

# 2026 Service Plan Travel Time Estimates

**Method:**

1. The total travel time (minutes) is the sum of:
  - a. Average wait time (50% of the headway of bus or light rail service),
  - b. In-vehicle travel time,
  - c. 5-minute transfer time (when transfers are required).
2. Current and future travel times are estimated based on current and projected schedules for ST Express bus and Link light rail.

*Table 1: Corridor wait and travel times for current and future service. Travel and wait time information is estimated based on current timetables. All times are in minutes.*

Corridor	Current Wait Time	Current Travel Time	Current Total Travel Time	Future Wait Time	Future Travel Time (Including Transfer)	Future Total Travel Time	Travel Time Difference <sup>1</sup>
Lynnwood – Seattle (Westlake) <sup>2</sup>	5-10	26-48	31-58	2-3	33	35-36	-22 to +4
UW Bothell – Seattle (Westlake) <sup>2,3</sup>	8	53-58	60-65	8	53-56	60-63	-2 to 0
Bellevue – Seattle (IDS) <sup>2</sup>	5-8	27-28	33-35	4-5	22	26-27	-8 to -7
Issaquah TC – Seattle (IDS) <sup>2,4</sup>	8-10	27-32	37-40	8	36-44	44-51	+7 to +11
Issaquah – U District <sup>5</sup>	15	36-56	51-71	8	43-54	51-62	-9 to 0
Lakewood – SeaTac	15	64-88	79-103	8	51-72	58-79	-24 to -21
Tacoma Dome – U District <sup>6</sup>	15	66-108	81-123	5	69-98	74-103	-20 to -7

<sup>1</sup> Positive (+) values indicate increased travel times and negative values (-) indicate reduced travel times.  
<sup>2</sup> The travel time between the downtown Seattle stations, Westlake and International District/Chinatown, is 5 minutes using light rail and 6-8 minutes using bus.  
<sup>3</sup> The current trip is Route 522 and a transfer to Link at Roosevelt Station. The future trip is Route 522 and a transfer to Link at Shoreline South Station.  
<sup>4</sup> During the AM (6-9 a.m.) and PM peak (3-6 p.m.), the future trip could be comparable or slightly faster, according to travel time observations. Passengers could also ride King County Metro Routes 215/218/269 from Issaquah Highlands or Eastgate to Mercer Island and connect to the 2 Line.  
<sup>5</sup> Future trip is Route 556 and a transfer to Link at South Bellevue Station. Passengers could also transfer between 556 and King County Metro 270 at Bellevue Downtown Station.  
<sup>6</sup> Future trip is Routes 590/594/595 and a transfer to Link at International District/Chinatown Station.

## Route 515 (Lynnwood – Seattle)

**Proposal:** Discontinue Route 515. Riders could use more frequent and higher-capacity 1 Line and 2 Line service. Combined 1 Line and 2 Line service between Lynnwood City Center and International District/Chinatown would have 4-minute headways during weekday peak hours.

### AM Peak: 35 minutes (Current) vs. 31 minutes (Proposed)

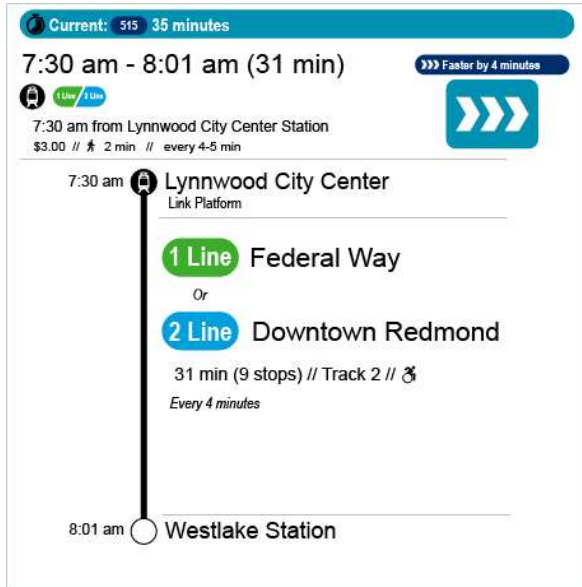


Figure 1: Future trip example: Lynnwood City Center to Westlake Station via Link departing at 7:30 a.m.

### Early AM: 26 minutes (Current) vs. 37 minutes (Proposed)

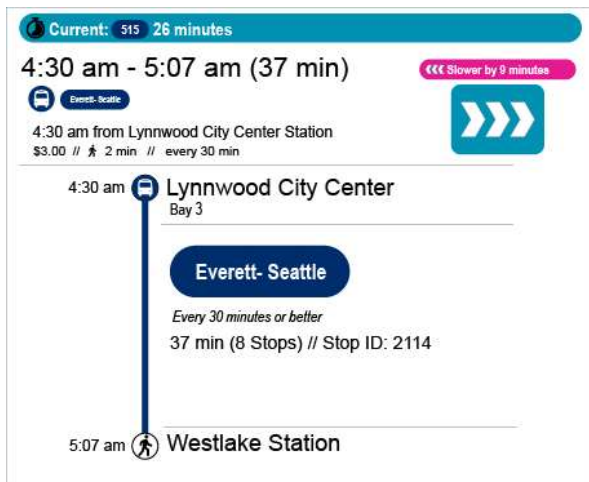


Figure 2: Future trip example: Lynnwood City Center to Westlake Station via Everett-Seattle overnight bus departing at 4:30 a.m.

### Route 554 (Issaquah – Seattle)

**Proposal:** Discontinue Route 554. Replace Route 554 with more frequent Route 556 service and 2 Line service. Shorten Route 556 to Bellevue Transit Center. Increase frequency on Route 556 to 15 minutes for most of the day. New stops in Issaquah on Route 556.

### AM Peak: 42 minutes (Current) vs. 48 minutes (Proposed)

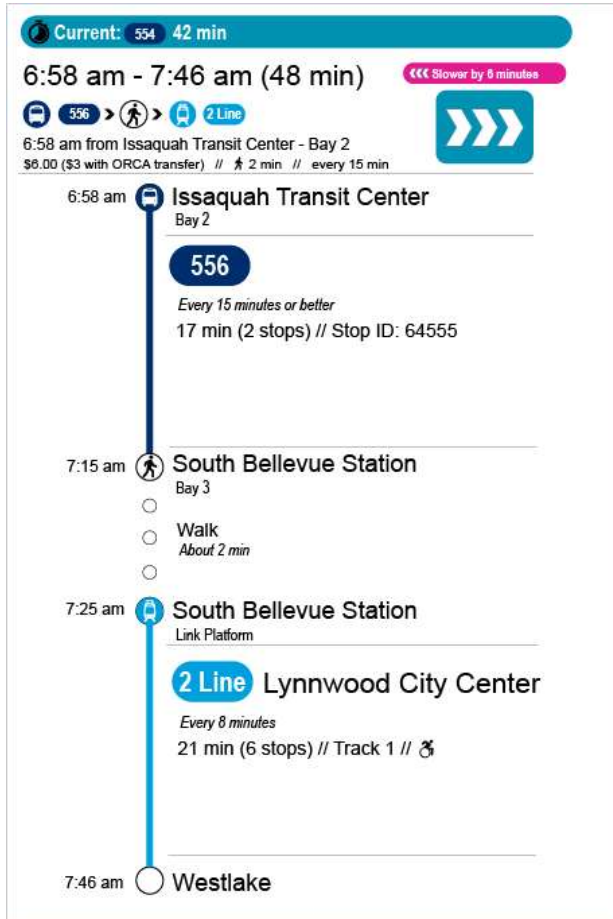


Figure 3: Future trip example: Issaquah Transit Center to Westlake Station via bus and Link departing at 6:58 a.m.

## Route 556 (Issaquah – U District)

**Proposal:** Discontinue Route 554. Replace Route 554 with more frequent Route 556 service and 2 Line service. Shorten Route 556 to Bellevue Transit Center. Increase frequency on Route 556 to 15 minutes for most of the day. New stops in Issaquah on Route 556.

### AM Peak: 47 minutes (Current) vs. 58 minutes (Proposed)

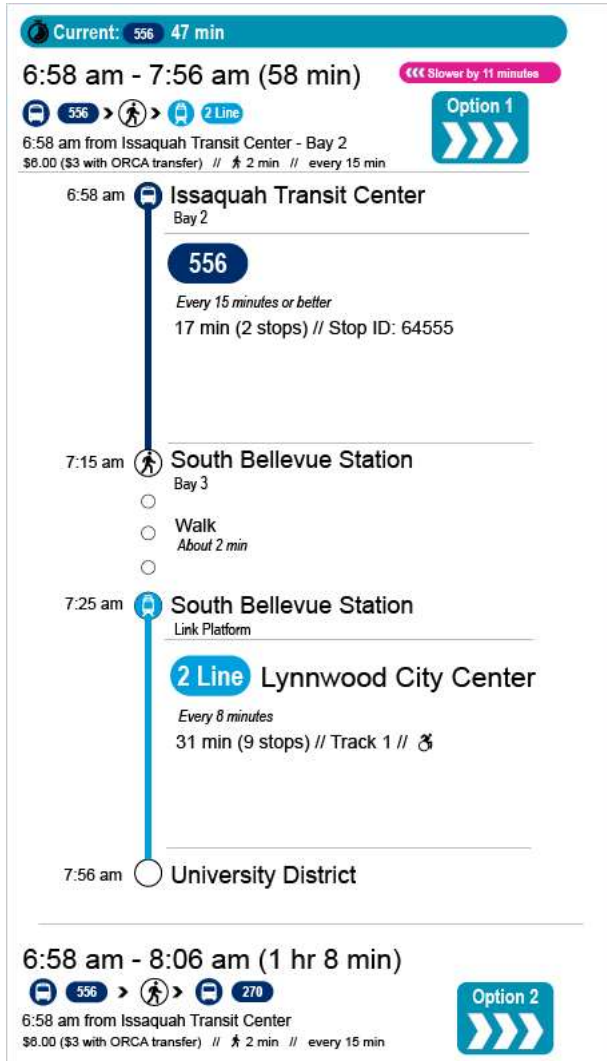


Figure 4: Future trip example: Issaquah Transit Center to University District Station via bus and Link departing at 6:58 a.m.

## Route 574 (Lakewood – SeaTac)

**Proposal:** Shorten to end at Federal Way Downtown Station instead of Sea-Tac Airport. Increase service frequency to 15 minutes for most of the day. Replace Lakewood Transit Center stop with new stop at Lakewood Station. Riders could transfer to 1 Line at Federal Way to connect to Sea-Tac Airport, Seattle, and beyond. New Overnight Service Proposal (see below) would replace late night/early morning Route 574 service.

### AM Peak: 1 hour 26 minutes (Current) vs. 1 hour 18 minutes (Proposed)

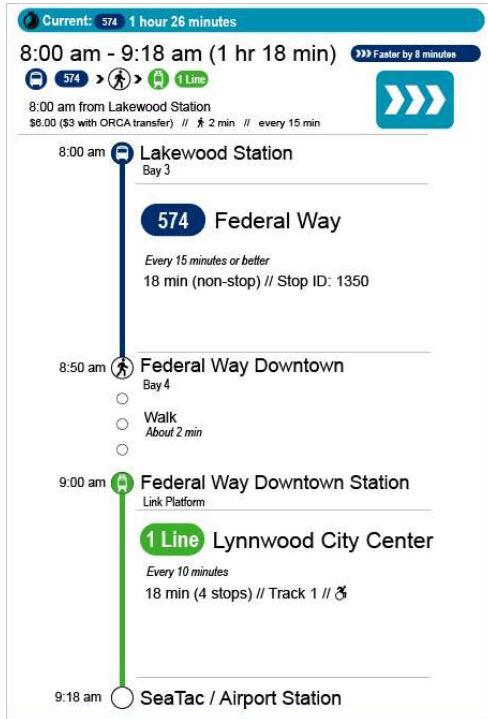


Figure 5: Future trip example: Lakewood Station to SeaTac/Airport Station via bus and Link departing at 8:00 a.m.

### Early AM: 1 hour (Current) vs. 59 minutes (Proposed)

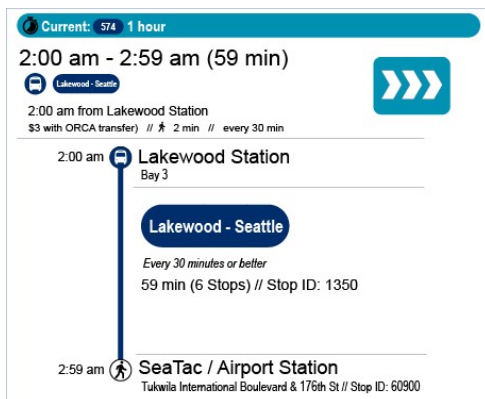


Figure 6: Future trip example: Lakewood Station to SeaTac/Airport Station via Lakewood-Seattle overnight bus departing at 2:00 a.m.

## Route 586 (Tacoma – U District)

**Proposal:** Discontinue Route 586. Riders could use routes 577, 578, 590, 594, and 595 (or Sounder S Line) and Link 1 Line or 2 Line, with service to the University of Washington and a similar or better travel time.

### AM Peak: 1 hour 28 minutes (Current) vs. 1 hour 14 minutes (Proposed)

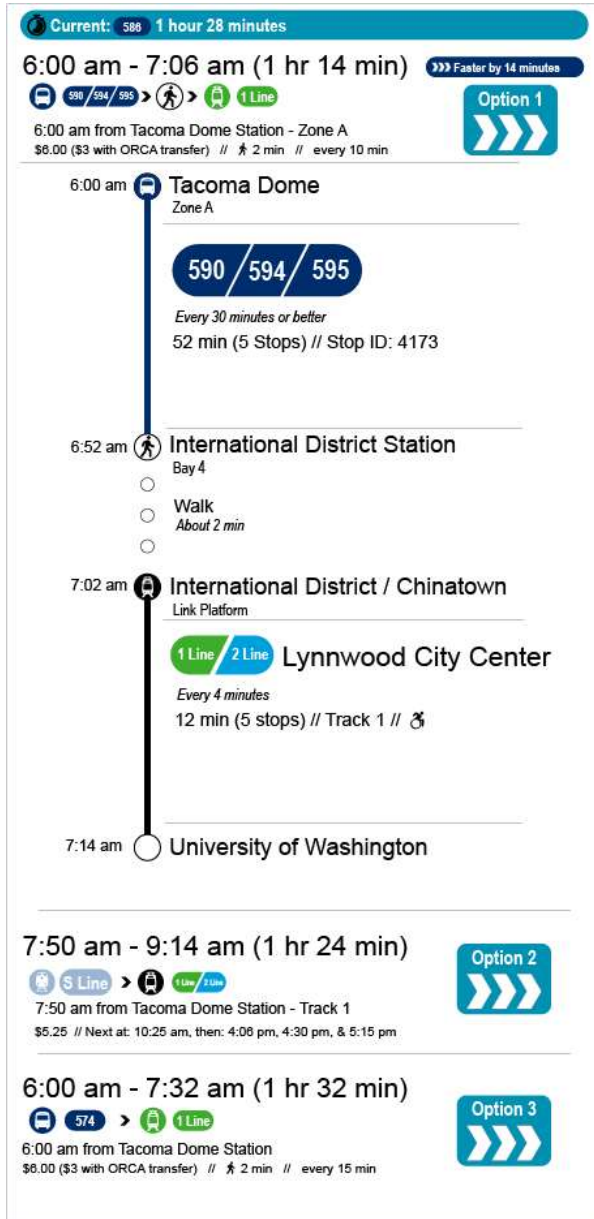


Figure 7: Future trip example: Tacoma Dome to University of Washington Station via bus and Link departing at 6:00 a.m.