Regional Transit Planning
(2018-2040)

Kate March
City of Bellevue Transportation Policy Advisor
Agenda

• Sound Transit 3
• King County Metro’s METRO CONNECTS plan and Development Program
• Downtown Seattle - One Center City
• Questions
East King County

A Link – Seattle to Redmond Technology Center
B Link – Redmond Technology Center to downtown Redmond
C Link – South Kirkland to Issaquah
D BRT – I-405/SR 518
E BRT – SR 522/NE 145th St.
F North Sammamish Park & Ride
South Kirkland to Issaquah Light Rail

- Representative alignment
- Early planning anticipated to begin in 2026
- Service to begin in 2041
I-405 Bus Rapid Transit

Highlights:

• 10 minute frequency in peak hours, 15 minute off-peak
• New stations at:
  - NE 85th Street in Kirkland
  - NE 44th Street in north Renton
  - Grady Way/Rainier in South Renton
• Connections at existing transit facilities and with SR 522 BRT
• Sound Transit will coordinate with WSDOT on implementation of the I-405 Master Plan, including additional capital projects to improve bus speed and reliability, should funding become available
Lynnwood to Bellevue

- In Express Toll Lanes and bus-only shoulder lanes for majority of trip
- In general purpose lanes from Lynnwood to Canyon Park
- Provides connection to SR 522 BRT at 195th/UW Bothell
- Serves Totem Lake
- Serves Central Kirkland
I-405 South/SR 518 BRT

Bellevue to Burien

- In Express Toll Lanes from Bellevue to S Renton
- In HOV lanes from S Renton to SR 518
- In GP lanes to Tukwila Int’l Blvd station (TIBS)
- In bus-only lanes from TIBS to Burien Transit Center
METRO CONNECTS envisions that by 2040:

- 73% of residents would be within ½ mile of frequent service
- Frequent transit service would be provided to 87% of low-income and 77% of minority residents
- RapidRide would expand to 26 lines
- Capital investment would double for each dollar spent on service
Service Network

**FREQUENCY**
- **Frequent**: 5-15 mins
- **Express**: 15-30 mins
- **Local and Flexible***: 30 mins

**STOP SPACING**
- **Frequent**: 1/2 mile or more for RapidRide
- **Express**: 1/4 mile
- **Local and Flexible***: 1/4 mile

**HOURS OF SERVICE**
- **Frequent**: 5 a.m.–1 a.m. or more to meet demand
- **Express**: 5 a.m.–8 p.m.
- **Local and Flexible***: 5 a.m.–11 p.m.
Proposed Network
Service Quality Investments

- Speed and Reliability
- Boarding and Fares
- Innovation and Technology
- Customer Communications
- Passenger Facilities
- Access to Transit
- Transit-Oriented Development

All-door boarding saves time at bus stops

1.5 SECONDS PER BOARDING

38% LESS TIME AT THE STOP
Critical Service Supports

- **Fleet**: 625 additional buses needed by 2040
- **Layover Areas**: Increase layover spaces by 50% by 2040
- **Operations and System Preservation**: Invest in building and maintaining infrastructure
- **Metro’s Workforce**: Expand our skilled workforce
Outcomes:

- Create a collaborative regional project schedule
- Provides framework and tools to organize work to:
  - Facilitate partnerships
  - Build case for grants
  - Help inform biennial budgets
## Partnership Examples

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<thead>
<tr>
<th>Service</th>
<th>• Service partnerships for fixed route service or potential Alternative Services</th>
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<tbody>
<tr>
<td>Capital</td>
<td>• Utility, data, and signal investments such as transit signal prioritization</td>
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<td>• ROW designation or construction for priority transit use</td>
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<td>• Installation of passenger facilities</td>
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<td>• Staff time for project permitting and design</td>
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<td>Transit</td>
<td>• Cycling and pedestrian investments to enhance access to transit service</td>
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<tr>
<td>Access</td>
<td>• Parking management programs that create park-and-ride spaces or transit layover</td>
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<td>• Street network connectivity improvements</td>
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<td>Land-use</td>
<td>• Zoning measures that support increased density and mixed-uses</td>
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<tr>
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<td>• Land-use measures that contribute to higher concentrations of potential transit riders</td>
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<td>• In-fill over greenfield development prioritization</td>
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<td>• Urban design guidelines that support transit and active transportation</td>
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Bellevue Transit Master Plan (2014)
Potential Partnership Opportunities in Bellevue

- Bellevue College Connector
- Bellevue Way HOV
- Various speed and reliability projects
- Various access projects
One Center City
Key Objectives

• Prepare for transportation system changes

• Manage construction to keep people and freight moving in downtown Seattle

• Create a vision for the OCC public realm
Eastside Impacts

- Downtown Seattle Transit Tunnel changes
- Regional Bus Truncation
  - Truncate the ST 550 at ID Station
    - Consideration eliminated
  - Truncate all bus routes that cross SR 520 at UW/Montlake
    - Consideration ongoing
Upcoming Regional Construction

**EAST SIDE PROJECTS**
- **2017**: Rails removed from King County owned ERC property and opens for interim use.
- **2018**: SR 520 Montlake extension opens to traffic.
- **2019**: SR 520 “West of the West” construction begins.
- **2020**: Wilburton Trestle rehabilitation complete, and Wilburton Gap crossing constructed.
- **2021**: ERC opens from Redmond to Renton.
- **2022**: SR 520 “Rest of the West” opens to traffic.
- **2023**: I-405 Renton to Bellevue project opens to traffic.
- **2024**: I-405 BLT opens for service.

**SEATTLE PROJECTS**
- **2017**: Alaskan Way Viaduct demolition.
- **2018**: Convention Center Construction begins.
- **2019**: SR 99 Tunnel opens to general traffic.
- **2020**: Downtown Seattle Transit Tunnel closes to buses.
- **2021**: Center City Connector (Streetcar) begins construction.
- **2022**: Center City Connector (Streetcar) opens for service.
- **2023**: Northgate Link opens for service.
- **2024**: Lynnwood Link opens for service.
Regional Transit Ongoing Engagement

• Bellevue staff actively engaged on Sound Transit, Metro initiatives

• Provide Council regional updates the fourth Monday of every month
Questions?

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