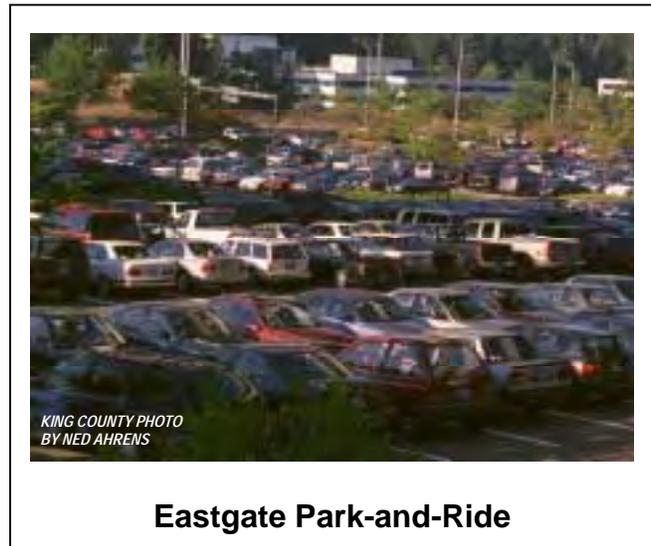


V. KING COUNTY

An independent park-and-ride study was completed for King County in December 2000. It's key findings are presented in this chapter.

The King County portion of the study was divided into five transit corridors to facilitate the park-and-ride demand forecasting process. Permanent park-and-ride lots were grouped into logical corridors reflecting major network, geographic, and service features. The I-5 corridor was split into northern and southern sections due to it's length. Lots adjacent to SR 522 and SR 520 were grouped with the I-405 corridor due to their geographic proximity.



The resulting study corridors are:

- I-5 (North)
- I-5 (South)
- I-405
- I-90
- SR 167

The King County area with its major transportation facilities is presented in Figure 5.1. The five individual corridors are presented along with their corresponding permanent park-and-ride lots in Figures 5.2 through 5.6.

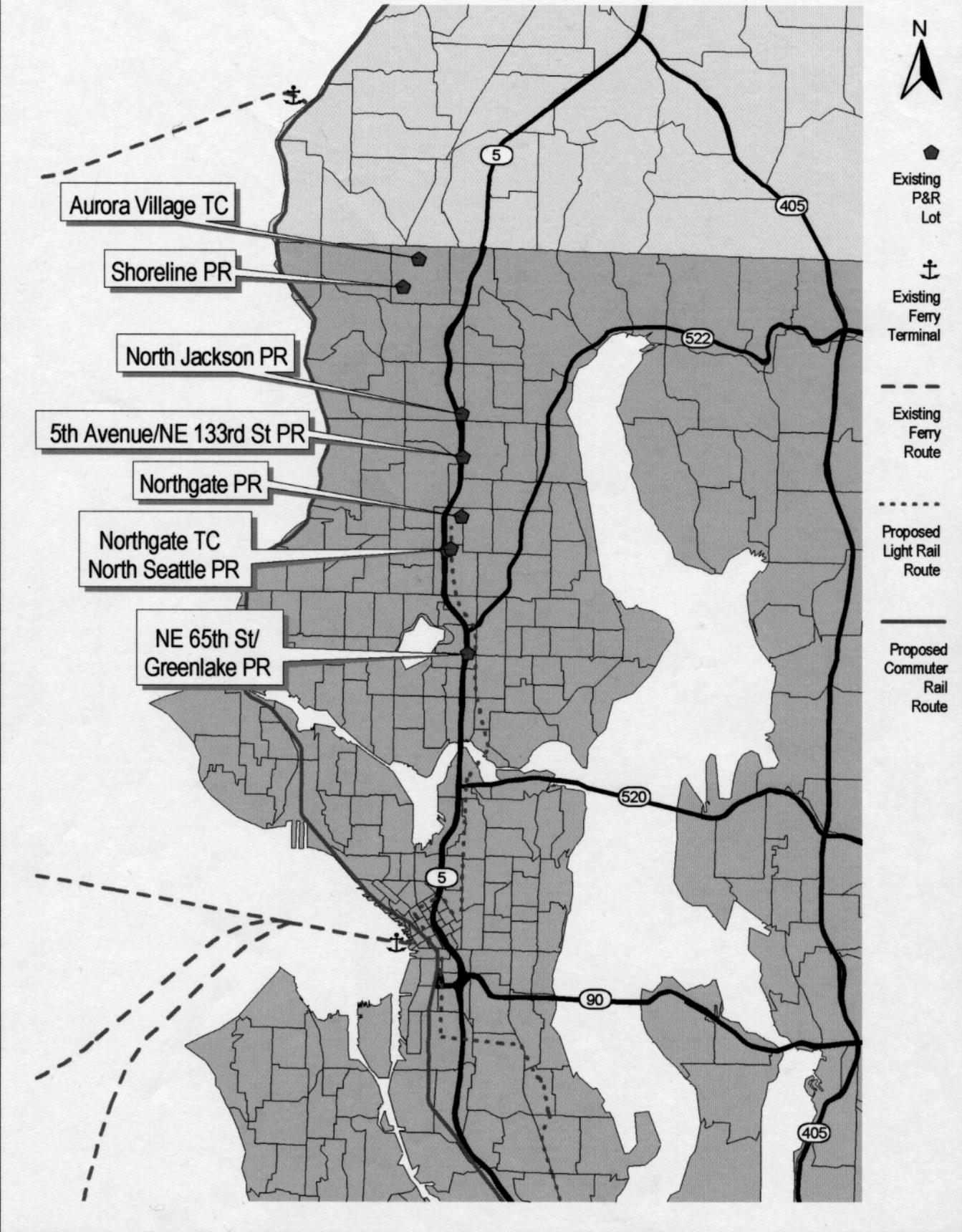
DEMAND ESTIMATES AND FORECASTS

As indicated, the focus of the demand estimation approach was to provide corridor-level demand estimates for the major transit corridors in King County. Lot-specific forecasts developed as part of the described three-part methodology were aggregated to the corridor level; these estimates should not be viewed as site-specific implementation recommendations or forecasts. They are based on optimistic assumptions regarding lot placement, size, and transit service in order to develop a corridor-level “unconstrained” demand estimate. Detailed analyses based on committed transit services, known service area characteristics, competing services, and planned facility locations should be considered as part of site selection and design criteria for actual implementation.

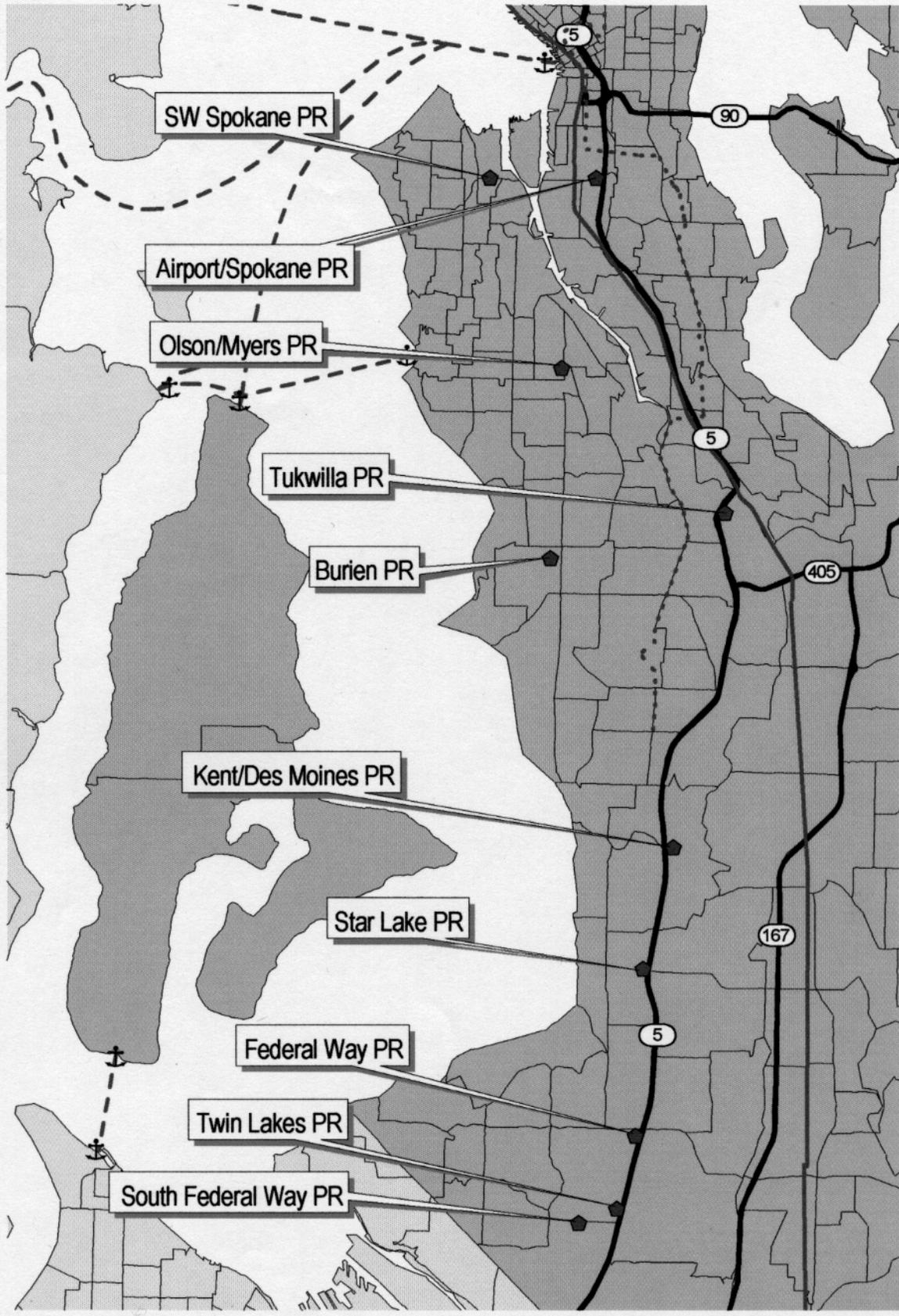
Existing Estimates

Based upon the study methodology, inputs, and assumptions, existing year 2000 estimates were developed for the identified coverage-area lots for each transit corridor. A current need for 3300 additional stalls was identified for the county overall, with approximately 850 identified for the I-5 (North) corridor, 600 for the I-5 (South) corridor, 1250 for the I-90 corridor, and 550 for





Study Area for the I-5 (North) Corridor



Existing P&R Lot

Existing Ferry Terminal

Existing Ferry Route

Proposed Light Rail Route

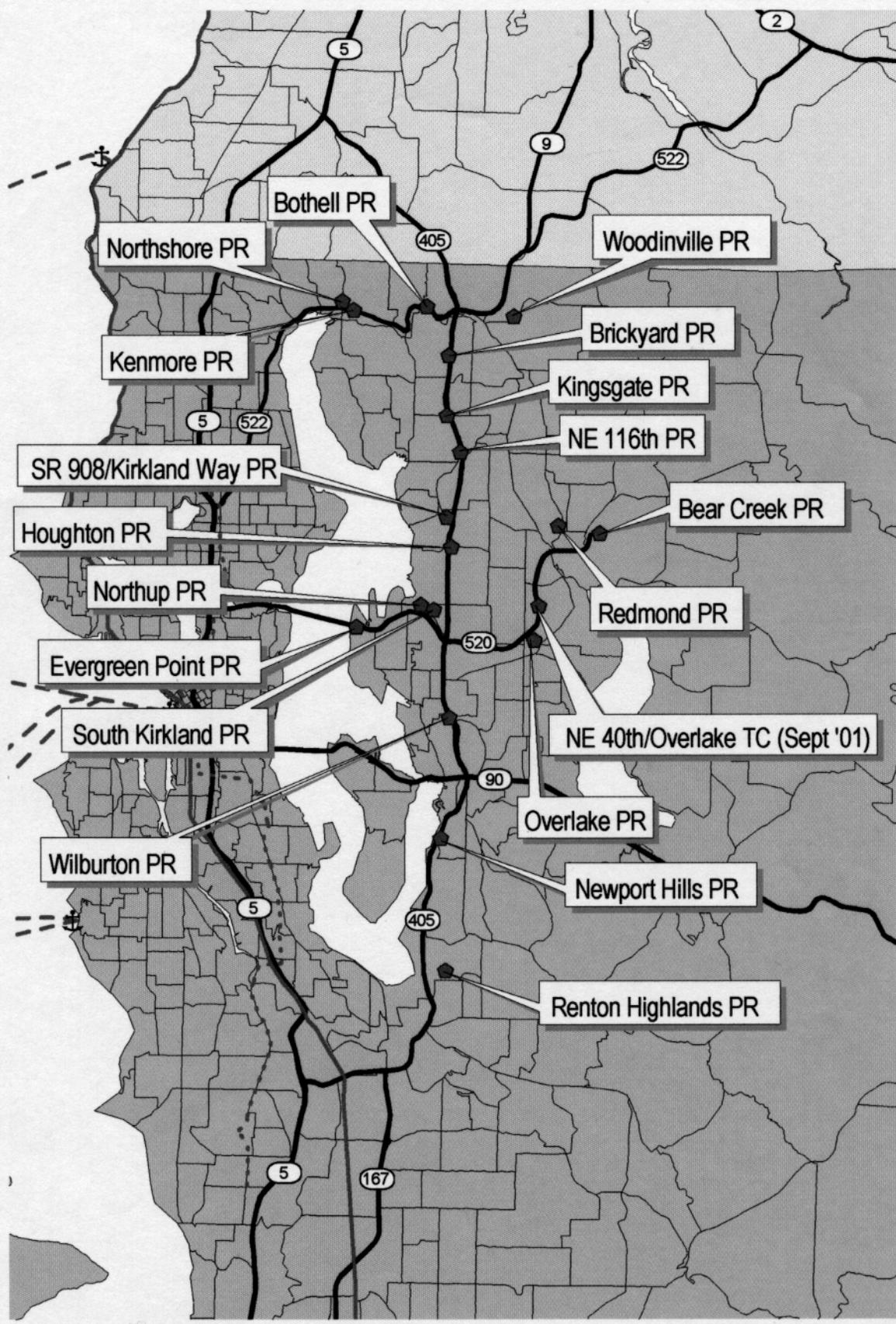
Proposed Commuter Rail Route



Study Area for the I-5 (South) Corridor

Puget Sound Park-and-Ride System Update

FIGURE 5.3



Study Area for the I-405 Corridor

Puget Sound Park-and-Ride System Update

FIGURE 5.4



Existing
P&R
Lot

Existing
Ferry
Terminal

Existing
Ferry
Route

Proposed
Light Rail
Route

Proposed
Commuter
Rail
Route

