

A low-angle, upward-looking photograph of a white and blue Sound Transit train at a station platform. The train's windows and doors are visible, and the platform's glass roof is seen in the upper left. A dark grey semi-transparent box is overlaid on the lower left side of the image, containing white text.

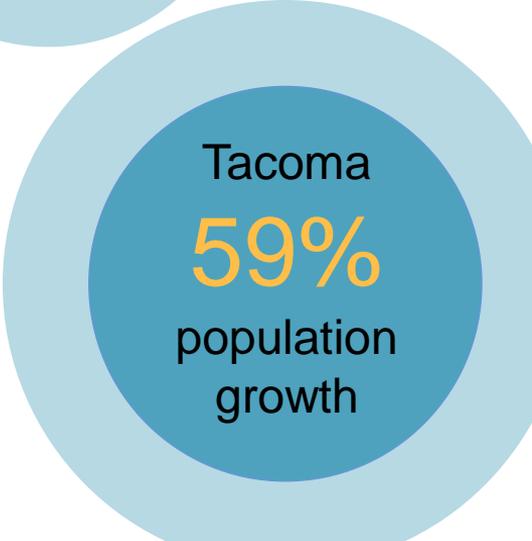
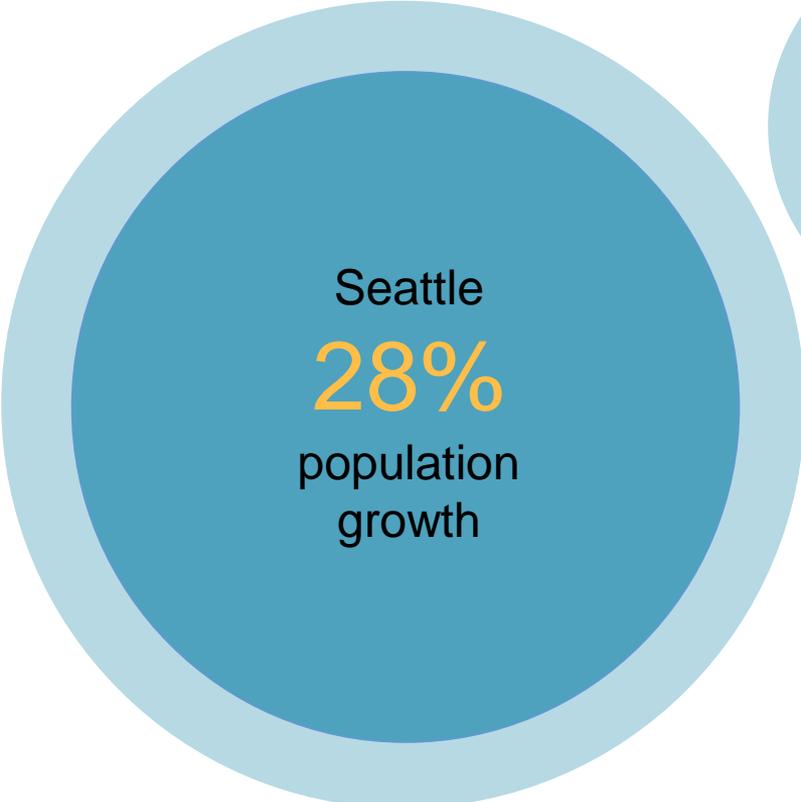
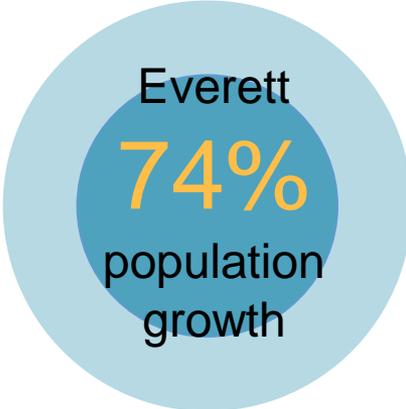
# **Sound Transit 3**

**Kirkland Public Meeting  
January 11, 2016**

**SOUNDTRANSIT**



# More people are calling this home



Projected household population growth by 2040

Source: Puget Sound Regional Council

# Partnership in the Eastside Rail Corridor

- Sound Transit is a member of the Eastside Rail Corridor Regional Advisory Committee
- Endorsed **multiple-use vision** in the corridor with other partners

*Rendering of East Link light rail with the Redmond Central Connector trail.*



King County



SOUNDTRANSIT



PUGET  
SOUND  
ENERGY



# Eastside Rail Corridor

- Sound Transit holds a high capacity transit easement on the corridor.
- The easement specifies the process through which Sound Transit would coordinate with the City of Kirkland regarding implementation of high capacity transit.
- **If the trail is affected by high capacity transit, it would be Sound Transit's responsibility to replace it, per the requirements of the high capacity transit easement.**



 King County

## EASTSIDE RAIL CORRIDOR

This portion of the Eastside Rail Corridor (ERC) is now under the ownership of King County. The ERC is the site of a future multi-use corridor including rail and regional trail.



Corridor planning is underway. For information, visit [www.kingcounty.gov/e](http://www.kingcounty.gov/e)

The corridor is open to the public. Use at your own risk.

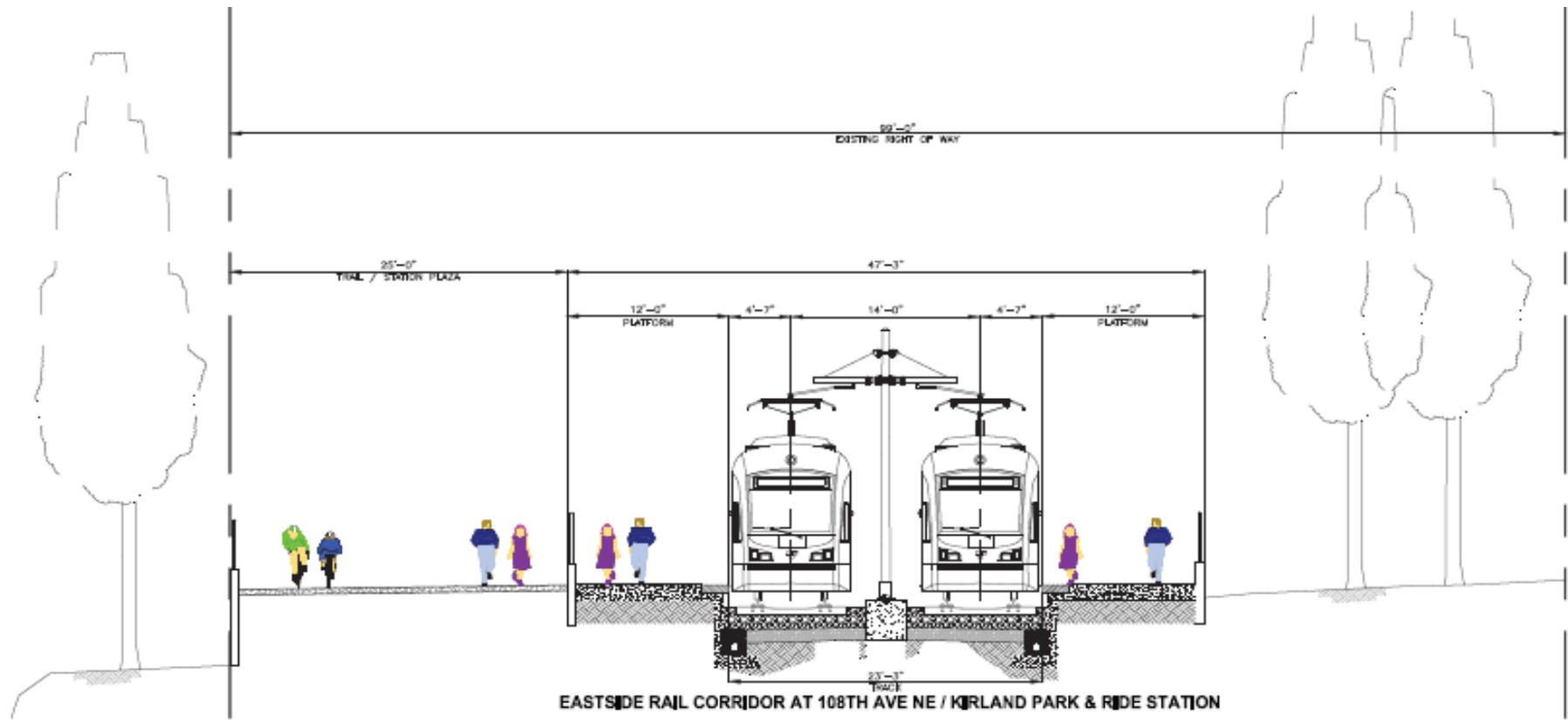
King County Parks  Your  Big Backyard

# Project Lifecycle



Public involvement continues throughout the life of the project

# Cross-Section View of Trail with Light Rail

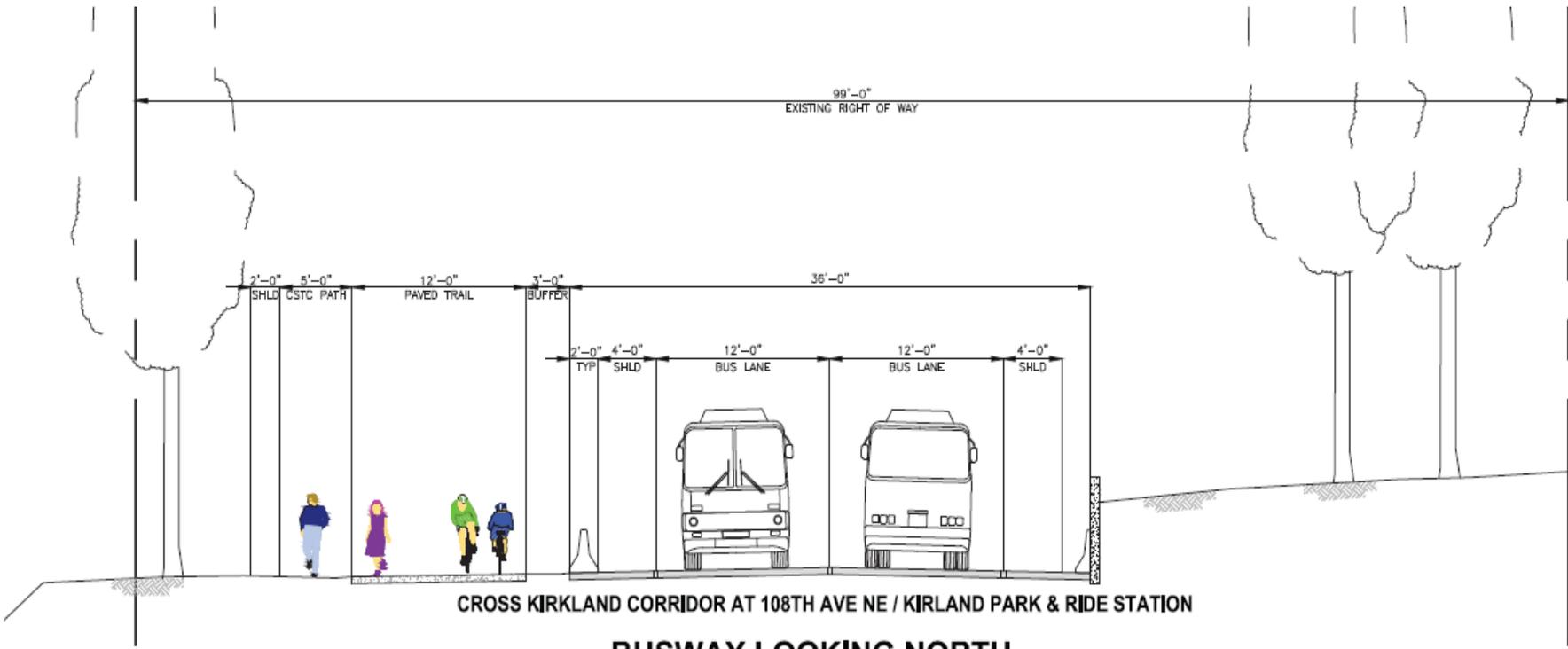


EASTSIDE RAIL CORRIDOR AT 108TH AVE NE / KIRLAND PARK & RIDE STATION

## AT-GRADE STATION LOOKING NORTH

SCALE: 1" = 10'

# Cross-Section View of Trail with BRT



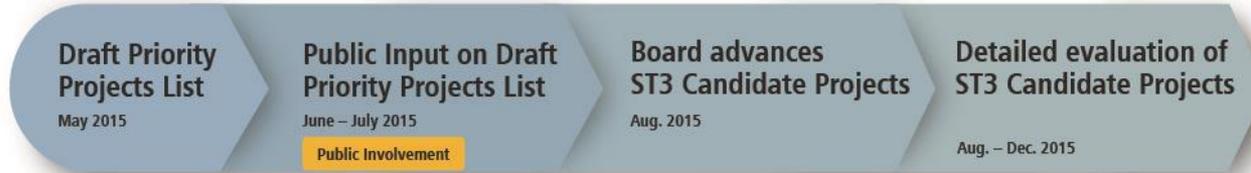
CROSS KIRKLAND CORRIDOR AT 108TH AVE NE / KIRLAND PARK & RIDE STATION

## BUSWAY LOOKING NORTH

SCALE: 1" = 10'

# ST3 Timeline

## 2015



## 2016



# ST Board's Core Priorities for ST3

COMPLETING THE LINK  
LIGHT RAIL SPINE



RIDERSHIP



INTEGRATION WITH OTHER  
TRANSIT OPERATORS/  
TRANSPORTATION SYSTEMS



MULTI-MODAL ACCESS



CONNECTING THE REGION'S  
DESIGNATED CENTERS  
WITH HCT



PROMOTING TRANSIT  
SUPPORTIVE LAND USE  
AND TOD



SOCIO-ECONOMIC  
EQUITY



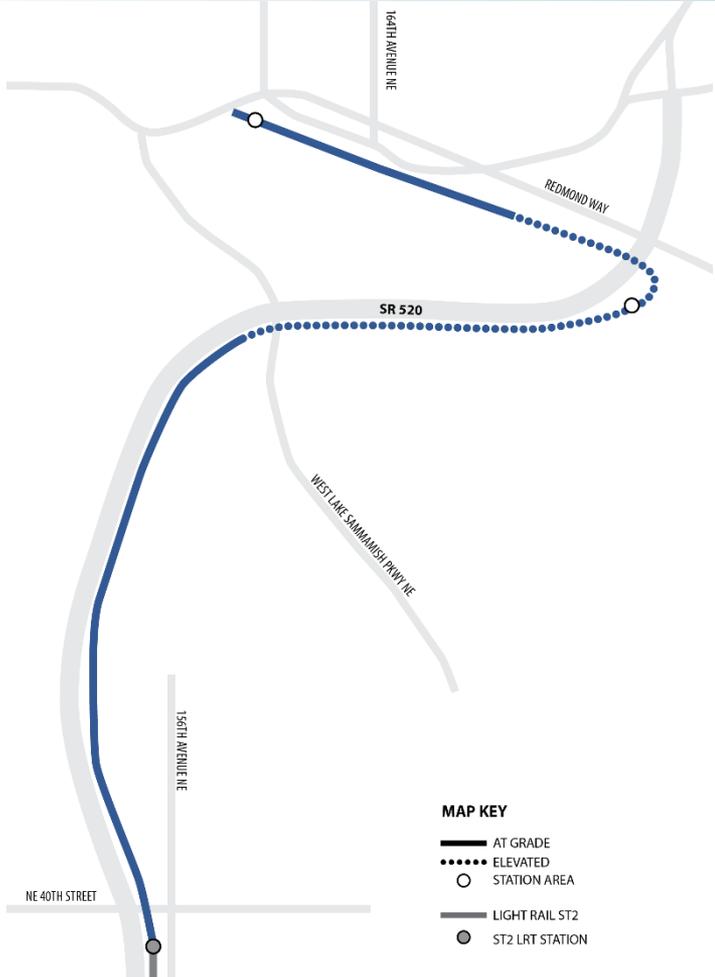
ADVANCING "LOGICAL  
NEXT STEPS" PROJECTS  
BEYOND THE SPINE; WITHIN  
FINANCIAL CAPACITY



# Review of ST3 Candidate Projects

## East King County

# E-01: Overlake to Redmond LRT



**MAP KEY**

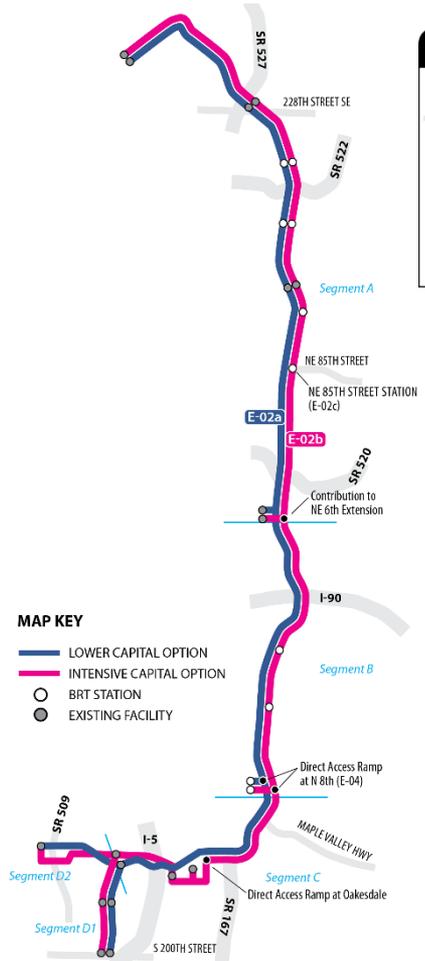
- AT GRADE
- ..... ELEVATED
- STATION AREA
- LIGHT RAIL ST2
- ST2 LRT STATION

**OVERLAKE TO DOWNTOWN REDMOND**  
Length: 3.7 Miles  
ST3 Candidate Project E-01



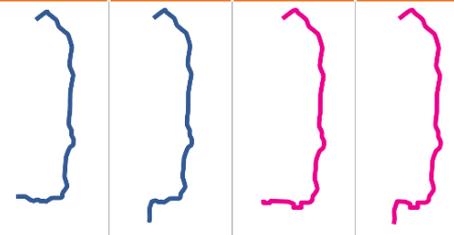
	<b>REGIONAL LIGHT RAIL SPINE</b>	<b>YES</b>
	<b>RIDERSHIP (DAILY PROJECT RIDERS)</b>	<b>8,000—10,000</b>
	<b>CAPITAL COST (2014 \$ M)</b>	<b>\$1,041—\$1,114</b>
	<b>ANNUAL O&amp;M COST (2014 \$ M)</b>	<b>\$11.83</b>
	<b>TRAVEL TIME (MIN)</b>	<b>8</b>
	<b>RELIABILITY</b>	<b>HIGH</b>
	<b>SYSTEM INTEGRATION</b>	<b>MEDIUM</b>
	<b>EASE OF NON-MOTORIZED ACCESS</b>	<b>MEDIUM-LOW</b>
	<b>PERCENT OF NON-MOTORIZED ACCESS</b>	<b>50—60%</b>
	<b>CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS</b>	<b>2 CENTERS</b>
	<b>PLANS AND POLICIES</b>	<b>MEDIUM-HIGH</b>
	<b>MARKET SUPPORT</b>	<b>MEDIUM-HIGH</b>
	<b>POP PER ACRE (2014/2040)</b>	<b>3 / 9</b>
	<b>EMP PER ACRE (2014/2040)</b>	<b>11 / 20</b>
	<b>POP+EMP PER ACRE (2014/2040)</b>	<b>14 / 29</b>
	<b>MINORITY/LOW-INCOME</b>	<b>46% / 9%</b>
	<b>POPULATION (2014/2040)</b>	<b>3,200 / 8,700</b>
	<b>EMPLOYMENT (2014/2040)</b>	<b>10,200 / 18,900</b>

# I-405 BRT



\* RELIES ON WSDOT TO MANAGE THE EXPRESS TOLL LANES TO PROVIDE SPEED AND RELIABILITY FOR BUSES

LOWER CAPITAL OPTION		INTENSIVE CAPITAL OPTION	
ST3 Candidate Project E-02a + E-04			
Length: 37.1 Miles	Length: 37.9 Miles	Length: 40.4 Miles	Length: 40.6 Miles
To Brunen TC	To Angle Lake	To Brunen TC	To Angle Lake

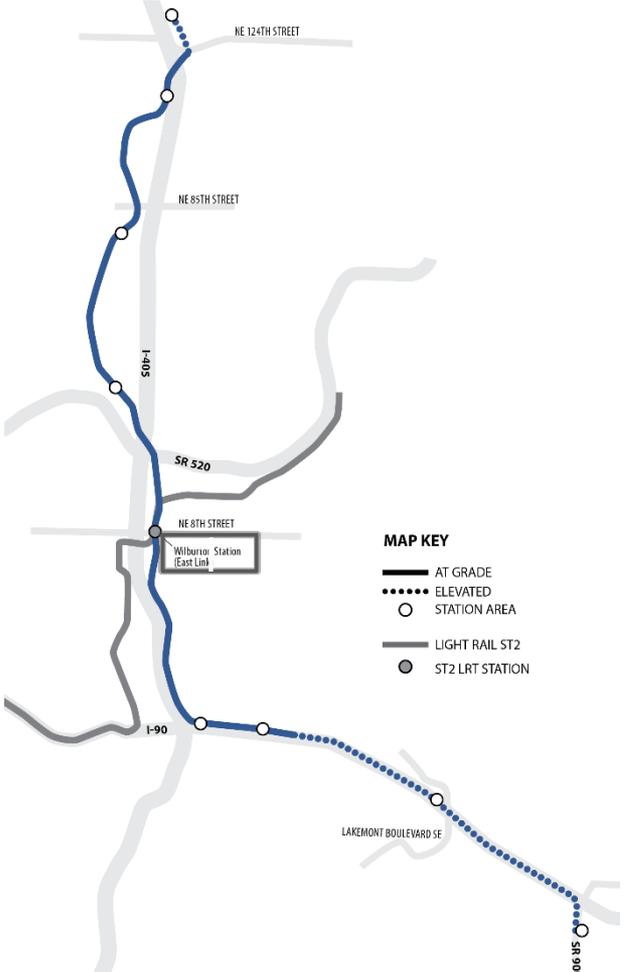


REGIONAL LIGHT RAIL SPINE	NO	NO	NO	NO
RIDERSHIP (DAILY PROJECT RIDERS)	13,000—18,000	13,000—18,000	13,000—18,000	13,000—18,000
CAPITAL COST (2014 \$ MIL)	\$317—\$341	\$323—\$348	\$2,174—\$2,326	\$1,961—\$2,099
ANNUAL O&M COST (2014 \$ MIL)	\$43.02	\$45.58	\$45.68	\$48.24
TRAVEL TIME (MIN)	100	105	105	110
RELIABILITY*	MEDIUM	MEDIUM	MEDIUM-HIGH	MEDIUM-HIGH
SYSTEM INTEGRATION	MEDIUM	MEDIUM	MEDIUM	MEDIUM
EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW	MEDIUM-LOW	MEDIUM-LOW	MEDIUM-LOW
PERCENT OF NON-MOTORIZED ACCESS	20—80%	20—80%	20—80%	20—80%
CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	7 CENTERS	7 CENTERS	7 CENTERS	7 CENTERS
<b>PLANS AND POLICIES</b>	<b>MEDIUM-HIGH</b>	<b>MEDIUM-HIGH</b>	<b>MEDIUM</b>	<b>MEDIUM</b>
<b>MARKET SUPPORT</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>MEDIUM</b>	<b>MEDIUM</b>
LAND USE AND DEVELOPMENT/TOD POTENTIAL	POP PER ACRE (2014/2040)	8 / 13	7 / 12	6 / 10
	ACTIVITY UNITS EMP PER ACRE (2014/2040)	13 / 22	13 / 22	11 / 18
	POP+EMP PER ACRE (2014/2040)	21 / 35	20 / 34	17 / 28
<b>MINORITY/LOW-INCOME</b>	39% / 13%	42% / 14%	37% / 11%	40% / 12%
SOCIOECONOMIC BENEFITS	POPULATION (2014/2040)	34,800 / 57,300	35,700 / 59,600	46,000 / 73,100
	EMPLOYMENT (2014/2040)	60,000 / 99,200	63,800 / 109,200	78,100 / 127,400

Note: E-04, HOV Direct Access at Renton/N 8th St. is part of the ST2 program; due to reduced agency revenues experienced during the recession, implementation has been deferred.

# E-03: Totem Lake to Issaquah LRT

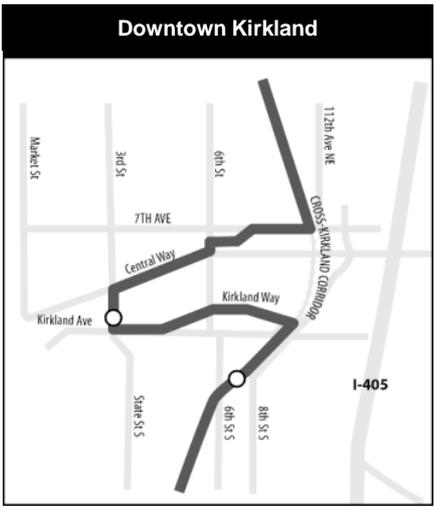
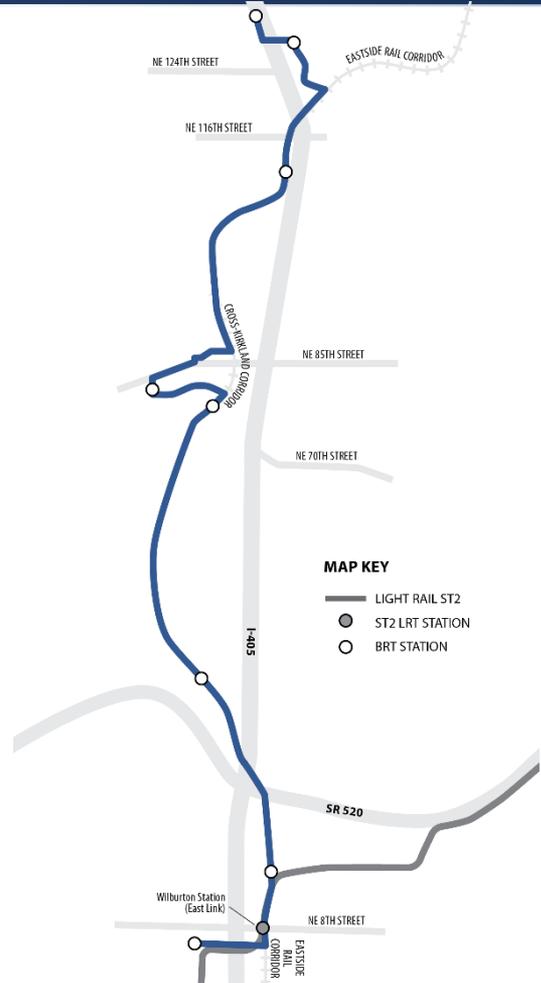
**TOTEM LAKE TO ISSAQUAH**  
Length: 17.5 Miles  
ST3 Candidate Project E-03



 REGIONAL LIGHT RAIL SPINE	NO	
 RIDERSHIP (DAILY PROJECT RIDERS)	12,000—15,000	
 CAPITAL COST (2014 \$ M)	\$3,157—\$3,379	
 ANNUAL O&M COST (2014 \$ M)	\$42.18	
 TRAVEL TIME (MIN)	31	
 RELIABILITY	MEDIUM-HIGH	
 SYSTEM INTEGRATION	MEDIUM-LOW	
EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW	
 PERCENT OF NON-MOTORIZED ACCESS	25—35%	
 CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	2+ CENTERS	
PLANS AND POLICIES		
MARKET SUPPORT		
 LAND USE AND DEVELOPMENT/TOD POTENTIAL	POP PER ACRE (2014/2040)	6 / 8
ACTIVITY UNITS	EMP PER ACRE (2014/2040)	7 / 13
	POP+EMP PER ACRE (2014/2040)	13 / 21
MINORITY/LOW-INCOME		29% / 7%
 SOCIOECONOMIC BENEFITS	POPULATION (2014/2040)	24,100 / 29,400
	EMPLOYMENT (2014/2040)	28,300 / 50,900

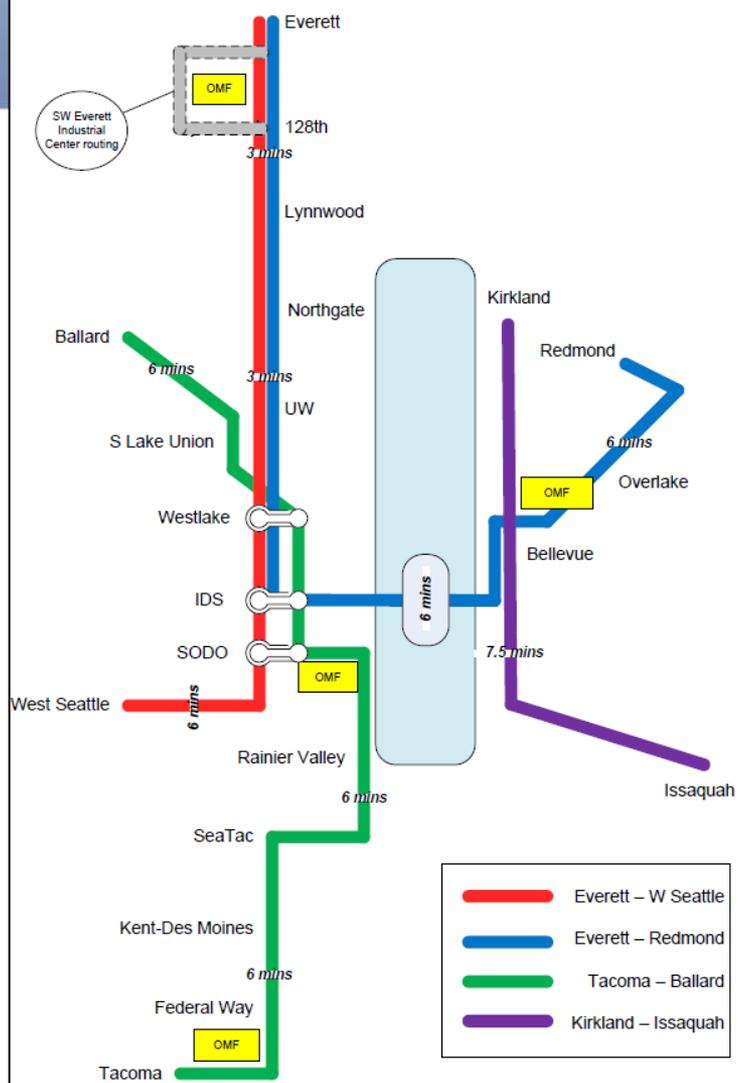
# E-06: Totem Lake to Bellevue BRT

**TOTEM LAKE TO BELLEVUE BRT**  
Length: 10 Miles  
ST3 Candidate Project E-06



REGIONAL LIGHT RAIL SPINE	NO
RIDERSHIP (DAILY PROJECT RIDERS)	2,500—3,500
CAPITAL COST (2014 \$ M)	\$698—\$747
ANNUAL O&M COST (2014 \$ M)	\$14.72
TRAVEL TIME (MIN)	35
RELIABILITY	MEDIUM-HIGH
SYSTEM INTEGRATION	MEDIUM
EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW
PERCENT OF NON-MOTORIZED ACCESS	35—45%
CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	2 CENTERS
LAND USE AND DEVELOPMENT/TOD POTENTIAL	POP PER ACRE (2014/2040) 8 / 12
MARKET SUPPORT	MEDIUM-HIGH
ACTIVITY UNITS	EMP PER ACRE (2014/2040) 19 / 34
	POP+ EMP PER ACRE (2014/2040) 27 / 46
SOCIOECONOMIC BENEFITS	MINORITY/LOW-INCOME 30% / 8%
	POPULATION (2014/2040) 27,200 / 43,400
	EMPLOYMENT (2014/2040) 68,600 / 119,300

# Potential Light Rail System in ST3



# ST3 Schedule

- **January 21, 2016:**
  - Responses from jurisdictions requested regarding ST3 candidate project scopes
- **March 2016: Draft System Plan**
- **April 2016: Public and Stakeholder Outreach**
  - Open houses, website information
- **June 2016: Potential adoption of Final System Plan**
- **November 2016 Ballot Measure**

**KEEP UP WITH  
THE FUTURE AT**

**[SOUNDTRANSIT3.ORG](http://SOUNDTRANSIT3.ORG)**

