



Link Connections: SR-520

Kirkland Transportation Commission Meeting

June 28th, 2017



Agenda

- Project Overview
- Project Timeline
- Phase I Outreach
- Phase II Options Overview
- Key Elements
- Next Steps



Project Overview: What's Link Connections?

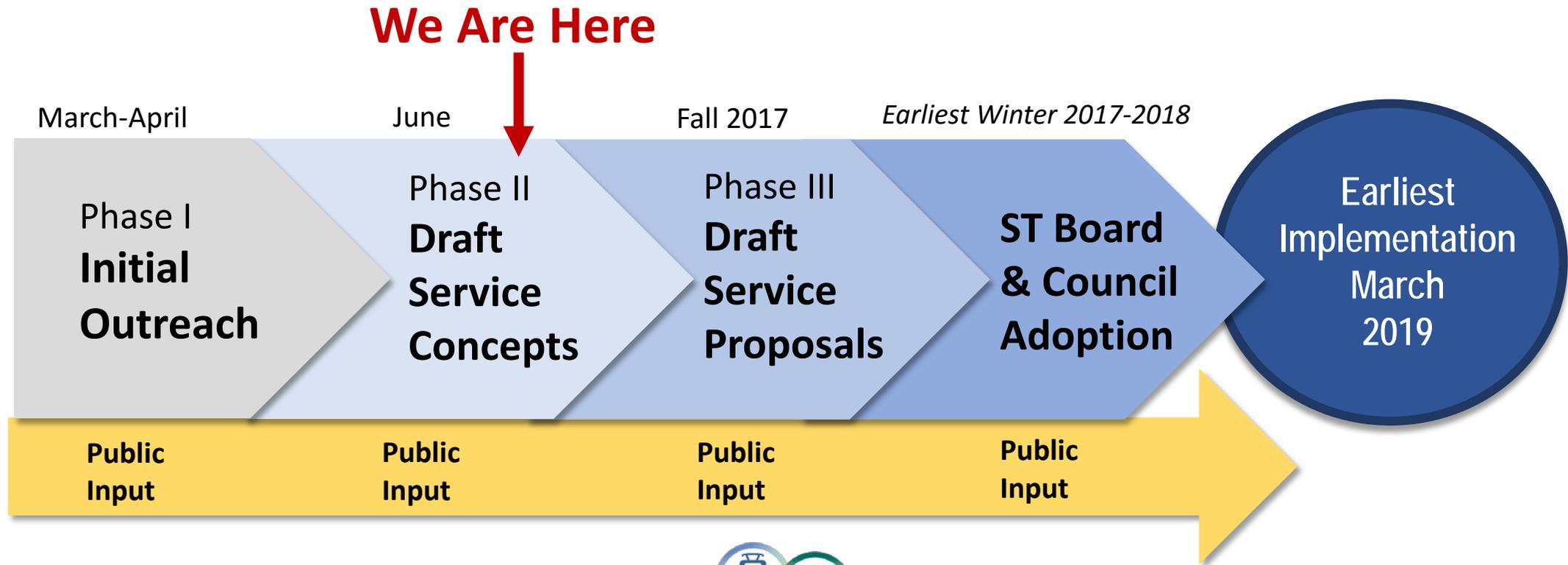
- Joint outreach and service planning effort
- Exploring reorienting buses to connect to Link light rail
- ST Express routes: **540, 541, 542, 545**
- King County Metro routes: **252, 255, 257, 268, 277, 311**
- 24,500 riders per weekday

Project Overview: Why Restructure?

- Strengthen and improve service
- Improve bus-rail integration
- Minimize congestion impacts



Project Timeline



Phase I: What We Heard

- Majority of riders would consider bus-rail transfer
- Improvements to the transfer environment
- Rider priorities for reinvestments of saved resources



Frequency



Service Span



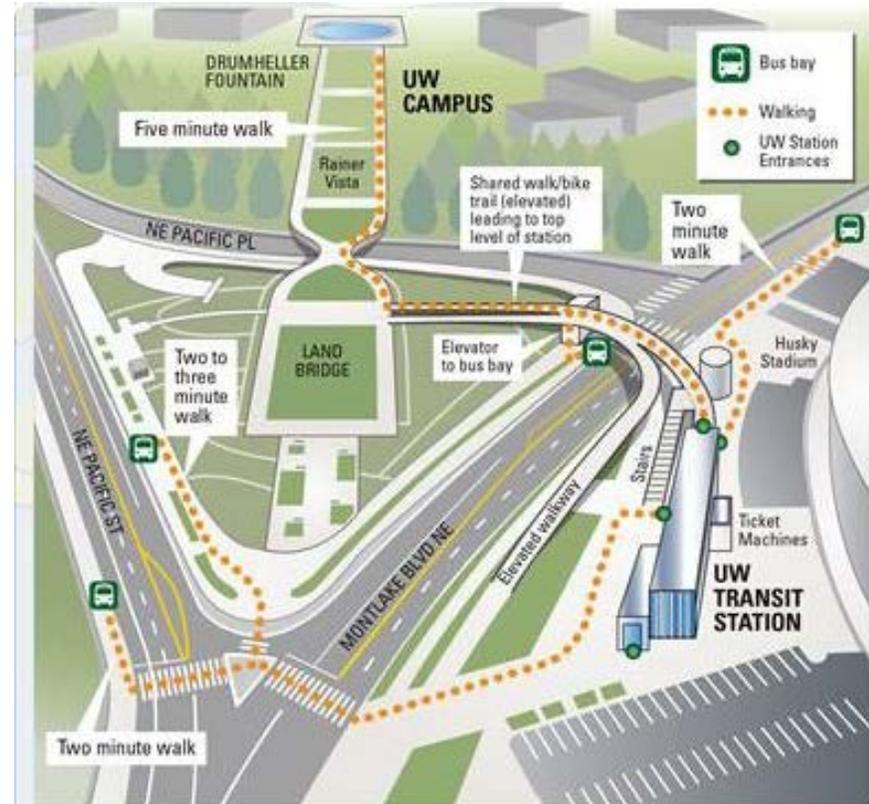
Reliability



Connections

Key Elements: Montlake Hub: Bus-Rail Transfer

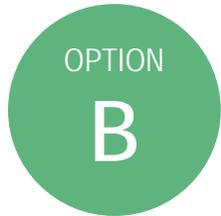
- Potential Improvements
 - Off-board fare payment
 - Real time arrival information
 - Additional bus stops
 - Closer bus stop placement
 - Improved transit priority
 - Additional shelters
 - Improved way finding



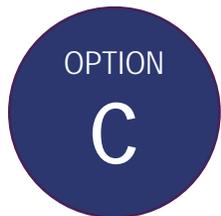
Phase II: What We Created



Future Traffic Conditions, **Existing Service**



Structure Changes, re-investments focus on **Frequency**



Structure Changes, re-investments focus on **New Connections**

Phase II: Kirkland Market Overview

Kirkland Option B:	Kirkland Option C:
<p><u>Benefits</u></p> <ul style="list-style-type: none">• Buses every 6 minutes• Increased trips• Buses more reliable• New connections –South Lake Union, Seattle Children’s	<p><u>Benefits</u></p> <ul style="list-style-type: none">• Buses every 6 minutes• Keeps direct service to downtown Seattle• New peak service - Houghton P&R to SLU• New direct connections – S. Kirkland, Overlake, U District to Greenlake. Plus connections to Seattle Children’s
<p><u>Tradeoffs</u></p> <ul style="list-style-type: none">• Bus+Link connection - riders to/from downtown Seattle• Buses less often – nights/weekends in downtown Seattle• Delete Rt 277 – low ridership, 255 & 540 better service	

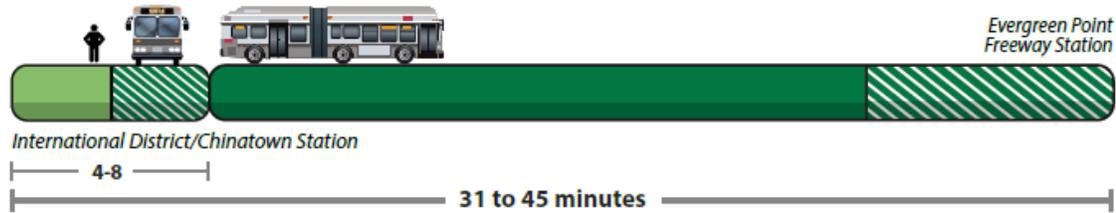
Phase II: Kirkland Market

Kirkland Customers to:	Option A: Existing Service with Future Traffic Congestion	Option B: Frequency	Option C: New Connections
Downtown	All day, weekend, 6-15 & 30 frequency	Transfer @ UW Station – 6 minutes to Westlake	Evening & Weekend or Transfer @ UW Station
UW	Peak only service	All day, night & weekend service Peak service to Seattle Children's	All day & night service
South Lake Union	No direct service, walk/ transfer	Direct connection from South Kirkland	Peak only with new connection from Houghton

Phase II: Eastside Travel Time

How could your trip improve by transferring to Link?

PM EASTBOUND EXISTING TRAVEL TIME: Downtown Seattle to Evergreen Point

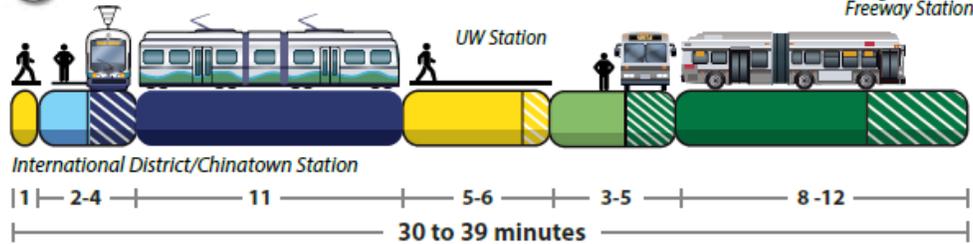


PM EASTBOUND FUTURE TRAVEL TIME: Downtown Seattle to Evergreen Point

1 Bus with no transfer at UW Station



2 Bus with Link light rail transfer at UW Station



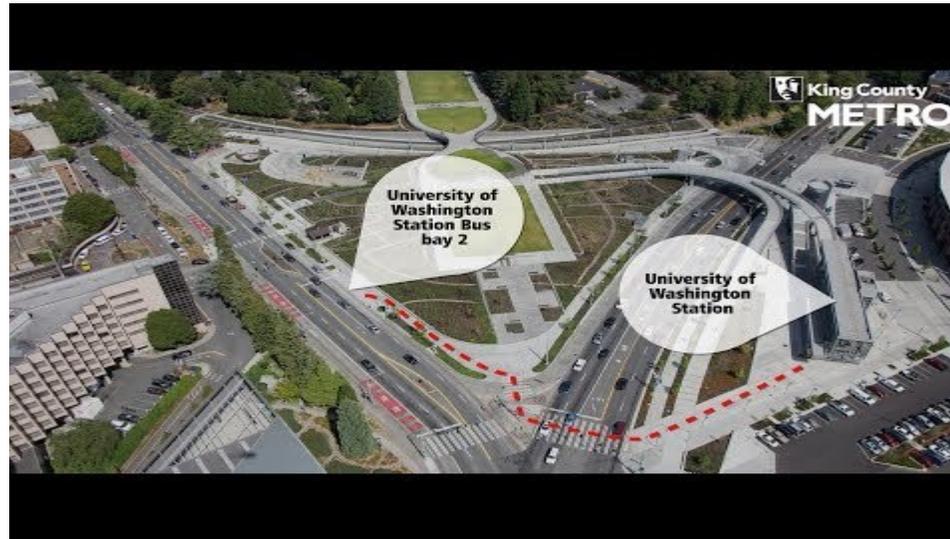
* Variability: The range in travel times due to factors like traffic conditions, transit wait times, and pedestrian intersection crossings. Assumes consistent travel times east of Evergreen Point.

Phase II Outreach

- Open houses – Six events
- Online survey open through June 30th - over 2,000 responses
- Street teams at major stops – 5,000 cards
- Stakeholder briefings
- Rider alerts
- Social media



Phase II Outreach



Key Elements: Link Light Rail System

- University of Washington to Angle Lake
- Frequency:
 - 6 minutes in peak periods
 - 10 minutes in midday & weekends
- Mix of 2 & 3 car trains on weekdays
- Six minute travel time UW-Westlake
- Improved reliability with buses out of the transit tunnel



Next Steps

- Analyze Phase II Feedback
- Continue communication with stakeholders groups
 - Interagency meetings
 - Sounding Board
- Phase III Service proposal development

Link Connections: SR 520

For more information please visit:

[Kingcounty.gov/metro/520connections](https://kingcounty.gov/metro/520connections)

or

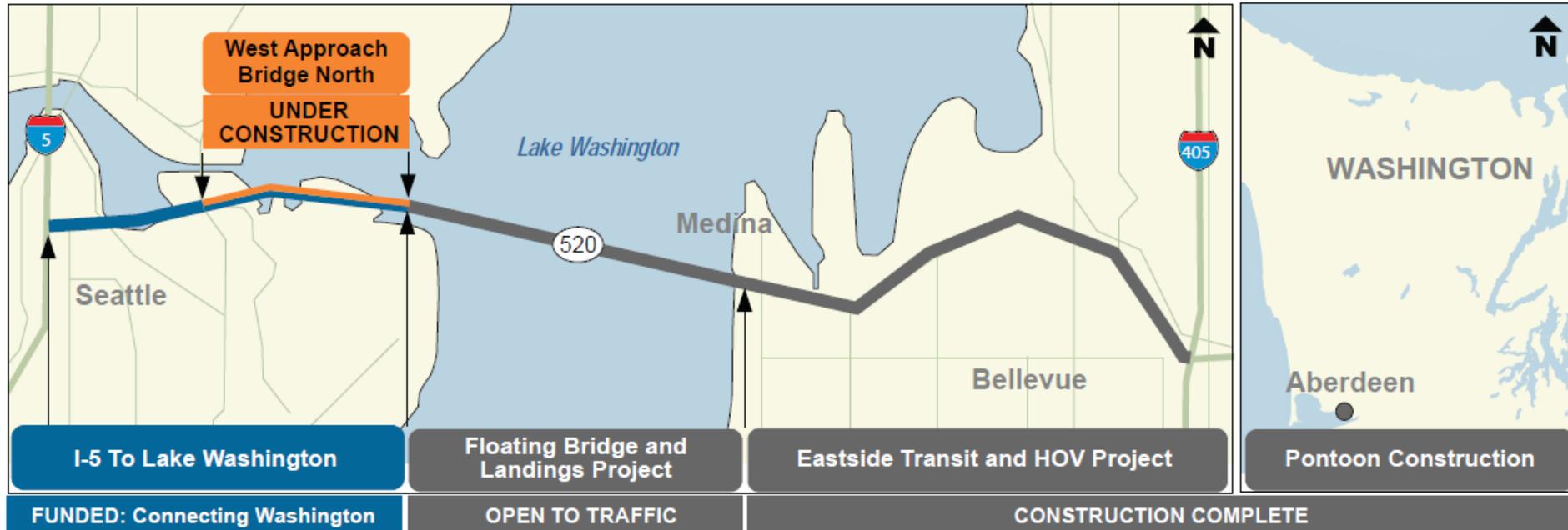
[Soundtransit.org/linkconnections520](https://soundtransit.org/linkconnections520)



WSDOT SR-520 “Rest of the West”

SR 520 Program Overview

Program map



Program schedule

- Eastside Transit and HOV Project: Opened 2014
- Pontoon Construction Project (Aberdeen): Completed 2015
- New floating bridge: Opened April 2016
- West Approach Bridge North: Opening summer 2017
- Remaining west side corridor: Fully funded, construction to begin in 2018

Rest of the West Project Overview



- Phase 1: Montlake Phase**
Construction to begin in 2018
Estimated duration: 4-5 years
- Phase 2: Portage Bay Phase**
Construction to begin in approx. 2020-2022
Estimated duration: 6 years
- Phase 3: Montlake Cut Crossing Phase**
Construction to begin as early as 2024
Estimated duration: 3 years

Key milestones for the NTMP Montlake Phase

- ✓ **March 21:** Draft NTMP document available online, public comment period begins
- ✓ **March 22:** Host public meeting (tonight)
 - Please provide comment tonight on the draft report (via comment card or laptop)
- ❑ **April 4:** Public comment period closes
- ❑ **Late April:** Summary of public comments available online
- ❑ **Summer/fall 2017:** Finalize NTMP and publish online



SR 520 Neighborhood Traffic Management Plan Outreach Survey

  Seattle Department of Transportation

Title:
This brief survey is intended to inform and engage with residents of the Montlake neighborhood.

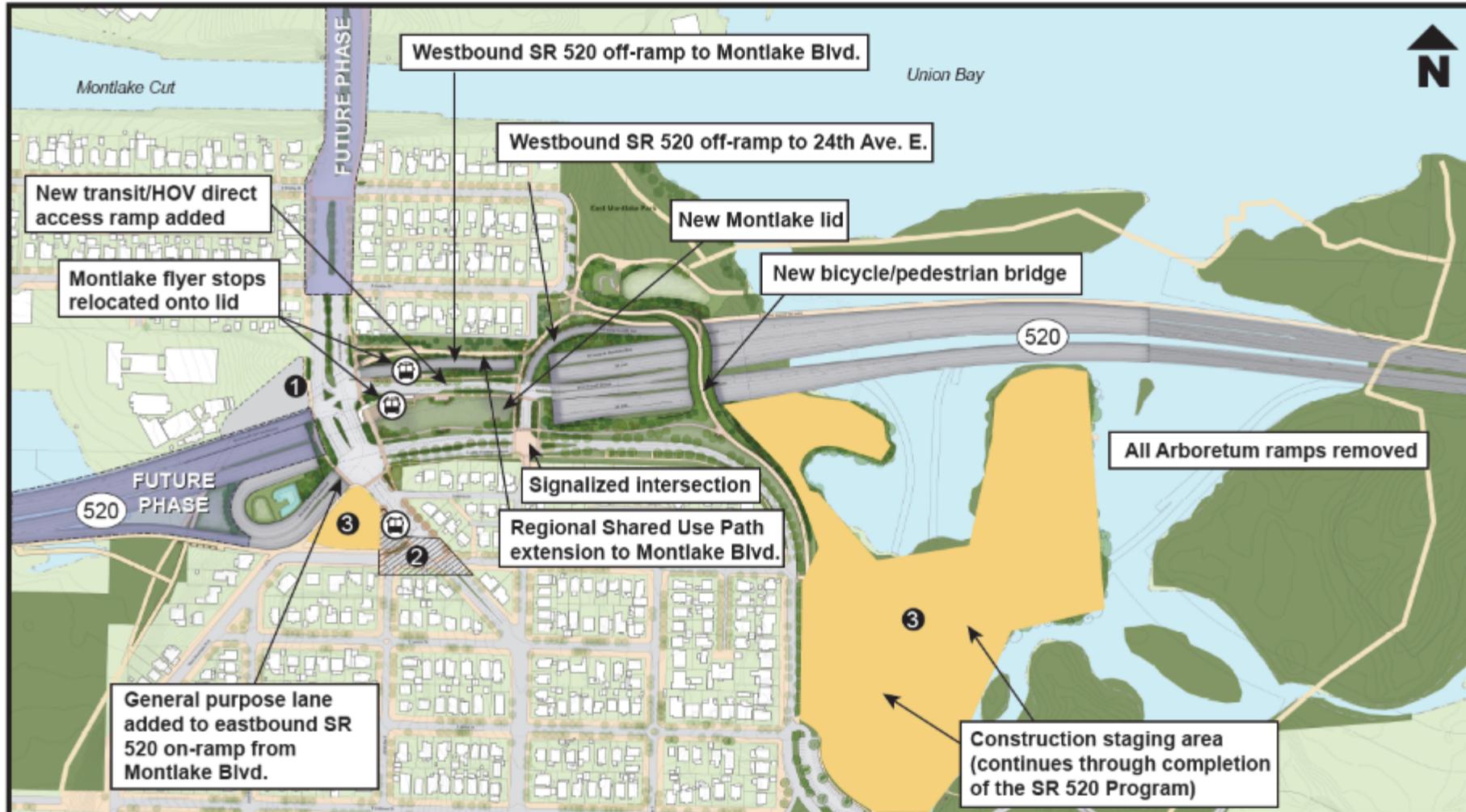
As you may know, starting in 2018 construction crews will begin working on the SR 520 Montlake Phase for approximately two to five years. Montlake Boulevard is the primary arterial that provides connectivity between Seattle neighborhoods, businesses, parks and activity centers east on the University of Washington, Seattle Children's Hospital and the Washington Park Arboretum. Keeping people and goods moving to and through the Montlake neighborhood is critical to the stability of Seattle, economic and the Puget Sound region.

The Montlake Phase will include a new Montlake interchange, full and half bridge and the completion of the second half of the SR 520 west approach bridge. This phase of the project will make major changes to how vehicles, transit and bikes use SR 520, thereby impacting drivers, bicyclists, walkers and transit riders.

In this survey, both WSDOT and SDOT would like to hear about your thoughts to different traffic calming and traffic management solutions that may be considered. Your preferences and suggestions will be used to inform the final version of the Montlake Neighborhood Traffic Management Plan, to be completed in advance of construction of the Montlake Phase.

Montlake Phase Key Elements

(shown at completion in approx. 2022-2023)



- ① Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.
- ② City-owned property under review by the City of Seattle.
- ③ Area needed for project improvements and construction staging and phasing.

Note: Construction schedules and staging areas are subject to change as design and construction plans are confirmed.



City of Kirkland – Initial Service Concept Review

Kirkland Service Objectives – Service Markets

- Market service levels

Markets		Market Service Levels
East	West	
Kirkland	Downtown Seattle	All Day/Frequent
	UW	All Day/Frequent
	S Lake Union	All Day/Frequent
North Kirkland	Downtown Seattle	Peak/Express & All Day/Local
	UW	All Day/Local
	S Lake Union	All Day/Local

- Service Types

- Express – Limited stop service with a direct route
 - Frequent – Show-up-and-go service with a direct route
 - Local – Minimum 30 minute service serving multiple destinations
- Routes should have consistent termini throughout their span of service
- Kirkland and North Kirkland would be interconnected with all day frequent service

Kirkland Service Objectives – Transfers

- No trip should require more than one “convenient transfer”
- A convenient transfer means
 - Takes less than an average of 7.5 minutes during the peak and 15 minutes during the off-peak
 - Includes less than a 5 minute walk for an average person
 - Weather protected and minimize street crossings
 - Adequate transit capacity is available to ensure nobody is left waiting at the bus stop or on the station platform
 - Transfers added to existing one-seat ride should not increase trip travel time or decrease trip reliability
- Transfers on following slide are evaluated based on this definition

Markets Served by Each Service Concept

Market		Option A – Existing		Option B – Frequency		Option C – New Connections	
East	West	Direct	Transfer	Direct	Transfer	Direct	Transfer
Kirkland	DT Seattle	All Day/ Frequent	Peak/ Express	Transfer Svc Only	All Day/ Frequent	Evening & Wknd/ Local	Peak & Mid- Day/Frequent
	UW	Peak/ Express	Direct Svc	All Day/ Frequent	Direct Svc Only	Peak & Mid-Day/ Frequent	Direct Svc Only
	S Lake Union	No Svc	No Svc	All Day/ Express at S Kirk P&R	Mid-day/ Frequent	Peak Only/ Express	Direct Svc Only
North Kirkland	DT Seattle	Peak/ Express & All Day/ Local	Direct Svc Only	Transfer Svc Only	All Day/ Local	Peak/Express to Westlake and Evening & Wknd/ Local	Mid-Day/ Local
	UW	No Svc	No Svc	Peak/Express & All Day/Local	Direct Svc Only	Peak & Mid-day/ Local	Direct Svc Only
	S Lake Union	No Svc	No Svc	Peak/Express	Mid-day/ Local	No Svc	No Svc

Kirkland & North Kirkland Connections

Markets served by each Service Concept

Customers		Option A - Existing	Option B - Frequency	Option C – New Connections
East	West			
Kirkland	DT Seattle	Yes	Yes	Yes
	UW	No	Yes	Some
	S Lk Union	No	Yes at S Kirk P&R	No
North Kirkland	DT Seattle	Yes	Yes	Yes at Westlake
	UW	No	Yes	Some
	S Lk Union	No	Some	No

Service Questions

- **North Kirkland**

- Can the span of service be expanded and additional trips added to express routes to mitigate if the 255 terminated at Totem Lake Transit Center?

- **Houghton Park and Ride**

- How could this be more fully utilized? Maybe by private transit operators?

- **South Kirkland Park and Ride**

- Is the transit center configuration adequate for the service concepts?
- Can additional transit bays be added if necessary?

- **Service Balance**

- How are service hours re-allocated? Can they be used to expand service hours, frequency etc?

Service Questions

- **SR 520**

- What is included in the Traffic Management Plan for the SR 520 Montlake Phase and how does it impact transit (2018-2023)?
- What is the construction staging and phasing within each phase and how will it accommodate or impact transit?
- The Portage Bay Phase includes directional HOV connections from SR 520 to and from I-5 Express Lanes. Where do these lanes connect and can they be used to provide reliable travel times to South Lake Union in the longer term (2020 to 2028)?

Service Questions

- **UW Station/Montlake Blvd**

- Is service staged to reflect staged construction and new investments (for example the 2nd Bascule Bridge alignment impact on Montlake Triangle revisions)?
- What is the status of planning for improvements at the Montlake Hub? And will improvements be in place before any changes to service?
- Will bus stops be well marked and arrive at a consistent location every day?
- How do activities in the Montlake area, such as bridge openings and Husky football games, impact service? How will these activities be mitigated?
- This is a congested area, how can “bus bunching” be avoided?
- Is Children’s a logical terminus for the 540?

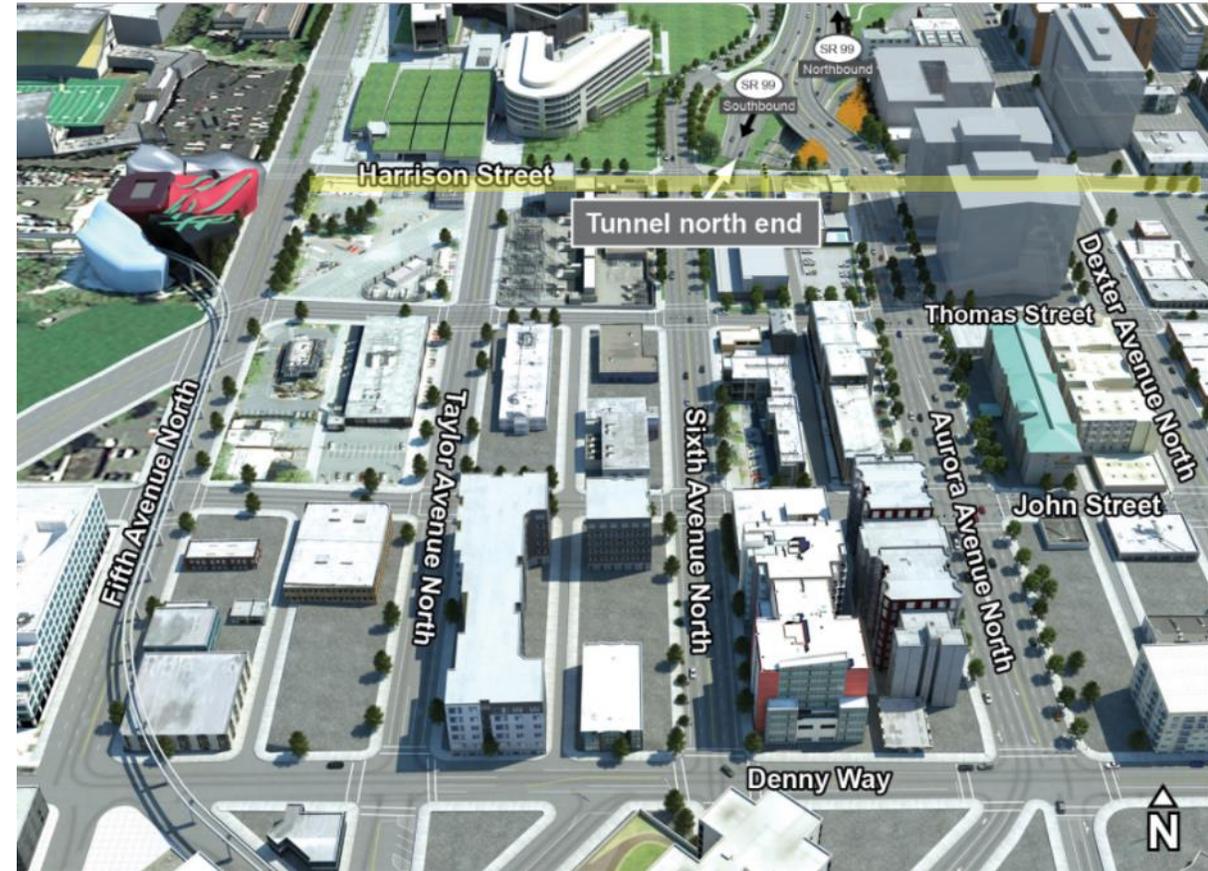
Service Questions

- **South Lake Union**

- What is the route and western logical terminus for routes serving this area?
- Is access via I-5, Eastlake or both?
- How can it connect to downtown Seattle or other destinations?
- When the SR 99 north portal is complete in 2021, transit connections exist around Seattle Center.

- **Downtown Seattle**

- The 540 service duplicates the proposed 255 in Option B and C, can the 540 be rerouted to serve Downtown Seattle?



SR 99 North Portal 2021

Service Concept Initial Observations

- **North Kirkland** – Option A works best with the following modifications:
 - Increase span of service and number of peak routes serving downtown Seattle
 - With truncation of 255 at Totem Lake Transit Center, convenient transfers to local service further to the north will be critical for off-peak times
 - Lack of Juanita area service and connections
- **Kirkland** – Option B works best with the following conditions:
 - Improvements must be in place at Montlake Hub to ensure convenient transfers
 - WSDOT's maintenance of traffic plans for SR 520 must accommodate transit
 - Link light rail provides adequate capacity for additional transit riders
 - Restructure of service should continue to concentrate service hours on the Eastside
 - More definition must be provided regarding how transit would serve South Lake Union
 - Potentially reorient 540 transit service to Downtown Seattle

Service Concept - Other Recommendations

- **Houghton Park and Ride** – off load demand at S Kirkland
- **ST 555/556** - connection to S. Kirkland Park and Ride on 108th Avenue
- **Route 234/235** - Link to Google/S Kirkland Park and Ride and Bellevue

Discussion