

A low-angle shot of a white and blue Sound Transit train at a station platform. The train has large windows and a teal and blue livery. The platform has a glass and metal roof structure.

ST3 Expert Review Panel

February 9, 2016

Ridership Forecasting

 **SOUNDTRANSIT**

Overview

- Effects of new demographics
- Light rail capacity
- Origins – Destination studies
 - Lynnwood-to-Everett options
 - I-405 BRT options
- Cost effectiveness

Effects of New Demographics

- Land Use Vision version 1 (LUV.1)
 - 202,000 less jobs in 2040 than Land Use Targets
 - 89,000 less jobs in 2040 after subtracting Construction/Resource jobs
 - Fewer daily transit trips:
 - Ballard
 - U District
 - Central Seattle neighborhoods including Capitol Hill
 - Redmond
 - Renton
 - More daily transit trips:
 - Seattle CBD
 - Net reduction of 12,000 daily transit trips
 - (also includes change of assumption from highway tolls to mileage fees)

Light Rail Capacity

- Capacity per line
 - 10 trains per hour (6-minute headway)
 - 4 car trains
 - Comfortable peak capacity: 6,000 passengers per hour per direction
 - Standard peak capacity: 8,000 passengers per hour per direction
- Maximum passenger volume per line
 - West Seattle – Everett
 - Northbound north of U District
 - Redmond – 128th
 - Southbound in downtown tunnel
 - Ballard – Tacoma
 - Southbound in downtown tunnel through to Beacon Hill

Origin – Destination Studies

- **Lynnwood-to-Everett options**
 - Similar travel patterns for riders on all options
 - For Paine Field alignment
 - Reduction in project riders (- 20%) for North Everett
 - Small increase in project riders to south Everett from distant locations like Renton and Kent
- **I-405 BRT options**
 - Similar travel patterns for riders on both options
 - For Intensive Capital Investment option compared to Lower Capital
 - Increase in project riders (700) for Kirkland, especially for trips within Kirkland and to west Bellevue
 - Reduction in project riders passing through the Tukwila area
 - Bellevue – SeaTac
 - Renton – Seattle (via Link connection)

Cost Effectiveness

- Cost per rider
- Travel time comparisons
 - Highway travel times expected to get worse
 - Future transit travel times with ST3 are improved compared to existing
 - Future transit travel times with ST3 are better than or competitive with future highway travel times

