

Bus-Rail Integration & the Northgate Link Extension

Citizen Oversight Panel

12/16/2020



Presentation Outline

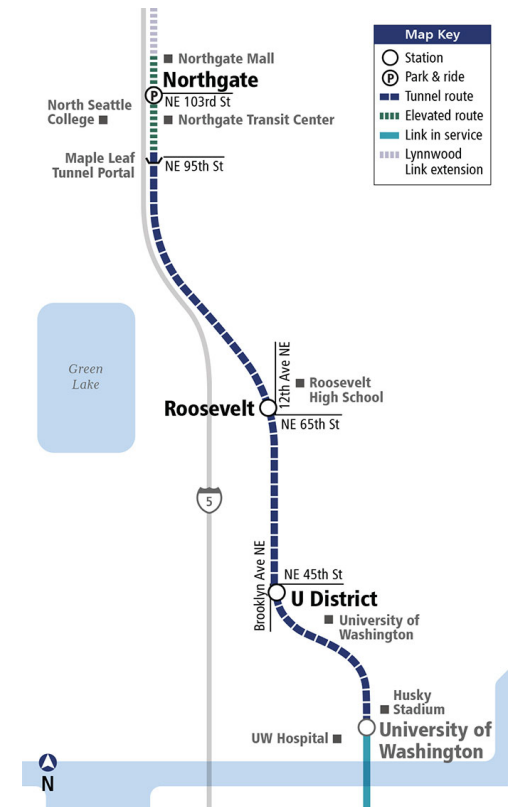
- Project background
- Summary of how bus service is changing
- Station-by-station review
- Discussion

Project Background

Northgate Link Extension

Project snapshot

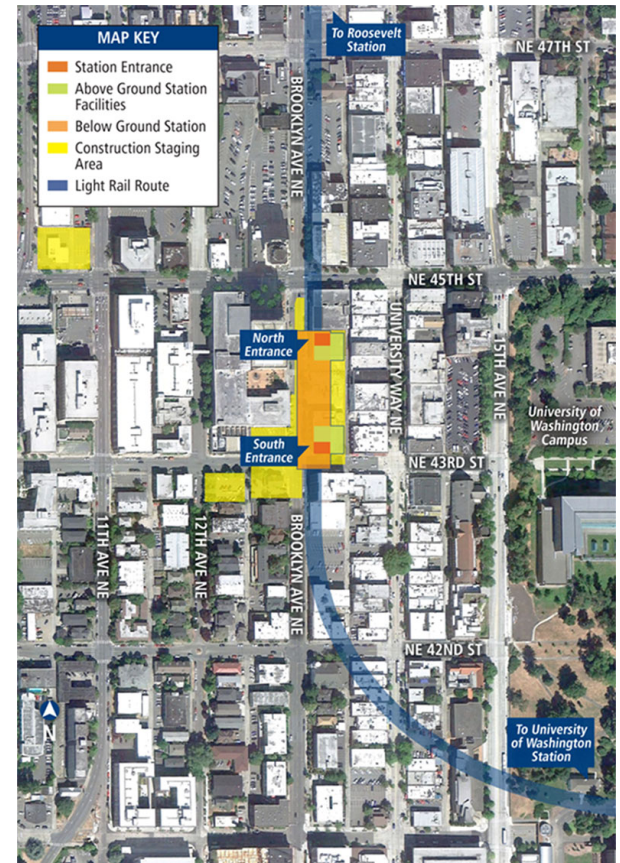
- 4.3-mile extension from UW to Northgate
- 3 light rail stations
- Fast and reliable service in I-5 corridor
- Serves academic facilities & active business districts at Northgate, Roosevelt, and U District
- Northgate to Westlake travel time: 14 minutes
- Start of service anticipated in September 2021



U District Station

Significant features

- Located at Brooklyn Ave NE between NE 43rd and NE 45th St
- 80 feet below ground
- Two station entrances; elevators, escalators and stairs at both
- Bicycle storage
- Brooklyn Ave NE & NE 43rd restored as City Green Streets
- Accommodates building above station



U District Station (Site Plan)



U District Station (Renderings)



South Entry



North Entry



Intermediate Landing



Platform

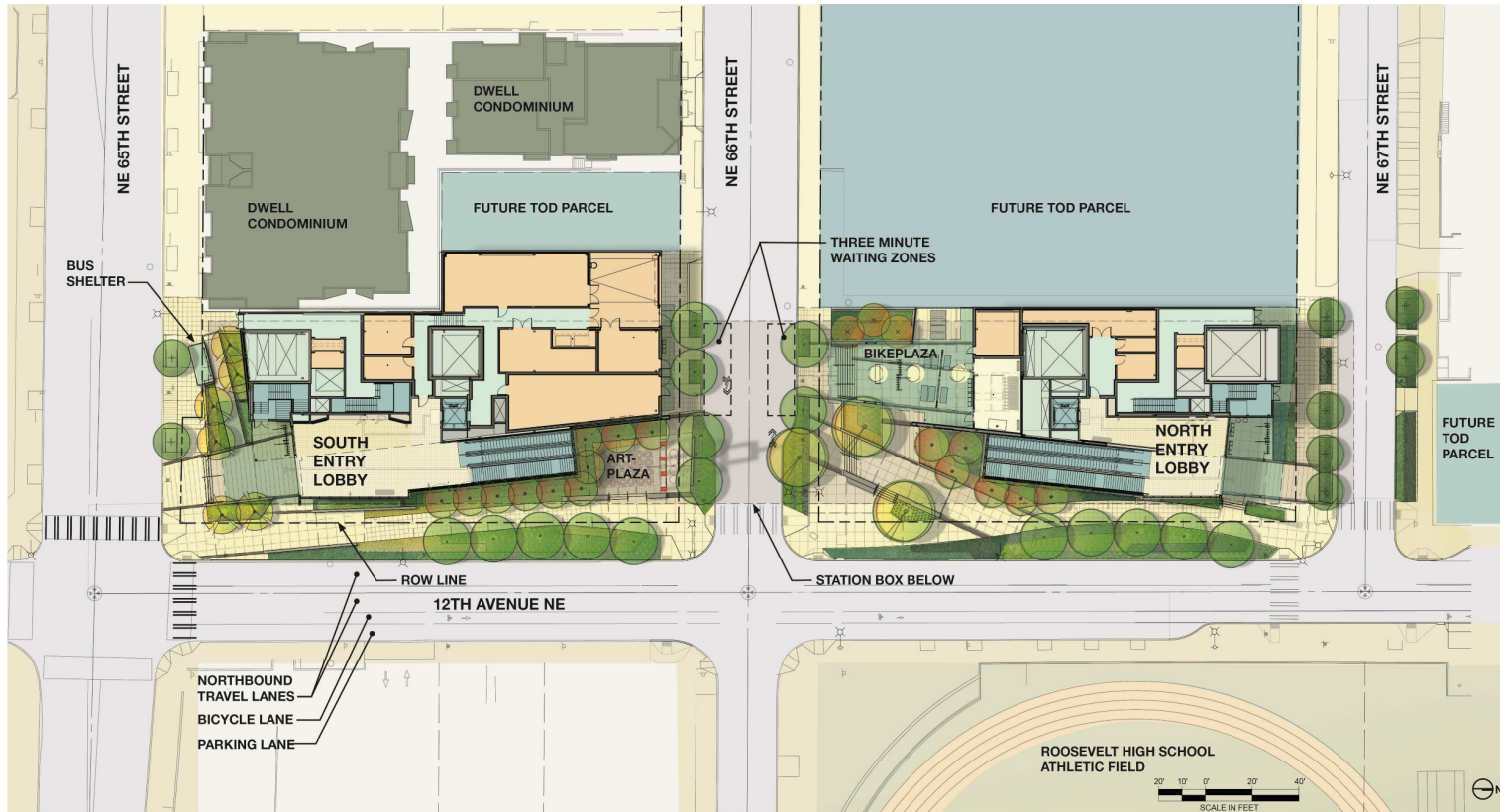
Roosevelt Station

Significant features

- Located at 12th Ave NE between NE 65th & 67th
- 80 feet below ground
- Two station entrances; elevators, escalators & stairs at both
- Bicycle storage
- Bus connections on NE 65th St, 12th Ave NE & Roosevelt Way NE
- Station construction completed Fall 2019



Roosevelt Station (Site Plan)



Roosevelt Station (Renderings)



South Entry



North Entry



Mezzanine



Platform

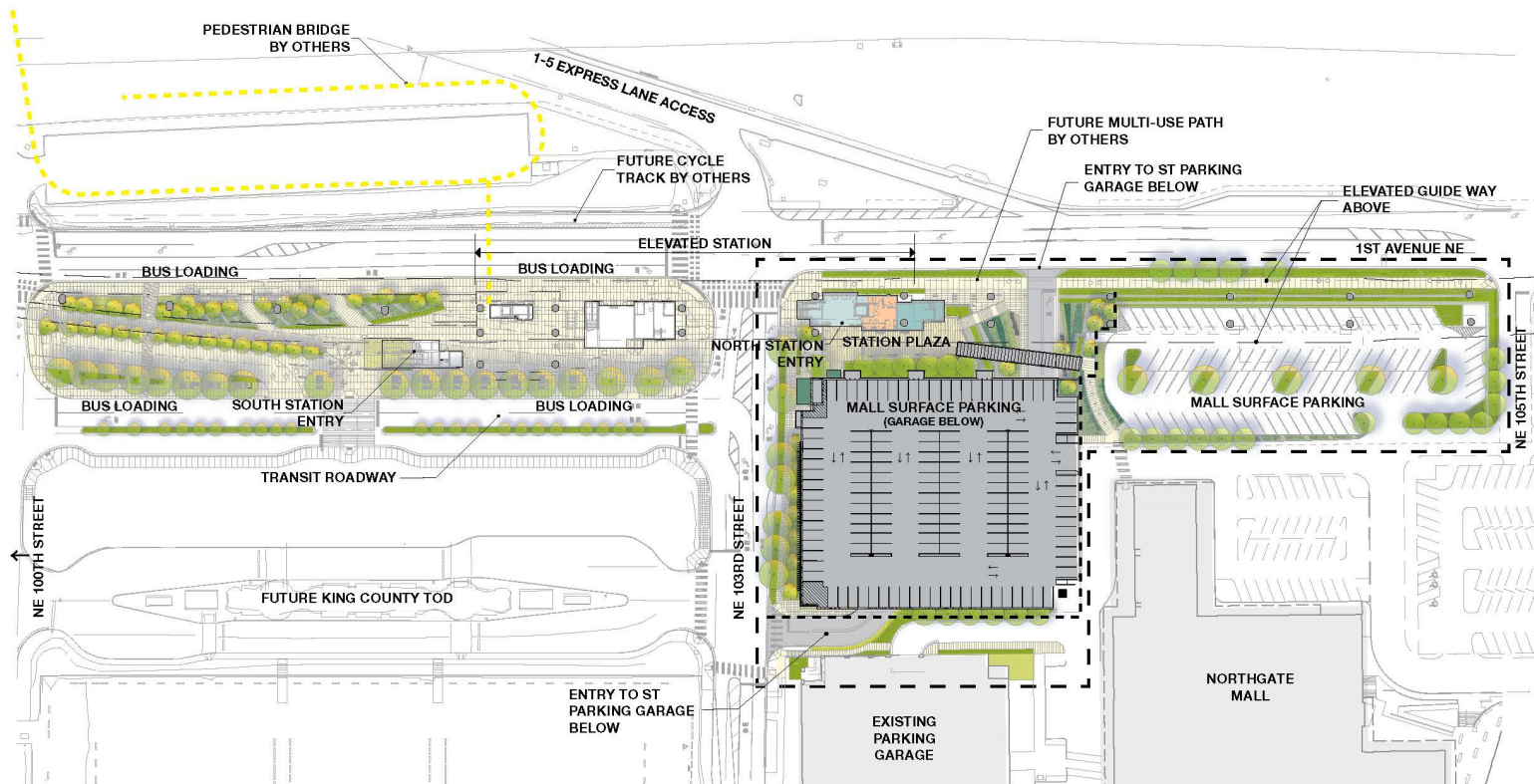
Northgate Station

Significant features

- Located at 1st Ave NE, spanning NE 103rd: Elevated guideway and station
- Two station entrances; elevators, escalators and stairs at both
- Bicycle storage
- Street level transit island
- 447 stall parking garage
- Designed to accommodate City of Seattle ped/bike bridge over I-5



Northgate Station (Site Plan)



Northgate Station (Renderings)



South Entry



Plaza



Mezzanine



Platform

How Service is Changing

Service Restructure Overview

Approach to Coordination & Engagement

- Restructures cover a large geographic area with distinct transit markets
- Community Transit and Sound Transit co-led outreach in Snohomish County/I-5N corridor
- King County Metro led (with Sound Transit participation) outreach in Seattle & North King County
- Three agencies with three governing bodies mean different decision-making processes
- One network
- Must mention: COVID-19 impacts

Survey Results Snohomish County Proposals

394 responses – 56% responded “Meets Travel Needs”

- Request for increased frequency & improved weekend service.
- Excitement about Northgate Link opening.
- Some support/understanding for bus-rail transfers.
- Some concern about new transfers, including changes in travel time, the experience of transferring and fare differences.
- Preference to keep direct rush hour service to Seattle.

Snohomish County Route Adjustments

- Route 510 & CT 400-series continue to directly serve downtown Seattle.
- Routes 511 & 513 re-routed to Northgate Station during rush hour.
- CT 800-series re-routed to Northgate Station during rush hour.
- Route 512 re-routed to Northgate station midday, evenings, and weekends.



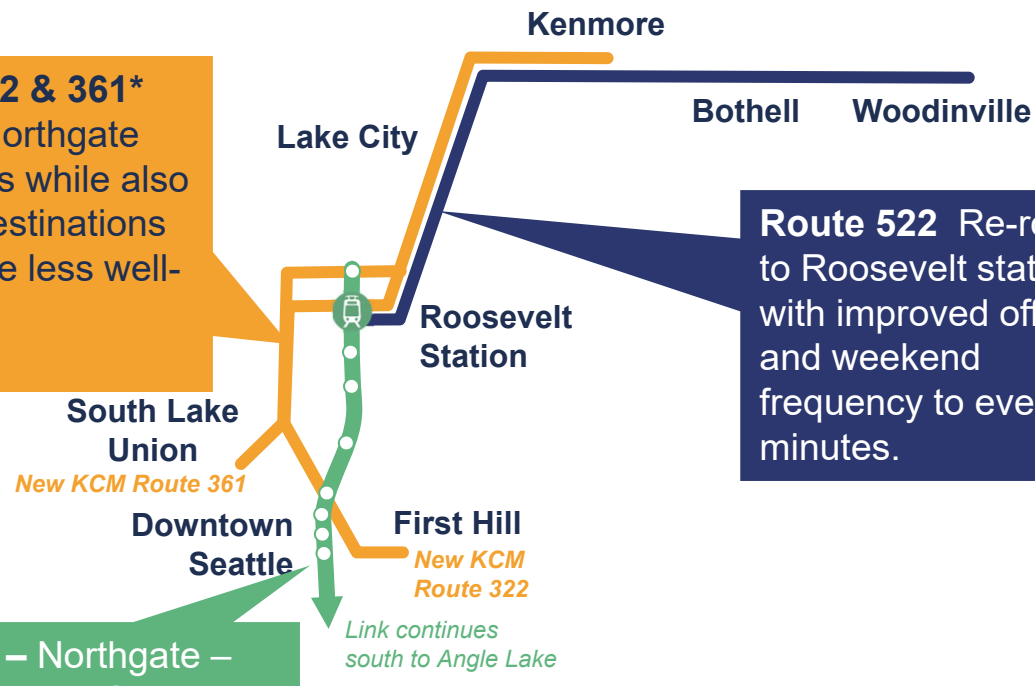
Survey Results for Draft North King Connections to Roosevelt Station

108 responses – 63% responded “Meets Travel Needs”

- Many supported reliability benefits and increased frequency with transfer.
- Some preference for direct service to downtown Seattle.
- Preference for more frequent Link service to make connection at Roosevelt Station.
- Some concern about new transfers, including changes in travel time, the experience of transferring and fare differences.

North King Connections to Roosevelt Station

New KCM Routes 322 & 361* connect with Link at Northgate and Roosevelt stations while also providing access to destinations near downtown Seattle less well-served by light rail.
**not yet finalized*

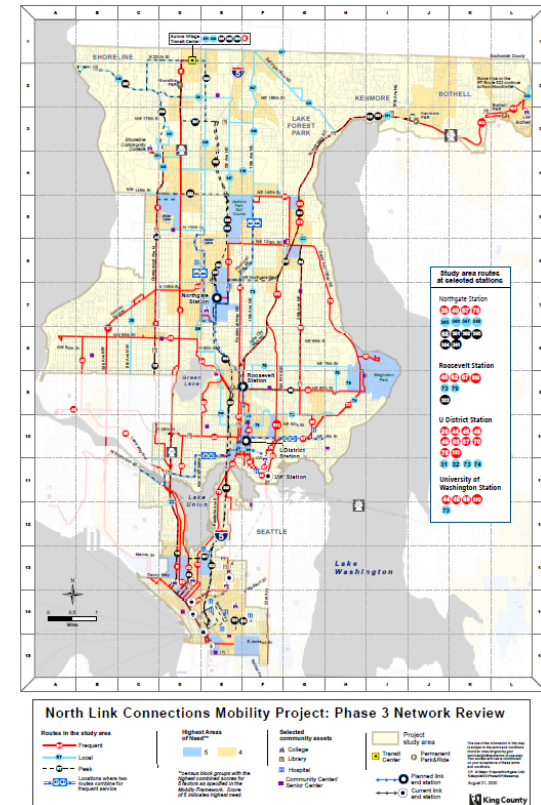


Route 522 Re-routed to Roosevelt station with improved off-peak and weekend frequency to every 15 minutes.

Seattle & North King County

Overview

- Process started in mid-2019 led by King County Metro (and with Sound Transit participation)
- Recently concluded third and final phase of engagement
- ~40 routes affected
- Ordinance process will begin in early 2021 with decision expected in April or May 2021



Key Themes in Metro-led Engagement

- Transfers should be between frequent services where possible, especially during mid-day, night, and weekends
- Improve connections to and from major community assets and important destinations (e.g. centers, hospitals, universities)
- Provide fast, reliable bus connections to light rail so travel times are better than/equal to what's experienced today
- Improve east-west and crosstown connections
- Provide reliable service all day and especially during the busiest times of the day
- Provide transit connections that are safe, convenient, and easy to understand for all riders

Northgate Station

Northgate Station

Bus layover coordination

- Northgate Station will be the light rail terminus until 2024
- Re-routing some ST Express and Community Transit service increased need for layover between 2021-2024
- Transit agencies and SDOT coordinated to ensure sufficient on- and off-street space

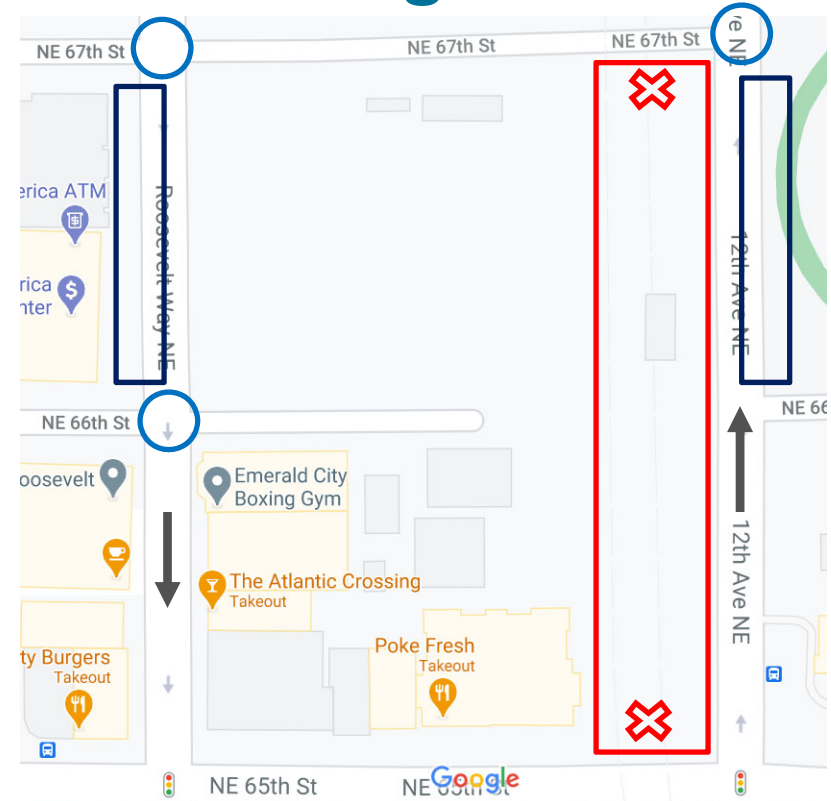


Roosevelt Station

Improved Bus Stops and Crossings

Safer, closer transfers

- New and relocated bus stops
- New signals and improved crossings
- Scheduled for implementation in the first half of 2021



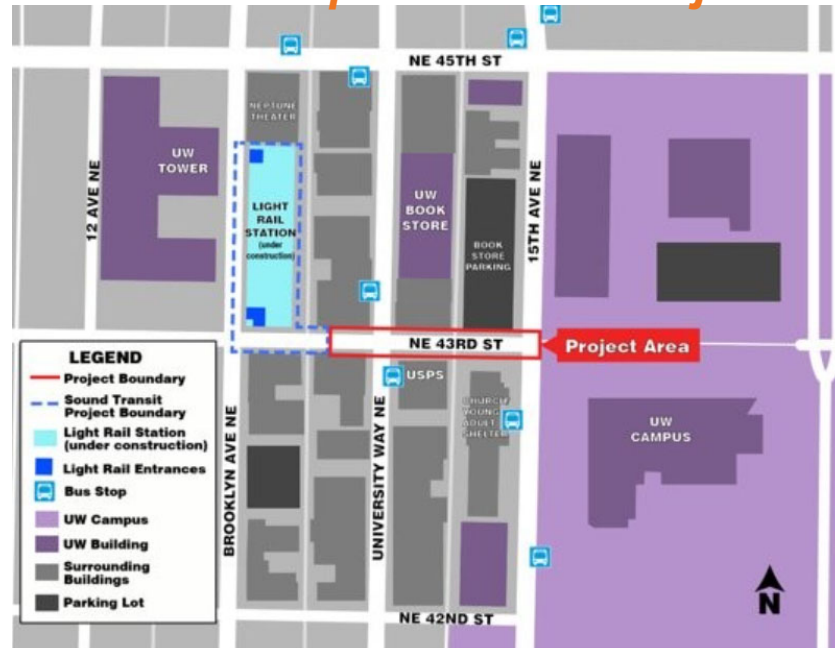
U District Station

Transit Pathways

NE 43rd St & 12th Ave NE Paving



NE 43rd St Improvements Project



Conclusion

Key Messages

Important & Related Tasks

- Service restructures
- Engagement and outreach
- Bus stops & layover
- Capital coordination

Value of a Programmatic Approach

- Organized and structured
- Clarity on roles and responsibilities
- Informs upcoming bus-rail integration efforts

Thank you.



 [soundtransit.org](https://www.soundtransit.org)

