroad Ave/SR-202

Turn west (left) onto Snoqualmie Pkwy

Turn north (right) onto Fairway Ave SE

Turn west (left) onto SE Ridge St

Turn south (left) onto Douglas Ave SE

Turn south (right) onto Snoqualmie Pkwy

Turn west (right) onto the I-90 W access ramp

Travel along I-90 West

Exit I-90 south (right) onto Renton Rd

Continue south along Renton Rd

Stop at Issaquah Transit Center

Turn north (right) onto Renton Rd

Turn onto the I-90 West access ramp (right)

Travel along I-90 West

Exit I-90 (center lane) at the 142nd PI SE access ramp

Stop At Eastgate Freeway Station

Merge back onto I-90 West

Stop at Rainier Station

Continue along I-90 West

Exit I-90 north (straight) onto 5th Ave S

Stop at 5th Ave S and S Main St *(Connection to Int'l Dist Tunnel Station)*

Turn west (left) onto S Main St

Turn northwest (right) onto 4th Ave

Stop at Downtown Seattle surface stops

Turn northeast (right) onto Olive Way

End revenue service at Olive Way and 6th Ave

Route 216

Bear Creek to Seattle
via Sammamish, Eastgate, Mercer Island

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:44 - 9:20; 15:39 - 0:35												
Daily Trips	12												3,060
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	23.8												6,067
Revenue Hours	14.1												3,604
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	344.5												87,836

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:44 - 9:20; 15:39 - 0:35												
Daily Trips	12												3,060
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	23.8												6,067
Revenue Hours	14.1												3,604
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	344.5												87,836

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 216 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 216 is retained in its entirety in the Growing Resources and Stable Funding scenarios of the Short-Term Networks. The route is eliminated in the Reduced Funding scenario. Route 216 is a peak-only commuter route that begins at the Bear Creek Park-and-Ride, travels south through Sammamish on Redmond-Fall City Rd, Sahalee Way NE, and 228th Ave SE. After its stop at 220th Ave SE and SE 51st St in Issaquah, where it serves several large office buildings, the route provides express service to Downtown Seattle. Its only stop in Bellevue is at the Eastgate Freeway Station.



Inbound Turning Movements	
Begin at Bear Creek Park & Ride	
Turn south (left) onto 178th PI NE	
Continue south (straight) along 180th Ave NE	
Turn east (left) onto NE 68th St	
Turn south (right) onto 185th Ave NE	
Turn east (left) onto NE 65th St	
Turn south (right) onto 188th Ave NE	
Turn east (left) onto Redmond Way/NE Remond Fall City	
Turn south (right) onto Sahalee Way NE	
Continue south (straight) along 228th Ave NE	
Turn west (right) Issaquah Pine Lake Rd SE	
Stop at South Sammamish Park & Ride	
Turn east (right) Issaquah Pine Lake Rd SE	
Turn south (right) along 228th Ave NE	
Continue west (straight) along SE 43rd Way	
Turn southeast (circle intersection left) onto E Lake	
Turn southwest (right) onto SE 51st St	
Turn southeast (left) onto 220th Ave SE	
Turn west (right) onto SE 56th St/NW Sammamish Rd	
Continue south (slight left) onto 17th Ave NW	
Turn onto the I-90 West access ramp (right)	
Travel along I-90 West	
Exit I-90 (center lane) at the 142nd PI SE direct access	
Stop At Eastgate Freeway Station	
Merge back onto I-90 West	
Exit I-90 (center lane) to 80th Ave SE	
Turn north (right) 80th Ave SE	
Turn west (left) N Mercer Way	
Stop at Mercer Island Station	
Continue west along N Mercer Way	
Continue west onto the I-90 W access ramp	
Travel along I-90 West	
Stop at Rainier Station	
Continue along I-90 West	
Exit I-90 north (straight) into the Downtown Seattle	
Stop at International District Station	
Stop at Pioneer Square Station	
Stop at University St Station	
Stop at Westlake Station	
Stop at Convention Place Station	

Route 217

Seattle to North Issaquah
via Factoria, Eastgate

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												1,530
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	8.4												2,134
Revenue Hours	4.9												1,258
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												1,530
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	8.4												2,134
Revenue Hours	4.9												1,258
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:45 - 8:44; 16:42 - 18:37												
Daily Trips	6												1,530
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	3 trips	—	—							
Platform Hours	8.4												2,134
Revenue Hours	4.9												1,258
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	109.6												27,944

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 217 is retained in its entirety in all Short-Term Networks regardless of funding scenario. Route 217 is a reverse-peak, one-way commuter route. It departs from the Downtown Seattle Transit Tunnel and serves the Eastgate/I-90 corridor, Eastgate Park-and-Ride, and the business district in North Issaquah. It is timed with the Route 212 reverse-peak in order to provide service every fifteen minutes during peak hours from Downtown Seattle to Factoria and the Eastgate Park-and-Ride.



Inbound Turning Movements
Begin at 2nd Ave and Bell St
Stop at Downtown Seattle surface stops
Turn east (left) at S Washington St
Turn south (right) at 5th Ave S
Enter I-90 E from the Downtown Seattle Transit Tunnel
Travel along I-90 East
Stop at Rainier Station
Continue along I-90 East
Exit I-90 toward Factoria
Continue (straight) along SE 36th St
Turn north (left) onto 142nd Pl SE
Turn west (left) onto SE 32nd St
Turn south (left) onto 140th Ave SE
Stop at Eastgate Park & Ride
Turn south (left) onto 140th Ave SE
Turn east (left) onto SE Eastgate Way
Turn southwest (right) onto SE 37th St
Turn northeast (right) onto the I-90 E access ramp
Travel along I-90 East
Exit I-90 toward 17th Ave NW/SR-900
Turn northeast (left) onto Renton Rd/17th Ave NW
Continue north (slight right) along SE 56th St
Turn north (left) onto E Lake Sammamish Pkwy SE
Turn southwest (left) onto SE 51st St
Turn southeast (left) onto 220th Ave SE
End at 220th Ave SE and SE 56th St

Route 218

Issaquah Highlands to Seattle
via I-90

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:51 - 9:30; 15:34 - 19:23												
Daily Trips	29												7,395
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	9-30	—	10-30	—	—							
Platform Hours	40.8												10,412
Revenue Hours	15.8												4,033
Rev. Hour/Plat. Hour	0.39												0.39
Revenue Miles	550.1												140,265

Stable Funding

Hours of Service	5:51 - 9:30; 15:34 - 19:23												
Daily Trips	29												7,395
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	9-30	—	10-30	—	—							
Platform Hours	40.8												10,412
Revenue Hours	15.8												4,033
Rev. Hour/Plat. Hour	0.39												0.39
Revenue Miles	550.1												140,265

Reduced Funding

Hours of Service	5:51 - 9:30; 15:34 - 19:23												
Daily Trips	29												7,395
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	9-30	—	10-30	—	—							
Platform Hours	40.8												10,412
Revenue Hours	15.8												4,033
Rev. Hour/Plat. Hour	0.39												0.39
Revenue Miles	550.1												140,265

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 218 is retained in its entirety in all Short-Term Networks regardless of funding scenario. Route 218 is a quintessential peak-only commuter route. It serves the Issaquah Highlands Park-and-Ride, Eastgate Freeway Station, Rainier Station, and the Downtown Seattle Transit Tunnel.



Inbound Turning Movements	
Begin at Issaquah Highlands Park & Ride	Turn south (left) onto 9th Ave NE
	Continue south (straight) along Highlands Dr NE
	Turn west (right) onto the I-90 W access ramp
	Travel along I-90 West
	Exit I-90 (center lane) at the 142nd PI SE access ramp
Stop at Eastgate Freeway Station	Merge back onto I-90 West
Stop at Rainier Station	Continue along I-90 West
	Exit I-90 into the Downtown Seattle Transit Tunnel
Stop at International District Tunnel Station	
Stop at Pioneer Square Tunnel Station	
Stop at University St Station	
Stop at Westlake Station	
Stop at Convention Place Station	

Route 232

Duval to Bellevue
via Redmond

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 8:57; 15:50 - 19:11												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	21.9												5,576
Revenue Hours	12.1												3,077
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	288.8												73,637

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 8:57; 15:50 - 19:11												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	21.9												5,576
Revenue Hours	12.1												3,077
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	288.8												73,637

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 8:57; 15:50 - 19:11												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	21.9												5,576
Revenue Hours	12.1												3,077
Rev. Hour/Plat. Hour	0.55												0.55
Revenue Miles	288.8												73,637

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 232 is retained in its entirety in all Short-Term Networks regardless of funding scenario. It is a one-way peak-only commuter route that connects the Duvall and Cottage Lake commuter markets to Redmond, Overlake, and Bellevue via NE Woodinville-Duvall Rd, Avondale Way, SR-520, and 112th Ave NE. Route 59 also provides express peak service from the Bellevue Transit Center to the Redmond Transit Center via SR-520 and the Overlake Transit Center flyer stops.

Service between Overlake and Bellevue is eventually eliminated in the Long-Term Networks once East Link is operational, but in the short-term time horizon, this service is retained to continue serving all three ridership markets currently served by existing Route 232: Duvall to Redmond and Overlake, Duvall to Bellevue, and Bellevue to Redmond and Overlake express service.

Inbound Turning Movements	
	Begin at Main St NE/SW Stewart St (Duvall)
	Continue north along Main St NE
	Turn west (left) onto NE Woodinville Duvall Rd
	Turn south (left) onto Avondale Rd NE
	Continue southwest (hold right) along Avondale Way
	Turn west (right) onto Redmond Way/SR-202
	Turn north (right) onto 164th Ave NE
	Turn west (left) onto NE 83rd St
	Stop at Redmond Transit Center
	Continue along NE 83rd St
	Turn north (right) onto 161 Ave NE
	Turn west (left) onto NE 85th St
	Turn south (left) onto 154th Ave NE
	Continue south (straight) along West Lake Sammamish
	Turn west (right) onto the SR-520 W access ramp
	Travel along SR-520 West
	Exit SR-520 toward NE 51st St to serve freeway stop
	Continue along SR-520 West
	Exit SR-520 toward NE 40th St to serve freeway stop
	Stop at Overlake Transit Center (freeway stop)
	Continue along SR-520 West
	Exit SR-520 (right) south onto 108th Ave NE
	Continue south (straight) along 112th Ave NE
	Turn west (right) onto NE 10th St
	Turn south (left) onto 110th Ave NE
	Stop at Bellevue Transit Center

Route 237

Woodinville to Bellevue
via Totem Lake

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:20 - 8:19; 4:25 - 5:38												
Daily Trips	5												1,275
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	2 trips	—	—							
Platform Hours	4.7												1,202
Revenue Hours	2.5												629
Rev. Hour/Plat. Hour	0.52												0.52
Revenue Miles	64.0												16,328

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:20 - 8:19; 4:25 - 5:38												
Daily Trips	5												1,275
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	2 trips	—	—							
Platform Hours	4.7												1,202
Revenue Hours	2.5												629
Rev. Hour/Plat. Hour	0.52												0.52
Revenue Miles	64.0												16,328

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 237 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 237 is retained in its entirety in the Growing Resources scenario of the Short-Term Network. It is eliminated in the Stable and Reduced Funding scenarios. Route 237 is a one-way peak-only route serving the commuter market from Woodinville to Downtown Bellevue via I-405. The limited-stop service also stops at the Brickyard Road Park-and-Ride and Totem Lake Freeway Stations while en route; it does not serve the Houghton Park-and-Ride.



Inbound Turning Movements	
Begin at Woodinville Park & Ride	
	Turn west (right) onto NE Mill Pl
	Turn south (left) onto Garden Way NE
	Turn west (right) onto NE 175th St
	Turn north (right) onto 131st Ave NE
	Turn west (left) onto the SR-522 W access ramp
	Exit SR-522 (right) to I-405 South
	Travel along I-405 South
Stop at Brickyard Rd Park & Ride	
	Continue along I-405 South
Stop at Totem Lake Freeway Station	
	Continue along I-405 South
	Exit I-405 at the NE 6th St direct access ramp
	Continue west along NE 6th St
Stop at Bellevue Transit Center	

Route 242

Ridgecrest to Overlake
via Northgate

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:51 - 9:48; 15:34 - 19:11												
Daily Trips	12												3,060
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	30	—	—							
Platform Hours	21.3												5,421
Revenue Hours	13.3												3,392
Rev. Hour/Plat. Hour	0.63												0.63
Revenue Miles	257.0												65,540

Stable Funding

Hours of Service	5:51 - 9:48; 15:34 - 19:11												
Daily Trips	12												3,060
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	30	—	—							
Platform Hours	21.3												5,421
Revenue Hours	13.3												3,392
Rev. Hour/Plat. Hour	0.63												0.63
Revenue Miles	257.0												65,540

Reduced Funding

Hours of Service	5:51 - 9:48; 15:34 - 19:11												
Daily Trips	12												3,060
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	—	30	—	—							
Platform Hours	21.3												5,421
Revenue Hours	13.3												3,392
Rev. Hour/Plat. Hour	0.63												0.63
Revenue Miles	257.0												65,540

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 242 is retained in its entirety in all Short-Term Networks regardless of funding scenario. Route 242 is a one-way peak-only commuter route from the Ridgecrest neighborhood in Shoreline to the Overlake Employment Area and Overlake Village. It serves 5th Ave NE, the Northgate Transit Center, and Green Lake Park & Ride, then takes I-5 and SR-520 toward Overlake, makes a loop through the Microsoft campus, and terminates at the Overlake Park-and-Ride. The route's service to the Microsoft campus comes at the expense of service to the Overlake Transit Center, which it bypasses.

Inbound Turning Movements	
	Begin at 5th Ave NE & NE 163rd St (Shoreline)
	Travel south along 5th Ave NE
○	Stop at N. Jackson Park Park & Ride
	Continue south along 5th Ave NE
	Turn west (right) onto NE 103rd St
○	Stop at Northgate Transit Center
	Turn east (left) onto NE 100th St
	Turn south (right) onto 5th Ave NE
	Turn southeast (left) onto Weedin PI NE
○	Stop at Green Lake Park & Ride
	Continue southeast along Weedin PI NE
	Turn south (right) onto 8th Ave NE
	Turn west (right) onto NE 65th St
	Turn southeast (left) onto NE Ravenna Blvd
	Turn south (right) onto the I-5 S access ramp
	Travel along I-5 South
	Exit I-5 (left) onto SR-520 East
	Travel along SR-520 East
□	Stop at Montlake Freeway Station
	Continue along SR-520 East
□	Stop at Evergreen Point Freeway Station
	Continue along SR-520 East
□	Stop at Yarrow Point Freeway Station
	Continue along SR-520 East
	Exit SR-520 (right) onto 148th Ave NE
	Travel north along 148th Ave NE
	Turn east (right) onto NE 51st St
	Turn south (right) onto 156th Ave NE
	Turn east (left) onto NE 40th St
	Turn south (right) onto 159th Ave NE
	Continue west along NE 36th St
	Turn south (left) onto 157th Ave NE
	Turn south (left) onto 156th Ave NE
	Turn southwest (right) onto Bel-Red Rd
	Turn west (right) onto NE 24th St
	Turn north (right) onto 152nd Ave NE
○	Stop at Overlake Park & Ride

Route 243

Jackson Park to Bellevue
via Lake City

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:27 - 8:34; 16:12 - 18:11												
Daily Trips	5												1,275
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	2 trips	—	—							
Platform Hours	8.2												2,083
Revenue Hours	4.8												1,220
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	82.0												20,902

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:27 - 8:34; 16:12 - 18:11												
Daily Trips	5												1,275
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	3 trips	—	2 trips	—	—							
Platform Hours	8.2												2,083
Revenue Hours	4.8												1,220
Rev. Hour/Plat. Hour	0.59												0.59
Revenue Miles	82.0												20,902

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 243 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 243 is retained in its entirety in the Growing Resources scenario of the Short-Term Networks. It is eliminated in the Stable and Reduced Funding scenarios. Route 243 is a one-way peak-only commuter route connecting Jackson Park to the Wilburton Park-and-Ride via Lake City Way, 25th Ave NE, Montlake Blvd NE, SR-520, Bellevue Way, the Bellevue Transit Center, and the Bellevue hotel district.



Inbound Turning Movements	
Begin at N. Jackson Park Park & Ride	
	Travel south along 5th Ave NE
	Turn southeast (left) onto Roosevelt Way NE
	Continue east along NE 125th St
	Turn south (right) onto 30th Ave NE
	Turn southwest (right) onto Lake City Way NE
	Turn southeast (slight left) onto Ravenna Ave NE
	Continue south along 25th Ave NE
	Continue south along Montlake Blvd NE
Stop at Montlake Interchange	
	Turn (right) onto SR-520 E access ramp
	Travel along SR-520 East
Stop at Evergreen Point Freeway Station	
	Continue along SR-520 East
Stop at Yarrow Point Freeway Station	
	Continue along SR-520 East
	Exit SR-520 (right) onto Bellevue Way NE
	Turn east (left) onto NE 10th St
	Turn south (right) onto 108th Ave NE
Stop at Bellevue Transit Center	
	Continue south along 108th Ave NE
	Turn east (left) onto NE 4th St
	Turn south (right) onto 112th Ave NE
	Turn east (left) onto SE 8th St
Stop at Wilburton Park & Ride	

Route 250

Redmond to Seattle
via SR-520

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:33 - 8:59; 15:29 - 19:16												
Daily Trips	12												3,060
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	18.1												4,623
Revenue Hours	10.9												2,775
Rev. Hour/Plat. Hour	0.60												0.60
Revenue Miles	234.8												59,866

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:33 - 8:59; 15:29 - 19:16												
Daily Trips	12												3,060
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	—	—							
Platform Hours	18.1												4,623
Revenue Hours	10.9												2,775
Rev. Hour/Plat. Hour	0.60												0.60
Revenue Miles	234.8												59,866

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 250 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 250 is retained in its entirety in the Growing Resources scenario of the Short-Term Networks. It is eliminated in the Stable and Reduced Funding scenarios. Route 250 is a peak-only commuter route from the Redmond Transit Center to Downtown Seattle. It passes through the Sammamish Viewpoint neighborhood and stops at the Overlake Park-and-Ride, after which it provides express service to Seattle. As of the Fall 2011 service change, the route now utilizes the NE 31st/36th St bridge and serves portions of 148th Ave NE before getting on SR-520 and proceeding to Seattle.



Inbound Turning Movements	
Begin at Overlake Transit Center	
Turn north (left) onto 156th Ave NE	
Turn east (right) onto NE 40th St	
Turn south (right) onto West Lake Sammamish Pkwy NE	
Turn west (right) onto NE 24th St	
Turn north (right) onto 152nd Ave NE	
Stop at Overlake Park & Ride	
Continue north along 152nd Ave NE	
Turn northwest (left) onto NE 36th St	
Turn south (left) onto 148th Ave NE	
Turn west (right) onto the SR-520 access ramp	
Travel along SR-520 West	
Stop at Yarrow Point Freeway Station	
Continue along SR-520 West	
Stop at Evergreen Point Freeway Station	
Continue along SR-520 West	
Stop at Montlake Freeway Station	
Continue along SR-520 West	
Take the interchange south (left) from SR-520 W to I-5 S	
Exit I-5 southwest (right) onto Stewart St	
Turn southeast (left) onto 5th Ave	
Stop at Downtown Seattle Surface Stops	
Continue along 5th Ave S	
End service at 5th Ave S and S Jackson St	

Route 265

Overlake to First Hill
via Houghton, Rose Hill, Downtown Seattle

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:45 - 9:54; 15:09 - 19:43												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15-20	—	15-20	—	—							
Platform Hours	27.1												6,905
Revenue Hours	15.1												3,859
Rev. Hour/Plat. Hour	0.56												0.56
Revenue Miles	309.0												78,794

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:45 - 9:54; 15:09 - 19:43												
Daily Trips	18												4,590
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15-20	—	15-20	—	—							
Platform Hours	27.1												6,905
Revenue Hours	15.1												3,859
Rev. Hour/Plat. Hour	0.56												0.56
Revenue Miles	309.0												78,794

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
No service by Route 265 in the Reduced Funding Scenario.													
No comparable service is available in some areas.													
Platform Hours													
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 265 is retained in its entirety in the Growing Resource and Stable Funding scenarios. The route is eliminated in the Reduced Funding scenario. Route 265 connects Overlake and Houghton with First Hill via 148th Ave NE, Old Redmond Rd, I-405, SR-520, I-5, and Downtown Seattle. Route 60 only operates within Bellevue on the eastern edge of Bridle Trails along 148th Ave NE.



Inbound Turning Movements	
Begin at Overlake Transit Center	
Turn north (left) onto 156th Ave NE	
Turn west (left) onto NE 40th St	
Turn north (right) onto 148th Ave NE	
Turn west (left) onto Old Redmond Rd	
Continue west (straight) along NE 70th St	
Stop at Houghton Park & Ride	
Turn north (right) onto 116th Ave NE	
Turn west (left) onto NE 70th Pl	
Turn southeast (left) onto the I-405 S access ramp	
Travel along I-405 South	
Take the interchange west (right) onto SR-520 W	
Travel along SR-520 West	
Stop at Yarrow Point Freeway Station	
Continue along SR-520 West	
Stop at Evergreen Point Freeway Station	
Continue along SR-520 West	
Stop at Montlake Freeway Station	
Continue along SR-520 West	
Take the interchange south (left) from SR-520 W to I-5 S	
Exit I-5 southwest (right) onto Stewart St	
Turn southeast (left) onto 5th Ave	
Stop at Downtown Seattle surface stops	
Turn northeast (left) onto Spring St	
Turn northwest (left) onto 7th Ave	
Turn northeast (right) onto Seneca St	
Turn southeast (right) onto Boren Ave	
Stop at First Hill Medical Centers	
Turn south (right) onto 12 Ave S	
End service at 12th Ave S and S Jackson St	

Route 269

Overlake to Issaquah
via Sammamish

Peak Express Service
Eastside Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												7,905
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	48.5												12,379
Revenue Hours	33.6												8,572
Rev. Hour/Plat. Hour	0.69												0.69
Revenue Miles	652.2												166,313

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												7,905
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	48.5												12,379
Revenue Hours	33.6												8,572
Rev. Hour/Plat. Hour	0.69												0.69
Revenue Miles	652.2												166,313

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:02 - 10:16; 3:32 - 8:31												
Daily Trips	31												7,905
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	20-30	3 trips	20-30	1 trip	—							
Platform Hours	48.5												12,379
Revenue Hours	33.6												8,572
Rev. Hour/Plat. Hour	0.69												0.69
Revenue Miles	652.2												166,313

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 269 is retained in its entirety in all Short-Term Networks regardless of funding scenario. It is a two-way, peak-only route that provides service between Overlake Park-and-Ride and Issaquah Transit Center via the Microsoft Campus, Overlake Transit Center, SR-520, Bear Creek Park-and-Ride, Sahalee Way NE, 228th Ave, South Sammamish Park-and-Ride, Issaquah-Pine Lake Rd, and the Issaquah Highlands Park-and-Ride. It provides service in Bellevue along 148th Ave NE.

Inbound Turning Movements

Begin at Overlake Park-and-Ride

- Turn north (right) onto 152nd Ave NE
- Turn east (circle intersection right) onto NE 31st St
- Continue north (straight) along 157th Ave NE
- Turn east (right) onto NE 36th St
- Continue north (straight) along 159th Ave NE
- Turn west (left) onto NE 40th St

Stop at Overlake Transit Center

- Turn north (right) onto 148th Ave NE
- Turn east (right) onto NE 51st St
- Turn north (left) onto the SR-520 E access ramp
- Travel along SR-520 East
- Turn east (right) onto NE Union Hill Rd
- Turn south (right) onto 178th PI NE

Stop at Bear Creek Park & Ride

- Turn south (left) onto 178th PI NE
- Continue south (straight) along 180th Ave NE
- Turn east (left) onto NE 68th St
- Turn south (right) onto 185th Ave NE
- Turn east (left) onto NE 65th St
- Turn south (right) onto 188th Ave NE
- Turn east (left) onto Redmond Way/SR-202
- Turn south (right) onto Sahalee Way NE
- Continue south (straight) along 228th Ave NE
- Turn west (right) Issaquah Pine Lake Rd SE

Stop at South Sammamish Park & Ride

- Turn east (right) Issaquah Pine Lake Rd SE
- Continue south (straight) along Issaquah Pine Lk Rd SE
- Continue south (straight) along Highlands Dr NE

Stop at Issaquah Highlands Park & Ride

- Continue north (straight) along Highlands Dr NE
- Turn west (left) onto SE Black Nugget Rd
- Turn north (right) onto E Lake Sammamish Pkwy SE
- Turn west (left) onto SE 56th St/NW Sammamish Rd
- Continue south (left) along 17th Ave NW/Renton Rd

Stop at Issaquah Transit Center

Route 342

Shoreline to Bellevue
via Bothell, I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	11.2												2,865
Revenue Hours	8.8												2,255
Rev. Hour/Plat. Hour	0.79												0.79
Revenue Miles	180.0												45,900

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	45	30	—	30	—	—							
Platform Hours	11.2												2,865
Revenue Hours	8.8												2,255
Rev. Hour/Plat. Hour	0.79												0.79
Revenue Miles	180.0												45,900

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:32 - 7:50; 15:09 - 18:42												
Daily Trips	9												2,295
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	45	30	—	30	—	—							
Platform Hours	11.2												2,865
Revenue Hours	8.8												2,255
Rev. Hour/Plat. Hour	0.79												0.79
Revenue Miles	180.0												45,900

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 342 is retained with revisions in all Short-Term Networks regardless of funding scenario. The proposed revision eliminates the segment along the I-405 south corridor between Bellevue and Renton. Instead, Route 342 is adjusted to end inbound trips and start outbound trips at Bellevue Transit Center, with trips to Renton being replaced by a connection with Route 560.

Route 342 is a one-way peak-only commuter route that connects the Shoreline Park-and-Ride to the Bellevue Transit Center via a host of northern and eastern King County communities, including Aurora Village, Ballinger Terrace, Lake Forest Park, Kenmore, Bothell, and Totem Lake. The route provides express service on I-405 between the Bothell Park-and-Ride and Downtown Bellevue, with intermediate stops at several freeway stations including Brickyard Road, Totem Lake, and Houghton.



Inbound Turning Movements	
Begin at Shoreline Park & Ride	Turn north (left) onto Aurora Ave N
	Turn east (right) onto N 200th St
	Turn north (left) onto Meridian Ave N
	Turn east (right) onto NE 205th St
	Continue southeast (straight) along Ballinger Way NE
	Turn southeast (right) onto Ballinger Way NE
	Turn east (left) onto Bothell Way NE
Stop at Kenmore Park & Ride	Continue along Bothell Way NE
	Continue east (slight left) along Main St
	Turn south (right) onto Kaysner Way
Stop at Bothell Park & Ride	Turn east (left) onto Woodinville Dr
	Turn south (right) onto the I-405 S access ramps
	Travel along I-405 South
	Exit I-405 toward NE 160th St
Stop at Brickyard Road Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 128th St
Stop at Totem Lake Freeway Station	Continue along I-405 South
	Exit I-405 toward NE 72nd Pl
Stop at Houghton Park & Ride	Continue along I-405 South
	Exit I-405 (center lane) at the NE 6th St access ramp
	Continue west along NE 6th St
Stop at Bellevue Transit Center	

Route 532

Everett to Bellevue
via Ash Way, Brickyard Road, Totem Lake

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	68.4												17,438
Revenue Hours	41.4												10,566
Rev. Hour/Plat. Hour	0.61												0.61
Revenue Miles	1,223.5												312,003

Stable Funding

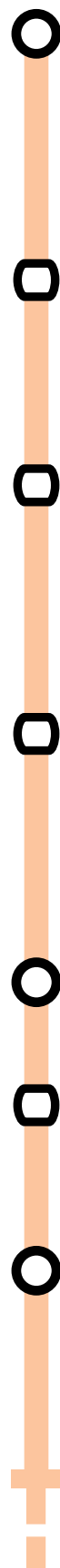
	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	68.4												17,438
Revenue Hours	41.4												10,566
Rev. Hour/Plat. Hour	0.61												0.61
Revenue Miles	1,223.5												312,003

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:46 - 9:12; 14:12 - 19:42												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	1 trip	10-30	—	15-30	—	—							
Platform Hours	68.4												17,438
Revenue Hours	41.4												10,566
Rev. Hour/Plat. Hour	0.61												0.61
Revenue Miles	1,223.5												312,003

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 532 is retained in its entirety in all Short-Term Networks regardless of the funding scenario. The route operates along the I-5 and I-405 corridors between Everett and Downtown Bellevue, with intermediate stops at numerous freeway stations including South Everett, Ash Way, Canyon Park, Brickyard Road, and Totem Lake.



Inbound Turning Movements	
Begin at Everett Station	Continue west (straight) 33rd St
	Turn south (left) onto Broadway
	Turn south (left) onto the I-5 S access ramp at 41st St
	Travel along I-5 South
	Exit I-5 (center lane) toward 112th St SE
Stop at South Everett Freeway Station	Continue along I-5 South
	Exit I-5 toward 164th St SW
	Turn west (right) onto 164th St SW
	Turn north (right) onto Ash Way
Stop at Ash Way Park & Ride	Turn east (right) onto the I-5 direct access ramp
	Merge onto I-5 South
	Take the interchange (exit right) onto I-405 South
	Travel along I-405 South
	Exit I-405 toward Bothell Everett Hwy/SR-527
Stop at Canyon Park Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 195th St/Beardslee Blvd
	Stop at NE 195th St Flyer Stop
	Continue along I-405 South
	Exit I-405 toward NE 160th St
Stop at Brickyard Road Park & Ride	Continue along I-405 South
	Exit I-405 toward NE 128th St
Stop at Totem Lake Freeway Station	Continue along I-405 South
	Exit I-405 (center lane) at the NE 6th St direct access
	Continue west along NE 6th St
Stop at Bellevue Transit Center	Turn north (right) onto 108th Ave NE
	Turn west (left) onto NE 8th St
	Turn north (right) onto 100th Ave NE
	Turn east (right) onto 10th St
	Turn south (right) 108th Ave NE
	<i>Continue service in the outbound direction.</i>

Route 540

U. District - Kirkland
via SR-520

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	6:07 - 10:15; 14:32 - 19:16												
Daily Trips	42												10,710
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15-30	—	15-30	—	—							
Platform Hours	41.9												10,689
Revenue Hours	27.2												6,928
Rev. Hour/Plat. Hour	0.65												0.65
Revenue Miles	472.9												120,586

Stable Funding

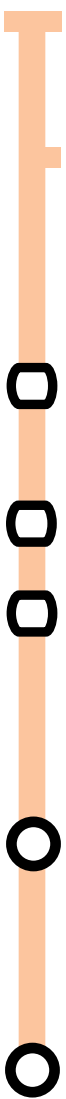
Hours of Service	6:07 - 10:15; 14:32 - 19:16												
Daily Trips	42												10,710
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15-30	—	15-30	—	—							
Platform Hours	41.9												10,689
Revenue Hours	27.2												6,928
Rev. Hour/Plat. Hour	0.65												0.65
Revenue Miles	472.9												120,586

Reduced Funding

Hours of Service	6:07 - 10:15; 14:32 - 19:16												
Daily Trips	42												10,710
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	15-30	—	15-30	—	—							
Platform Hours	41.9												10,689
Revenue Hours	27.2												6,928
Rev. Hour/Plat. Hour	0.65												0.65
Revenue Miles	472.9												120,586

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 540 is retained in its entirety in all Short-Term Networks regardless of funding scenario. Route 540 operates between the Kirkland Transit Center and the U. District, with key intermediate stops at the South Kirkland Park-and-Ride and the Evergreen Point and Yarrow Point freeway stations. Service operates weekdays only in both directions.



Inbound Turning Movements	
	Begin at Memorial Way & Stevens Way
	Continue southwest along Stevens Way
	Turn west (left) onto Grant Ln
	Stop at Grant Ln at U. of Washington
	Continue west along Grant Ln
	Turn south (left) onto 15th Ave NE
	Turn southeast (left) onto NE Pacific St
	Turn south (right) onto Montlake Blvd
	Stop at Montlake Blvd & SR-520
	Turn west (right) onto the SR-520 E access ramp
	Travel along SR-520 East
	Stop at Evergreen Point Freeway Station
	Continue along SR-520 East
	Stop at Yarrow Point Freeway Station
	Continue along SR-520 East
	Exit SR-520 onto Bellevue Way NE
	Turn east (right) onto Northup Way
	Turn north (left) 108th Ave NE
	Stop at South Kirkland Park & Ride
	Continue north along 108th Ave NE
	Continue north along 6th St S
	Turn west (left) onto Kirkland Way
	Turn north (right) onto 3rd St
	Stop at Kirkland Transit Center

Route 555

Issaquah to Northgate
via Eastgate, Downtown Bellevue, I-5

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:44 - 9:15; 14:35 - 19:12												
Daily Trips	13												3,315
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	1 trip	30	—	—							
Platform Hours	22.4												5,721
Revenue Hours	15.9												4,042
Rev. Hour/Plat. Hour	0.71												0.71
Revenue Miles	371.6												94,745

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:44 - 9:15; 14:35 - 19:12												
Daily Trips	13												3,315
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	1 trip	30	—	—							
Platform Hours	22.4												5,721
Revenue Hours	15.9												4,042
Rev. Hour/Plat. Hour	0.71												0.71
Revenue Miles	371.6												94,745

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:44 - 9:15; 14:35 - 19:12												
Daily Trips	13												3,315
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	1 trip	30	—	—							
Platform Hours	22.4												5,721
Revenue Hours	15.9												4,042
Rev. Hour/Plat. Hour	0.71												0.71
Revenue Miles	371.6												94,745

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 555 is retained in its entirety in the Short-Term Networks in all funding scenarios. Route 555 operates generally along the I-90 and SR-520 corridors, with major intermediate stops at the Eastgate Park-and-Ride and the Bellevue Transit Center. Between Eastgate and Downtown Bellevue, the route operates via Eastgate Way, I-90, and Bellevue Way SE, with a single Factoria-area stop at I-90 and Richards Rd. Both Route 555 and its variant 556 serve the South Bellevue Park-and-Ride, a major transfer point and future East Link Light Rail station. Service operates in both directions during weekday peak periods only.



Inbound Turning Movements	
Begin at Issaquah Highlands Park & Ride	
Turn south (left) onto 9th Ave NE	
Continue south along Highlands Dr NE	
Turn west (right) onto the I-90 W access ramp	
Travel along I-90 West	
Exit I-90 south (right) onto 17th Ave NW	
Continue south along 17th Ave NW	
Stop at Issaquah Transit Center	
Turn north (right) onto 17th Ave NW	
Turn onto the I-90 West access ramp (right)	
Travel along I-90 West	
Exit I-90 (center lane) at the 142nd PI SE access ramp	
Turn north (right) onto 142nd PI SE	
Turn west (left) onto SE 32nd St	
Turn south (left) onto 140th Ave SE	
Stop at Eastgate Park & Ride	
Turn south (left) onto 140th Ave SE	
Turn west (right) onto SE Eastgate Way	
Continue (straight) onto I-90 W access ramp	
Travel along I-90 West	
Exit I-90 north (right) onto Bellevue Way SE	
Stop at South Bellevue Park & Ride	
Continue north along Bellevue Way SE	
Turn northeast (right) onto 112th Ave SE	
Turn west (left) onto NE 6th St	
Stop at Bellevue Transit Center	
Turn north (right) onto 108th Ave NE	
Turn east (right) onto NE 10th St	
Turn north (left) onto the I-405 N access ramp	
Travel along I-405 North	
Exit I-405 (right) onto SR-520 West	
Stop at Yarrow Point Freeway Station	
Continue west along SR-520	
Stop at Evergreen Point Freeway Station	
Continue west along SR-520	
Stop at Montlake Freeway Station	
Continue west along SR-520	
Exit SR-520 (right) onto I-5 North	
Travel along I-5 North	
Exit I-90 east (right) toward 1st Ave NE	
Turn south (right) onto 1st Ave NE	
Turn east (left) onto NE 100th St	
Stop at Northgate Transit Center	

Route 556

Issaquah to Northgate
via Eastgate, Downtown Bellevue, U. District

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:18 - 9:57; 14:18 - 19:12												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	1 trip	30	—	—							
Platform Hours	29.9												7,612
Revenue Hours	19.7												5,024
Rev. Hour/Plat. Hour	0.66												0.66
Revenue Miles	441.8												112,665

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:18 - 9:57; 14:18 - 19:12												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	1 trip	30	—	—							
Platform Hours	29.9												7,612
Revenue Hours	19.7												5,024
Rev. Hour/Plat. Hour	0.66												0.66
Revenue Miles	441.8												112,665

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:18 - 9:57; 14:18 - 19:12												
Daily Trips	16												4,080
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	1 trip	30	—	—							
Platform Hours	29.9												7,612
Revenue Hours	19.7												5,024
Rev. Hour/Plat. Hour	0.66												0.66
Revenue Miles	441.8												112,665

Note: All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 566

Auburn to Bellevue, Overlake
via Kent, Renton

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:58 - 11:34; 14:15 - 21:28												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	30	—							
Platform Hours	97.2												24,797
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:58 - 11:34; 14:15 - 21:28												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	30	—							
Platform Hours	97.2												24,797
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:58 - 11:34; 14:15 - 21:28												
Daily Trips	41												10,455
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	30	—	30	30	—							
Platform Hours	97.2												24,797
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Note: Due to the timing of the service change of Route 566, it is not known precisely what headways or number of daily trips, revenue hours, or miles will be operated by the route. The headways and span depicted are estimated based on Spring 2013 operations. Platform hours are derived from projections published in Sound Transit's 2013 Service Implementation Plan.

All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 566 is retained in its entirety in all Short-Term Networks regardless of funding scenario. In the Long-Term Networks, when East Link Light Rail is operational, comparable service provided by Route 55 eliminates the Bellevue to Overlake segment of existing Route 566, instead truncating service in Downtown Bellevue.

At the time of this Service Vision planning process, existing Route 566 was being transitioned into two separate routes—Route 566 operating all-day between Auburn and Renton and peak-only between Auburn and Overlake, and a new Route 567 operating express peak service between Kent Station and Overlake. Because of the transition process, precise service statistics were not available for either route, so estimates for the appropriate allocation of platform hours were extrapolated from figures published in Sound Transit's 2013 Service Implementation Plan. Additional data, such as figures for revenue hours and revenue miles operated, could not be projected with reliable accuracy and are therefore not presented here.

Inbound Turning Movements

Begin at Auburn Station

Turn south (right) onto A St SW

Continue east/north along 4th St SW/S Division St

Turn west (left) onto 3rd St SW

Turn north (right) onto C St SW

Turn east (right) onto 15th St NW

Turn north (left) onto A St NE/16th St NE

Stop at Auburn Park & Ride

Turn south (left) onto A St NE/16th St NE

Turn west (right) onto 15th St NW

Turn north (right) onto the SR-167 N access ramp

Travel along SR-167 North

Exit SR-167 toward S Kent Des Moines Rd/SR-516

Turn east (right) onto S Kent Des Moines Rd/SR-516

Turn north (left) onto 4th Ave S

Turn east (right) onto W Smith St

Turn north (left) onto Railroad Ave N

Stop at Kent Station

Turn north (left) onto Railroad Ave N

Turn east (right) onto E Pioneer St

Turn north (left) onto Central Ave N

Turn northeast (right) onto the SR-167 N access ramp

Travel along SR-167 North

Continue north along Rainier Ave S/SR-167

Turn east (right) onto S 3rd St

Turn north (left) onto Logan Ave S

Turn east (right) onto Renton TC Access Rd

Stop Renton Transit Center

Turn south (right) onto Burnett Ave S

Turn east (left) onto S 3rd St

Turn north (left) onto Mill Ave S

Turn northeast (right) onto Bronson Way N

Turn north (left) onto Park Ave N

Turn northeast (right) onto NE Park Dr

Turn (right) onto the I-405 N access ramp

Travel along I-405 North

Exit I-405 at the NE 6th St direct access ramp

Continue west along NE 6th St

Stop at Bellevue Transit Center

Route 567

Kent to Bellevue, Overlake
via I-405

Peak Express Service
Regional Service Bellevue Service Category

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:45 - 9:17; 3:21 - 18:40												
Daily Trips	21												5,355
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	45.4												11,578
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:45 - 9:17; 3:21 - 18:40												
Daily Trips	21												5,355
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	45.4												11,578
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	4:45 - 9:17; 3:21 - 18:40												
Daily Trips	21												5,355
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	—	8-30	—	8-30	—	—							
Platform Hours	45.4												11,578
Revenue Hours	N/A												N/A
Rev. Hour/Plat. Hour	N/A												N/A
Revenue Miles	N/A												N/A

Note: Due to the timing of the service change of Route 566—from which Route 567 was derived—it is not known precisely what headways or number of daily trips, revenue hours, or miles will be operated by Route 567. The headways and span depicted are estimated based on Spring 2013 operations. Platform hours are derived from projections published in Sound Transit's 2013 Service Implementation Plan.

All figures are estimates for 2015 based on Spring 2012 operating statistics. Also note that headway categories are more loosely defined in 2015 than in the 2022 and 2030 networks. Whereas the latter are defined by specific hours of service, headway and span in 2015 are estimated to roughly match existing operations, which varies between routes.

Route 567 is retained in its entirety in all Short-Term Networks regardless of funding scenario. In the Long-Term Networks, when East Link Light Rail is operational, comparable service provided by Route 56 eliminates the Bellevue to Overlake segment of existing Route 567, instead truncating service in Downtown Bellevue.

At the time of this Service Vision planning process, existing Route 566 was being transitioned into two separate routes—Route 566 operating all-day between Auburn and Renton and peak-only between Auburn and Overlake, and a new Route 567 operating express peak service between Kent Station and Overlake. Because of the transition process, precise service statistics were not available for either route, so estimates for the appropriate allocation of platform hours were extrapolated from figures published in Sound Transit's 2013 Service Implementation Plan. Additional data, such as figures for revenue hours and revenue miles operated, could not be projected with reliable accuracy and are therefore not presented here.

Inbound Turning Movements

Begin at Kent Station

Turn north (left) onto Railroad Ave N

Turn east (right) onto E Pioneer St

Turn north (left) onto Central Ave N

Turn northeast (right) onto the SR-167 N access ramp

Travel along SR-167 North

Turn (right) onto the I-405 N access ramp

Travel along I-405 North

Exit I-405 at the NE 6th St direct access ramp

Continue west along NE 6th St

Stop at Bellevue Transit Center

Interlined Routes

Coverage Routes **226 & 241**

Growing Resources

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 226 and 241 does not apply to the Growing Resources scenario.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Stable Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service													
Daily Trips													
Time of Day	AM	MD	MD	PM	EV	X	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)													
Platform Hours	This proposed interlining of Routes 226 and 241 does not apply to the Stable Funding scenario.												
Revenue Hours													
Rev. Hour/Plat. Hour													
Revenue Miles													

Reduced Funding

	Weekday						Saturday			Sunday			Annualized Total
Hours of Service	5:30 - 0:30												
Daily Trips	72												18,360
Time of Day	AAM	AM	MD	PM	EVE	NITE	AAM	DAY	NITE	AAM	DAY	NITE	
Headway (min)	30	30	30	30	30	60							
Platform Hours	68.2												17,391
Revenue Hours	67.0												17,085
Rev. Hour/Plat. Hour	0.98												0.69
Revenue Miles	813.6												207,468

Note: The service statistics provided above reflect the interlined operation of Routes 226 and 241, which is recommended for weekday service in the Reduced funding scenario. Doing so improves these routes' collective operating efficiency by 7.0% in the Reduced scenario. Network-wide costing figures reflect these assumed efficiencies.

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