



AGENDA

Regional Transportation Summit

1:30 PM - Tuesday, November 22, 2016

Hilton Garden Inn, 1800 N.W. Gilman Blvd., Issaquah WA

Page

Purpose

To develop a better understanding of regional transportation impacts on our communities.

Goals

- Share information
- Build Coalitions
- Identify next steps that could make a difference

AGENDA ITEMS

- a) **Issaquah Welcome** **1:30 p.m.**
Issaquah Mayor Fred Butler [5 min.]
- Issaquah Overview
 - Why are we here?
 - What we heard: Today's goals

3 - 5

- b) **King County Welcome** **1:35 p.m.**
King County Executive Dow Constantine [5 min.]

7 - 19

- c) **Puget Sound Regional Council Presentation** **1:40 p.m.**
PSRC Executive Director Josh Brown [10 min.]

21 - 55

- d) **Mayor Roundtable** **1:50 p.m.**
Each Mayor presents answers to questions [45 mins.]
1 and 2 of the worksheet (up to 5 minutes each)

Mayors

- Issaquah
- Bellevue
- Covington
- Maple Valley
- Mercer Island
- Newcastle
- North Bend
- Renton
- Sammamish
- Snoqualmie

- e) **Regional Agency Roundtable** **2:35 p.m.**
Each agency representative provides regional
perspective (up to 5 minutes each) [25 min.]

Agency Representatives

- WSDOT
- King County Metro
- Sound Transit
- Sound Cities Association
- Issaquah School District

- f) **Facilitated discussion on actionable next steps** **3 p.m.**
Consultant John Howell, Cedar River Group [1 hr.]
- Set next meeting (second quarter 2017)

- g) **Adjournment** **4 p.m.**

Links

- issaquahwa.gov/summitagenda
- issaquahwa.gov/summitmap

Regional Transportation Summit

November 22, 2016

King County



Regional Transportation Summit Worksheet

Please return completed worksheets to Autumn Monahan (autumnm@issaquahwa.gov) by Nov. 15, 2016. Answers will be collated and distributed prior to the Nov. 22 summit.

Agency:	King County Road Services Division
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1) What is the top regional transportation issue facing your community within the next five years?

The top regional transportation issue facing the King County Road Services Division is underfunding for addressing capacity, and preserving and maintaining the county road and bridge network. Presently, the county has about \$110 million annually in revenue for the care of county bridges and roads; enough funding to address immediate safety issues, clean water requirements, and a very modest amount of maintenance and preservation activities. To manage the existing infrastructure at its' optimal life cycle cost and address certain mobility and capacity needs would require about \$400 million dollars more annually. Nearly three decades of annexations, declining gas tax revenues, and the effects of voter initiatives have led to the chronic underfunding of the county road network today.

The county has a population of about two million people, including approximately 250,000 residents that live outside of cities in what is referred to as the unincorporated area. The current responsibility for funding the county road network depends primarily on property tax revenue from the rural populous in unincorporated King County.

The county provides major connectors to urban and rural communities like Issaquah Hobart, May Valley, Woodinville Duvall and Novelty Roads. These roads are heavily used by commuters and are important for our regional commerce.

2) What is the top regional transportation issue facing your community in 2040?

At the current level of funding, the county estimates that the system will continue to deteriorate and that, by 2035, an estimated 35 bridges could be closed as they become unsafe, and about 72 miles of roadway restricted or closed – based on known condition assessments. Currently, three county bridges are closed and more than a half dozen roads are closed or have lane restrictions.

3) What do you hope to accomplish at the Regional Transportation Summit?

To begin the process for establishing a regional partnership with cities, the county and state to explore long-term funding solutions for the regional network of city and county roads.

4) Please share the current state of traffic in your community.

The county maintains nearly 1,500 miles of public roads and 181 bridges. To put that in context, the distance as the crow flies between Canada and Mexico is 1,200 miles. **1,000,000** trips a day are taken on the county road network – connecting cities and all county residents to destinations. Half of the high volume county roads come from cities and other counties. Even other counties are heavily dependent upon King County bridges and roads; about 40 percent of Snohomish County workers commute to jobs in King County, and about 28 percent commute from Pierce County. Our regional road network including roads like Issaquah Hobart, May Valley, Woodinville Duvall and Avondale all provide the connections between the traveling public and their homes, jobs, education and services.



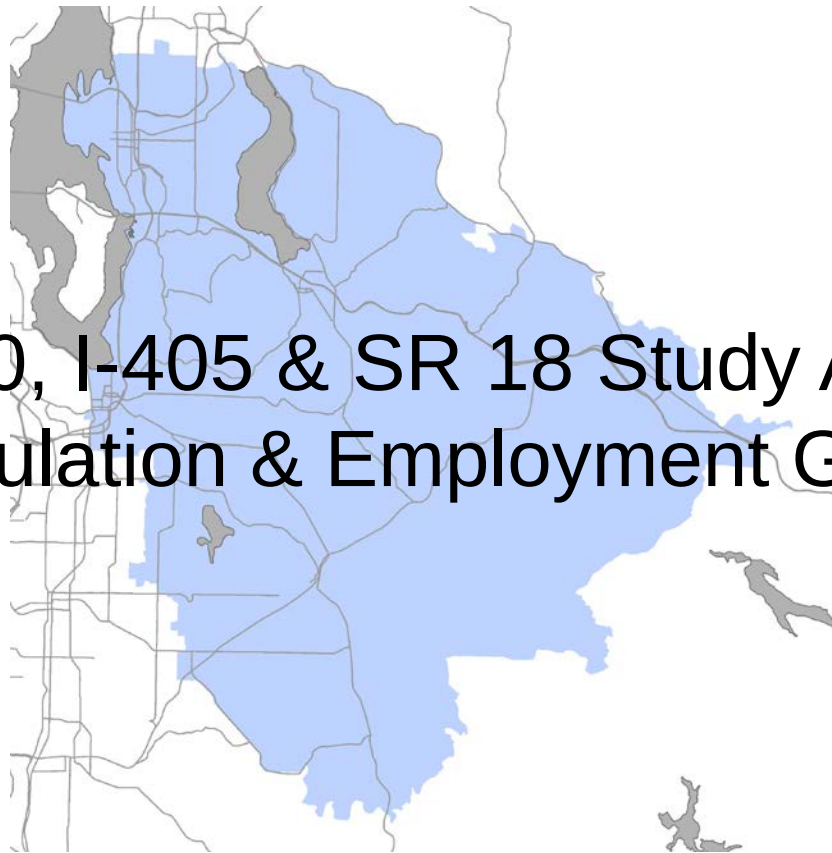
Puget Sound Regional Council

Regional Transportation Summit

November 22, 2016



I-90, I-405 & SR 18 Study Area: Population & Employment Growth



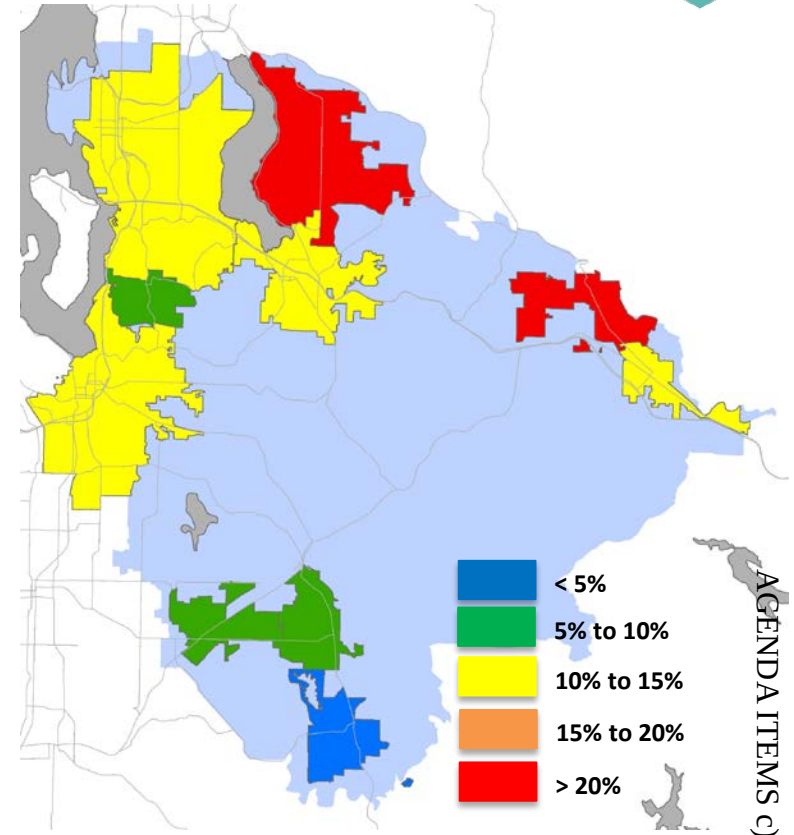
Population has grown faster than the region



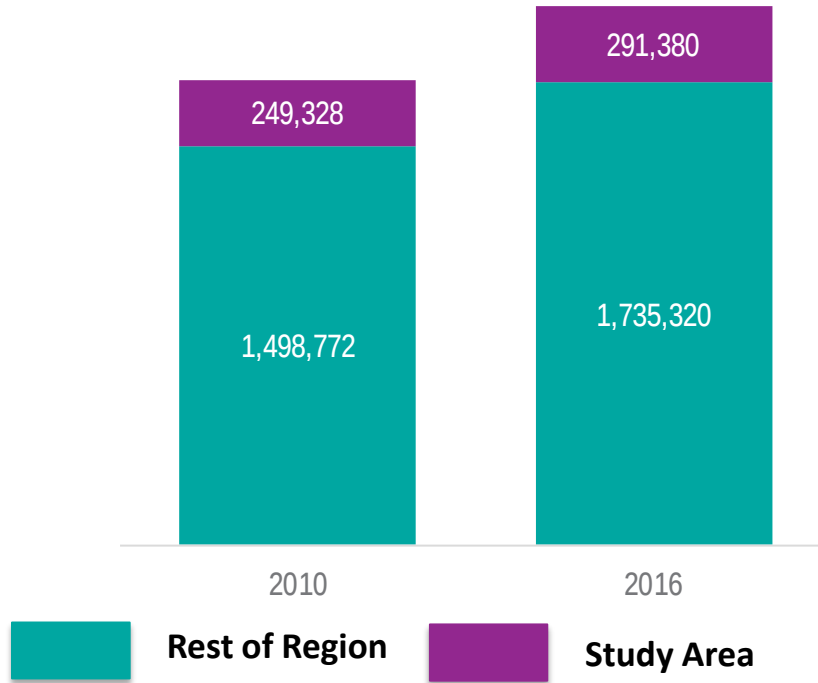
- We have added over 294,000 people to the region since 2010 (8% increase).
- The area in the study area has grown by over 43,000 people (9% increase).

Population Growth by City

- Bellevue, Issaquah, North Bend, Renton, Sammamish and Snoqualmie have all grown faster than the regional average



Employment has grown faster than the region

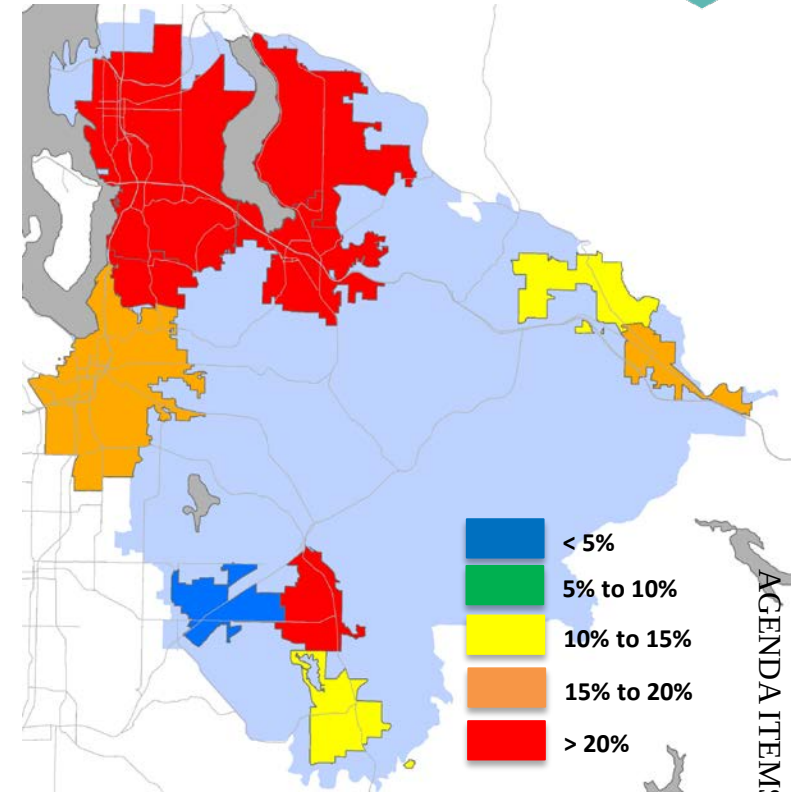


- We have added over 279,000 jobs to the region since 2010 (16% increase).
- The area in the study area has added 42,000 jobs (17% increase).

Employment Growth by City



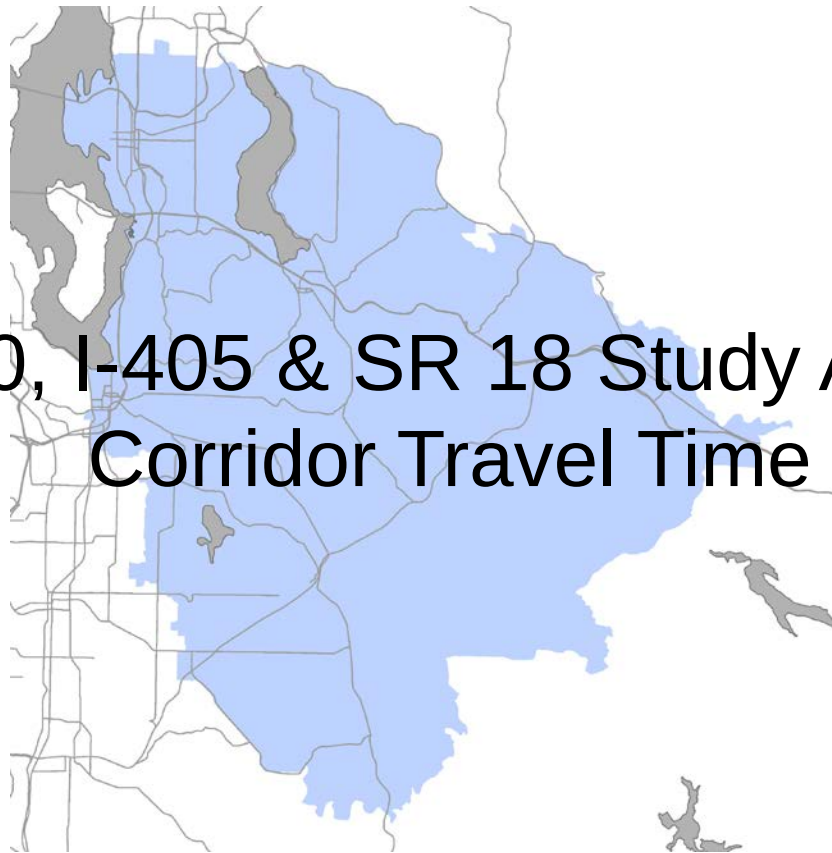
- Bellevue, Issaquah, Maple Valley, North Bend, Renton and Sammamish have all grown faster than the regional average



AGENDA ITEMS c)



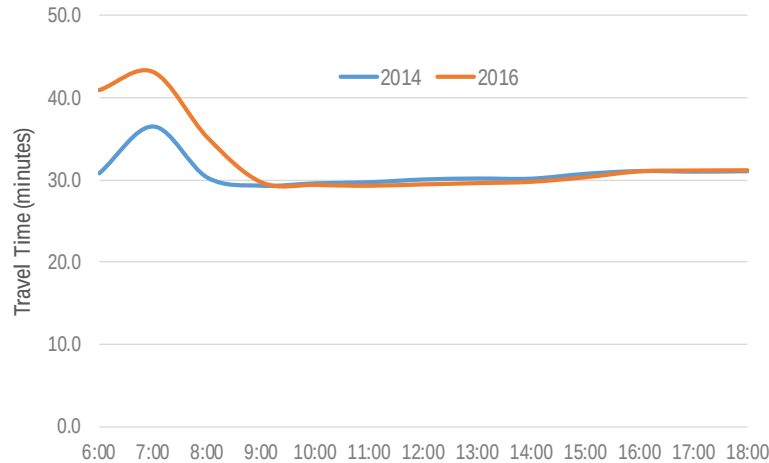
I-90, I-405 & SR 18 Study Area: Corridor Travel Time



SR 18: I-5 to I-90



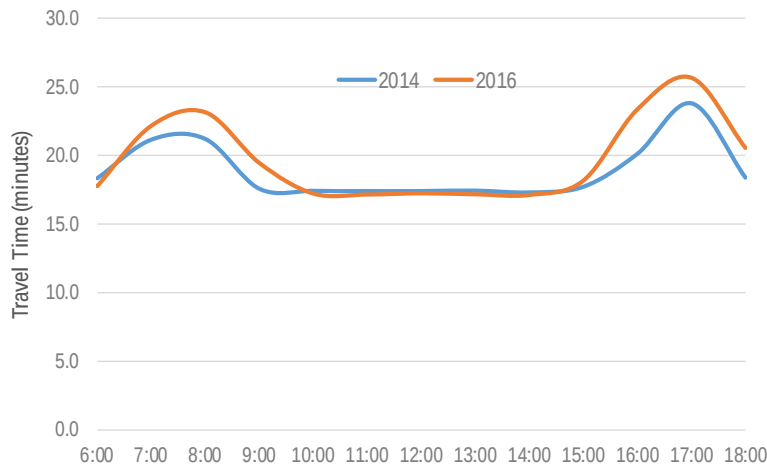
- Travel times have increased by about 7 minutes in the morning peak in the past 2 years
- T2040 Capacity Projects:
 - Auxiliary Lanes C Street to SR164
 - Widening to 4 lanes between Issaquah Hobart Road and I-90



I-90: Eastgate to SR 18



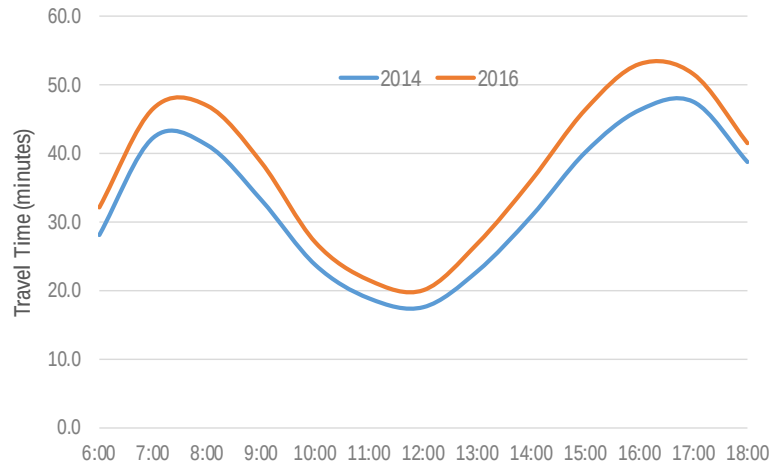
- Travel times have increased by about 5 minutes in the peak in the past 2 years
- T2040 Capacity Projects:
 - Eastgate to SR 900 Peak use Shoulders ([Connecting WA, construction begins in 2018](#))
 - Westbound flyover at SR 18 ([construction scheduled for 2024 to 2027](#))
 - HOV direct access at SR 900
 - Westbound Auxiliary Lane from W. Lake Sammamish Parkway to Sunset Way



I-405: Renton to Bellevue



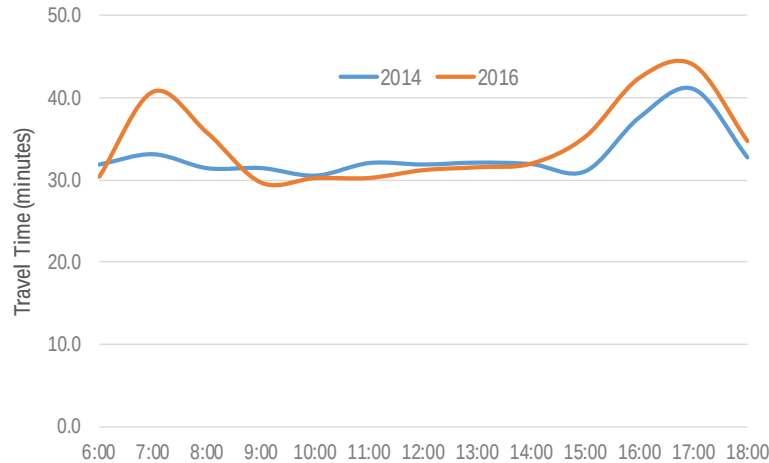
- Travel times have increased by about 6 minutes in the peak in the past 2 years
- T2040 Capacity Projects:
 - Renton to Bellevue Widening and Express Toll Lanes ([Connecting WA, construction begins in 2019](#))
 - SR167 direct connector ([Connecting WA, construction completed in 2019](#))
 - Additional widening and interchange improvements



SR 900: I-405 to I-90



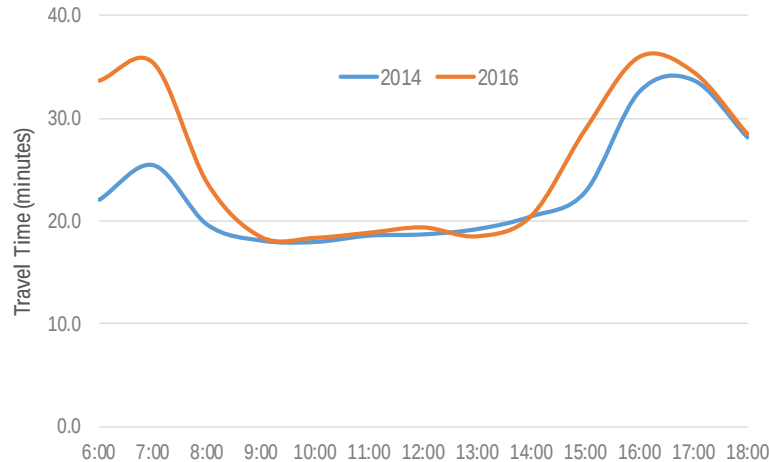
- Travel times have increased by about 8 minutes in the morning peak in the past 2 years
- T2040 Capacity Projects:
 - NE Sunset Blvd. improvements in Renton ([design underway](#))



Issaquah-Hobart Road



- Travel times have increased by about 10 minutes in the morning peak in the past 2 years
- T2040 Capacity Projects:
 - King County Metro operational/ITS/safety improvements between Maple Valley/SR 18 and Issaquah Plateau



Questions?

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City of Issaquah



Regional Transportation Summit Worksheet

Please return completed worksheets to Autumn Monahan (autumnm@issaquahwa.gov) by Nov. 15, 2016. Answers will be collated and distributed prior to the Nov. 22 summit.

Agency:	City of Issaquah
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1) What is the top regional transportation issue facing your community within the next five years?

Issaquah's most pressing regional transportation priority is to address pass-through traffic between I-90 and King County's Issaquah-Hobart Road. Congestion continues to increase along Front Street and Newport Way as vehicles travel through town to regional destinations.

2) What is the top regional transportation issue facing your community in 2040?

As our communities – both within and outside of the urban growth boundary – continue to grow, regional transportation planning is not keeping pace. A holistic approach to providing transportation solutions (including additional state/county investments and regional transit options) are needed.

3) What do you hope to accomplish at the Regional Transportation Summit?

Our goals are:

- Share information.
- Build coalitions.
- Identify next steps that could make a difference.

4) Please share the current state of traffic in your community.

Our community's No. 1 issue is clear: traffic. The bulk of Issaquah's congestion starts beyond our borders as regional traffic passes through our City to reach I-90, SR 900, Issaquah-Hobart Road, SR-18 and Issaquah Fall-City Road. Not only do our residents' regional commute times continue to grow, but it's taking longer to move within our City – to schools, the grocery store or Olde Town. Issaquah's geography is also challenging, as the City is surrounded by mountains and a lake, and is divided by I-90 (with only three options to cross the major interstate). Finding regional solutions to addressing traffic flow is essential.

Issaquah is tackling traffic in many ways, including doubling developer traffic fees, enhancing pedestrian safety and making it easier to get around by foot or bike. Along with utilizing grants and private partnerships to invest \$60 million in transportation projects in north Issaquah, the City also placed a \$50 million bond measure on the ballot this November that would fund four local projects.

City of Bellevue



Regional Transportation Summit Worksheet

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Agency:	City of Bellevue
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1) What is the top regional transportation issue facing your community within the next five years?

Bellevue is on the precipice of a major transportation construction boom, which will include construction of the I-405 Renton to Bellevue project, the East Link Light Rail extension, the Eastside Rail Corridor in the Wilburton segment, and the SR 520 project.

These are exciting and necessary infrastructure projects that will positively impact transportation in Bellevue and the greater region once complete. However, Bellevue residents have expressed concern about the collective impact these construction projects will have on the existing transportation system.

2) What is the top regional transportation issue facing your community in 2040?

Bellevue's top regional transportation issue in 2040 is the continued improvement of the regional transportation system.

For the system to improve, it is essential to fully fund: the I-405 Master Plan, and related infrastructure to improve flow of traffic and transit on the regional interstate system; completion of the SR520 expansion; and additional transit service on the Eastside (King County Metro and ST).

We also anticipate the addition of new technologies to be a central issue to the state of regional transportation in 2040.

3) What do you hope to accomplish at the Regional Transportation Summit?

Bellevue hopes to learn about the transportation issues facing fellow Summit participants.

4) Please share the current state of traffic in your community.

Like many of our fellow jurisdictions, traffic congestion continues to be a top concern of the residents and businesses of Bellevue. These concerns encompass several area of transportation, including:

- Access into and out of neighborhoods,
- Cut through traffic in neighborhoods,
- Effective movement on I-405, I-90 and SR-520, and
- Concern about the impacts of major construction projects (East Link, I-405, SR 520, and downtown construction projects).

City of Covington



Regional Transportation Summit Worksheet

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Agency:	City of Covington
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1) What is the top regional transportation issue facing your community within the next five years?

Covington's top transportation priority is to address the traffic along the SR 516 (Kent-Kangley) corridor. This area has few east-west corridors and SR 516 is a primary route for communities to the east to travel through on their way to regional destinations.

2) What is the top regional transportation issue facing your community in 2040?

As our communities – both within and outside of the urban growth boundary – continue to grow, regional transportation planning is not keeping pace. A holistic approach to providing transportation solutions (including additional state/county investments and regional transit options) are needed.

3) What do you hope to accomplish at the Regional Transportation Summit?

To gain information on what other cities are doing to address transportation gaps in the system. To determine the benefits of working together and identify goals that could bridge those gaps.

4) Please share the current state of traffic in your community.

As mentioned above, this area has few east-west corridors to address the demands of communities needing to get from Southeast King County to higher regional destinations to the west and north. SR 516 is primarily a 2 lane rural standard arterial through the eastern two-thirds (over 2 miles) of the city. The community has nicknamed the congestion along SR 516 as the “Covington Crawl.” This congestion starts beyond our boundary to the east and continues until the road widens to 5 lanes in the downtown area. This “crawl” is not only on weekdays but weekends as well and continues to impact the internal trips (store, school, parks, etc.) of the local residents. Although this section of roadway operates at a level of service “F” and has had a concurrency deficiency that has restricted development in the eastern half of the city, traffic has continued to rise as developments outside of the city limits have generated an increase in pass-through trips.

Since Covington's incorporation in 1997, the city has been investing funding (developer impact fees and bond funding) into this State Highway to systematically widen the roadway from a 2 lane rural standard to a 5 lane arterial standard with medians and u-turns to provide access control and sidewalks to promote non-motorized transportation. This investment has equated to over a mile of improvements to this corridor.

The city has continued to lobby for funding to widen this corridor throughout the city and has received funding for construction of the next phase of SR 516 as part of the Connecting Washington funds. In addition, the Connecting Washington funds includes funding of the Covington Connector that will provide an alternate route for SR 516 motorists to get to SR 18.

City of Mercer Island



Regional Transportation Summit Worksheet

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Agency:	City of Mercer Island
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1) What is the top regional transportation issue facing your community within the next five years?

Impacts on I-90 with the closure of the center roadway from Bellevue to Seattle to construct light rail.

2) What is the top regional transportation issue facing your community in 2040?

Increase in number of cars on I-90 due to population growth. Adequate regional parking so that commuters can park close to their homes to take public transportation.

3) What do you hope to accomplish at the Regional Transportation Summit?

Learning how other cities are wrestling with cut through traffic.

4) Please share the current state of traffic in your community.

Mercer Island's top issue today is maintaining adequate access to/from and use of I-90. This community's residents, employees and visitors have only one way on and off the Island in I-90, and thus are feeling the effects of I-90 traffic between the Eastside and Seattle. Mercer Island is increasingly impacted by I-90 cut through traffic. We anticipate the issue will continue to grow as I-90 drivers look for alternate ways to cross Mercer Island.

City of Newcastle



Regional Transportation Summit Worksheet

Please return completed worksheets to Autumn Monahan (autumnm@issaquahwa.gov) by Nov. 15, 2016. Answers will be collated and distributed prior to the Nov. 22 summit.

Agency:	City of Newcastle
1) What is the top regional transportation issue facing your community within the next five years?	
Newcastle is on the way to someplace else. Twenty to thirty thousand drivers a day use our two local arterials (Coal Creek Parkway & Golf Club Road) to avoid using I-405 or the transition of I-405 and I-90.	
2) What is the top regional transportation issue facing your community in 2040?	
The number of pass through drivers will only increase as development continues in communities south and east of us.	
3) What do you hope to accomplish at the Regional Transportation Summit?	
To gain support for mass transit, or another major road expansion to work express movement of people from their homes to the south and east to the employment centers in Redmond, Bellevue, and Seattle.	

4) Please share the current state of traffic in your community.

Coal Creek Parkway currently serves more than 30,000 trips a day. This road bisects our City. The speed limit of 35 mph is frequently ignored creating a safety issue. Backups of one half mile in length during peak commute hours are not uncommon.

Golf Club Road funnels traffic from Lakemont Blvd. to the south. At afternoon peak, backups at the Newcastle Way stop sign extend all the way to the YMCA.

City of North Bend



Regional Transportation Summit Worksheet

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Agency:	City of North Bend
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1) What is the top regional transportation issue facing your community within the next five years?

- A. SR-18 / I-90 interchange improvements need to happen quicker than current State schedule. Decelerating from 75mph on I-90 westbound to a complete stop on curvy freeway with limited stopping sight distance is a very unsafe condition and there have been fatalities. It's unfathomable that the interchange for two of the State's most important freeways still ends in traffic signals. SR-18 widening needs to happen very soon.
- B. Concern of lack of State / Federal funding (and increasing prevailing wages because of Seattle index) for local transportation improvement projects such as our proposed Roundabout at Park Street / North Bend Way intersection. PSRC's refusal to certify our Comprehensive Plan which will impact our ability to be awarded federal grant funds for these transportation projects.

2) What is the top regional transportation issue facing your community in 2040?

- A. The replacement of State Route 202's Bendigo Bridge (over the South Fork Snoqualmie River) between South Fork Avenue and Park Street is the top transportation regional issue facing NB in 2040. The new bridge needs to be longer and wider. Bridge replacement will reduce flooding in downtown North Bend. Bridge span needs to be lengthened so that the river's "hourglass" shape, due to the narrow 2 levees, can be widened to allow for increased river flows. 1 or both of levees need to be relocated landward. Bridge needs to be widened from 2 travel lanes to 4 lanes to improve traffic flow.

3) What do you hope to accomplish at the Regional Transportation Summit?

- A. Expedite the I-90 / SR-18 improvements schedule to 2020 construction or sooner.

4) Please share the current state of traffic in your community.

- A. Several intersections are at or near a Level of Service F in downtown North Bend and citizens have been complaining about delays resulting from new traffic from recent housing developments. With the planned new vested development, traffic congestion will worsen without funding.

City of Renton



 Denis Law Mayor

Regional Transportation Summit Worksheet

Please return completed worksheets to Autumn Monahan (autumnm@issaquahwa.gov) by Nov. 15, 2016. Answers will be collated and distributed prior to the Nov. 22 summit.

Agency:	City of Renton
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1) What is the top regional transportation issue facing your community within the next five years?

Renton's most pressing regional transportation issue is rush hour congestion on our surface streets caused mainly by lack of capacity on the major state routes (I-405, SR 167, SR 169). Backups on these major highways cause pass-through traffic to use local streets in lieu of state routes. A recent traffic origin/destination study showed that up to 60% of AM and PM peak traffic trips on several key Renton arterial and collector streets is comprised of pass-through traffic with origins and destinations outside Renton.

2) What is the top regional transportation issue facing your community in 2040?

Lack of sufficient funding to keep up with traffic capacity demands. Capacity improvement projects along I-405 have been iterative due to insufficient funding, and the gains do not keep up with traffic growth. Renton's working class families need much better access to high capacity transit than they currently have. Renton is the fourth largest city in King County with the third largest growth targets, and we haven't enjoyed the benefits of robust high-capacity transit service that other jurisdictions have obtained where far greater regional investment has been made and is planned to be made in transit infrastructure. There must be greater investment in both highway capacity projects and transit infrastructure and service in the entire region, but particularly in Renton.

3) What do you hope to accomplish at the Regional Transportation Summit?

- Listen to the perspectives and priorities of other jurisdictions and agencies.
- Identify common needs and goals.
- Build consensus and partnerships in moving toward achieving transportation priorities.

4) Please share the current state of traffic in your community.

Traffic trips seeking to bypass congested major state routes are causing significant backups and gridlock on Renton arterials and collector streets including Lake Washington Blvd., NE 3rd/4th St., Benson Road, Talbot Road, Grady Way, Maple Valley Highway, 156th Ave. SE, Duvall Ave. NE to Coal Creek Parkway, and S. 3rd St. Lack of access alternatives to the Lake Washington lakefront development threatens to exacerbate congestion in the North Renton and South Kenndale neighborhoods.

Bypass traffic makes streets in our downtown city center hazardous to pedestrians and bicyclists, and undermines our efforts to revitalize downtown Renton and make it into a regional destination. Renton is investing millions of dollars in infrastructure improvements to convert one-way downtown streets to two-way streets as part of our downtown revitalization efforts, including moving the Downtown Renton Transit Center to the outskirts of the City Center. We are likewise investing heavily in roadway and infrastructure improvement to revitalize the Sunset/Highlands neighborhood. We have stepped up our investments in bike and pedestrian trails to enhance alternative transportation modes, and are emphasizing traffic safety improvements such as building sidewalk missing links, and installing signalized crosswalks near schools and in residential and commercial neighborhoods. We are also significantly increasing the size of our annual street overlay and arterial rehabilitation programs in an effort to maintain our citywide pavement level of service above 70 PCI (pavement condition index).

City of Sammamish



Regional Transportation Summit Worksheet

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Agency:	City of Sammamish
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1) What is the top regional transportation issue facing your community within the next five years?

Ensuring that our residents can quickly access the regional transportation network to efficiently get to their destination whether via a Park and Ride, van pool, bus or bike.

2) What is the top regional transportation issue facing your community in 2040?

The ability to provide efficient and reliable systems that enable the region's population to take advantage of multimodal forms of transportation while keeping pace with growth.

3) What do you hope to accomplish at the Regional Transportation Summit?

We hope to share information that will help the region:

- Accelerate implementation of Metro's 2040 Plan and ST2/3
- Find creative ways to leverage individual cities' plans and projects to provide transportation solutions more quickly

4) Please share the current state of traffic in your community.

Traffic congestion along 228th Ave NE is extremely heavy during the morning and evening commute periods. Exacerbating the problem is the presence of three very large high schools within a mile of each other on 228th. In addition, several developments are under construction in the 240-acre Town Center and we anticipate an acceleration of more construction in the coming years. Approximately 600,000 sf of retail and office space and 2,000 residential units will be added in the heart of the City. The Town Center is on both the east and west sides of 228th Ave.

Drivers who need to go north to SR520 or Redmond in the AM peak experience significant delays due to congestion in Redmond at the SR520 on ramp from SR202.

Metro cut a substantial number of transit service hours in Sammamish in 2014, leaving few options to using single occupancy vehicles to get on/off or around the City. The City will undertake development of a Transportation Master Plan next year to provide more detail and guidance on meeting our transportation issues and challenges as we move forward.

City of Snoqualmie



Regional Transportation Summit Worksheet

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Agency:	City of Snoqualmie
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1) What is the top regional transportation issue facing your community within the next five years?

The most important issue Snoqualmie citizens have is the access to and from I-90 and SR 18 both in the AM and PM peak hours. The Interchange is clogged most of the time in all directions due to overloading it when it is most needed. Public safety is of most concern next to the off-ramp stacking lane still active on I-90 where most traffic is still traveling at 70 MPH.

2) What is the top regional transportation issue facing your community in 2040?

Increase regional freight traffic and growth in Snoqualmie, North Bend and Black Diamond/Maple Valley would increase the traffic volumes considerably for I-90 and SR 18. Any planning for the solution to SR 18 and I-90 interchange needs to take this into consideration so that the solution can serve the future capacity at anticipated higher growth rate. We hope the I-90 and SR 18 interchange has a solution by then.

3) What do you hope to accomplish at the Regional Transportation Summit?

Communicate with regional players to find out how to accomplish the common goals that serve the interest of all citizens, form bigger coalitions to attack the issues facing our communities and to put pressure on the legislatures to help their districts and the citizens of our state by appropriating fund to solve the transportation issues we all are facing.

4) Please share the current state of traffic in your community.

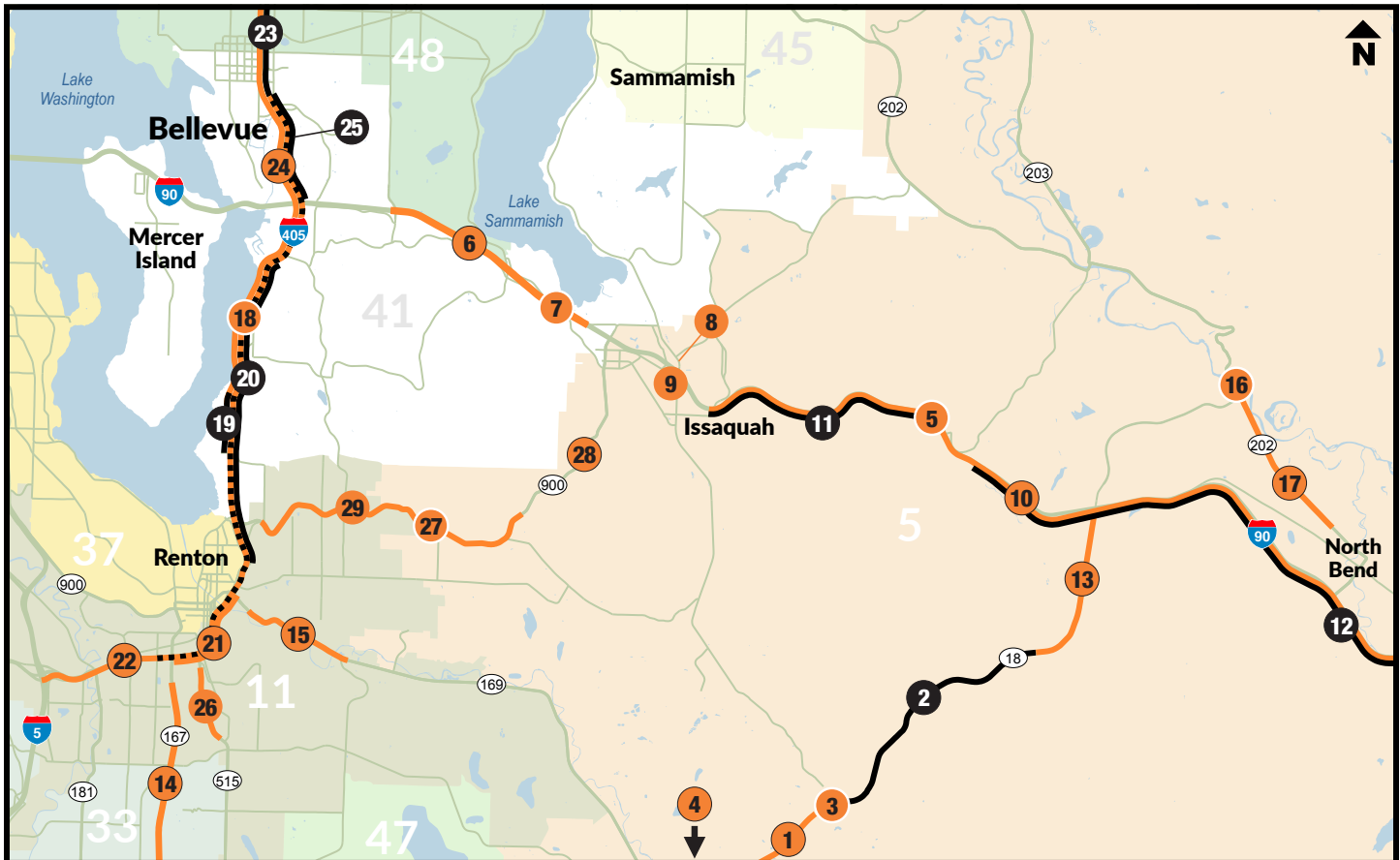
It is unbearably busy getting on I-90 during morning hours and getting back home in evening hours, starting very early and ending way after defined peak hours. It is also very congested for SR 18 on both directions most of the day impacting freight mobility for the Eastern Washington's lifeline exports to mostly Asian countries. SR 18 is a corridor heavily used by truck to haul goods from Eastern Washington to Port of Tacoma.

Regional Transportation Summit

November 22, 2016

WSDOT

Northwest Region: Regional Transportation Summit Project List



- | | |
|---|---|
| 1 SR 18 Cable Barrier Upgrade - Replace existing cable | 16 SR 202/Snoqualmie River Bridge - Painting |
| 2 SR 18/ Tiger Mountain Pass Vic - Glare Screen | 17 SR 202/Snoqualmie Falls Park to Boalch Ave NW Vic - Paving & ADA |
| 3 SR 18/Holder Creek Bridge - Deck Overlay | 18 I-405/NB SE 57th St Vic - Variable Message Sign Replacement |
| 4 SR 18/WB SR 169 Overcrossing Bridge - Scour Repair | 19 I-405/NE 30th St & NE 44th St - Ramp Improvements |
| 5 I-90/Preston Interchange Vic - Guardrail | 20 I-405/SB SR 900 to Coal Creek Pkwy SE - Paving Outside Lane |
| 6 I-90/Eastgate to SR 900 - Peak Use Shoulder Lanes | 21 I-405/SR 167 Direct Connector - Widening |
| 7 I-90/EB 194th Ave SE Vic - Variable Message Sign Replacement | 22 I-405/Renton to Bellevue - Corridor Widening |
| 8 I-90/N Fork Issaquah Creek - Fish Passage | 23 I-405/Renton to Bellevue - Corridor Widening Phase 3 |
| 9 I-90/Front Street IJR | 24 I-405/SB May Creek to 228th St SE - Seismic Retrofit |
| 10 I-90/EB E Sunset Way I/C to 436th Ave SE I/C Vic - Pavement Repair | 25 I-405/Wilburton Pedestrian Bridge |
| 11 I-90/ 5th Ave NE Vic to Soderman Creek Vic - Stormwater Retrofit | 26 SR 515/108th Ave SE to S Puget Dr Vic - Paving & ADA Compliance |
| 12 I-90/Raging River Bridge to Bandera Vic - Stormwater Retrofit | 27 SR 900/Green Creek - Remove Fish Barrier |
| 13 I-90/SR 18 I/C to Deep Creek - Widening & I/C Improvements | 28 SR 900/Tibbets Creek Vic - Stormwater Retrofit |
| 14 SR 167/SB 84th Ave S to I-405 - Paving | 29 SR 900/Harrington Ave NE to SE 109th St - Paving & ADA Compliance |
| 15 SR 169/140th Ave SE to Cedar River Park Vic - Paving & ADA Compliance | |

WSDOT – NWR: Regional Transportation Summit Project List

SR 18

SR 18 Cable Barrier Upgrade (Project #1)

This project will replace existing 3-strand cable rail systems with high-tension 4-strand cable rail on SR 18 from MP 9.00 to MP 20.22.

Total Cost: \$870K
Currently in design phase.
Advertisement Date: August 2017
Operational Completion: June 2018

SR 18/Tiger Mountain Pass Vic – Glare Screen (Project #2)

This project will install a Linear Delineation System in order to increase the visibility of the median barrier, and add glare screens to the barrier to reduce headlight glare.

Total Cost: \$425K
Currently under construction.
Operational Completion: November 2016

SR 18/Holder Creek Bridge - Deck Overlay (Project #3)

This project will rehabilitate the Holder Creek Bridge with a modified concrete overlay. The existing strip seal expansion joint system and headers will also be modified. The project will also provide HMA transition sections, full width, before and after the bridge.

Total Cost: \$1.0M
Design Phase Start: July 2017
Advertisement Date: March 2019
Operational Completion: October 2019

SR 18/WB SR 169 Overcrossing Bridge - Scour Repair (Project #4)

This project will provide scour protection for the westbound SR 18 bridge which over-crosses SR 169.

Total Cost: \$805K
Design Phase Start: October 2021
Advertisement Date: December 2022
Operational Completion: September 2023

I-90

I-90/Preston Interchange Vic - Guardrail (Project #5)

This project will install guardrail to help prevent median cross-over and run-off-the-road collisions.

Total Cost: \$340K
Currently under construction.
Operational Completion: November 2016

I-90/Eastgate to SR 900 - Peak Use Shoulder Lanes (Project #6)

This project will re-stripe westbound I-90 to create a 14 ft. peak use shoulder lane between the SR 900 interchange and Eastgate, and eastbound I-90 from Eastgate to West Lake Sammamish Parkway, and add an Active Traffic Management System to improve mobility and increase freeway capacity by allowing travelers to use the outside shoulders (right shoulders) during peak traffic hours.

Total Cost: \$73.2M (CWA)
Currently in design phase.
Advertisement Date: October 2017
Operational Completion: October 2019

I-90/EB 194th Ave SE Vic - Variable Message Sign Replacement (Project #7)

This project will replace the failing dot matrix Variable Message Sign with an LED walk-in VMS sign (VMS-929) eastbound I-90 at 194th Ave. SE vicinity. The project will also install a small cable vault, preterm fiber optic patch panel, and extend the existing fiber optic distribution cable.

Total Cost: \$500K
 Design Phase Start: January 2022
 Advertisement Date: January 2023
 Operational Completion: October 2023

I-90/N Fork Issaquah Creek - Fish Passage (Project #8)

This project will remove the existing fish passage barrier and replace it with a fish passable structure.

Total Cost: \$5.2M
 Currently in design phase.
 Advertisement Date: February 2017
 Operational Completion: October 2017

I-90/Front Street IJR (Project #9)

This project documents an Interchange Justification Report for this location.

Total Cost: \$2.3M (CWA)
 Design Phase Start: October 2017
 Design Phase Completion: June 2019

I-90/EB E Sunset Way I/C Vic to 436th Ave SE I/C Vic - Pavement Repair (Project #10)

This project will rehabilitate the existing PCCP at isolated locations on eastbound I-90 between the E. Sunset Way interchange vicinity and the 436th Ave SE interchange vicinity, and replace selected bridge approach slabs.

Total Cost: \$14.8M
 Currently in design phase.
 Advertisement Date: November 2017
 Operational Completion: March 2019

I-90/5th Ave NE Vic to Soderman Creek Vic - Stormwater Retrofit (Project #11)

This project will retrofit the stormwater system.

Total Cost: \$2.0M
 Design Phase Start: September 2021
 Advertisement Date: February 2023
 Operational Completion: July 2023

I-90/Raging River Bridge to Bandera Vic - Stormwater Retrofit (Project #12)

This section of I-90 has been identified in a statewide effort in 2012 as a high priority corridor for improving water quality.

Total Cost: \$4.1M
 Design Phase Start: November 2017
 Advertisement Date: November 2019
 Operational Completion: December 2020

I-90/SR 18 Interchange to Deep Creek - Widening & I/C Improvements (Project #13)

This project constructs improvements to the I-90/SR 18 interchange and widens WB SR 18 from I-90 to Deep Creek.

Total Cost: \$150.0M (CWA)
 Design Phase Start: July 2023
 Advertisement Date: December 2025
 Operational Completion: October 2028

SR 167 SR 167/SB 84th Ave S to I-405 – Paving (Project #14)

This project resurfaces the SR 167 SB mainline and the SR 167 SB to 84th Ave S ramp. The project will also rehabilitate the SB bridge decks of Bridges 167/131.25 and 167/137.25.

Total Cost: \$2.4M
 Currently under construction.
 Operational Completion: December 2018

SR 169 SR 169/140th Ave SE to Cedar River Park Vic - Paving & ADA Compliance (Project #15)

The project will resurface deteriorating asphalt pavement with a grind and inlay of HMA to rehabilitate the existing pavement. This project will also evaluate/replace about 15 pedestrian ramps at the two intersections of SR 169 and 140th Way SE and Monroe Ave SE.

Total Cost: \$3.0M
 Currently in design phase.
 Advertisement Date: January 2017
 Operational Completion: October 2017

SR 202 SR 202/Snoqualmie River Bridge – Painting (Project #16)

This project will remove rust, prepare steel surface, and paint Non-NHS Bridge 202/60. The project will also replace timber sidewalk on both sides of the bridge, and replace damaged guardrails and signs.

Total Cost: \$3.3M
 Design Phase Start: September 2019
 Advertisement Date: January 2021
 Operational Completion: October 2021

SR 202/Snoqualmie Falls Park to Boalch Ave NW Vic - Paving & ADA (Project #17)

This project will grind and overlay SR 202 from MP 25.76 to MP 29.29 with an estimated depth 0.15 ft. HMA. Non-NHS Bridges 202/61 and 202/63C are included. This project will also evaluate and improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits.

Total Cost: \$2.0M
 Design Phase Start: October 2017
 Advertisement Date: October 2018
 Operational Completion: November 2019

I-405 I-405/ Northbound SE 57th St Vicinity - Variable Message Sign Replacement (Project #18)

This project will replace VMS-658 with a LED walk-in VMS located at Northbound I-405 at SE 57th St. The project will also modify the existing foundation interfaces to the existing communication cable.

Total Cost: \$330K
 Currently under construction.
 Operational Completion: December 2016

I-405/NE 30th St & NE 44th St - Ramp Improvements (Project #19)

This project will improve the traffic flow on the northbound on-ramps to I-405 from NE 30th St and NE 44th St by adding ramp metering and associated improvements.

Total Cost: \$1.1M

Currently under construction.

Operational Completion: November 2016

I-405/SB SR 900 to Coal Creek Pkwy SE - Paving Outside Lane (Project #20)

This project will resurface the I-405 SB mainline and selected ramps, and rehabilitate the bridge decks of Bridges 405/23W and 405/25W.

Total Cost: \$1.5M

Currently in design phase.

Advertisement Date: November 2017

Operational Completion: October 2018

I-405/SR 167 Direct Connector – Widening (Project #21)

This project builds the first segment of the I-405/SR 167 interchange master plan by constructing a direct connector on the northbound and southbound lanes between the SR 167 HOT lanes and I-405 express toll lanes.

Total Cost: \$213.0M (CWA)

Currently under construction.

Operational Completion: December 2018

I-405/Renton to Bellevue - Corridor Widening (Project #22)

This project continues the widening of the I-405 corridor between Renton and Bellevue; including the implementation of Express Toll Lanes (ETL) and rebuilding impacted interchanges.

Total Cost: \$839.5M (CWA)

Currently in design phase.

Advertisement Date: September 2018

Operational Completion: June 2024

I-405/Renton to Bellevue - Corridor Widening Phase 3 (Project #23)

This project will construct improvements on the I-405 corridor between Renton and Bellevue.

Total Cost: \$235.0M (CWA)

Design Phase Start: July 2025

Advertisement Date: December 2026

Operational Completion: December 2028

I-405/SB May Creek to 228th St SE - Seismic Retrofit (Project #24)

This project will provide seismic retrofit to the following 9 bridges along I-405, in accordance with the seismic analysis: NHS Bridges - 405/25W, 405/45W, 405/46W, 405/47W, 405/48W, 405/52W, 405/56W, 405/59W, and 405/103W.

Total Cost: \$14.3M

Design Phase Start: February 2022

Advertisement Date: February 2024

Operational Completion: August 2025

I-405/Wilburton Pedestrian Bridge (Project #25)

This project will construct a new pedestrian crossing over I-405.

Total Available Funding: \$10.0M
 Advertisement Date: September 2018
 Operational Completion: June 2024

SR 515

SR 515/108th Ave SE to S Puget Dr Vicinity - Paving & ADA Compliance (Project #26)

This project will resurface SR 515 mainline in both directions. The project will also evaluate/replace pedestrian ramps for ADA compliance.

Total Cost: \$2.3M
 Design Phase Start: October 2018
 Advertisement Date: January 2020
 Operational Completion: October 2020

SR 900

SR 900/Green Creek - Remove Fish Barrier (Project #27)

This project will remove the existing fish passage barrier and replace it with a fish passable structure.

Total Cost: \$2.2M
 Currently in design phase.
 Advertisement Date: December 2016
 Operational Completion: October 2017

SR 900/Tibbets Creek Vic - Stormwater Retrofit (Project #28)

This section of SR 900 has been identified in a statewide effort in 2012 as a high priority corridor for improving water quality.

Total Cost: \$355K
 Design Phase Start: November 2018
 Advertisement Date: February 2020
 Operational Completion: September 2020

SR 900/Harrington Ave NE to SE 109th St – Paving & ADA Compliance (Project #29)

This project resurfaces deteriorating asphalt pavement (due to rutting, cracking, and normal wear) with an asphalt overlay. The project will also install centerline rumble strip, replace beam guardrail terminals, and raise beam guardrail as necessary along the length of the project. This project will also evaluate and improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits.

Total Cost: \$3.6M
 Design Phase Start: October 2017
 Advertisement Date: November 2018
 Operational Completion: October 2019

King County METRO



November 17, 2016

Regional Transportation Summit

King County Metro Transit Summary:

I-90 Corridor between Eastgate and North Bend

Existing Conditions (2016)

Fixed routes

Transit service along the I-90 corridor between Eastgate and North Bend, is generally served by peak commuter routes along the I-90 corridor, getting riders between the East side communities and downtown Seattle, and all day routes that typically run north-south, getting riders between Eastgate and Bellevue and Kirkland. The area is served by seventeen Metro routes and three Sound Transit routes. Of the Metro routes, a little more than half of the routes are all day or midday routes. The table below lists the fixed routes in the area.

Service Guideline needs

- 3,000 on crowding and reliability connecting Redmond, Bellevue, Eastgate, University of Washington, Seattle, Sommerset.
- 80,000 annual hours in corridor needs connecting Crossroads, Eastgate, Issaquah, Kirkland, Newcastle, North Bend, Overlake, Redmond, Renton, Sammamish, Snoqualmie, Sommerset.

2017-2018 budget

- 3,000 annual hours invested to meet all identified crowding and reliability issues in the area
- 25,200 annual hours invested to improve connections between Crossroads, Issaquah, Kirkland, Newcastle, Redmond, Renton, Sammamish.

Park-and-ride lots

The I-90 corridor between Eastgate and North Bend is served by five major park-and-ride lots:

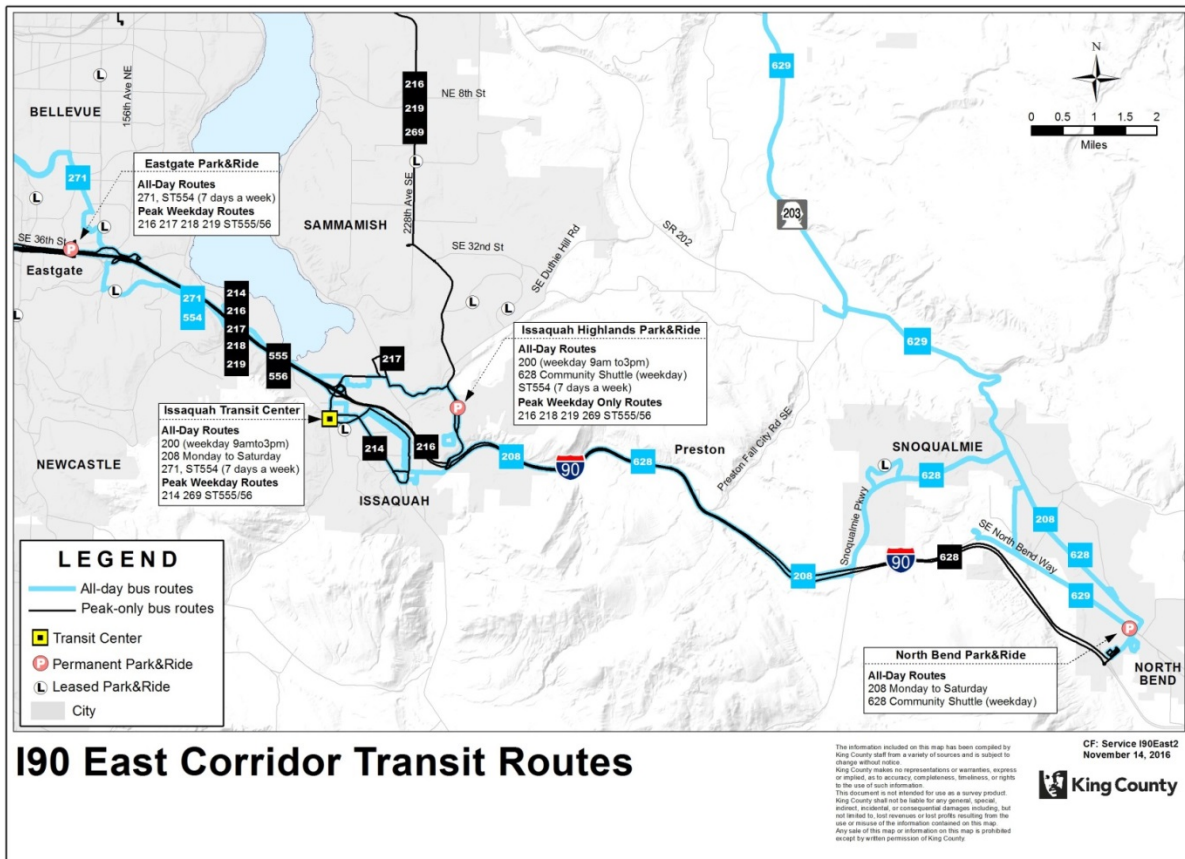
- **Eastgate (1614 spaces at 99 percent utilization)**
Routes 212, 216, 217, 221, 226, 240, 241, 245, 246, 271, 554, 555, 556
- **Bear Creek Park-and-Ride (283 spaces at 99 percent utilization)**
Routes 216, 269
- **South Sammamish Park-and-Ride (265 spaces at 50 percent utilization)**
Routes 216, 219, 269, 554
- **Issaquah-Highlands Park-and-Ride (1010 spaces at 93 percent utilization)**
Routes 200, 216, 218, 219, 269, 554, 555, 556, 628
- **Issaquah Transit Center (819 spaces at 99 percent utilization)**
Routes 200, 208, 214, 269, 271, 554, 555, 556

With the exception of the South Sammamish Park-and-Ride, all are extremely popular and are operating at or near capacity. It is often difficult for riders to find parking availability.

Metro Summary: I-90 Corridor

I-90 Routes between Eastgate and North Bend							
Route	To	From	WkDay	Sat	Sun	Peak Frequency	Average Daily Rides *
200	Swedish Medical Center	Downtown Issaquah	Mid-day	N/A	N/A	40	130
208	Issaquah Transit Center	North Bend	All Day	All Day	N/A	120	120
212	Eastgate P&R	Downtown Seattle	Peak	N/A	N/A	6 - 9	2740
214	Issaquah Transit Center	Downtown Seattle	Peak	N/A	N/A	10	1140
216	Bear Creek P&R	Downtown Seattle	Peak	N/A	N/A	30	910
217	North Issaquah	Downtown Seattle	Peak	N/A	N/A	15	230
218	Issaquah Highlands P&R	Downtown Seattle	Peak	N/A	N/A	10	1170
219	Redmond	Downtown Seattle	Peak	N/A	N/A	10	900
221	Eastgate P&R	Redmond Transit Center	All Day	All Day	All Day	30	1320
226	Eastgate P&R	Bellevue Transit Center	All Day	All Day	All Day	30	1440
240	Renton	Bellevue Transit Center	All Day	All Day	All Day	30	2170
241	Eastgate P&R	Bellevue Transit Center	All Day	All Day	All Day	30	720
245	Eastgate P&R	Kirkland Transit Center	All Day	All Day	All Day	15	3320
246	Eastgate P&R	Yarrow Point	All Day	N/A	N/A	60	280
269	Issaquah Transit Center	Overlake P&R	Peak	N/A	N/A	20	610
271	Issaquah Transit Center	University District	All Day	All Day	All Day	10	5250
628	Issaquah Highlands P&R	North Bend	Peak, Evening	N/A	N/A	30	N/A
Sound Transit Routes							
554	Issaquah Highlands P&R	Downtown Seattle	All Day	All Day	All Day	30	4230
555	Issaquah Highlands P&R	Northgate	Peak	N/A	N/A	30	760
556	Issaquah Highlands P&R	Northgate	Peak	N/A	N/A	30	790
* - June 2016 data							

Metro Summary: I-90 Corridor



METRO CONNECTS (2025 and 2040)

Fixed routes

METRO CONNECTS envisions a significant expansion of service and capital investments in both the mid-term (2025) and long term (2040) planning year horizons. METRO CONNECTS calls for another 860,000 annual hours of service by 2025 and 2.5 million additional annual hours by 2040.

The 2025 and 2040 service networks move the county toward a network of frequent and express services that connect with light rail to provide quick and reliable travel. These networks will be supplemented with additional local connections that leverage the innovations of our alternative service program to connect people to regional network and make first- and last-mile connections.

- 2025
 - o All-Day Express connections to: Bellevue, North Bend, Redmond, Renton (via SR 900), Sammamish, Snoqualmie, University of Washington (via SR 520)
 - o Direct connections to East Link light rail and Eastgate hub
 - o RapidRide connections from Eastgate connecting Bellevue, Crossroads, Kirkland, Newcastle, Overlake, Redmond, Renton
 - o Local connections along I-90 corridor
- 2040 – In addition to all 2025 services
 - o Light Rail between Bellevue, Eastgate, Issaquah, South Kirkland
 - o Frequent connections between Issaquah Highlands and Eastgate along arterials
 - o All-Day Express connections to Maple Valley (via Issaquah Hobart Rd), Overlake, Covington (via SR 18), Auburn (via SR 18), Fall City (via SR 202), Redmond (via SR 202)
 - o Many more local connections in Fall City, Issaquah (Talus), Sammamish (Klahanie, Pine Lake, etc.)

Capital

In addition to an expanded service network METRO CONNECTS calls for \$5.4 billion in additional capital expenditures by 2025 and \$11 billion by 2040. These investments will help transit run faster and more reliably, and will build parking and non-motorized connections along with improved transit hubs where riders will be able to move easily from one service to another. They will also fund the necessary expansion of the transit fleet, bus bases, technology upgrades, etc.

- Corridor improvements to keep transit running quickly and reliably along key transit corridors with frequent or express services.
- Park-and-ride expansion combined with Sound Transit, almost 2,000 stalls in the I-90 corridor, including potential parking expansion at the SR 18 and I-90 interchange as service and demand warrant.
- Additional investments in bicycle and pedestrian access that, for example, supports the Bellevue College Connector with improved pedestrian access to the I-90 direct access ramps and Eastgate Park-and-Ride.

Innovation

METRO CONNECTS will require Metro to not simply do more of the same. It calls on Metro to innovate in how we communicate with our customers and how we deliver service.

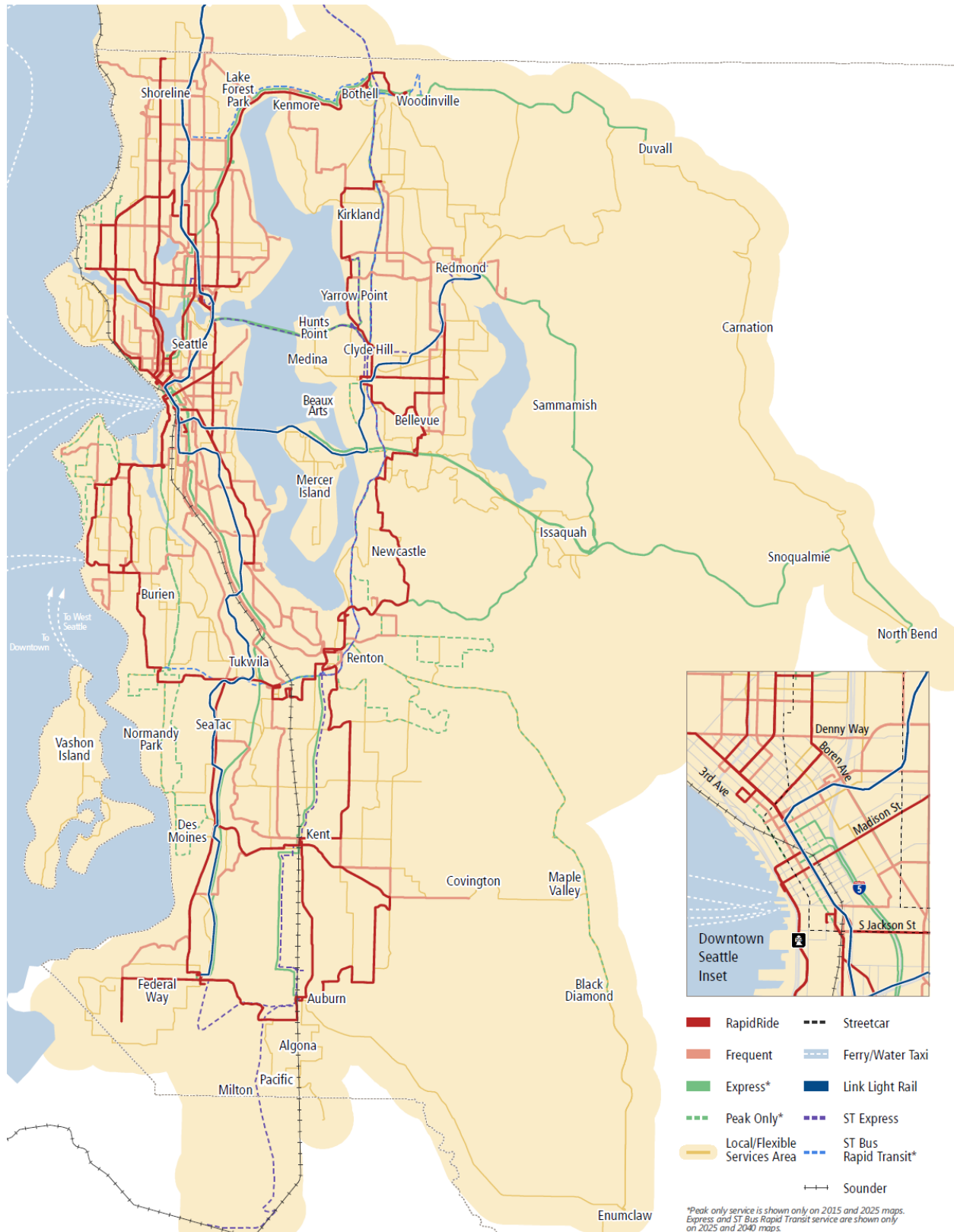
- Pilot first- and last-mile solutions with TNCs such as Lyft and Uber to connect more people to transit service at existing park-and-ride and transit center locations.
- Improve availability of passenger information to make it easier to take transit

Funding

METRO CONNECTS is a visionary document which exceeds forecasted revenues. Existing revenue forecasts through 2040 could fund only approximately 30 percent of the additional capital costs and only 50 percent of the additional service hours.

Metro Summary: I-90 Corridor

METRO CONNECTS 2025



METRO CONNECTS 2040



Select Transit performance**Table 1. Projected Changes in Transit Mode Share for Trips Originating in Regional Growth Centers and Manufacturing/Industrial Centers: 2015 and METRO CONNECTS 2040 Service Networks**

RGC	2015 peak transit trips	2015 daily transit trips	METRO CONNECTS 2040 peak transit trips	METRO CONNECTS 2040 daily transit trips
Auburn	14%	5%	37%	11%
Bellevue	25%	12%	33%	16%
Kirkland Totem Lake	11%	6%	15%	10%
Redmond Downtown	17%	7%	18%	10%
Redmond-Overlake	16%	7%	21%	10%
Renton	13%	6%	18%	9%
Issaquah	10%	9%	19%	12%

Table 2. 2015 Peak Period Current Travel Time Averages between Regional Growth Centers and Manufacturing/Industrial Centers

	Seattle Northgate	Seattle University Community	Seattle South Lake Union	Seattle Uptown	Seattle First Hill/Capitol Hill	Seattle Downtown	Tukwila	Federal Way	Kirkland Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay	Duwamish	North Tukwila	Kent MIC
Kirkland Totem Lake	82	68	75	83	78	69	100+	100+	84	100+	100+	39	88	60	62	68	77	97	97	100+	100+	
Bellevue	60	40	59	57	54	52	69	100+	59	56	75	100+	67	47	46	37	66	69	84	96	85	
Kent	89	83	80	79	86	64	54	69	89	42	72	41	67	76	89	40	100+	93	86	88	34	
Redmond-Overlake	69	50	53	69	63	54	94	100+	58	83	100+	100+	47	81	36	67	87	78	92	100+	92	
Redmond Downtown	81	58	70	78	70	64	94	100+	56	83	100+	100+	50	81	36	88	85	85	95	100+	92	
Renton	78	66	70	66	74	56	41	79	72	36	48	54	37	37	62	80	82	83	69	71	49	
Issaquah	75	70	70	60	60	74	100+	100+	77	100+	100+	100+	72	100+	79	80	85	97	100+	100+	100+	

*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 centroids within each RGC. While the minimum time between each point may be less, the average takes into account the frequency of service.

Table 2. 2040 METRO CONNECTS Peak Period Current Travel Time Averages between Regional Growth Centers and Manufacturing/Industrial Centers

	Seattle Northgate	Seattle University Community	Seattle South Lake Union	Seattle Uptown	Seattle First Hill/Capitol Hill	Seattle Downtown	Tukwila	Federal Way	Kirkland Totem Lake	SeaTac	Burien	Auburn	Bellevue	Kent	Redmond-Overlake	Redmond Downtown	Renton	Issaquah	Ballard-Interbay	Duwamish	North Tukwila	Kent MIC
Kirkland Totem Lake	61	45	59	63	61	60	76	100+	72	100+	100+	39	84	57	59	59	70	76	76	100+	100+	
Bellevue	44	29	31	34	38	33	58	79	39	54	69	80	63	32	35	38	56	53	59	75	76	
Kent	82	68	62	62	69	58	54	48	87	40	68	38	61	77	81	38	76	85	75	67	30	
Redmond-Overlake	54	40	42	46	52	46	75	100+	55	69	90	90	29	73	15	51	53	62	70	83	86	
Redmond Downtown	56	42	44	49	55	48	77	100+	42	71	85	85	31	75	15	52	56	60	68	83	86	
Renton	67	57	55	52	53	46	38	62	59	35	49	49	35	37	49	48	55	65	67	60	48	
Issaquah	64	61	51	52	50	51	91	100+	68	100+	100+	100+	56	77	66	63	56	79	100+	100+	100+	

*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 centroids within each RGC. While the minimum time between each point may be less, the average takes into account the frequency of service.

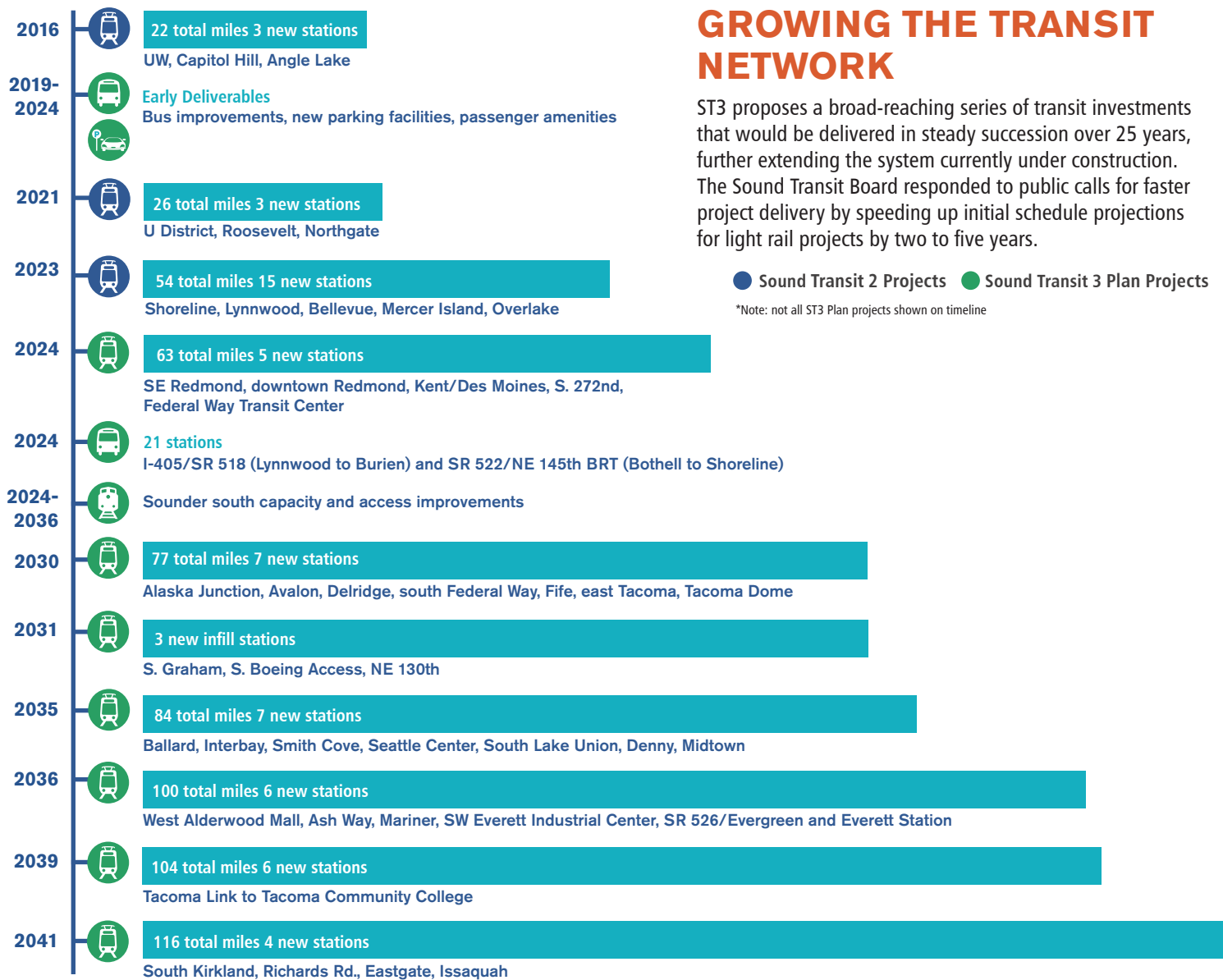
For more information, contact:

Stephen Hunt, King County Metro Strategy and Performance

stephen.hunt@kingcounty.gov 206-477-5828

Sound Transit

PROJECT DELIVERY TIMELINES



SOUND TRANSIT 3

August 2016

A PLAN TO KEEP OUR REGION MOVING

As the region's population grows, Sound Transit 3 would provide fast, predictable alternatives to traffic congestion, with new light rail, Bus Rapid Transit and commuter rail stations opening every few years.



Builds 62 more miles of light rail, connecting major urban centers from **Everett to Tacoma** and from **Ballard and West Seattle to Redmond**, south **Kirkland and Issaquah** with trains running every six minutes in peak hours. Extends **Tacoma Link to Tacoma Community College**.



Establishes bus rapid transit (BRT) service on I-405/ SR 518 all the way from Lynnwood to Burien and on SR 522 and NE 145th Street from Woodinville to Shoreline, with buses every 10 minutes in peak hours.



Extends the **Souder south line** from Lakewood to DuPont to serve Joint Base Lewis/McChord and **builds additional parking and access improvements at Souder stations**.



Improves access to transit service by building **new parking spaces, and more miles of bicycle and pedestrian trails**.



Helps protect the environment. With the completion of ST3, by 2040 the entire Sound Transit system will save an estimated 793,000 metric tons of greenhouse gas emissions annually.

1,000 NEW NEIGHBORS EVERY WEEK



Source: Puget Sound Regional Council

Last year, our region added 52,000 people¹ and an estimated 41,000 cars². In the next 25 years our populations is estimated to grow by more than 800,000¹.

With this growth, more people are competing for limited road space, dramatically increasing travel time – and travel headaches. Hours of delay on the Central Puget Sound region's freeways increased by 95 percent between 2010 and 2015³.

Source: ¹Puget Sound Regional Council

²U.S. Census Data

³2015 WSDOT Corridor Capacity Report

To request accommodations for persons with disabilities or for information in alternative formats, call 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org.

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

Para obtener información acerca de la posible futura extensión del sistema de Sound Transit, llame al 1-800-823-9230 durante horas normales de oficina.

향후의 잠재적 Sound Transit 시스템 확장에 대한 정보는 업무 시간 중에 1-800-823-9230으로 문의해 주십시오.

Если вы хотите получить информацию о потенциальном расширении системы Sound Transit в будущем, позвоните по телефону 1-800-823-9230 в обычные рабочие часы.

Để biết thêm tin tức về khả năng mở rộng hệ thống Sound Transit trong tương lai, xin gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

要瞭解 Sound Transit 系統將來可能會擴展的資訊，請在正常的辦公時間致電 1-800-823-9230。

Sound Transit 3 will knit the region together with greater mobility in the face of tremendous population and job growth, preparing the region for continued economic growth and a sustainable future.

PROPOSED PROJECTS

Light Rail

- From Overlake to downtown Redmond: 2024
- From Kent/Des Moines to Federal Way: 2024
- From Federal Way to Tacoma: 2030
- From West Seattle to downtown Seattle: 2030
- From Lynnwood to Everett: 2036
- From south Kirkland to Issaquah: 2041
- Tacoma Link extension to Tacoma Community College: 2039
- Infill stations at S. Graham Street, S. Boeing Access Road and NE 130th Street: 2031

Bus Rapid Transit (BRT)

- I-405 and SR 518 from Lynnwood to Burien: 2024
- SR 522 and NE 145th Street: 2024

Commuter Rail

- Extends Sounder south service from Lakewood to DuPont: 2036
- Sounder south capacity and access improvements: 2024-2036
- Additional parking at Mukilteo and Edmonds stations: 2024

Bus Reliability Early Deliverables Program: 2019-2024

- Proposed operations of existing bus routes on the shoulders of I-5, I-405, I-90, SR 518 and SR 167
- Capped capital investments for improved bus speed and reliability while longer-term projects are planned and constructed on RapidRide bus service along King County Metro’s C and D lines and Madison Street, as well as bus improvements to Tacoma’s Pacific Avenue, and between east Pierce County and the Sumner Sounder Station

Planning Studies

- High-Capacity Transit (HCT) Environmental Study: Bothell to Bellevue
- HCT Study: Everett to Everett College
- HCT Study: Northern Lake Washington
- HCT Study: Light Rail extending from West Seattle to Burien and Renton
- HCT Study: Commuter Rail to Orting
- HCT Study: Tacoma Dome to Tacoma Mall

The ST3 Draft Plan proposes \$54 billion in mass transit projects over the next 25 years.

To pay for ST3, the plan would increase:

- sales tax by 0.5 percent, or 50 cents on a \$100 purchase
- license tabs (MVET) by 0.8%, or \$80 annually on a \$10,000 vehicle, and
- property tax by 25 cents for each \$1,000 of assessed valuation, or \$100 annually for a \$400,000 house.

The typical adult in the Sound Transit District would pay approximately \$169 per year, or \$14 per month in new taxes. Other funding sources include federal grants, bonds, existing Sound Transit taxes and fares.



SOUND TRANSIT 3 PLAN PROJECTS BY AREA

North



Link Light Rail

- Extends the Lynnwood Link extension that is on track for 2023 completion northward from Lynnwood to downtown Everett via SW Everett Industrial Center and I-5 with six (plus one provisional) new stations. Riders could travel from Everett to downtown Seattle (Westlake Station) in 60 minutes. Project completion: 2036
- New light rail stations would serve the areas of West Alderwood Mall, Ash Way, Mariner, SR 526/Evergreen, SR 99 (provisional), SW Everett Industrial Center and the area of the existing Everett Station, with parking investments at Mariner and Everett Stations.
- Funds a study of a potential future extension of light rail from downtown Everett to Everett Community College.



Sounder North Commuter Rail

- Constructs new parking and other access improvements in Edmonds and Mukilteo as early deliverables.

East



Link Light Rail

- Extends the East Link light rail line that is on track for 2023 completion, from Redmond's Overlake area to a new station with parking serving Southeast Redmond, continuing to downtown Redmond. Riders could travel from downtown Redmond to downtown Bellevue in 17 minutes. Project completion: 2024
- Establishes a new Eastside light rail line from South Kirkland to Issaquah with a connection via east Link to Seattle or Redmond and I-405 BRT to Lynnwood or Burien. Four new Eastside light rail stations would serve the areas of south Kirkland, Richards Road, Eastgate near Bellevue College, Lakemont (provisional station) and Central Issaquah, with a parking facility in Central Issaquah. Riders could travel from Central Issaquah to downtown Bellevue in 17 minutes. Project completion: 2041

- Funds a study between Bothell and Bellevue to complete environmental review for a potential future high-capacity transit line.



Bus Rapid Transit (BRT)

- Establishes BRT service from Lynnwood to Tukwila on I-405, continuing to the Burien Transit Center on SR 518 in new bus-only lanes. Project completion: 2024
- Additional parking is planned at Kingsgate/Totem Lake, NE 44th Street in Renton, and South Renton.
- New stations include NE 85th Street in Kirkland, NE 44th Street in Renton, and a new transit center in South Renton. BRT service will connect with existing freeway stops and transit centers in Lynnwood, Canyon Park, UW Bothell, Brickyard, Kingsgate/Totem Lake, Downtown Bellevue, Tukwila International Boulevard Station and Burien.
- Access by Kirkland residents to the system would be facilitated by the new NE 85th Street BRT freeway station along I-405. New bus-only lanes on NE 85th Street between I-405 and 6th would improve bus speed on NE 85th Street to the Kirkland Transit Center.
- BRT service on SR 522 and NE 145th Street would connect riders with the future Link light rail station on I-5 as well as planned I-405 BRT service, substantially improving transit options for residents of the Lake Forest Park, Kenmore, Bothell and Woodinville areas. Additional parking would be constructed at Lake Forest Park, Kenmore and Bothell.

Central



Link Light Rail

- Extends grade-separated light rail service from downtown Seattle to West Seattle with new stations serving the stadiums, SODO, Delridge, Avalon and Alaska Junction areas. Riders could travel from downtown Seattle (Westlake Station) to the West Seattle Junction in 17 minutes. Project completion: 2030
- Extends light rail to Ballard connecting with a new tunnel through downtown

Seattle, with stations in the areas of Denny, South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard. Riders could travel from downtown Seattle (Westlake Station) to Ballard in 12 minutes. Project completion: 2035

- Builds a second light rail tunnel with four new and expanded stations between the International District and Denny area to support regional light rail routes through downtown Seattle. Project completion: 2035
- Adds new stations to the existing Link line at S. Graham Street, S. Boeing Access Road and NE 130th Street. Project completion: 2031
- Funds studies of potential future high-capacity transit investments to link West Seattle with Burien and Renton. An additional study of high capacity transit across northern Lake Washington would include connections along SR 520, SR 522, Ballard to Kirkland via University of Washington, Sand Point to Kirkland, and on to Redmond and/or Bellevue.



Bus Service Capital Improvements

- Makes capped capital investments for improved bus speed and reliability while longer-term projects are planned and constructed on RapidRide bus service along King County Metro's C and D lines and Madison Street.

South Corridor



Link Light Rail

- Extends light rail from Kent/Des Moines to Federal Way with two stations in Federal Way including parking structures at South 272nd and access to the existing Federal Way Transit Center. Project completion: 2024
- Light rail then continues farther south through Pierce County connecting with the major transit hub at the Tacoma Dome, including new stations in South Federal Way and East Tacoma and a new station with parking in Fife. Project completion: 2030
- Riders will be able to travel between the Tacoma Dome and the Federal Way Transit

Center in 19 minutes, and from the Federal Way Transit Center to downtown Seattle (Westlake Station) in 49 minutes.

- Extends Tacoma Link west to Tacoma Community College with six new stations along a route between the college and the voter-approved ST2 expansion to the Stadium and Hilltop districts on track to start construction in 2018.
- Funds a study of a potential future extension of light rail from Tacoma Dome Station to the Tacoma Mall area.

Souder South Commuter Rail

- Analysis and partner coordination prior to the adoption of a final ST3 measure will determine the most effective south corridor capital investments to serve more riders, including potential lengthening platforms for longer trains, and/or potential investments in tandem with BNSF to enable running more trains on an extended schedule.
- Extends Souder South service from Lakewood to a new station with parking at DuPont, with a station and parking facility at Tillicum, to help serve Joint Base Lewis/McChord.

- Increases parking and/or establishes other access improvements in the south corridor at Tukwila, Kent, Auburn, Sumner, Puyallup, Tacoma, South Tacoma, and Lakewood stations.
- Funds a study to explore future Souder South connections to Orting.

Bus Service Capital Improvements

- Provides a capital contribution to improve bus speed, reliability and convenience along Pacific Avenue in Tacoma.
- Provides capital improvements to facilitate the efficient flow of new and expanded bus connections between cities in East Pierce County and the Sumner Souder Station.

Region-wide

ST Express

- Sound Transit's regional bus system, which led the nation in number of Commuter Bus boardings for 2015 will build ridership in key long distance corridors. ST3 would fund approximately 600,000 annual hours to continue providing interim express bus service in future HCT corridors.

Other Draft Plan Elements

Multi-Modal Access

The ST3 Draft Plan enhances Sound Transit's customer access to stations. It includes funding at each station for improved access to the system, tailored to the geography, land use and population and employment density surrounding each rail station. Sound Transit is committed to providing multi-modal access to the regional transit system: non-motorized (bike and walking), transit connections with local partner services, pick-up & drop-off, and parking where appropriate. The plan includes a funding program for these improvements.

Transit-Oriented Development and Affordable Housing

Transit does more than move people from place to place. Well-coordinated transit and zoning supports transit-oriented development (TOD), resulting in residential and commercial neighborhoods that are compact, efficient, diverse and walkable. The ST3 Draft Plan targets resources toward coordinated planning with cities and counties to promote development of affordable housing near stations.

Operations and Maintenance Facilities for Bus and Rail

The new bus and rail lines provided under ST3 will include new maintenance facilities located strategically around the region to ensure efficient system operations. During environmental review prior to final project decisions, Sound Transit will work with cities and counties to determine the most appropriate locations for these essential facilities.

Innovation Fund

The ST3 Draft Plan includes funds to develop new transit technologies to:

- improve rider information and fare payment;
- study impact of connected vehicle and driverless vehicle technologies;
- build partnerships with public and private mobility service providers such as bikeshare, carshare, rideshare, and shuttle services;
- increase data analysis and research to identify and solve barriers to transit use;
- develop transportation demand management strategies to increase system ridership.

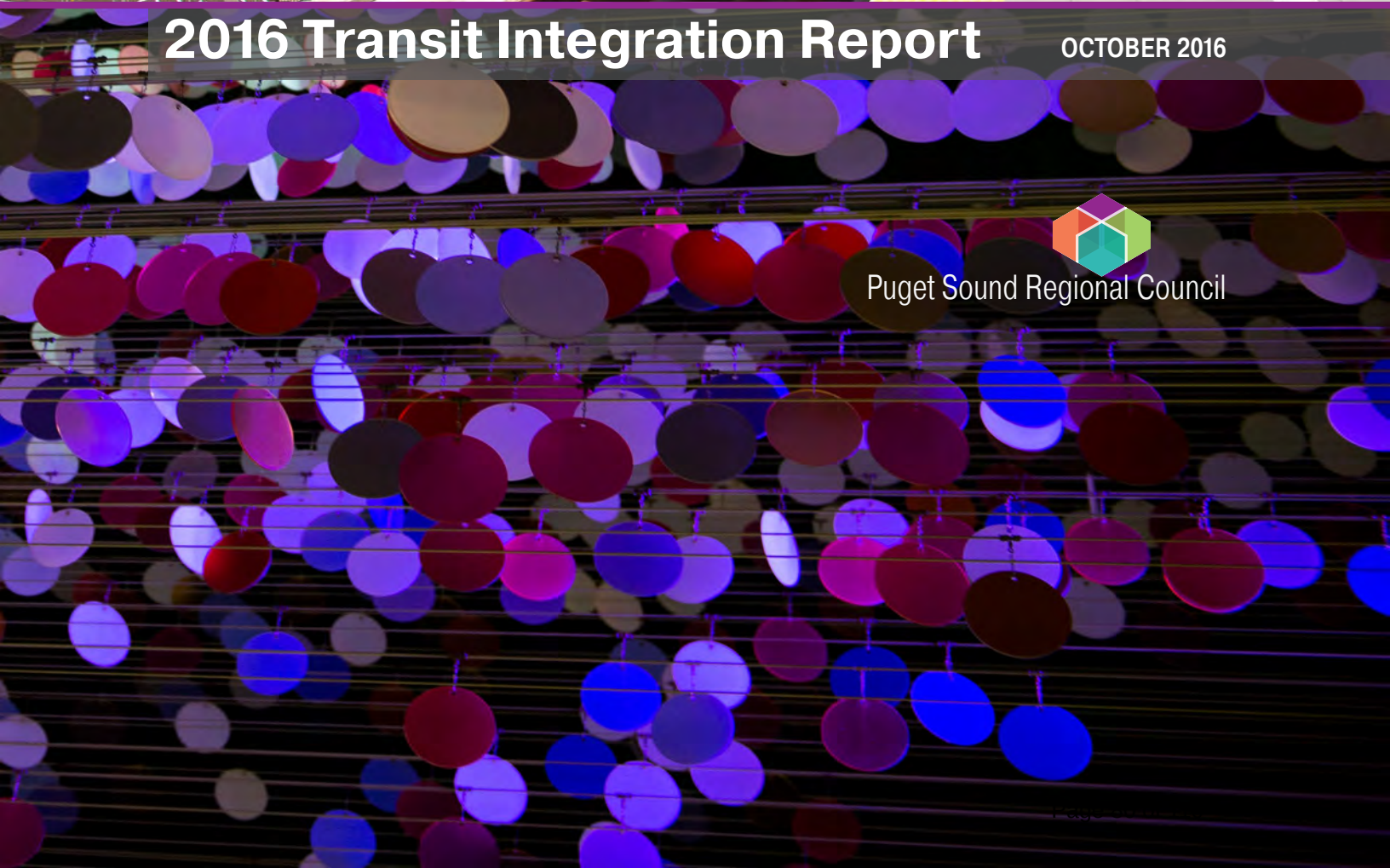


2016 Transit Integration Report

OCTOBER 2016



Puget Sound Regional Council



	 EVERETT TRANSIT	 <i>We'll Get You There</i>
		
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 <i>RIDE THE WAVE</i>		

2016 TRANSIT INTEGRATION REPORT / OCTOBER 2016

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Introduction

The 2016 Transit Integration Report is the third annual report from the Puget Sound Regional Council documenting transit coordination activities underway and anticipated in the central Puget Sound region. This year's report highlights recent examples of coordination, and also identifies integration opportunities in the coming year.

2016 was a high-profile year for public transportation in the central Puget Sound and one in which agency collaboration was front and center:

- The opening of U Link in March 2016 was a real-world demonstration of bus-rail integration between Sound Transit, King County Metro, the City of Seattle, the University of Washington and many others. Ridership on Link light rail and King County Metro is thus far exceeding expectations and this year's bus-rail integration effort will provide a blueprint as light rail expansion continues over the next several years.
- The development of the Sound Transit 3 System Plan may have generated the most attention, but it was only one of the long range plans under development by every public transit agency around the region this year. Agencies have worked and are working collaboratively with their partner transit agencies, local jurisdictions, and the public on these plans to ensure an even more seamless and integrated regional transit system in the future.
- The steady expansion of high capacity transit throughout the region, including construction getting underway in Sound Transit's East, Federal Way, and Lynnwood Link corridors in 2016 and 2017; the ongoing design and development work for Community Transit's SWIFT II bus rapid transit line connecting Canyon Park in Bothell with Paine Field in Everett; continued RapidRide expansion in King County through the recently passed Transportation Levy to Move Seattle; and initial planning for a potential Pierce Transit bus rapid transit corridor on Pacific Avenue/SR 7 from Tacoma to Spanaway.

The 2016 Transit Integration Report covers many of these topics and more. This year's report also uses categories identified in recently enacted legislation relating to improving transit agency coordination in the central Puget Sound. These categories function as chapters in the 2016 Transit Integration Report and provide an improved framework for documenting transit integration highlights and opportunities.

The next several years will see the region building out a high capacity transit network served robustly by local transit. Transit integration in this context is a foundation for continuous improvement — a lot of coordination and integration already happens, but there will always be opportunities to improve. Transit integration must also be seen in a broader context, not only among and between public transportation operators, but also including local jurisdictions, the Washington State Department of Transportation, and other key public and private stakeholders to truly deliver the vision of an integrated regional transit system.

Integrating marketing efforts

Going to Boeing Commuter Map

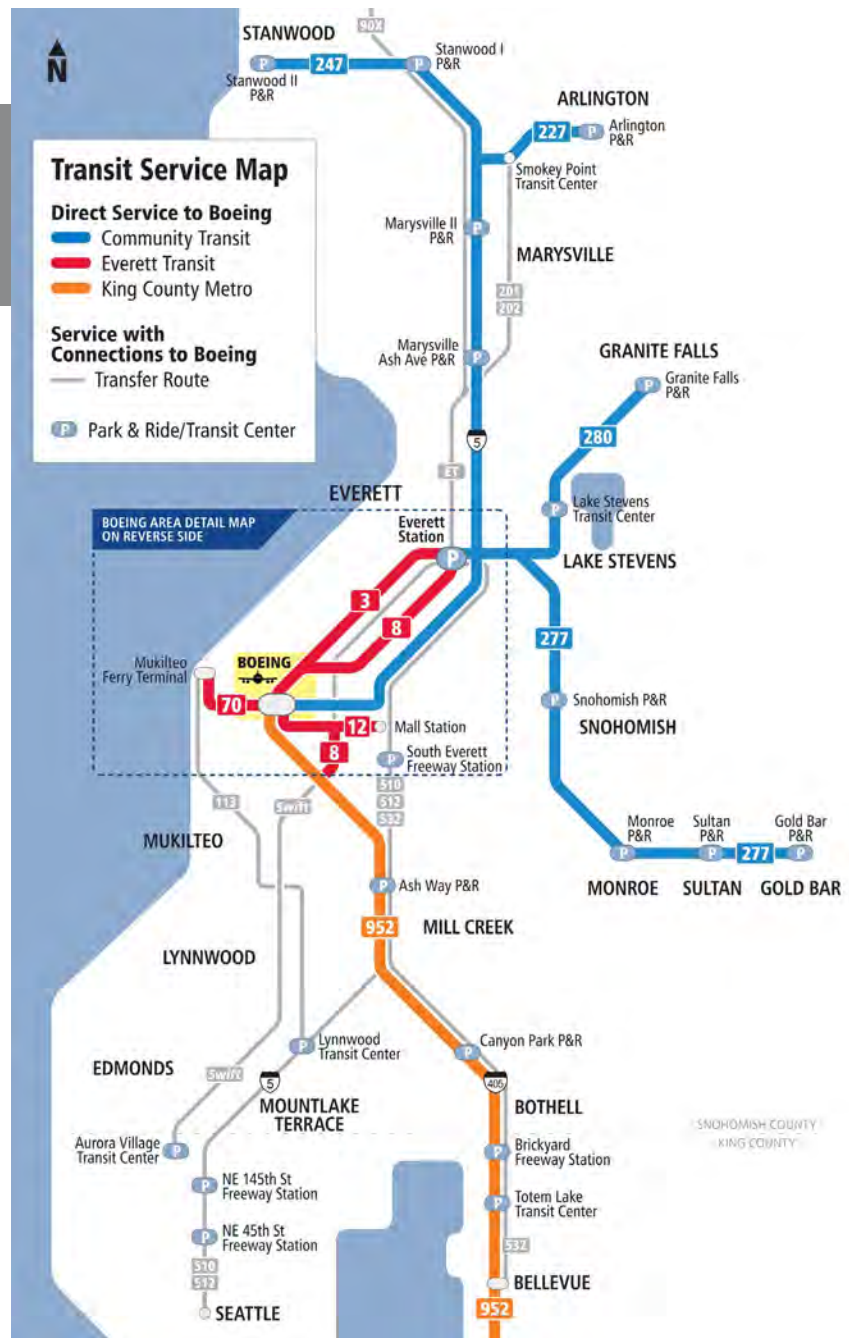
A desire to get more Boeing commuters traveling to and from work using transit and modes other than driving alone brought together Boeing staff and marketing professionals and planning staff from Everett Transit and Community Transit. Together, they produced a single map brochure showing Boeing employees how they could travel to Boeing facilities via transit from various starting points.

The [Going to Boeing commuter map](#) brochure visualizes the transit connections serving Boeing/Paine Field in three distinct scales:

- The regional scale (shown at right) shows the major routes serving Boeing/Paine Field from Stanwood and Arlington in the north, Lake Stevens and Monroe in the east, and Seattle and Bellevue in the south.
- The local scale shows the myriad routes operating in the vicinity of Boeing/Paine Field between Everett and Mukilteo.
- The campus scale shows the Boeing shuttle network that operates seven separate routes within the Boeing/Paine Field campus with key transfer points both within and outside of the shuttle network.

The map also includes route schedules and relevant contact information for the variety of services offered at Boeing or by Community Transit, Everett Transit, and King County Metro. This coordinated effort yielded one map produced by Community Transit's graphic design team with input from all project partners.

Feedback from staff and management at Boeing has thus far been very positive, with efforts underway to produce similar map brochures at Boeing campuses throughout the United States.



Promoting ORCA

The ORCA card was launched in 2009 and is currently accepted on all public transportation systems in the central Puget Sound. The number of active cards has grown in every period that data is reported, with more than 480,000 cards in use as of June 2016. The total regional market share of ORCA was approximately 66% as of June 2016, with agency-specific usage rates as noted in the adjacent chart.

ORCA's value to riders is that it works on all transit agencies in the region. It also means that a rider doesn't have to carry exact change or worry about transferring between transit modes or providers. For transit agencies, ORCA automatically apportions fare revenue based on actual usage rather than through customer surveys that were more time-consuming and much less accurate. ORCA has also proven to be a favorite of transit riders, consistently being rated as the highest customer satisfaction attribute in surveys.

This success has happened with very little large-scale marketing of the benefits of ORCA. When ORCA was launched, all transit agencies were beginning to feel the dramatic effects of the recession, which limited large-scale marketing in favor of ensuring the system performed as designed. Targeted promotions by participating agencies have continued since ORCA's launch, often in conjunction with other trip reduction programs. As the numbers above demonstrate, ORCA market share is greater than 50% at every agency, with the exception of Washington State Ferries, and in excess of 80% on several services.

The Regional Transit ORCA Marketing and TDM project is a partnership between the transit agencies in the central Puget Sound region and the Seattle Department of Transportation. It seeks to create and implement a regional marketing campaign to raise awareness of the value of ORCA, and to provide incentives through existing transportation demand management (TDM) programs to get ORCA cards into more peoples' hands. This project received funding through the inaugural round of Washington State's Transit Coordination Grant program.

The goal of the marketing aspect of the project is to increase ORCA use system-wide by converting cash-paying customers to ORCA users. It will consist of television, online, and social media advertising designed to help people understand all the features and benefits of ORCA. The large-scale marketing campaign will be paired with existing TDM programs throughout the region that encourage people to use modes other than driving alone. These efforts will leverage existing and create new programs designed to get ORCA into the hands of people that are stilling pay cash, and will be based on overcoming the specific barriers keeping them from using ORCA for fare payment.

Participating agencies will be able to track ORCA usage data to help inform future decisions on how to attract more ORCA users. The project's ability to increase ORCA use will help speed boardings and therefore help maintain schedule reliability and reduce travel time for riders. It will also expose new ORCA users to the value and benefits that having and using an ORCA card brings.



<i>Community Transit</i>	84%
<i>Everett Transit</i>	58%
<i>King County Metro</i>	64%
<i>King County Water Taxi</i>	69%
<i>Kitsap Transit</i>	74%
<i>Pierce Transit</i>	51%
<i>Sound Transit Express Bus</i>	81%
<i>Sounder</i>	94%
<i>Link Light Rail</i>	66%
<i>Washington State Ferries</i>	18%

Aligning fare structures

Next Generation ORCA

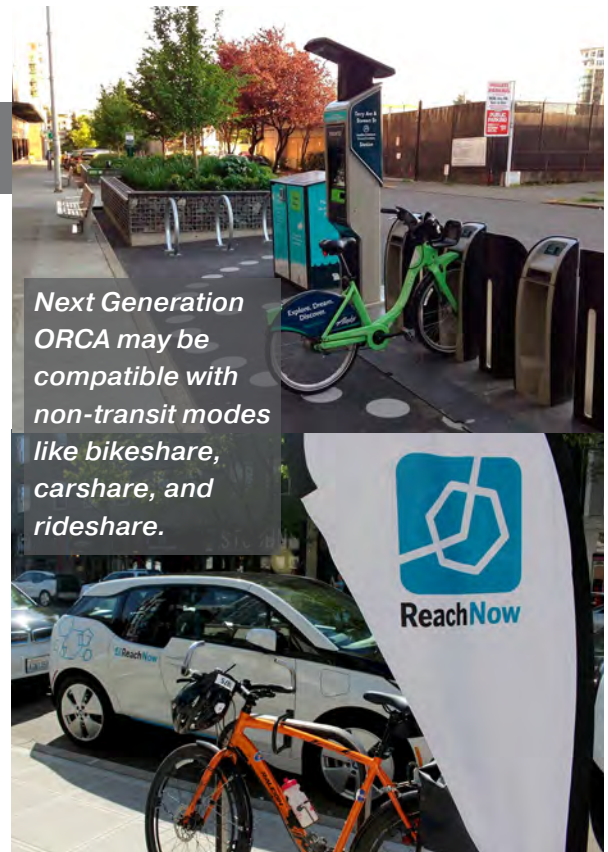
The development and launch of the ORCA card has been one of the region's foremost transit integration success stories. For transit agencies, ORCA has reduced the costs associated with fare collection, maintenance, and revenue allocation. ORCA also helps speed customer boarding, which improves transit speed and reliability, particularly on routes with a high share of ORCA users.

Though ORCA continues to produce value for transit riders and agencies, the system is beginning to show its age. ORCA was a best practice solution for the fare payment industry when it was being developed in the mid-2000s, but the industry has advanced over the last decade and parts of the ORCA system are struggling to keep up. Specifically, ORCA equipment has become obsolete and is difficult and costly to replace; with planned system expansions, this will become a bigger challenge. Furthermore, ORCA is a proprietary system and can only be operated and upgraded by one vendor, which further exacerbates some of these challenges, as additions and upgrades cannot be competitively bid. The current system is quickly reaching capacity for how it was designed.

As a result, the seven agencies that comprise the ORCA system are collaboratively engaged in designing and developing Next Generation ORCA, which will take advantage of the new ways people pay for transportation, which may include methods like Apple Pay and Google Wallet. There are two major changes that will redefine how ORCA works. First, it will be account-based rather than card-based, meaning that potentially many other types of media can effectively function as the ORCA card does now. Second, it will be an open system rather than a proprietary one, which will promote a more competitive procurement process because there will be open standards that can be shared with third parties as additional equipment and functionality is desired. This would allow for a more scalable system that can grow with future service expansions as well as allow for compatibility with other types of non-transit transportation modes (e.g., bikeshare, carshare, and rideshare services) and transit agencies outside the region.

Developing Next Generation ORCA will lead to a fare payment system that will better fit the larger regional transit network following future light rail and bus rapid transit expansions planned in the coming years. In the near term, staff from across the ORCA agencies will engage board members from each ORCA agency's governing body through a series of Regional Fare Forum meetings to provide guidance on the direction of the Puget Sound region's fare structure, setting the stage for future phases of work to develop and deliver the Next Generation ORCA system.

A lot of work is yet to occur in creating the Next Generation ORCA program, with customers not likely to see significant changes to how they pay for transit before 2020. Changes that do occur will ultimately be to the benefit of the customer and will be built from the strong, integrated partnership that produced ORCA.



ORCA LIFT

In March 2015, a new low-income fare option known as [ORCA LIFT](#) was introduced by King County Metro in the central Puget Sound region. Building on the model established by Kitsap Transit, which has had a low-income fare since 2009, ORCA LIFT provides qualifying individuals a more affordable way to get around the region on public transportation.

When it was first introduced, ORCA LIFT was accepted on all King County Metro service, the King County Water Taxi, the Seattle Streetcar, and Sound Transit's Link light rail system.

In November 2015, the Sound Transit Board approved a resolution expanding the ORCA LIFT fare to Express Bus and Sounder services as well. This expansion officially took place in March 2016.

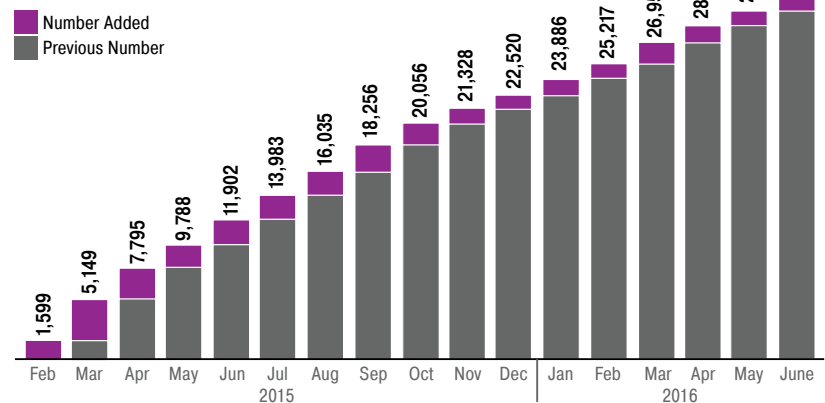
Getting ORCA LIFT cards to people who need them has been a high priority since the launch. King County Metro partnered with Public Health — Seattle & King County to maximize this effort, in part using funds contributed by the Seattle Department of Transportation. The partnership between Metro and Public Health, which also contracts with eight other social service providers to distribute ORCA LIFT cards, has proven to be powerful and effective. Public Health has enrolled almost 19,000 participants directly, and also provides training, coordination, and oversight for the contracted agencies. There are currently 46 locations to enroll in ORCA LIFT in King, Pierce, and Snohomish counties.

As of July 2016, there were over 31,000 individuals registered to use ORCA LIFT, and more than 14,000 ORCA LIFT cards were used to make nearly 569,000 ORCA LIFT boardings. ORCA LIFT riders used over 200 King County Metro routes, 32 Sound Transit Express bus routes, 110 Community, Kitsap, and Pierce Transit bus and ferry routes, Link light rail, Sounder commuter rail, Seattle Streetcar, and the King County Water Taxi.

When the ORCA LIFT program expanded to include all Sound Transit modes in March 2016, significant growth in ORCA LIFT ridership followed, with a 240% increase on Sound Transit Express bus service, a 110% increase on Sounder commuter rail, and an 85% increase on Link light rail (likely associated with the opening of U Link given that ORCA LIFT had already been in effect on Link light rail since March 2015).

Qualifying individuals now have more affordable mobility due to ORCA LIFT and the overall system is benefiting from improved speed and reliability thanks to ORCA LIFT riders. A survey conducted in January and February 2016 of ORCA LIFT customers found that 48% had previously paid cash when using transit. Converting cash paying transit users to ORCA card users helps speed passenger boarding and reduce delays along the route, leading to faster trips for all riders.

ORCA LIFT Registrations by Month and YTD Totals



ORCA LIFT registrations have increased in every month since it was introduced.

Seattle Streetcar Fare Alignment

Several changes took place in 2015 and 2016 to bring the Seattle Streetcar fare structure in better alignment with fares offered by Sound Transit and King County Metro. These changes included the following:

- Reduced the adult fare from \$2.50 to \$2.25, which aligns with the base fare on Link light rail
- Raised the youth, senior, and regional reduced fare permit fares by \$0.25, bringing those in alignment with King County Metro and Sound Transit Link light rail
- Introduced the ORCA LIFT category into the Seattle Streetcar fare structure

Given the short nature of the trips taken on the Streetcar and to make transfers as easy as possible between Streetcar and both King County Metro and Link light rail, reducing the fare to align with Sound Transit's base fare made the most sense. In addition, the opening of the First Hill Streetcar — with connections at the International District/Chinatown and Capitol Hill light rail stations — also contributed to the rationale for aligning with Sound Transit's base fare. The aligned fare makes it easier for riders transferring to and from the Streetcar to Link light rail, while also retaining the ease of transfers to King County Metro service.





Integrating service planning

Maximizing Bus-Rail Integration for the Opening of U Link

[Last year's Transit Integration Report](#) detailed the significant bus-rail integration that occurred between King County Metro, Sound Transit, the City of Seattle, the University of Washington, Seattle Children's Hospital, and numerous other stakeholders to prepare for the March 2016 opening of the U Link light rail extension to Capitol Hill and University of Washington stations.

In addition to the major service restructure in the vicinity of Capitol Hill and the University of Washington stations, substantial coordination occurred between project partners on capital improvements — including the relocation and enhancement of passenger facilities through the installation of expanded shelters, real-time signage, and wayfinding systems. Additionally, partner agencies coordinated communication efforts that worked well together despite distinct messages to specific audiences.

U Link opened for service on March 19, 2016 and one week later King County Metro implemented one of the largest restructures in the agency's history. The restructured network provides frequent bus connections to Capitol Hill and the University of Washington stations, improved service frequency in surrounding neighborhoods, new connections to other employment centers, and improved east-west connections in the City of Seattle.

Since U Link opened and the restructure took place, preliminary results indicate the following:

- Overall, transit ridership on Metro, Sound Transit Express bus service, and Link light rail increased by 6% or almost 28,000 boardings per weekday.
- Transit ridership in the areas directly affected by the service restructure increased by almost 19,000 daily boardings on weekdays, of which nearly 15,000 are new riders.
- The service restructure was designed to extend the reach of light rail by enabling convenient bus-rail connections at the new stations. Approximately 4,000 more transfers per day are occurring on routes within the U Link corridor, suggesting that riders are using the restructured bus network to access the fast, frequent, and reliable service that Link light rail provides.

- The March 2016 service adjustment also contained significant changes to the RapidRide C and D Lines. Service was extended on the C Line to serve South Lake Union and on the D Line to serve Pioneer Square, improving connections from West Seattle and Ballard. The route adjustments also take advantage of reliability improvements implemented by the City of Seattle, resulting in these lines increasing by almost 5,000 more daily rides — a 25% increase — over the same period in 2015.



The data above pertains to the first two months of service following the U Link restructure and only provides initial takeaways from the bus-rail service adjustments. The service restructure has caused disruptions for some riders in northeast Seattle, particularly those who may have lost a one-seat ride to downtown Seattle or may have a farther walk to a bus stop. It could take anywhere from several months to two or three years for ridership to stabilize, based on King County Metro's previous experience with major service restructures.

In the meantime, Metro staff continues to monitor performance on impacted routes to make any necessary post-implementation adjustments, and has added service onto many connecting routes as part of the fall 2016 service change. Metro will be preparing a comprehensive assessment of ridership changes and customer response for a report to be submitted to the King County Council in early 2017. Lessons learned from this effort will also inform future bus-rail integration efforts as the region's high capacity transit system continues to expand in the years to come.



Improving Mobility in Downtown Seattle

Transit coordination in downtown Seattle has been a topic featured in both previous Transit Integration Reports. Major construction projects and rapid growth and development throughout downtown Seattle drive this effort to identify opportunities for improving how transit operates and performs in the Center City, the name for the greater downtown Seattle area.

Previous reports documented a collaborative effort between Community Transit, King County Metro, the Seattle Department of Transportation, Sound Transit, and WSDOT's Public Transportation Division to coordinate transit service and enhancements in downtown Seattle. Annual action plans were produced, identifying a set of capital and operating investments for implementation to address priority corridors.



In 2016, these investments included:

- Ongoing operational adjustments in the Downtown Seattle Transit Tunnel to improve bus and train reliability, and to enhance bus passenger boarding at tunnel stations.
- Bus-rail integration efforts supporting the U Link opening and reducing peak buses in the Downtown Seattle Transit Tunnel. Additional modifications occurred to optimize surface streets while enhancing bus services in neighborhoods surrounding the U Link extension.
- Adjustments to transit service required modifications to surface streets and transit stops to optimize bus performance in the Center City, and to support the extension of RapidRide C and D Lines, funded by the City of Seattle. Additionally, Community Transit added express trips into the Center City to account for increasing demand and peak hour travel time delays.
- Beginning planning and design for improvements along the interim pathways required for transit service to operate during the demolition of the Alaskan Way Viaduct and construction of the Center City Connector streetcar extension.

A central element of this collaborative effort is robust monitoring and adjustments based on the actual performance of transit in downtown Seattle during the evening peak travel period. Examples of metrics across multiple downtown Seattle corridors include: travel time, average speed of both transit and general purpose lanes, average weekday boardings, and overall transit passenger speeds across all transit pathways in downtown Seattle.

The five-agency collaborative effort focused on investments to improve transit performance quickly and economically. Improvements include signal timing and prioritization, bus only lanes, protected turning movements for improved pedestrian safety, tunnel operational improvements, queue jumps, and adding boarding assistance at very busy transit stops. Additional measures continue to be explored as well.

Additionally, the effort continues to evolve by considering more substantial changes needed in the short-term — to address changes from major initiatives such as the rebuilding of the Seattle waterfront, the expansion of the Washington State Convention Center and continued expansion of the light rail network; and long-term — to establish a transportation vision for downtown Seattle in 2035.

The City of Seattle, King County Metro, Sound Transit, and the Downtown Seattle Association are developing One Center City, a coordinated plan intended to meet the changing needs of a growing



downtown and region by connecting people, places, and products with a reliable transportation system and inviting public realm. One Center City will establish a long-term transportation vision for 2035 and create an implementation plan focused on the major milestones in 2019 and 2023. One Center City will build from the strong foundation for collaboration and integration among all agencies in providing and delivering mobility to and through downtown Seattle.

Getting Ready for East Link

The [East Link Extension](#) is a 14-mile, 10-station light rail extension that will connect Seattle and Overlake in Redmond via Mercer Island and Bellevue, and use the I-90 floating bridge. Upon its completion in 2023, this project is projected to carry 50,000 riders per day through one of the most congested corridors in the region. The project includes a combination of elevated, at-grade, and retained cut stations, including two stations in the I-90 right-of-way, along with parking structures and pedestrian bridges.



East Link trains will operate in the center roadway of the I-90 floating bridge, currently operating as reversible HOV lanes. The Washington State Department of Transportation (WSDOT) and Sound Transit are completing the construction of HOV lanes in the outer roadway of I-90 so that when East Link construction begins in mid-2017, HOV traffic will be moved to the outer roadway. In addition, Sound Transit, the City of Seattle, and King County Metro have been working together to reconfigure I-90 bus service in anticipation of East Link construction, as well as once East Link is open and operating.

Buses using I-90 will go through two major operational changes over the next seven years. First, during East Link construction, Sound Transit and King County Metro buses will use the new I-90 HOV lanes. These bus routes will also no longer use the Downtown Seattle Transit Tunnel (DSTT) and instead will use alternate pathways into and out of downtown Seattle. Second, once East Link opens in 2023, buses are anticipated to connect with Link at Mercer Island and South Bellevue Stations, with riders continuing their trip into downtown Seattle and other destinations on Link.

In keeping with the regional practice of using bus service to connect passengers with Link stations as they come online, Sound Transit, King County Metro, and the cities of Seattle, Mercer Island, Bellevue, and Redmond have coordinated extensively on this issue to help ensure a seamless experience for users. While cross-lake riders will be making a transfer, where they may have had a one-seat ride previously, the congestion-free trip will provide advantages to most riders. Transit speed and reliability will improve in the reverse peak direction. East Link trains will use the DSTT and be free of congestion in downtown Seattle.

Additionally, user experience was a major consideration as the South Bellevue and Mercer Island stations progressed through the final design process. Thought was given to weather protection and amenities such as possible vendor areas for those transferring between bus and Link. As East Link service comes online, Sound Transit and King County Metro expect to redeploy bus hours to create a comprehensive transit network.



Transit integration along the I-90 corridor is a topic that has been discussed at length with the communities of the East-side at public meetings, drop-in sessions, and city council sessions. While concerns such as bus idling, location of layover space, and trip planning have been expressed, many are looking forward to the frequent congestion-free trips that East Link will bring. Sound Transit and King County Metro will continue working with local and regional partners and the public as transit service is reconfigured to improve connections with East Link and between regional and East-side activity centers.



Coordinating long range planning, including capital projects planning and implementation

Coordinated Long Range Planning and Using the Remix Planning Tool

2016 was a year characterized by multiple transit agency long range and system planning activities. Obviously, the development and eventual adoption of the Sound Transit 3 system plan by the Sound Transit Board of Directors captured significant attention, but it was far from the only effort undertaken to establish a long range vision and plan for transit in the central Puget Sound region. Here is a brief run-down of all long range planning activities recently completed and/or underway throughout the region:



Sound Transit

On June 23, 2016 the Sound Transit Board of Directors adopted the [Sound Transit 3 \(ST3\) system plan](#). The ST3 plan was developed over two years with significant public involvement (more than 34,000 online survey responses and 1,200 attendees at April 2016 open houses) and in close coordination with Sound Transit's partner transit agencies to ensure the ST3 plan integrated with these agencies' long range visions.



King County Metro

In August 2016, King County Metro released [Metro Connects](#), a long range plan guiding the anticipated growth of transit service in King County. *Metro Connects* was developed in close coordination with transit agencies (and particularly with the ST3 planning and public outreach process) and King County cities with the vision of creating one interconnected, efficient, and easy-to-use transit system. *Metro Connects* includes 2025 and 2040 service networks that integrate with Sound Transit and other transit agencies.



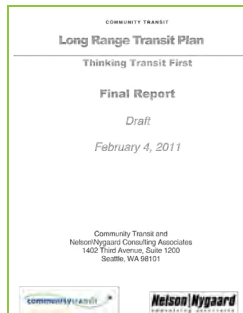
Pierce Transit

Pierce Transit's long range plan, [Destination 2040](#), was adopted by the Pierce Transit Board of Commissioners in April 2016. The plan will serve as a comprehensive guiding document for how Pierce Transit will deliver dependable, safe, efficient, and fully integrated public transportation throughout the south Puget Sound.



Kitsap Transit

Kitsap Transit's Board of Commissioners adopted [a long range plan](#) in June 2016, which is designed as a planning tool to guide Kitsap Transit in examining service needs over the next 20 years.



Community Transit

Community Transit adopted [its long range plan](#) in 2010 and this plan has guided the work of that agency ever since (for an example of long range plan implementation, see the Green Line story on page 14). Community Transit is now updating the long range plan with an expected adoption in late 2016 or early 2017.



Everett Transit

Everett Transit is unique in being one of only three municipally operated public transit systems in the state of Washington. Following the adoption of the city's comprehensive plan in late 2015, Everett Transit has begun the development of a long range transit plan, scheduled for adoption in early 2017.



WSDOT

In June 2016, the Washington State Department of Transportation released the final version of the [2016 Washington State Public Transportation Plan](#), a blueprint to help guide decisions and integrate all modes of public transportation to better meet the state's needs over the next 20 years.



Washington State Ferries

Washington State Ferries' long range plan was last updated in 2009, with several components implemented since then. WSF will begin an update in 2017 with an emphasis on multimodal connections and integration with other plans, and will also look at service frequencies and vessels with coming vessel retirements.

The Puget Sound Regional Council will be using the service networks created as part of these various long range and system planning exercises to inform an update of [Transportation 2040](#), the region's long range transportation vision. Doing so will result in the creation of an integrated regional future transit network based on each agency's long range planning efforts — a first for the region. This work will be supported by a transit sketch planning platform known as Remix that was acquired in part through Washington State's Transit Coordination Grant program.



Remix will enable and facilitate collaboration between PSRC staff, public transit agencies, ferry operators, and local jurisdictions in creating this integrated regional future transit network. Remix's platform provides for numerous efficiencies in this process, saving substantial staff time in the creation and sharing of future transit networks for the update of [Transportation 2040](#). The results from this effort will provide significant benefit to the regional transportation planning process by providing key analytic outputs across all modes and creating a more robust and informed multimodal planning process.



Expanding Bus Rapid Transit in Snohomish County

Work is underway for the expansion of Community Transit's Swift bus rapid transit network. Newly named [the Green Line](#) (formerly known as Swift II) and expected to open in 2019, the route will connect Canyon Park in Bothell with Boeing/Paine Field in Everett along SR 527 and 128th Street through Mill Creek.

The Green Line represents the continued implementation of Community Transit's long range transit plan as well as the vision of the local jurisdictions' along the route. Community Transit planners worked closely with local jurisdictions during the recently completed comprehensive plan update cycle to ensure alignment and integration with the improvements anticipated as part of Green Line implementation.

In addition to the close coordination happening at the planning level, several capital elements of the Green Line project demonstrate a synchronized approach to delivering as much benefit as possible:

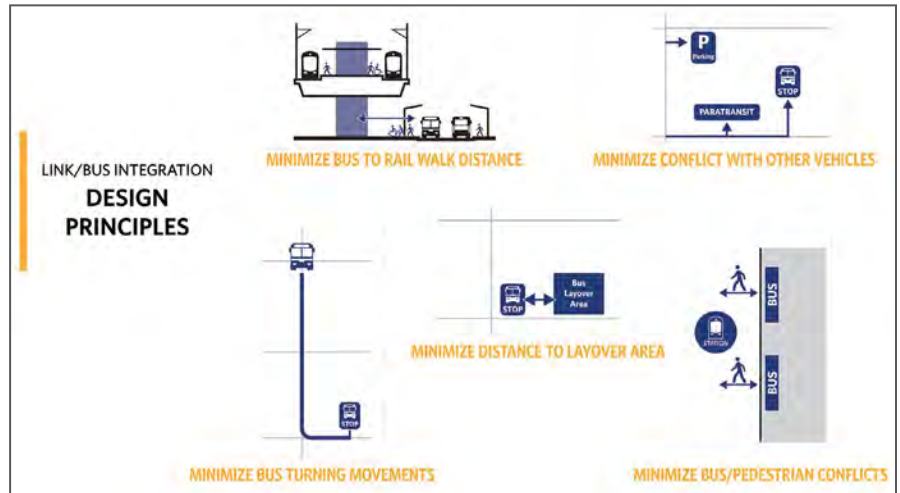
- The Seaway Transit Center will be the northern terminus of the Green Line and is likely to become a hub for transit service in the Paine Field/Boeing Everett manufacturing and industrial center. Seaway Transit Center will also serve routes operated by Everett Transit, King County Metro, and the shuttles operated by Boeing that serve the Boeing campus. All partners are participating in the Seaway Transit Center project, with funding support coming from Community Transit, WSDOT's Regional Mobility Grant program, and the City of Everett in the form of donated right of way.
- A key part of the Green Line project includes sidewalk improvements to improve pedestrian access to Green Line stops. Snohomish County will be leading this aspect of the project and is bringing a total of \$400,000 in county funds to the project. In doing so, Community Transit was able to leverage an additional \$2 million toward sidewalk improvements within the federal Small Starts grant that Community Transit is pursuing to construct the Green Line.
- Because much of the Green Line will operate on state right of way, close coordination with WSDOT is critical. This coordination is happening primarily on two fronts. The first involves WSDOT allowing Community Transit to fill in bus pullouts along the SR 527 corridor for use as stations, significantly reducing the right of way cost for Community Transit. The second involves widening the approach to the interchange at I-5 and 128th Street, which will speed buses traveling through the interchange while also increasing general purpose capacity, thereby improving the overall speed and reliability for all users at that interchange. This work will occur in 2017 and 2018.

When the Green Line opens for service in 2019, residents and businesses along the corridor will have improved east-west transportation options in Snohomish County with an additional high capacity transit option connecting major activity centers.



Improving Station Design on the Lynnwood and Federal Way Link Extensions

The process of planning, designing, constructing, and finally operating a new light rail extension occurs over many years and involves significant collaboration between Sound Transit, its partner transit agencies, and multiple local, regional, state, and federal partners. In addition to managing limitations imposed by geography and the availability of resources, Sound Transit and its partners must also adapt to changing conditions and objectives within the communities they serve. The Lynnwood and Federal Way alignments are prime examples of this and have seen plans for their station areas improve as a result of responding to community input and clearer expectations about the amount of local transit serving them.



LYNNWOOD

The [Lynnwood Link Extension](#) is an 8.5 mile light rail extension from Northgate to the Lynnwood Transit Center. The project includes four stations, two stations in Shoreline at North 145th Street and North 185th Street, one at the Mountlake Terrace Transit Center, and one at the Lynnwood Transit Center. With two stations at existing bus transit centers and two stations with new bus service connections, service integration has been a major focus of the project.

The Lynnwood Link design team has established a collaborative design process to address site-specific bus/rail integration issues at both the 145th and 185th Street Shoreline stations. This came out of the need to better integrate King County Metro's draft long range plan, *Metro Connects*, which includes service upgrades along 145th and enhanced service to the 145th Street station when Lynnwood Link opens in 2023.



Sound Transit's refined station plans also follow Community Transit's development of a Bus Service Integration Framework for the Lynnwood Link project that identifies a new extension of its Swift BRT Blue Line service to the 185th Street Link station. This framework reflects Community Transit's Long Range Transit Plan, best practice in transit system design and interagency service integration planning. It outlines Community Transit's general assumptions and service integration and station design principles for future service planning for Mountlake Terrace and Lynnwood transit centers. Continued integration with Sound Transit Express bus service is also planned.

The Metro and Community Transit service restructures are the result of multi-agency bus/rail service integration planning with Sound Transit and other regional transit agencies to optimize all transit service with the buildout of ST2 Link extensions.

The Lynnwood Link final design team's ongoing collaborative design process with King County Metro and Community Transit also includes the cities of Seattle, Shoreline, and Washington State Department of Transportation engagement for early permitting guidance and to help design accommodations for all transportation modes with adequate provisions for access to, and circulation in, the stations and their surrounding areas. The final design will include additional active and layover bus bays beyond what was considered in the early planning and preliminary engineering phases of the project, in order to meet increased needs for bus service to these stations. Enhanced bike and pedestrian pathways in and around the stations, along with roadway and intersection improvements to prioritize bus movements into and out of the station areas are also being examined by the final design team.

FEDERAL WAY

The coordination between King County Metro and Sound Transit for the [Federal Way Link Extension](#) has resulted in highly integrated bus facilities at all three stations in the corridor, particularly Kent/Des Moines and Federal Way Transit Center stations. New street grids are proposed at these two stations that will accommodate buses, para-transit vehicles, and drop-off/pick-up modes. The proposed designs also integrate pedestrian and bicycle facilities, support local jurisdictions' planning and visions, and have approval of key stakeholders. From the project start, partners recognized the value of place-making by integrating the station and bus needs into the larger station area.



The process to develop the current designs involved significant continual effort from both King County Metro and Sound Transit staff. Basic programming needs were outlined during conceptual design and the team worked to refine the transit concepts through a series of work sessions with representative concepts developed for all proposed station locations in support of the Draft Environmental Impact Statement. As the project moved into preliminary engineering and a preferred alternative was identified, King County Metro and Sound Transit staff met on a regular basis to refine both the station design and the supporting bus facilities.

A series of stakeholder workshops were conducted for the Kent/Des Moines Station and participants from interest groups, local jurisdictions, WSDOT, King County Metro, and Highline College participated. Each workshop built on information received during the previous workshop, and King County Metro and Sound Transit staff developed design refinements between sessions. The result was a plan that respected the needs of all stakeholders, the local subarea plan, and fulfilled the operational needs of King County Metro.

The Federal Way Transit Center Station planning effort was more focused on regular work sessions between King County Metro and Sound Transit. Over 15 bus facility configuration options were developed and each option was reviewed and evaluated for criteria such as bus travel time, traffic impacts, pedestrian walk paths and time from bus to rail, integration with local planning efforts, and potential for future development opportunities. Ultimately, the final concept includes a new street grid in Federal Way's City Center that utilizes the streets for bus bays and creates appropriately sized blocks for future development.



Integrating other administrative functions and internal business processes

Optimizing Bus Storage

Transit agencies must always budget costs for getting buses to and from a storage facility at the beginning and end of a shift that a particular bus is operating. These costs are higher for commuter



routes that operate only in the morning and evening periods that, for example, serve commuters traveling to and from downtown Seattle from points south. In this case, buses dropping off commuters in downtown Seattle may need to make a long return trip to the bus base in Pierce County empty in the morning and then again when traveling back for the first trip in the evening peak period.

This practice recently changed for approximately 15 Sound Transit Express buses (operated under a contract by Pierce Transit) serving routes traveling from Seattle to Tacoma, Gig Harbor, and other Pierce County cities. In late 2015, Sound Transit opened a mid-day bus storage lot just south of downtown Seattle. At a cost of just under \$1.2M, Sound Transit converted an area that used to be storage for supplies in the construction of Central Link light rail into a parking area for mid-day bus storage.

Rather than driving empty buses south, drivers of those buses take transit to return to Pierce County and finish their shifts on other buses, while the buses themselves are stored much closer to the beginning of their evening trips. The new mid-day bus storage lot is expected to bring annual savings of approximately \$370,000 in reduced fuel and maintenance costs as well as reduced vehicle emissions and the negative public image that comes with empty buses traveling on the roadway. At the end of their shift, buses return to Pierce Transit's yard to be prepped for the next day's work.

Complying with New Federal Regulations

In late 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act into law. This was the first multi-year federal surface transportation bill passed since MAP-21 in 2009. The FAST Act provides slightly increased levels of federal funding and greater certainty of federal support for state and local transportation infrastructure investments.

The FAST Act also carries forward a performance-based framework created in MAP-21. After a lengthy rule-making process, transit agencies across the country will now be required to implement new mandates tied to federal transit resources. These new requirements include the development of performance management plans, establishment of performance targets, and reporting. Specifically, new requirements include:

- **Asset management plans.** A rule published by the Federal Transit Administration (FTA) requires that transit agencies develop and carry out transit asset management plans that include

an asset inventory, condition assessments for all inventoried assets, and a prioritized list of investments to improve the state of good repair of their capital assets. Transit asset management plans are due to FTA by October 1, 2018.

- **Public transportation safety plans.**

Effective September 2016, FTA requires transit agencies to develop and implement public transportation agency safety plans that ensure these systems are safe. Public transportation agency safety plans are expected to be adopted by transit agencies no later than September 2017.

- **Performance targets.** Federal policy requires that targets be set at the agency, regional, and state levels to identify desired performance outcomes regarding transit asset management and safety. Regional transit asset management targets must be adopted in July 2017 and regional transit safety targets must be in adopted in March 2018.



As the deadlines indicate, the central Puget Sound's transit agencies must all develop plans and targets that ultimately comply with federal regulations. The region's transit executives and general managers see this as an opportunity for collaboration, the incorporation of best practices both regionally and nationally, and for information and resource sharing during the target and plan development processes. The Puget Sound Regional Council and its Transportation Operators Committee will be convening working groups to ensure coordinated and integrated target and plan development processes.

Working Together on Transit Vehicle Purchases

The purchase of vehicles is a function undertaken by all transit agencies in the central Puget Sound and provides perhaps the easiest opportunity for coordination in a way that saves agencies — and therefore taxpayers — time and money. When transit agencies come together to purchase vehicles in one contract, they achieve economies of scale and are able to purchase at a lower per-vehicle cost, and also save time by managing only one procurement process rather than several.

There are three primary instruments by which transit agencies coordinate on cooperative procurements:

- Joint procurements occur when two or more agencies join together in a procurement partnership. Agencies that take part in a joint procurement develop specifications and evaluate proposers jointly, with one agency typically taking a lead role in administering the procurement process. A recent example in the region is the purchase of 143 double-decker buses for use by Sound Transit (32 buses, with an option to purchase 43 more at a later date), Community Transit (57 buses), and Kitsap Transit (11 buses).



- Cooperative procurement (aka “piggybacking”) is when one agency joins a contract that was solicited and awarded by another agency. A typical occurrence of piggybacking is when a transit agency acquires fewer vehicles than it had originally estimated for in the contract and another transit agency is able to use the excess capacity. Piggybacking typically requires less coordination than a joint procurement but produces the same benefits in time and money.
- Third-party aggregators are often referred to as consortium contracts or cooperative purchase agreements. Oftentimes, a large agency such as the Washington State Department of Transportation will put together a contract solely for the purpose of allowing other municipalities to participate in, which is also referred to “buying off of the state contract.” An example in the region is when transit agencies purchase off a state contract for non-revenue fleet vehicles (e.g., trucks and other equipment), paratransit vans, and vanpool vehicles.

The obvious benefits of using these three options are the time and money agencies save by coordinating their purchases. King County Metro recently used an Oregon State Department of Transportation contract to acquire more than 100 60 foot buses, which will allow the buses to be procured faster and support continued service growth in King County. These practices also allow transit agencies to better align fleet purchases and to purchase vehicle types that are preferred by transit riders, as evidenced by the growing shift to double-decker buses in parts of the region.



Integrating customer-focused tools and initiatives

Customer Call Center Integration in Snohomish County

Since last summer, transit riders seeking information about getting around Snohomish County only have to call one phone number. Beginning in August 2015, Community Transit took over the customer service call center function for all transit-related customer inquiries in Snohomish County. Before this change occurred, both Community Transit and Everett Transit operated separate call centers.



Though the change only recently took place, it was several years in the making. Agency staff realized that as customers increasingly wanted to receive all their information needs together, it no longer made sense to provide customers one piece of information and then refer them to the other call center to answer their remaining questions.

Management at Everett Transit and Community Transit bought in to the approach and an agreement was developed for sharing costs based on the volume of calls received. Customers benefit by having all their questions answered in one call. Everett Transit was able to redeploy their dedicated call center staff person to complete other duties.

In addition to serving customer inquiries about Community Transit and Everett Transit, the call center also receives calls regarding Sound Transit service in Snohomish County. The call center also has information that allows for trips to be planned throughout the central Puget Sound region, including King and Pierce counties. Community Transit also processes calls for ORCA card-related issues for Community Transit, Everett Transit, and Sound Transit. And while the call center receives calls regarding complaints about Everett Transit, Everett Transit still controls the official complaint process so that they can handle those issues internally.

The ethos of Community Transit's customer service call center is to give people the information they need. The value of creating an integrated customer call center in Snohomish County is in making this information as easy to get as possible.

Open Transit Data

Accurate, reliable data is an increasingly important element of transit service in the central Puget Sound. Riders expect to be able to plan trips and check arrival times on the internet and on their mobile phones. Because of this, Sound Transit, in partnership with the other transit agencies in the region, created the [Open Transit Data](#) (OTD) initiative, a collaborative effort to create a platform of publicly accessible transit data for the Puget Sound region.

Application developers and transit agencies access this data and provide it to riders via web pages, mobile applications, dynamic signage, and other tools. By making the data available, agencies are also incentivized to improve the overall data quality that exists, as well as to increase the types of data they supply.



Members of the initiative include Sound Transit, King County Metro, Community Transit, Pierce Transit, Everett Transit, Seattle Streetcar, Washington State Ferries, Intercity Transit, and the shuttle services operated at Seattle Children's Hospital and Joint Base Lewis-McChord.

Sound Transit and its partners launched the OTD initiative to provide a central location for application developers and agencies to access transit data. Application developers behind such products as OneBusAway, the Transit app, and the Moovit app are using this data to create tools that can quickly become indispensable to transit riders.

Since beginning to host data in 2013, transit agencies have committed to a continuous cycle in both the improvement of data quality and the expansion of types of data available. Improvements to the data hosted via the open transit data portal anticipated by the end of the 2016 or early 2017 include:

- Real-time Link light rail and Sounder commuter rail data
- Real-time Community Transit data, which follows an intensive effort by Community Transit planners to ensure great data quality in advance of releasing it for public consumption
- Including additional participants in the OTD initiative

Beyond that, agencies are actively working to expand the types of data available in 2017 and beyond including information about bike rack availability on buses, information about bus and rail capacity, real-time information about available park and ride capacity, and incorporating real-time traffic information to provide better precision about transit arrival times.

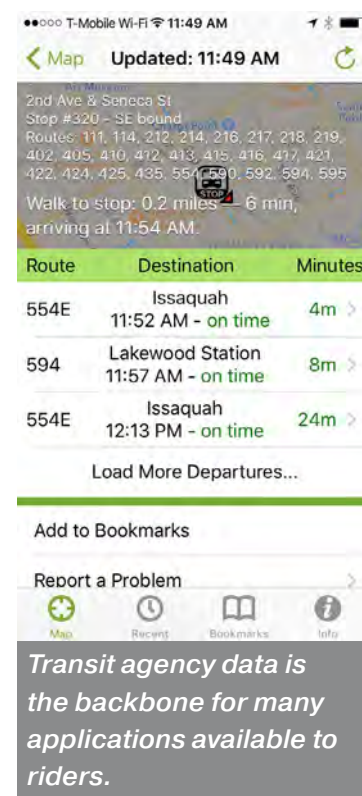
Improved data availability won't resolve all of the challenges inherent in the transit data ecosystem, most notably the fact that most systems were designed and built primarily for different purposes. As an example, the primary purpose of the system that provides the light rail vehicles' data is to operate the rail system and the underlying fire, life, and safety systems, not necessarily to provide real-time information about its location. Similarly, agencies are resource constrained in tangible ways that limit the scope of some of these efforts. Finally, competition for skilled workers to develop public data is fierce; private sector companies can easily pay more for software developers, which reduces the labor pool available to the region's transit agencies.

That said, however, the private sector adds tremendous value to the data available through the open transit data initiative by building the types of apps and products that quickly become indispensable to riders, all of which are built on data collected, processed, and maintained by the region's transit agencies.

Coordinated Wayfinding Strategy

Previous transit integration reports have taken up the topic of wayfinding, which refers broadly to the various media by which customer information is communicated to transit riders and can include signage, maps, software applications, and auditory messaging. Wayfinding is one transit integration area where most everyone can agree that improvements can be made, especially for tourists, recent arrivals to the region, or new users of the transit system.

The 2015 Transit Integration Report documented some of the reasons why wayfinding isn't currently working as well as it can — particularly in downtown Seattle — including the fact that there are multiple wayfinding systems in place, some of which contain confusing and contradictory information. It also





described why a solution isn't simple, straightforward, or cheap — that even removing wayfinding elements without a coordinated strategy, approach, and funding plan to replace them would not be of value to transit customers. Finally, the 2015 Transit Integration Report defined guiding principles for wayfinding and transit that, if adhered to, will make it easy for people to get around no matter their familiarity with the region or its transit systems.

The lack of a coordinated wayfinding strategy and system often means that people, and especially visitors and tourists, are less likely to explore walking routes on their own, including routes to bus and train stations, routes between transit stations, and first- or last-mile journeys. Seniors and people with disabilities are the most affected, as these groups are generally less comfortable traveling for a longer period of time.

Since last year's report, initial conversations have begun among potential agency and private sector partners to develop a coordinated strategy for wayfinding, first in downtown Seattle and potentially expanding from there to other regional transit hubs. The strategy would focus on developing an integrated wayfinding system that would create a uniform wayfinding language and improve the transit system's usability as a whole. It would be developed to integrate with other transportation modes, so that people can quickly identify a route to their destination when they exit a downtown Seattle transit tunnel station, arrive at Colman Dock, or reach their bus stop.

A coordinated wayfinding strategy can translate to cost savings for individual agencies. The potential system could contain a shared mapping database, graphic design standards, and suggested planning tools. The system would be designed to be adaptable to the individual branding identity of each transit agency in the region while providing predictable and consistent wayfinding information to customers. The creation and implementation of a coordinated wayfinding system will improve the experience for all users no matter their level of personal mobility or their familiarity with downtown Seattle, other key regional destinations, and the regional transit system.

The initial phase of the project will focus on established regional multimodal hubs (e.g., King Street Station, Colman Dock, and Westlake Station) in downtown Seattle. Such an integrated pedestrian and transit wayfinding system would improve the user experience, enhance coordination, boost local business districts, encourage walking and bicycling, and ultimately increase transit ridership. It would also allow local jurisdictions and neighborhoods to use the shared database and design to commission consistent neighborhood and last mile wayfinding tools. Similar programs are already in place in London and New York City.



Issaquah School District

Transportation Department

The Issaquah School District consists of 20,000+ students, 24 schools, and transports 9,000+ students every morning and afternoon during the school year. This is accomplished by putting 115 buses on the roads and operating 250 individual runs in both the am and pm shifts. An additional four schools are scheduled to be built within the next five years to accommodate growth. This will increase the number of buses, runs, and drivers needed to continuing necessary operations.

Traffic congestion impacts current operations and future planning in the following ways:

- There is a need to schedule buses earlier to accommodate for traffic. This increases the amount of time for each run, the need for additional drivers, and ultimately the cost of operation.
- It creates difficulties around implementation of initiatives such as bell time changes, complicating the ability to provide the best solutions for students.
- Concerns regarding traffic greatly impact planning for four new schools anticipated to open within the next five years.
- Heavy traffic exacerbates safety concerns when measures are not fully in place, specifically lit crosswalks and traffic signals.
- Stop-and-go traffic has a detrimental impact on the maintenance of buses.
- Congestion increases the time students must physically spend within a bus, increasing the potential for incidents of student discipline.

Thank You,

Gayle Morgan
Director of Transportation
Issaquah School District
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