

# Working together to improve mobility

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# Coordinated planning

## I-405 Master Plan

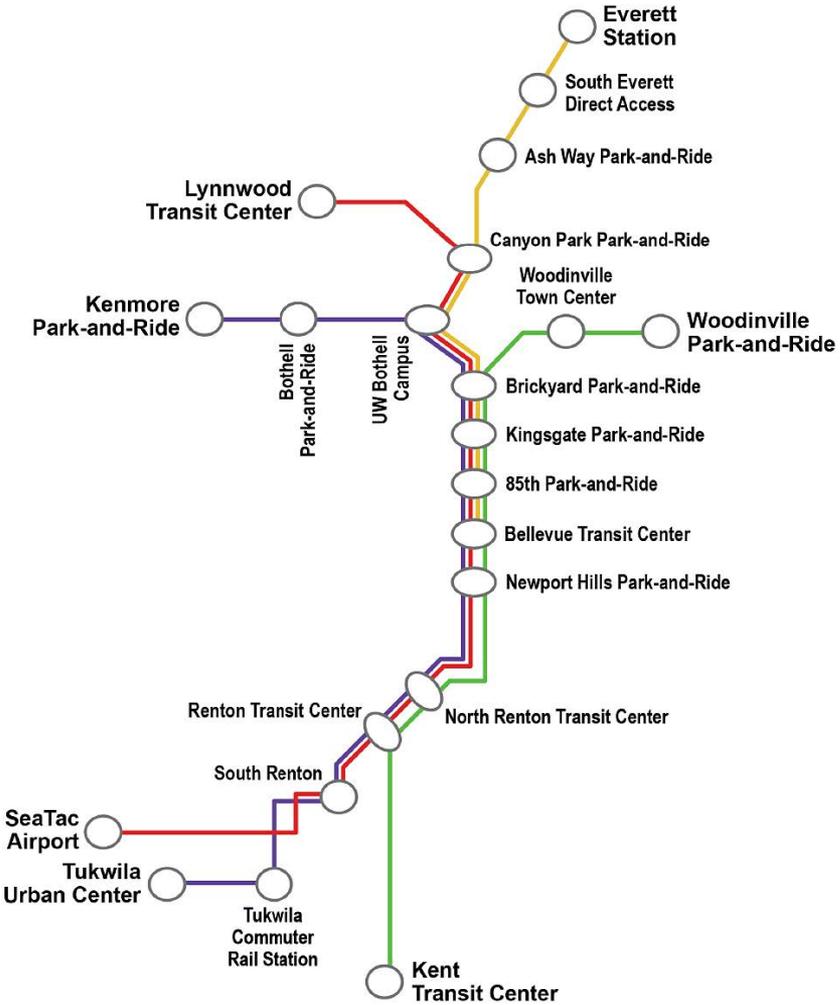
- 20-year vision for the corridor
- Adopted 2002
- Includes added roadway capacity, managed lanes, transit improvements
- BRT identified as a preferred transit mode for I405 corridor
- Recession has delayed many projects

# Expanding capacity on I-405

Transit  
improves  
mobility



# I-405 improvements



# Express toll lanes

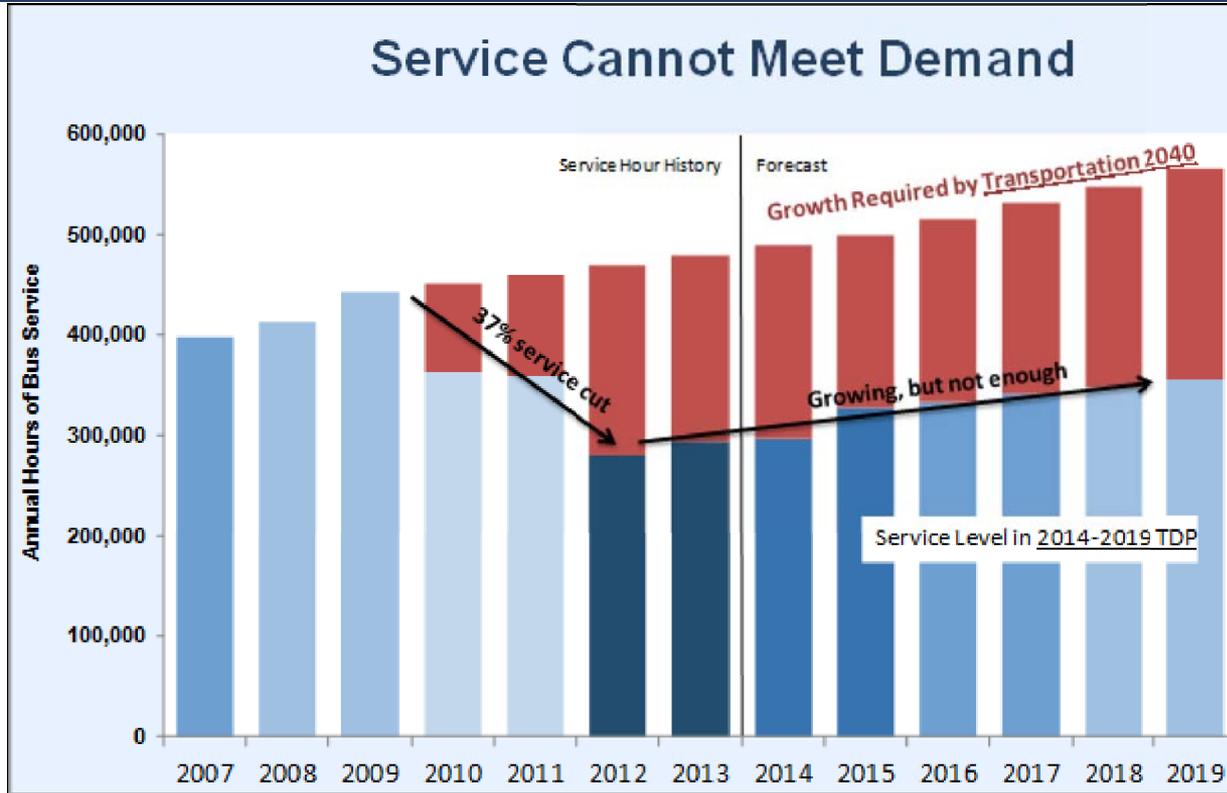
## Design and performance goals

- Facilitate transit access to stations, transit centers and park-and-rides
- Exempt transit from tolls
- Maintain 45 MPH transit speed 90% of the time, including peak
- Ensure transit reliability
- Share toll revenue to improve service and provide more capacity

# Future transit in I-405 corridor

- Impacts of funding shortfalls
- Service decisions
- Vanpool/rideshare implementation

# Community Transit



most neighborhoods east of Lake Washington will experience considerable growth as a commute destination. Figure 6-2 illustrate the top ten projected commute patterns in 2030.

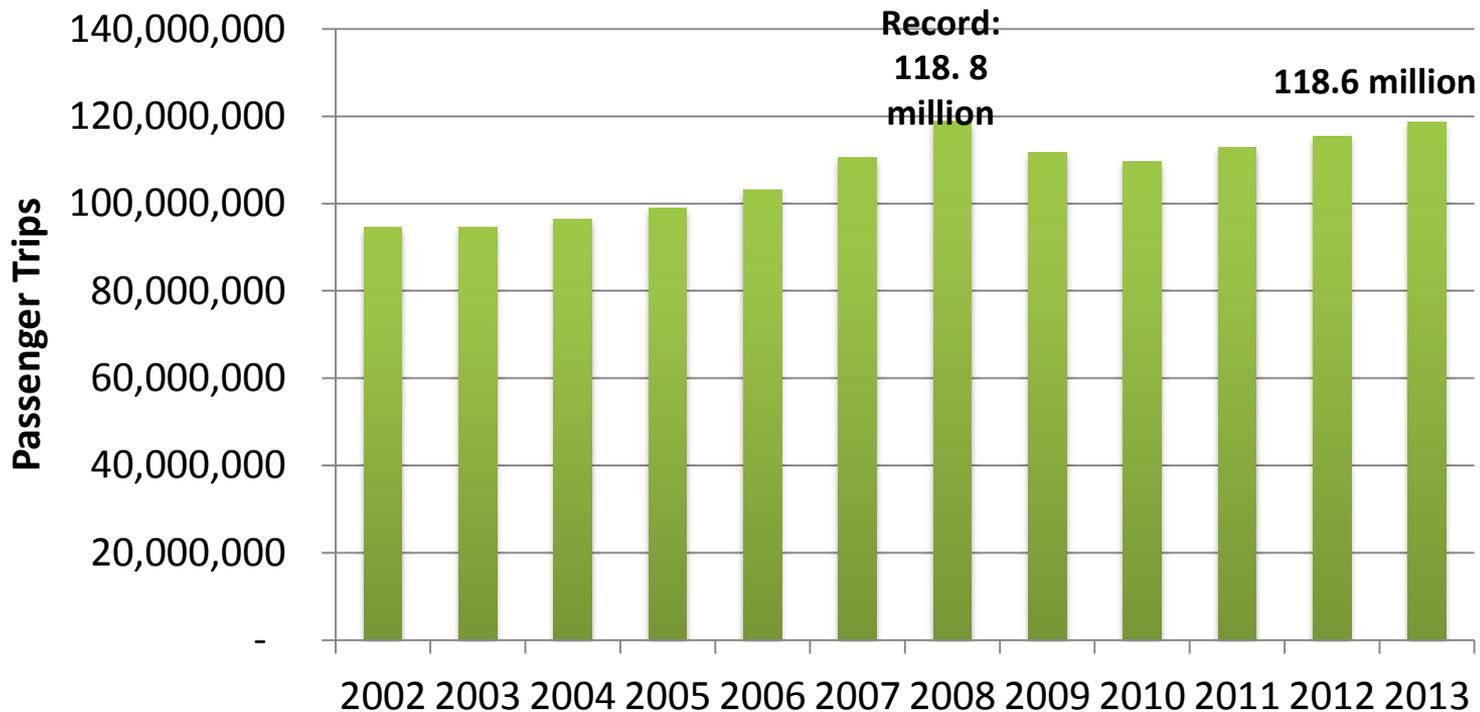
Figure 6-2 Top 10 Work Commute Patterns in 2030 (PSRC Data)



5 with greatest increase  
6-10

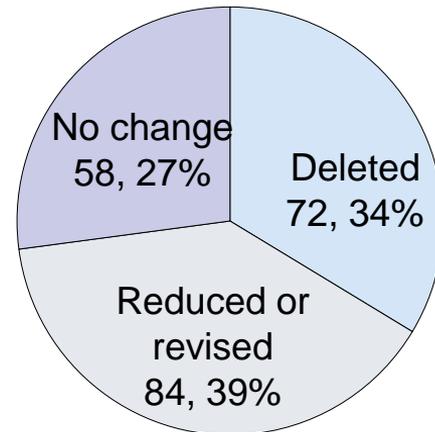
# Demand from Snohomish County

# Metro Transit



- 550,000 hour reduction planned through 2014-2015
- Follow Metro Service Guidelines to set priorities for making cuts or changes
- Public involvement between November to February sought input on systemwide reductions of 600,000 annual hours

## Route by category of change



# Transit Benefits and Needs

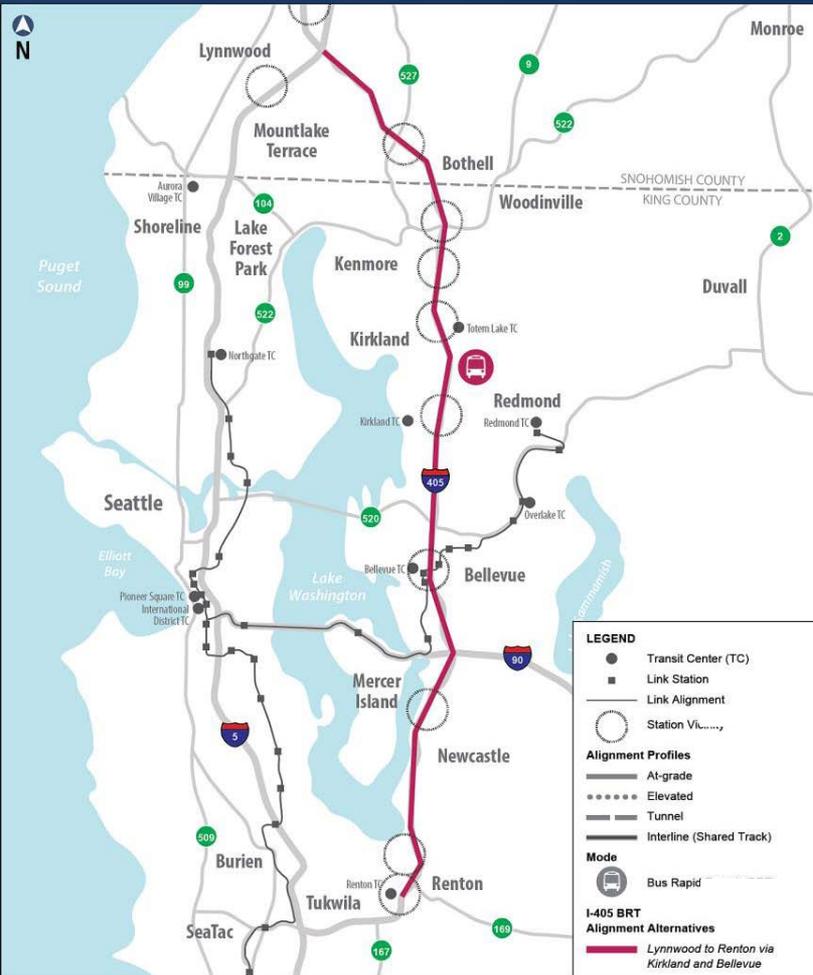
- Additional service would increase ridership and improve the mode split
- Reliability is key to transit operations in the corridor
- Transit facilities provide good access to service

# Long-Range Plan



I-405 Bus Rapid Transit Study  
Other corridor studies

# I-405 Bus Rapid Transit study



Studied as part of the Long-Range Plan update.

Evaluation options:

- Full build out of WSDOT I-405 Master Plan
- Phased implementation of Master Plan

Service options:

- Single route
- Trunk and branch

# Transit integration effort



“It is essential for transit agencies with overlapping jurisdictions to fully integrate their services ... as efficiently as possible” — Dow Constantine, King County Executive, Sound Transit Board Chair.

# Questions?