

2027 Service Plan

Resolution No. R2026-22

Public Hearing

10/1/2026



② Redmond – Lynnwood

↻ All day

Proposal:

- Start service ~25 minutes later in the morning Mon-Sun
 - First trip from Redmond to Seattle: ~5:20 a.m.
- End service ~15 minutes earlier at night Mon-Sat
 - Last trip from Seattle to Redmond ~12:10 a.m.
- Add service on Night Bus Route 547 (Redmond-Seattle) to cover gaps



510 512 Everett – Lynnwood/Seattle

➤➤➤ *Peak Only*  **510** 1,211 Avg. weekday boardings

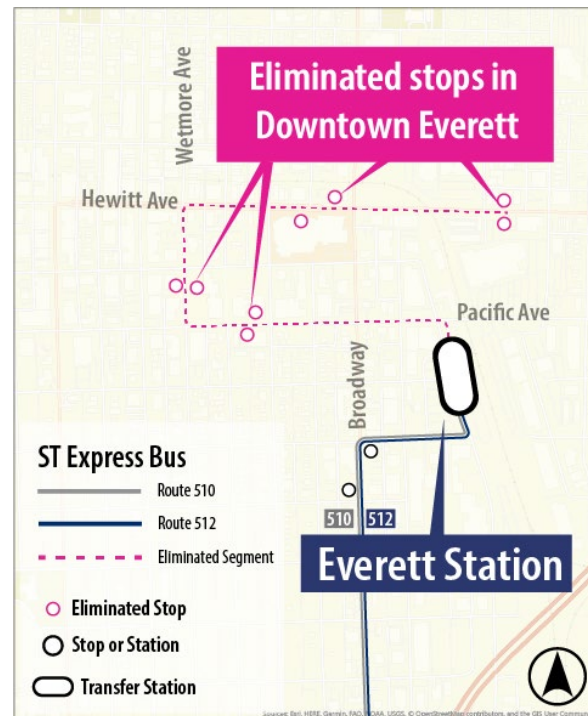
↻ *All Day* **512** 1,380 Avg. weekday boardings

(April 2026)

Proposal:

Remove service to four stops in downtown Everett.

- Two early-morning trips on Route 510 and six late night trips on Route 512 serve stops in downtown Everett. Due to low ridership and to simplify service, we propose to discontinue service to these stops.
- This change would take effect when the future overnight route between Everett and Seattle begins.



532**535**

Everett/Lynnwood – Bellevue



Peak Only

**532**

865 Avg. weekday boardings



All Day

535

1,762 Avg. weekday boardings

(April 2026)

Proposal:

Route 532/535 is proposed to have a new stop at I-405/NE 85th St in Kirkland.

- Early access to future Stride S2 Line station
- Connection to Kirkland and Redmond

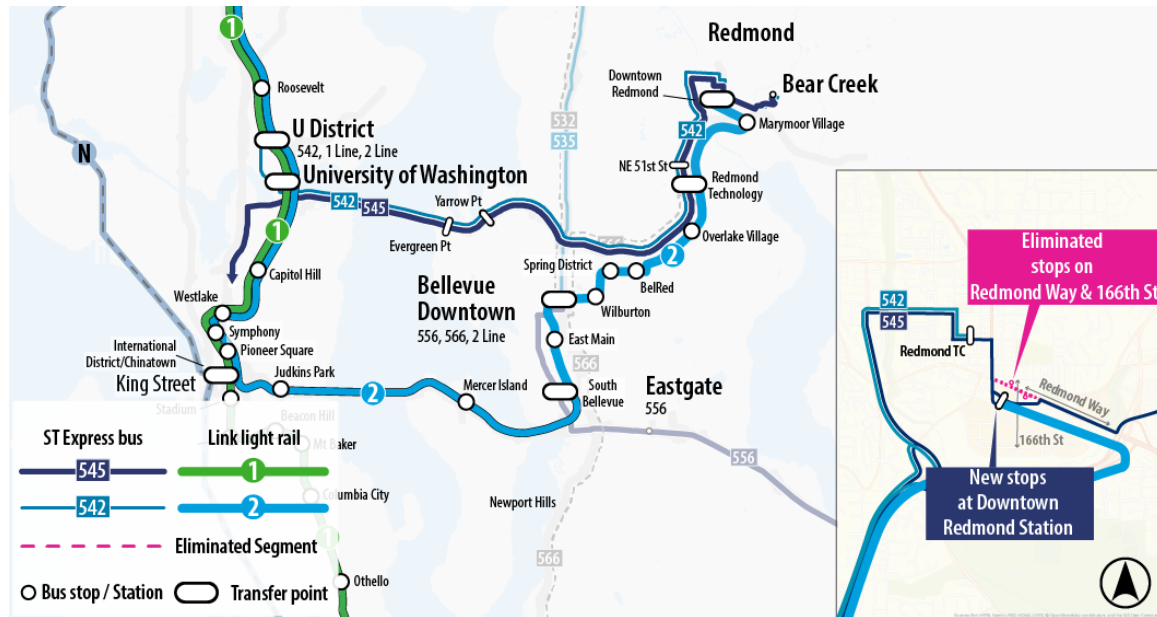


545 Redmond – Seattle

🔄 All-Day 🧑🧑🧑 **545** 4,691 Avg. weekday boardings (April 2026)

Proposal:

Add stop at Downtown Redmond Station for Route 545.



560 Bellevue – Burien TC

🔄 All day

👤👤👤 1,548 Avg. weekday
boardings (April 2026)

Proposal:

- Remove service between Burien Transit Center (TC) and Westwood Village
 - New western end of line would be consistent with Stride S1 Line, which will replace Route 560
 - Passengers could use RapidRide H Line to travel between Burien TC and Westwood Village
- On weekdays, buses would run every 20 minutes during the day and every 30 minutes in the evening (34 additional daily trips).
- On weekends, buses would run every 30 minutes all day (35 additional daily trips).



Thank you.



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Why we are here

- Provide overview of **2027 Service Plan** proposals
- Share **engagement** and **Title VI analysis** results

Seeking do-pass recommendation of:

Resolution No. R2026-22

Adopting the 2027 Service Plan and approving major service changes to ST Express routes and a minor change to Link 2 Line

2027 Service Plan Overview

Sound Transit's Annual Service Plan sets priorities for upcoming service changes.

The **2027 Service Plan** proposals respond to:

- Changing ST Express ridership patterns
- The expanding Link system's need for maintenance time
- The future transition of some ST Express routes to Stride bus rapid transit



Summary of Changes

Route / Service	Change Type	Service Type	Implementation
2 DT Redmond – Lynnwood	Schedule	All-Day	Spring 2027
510 Everett – Seattle	Route	Peak	Spring 2027*
512 Everett – Lynnwood	Route	All-Day	Spring 2027*
532 Everett – Bellevue	Route - minor	Peak	Spring 2027*
535 Lynnwood – Bellevue	Route - minor	All-Day	Spring 2027*
545 Redmond – Seattle	Route - minor	All-Day	Spring 2027
560 West Seattle – Bellevue	Route & schedule	All-Day	Fall 2027*

*As soon as

Darker shading indicates major service change proposal



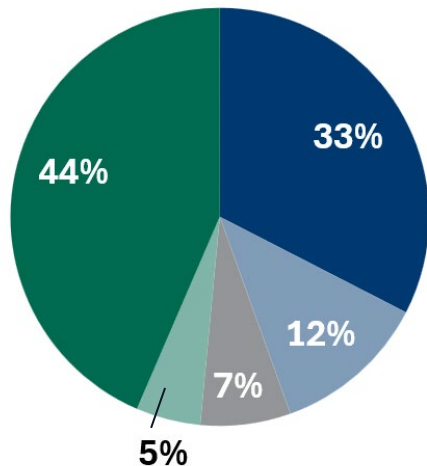
510**512**

Feedback summary

- Open-ended feedback (six comments) were generally in opposition to removal of bus stops.
- Reasons given: Access to destinations, lack of local service at the times of day when ST Express service is available, and late-night safety concerns.



307 Responses



■ Strongly support ■ Support
■ I have no opinion
■ Oppose ■ Strongly oppose

Supporters...cited higher frequency as a benefit and most wanted higher frequency during the day on weekdays

Opposers...expressed concern about the added time from a new transfer and loss of direct service to the airport



- Frequency
- Travel time



- Transfer time
- Access to destinations

1 *Federal Way – Lynnwood*

2 *Redmond – Lynnwood*



All day



162,580 Avg. weekday boardings (April 2026)

Goals:

- Explore changes to Link span of service to support routine maintenance needs on Link
- Engage with riders on impact of increased routine maintenance windows
- Develop a final proposal based on input we hear from riders and interest-holders

1 2 *Feedback summary*

Survey respondents rated various approaches to increasing maintenance time from least (1) to most (5) disruptive:

Disruption type	Average score
Single-tracking: more time (20-30 min) between trains	3.78
Weekend closures	3.47
Ending service up to 1 hour earlier at night	2.82
Starting service up to 1 hour later in the morning	2.81

1 2 *Feedback summary*

Comment themes:

- Preserve late night and early morning service, especially for airport access
- Weekend closures are highly disruptive
- Bus bridges and shuttles are viewed poorly
- Reliability, frequency, and trust matter most
- Communication and advance notice need improvement
- Demand for more service, not less
- Fare enforcement, safety, and security

2 *Feedback summary*

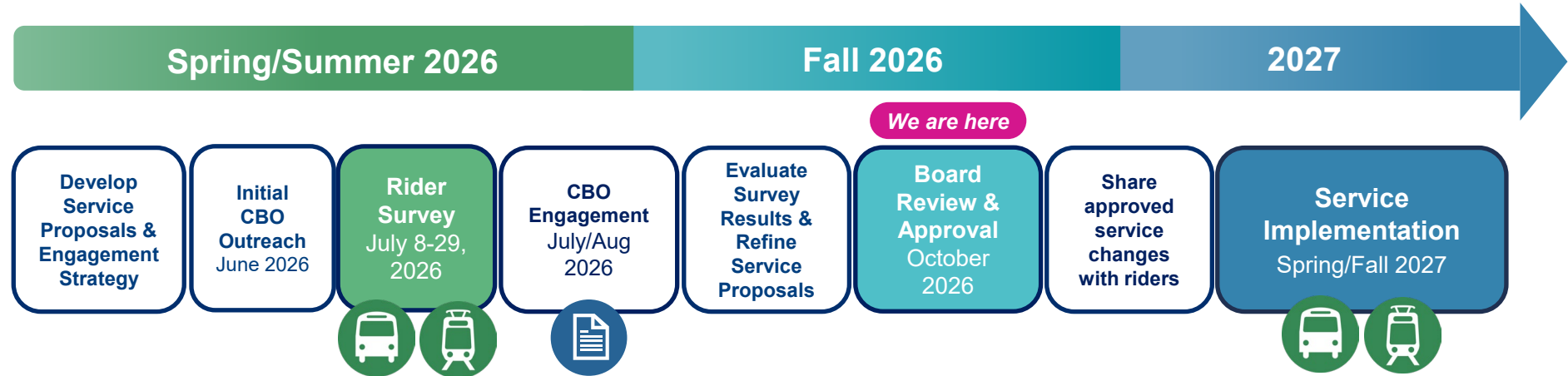


2,194 Responses

- **Frequent riders:** 48% of respondents reported riding the 2 Line four days a week or more.
- **Quiet hours:** Most people surveyed do not ride light rail after 11:30 p.m. or before 5:30 a.m. once a week or more
- **Closure preferences:** When asked to rate disruptiveness of closures, a plurality of respondents:
 - Rated **single tracking** (longer headways) and **weekend closures** as most disruptive
 - Rated **starting service later or ending service earlier** (up to 1 hour) as less disruptive

Engagement Summary

Engagement Timeline



CBO= Community Based Organization

Engagement Overview

Goal: to inform affected communities about the proposed service changes and encourage survey completion.

The following outreach methods were employed:

- Sound Transit notifications
- Social media (paid and organic)
- Community Based Organization (CBO) engagement
- Sound Transit staff ambassadors

Approximately 4,000 online surveys were completed.

Title VI Summary

Title VI Equity Analysis: Route Level Findings

Route	Results	Mitigations
510/512	No disparate impact or disproportionate burden	N/A - Mitigations not required.
560	Disparate impact	Improved service frequency on all day types. Schedule coordination with RapidRide H Line, which provides more frequent replacement service between Westwood Village and Burien Transit Center.

Title VI Equity Analysis: Systemwide

Systemwide analysis compares cumulative benefits and impacts over multiple years.

The systemwide analysis did not identify any findings of adverse effects on protected populations from changes between September 2024 and September 2027.