

2026 Service Plan

Frequently Asked Questions

Question	Answer
Now that the engagement period has ended, how can I share my thoughts on the 2026 Service Plan?	<p>You can connect with Service Planning at: Phone: 206-553-3774 Email: servicechanges@soundtransit.org</p> <p>You can also email your thoughts to the Sound Transit Board of Directors (emailtheboard@soundtransit.org) or speak at the Rider Experience and Operations Committee or Board of Directors meetings. These meetings are open to the public. <u>You can learn more here</u> and <u>here</u>.</p>
When will these proposed changes go before the Board of Directors for approval?	We will present the 2026 Service Plan proposed bus changes to the Rider Experience and Operations Committee on Thursday, March 5. The changes will then go before the Board of Directors for approval on Thursday, March 26.
Where can I view a summary of ST Express bus proposals?	You can view a summary of ST Express proposals here .
Where can I find travel time information?	You can review estimated travel times in <u>this travel time and journey maps document</u> .
Where can I review Title VI results from these proposals?	You can review Title VI results in the 2026 Service Plan Bus Service Plan, which is available on our website .
Why haven't you made more extensive changes to ST Express to connect buses to high-capacity transit, like Link and Sounder?	<p>We received comments about reviewing the full ST Express bus network. We expect to pursue this planning work later this year.</p> <p>We expect the 1 Line extension to Federal Way and the 2 Line Crosslake Connection to affect ridership. We expect to assess ridership over the next year. This analysis will account for how people travel when they have more options.</p>
Why aren't you making bus changes in the spring (2026)?	We are not changing ST Express until the fall because of the FIFA Men's World Cup. We want our current service network uninterrupted. This decision will supplement service resiliency when an expected 750,000 fans come to Seattle for the tournament.

<p>If there is a 2 Line disruption, will routes that are proposed to be eliminated become active temporarily?</p>	<p>We will not re-activate discontinued routes. For all Link disruptions, we deploy bus bridges to cover closed Link stations.</p>
<p>Why has the Service Planning team moved forward with proposed changes that received notable opposition?</p>	<p>When making recommendations, our team looks at the entire Sound Transit system. We consider both those riding today, and those who are not riding today. We may still move forward with a proposal even if there is notable opposition. We may determine that the change will have a net positive impact on the transit network and overall access. Some decisions are also based on available operating resources.</p>
<p>What time frame do you consider to be the AM and PM Peak?</p>	<p>Generally speaking, service levels are based on demand. The AM peak is roughly between 6 and 9 a.m. and the PM peak is between 3 to 6 p.m. on weekdays.</p>
<p>With these proposals, why are you making some riders need to transfer to get to their destination?</p>	<p>We are moving towards a service model that provides frequent service all day and connects riders to more places. By creating these transfers to Link, riders can travel more places and their wait time (at all steps of the journey) will be shorter. We are also leveraging our new high-capacity transit projects that taxpayers have voted for and invested in.</p> <p>You can view sample journeys for the 2026 Service Plan proposals here.</p>
<p>Route 513</p>	
<p>I currently use Eastmont Park & Ride (P&R) and South Everett Freeway Station P&R fills up before the time I would arrive. What are my other options?</p>	<p>Approximately four miles south of Eastmont P&R, there is Mariner and McCollum Park P&R. Mariner has 638 spaces (and 13 ADA spaces). Connections include Community Transit routes 201 and 202 to Lynnwood City Center Station. McCollum Park P&R has 384 spaces and 10 ADA spaces. Connections include Community Transit Route 901 and the Swift Orange Line to Lynnwood City Center Station.</p> <p>Approximately 7 miles south there is Ash Way P&R, which has 1005 spaces (20 ADA) and Swamp Creek P&R, which has 405 spaces (20 ADA spaces). At Ash Way, you can take ST Express routes 512 or 513 or Community Transit routes 112, 201, or 202, or Swift Orange Line to Lynnwood City Center</p>

	Station, or Community Transit Route 119 to Mountlake Terrace Station. Ash Way is usually around half full in the morning. From Swamp Creek, you can take Community Transit Route 112 to Lynnwood City Center and Mountlake Terrace stations and Swift Orange Line to Lynnwood City Center Station.
Route 515	
Why is Route 515 in the Service Plan if it was already approved to eventually be discontinued in the 2024 Service Plan?	We want to ensure passengers know about this change and have enough notice. You can review journey options on page 2 of <u>this document</u> .
Route 522	
I currently take Route 522 to access destinations on Lake City Way, south of NE 145th St. How can I continue to access these destinations using transit?	New King County Metro routes 72 and 77 will run about every 10-20 minutes. These routes will connect to Bitter Lake, Pinehurst, and Shoreline South stations in the north/west. Or to Roosevelt Station and the University District in the south.
Route 545	
Why are you maintaining Route 545 service if Link serves the same areas?	We proposed modest changes this year to address rider concerns about travel time and destinations not well-served by Link. We will also examine how ridership changes when Link extensions open. We heard that there is a desire to look more broadly at the ST Express network. We plan to pursue this planning work later this year.
Route 554/556	
Why are you proposing to discontinue Route 554 if it could result in longer travel times to downtown Seattle?	<p>The proposal for Route 556 would add a new, frequent, all-day, all-week connection between Issaquah and Bellevue. This aligns the route with other available regional connections.</p> <p>In addition to the new route, more riders would have more connections, more often to more destinations every day of the week. This includes King County Metro’s routes in East King County and the 2 Line.</p> <p>Also, passengers traveling from Issaquah Highlands or Eastgate could go to the Mercer Island Station. They can connect to Link at the station and take it to Seattle.</p> <p>To help people go where they need and want to go, King County Metro and Sound Transit hosted the</p>

	<p>East Link Connections process. This was a mobility project on King County’s Eastside to design and apply a coordinated regional transit network. For more information, visit the East Link Connections website.</p>
<p>Why does the proposal have Route 556 connect with Link at South Bellevue Station instead of Mercer Island Station?</p>	<p>The South Bellevue Station stop on Route 556 would facilitate a transfer to the 2 Line in both directions. The proposed route would continue north to serve bus stops on Bellevue Way. Those stops are currently served by Route 550, which we propose to end.</p> <p>This proposal strengthens the connection between Issaquah and Bellevue, where additional regional connections can be made. Passengers boarding at Issaquah Highlands or Eastgate can also use King County Metro services to transfer to the 2 Line at Mercer Island.</p>
<p>Route 574</p>	
<p>Why are you proposing to replace the Lakewood Transit Center stop with Lakewood Station on Route 574?</p>	<p>We are proposing to replace the current Route 574 stop at Lakewood Transit Center with a new stop at Lakewood Sounder Station. We aim to free up space at Lakewood Transit Center for more frequent Pierce Transit Route 3 service.</p> <p>Riders could park at Lakewood Station or SR-512 Park and Ride. Another option is to take Pierce Transit routes 3 or 4 from the Lakewood Transit Center to the SR-512 Park and Ride to catch Route 574.</p>
<p>Why are you proposing to shorten Route 574 to Federal Way?</p>	<p>The savings from shortening Route 574 to Federal Way makes the proposal for a frequency increase possible. Doubling the frequency of Route 574 for most of the day will improve access. It will also substantially reduce wait times.</p> <p>Most of the day, the 1 Line runs every 8-10 minutes for most of the day. This means the wait time to transfer at Federal Way will average 4-5 minutes. Also, this would then shorten the travel time to SeaTac. Light rail transportation is more reliable than buses because it operates in its own right of way. Buses contend with vehicle congestion on surface streets and freeways.</p> <p>You can review a sample Route 574 journey on page 5 of this travel time and journey map document.</p>

<p>How can I get from Link 1 Line (SeaTac/Airport Station) to the SEA Airport terminal?</p>	<p>The walking distance from the SeaTac/Airport Link station to the airport terminal is approximately a ¼ mile (5-minute walk). There is a covered, well-lit, level walkway. SEA Airport provides a complimentary Train-to-Plane shuttle between the terminal and the Link station. It operates seven days a week from 5 a.m. to midnight from the Link station to the center of the garage. For assistance, please call (206) 787-4069 or (206) 787-5906.</p>
<p>Has your team conducted analysis for diverting Route 574 to downtown Tacoma?</p>	<p>Adding service to downtown Tacoma could mean we run buses less often with the same operating resources. It could make trips longer for people passing through. We will continue evaluating opportunities to better connect passengers better to downtown Tacoma and local transit service.</p>
<p>Route 580</p>	
<p>Why are you proposing to eliminate Route 580?</p>	<p>We propose to discontinue this route because of very low ridership. There is now additional parking at Puyallup Station. Pierce Transit Route 400 has the same routing and includes a stop at the South Hill P&R. It also has more frequent service.</p>
<p>Route 586</p>	
<p>Why are you proposing to eliminate Route 586?</p>	<p>This change would give us operating resources to improve other routes in south King and Pierce counties, including Route 574.</p> <p>While the trip going from Tacoma to UW would require a transfer in downtown Seattle to Link, the overall travel time would be shorter. This new trip can run all day, seven days a week in both directions. Every 4-5 minutes, there will be a 1 Line or 2 Line train in downtown Seattle. The wait time for the transfer will average 2-3 minutes.</p>
<p>What ST Express routes can I take from Tacoma to transfer to Link in downtown Seattle?</p>	<p>You can take routes 590, 594, or 595 from Tacoma Dome and transfer to Link at International District/Chinatown Station. You can review a sample journey on page 6 of <u>this travel time and journey maps document</u>.</p> <p>Riders also have the option to take Sounder S Line from Tacoma Dome and transfer to Link at International District Chinatown Station. This connection is a 4-5-minute walk with one signalized street crossing required.</p>
<p>What ST Express routes can I take from Federal Way to</p>	<p>You can take Route 577 or 578 from Federal Way Downtown Station and transfer to Link at Symphony</p>

transfer to Link in downtown Seattle?	Station. Elevators are available at this transfer. Riders also have the option to take the 1 Line from Federal Way Downtown Station to the U District.
With the Route 586 proposal, how will I access locations in the U District, such as 15th Ave NE, that are not served directly by Link?	You can access areas in the U District that are not served by Link by taking frequent King County Metro routes 44, 45, 48, 65, and 67.
Overnight service	
Why aren't you proposing to serve all stations with overnight service?	<p>ST Express is meant to connect regional destinations. We depend on our partners for more local connections, like Capitol Hill, Rainier Valley, U District, and more.</p> <p>Existing King County Metro overnight service such as routes 7, 36, 49, 70, and the G Line offer local connections to the proposed night service.</p>
What stops would the new overnight service serve?	We are still working with our operating partners on the routing and stops for our new overnight service.
Why are you proposing overnight bus service and not overnight Link light rail service?	Our maintenance staff work on light rail upkeep at night. By providing overnight bus service, we can preserve that essential maintenance time.