

TAC Meeting Presentation
8/31/15

Additional Analysis Requested by TAC

- Baseline 2040 Values
 - Proximity analysis
 - Job Accessibility
 - Ridership/Mode Split
- MICs added to RGC lists
- Auto travel times
- Midday travel times
- Light Rail integration

Baseline 2040:

- ST2 investments
- Similar growth of bus hours as concepts
- Reduced headways
- Some route modifications (mostly truncation)

Capital Impacts

- Prior results included major capital investments
 - Frequent Network
 - Speed and Reliability Corridors on all Frequent Networks (230+ miles)
 - New Ship Canal Crossing for Buses
 - Express Network
 - Direct Access Ramps (6 ramps on I-405, I-5, and SR 167)
 - 20,500 new Park-and-Ride Lots

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Capital Impacts

- Assumptions

- Speed and Reliability Corridors

- Not specific about treatments (TSP, curb bulbs, tec.)
 - \$1M per mile
 - Ship Canal Crossing has exclusive bus lanes; \$100M
 - 15% speed improvement

- Direct Access Ramps

- Reduce route travel time by 4-6 minutes
 - \$80M per improvement

- Park and Ride Lots

- Expand existing lots
 - No additional transit operating costs to serve routes
 - \$25,000 per stall

Capital Impacts: Results

Scenario	Change in Daily Boardings		Change in Annual Revenue Hours	
	Total	Percent	Total	Percent
No Speed and Reliability Corridor Improvements (Frequent Network)	-47,300	-4.9%	-228,942	-5.1%
No Direct Access Ramps (Express Network)	-13,000	-1.4%	-70,840	-1.5%
No Park and Ride Expansion (Express Network)	-42,000	-4.6%	N/A	

Summary of Public Survey & Outreach
8/31/15

Long Range Plan Online Survey Results Summary

Demographics

- 6,000+ responses from June 4 to Aug 9
- 50% from outside the city of Seattle (see slide 3)
- Roughly representative of different income strata (see slide 4)
- 77% white, 8% Asian, 4% multiple ethnicities, 3% Latino, 2% Black, 1% American Indian
- 55% of respondents are women, 44% men

Service Mix

Survey Question: Based on what you know about Express, Local and Frequent transit service, what mix of these types of service would you choose if you were going to plan a transit network.

What we learned: Interest in all different kinds of service

Integration

Survey Question: Which of these features is most important to you about how Metro connects with other modes of travel.

1. Reducing travel time was the most important (47%)
2. Making transfers to other modes of travel easy (25%)
3. Minimizing transfers (18%)
4. Reducing duplication of service (4%)

Aug 18, 2015

Capital Priorities

Survey Question: Please read the descriptions below and then rank the types of facilities or services that would make transit work better for you.

1. Improvements on arterial streets that help buses travel more quickly and reliably
 2. Facilities for riders at major stops
 3. Additional Park-and-Ride spaces
 4. Improvements to freeways
 5. Improvements on neighborhood streets for pedestrians and bicycles
 6. New roadways in very congested areas that are used exclusively by buses and trains
 7. New technologies that provide better information about your transit trip
- “Improvements to arterials “ was ranked highest by respondents who live in west and east King County and second highest for those south King County.
 - “Additional Park & Rides” was ranked highest by respondents in south King County, second highest by those in east King County and lowest by those in west King County.
 - “Improvement for bicycle and pedestrians” and “new technologies” were ranked lowest by south and east King County respondents.
 - “New roadways exclusive to buses and trains” was the second most highest ranked by respondents in west King County and most often ranked 2nd or 3rd by east and south King County respondents, respectively.

What city do you live in?

Answer Options	Response Percent	Response Count
Seattle	50.4%	2920
Kirkland	10.8%	627
Auburn	7.9%	456
Sammamish	3.1%	177
Redmond	3.1%	178
Bellevue	3.1%	182
Shoreline	2.8%	163
Issaquah	2.3%	131
Renton	2.0%	117
Kent	1.8%	107
Bothell	1.6%	93
Federal Way	1.5%	85
Kenmore	1.1%	62
Burien	1.1%	63
Woodinville	0.9%	54
Mercer Island	0.9%	52

Note: Cities with response rates of 1% or higher are listed

Survey respondents' income compared to King County's population

Income	Survey Respondents	Census (2013 ACS)
Under \$15,000	3%	5%
15-25	3%	5%
25-35	4%	5%
35-50/55	12%	9%
50/55-75	15%	15%
75-100	19%	14%
100-140/150	21%	22%
140/150+	23%	24%

What cities do you travel to most often using public transportation? (check all that apply)

Answer Options	Response Percent	Response Count
Seattle	91.5%	5238
Bellevue	23.1%	1320
SeaTac	20.0%	1142
Redmond	11.2%	643
Kirkland	8.6%	491
Tukwila	6.5%	373
Renton	6.0%	346
Shoreline	6.0%	343
Kent	4.7%	268
Issaquah	4.5%	260
Federal Way	3.9%	223
Bothell	3.8%	215
Auburn	3.4%	197
Burien	3.3%	191
Woodinville	2.8%	162
Mercer Island	2.2%	128
Lake Forest Park	2.0%	114
Kenmore	1.9%	106
Sammamish	1.6%	93
Des Moines	1.5%	86
North Bend	1.1%	62

What types of public transportation do you use? (check all that apply)

Answer Options	Response Percent	Response Count
Metro Bus	88.2%	5322
Sound Transit Link light rail	42.0%	2536
Sound Transit bus	39.6%	2392
Washington State Ferry	29.8%	1799
I drive to a Park-and-Ride lot	16.6%	1001
Sounder train	11.8%	713
Seattle streetcar	10.4%	630
King County Water Taxi	9.1%	552
Community Transit bus	9.0%	543
I do not use public transportation	6.7%	407
Pierce Transit bus	3.2%	193
Metro VanPool/VanShare	1.3%	79
Metro Access transportation	0.8%	47
Hyde Shuttle (Senior Services)	0.6%	36
Metro Rideshare	0.4%	22

How would you like to be able to use public transportation? (check all that apply)

Answer Options	Response Percent	Response Count
To get to work	82.4%	4944
To get to entertainment or sporting events	77.9%	4675
To go to parks or cultural destinations	60.8%	3647
For shopping trips	53.5%	3207
To get to medical services	43.4%	2602
To get to school	15.7%	940
Other (please specify)	10.5%	632
answered question		5999
skipped question		117

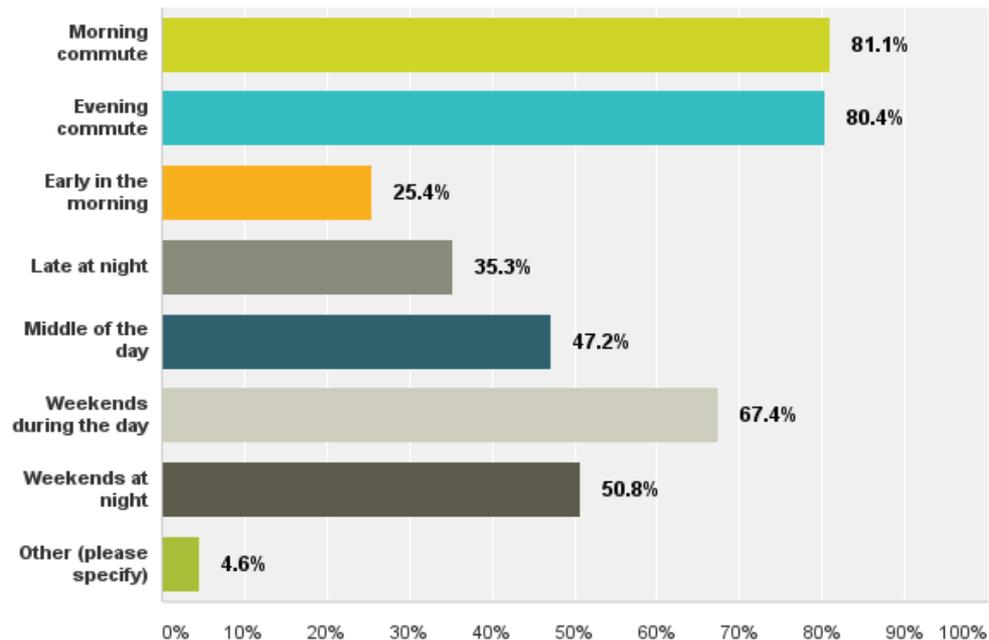
“Airport “was the most common response in the “other” category.

When would you most like to be able to use public transportation?

- 67% said weekends during the day
- 50% said weekends at night
- Only 46% said middle of the day.

Q5 When would you most like to be able to use public transportation? (check all that apply)

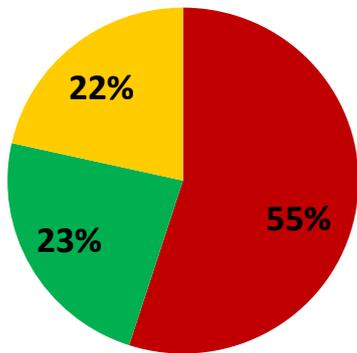
Answered: 5,984 Skipped: 132



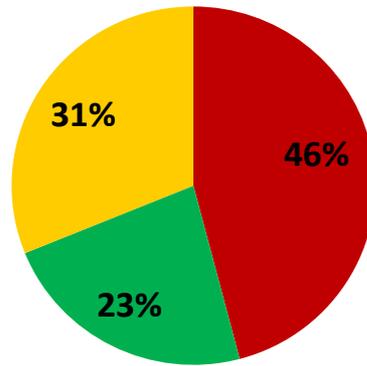
Metro Long Range Plan June Open Houses

Dot Exercise Results Open house attendees were asked to use dot stickers to tell us what mix of transit service types they think would work best.

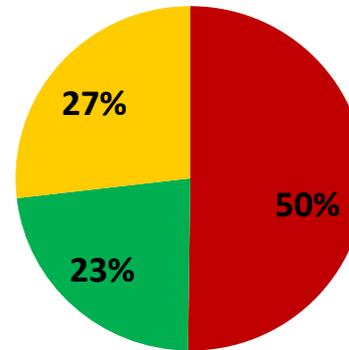
Seattle- June 16



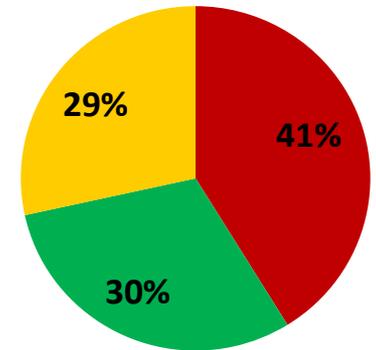
Redmond- June 23



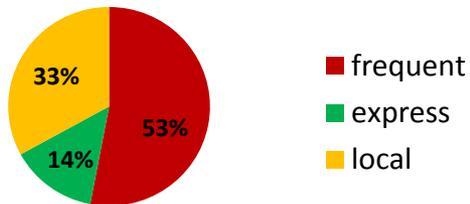
**Seattle- June 25
(daytime)**



Federal Way- June 25



Existing Network Mix



Number of Attendees (signed in)

Seattle (Evening) – 78
 Redmond - 61
 Seattle (Daytime) – 83
 Federal Way -35

Total= 257

Comment forms received

Seattle (Evening) – 27
 Redmond – 17
 Seattle (Daytime) - 28
 Federal Way - 8

Total= 80

Draft Overview of Roundtable Discussions with Transit Dependent Populations Metro Long Rang Plan August 25, 2015

Meeting #1 with Key Community Stakeholders

Purpose: Coordinate a Roundtable of representatives from organizations that serve transit-dependent, disabled, and limited-English proficient people to ensure that their input is received on the Long Range Plan. Work with the participants to support direct outreach to the people they serve for input on Long Range Plan topics and empower advocates to collect and represent feedback of their community.

Meeting Details

Date: Thurs, Sept 10, noon-1:30pm

Location: 1225 S Weller St #430, Seattle, WA 98144

Proposed Agenda:

- 1) Introduction of stakeholders
- 2) Introduction of project
- 3) Why is this important, needed
- 4) Facilitated discussion

Question: How does your community use and rely on transit?

Question: How can the system work better for your community?

To Dos:

- a) Develop Engagement Toolkit so that Participants can conduct their own outreach
- b) Establish on going schedule of interactions in between meetings to make sure organizations feel supported in their efforts
- c) Ongoing updates of general feedback to participants so that they can see how their feedback fits into broader conversations

Organizations contacted:

Organization
ACRS
African Diaspora of Washington
Alliance of People with Disabilities
APACE
ARC King County
Cambodian Cultural Alliance
Catholic Community Services
Centro de la Raza
Chinese Information and Services Center
CIRCC
East African Community Services
Eritrean Association of Greater Seattle

Eritrean Community Center
Ethiopian Community of Greater Seattle
Faith Action Network
Filipino Chamber of Commerce
Filipino Community Services
Heritage House at the Market
Homesight
Hopelink
Horn of African Services
Islamic Jafari Association of Greater Seattle
Japanese American Citizen League
Jobs for Washington Graduates
Khmerican

Latino Community Fund
Lighthouse for the Blind
Multicultural Education Rights Alliance
One America
Open Doors for Multicultural Families
Oromo Community Organization
Progresso Latino
Puget Sound Sage
Refugee Women's Alliance

Seattle Vocational Institute
Somali Community Services
Somali Community Services Coalition
Urban Family Center
Urban Impact
Vietnamese Friendship Association
White Center Community Association
Refugee & Immigrant Services NW
Centerstone

Roundtable Discussion Meeting #2 with Key Community Stakeholders

Date: TBD – early 2016

Purpose: Follow up on discussion from the first meeting and get feedback about direct outreach to their constituents. Discuss feedback and key topics that have been identified. Empower advocates to continue accessing KC Metro staff

Meeting #2 Details: 1.5 hrs, location to be determined

- Proposed Agenda:**
- 1) Introduction of stakeholders
 - 2) Update of project process
 - 3) Summary of Collected Feedback
 - 4) Facilitated discussion

Question: What from the feedback resonates with your organization/community?

Question: What is missing? What does not represent your community?

To Dos:

- a) Mechanism to show how feedback has been filtered into the ongoing recommendation list.
- b) Ongoing updates of general feedback to participants so that they can see how their feedback fits into broader conversations

TAC-requested Additional Analysis
8/31/15

TAC Requests - Supplemental Information

8/21/2015

Example Trips and Travel Times

NE QUADRANT

LEGEND



Frequent Route



Express Route



Local Route



Link Light Rail



Sounder Commuter Train

EXAMPLE TRIPS

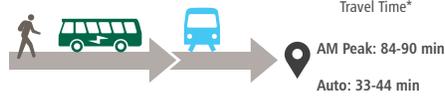
*Includes transfer

Frequent Service Emphasis

SE 40th St/86th Ave SE, Mercer Island to SE 16th St/148th Ave SE, Bellevue



Hwy 202/Snoqualmie Parkway, Snoqualmie to NE 40th St/156th Ave NE, Redmond



Redmond Transit Center to Seattle Center



SE 40th St/86th Ave SE, Mercer Island to SE 16th St/148th Ave SE, Bellevue



Hwy 202/Snoqualmie Parkway, Snoqualmie to NE 40th St/156th Ave NE, Redmond



Redmond Transit Center to Seattle Center



Express Service Emphasis

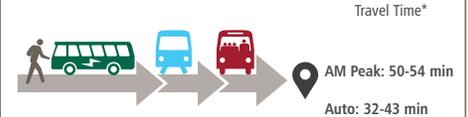
SE 40th St/86th Ave SE, Mercer Island to SE 16th St/148th Ave SE, Bellevue



Hwy 202/Snoqualmie Parkway, Snoqualmie to NE 40th St/156th Ave NE, Redmond



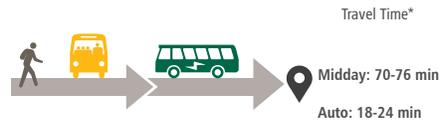
Redmond Transit Center to Seattle Center



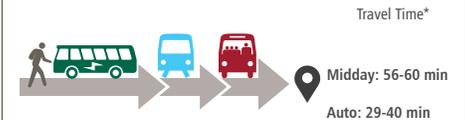
SE 40th St/86th Ave SE, Mercer Island to SE 16th St/148th Ave SE, Bellevue



Hwy 202/Snoqualmie Parkway, Snoqualmie to NE 40th St/156th Ave NE, Redmond



Redmond Transit Center to Seattle Center



Local Service Emphasis

SE 40th St/86th Ave SE, Mercer Island to SE 16th St/148th Ave SE, Bellevue



Hwy 202/Snoqualmie Parkway, Snoqualmie to NE 40th St/156th Ave NE, Redmond



Redmond Transit Center to Seattle Center



SE 40th St/86th Ave SE, Mercer Island to SE 16th St/148th Ave SE, Bellevue



Hwy 202/Snoqualmie Parkway, Snoqualmie to NE 40th St/156th Ave NE, Redmond



Redmond Transit Center to Seattle Center



NW QUADRANT

EXAMPLE TRIPS

LEGEND



Frequent Route



Express Route



Local Route



Link Light Rail



Sounder Commuter Train

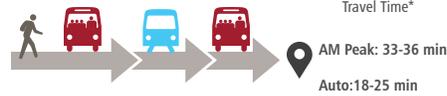
*Includes transfer

Frequent Service Emphasis

N 130th St/Greenwood Ave N, Seattle to NW 64th St/8th Ave NW, Seattle



NE 125th St/Lake City Way, Seattle to Fremont Ave N/N 34th St, Seattle



University District to Totem Lake



N 130th St/Greenwood Ave N, Seattle to NW 64th St/8th Ave NW, Seattle



NE 125th St/Lake City Way, Seattle to Fremont Ave N/N 34th St, Seattle

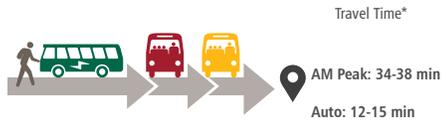


University District to Totem Lake

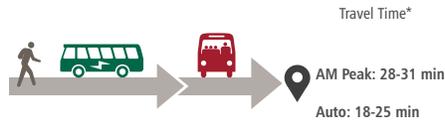


Express Service Emphasis

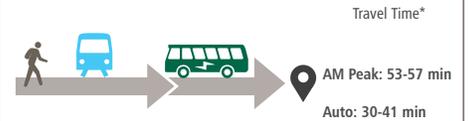
N 130th St/Greenwood Ave N, Seattle to NW 64th St/8th Ave NW, Seattle



NE 125th St/Lake City Way, Seattle to Fremont Ave N/N 34th St, Seattle



University District to Totem Lake



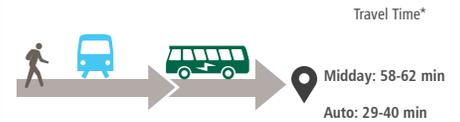
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NE 125th St/Lake City Way, Seattle to Fremont Ave N/N 34th St, Seattle



University District to Totem Lake



Local Service Emphasis

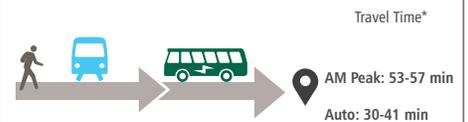
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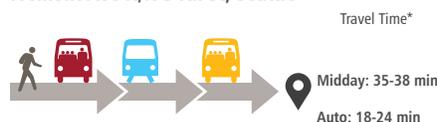
University District to Totem Lake



N 130th St/Greenwood Ave N, Seattle to NW 64th St/8th Ave NW, Seattle



NE 125th St/Lake City Way, Seattle to Fremont Ave N/N 34th St, Seattle



University District to Totem Lake



SE QUADRANT

LEGEND



Frequent Route



Express Route



Local Route



Link Light Rail



Sounder Commuter Train

EXAMPLE TRIPS

*Includes transfer

Frequent Service Emphasis

Gossard St/Griffin Ave, Enumclaw to SE Wax Rd/SE 272nd St, Covington



Travel Time*

AM Peak: 90-96 min

Auto: 30-40 min

SR 516/SR 169, Maple Valley to Green River Community College



Travel Time*

AM Peak: 78-86 min

Auto: 28-38 min

Black Diamond to Bellevue Transit Center



Travel Time*

AM Peak: 80-86 min

Auto: 48-65 min

Gossard St/Griffin Ave, Enumclaw to SE Wax Rd/SE 272nd St, Covington



Travel Time*

Midday: 100-106 min

Auto: 29-39 min

SR 516/SR 169, Maple Valley to Green River Community College



Travel Time*

Midday: 87-95 min

Auto: 28-38 min

Black Diamond to Bellevue Transit Center



Travel Time*

Midday: 90-96 min

Auto: 46-62 min

Express Service Emphasis

Gossard St/Griffin Ave, Enumclaw to SE Wax Rd/SE 272nd St, Covington



Travel Time

AM Peak: 54-58 min

Auto: 30-40 min

SR 516/SR 169, Maple Valley to Green River Community College

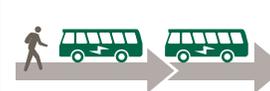


Travel Time*

AM Peak: 85-90 min

Auto: 28-38 min

Black Diamond to Bellevue Transit Center



Travel Time*

AM Peak: 70-76 min

Auto: 48-65 min

Gossard St/Griffin Ave, Enumclaw to SE Wax Rd/SE 272nd St, Covington



Travel Time

Midday: 60-65 min

Auto: 29-39 min

SR 516/SR 169, Maple Valley to Green River Community College



Travel Time*

Midday: 92-97 min

Auto: 28-38 min

Black Diamond to Bellevue Transit Center



Travel Time*

Midday: 82-88 min

Auto: 46-62 min

Local Service Emphasis

Gossard St/Griffin Ave, Enumclaw to SE Wax Rd/SE 272nd St, Covington



Travel Time*

AM Peak: 115-120 min

Auto: 30-40 min

SR 516/SR 169, Maple Valley to Green River Community College



Travel Time

AM Peak: 60-65 min

Auto: 28-38 min

Black Diamond to Bellevue Transit Center



Travel Time*

AM Peak: 90-96 min

Auto: 48-65 min

Gossard St/Griffin Ave, Enumclaw to SE Wax Rd/SE 272nd St, Covington



Travel Time*

Midday: 125-130 min

Auto: 29-39 min

SR 516/SR 169, Maple Valley to Green River Community College



Travel Time

Midday: 60-65 min

Auto: 28-38 min

Black Diamond to Bellevue Transit Center



Travel Time*

Midday: 100-106 min

Auto: 46-62 min

SW QUADRANT

LEGEND



Frequent Route



Express Route



Local Route



Link Light Rail



Sounder Commuter Train

EXAMPLE TRIPS

*Includes transfer

Frequent Service Emphasis

Ambaum Blvd SW/SW 130th St, Burien to 46th Ave S/S 144th St, Tukwila



Auburn City Hall to Renton Transit Center



Kent East Hill to Seattle CBD



Ambaum Blvd SW/SW 130th St, Burien to 46th Ave S/S 144th St, Tukwila



Auburn City Hall to Renton Transit Center



Kent East Hill to Seattle CBD

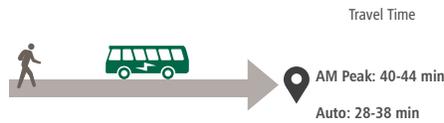


Express Service Emphasis

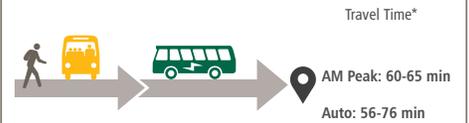
Ambaum Blvd SW/SW 130th St, Burien to 46th Ave S/S 144th St, Tukwila



Auburn City Hall to Renton Transit Center



Kent East Hill to Seattle CBD



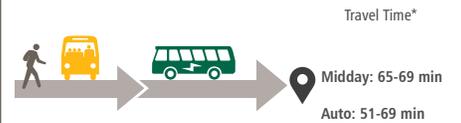
Ambaum Blvd SW/SW 130th St, Burien to 46th Ave S/S 144th St, Tukwila



Auburn City Hall to Renton Transit Center

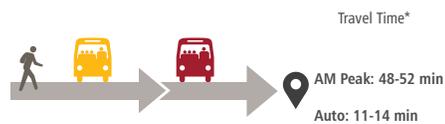


Kent East Hill to Seattle CBD



Local Service Emphasis

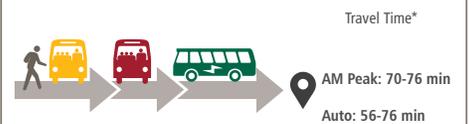
Ambaum Blvd SW/SW 130th St, Burien to 46th Ave S/S 144th St, Tukwila



Auburn City Hall to Renton Transit Center



Kent East Hill to Seattle CBD



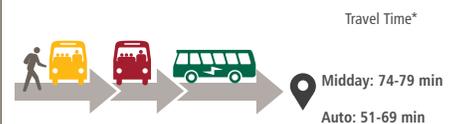
Ambaum Blvd SW/SW 130th St, Burien to 46th Ave S/S 144th St, Tukwila



Auburn City Hall to Renton Transit Center



Kent East Hill to Seattle CBD



Peak Period	Frequent		Express		Local		Auto (PSRC model 2040)
	Travel time range	Travel mode	Travel time range	Travel mode	Travel time range	Travel mode	Travel time range
SW Quadrant							
Local to Local – 1031 SW 130 th St, Burien to 4414 S 144 th St, Tukwila	40 - 44 minutes	Frequent to Frequent	40 - 44 minutes	Express to Express	48 - 52 minutes	Local to Frequent	11 - 14 minutes
Center to Center – Auburn City Hall to Renton Transit Center	58 - 62 minutes	Sounder to Frequent	40 - 44 minutes	Express	40 - 44 minutes	Express	28 - 38 minutes
Center to outside quadrant – Kent East Hill to Seattle CBD	68 - 74 minutes	Local - Frequent - Express	60 - 65 minutes	Local - Express	70 - 76 minutes	Local - Frequent - Express	56 - 76 minutes
SE Quadrant							
Local to Local – 2823 Griffin Ave, Enumclaw to 17700 SE 272 nd St, Covington	90 - 96 minutes	Express to Express	54 - 58 minutes	Express direct	115 - 120 minutes	Express indirect through Auburn to express	30 - 40 minutes
Center to Center – SR 516 (SE Kent Kangley Rd) & SR 169, Maple Valley to Green River Community College	78 - 86 minutes	Express to Frequent to Local	85 - 90 minutes	Express to Local	60 - 65 minutes	Local direct	28 - 38 minutes
Center to outside quadrant – Black Diamond to Bellevue Transit Center	80 - 86 minutes	Express to Express	70 - 76 minutes	Express to Express	90 - 96 minutes	Local to Express to Express	48 - 65 minutes
NW Quadrant							
Local to Local – 12755 Greenwood Ave N, Seattle to 6400 8 th Ave NW, Seattle	25 - 28 minutes	Frequent to Frequent	34 - 38 minutes	Express to Frequent to Local	28 - 32 minutes	Express to Local	12 - 15 minutes
Center to Center – NE 125 th St and Lake City Way NE, Seattle, to Fremont Ave N and N 34 th St, Seattle	33 - 36 minutes	Frequent to LRT to Frequent	28 - 31 minutes	Express to Frequent	35- 38 minutes	Frequent to LRT to Local	18 - 25 minutes
Center to outside quadrant – University District to Totem Lake	53 - 57 minutes	LRT to Express	53 - 57 minutes	LRT to Express	53 - 57 minutes	LRT to Express	30 - 41 minutes
NE Quadrant							
Local to Local – SE 40 th St and 86 th Ave SE, Mercer Island to 1800 148 th Ave SE	48 - 52 minutes	Local to Express to Frequent	56 - 60 minutes	Express to Express to Local	56 - 60 minutes	Express to Express to Local	18 - 24 minutes
Center to Center – Highway 202 and Snoqualmie Parkway, Snoqualmie to NE 40 th St and 156 th Ave NE, Redmond	84 - 90 minutes	Express to LRT	64 - 70 minutes	Local to Express	74 - 80 minutes	Express to Express to Local	33 - 44 minutes
Center to outside quadrant – Redmond transit center to the Seattle Center	50 - 54 minutes	Frequent to LRT to Frequent	50 - 54 minutes	Express to LRT to Frequent	52 - 56 minutes	Local to LRT to Frequent	32 - 43 minutes

Midday	Frequent		Express		Local		Auto (PSRC model 2040)
	Travel time range	Travel mode	Travel time range	Travel mode	Travel time range	Travel mode	Travel time range
SW Quadrant							
Local to Local – 1031 SW 130 th St, Burien to 4414 S 144 th St, Tukwila	40 - 44 minutes	Frequent to Frequent	52 - 56 minutes	Express to Express	52 - 56 minutes	Local to Frequent	11 - 15 minutes
Center to Center – Auburn City Hall to Renton Transit Center	48 - 52 minutes	Express	48 - 52 minutes	Express	48 - 52 minutes	Express	25 - 34 minutes
Center to outside quadrant – Kent East Hill to Seattle CBD	72 - 76 minutes	Local - Frequent - Express	65 - 69 minutes	Local - Express	74 - 79 minutes	Local - Frequent - Express	51 - 69 minutes
SE Quadrant							
Local to Local – 2823 Griffin Ave, Enumclaw to 17700 SE 272 nd St, Covington	100 - 106 minutes	Express to Express	60 - 66 minutes	Express direct	125 - 130 minutes	Express indirect through Auburn to express	29 - 39 minutes
Center to Center – SR 516 (SE Kent Kangley Rd) & SR 169, Maple Valley to Green River Community College	87 - 95 minutes	Express to Frequent to Local	92 - 97 minutes	Express to Local	60 - 65 minutes	Local direct	28 - 38 minutes
Center to outside quadrant – Black Diamond to Bellevue Transit Center	90 - 96 minutes	Express to Express	82 - 88 minutes	Express to Express	100 - 106 minutes	Local to Express to Express	46 - 62 minutes
NW Quadrant							
Local to Local – 12755 Greenwood Ave N, Seattle to 6400 8 th Ave NW, Seattle	25 - 28 minutes	Frequent to Frequent	40 - 44 minutes	Express to Frequent to Local	34 - 38 minutes	Express to Local	11 - 15 minutes
Center to Center – NE 125 th St and Lake City Way NE, Seattle, to Fremont Ave N and N 34 th St, Seattle	33 - 36 minutes	Frequent to LRT to Frequent	33- 37 minutes	Express to Frequent	35- 38 minutes	Frequent to LRT to Local	18 - 24 minutes
Center to outside quadrant – University District to Totem Lake	58 - 62 minutes	LRT to Express	58 - 62 minutes	LRT to Express	58 - 62 minutes	LRT to Express	29 - 40 minutes
NE Quadrant							
Local to Local – SE 40 th St and 86 th Ave SE, Mercer Island to 1800 148 th Ave SE	54 - 59 minutes	Local to Express to Frequent	66 - 70 minutes	Express to Express to Local	66 - 70 minutes	Express to Express to Local	17 - 23 minutes
Center to Center – Highway 202 and Snoqualmie Parkway, Snoqualmie to NE 40 th St and 156 th Ave NE, Redmond	90 - 96 minutes	Express to LRT	70 - 76 minutes	Local to Express	86 - 92 minutes	Express to Express to Local	30 - 41 minutes
Center to outside quadrant – Redmond transit center to the Seattle Center	50 - 54 minutes	Frequent to LRT to Frequent	56 - 60 minutes	Express to LRT to Frequent	52 - 56 minutes	Local to LRT to Frequent	31 - 41 minutes

Frequent Network Emphasis - Forecast 2040 Travel Time Averages

	Northgate	University Community	South Lake Union	Uptown Queen Anne	First Hill/Capitol Hill	Seattle CBD	Tukwila	Federal Way	Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent Downtown	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay MIC	Duwamish MIC	North Tukwila MIC	Kent MIC
Northgate		16	34	36	24	26	66	>100	61	65	76	86	43	78	52	46	57	76	39	65	79	91
University Community	16		23	27	15	17	57	90	53	56	67	73	35	65	43	37	48	66	44	65	78	85
South Lake Union	33	23		15	19	14	48	89	65	54	58	73	43	65	56	50	53	67	27	56	68	74
Uptown Queen Anne	35	26	14		19	14	55	92	65	57	65	68	42	60	56	49	48	68	27	56	69	75
First Hill/Capitol Hill	24	15	19	21		13	52	85	55	52	62	68	36	60	47	41	47	62	32	54	66	74
Seattle CBD	26	17	14	14	13		43	80	55	46	53	63	34	55	47	41	42	57	30	47	59	66
Tukwila	68	58	50	55	52	46		57	72	22	28	64	59	54	79	74	36	85	70	66	45	46
Federal Way	>100	91	90	95	84	79	58		>100	46	78	55	97	65	>100	>100	73	85	100	92	79	70
Totem Lake	63	54	70	69	60	60	81	>100		88	99	99	39	88	55	44	48	77	81	96	91	92
SeaTac	65	56	54	56	51	46	23	45	75		42	54	63	45	80	77	40	85	72	64	45	39
Burien	75	65	55	61	60	51	28	76	91	40		85	75	71	96	92	53	85	76	80	63	61
Auburn	>100	98	97	99	94	84	61	53	>100	51	83		79	49	>100	>100	63	85	>100	95	85	58
Bellevue	39	31	43	43	35	34	58	98	36	62	82	79		62	30	26	28	44	56	70	74	67
Kent Downtown	96	83	82	84	79	72	52	66	87	45	70	50	60		93	91	45	85	90	93	78	31
Redmond-Overlake	55	45	56	57	49	48	81	>100	54	81	98	98	31	93		24	52	54	69	83	92	95
Redmond Downtown	44	36	49	48	39	40	75	>100	45	76	90	94	26	87	23		47	55	61	77	88	89
Renton	63	53	51	50	48	42	36	74	46	40	58	58	33	44	53	50		59	57	66	52	44
Issaquah	76	64	65	65	61	55	85	85	70	85	85	85	46	85	49	54	57		95	100	>100	>100
Ballard-Interbay MIC	38	45	29	30	37	31	73	100	79	74	82	86	59	96	71	64	67	97		72	86	92
Duwamish MIC	65	62	54	56	51	46	67	91	95	64	82	92	71	92	84	79	65	>100	68		63	90
North Tukwila MIC	81	77	68	70	64	59	48	81	87	47	71	88	74	81	91	89	49	>100	83	63		74
Kent MIC	96	88	76	80	77	69	44	70	82	37	60	59	67	29	89	85	43	>100	92	89	70	

*Travel times are averages for the peak period and include walk time, average wait time and transfer time. Origin and destination points are based on TAZ centroid within each RGC. While the minimum time between each point may be less, the average takes into account the frequency of service.

Express Network Emphasis - Forecast 2040 Travel Time Averages

	Northgate	University Community	South Lake Union	Uptown Queen Anne	First Hill/Capitol Hill	Seattle CBD	Tukwila	Federal Way	Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent Downtown	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay MIC	Duwamish MIC	North Tukwila MIC	Kent MIC
Northgate		17	34	36	25	27	68	95	69	56	70	86	44	75	55	50	54	76	41	56	77	91
University Community	17		23	26	15	17	58	84	55	46	60	73	34	65	45	40	44	66	39	54	75	84
South Lake Union	34	23		14	18	12	53	79	70	42	56	70	29	55	46	43	37	72	28	44	65	73
Uptown Queen Anne	38	28	15		20	14	55	79	74	43	57	73	34	59	51	48	39	70	28	42	63	75
First Hill/Capitol Hill	25	15	16	18		14	53	79	69	42	56	68	37	66	49	44	44	68	35	43	64	78
Seattle CBD	27	17	11	14	13		41	67	70	29	44	63	33	55	46	43	32	60	26	33	53	65
Tukwila	66	56	51	53	52	41		62	>100	27	43	75	49	55	68	65	40	83	66	64	61	56
Federal Way	95	82	79	82	78	66	61		>100	45	72	60	76	60	96	95	65	85	95	87	86	77
Totem Lake	74	55	75	80	80	79	97	>100		86	99	>100	62	94	62	46	76	80	94	100	>100	>100
SeaTac	53	43	38	40	39	28	27	44	94		37	61	38	41	56	53	28	85	54	53	51	44
Burien	69	59	53	55	55	46	44	77	>100	44		87	55	59	74	71	49	85	67	58	70	67
Auburn	>100	99	91	95	93	79	80	58	>100	64	90		74	49	94	85	42	85	>100	98	94	72
Bellevue	43	33	28	33	37	33	49	75	60	38	55	72		45	30	26	29	43	48	62	78	66
Kent Downtown	81	71	66	69	68	57	56	63	99	40	64	49	49		67	64	32	76	84	79	75	41
Redmond-Overlake	55	45	47	51	49	47	69	97	60	57	75	93	31	65		24	49	65	64	75	93	88
Redmond Downtown	49	39	41	45	44	42	63	91	46	52	69	81	26	59	23		43	60	58	69	90	82
Renton	55	45	41	43	45	32	37	66	78	33	43	47	28	25	46	43		60	58	58	59	46
Issaquah	68	58	55	59	63	61	78	85	70	64	83	84	42	73	56	43	53		90	99	>100	>100
Ballard-Interbay MIC	42	37	28	28	33	25	65	90	86	53	67	88	47	74	62	59	54	85		50	69	86
Duwamish MIC	56	52	41	40	42	34	61	86	96	54	60	88	59	73	73	70	57	93	53		59	78
North Tukwila MIC	77	73	61	61	63	54	60	85	>100	50	70	85	75	74	92	89	59	100	74	60		70
Kent MIC	84	79	70	72	69	58	52	74	>100	38	64	71	64	42	82	80	49	>100	86	78	70	

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Local Network Emphasis - Forecast 2040 Travel Time Averages

	Northgate	University Community	South Lake Union	Uptown Queen Anne	First Hill/Capitol Hill	Seattle CBD	Tukwila	Federal Way	Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent Downtown	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay MIC	Duwamish MIC	North Tukwila MIC	Kent MIC
Northgate		17	41	41	25	27	64	91	74	66	78	85	50	77	64	52	63	76	38	63	88	95
University Community	17		32	31	15	17	53	81	55	56	68	73	37	65	54	43	53	66	43	60	84	91
South Lake Union	41	31		19	26	20	60	84	81	63	69	78	47	70	61	45	54	72	37	58	85	90
Uptown Queen Anne	40	30	18		25	17	52	81	79	59	66	73	46	65	58	46	53	70	29	52	80	87
First Hill/Capitol Hill	25	15	25	25		14	52	79	67	53	65	68	40	60	52	40	51	68	35	51	76	85
Seattle CBD	27	17	20	19	13		43	72	66	48	54	63	34	55	47	33	43	60	28	42	68	79
Tukwila	64	54	60	57	50	43		57	98	22	33	66	57	60	77	73	29	83	67	55	58	62
Federal Way	87	75	82	78	72	65	55		>100	46	76	54	86	70	99	97	64	85	90	86	88	77
Totem Lake	70	56	74	77	64	63	93	>100		>100	>100	>100	52	91	67	49	71	80	85	97	>100	99
SeaTac	65	55	61	59	52	46	21	46	>100		41	62	64	49	82	74	36	85	69	60	55	48
Burien	77	67	71	68	63	54	34	78	>100	42		87	73	79	94	86	45	85	79	65	78	79
Auburn	95	83	90	85	79	72	59	51	>100	61	79		68	54	86	82	42	85	95	95	99	67
Bellevue	50	37	47	48	40	35	55	91	57	66	76	73		54	30	26	34	43	57	68	89	75
Kent Downtown	83	72	79	78	73	67	53	69	90	48	73	53	52		68	65	38	76	90	89	87	42
Redmond-Overlake	63	53	60	61	53	48	74	>100	65	81	97	96	31	75		24	56	65	70	81	99	94
Redmond Downtown	47	37	45	50	42	37	69	96	49	74	82	90	26	70	23		50	60	57	70	96	90
Renton	64	54	60	58	51	44	28	72	73	41	46	47	33	46	53	50		60	67	66	66	50
Issaquah	82	70	77	79	71	63	83	85	84	85	85	85	43	81	64	61	61		98	100	>100	>100
Ballard-Interbay MIC	36	41	38	30	35	27	63	92	87	69	77	85	56	92	68	57	64	94		62	89	95
Duwamish MIC	62	58	57	52	49	41	55	90	99	62	65	89	69	91	82	71	60	99	63		69	89
North Tukwila MIC	87	83	82	79	75	68	56	88	>100	56	75	89	91	87	99	95	63	>100	89	67		80
Kent MIC	95	86	89	90	86	78	61	78	97	53	84	72	63	40	80	77	54	97	97	90	82	

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Auto Times - Forecast 2040 Travel Time Averages

	Northgate	University Community	South Lake Union	Uptown Queen Anne	First Hill/Capitol Hill	Seattle CBD	Tukwila	Federal Way	Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent Downtown	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay MIC	Duwamish MIC	North Tukwila MIC	Kent MIC
Northgate		26	25	26	21	31	34	48	29	39	35	54	29	46	30	32	38	37	34	29	44	38
University Community	18		23	25	21	31	40	54	35	45	40	60	33	52	34	35	44	42	37	32	50	44
South Lake Union	21	27		12	11	19	30	45	30	33	29	50	28	42	29	30	33	34	31	20	40	33
Uptown Queen Anne	21	29	13		12	19	29	46	32	33	28	50	30	42	30	32	33	35	31	19	41	33
First Hill/Capitol Hill	21	27	13	15		20	28	43	30	32	28	48	27	40	28	30	31	32	32	19	39	32
Seattle CBD	22	28	12	12	10		26	42	30	30	25	46	28	38	28	30	30	30	29	16	37	30
Tukwila	35	44	35	35	29	39		23	38	9	8	27	35	19	36	38	14	35	36	21	20	8
Federal Way	54	63	55	56	49	66	29		52	33	32	18	53	25	49	52	34	49	46	44	35	29
Totem Lake	28	39	35	37	30	49	39	52		46	41	55	21	47	22	18	34	30	44	37	39	45
SeaTac	39	48	38	38	34	41	9	22	43		10	26	39	19	41	43	16	39	38	24	21	8
Burien	35	44	34	34	30	39	9	25	41	11		30	38	22	39	41	17	38	36	20	23	12
Auburn	59	69	61	61	54	71	34	16	55	38	37		52	20	52	55	32	46	49	49	33	34
Bellevue	24	32	29	30	23	42	31	44	13	35	33	45		37	13	14	24	19	37	26	28	35
Kent Downtown	49	58	50	51	43	58	24	21	46	27	27	15	42		44	47	22	42	43	39	22	23
Redmond-Overlake	28	35	32	34	27	45	37	50	17	42	40	52	14	44		10	31	23	41	34	35	42
Redmond Downtown	30	38	35	36	29	48	39	52	15	46	42	55	20	47	12		34	30	43	37	39	45
Renton	39	48	40	41	33	45	15	29	34	18	17	26	30	18	33	35		30	39	28	13	18
Issaquah	37	46	39	40	32	50	37	49	29	41	39	45	24	42	25	29	29					
Ballard-Interbay MIC	19	29	19	19	20	26	34	50	35	39	34	56	33	48	34	35	39	39		28	33	46
Duwamish MIC	30	39	26	26	22	30	19	36	37	23	19	41	32	33	36	37	25	35	29		17	31
North Tukwila MIC	34	44	33	33	28	36	12	29	41	16	15	33	36	25	40	41	19	39	34	18		24
Kent MIC	46	55	47	48	40	54	20	23	45	23	23	21	42	12	43	45	21	42	47	35	26	

*Travel times are averages for the peak period and are based on 2040 forecast auto travel times. Origin and destination points are based on TAZ centroid within each RGC. While the minimum time between each point may be less, the average takes into account the frequency of service.

Frequent Network Emphasis - Forecast 2040 Travel Time Averages - Midday

	Northgate	University Community	South Lake Union	Uptown Queen Anne	First Hill/Capitol Hill	Seattle CBD	Tukwila	Federal Way	Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent Downtown	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay MIC	Duwamish MIC	North Tukwila MIC	Kent MIC
Northgate		17	35	38	25	27	66	>100	65	66	81	>100	47	92	55	51	61	98	40	65	80	97
University Community	16		23	28	15	17	58	93	57	56	73	>100	39	92	45	41	51	89	46	65	80	85
South Lake Union	36	24		15	19	15	53	93	65	54	68	>100	43	92	56	51	54	89	27	56	68	84
Uptown Queen Anne	37	27	14		19	15	58	93	65	57	73	>100	42	92	56	51	51	89	27	56	69	90
First Hill/Capitol Hill	26	17	19	21		15	55	93	57	55	70	>100	39	92	47	41	49	89	32	54	67	87
Seattle CBD	26	17	14	14	13		45	83	61	48	58	95	37	87	50	46	47	80	30	47	61	75
Tukwila	72	63	53	59	55	49		61	88	22	28	70	70	54	84	79	36	>100	72	68	45	46
Federal Way	>100	93	90	97	85	79	58		>100	46	79	55	99	68	>100	>100	74	>100	>100	93	79	70
Totem Lake	66	57	70	71	60	61	88	>100		88	99	>100	45	93	56	44	54	96	86	98	95	92
SeaTac	66	58	57	62	55	49	25	48	88		43	57	72	47	90	84	40	>100	74	69	48	40
Burien	79	69	57	63	60	53	28	79	97	40		89	81	71	96	92	53	>100	76	80	63	61
Auburn	>100	>100	98	>100	94	84	61	54	>100	51	84		79	49	>100	>100	79	>100	>100	95	85	58
Bellevue	41	32	44	44	35	35	58	98	37	62	82	94		67	30	26	29	59	58	71	74	67
Kent Downtown	>100	89	82	88	81	75	52	66	92	45	70	50	77		96	93	47	>100	96	93	78	31
Redmond-Overlake	56	46	57	57	50	48	81	>100	59	81	98	>100	31	93		26	52	69	70	84	92	95
Redmond Downtown	49	39	51	49	45	43	75	>100	45	76	96	>100	26	87	23		47	69	63	77	88	89
Renton	74	64	57	61	54	50	36	74	52	40	59	77	40	46	57	54		83	70	72	52	44
Issaquah	94	83	90	86	84	80	>100	>100	95	>100	>100	>100	65	>100	64	66	76		97	>100	>100	>100
Ballard-Interbay MIC	38	45	29	30	38	31	73	>100	83	74	85	>100	61	96	71	66	67	>100		72	86	97
Duwamish MIC	65	62	55	56	51	46	68	93	97	66	86	96	74	94	88	82	68	>100	69		64	91
North Tukwila MIC	81	77	68	70	64	59	48	84	90	49	71	91	76	82	92	89	49	>100	84	63		74
Kent MIC	96	92	77	82	77	71	44	71	93	38	60	59	80	29	97	94	43	>100	94	89	70	

*Travel times are averages for the midday period and include walk time, average wait time and transfer time. Origin and destination points are based on TAZ centroid within each RGC. While the minimum time between each point may be less, the average takes into account the frequency of service.

Express Network Emphasis - Forecast 2040 Travel Time Averages - Midday

	Northgate	University Community	South Lake Union	Uptown Queen Anne	First Hill/Capitol Hill	Seattle CBD	Tukwila	Federal Way	Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent Downtown	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay MIC	Duwamish MIC	North Tukwila MIC	Kent MIC
Northgate		17	37	38	25	27	68	95	84	56	71	>100	48	79	60	56	57	97	44	58	80	91
University Community	17		24	29	15	17	60	88	73	48	63	99	41	71	52	48	50	91	40	55	76	86
South Lake Union	37	26		16	18	12	60	88	80	48	63	97	33	67	47	44	47	83	31	48	69	81
Uptown Queen Anne	38	28	16		20	15	59	88	90	48	62	99	40	71	55	51	50	91	31	45	66	79
First Hill/Capitol Hill	27	17	17	19		15	60	88	91	48	62	99	41	71	53	50	50	91	39	48	71	82
Seattle CBD	27	17	12	14	13		46	73	89	34	49	87	37	60	50	46	38	83	27	40	61	66
Tukwila	71	60	57	59	57	45		63	99	29	44	82	56	58	77	74	47	99	73	70	63	56
Federal Way	96	86	84	87	81	71	63		>100	46	78	64	80	62	>100	97	67	>100	98	89	89	81
Totem Lake	75	73	75	80	81	81	>100	>100		>100	>100	>100	68	>100	66	48	99	84	94	>99	>99	>99
SeaTac	62	52	49	52	49	37	30	48	94		42	64	45	48	67	64	34	91	65	63	56	51
Burien	74	64	58	61	60	48	44	82	99	44		93	58	62	79	75	55	99	74	59	71	67
Auburn	>100	>100	>100	>100	>100	97	94	67	>100	73	>100		87	50	>100	>100	54	>100	>99	>99	>99	75
Bellevue	54	44	38	42	42	36	58	86	60	47	63	86		54	30	26	38	63	59	65	82	77
Kent Downtown	87	77	68	72	75	67	61	63	99	42	76	49	55		75	71	40	97	89	85	84	42
Redmond-Overlake	59	49	53	56	53	48	77	99	66	65	83	99	31	73		26	57	70	66	79	93	94
Redmond Downtown	55	45	47	50	48	43	69	95	55	58	74	95	26	66	23		50	60	61	74	90	88
Renton	64	54	45	47	49	42	43	76	78	36	52	57	30	29	48	45		72	62	66	63	49
Issaquah	97	87	87	91	92	88	>100	>100	93	94	>100	99	61	95	72	58	78		99	>99	>99	>99
Ballard-Interbay MIC	42	39	30	30	34	26	69	96	99	58	72	>99	54	82	68	65	61	98		56	78	90
Duwamish MIC	62	59	44	45	46	37	69	91	>99	60	64	99	66	82	78	75	67	>99	57		64	81
North Tukwila MIC	88	84	69	72	71	64	65	90	>99	54	75	98	86	86	96	94	68	>99	84	65		79
Kent MIC	91	89	72	75	74	64	52	79	>99	40	64	73	69	45	92	87	50	>99	89	79	73	

*Travel times are averages for the midday period and include walk time, average wait time and transfer time. Origin and destination points are based on TAZ centroid within each RGC. While the minimum time between each point may be less, the average takes into account the frequency of service.

Local Network Emphasis - Forecast 2040 Travel Time Averages - Midday

	Northgate	University Community	South Lake Union	Uptown Queen Anne	First Hill/Capitol Hill	Seattle CBD	Tukwila	Federal Way	Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent Downtown	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay MIC	Duwamish MIC	North Tukwila MIC	Kent MIC
Northgate		17	42	40	25	27	68	95	72	66	77	97	47	93	64	54	61	97	39	65	88	98
University Community	17		32	30	15	17	58	86	62	56	69	93	37	85	54	46	54	91	44	65	84	94
South Lake Union	41	31		19	25	20	59	93	81	66	73	97	49	90	63	49	59	94	36	60	85	96
Uptown Queen Anne	42	32	18		25	17	56	87	82	60	69	93	47	91	59	51	58	97	29	56	82	94
First Hill/Capitol Hill	27	17	25	24		17	55	86	69	56	69	93	39	88	54	45	56	94	35	55	81	93
Seattle CBD	27	17	21	19	13		47	77	70	50	59	85	36	75	49	43	46	83	30	47	73	83
Tukwila	70	60	60	61	57	48		62	>100	27	43	77	68	62	90	76	40	>100	70	66	58	64
Federal Way	>100	89	93	90	83	74	61		>100	46	80	60	98	72	>100	>100	73	>100	100	92	89	78
Totem Lake	74	59	78	80	80	79	99	>100		>100	>100	>100	62	96	64	49	76	97	85	>100	>100	>100
SeaTac	68	58	68	65	55	49	27	48	>100		46	68	72	51	91	81	42	>100	74	68	59	48
Burien	80	70	70	68	67	55	44	82	>100	44		95	81	83	98	89	49	>100	77	80	80	85
Auburn	>100	99	96	95	93	79	80	58	>100	65	96		74	62	96	93	52	>100	98	>100	>100	80
Bellevue	50	38	52	53	41	37	68	93	60	70	93	89		60	30	26	39	63	61	73	91	76
Kent Downtown	95	84	87	86	80	72	60	69	>100	49	86	57	58		82	76	45	>100	93	93	88	44
Redmond-Overlake	67	57	64	65	53	48	81	>100	74	81	>100	>100	31	81		26	58	83	74	86	>100	95
Redmond Downtown	54	44	50	53	44	42	72	>100	50	76	96	97	26	71	23		50	74	62	78	97	89
Renton	74	61	65	61	61	50	37	75	86	42	55	54	40	55	57	54		91	71	76	72	56
Issaquah	95	86	>100	95	91	84	>100	>100	>100	>100	>100	>100	61	>100	82	76	89		98	>100	>100	>100
Ballard-Interbay MIC	38	45	36	30	37	31	73	>100	88	74	82	98	59	97	72	64	68	99		72	90	98
Duwamish MIC	66	63	59	56	52	46	67	91	>100	64	82	>100	72	96	87	79	66	>100	68		68	91
North Tukwila MIC	89	86	83	83	79	67	61	90	>100	58	78	>100	90	90	99	95	67	>100	90	68		82
Kent MIC	97	95	94	93	92	82	66	78	>100	54	89	83	74	42	96	91	61	>100	96	94	86	

*Travel times are averages for the midday period and include walk time, average wait time and transfer time. Origin and destination points are based on TAZ centroid within each RGC. While the minimum time between each point may be less, the average takes into account the frequency of service.

Auto Times - Forecast 2040 Travel Time Averages - Midday

	Northgate	University Community	South Lake Union	Uptown Queen Anne	First Hill/Capitol Hill	Seattle CBD	Tukwila	Federal Way	Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent Downtown	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay MIC	Duwamish MIC	North Tukwila MIC	Kent MIC
Northgate		20	25	26	20	31	31	44	27	37	32	50	27	42	27	29	35	35	33	26	41	36
University Community	20		25	27	24	34	38	51	34	44	38	56	32	48	32	34	41	40	37	33	47	42
South Lake Union	21	23		13	12	19	30	43	29	36	29	48	27	40	27	29	33	33	31	22	39	34
Uptown Queen Anne	22	24	13		13	19	29	44	31	35	29	49	29	41	28	30	34	34	31	22	40	34
First Hill/Capitol Hill	20	23	14	15		20	29	42	29	35	29	47	26	39	26	28	32	32	33	22	38	33
Seattle CBD	20	24	13	13	11		27	40	29	33	26	45	26	38	26	28	30	30	30	19	36	31
Tukwila	31	37	33	33	28	39		24	34	9	8	29	30	22	32	34	16	32	35	21	21	9
Federal Way	46	52	49	50	43	60	27		48	31	29	18	44	24	46	48	30	47	42	39	34	26
Totem Lake	26	32	33	34	27	46	36	49		41	38	50	18	42	19	17	30	27	41	34	34	40
SeaTac	35	41	38	38	32	44	10	26	37		13	32	33	24	35	38	20	36	39	27	25	12
Burien	31	38	32	32	28	38	9	26	36	12		32	32	24	34	36	19	35	35	20	24	13
Auburn	52	58	55	56	49	66	32	18	47	36	34		43	18	45	47	29	45	46	45	31	32
Bellevue	23	28	28	30	23	41	28	41	15	34	30	42		34	13	15	22	19	36	26	26	32
Kent Downtown	43	50	47	47	40	54	24	23	39	26	26	19	35		37	39	21	37	42	37	22	22
Redmond-Overlake	26	31	31	32	26	44	35	48	18	41	37	49	16	41		11	29	23	40	33	33	39
Redmond Downtown	28	33	33	34	28	46	37	50	16	43	39	51	19	43	12		31	28	42	35	36	41
Renton	35	41	38	39	32	44	16	29	30	19	18	28	26	20	28	30		28	38	28	15	19
Issaquah	34	40	37	38	31	48	35	48	27	40	37	44	23	40	23	27	28		44	33	30	39
Ballard-Interbay MIC	21	24	20	20	21	26	34	48	34	39	33	53	32	45	32	34	38	38		29	33	44
Duwamish MIC	27	33	27	26	22	30	21	37	35	25	21	42	31	35	33	35	27	34	29		18	33
North Tukwila MIC	31	37	32	32	27	36	12	30	38	16	16	35	34	28	36	38	21	37	33	18		25
Kent MIC	40	47	44	45	37	51	20	25	39	22	22	25	35	13	37	39	21	38	45	33	25	

*Travel times are averages for the midday period and are based on 2040 forecast auto travel times. Origin and destination points are based on TAZ centroid within each RGC. While the minimum time between each point may be less, the average takes into account the frequency of service.

TAC Requests - Supplemental Information

8/21/2015

Proximity Metrics

Jobs and Population Within Walking Distance of Transit, by Transit Type and Concept

Concept	Quadrant	Buffer type					
		All Service		Frequent Service		Express Service	
		Population	Employment	Population	Employment	Population	Employment
Express	NE Area	48%	72%	25%	48%	31%	47%
Express	NW Area	76%	85%	72%	82%	65%	77%
Express	SE Area	38%	49%	24%	45%	20%	30%
Express	SW Area	58%	62%	39%	57%	35%	43%
Express	Countywide	63%	76%	51%	70%	50%	70%
Frequent	NE Area	51%	74%	41%	74%	16%	27%
Frequent	NW Area	80%	85%	89%	93%	33%	56%
Frequent	SE Area	45%	59%	34%	61%	14%	26%
Frequent	SW Area	66%	72%	63%	76%	17%	26%
Frequent	Countywide	68%	77%	71%	87%	26%	45%
Local	NE Area	64%	82%	27%	49%	24%	35%
Local	NW Area	90%	92%	73%	82%	38%	60%
Local	SE Area	54%	63%	24%	35%	17%	27%
Local	SW Area	72%	74%	40%	48%	23%	33%
Local	Countywide	78%	87%	53%	69%	32%	52%
Baseline40	NE Area	52%	67%	13%	35%	8%	22%
Baseline40	NW Area	83%	87%	32%	53%	11%	37%
Baseline40	SE Area	44%	48%	6%	20%	1%	1%
Baseline40	SW Area	59%	58%	20%	37%	1%	3%
Baseline40	Countywide	70%	82%	19%	43%	9%	27%

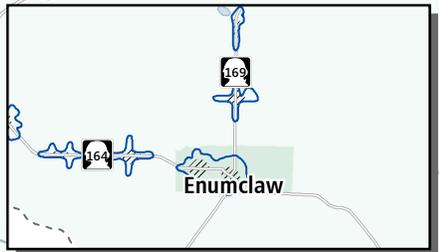
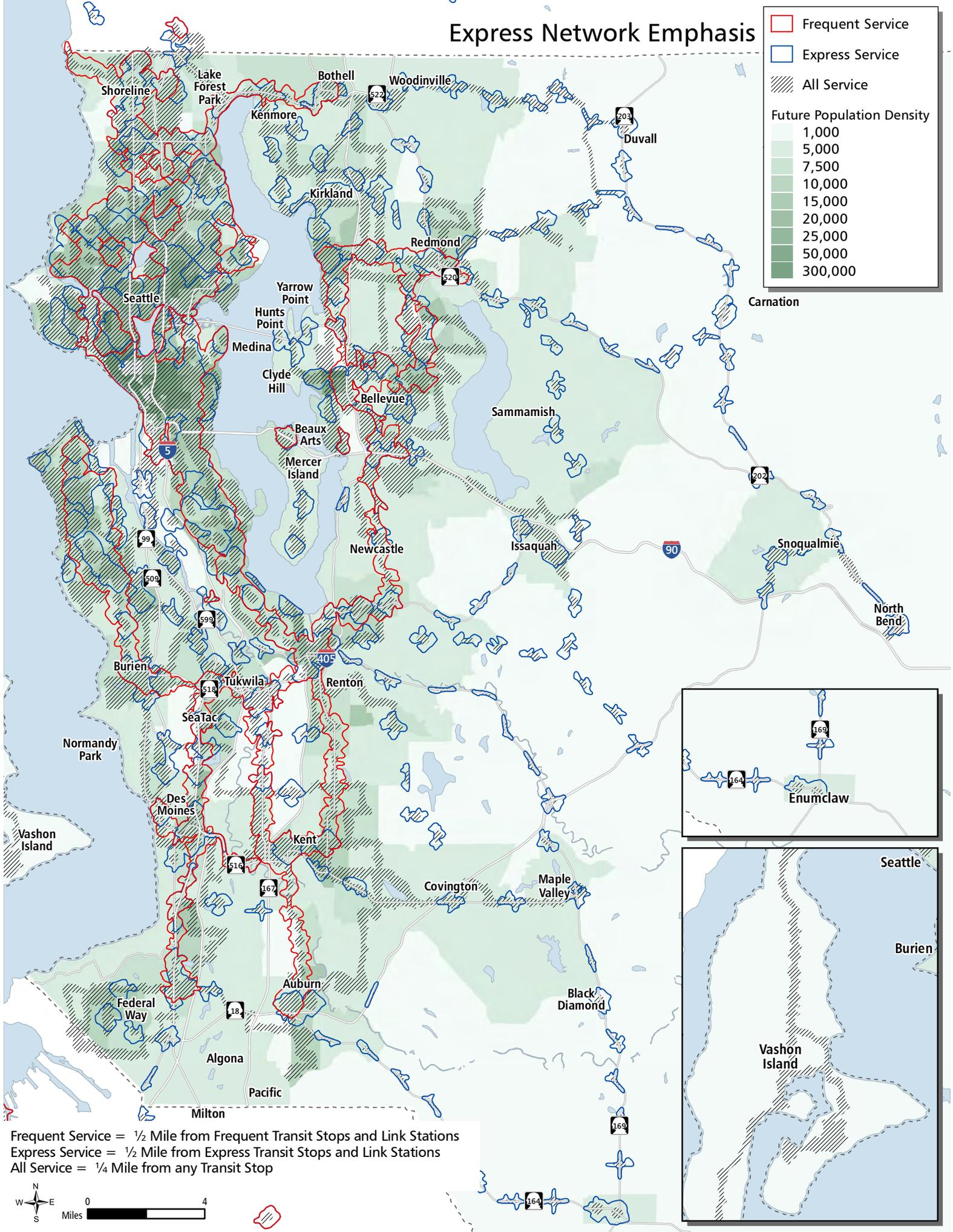
*For Baseline40, assumed ST2 and existing network with 2040 forecasts of population/employment
Express Service buffer evaluated ST Express bus service and Link stations

Express Network Emphasis

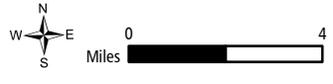
- Frequent Service
- Express Service
- All Service

Future Population Density

- 1,000
- 5,000
- 7,500
- 10,000
- 15,000
- 20,000
- 25,000
- 300,000



Frequent Service = 1/2 Mile from Frequent Transit Stops and Link Stations
 Express Service = 1/2 Mile from Express Transit Stops and Link Stations
 All Service = 1/4 Mile from any Transit Stop

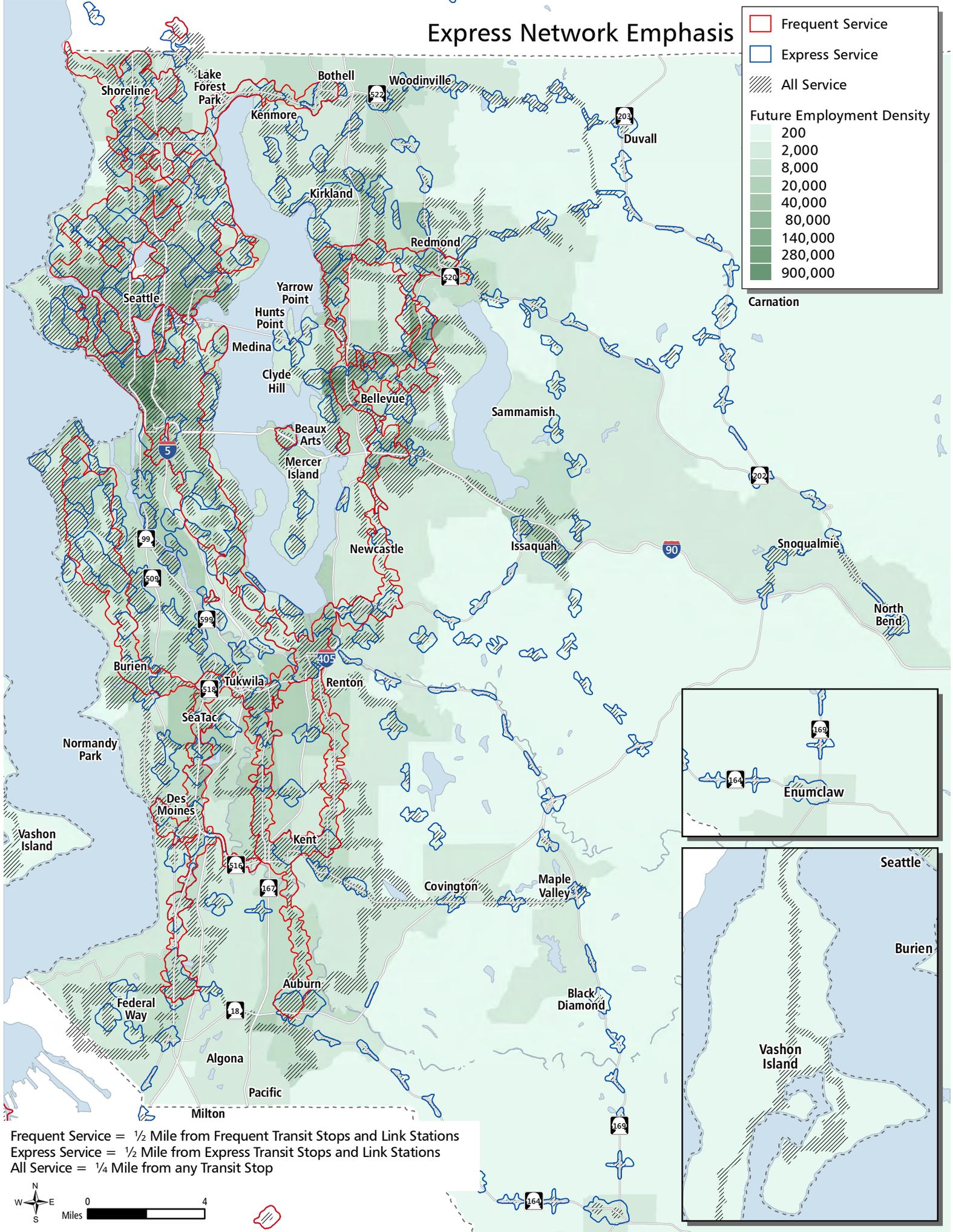


Express Network Emphasis

- Frequent Service
- Express Service
- All Service

Future Employment Density

- 200
- 2,000
- 8,000
- 20,000
- 40,000
- 80,000
- 140,000
- 280,000
- 900,000



Frequent Service = 1/2 Mile from Frequent Transit Stops and Link Stations
 Express Service = 1/2 Mile from Express Transit Stops and Link Stations
 All Service = 1/4 Mile from any Transit Stop

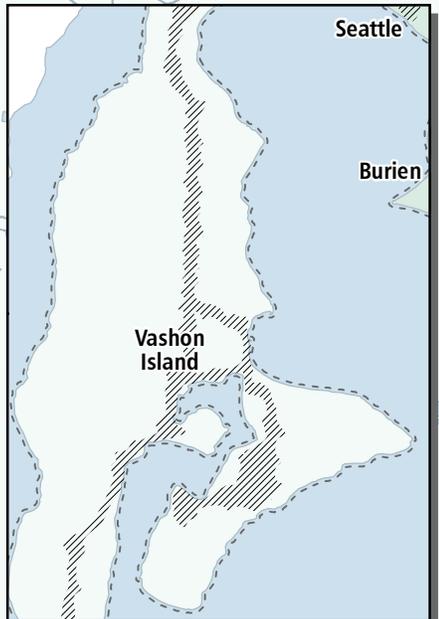
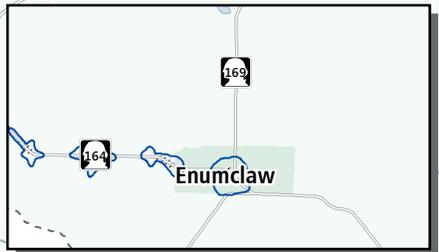
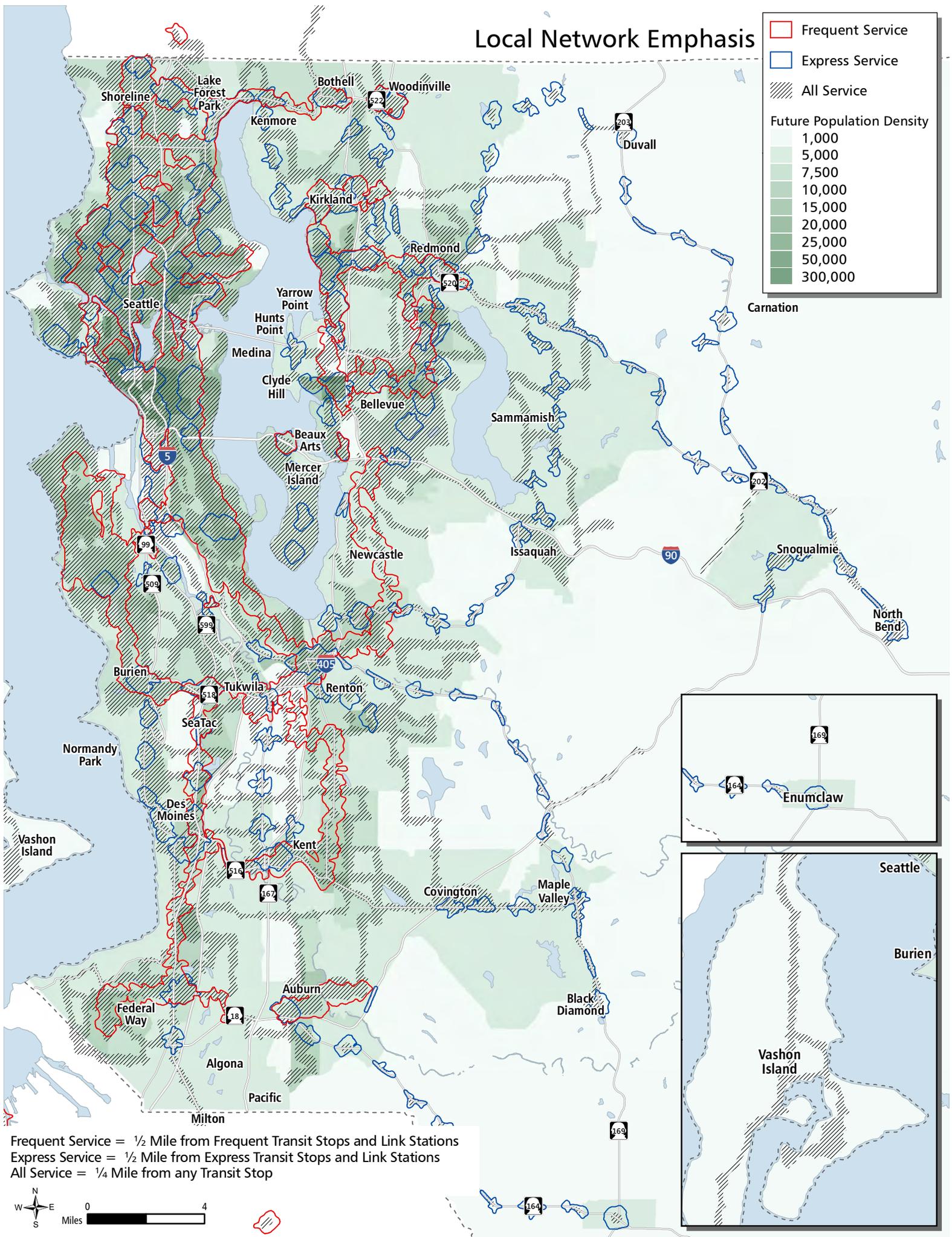


Local Network Emphasis

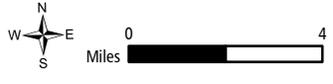
- Frequent Service
- Express Service
- All Service

Future Population Density

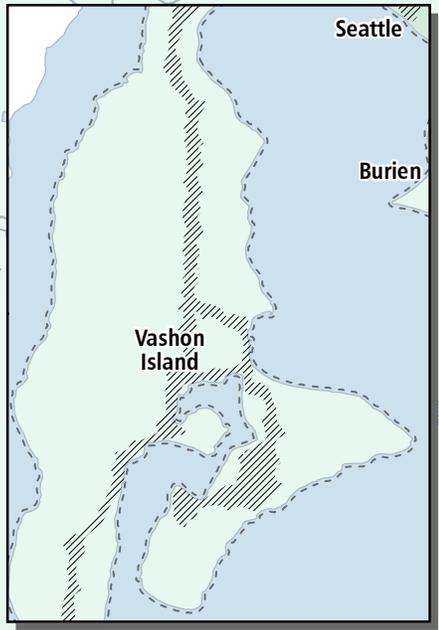
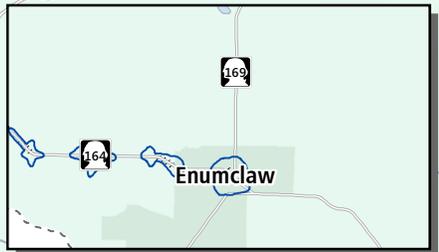
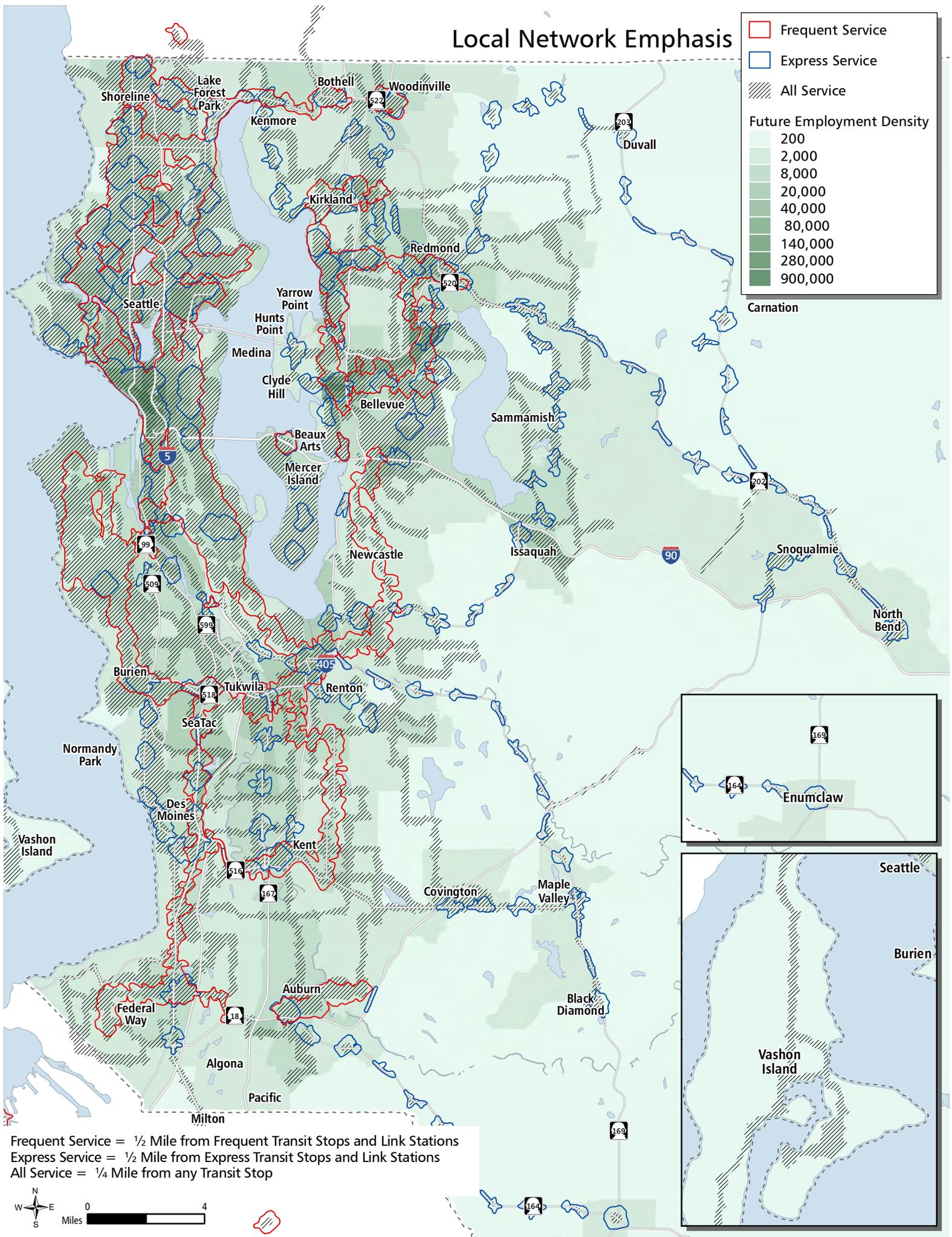
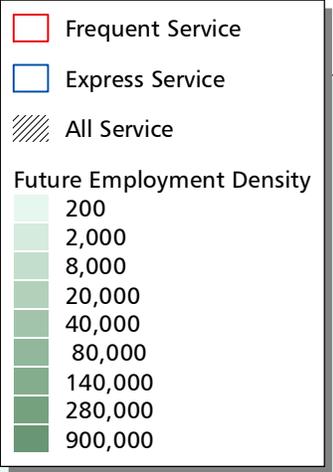
- 1,000
- 5,000
- 7,500
- 10,000
- 15,000
- 20,000
- 25,000
- 300,000



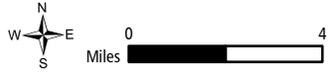
Frequent Service = 1/2 Mile from Frequent Transit Stops and Link Stations
 Express Service = 1/2 Mile from Express Transit Stops and Link Stations
 All Service = 1/4 Mile from any Transit Stop



Local Network Emphasis



Frequent Service = 1/2 Mile from Frequent Transit Stops and Link Stations
 Express Service = 1/2 Mile from Express Transit Stops and Link Stations
 All Service = 1/4 Mile from any Transit Stop

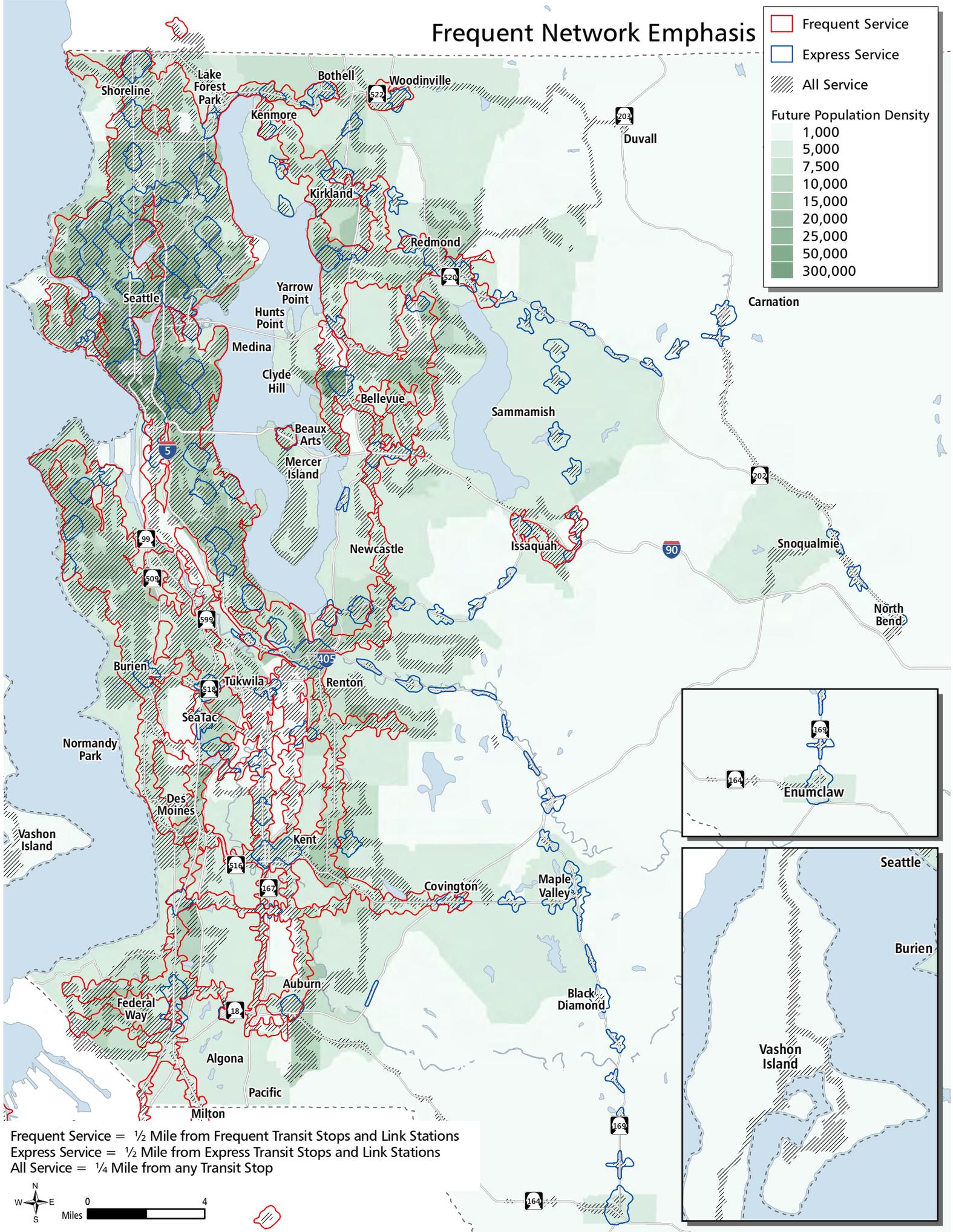


Frequent Network Emphasis

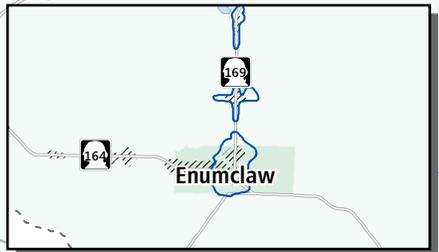
- Frequent Service
- Express Service
- All Service

Future Population Density

- 1,000
- 5,000
- 7,500
- 10,000
- 15,000
- 20,000
- 25,000
- 300,000



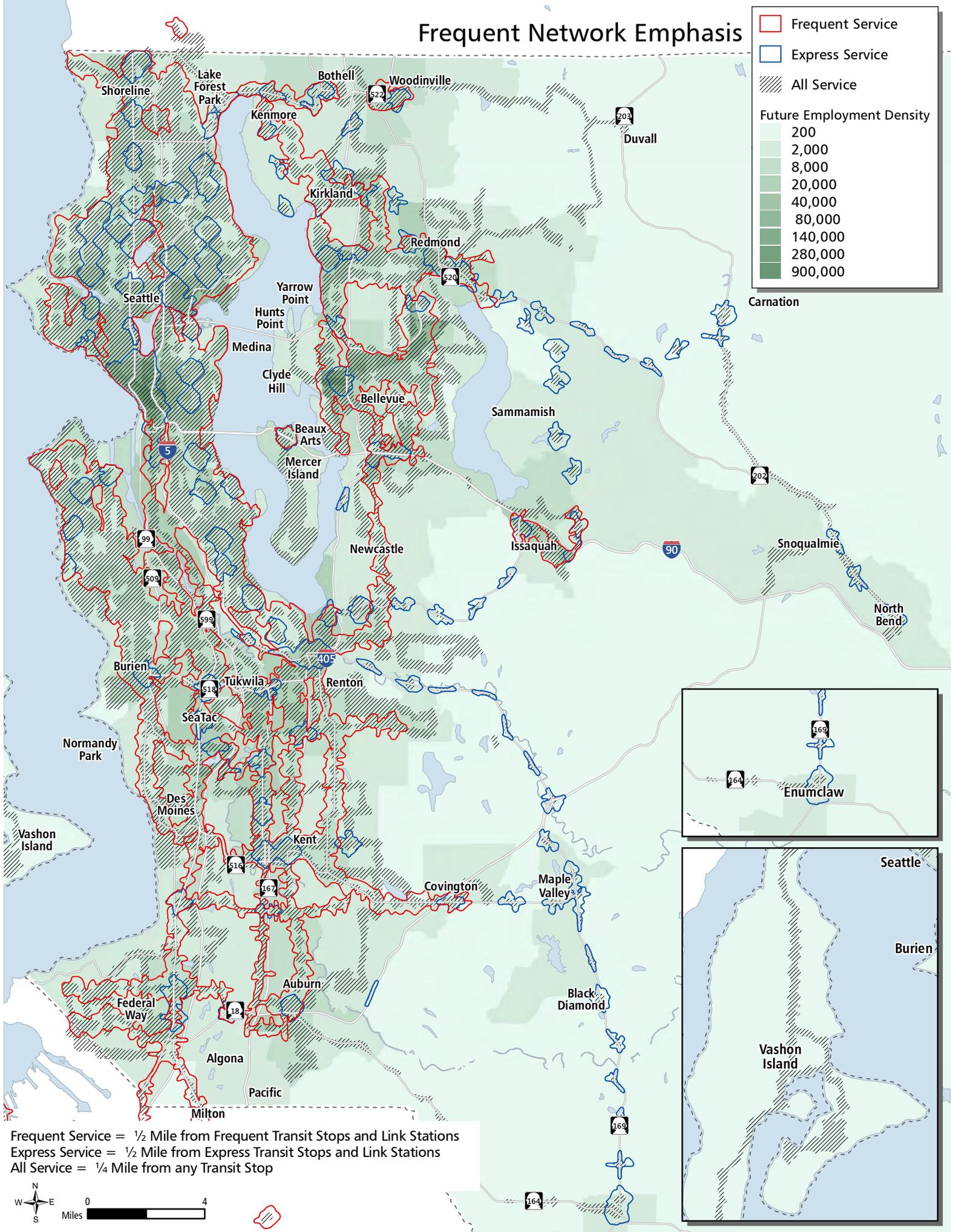
Frequent Service = 1/2 Mile from Frequent Transit Stops and Link Stations
 Express Service = 1/2 Mile from Express Transit Stops and Link Stations
 All Service = 1/4 Mile from any Transit Stop



Frequent Network Emphasis

Frequent Service
 Express Service
 All Service

Future Employment Density
 200
 2,000
 8,000
 20,000
 40,000
 80,000
 140,000
 280,000
 900,000



Frequent Service = 1/2 Mile from Frequent Transit Stops and Link Stations
 Express Service = 1/2 Mile from Express Transit Stops and Link Stations
 All Service = 1/4 Mile from any Transit Stop



TAC Requests - Supplemental Information

8/21/2015

Accessibility Metrics

Average Jobs Accessible in 30 minutes via Future Transit Networks

Quadrant	Peak Period				Midday		
	Baseline 2040	Frequent 2040	Express 2040	Local 2040	Frequent 2040	Express 2040	Local 2040
NE Area	23,000	42,000	35,000	32,000	40,000	27,000	28,000
NW Area	105,000	207,000	210,000	186,000	201,000	166,000	175,000
SW Area	12,000	20,000	17,000	16,000	16,000	15,000	13,000
SE Area	9,000	14,000	15,000	13,000	13,000	12,000	10,000
<i>Countywide Avg.</i>	56,000	91,000	88,000	79,000	87,000	70,000	73,000

Methodology Notes

- Based on latest PSRC land-use forecasts of population and employment for 2040
- Values are based on an average of the jobs or population reachable from each TAZ within 30 minutes via the future transit networks and are weighted by population of each TAZ to determine Quadrant, RGC and University-area averages
- Travel times include walk, wait and transfer times averaged over the peak and midday period

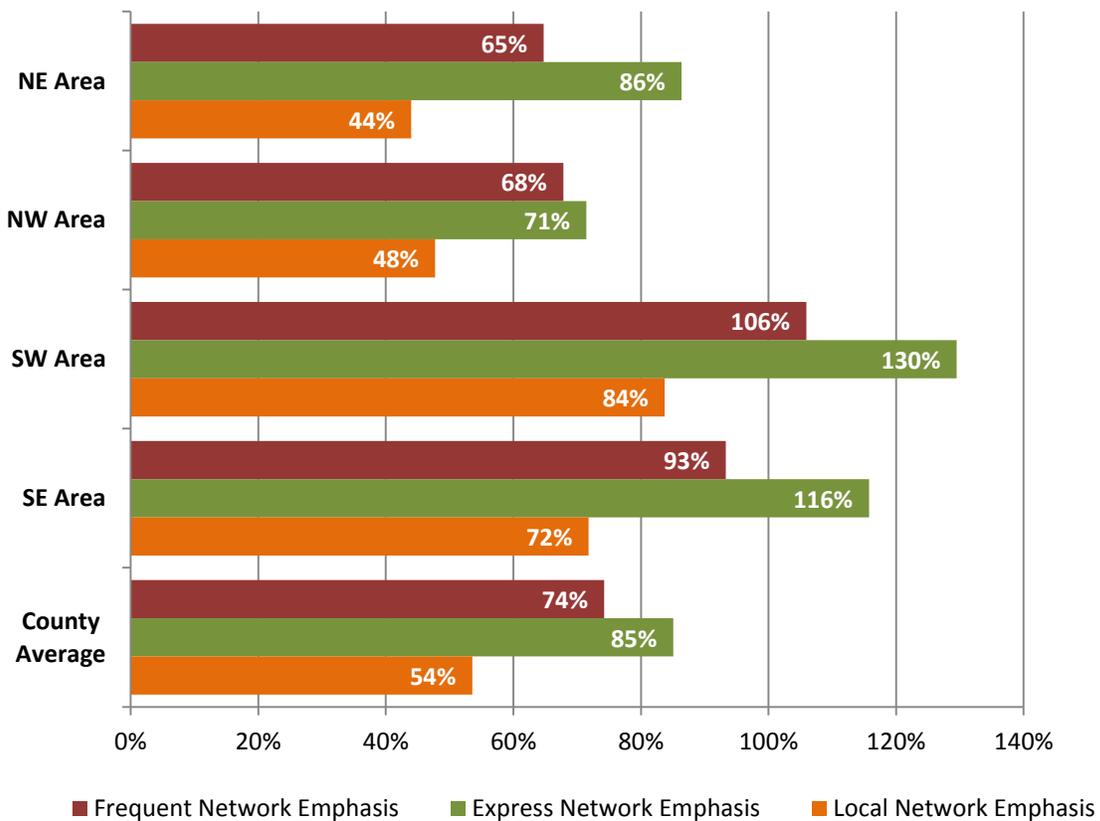
**Regional Growth Centers and Manufacturing/Industrial Centers
Average Jobs Accessible in 30 minutes via Future Transit Networks**

RGC	Peak Period			
	Baseline 2040	Frequent 2040	Express 2040	Local 2040
Auburn	9,000	42,000	43,000	45,000
Bellevue	125,000	309,000	300,000	228,000
Burien	16,000	148,000	23,000	62,000
Federal Way	21,000	39,000	48,000	41,000
Kent	13,000	65,000	50,000	53,000
Kirkland Totem Lake	20,000	29,000	15,000	33,000
Redmond Downtown	79,000	184,000	175,000	165,000
Redmond-Overlake	123,000	216,000	167,000	170,000
Renton	47,000	96,000	158,000	82,000
SeaTac	36,000	44,000	41,000	39,000
Seattle Downtown	375,000	483,000	550,000	480,000
Seattle First Hill/Capitol Hill	366,000	450,000	467,000	432,000
Seattle Northgate	45,000	174,000	150,000	180,000
Seattle South Lake Union	356,000	452,000	518,000	409,000
Seattle University Community	133,000	424,000	377,000	376,000
Seattle Uptown	312,000	405,000	485,000	434,000
Tukwila	31,000	77,000	55,000	42,000
Issaquah	25,000	33,000	49,000	41,000
Kent MIC	26,000	23,000	13,000	20,000
North Tukwila MIC	12,000	18,000	9,000	10,000
Duwamish MIC	148,000	161,000	217,000	181,000
Ballard-Interbay MIC	72,000	172,000	304,000	214,000

Ridership and Mode Split

	Peak Transit Trips				
	Existing	Baseline 2040	Frequent 2040	Express 2040	Local 2040
NE Area	35,000	59,000	57,000	65,000	50,000
NW Area	103,000	155,000	173,000	176,000	152,000
SW Area	27,000	44,000	55,000	62,000	49,000
SE Area	15,000	22,000	28,000	32,000	25,000
County Total	157,000	245,000	273,000	290,000	240,000

**Percent Change in Transit Trips Compared to Existing
(Peak Period Trips)**



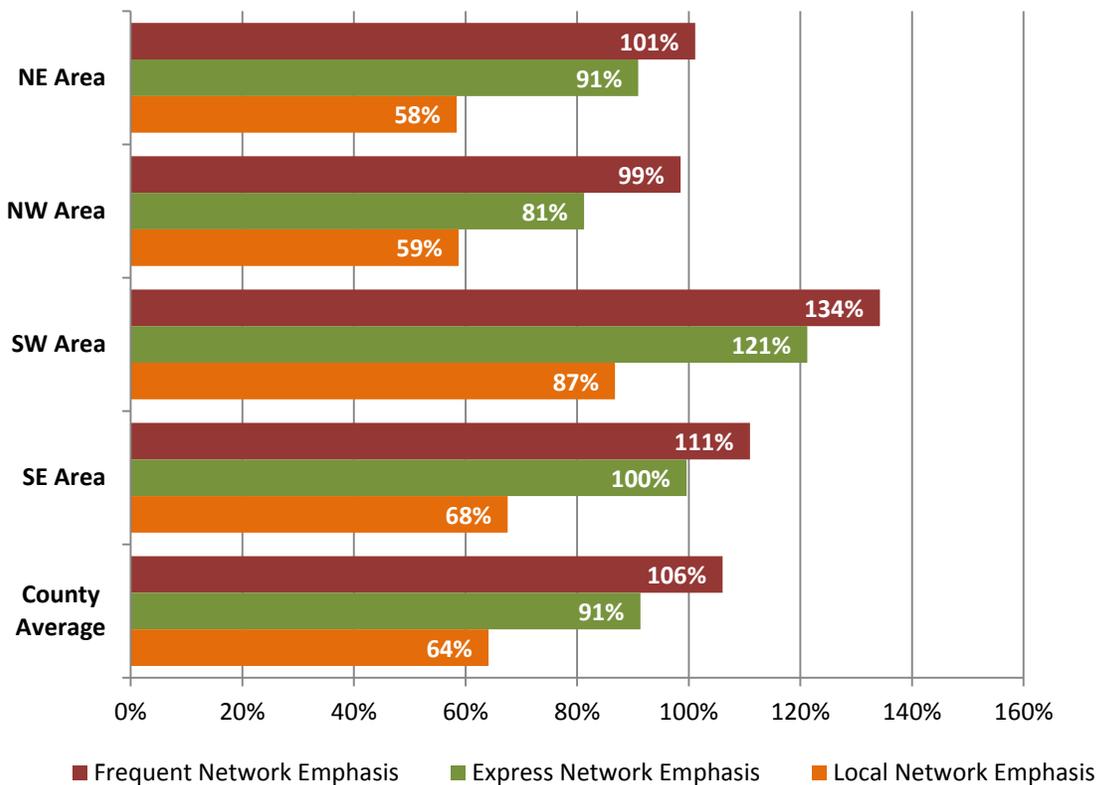
Methodology Notes

- Values are based on model forecasts of peak period transit trips for each network emphasis and are compared to existing model estimates of peak period transit trips

Daily Transit Trips

	Daily Transit Trips				
	Existing	Baseline 2040	Frequent 2040	Express 2040	Local 2040
NE Area	109,000	194,000	219,000	208,000	172,000
NW Area	272,000	379,000	539,000	492,000	431,000
SW Area	90,000	140,000	211,000	200,000	169,000
SE Area	50,000	73,000	107,000	101,000	85,000
County Total	446,000	672,000	918,000	853,000	731,000

Percent Change in Transit Trips Compared to Existing (Daily Trips)



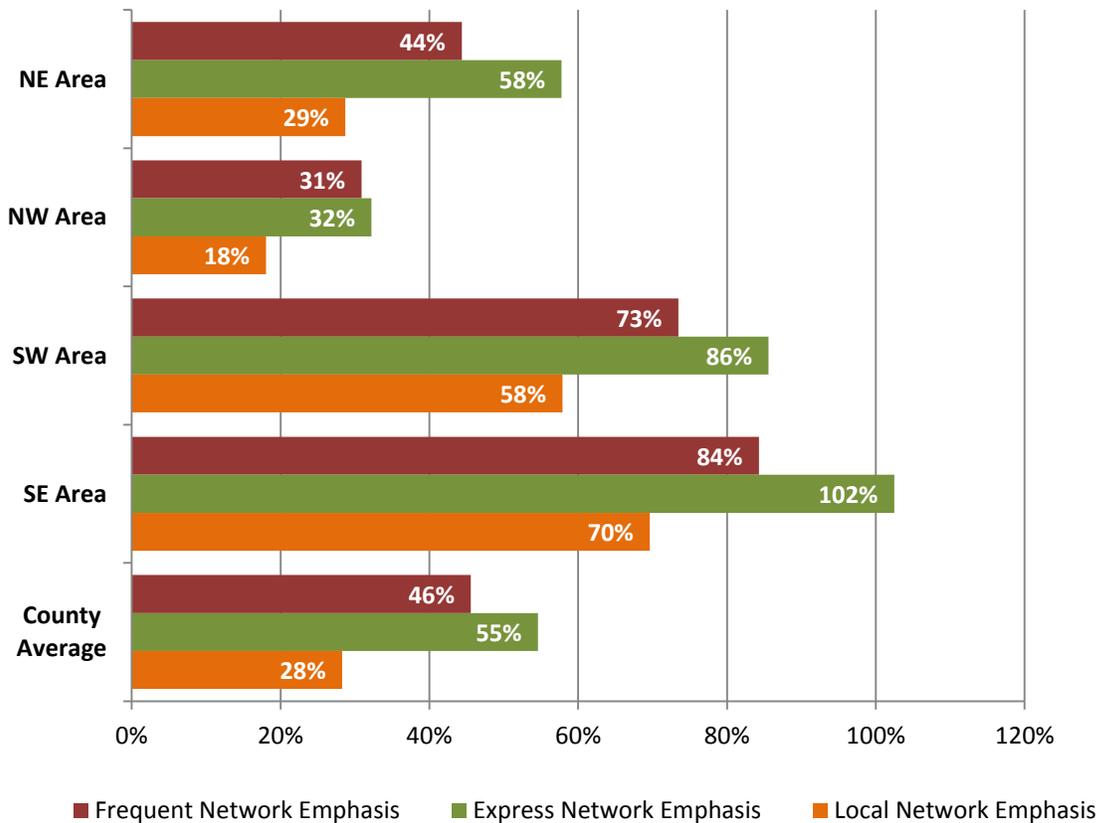
Methodology Notes

- Values are based on model forecasts of daily transit trips for each network emphasis and are compared to existing model estimates of daily transit trips

Peak Transit Mode Share

	Peak Transit Mode Share				
	Existing	Baseline 2040	Frequent 2040	Express 2040	Local 2040
NE Area	14%	20%	20%	21%	17%
NW Area	25%	30%	33%	33%	29%
SW Area	12%	18%	21%	22%	19%
SE Area	10%	14%	18%	20%	17%
County Average	14%	19%	21%	22%	19%

Percent Change in Transit Mode Share Compared to Existing (Peak Period)



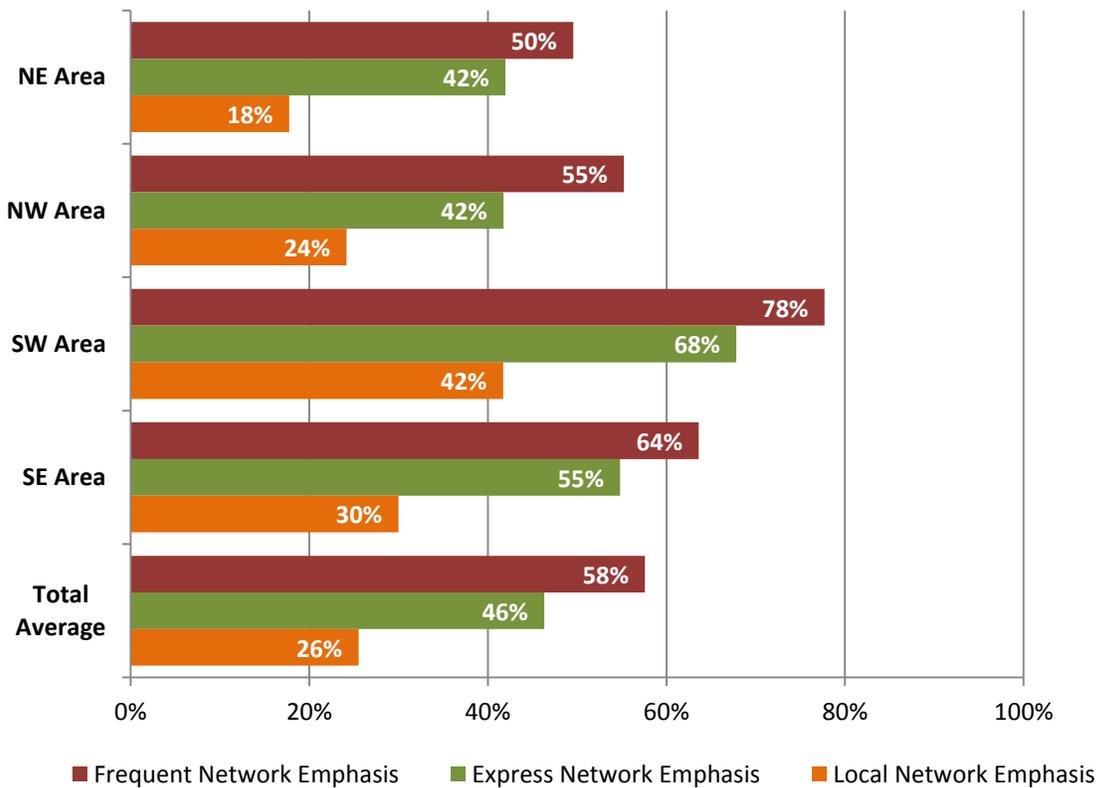
Methodology Notes

- Values are based on model forecasts of the share of total peak period trips that are taken by transit for each network emphasis and are compared to existing model estimates of transit mode share

Daily Transit Mode Share

Daily Transit Mode Share					
	Existing	Baseline 2040	Frequent 2040	Express 2040	Local 2040
NE Area	5%	6%	7%	7%	6%
NW Area	10%	11%	15%	14%	12%
SW Area	5%	6%	9%	9%	7%
SE Area	4%	4%	6%	5%	5%
County Average	7%	8%	11%	10%	9%

Percent Change in Transit Mode Share Compared to Existing (All Day Trips)



Methodology Notes

- Values are based on model forecasts of the share of total daily trips that are taken by transit for each network emphasis and are compared to existing model estimates of transit mode share

Regional Growth Centers and Manufacturing/Industrial Centers – Changes in Transit Trips

RGC	Existing Conditions		Percent Change in Peak Period Transit Trips				Percent Change in Daily Transit Trips			
	Peak Transit Trips	Daily Transit Trips	Baseline 2040	Frequent 2040	Express 2040	Local 2040	Baseline 2040	Frequent 2040	Express 2040	Local 2040
Auburn	800	2,600	91%	219%	247%	210%	152%	179%	169%	143%
Bellevue	3,200	11,100	114%	119%	118%	89%	117%	137%	109%	86%
Burien	2,200	6,700	70%	78%	124%	59%	80%	121%	131%	81%
Federal Way	1,200	5,200	45%	189%	217%	172%	103%	151%	137%	111%
Kent	1,100	2,900	52%	82%	109%	64%	73%	110%	98%	67%
Totem Lake	2,800	8,200	54%	58%	55%	32%	50%	87%	60%	45%
Redmond - DT	1,800	5,300	64%	62%	52%	39%	45%	91%	60%	49%
Redmond- OLake	2,700	8,500	71%	90%	86%	61%	89%	119%	93%	65%
Renton	1,500	4,100	77%	87%	119%	74%	83%	135%	134%	87%
SeaTac	2,100	6,200	115%	162%	200%	131%	194%	240%	230%	169%
Seattle Downtown	4,200	19,700	46%	99%	99%	81%	79%	101%	82%	63%
Seattle First Hill/Capitol Hill	10,100	28,600	57%	84%	85%	65%	88%	102%	83%	64%
Seattle Northgate	3,700	9,900	58%	79%	76%	56%	110%	119%	94%	73%
Seattle SLU	5,700	16,600	66%	87%	90%	60%	84%	122%	102%	69%
Seattle Univ Comm	5,800	19,400	56%	60%	59%	40%	84%	98%	76%	57%
Seattle Uptown	5,700	13,800	50%	72%	74%	55%	60%	93%	77%	57%
Tukwila	1,200	4,300	55%	221%	201%	195%	107%	169%	137%	113%
Issaquah	500	2,500	130%	84%	132%	64%	78%	123%	120%	74%
Ballard-Interbay MIC	200	1,200	42%	70%	81%	81%	42%	60%	73%	62%
Duwamish MIC	2,200	5,800	98%	105%	112%	112%	71%	83%	92%	91%
North Tukwila MIC	300	1,200	98%	109%	148%	148%	82%	140%	141%	106%
Kent MIC	200	500	76%	77%	89%	89%	70%	105%	77%	71%

Regional Growth Centers and Manufacturing/Industrial Centers –Changes in Transit Mode Share

RGC	Existing Conditions		Percent Change in Peak Period Transit Mode Share				Percent Change in Daily Transit Mode Share			
	Peak Transit Mode Share	Daily Transit Mode Share	Baseline 2040	Frequent 2040	Express 2040	Local 2040	Baseline 2040	Frequent 2040	Express 2040	Local 2040
Auburn	14%	5%	45%	118%	135%	113%	60%	84%	78%	61%
Bellevue	25%	12%	28%	28%	27%	11%	15%	27%	17%	8%
Burien	17%	8%	45%	53%	86%	39%	23%	51%	57%	25%
Federal Way	11%	6%	19%	125%	143%	113%	46%	80%	71%	53%
Kent	18%	8%	33%	58%	77%	44%	39%	69%	59%	36%
Totem Lake	11%	6%	23%	26%	24%	6%	16%	45%	25%	13%
Redmond - DT	17%	7%	10%	9%	3%	-5%	-3%	28%	8%	1%
Redmond- OLake	16%	7%	29%	34%	36%	16%	17%	45%	29%	11%
Renton	13%	6%	16%	23%	42%	15%	7%	37%	37%	16%
SeaTac	14%	7%	67%	99%	112%	78%	66%	92%	87%	54%
Seattle Downtown	30%	11%	3%	27%	26%	16%	12%	28%	17%	6%
Seattle First Hill/Capitol Hill	24%	11%	28%	46%	47%	33%	41%	51%	38%	25%
Seattle Northgate	27%	11%	30%	44%	43%	29%	63%	70%	53%	37%
Seattle SLU	35%	14%	6%	16%	17%	2%	6%	28%	17%	0%
Seattle Univ Comm	29%	13%	37%	36%	35%	22%	53%	65%	48%	33%
Seattle Uptown	34%	14%	12%	12%	13%	2%	0%	33%	23%	11%
Tukwila	10%	7%	23%	40%	25%	13%	1%	22%	14%	0%
Issaquah	10%	9%	94%	51%	84%	37%	31%	19%	18%	-6%
Ballard-Interbay MIC	17%	12%	-2%	68%	78%	57%	-1%	23%	20%	4%
Duwamish MIC	11%	6%	3%	44%	52%	37%	9%	28%	17%	7%
North Tukwila MIC	9%	4%	0%	69%	187%	39%	7%	85%	123%	38%
Kent MIC	9%	5%	1%	64%	61%	42%	9%	36%	8%	-5%

Regional Growth Centers and Manufacturing/Industrial Centers –Projected Transit Mode Share

RGC	Existing Conditions		Forecast Peak Period Transit Mode Share				Forecast Daily Transit Mode Share			
	Peak Transit Mode Share	Daily Transit Mode Share	Baseline 2040	Frequent 2040	Express 2040	Local 2040	Baseline 2040	Frequent 2040	Express 2040	Local 2040
Auburn	14%	5%	20%	31%	33%	30%	8%	9%	9%	8%
Bellevue	25%	12%	32%	32%	32%	28%	14%	15%	14%	13%
Burien	17%	8%	25%	26%	32%	24%	10%	12%	13%	10%
Federal Way	11%	6%	13%	25%	27%	23%	9%	11%	10%	9%
Kent	18%	8%	24%	28%	32%	26%	11%	14%	13%	11%
Totem Lake	11%	6%	14%	14%	14%	12%	7%	9%	8%	7%
Redmond - DT	17%	7%	19%	19%	18%	16%	7%	9%	8%	7%
Redmond- OLake	16%	7%	21%	21%	22%	19%	8%	10%	9%	8%
Renton	13%	6%	15%	16%	18%	15%	6%	8%	8%	7%
SeaTac	14%	7%	23%	28%	30%	25%	12%	13%	13%	11%
Seattle Downtown	30%	11%	31%	38%	38%	35%	12%	14%	13%	12%
Seattle First Hill/Capitol Hill	24%	11%	31%	35%	35%	32%	16%	17%	15%	14%
Seattle Northgate	27%	11%	35%	39%	39%	35%	18%	19%	17%	15%
Seattle SLU	35%	14%	37%	41%	41%	36%	15%	18%	16%	14%
Seattle Univ Comm	29%	13%	40%	39%	39%	35%	20%	21%	19%	17%
Seattle Uptown	34%	14%	38%	38%	38%	35%	14%	19%	17%	16%
Tukwila	10%	7%	12%	14%	13%	11%	7%	9%	8%	7%
Issaquah	10%	9%	19%	15%	18%	14%	12%	11%	11%	8%
Ballard-Interbay MIC	17%	12%	17%	29%	30%	27%	12%	15%	14%	12%
Duwamish MIC	11%	6%	11%	16%	17%	15%	7%	8%	7%	6%
North Tukwila MIC	9%	4%	9%	15%	26%	13%	4%	7%	9%	6%
Kent MIC	9%	5%	9%	15%	14%	13%	5%	7%	5%	5%

Light Rail Integration

Two separate metrics were utilized to provide overall context to expected integration with Link Light Rail. The first metric measured the average job accessibility from each Link station, as it serves as a proxy of the amount of bus service centered around light rail stations. The second metric incorporated a sample of trips to Downtown Seattle from surrounding communities and measured the percent of those trips that utilized Link Light Rail.

Average Jobs Accessible within 30 minutes			
Peak and Midday Averages			
Area	Frequent 2040	Express 2040	Local 2040
<i>Link Station Average (non-Downtown stations)</i>	235,000	230,000	205,000

Methodology Notes

- Values are based on an average of the jobs reachable from each Link Station point within 30 minutes via the future transit networks
- Travel times include walk, wait and transfer times averaged over the peak and midday period

Sample Trip Pairs to Downtown Seattle Utilizing Link Light Rail			
Peak and Midday Averages			
	Frequent 2040	Express 2040	Local 2040
Percent of Sample Trips that Utilized Link Light Rail	78%	56%	56%

Methodology Notes

- Sample trips are measured by visually routing from points outside of Seattle to Downtown Seattle
- Samples include nine surrounding points that could utilize light rail to reach Downtown Seattle.

**Regional TAC Meeting Summary
8/31/15**

Regional Long Range Plan TAC Meeting Summary – 7/21, 7/22, 7/28

Overview:

Metro convened three regional meetings following the development of the Long Range Plan's three Service Emphasis Concepts to allow TAC members to evaluate the concepts and give input on how and where these service types will work best in their communities. Each meeting focused on the issues and interests of the region, and members were asked engage three topics:

1. Review and understand the networks concepts and the data about how they perform
2. Provide feedback about what types of service and capital improvements are priorities in each community
3. Provide feedback about priorities for integrating with light rail and other transit

The regional connections, issues and observations identified at these meetings are detailed in this document. Metro and Sound Transit staff were on hand at each meeting to facilitate the discussion. Metro would like to thank Kris Overleese, City of Shoreline; Monica Whitman, City of Kent; and Kirsten Taylor; City of Mercer Island for their assistance in hosting these meetings.

North regional TAC meeting – 7/21/15 – Kenmore

Attendees:

Jaimie Reavis – City of Tukwila	Chris Rule – Sound Transit
Adam Parast – Transpo Group (City of Kirkland)	Katie Kuciemba – Sound Cities Association
Chester Knapp – City of Redmond	Lisa Shafer – King County Metro
Ben Smith – City of Seattle	Graydon Newman – King County Metro
Kris Overleese – City of Kenmore	Stephen Hunt – King County Metro
Nytasha Sowers – City of Shoreline	Aaron Gooze – King County Metro consultant
Jenny Ngo – City of Woodinville	Alicia McIntire – King County Metro consultant

Key Points:

- In general, jurisdictions favored the frequent service emphasis but saw value in express service between centers
- Better connections between Regional Growth Centers are a high priority, including connections between centers in south county with east county centers
- Better all-day and night connections are needed from transit hubs to manufacturing areas, especially designated Regional Manufacturing/Industrial Centers
- Improving the speed and reliability of frequent service is a key component to a quality transit network
- Additional and higher frequency connections to Bellevue, Redmond and Kirkland from north county cities (Bothell, Duvall, Woodinville) are a priority
- Express overlays on frequent corridors may provide additional mobility in dense urban areas

- Express service should provide center-to-center connections
- Frequent service with speed and reliability improvements on SR 522 is a high priority
- Local and frequent (where appropriate) service is needed to provide connections to frequent SR 522 and SR 527 transit service
- Additional frequent connections between Eastside cities are needed (ex. Redmond-Kirkland)

Jurisdiction notes:

Tukwila (additional comments received via email – 5/15/15)

- Large parcel adjacent to I-5 will likely be developed by 2040
 - Anticipated job center
 - 700 residential, more job-oriented (peak)
- Want Boeing Access Link station but would like express shadow service if that is not constructed
- Need service to northern part of Tukwila (including Boeing Access area)
- Want frequent service on Tukwila International Boulevard corridor
- Would like frequent connections to South Seattle, Georgetown, West Seattle
- Concerned about lack of access to full Tukwila park-and-ride. Does it provide access to the transit system for Tukwila residents?
- Frequent emphasis leaning with interest in express service
- Want express connection from Tukwila to Eastside cities
- Want connection from other centers to Tukwila MIC
- Anticipate housing growth from light rail to 144th and would like frequent service on that corridor in the future
- Tukwila International Boulevard is a growth area
- Want frequent transit connections to Link
- Link station, and Sounder station to a lesser degree, should continue to be transit hub for all sources

Seattle

- Focused on frequent service in general
- Interested in how express service interacts with urban village and growth centers (5% is an interesting overlay)
- Want express service to growing job centers that Link is not serving

Kenmore

- Want reliable frequent service on SR 522
- While transfers to Link at the 145th St Station are not ideal, shorter travel times to destinations south is the most important factor
- Want reliable frequent service to I-405 – with connections to Bellevue and south
- Want express bus service to Juanita, Kirkland, Totem, Shoreline

Shoreline (additional comments received via email – 8/10/15)

- Want frequent service on 522 to 145th Link Station
- Want confirmation that the City of Shoreline's Zoning and Development Code regulation updates are being considered in the ridership model
- Prefer frequent service emphasis, especially improving the speed and reliability of transit service
- Direct feeder routes from all areas of the City to the Shoreline light rail stations throughout the entire day and on weekends, with additional frequency during the peak periods.
- Increased bus frequency, new routes and/or direct service between the Shoreline Park & Ride and the 185th light rail station
- Redirect commuter routes that travel to downtown Seattle via I-5 to Shoreline light rail stations. Reallocate those hours to feeder routes that will bring commuters from park & ride lots or other areas of Shoreline to these stations
- Explore routing options to reduce travel times between Shoreline Community College, North Seattle Community College, Edmonds Community College and Northgate.
- Coordinate efforts between Community Transit and Metro Transit to provide bus service between Shoreline Community College and Edmonds Community College.
- Provide transit service between the two Shoreline high schools (Shorewood High School and Shorecrest High School) and between the Shoreline high schools and Shoreline Community College.
- Ensure that north-south routes that intersect east-west routes do so at similar times in order to reduce delays associated with transfers.
- Expand Route 373, running from the Aurora Village Transit Center to the University of Washington, from a peak-only service to an all-day service, in accordance with Metro's existing Strategic Plan. – If bus service currently at the Aurora Village Transit Center is relocated to the 185th light rail station please ensure feeder service to the light rail stations provides connections to UW.
- Emphasize the need for express bus service from Shoreline to the University of Washington during the peak period.

Duvall

- Woodinville Duvall Rd is a preferred transit corridor
- Want express connection to Bellevue, Redmond, Kirkland
- Novelty Hill Rd is too steep for fixed route service
- Overall, want reliable and more frequent access to the transit network

Woodinville

- SR 202 is a more preferred transit corridor than 148th (roundabout at intersection)
- There is significant redevelopment on SR 202 – mixed use
- Want express service to Duvall and Redmond
- Net increase in daytime population versus resident population

- CBD is developing more residential

Redmond

- SE Redmond and Willows Road are current light industrial/manufacturing need areas
- There is significant need for mid-day service
- Focus service on downtown Redmond and Link station
- Want frequent service to Kirkland

Kirkland (additional comments and documents received via email – 8/7/15)

- Kirkland's Draft Transportation Master Plan and is a starting point for what kind of service should operate on each roadway.
- LRT from Totem Lake to Issaquah is a significant interest of the City's. The City would also like to explore the possibility of joint bus-rail operations on this corridor so that a Totem Lake to Seattle bus route can leverage the ROW. We would like to explore the idea of routing express routes like the 311 onto the ERC if joint bus-rail operations is possible.
- If LRT is not affordable within ST3 the City would like BRT to be built on the ERC corridor as an interim improvement. This would include a Totem Lake to Bellevue route and a Totem Lake to Seattle route. This service could be provided by Metro and/or Sound Transit and would be a very high level of service. Options of routing express routes should again be looked at.
- I-405 BRT with a new station at NE 85th Street and 116th Street is another priority for the city. The City is advocating for a fixed guideway connection between a NE 85th street station and Downtown Kirkland, however a high-quality and very high-frequency bus connection between I-405 and Downtown Kirkland is also important. This aligns with the City of Redmond's service vision as well.
- The City is significantly interested in a one-seat ride to downtown Seattle in the future, even as current ST Express bus service (255) is removed from the DSTT. Routing of bus service to downtown Seattle is a significant concern.
- Service to Redmond: NE 85th street is the leading connection to/from Redmond however congestion on the corridor is already an issue. Capital investments like bus lanes would be one solution to look at, but a long construction process on NE 85th is now drawing to a close. Transit lanes were part of Sound Move when a second HOV ramp could not be sited in Kirkland, but were not a popular option and were not constructed.
- Service to Bellevue: If LRT or BRT along the ERC is built there should be additional thought on what the rest of the network between Kirkland and Bellevue looks like.
- Service to the North: The City needs connections to Bothell, Woodinville and Kenmore. These connections could be local or express.
- Totem Lake is a big priority for Kirkland, however serving it with transit can be difficult due to it's layout around the freeway interchange. These documents has a high level summary of the direction the City intends to pursue:

<http://www.kirklandwa.gov/Assets/Kirkland+2035/TL+Business+District+Current+Planned+Land+Use+and+Vision+graphic.pdf>

http://www.kirklandwa.gov/Residents/Community/Kirkland2035/Comprehensive_Plan_Update/Totem_Lake_Business_District_Plan_Update.htm

Coverage of all four quadrants is important. The NE and SW quadrants tend to have a more commuter/commercial focus. The Lake Washington Institute of Technology in the SE quadrant is an important destination however it's hard to serve. There has been interest in a circulator shuttle and it would be interesting to see if there are opportunities to design service in such a way that routes traveling through the area can provide local circulation throughout the area. Speed and reliability investments should also be analyzed in this area (See 7 Transit Delays). The LWIT is particularly concerned about span of service extending into the evening.

- Coverage vs Frequency: Compared to Bellevue, Kirkland probably leans a little bit more towards coverage routes. In some of the areas with more of a suburban character (such as the north) service could potentially be provided through alternative service models like DART while the more historic parts of Kirkland would lean towards by local coverage fixed routes.
- Commuter Routes: Totem Lake, South Kirkland P&R, NE 6th Street Corridor should probably be the primary focal point of inbound commuter routes. The NE 6th street area (NE 85th to NE 68th) is starting to become more of a tech employment center. Outbound commuter routes should start from all of the Park and Rides and transit centers and focus on Bellevue, UW, and Downtown Seattle. The largest change in commuter routes that Kirkland would like to see is greater access to express service passing by the city along I-405 and SR 520. This could be achieved through direct access ramp (or inline) stations are additional express routes that then access the freeways system. It is also important to keep in mind that the 520 commute pattern is not just into Seattle, it also includes a strong reverse peak travel demand.
- TOD is a priority for Kirkland especially on existing P&R sites (including WSDOT owned sites). The City would be supportive of ways that Metro can actively advance this.
- The S. Kirkland park-and-ride does not currently access SR 520, which should be examined in the Long Range Plan.

Lake Forest Park (received via email)

- Anticipate riders accessing the transit system in north county communities by:
 - Define and enhance east-west corridors connecting centers along SR 522 and HCT stations at NE 145th, NE 185th and 236th SW.
 - Establishing policy that prioritizes operation and capital investment (and reinvestment) to capture at least 80% of HCT boardings through local transit service and park-and-ride spaces when new HCT service is funded
- Want structured park-and-ride located in Lake Forest Park
- Access to service on SR 522 is barrier for Lake Forest Park resident to access the transit system

South regional TAC meeting – 7/22/15 – Kent

Attendees:

Matt Torpey – City of Maple Valley
 Bob Lindskov – City of Covington
 Rick Perez – City of Federal Way
 Chris Searcy – City of Enumclaw
 Hayley Bonsteel – City of Kent
 Charlene Anderson – City of Kent
 Kelly Peterson – City of Kent
 Monica Whitman – City of Kent
 Brian Roberts – City of Burien

Jim Seitz – City of Renton
 Katie Kuciemba – Sound Cities Association
 Eric Chipps – Sound Transit
 Lisa Shafer – King County Metro
 Graydon Newman – King County Metro
 Stephen Hunt – King County Metro
 Brandt Scanlan – King County Metro
 Aaron Gooze – King County Metro consultant
 Alicia McIntire – King County Metro consultant

Key Points:

- Overall, the frequent service emphasis best addresses the anticipated growth in less rural south county municipalities, however there was significant interest in express service to provide center-to-center connections and service from less urban communities (Enumclaw, Covington, Maple Valley)
- Increased local and frequent service feeding into transit centers and Sounder/Link stations is needed
- Express service from south county municipalities is generally good, but more capacity is needed, especially in the future
- Additional east-west frequent transit connections are needed, particularly in Kent, Auburn and Federal Way
- Frequent-Express connections are needed from south county jurisdictions to Bellevue and Redmond. If bus rapid transit is operated on I-405, Metro service should provide frequent service to stations.
- Longer service spans on frequent service are needed to support choice ridership and shift work
- There is significant interest in deployment of Metro's Alternative Services program in south county to address unmet transit demand that is difficult to provide via fixed-route bus service

Jurisdiction notes:

Renton

- Assuming 405 BRT will be built through Renton, all other service will connect to this where possible
- Major transit destinations from Renton are Bellevue and Seattle
- Want frequent service on 4th to Renton Technical College (growth area) is a priority
- Want frequent service on Petrovitsky corridor w/ TSP and connection to Link & Sounder
- Want RapidRide F Line extension to Renton Highlands, Newcastle, Factoria
- Map showing Renton's transit plans
- Want regional trails integrated into transportation plans

Burien

- Express service to DT Seattle is good but more capacity needed (e.g. route 121)
- Better local service to get people to Burien TC needed
- Want ST3 loop extended to Burien
 - Major demand from Burien to White Center to connect to West Seattle Link
 - Express shuttle connection to light rail southern terminus desired
- NE Burien (recently annexed) needs better access to transit system
 - Boulevard Park area – low density
 - East of 509 – low-income area
 - Generally, population of annex area is aging and includes low-income and minority residents (ESJ)
- Want frequent service along Des Moines Memorial Drive to serve future growth

Des Moines (received via email - 5/14/15)

- Des Moines would like King County Metro to model and prioritize all day frequency on baseline services to Des Moines:
 - Route 166 - 15 min headways – serves as a circulator along Kent Des Moines Road transit corridor to the downtown Marina District with link to the HCC station and connections between Kent, Normandy Park and Burien).
 - Route 156 - 15 min headways with links to HCC station, FAA, Marina District and SeaTac station, Tukwila
- There is a strong desire from our community members to have better transit access to get around our community and to commute to/from work. . The current baseline service makes it difficult for “want-to-be” transit riders to access reliable bus service and the reverse commute service is terrible.

Kent

- See Kent Transit Master Plan for transit needs
- Like frequent network concept presented – particularly higher ridership, longer span of service
 - Must have frequent connections to HCT spine (Link, Sounder)
 - Evening/night span of frequent service good to support night life
- Metro should provide shadow service of Sounder to address capacity issues
- Need east-west frequent service (East Hill – DT Kent – Link/Midway)
- Need better service/connections to manufacturing/industrial center jobs
- Interest in Metro’s Alternative Services program to:
 - Serve industrial areas
 - Serve low density residential areas
 - Fill in temporal gaps in current service

Federal Way

- More coverage/local service needed – feed people to transit center

- More capacity needed at Park and Rides
- Need more frequent service on Metro Route 181 (east-west service, serves Green River CC)
- Existing express service is good, connections to DT Seattle and UW will improve with Link
- Supportive of Alternative Services options
- Dumas Bay Centre and Federal Way Senior Center would like transit service, but both are fairly isolated – may be Alternative Services candidates?
- Expect to see large employment at former Weyerhaeuser site
- Planning higher density development at Twin Lakes and city center

Maple Valley

- Main priority is peak period service into/out of Maple Valley
- Connections to transit centers should be maintained in the LRP network plan

Covington

- Frequent connections to transit centers are good (especially frequent service to Kent Station as in frequent service concept)
- Like north-south route connecting to Renton TC and express service on SR 18 in express concept
- New major road & shopping center development going into Covington – city will attempt to improve transit access in development
- More inclined to choose the heavier weighted “Express Option”

Enumclaw

- Prefer Express Service Emphasis
- Main priority is peak service to Auburn/Souder
- Want transit connections to Pierce County restored if possible

Port of Seattle (received via email)

- Want to re-iterate the importance for King County Metro to work with other transit agencies and to consider the possibility of creating more direct services connecting the airport with areas where the demand for transit is high (for example, downtown Seattle).
- Want round the clock service (especially for employees)
- Want opportunities to connect with other modes (Amtrak/Souder station near Southcenter)
- There is a need to accommodate luggage for air passengers

East regional TAC meeting – 7/28/15 – Mercer Island

Attendees:

Amy Biggs – Snoqualmie Valley Transportation
Kirsten Taylor – City of Mercer Island

Carol Hunter – WSDOT
Eric Chipps – Sound Transit

Noel Treat – City of Mercer Island
 Ben Swanson – City of Snoqualmie
 Candida Lorenzana – City of Seattle
 Sherman Goong – City of Bothell
 Franz Loewenherz – City of Bellevue
 Emily Moon – City of Issaquah
 Alex Krieg – Puget Sound Regional Council
 Katie Kuciemba – Sound Cities Association

Lisa Shafer – King County Metro
 Graydon Newman – King County Metro
 Stephen Hunt – King County Metro
 Alena Marshak – King County Metro
 Jana Demas – King County Metro
 Aaron Gooze – King County Metro consultant
 Alicia McIntire – King County Metro consultant
 Chris Brieland – King County Metro consultant

Key Points:

- Overall, the frequent service emphasis was generally recognized as best meeting the needs of east county jurisdictions in the future, with express service providing center-to-center connections and access to the frequent service networks
- Some corridors warrant “frequent-express” service, with the stop spacing of express service; and the headways, speed and reliability of frequent service
- Additional and more frequent express service is needed to Eastside cities and Seattle from Bothell, Issaquah and the Snoqualmie Valley
- Access (ex. Mercer Island, Issaquah), capacity (ex. Sammamish) and service to park-and-rides is a priority for some east county cities
- Some east county jurisdictions (ex. Issaquah) are currently more express-oriented, but anticipate a growing need for frequent and local service as their communities grow
- More investment in alternative services to provide intercity and circulator service was a high priority for the Snoqualmie Valley
- Integration with Sound Transit HCT is a focus for east county cities, including coordination of frequencies/schedules, transfer points and minimizing corridor duplication
- There is interest in providing more local fixed-route or alternative services to existing park-and-rides to provide access to the frequent and express network

Jurisdiction notes:

Bothell

- See express service as area of greatest need, and more frequent express service
- More local service needed to improve local connection to spines of service on SR 522 and SR 527
- Want local or express service to Canyon Park Center, especially from Bothell downtown
- Main transit orientation of Bothell (i.e. spine) is SR 527, SR 522, I-405
- Want express service on SR 522 and I-405 to connect to Seattle and Bellevue/Eastside

Issaquah

- Need connection between Issaquah Highlands and Issaquah downtown
- P&R access is a problem at Issaquah Highlands

- Significant job growth is anticipated in the city, with employee draw from both close to Issaquah and regional
- Increased density and future job growth focused on south side of I-90
- Currently express-oriented, with growing need for frequent and local service
- RGC area will have diverse job growth, shift and otherwise

Bellevue

- Would like to see metric of ST interaction used in network development
- Frequent concept aligns with Bellevue Transit Master Plan vision

Sammamish (additional comments received via email)

- Council expressed a strong interest in more local service – all-day 30 minute service on 228th. An all-day express routing would meet that need.
- 212th Ave SE from hill down to the parkway is not suitable for large buses
- Annexing Klahanie next year so more service to Klahanie will be needed – consider SE Klahanie Blvd to Issaquah-Fall City Rd
- Consider connecting Snoqualmie Valley to Issaquah via 202 & SE Issaquah-Fall City Rd rather than Preston and I-90
- Consider all day local service down 228th down Issaquah Pine Lake to Highlands
- Continue service to S. Sammamish P&R
- Consider a P&R at/near 202 and Sahalee Way NE

Snoqualmie (additional comments received via email)

- The City prefers the “Service Emphasis 1: Frequent” with an emphasis on alternative services like Snoqualmie Valley Transportation
- Would like increased frequency of the 628 route
- Extend 628 service to weekends to accommodate those working retail, Metro stated they would look a Saturday service after regular service was established
- Add flexibility or a deviation area for the Snoqualmie Valley Hospital off of route 628
- Need: Carnation-Redmond connection, Fall City-Preston-Issaquah connection, local/alternative service, connections between Snoqualmie Valley cities, connection to Express services to Eastside/Seattle

North Bend

- General: Seeing surge in growth, transit demand increasing

Mercer Island

- Want to get MI residents to Link without driving

- General: P&R capacity/management a significant issue, and not interested in constructing a large amount of new parking
- Interested in Alternative Services similar to current service to employment centers outside of those accessible via Link
- Interested in express Alternative Services:
 - Midday service to Seattle for disabled & seniors
 - Focus on smaller vehicles with more frequency
 - 20 passenger circulators off of MI spine

Seattle

- Frequent concept aligns best with Seattle Transit Master Plan
- BRT network planned in Move Seattle levy should be included in modeling, incorporated into combined network
- Express service important with access to Seattle's frequent network
- There should be additional focus on access to South Lake Union from areas in and outside of Seattle
 - Touches on housing affordability – access to job centers may be a greater concern in the future
 - Access to jobs/job growth in SLU from other areas is a growing concern

Draft LRP Outline
8/31/15

Strategic Plan

Policies guiding the operation of Metro

- Goals
- Objectives
- Strategies



Long Range Plan

Plan Content

Implementation

Strategic Element

- Role of transit
- Innovation
- Customer Service

Implementation Strategies

Service Element

- Measurements of service
- Kinds & distribution of Service (Draft Service Concept)
- Service partnerships

Implementation Strategies

Capital Element

- Access to Transit
- Transit speed and reliability
- Passenger facilities
- Supporting Infrastructure
- Fleet
- Capital Partnerships

Implementation Strategies

Financial Element

- Funding Philosophy
- Financial Partnerships

Implementation Strategies

**Draft TAC Meeting Schedule
8/31/15**



We'll Get You There - Our Vision for the Future of Public Transportation

Technical Advisory Committee DRAFT Meeting Schedule

Meeting	Expected Topics
August 31 2:30 p.m. – 4:30 p.m.	<ul style="list-style-type: none"> ▪ Evaluation of draft concepts ▪ Review of public and TAC input on draft concepts
October 20 2:30 p.m. – 4:30 p.m.	<ul style="list-style-type: none"> ▪ Refine draft network concept using Remix ▪ Capital projects
November 19 – Joint with CAG 6:00 p.m. – 8:00 p.m.	<ul style="list-style-type: none"> ▪ Draft service and capital elements
November TBD <i>Two regional TAC meetings</i>	<ul style="list-style-type: none"> ▪ Capital projects
December 4 <i>No meeting scheduled</i>	<ul style="list-style-type: none"> ▪ Comments on draft preliminary concepts due to KCM
February 23 2:30 p.m. – 4:30 p.m.	<ul style="list-style-type: none"> ▪ Review initial results of draft concept
March TBD <i>Regional TAC meetings</i>	<ul style="list-style-type: none"> ▪ Review and collect comments on draft plan
April 26 2:30 p.m. – 4:30 p.m.	<ul style="list-style-type: none"> ▪ What we heard in third phase of outreach ▪ Path to a Final Plan
May/June TBD 2:30 p.m. – 4:30 p.m.	<ul style="list-style-type: none"> ▪ Review, discuss Final Plan prior to transmittal to King County Council