Integration with Transit Partners: King County Metro and Sound Transit

Sound Transit Expert Review Panel

April 11, 2016

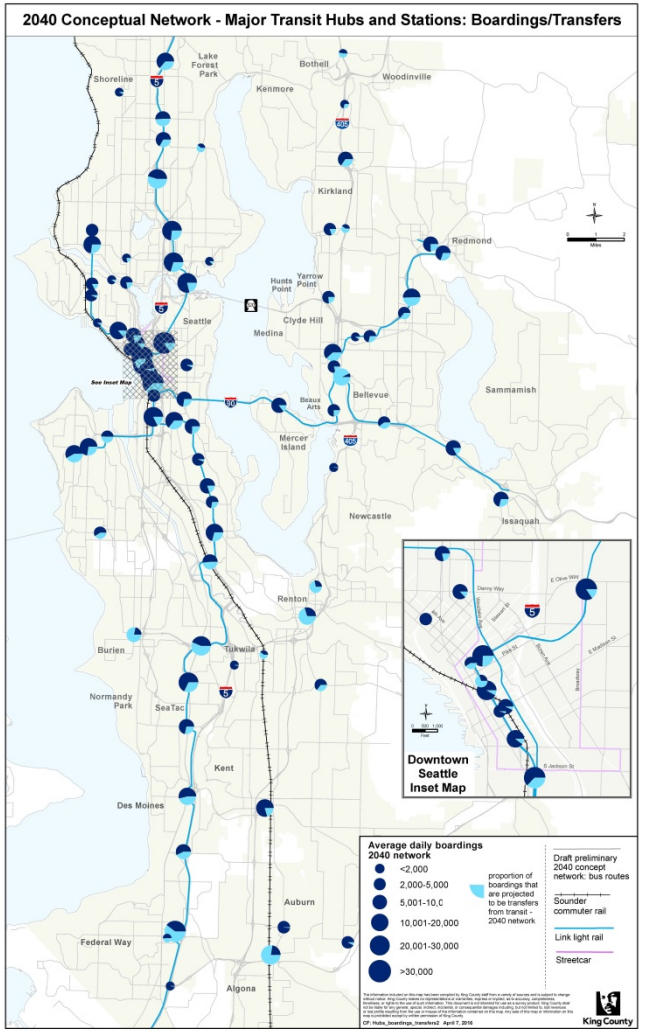
ST3: Integration with Partners

- Does the draft plan include assumptions about facilities and key transfer points?
- Do cost estimates and scope reflect the goals for bus/rail integration reflected?
- Specific examples

Planning for connections

Metro Long Range Plan:

- Major hubs identified, including new/proposed and existing
- Anticipate much higher boardings and transfers in 2040 over today; Highest use hubs up to:
  - >70,000 boardings and
  - >25,000 transfers in a day
- Some existing hubs will need to be upgraded



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Planning for connections

ST3 System Plan

- ST3 identifies funding for integration, and includes assumptions about off-site facilities in certain locations
- Planning in alignment in many areas

EXAMPLE: Ballard light rail to Seattle CBD

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	$0.91	$0.98
Sustainability	$9.39	$10.04
Parking access	N/A	N/A
Non-motorized (bicycle/pedestrian) access	$41.74	$44.66
Bus/rail integration facilities	$5.51	$5.89

Examples of integration working well

Examples:

- **Interbay South (Ballard to Seattle CBD)**: Off-street facility identified.
  - Could provide layover

- **Federal Way Link Extension**: Regular meetings and numerous workshops to design stations

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Examples of areas for continued discussion

- **Seattle Center/Uptown and Harrison**.
  - High bus and ridership volumes in constrained urban area
    - ~100 buses/hour during peak
    - ~10,000-12,000 boardings/day
  - Will take continued coordination with Sound Transit, Metro and City of Seattle
- **Downtown Tunnel Stations.**
  - **High passenger volumes –**International District and Westlake projected to have ~70,000 boardings per day
  - **Provide for good connections to/from surface**- bus riders, pedestrians, wayfinding

Going forward

- Ensure continued integration and coordinated facility planning through design and construction
- Sufficient funds for necessary elements
- Ability to adapt to evolving service conditions
- Strategy for upgrading existing stations to meet future demand
- Coordination on transit access

Thank you

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Shared principles for facility design

- Connections with bus transit
- Bus operating environment
- Reduce the need for auto access
- Bicycle facilities
- Surrounding bike and pedestrian facilities
- Passenger safety
- Station location
- Station access prioritization