



SDOT Link Connections Program

Benjamin Smith
Transit Advisory Board Meeting
June 28, 2023

Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

Presentation Outline

- Link Connections Program Scope
- Past Work
- Present Projects
- Challenges
- Future Restructures & Link Expansions



Link Connections Program Scope

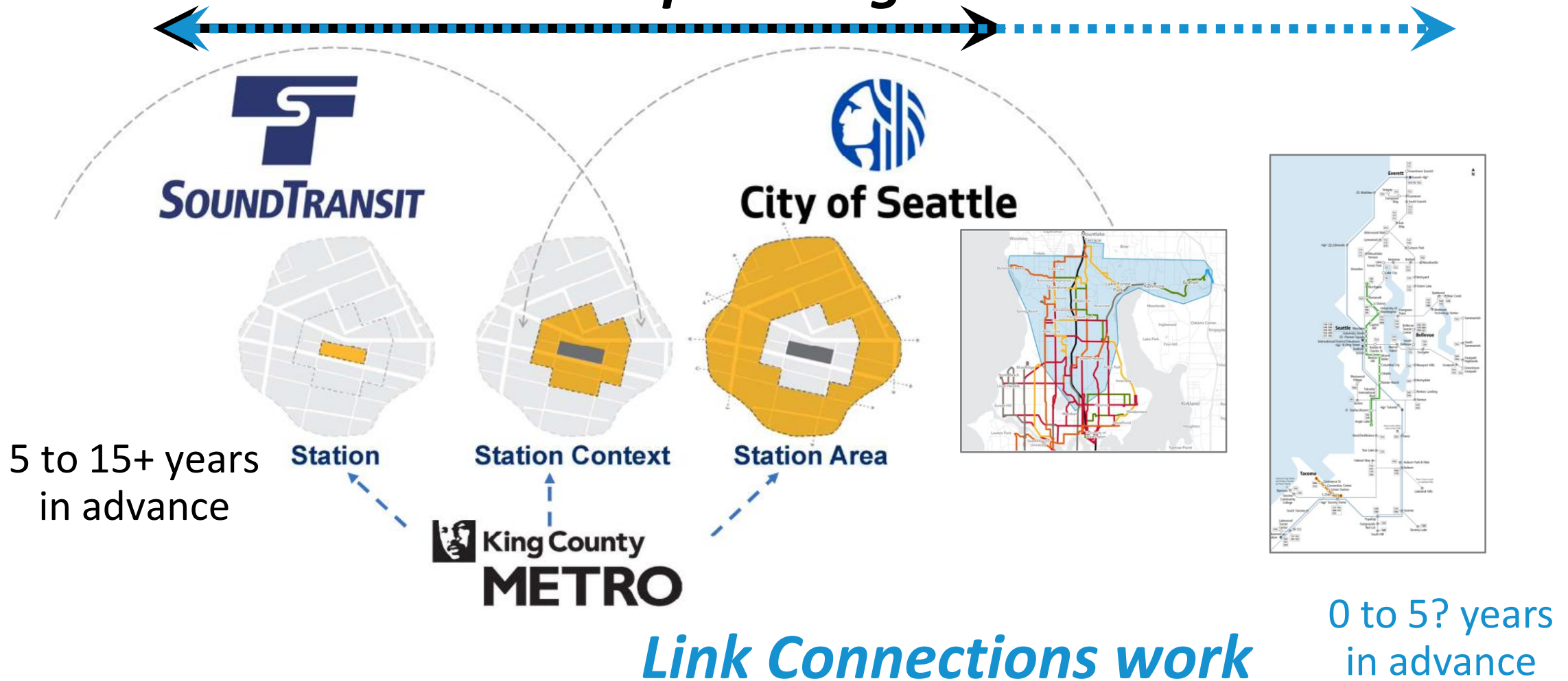
Principles from North Link Connections, valid today:

- Make recommendations for service changes on Seattle-defined routes with a focus on equity
- Deliver capital projects to benefit speed and reliability as well as enhance the rider experience and safe operations
- Make operational improvements with changes in bus operations and access to transit
- Align transit planning with City projects and programs
- Partner on outreach efforts with the three transit agencies
- Supply data and information to inform decision making
- Emphasize a fair approach to meet the needs of all coordinating agencies



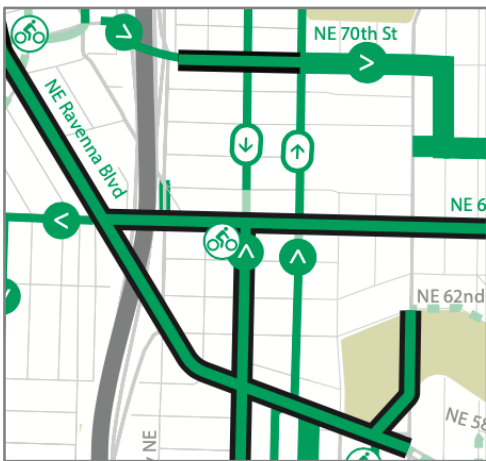
Link Connections Program Scope

Station area planning



Link Connections Program Scope

Station access



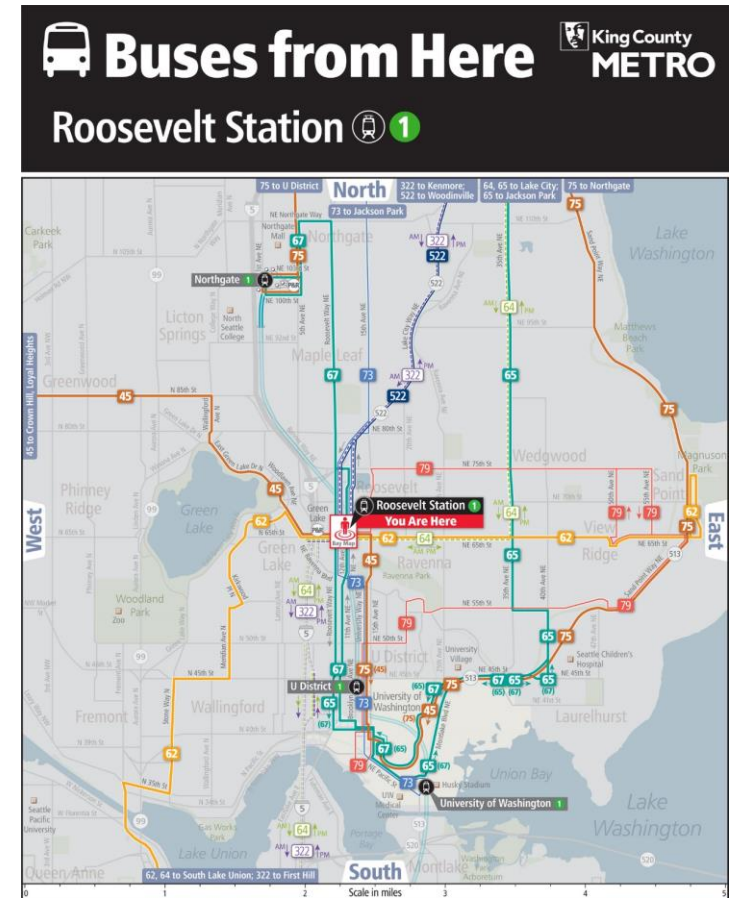
Roosevelt Station



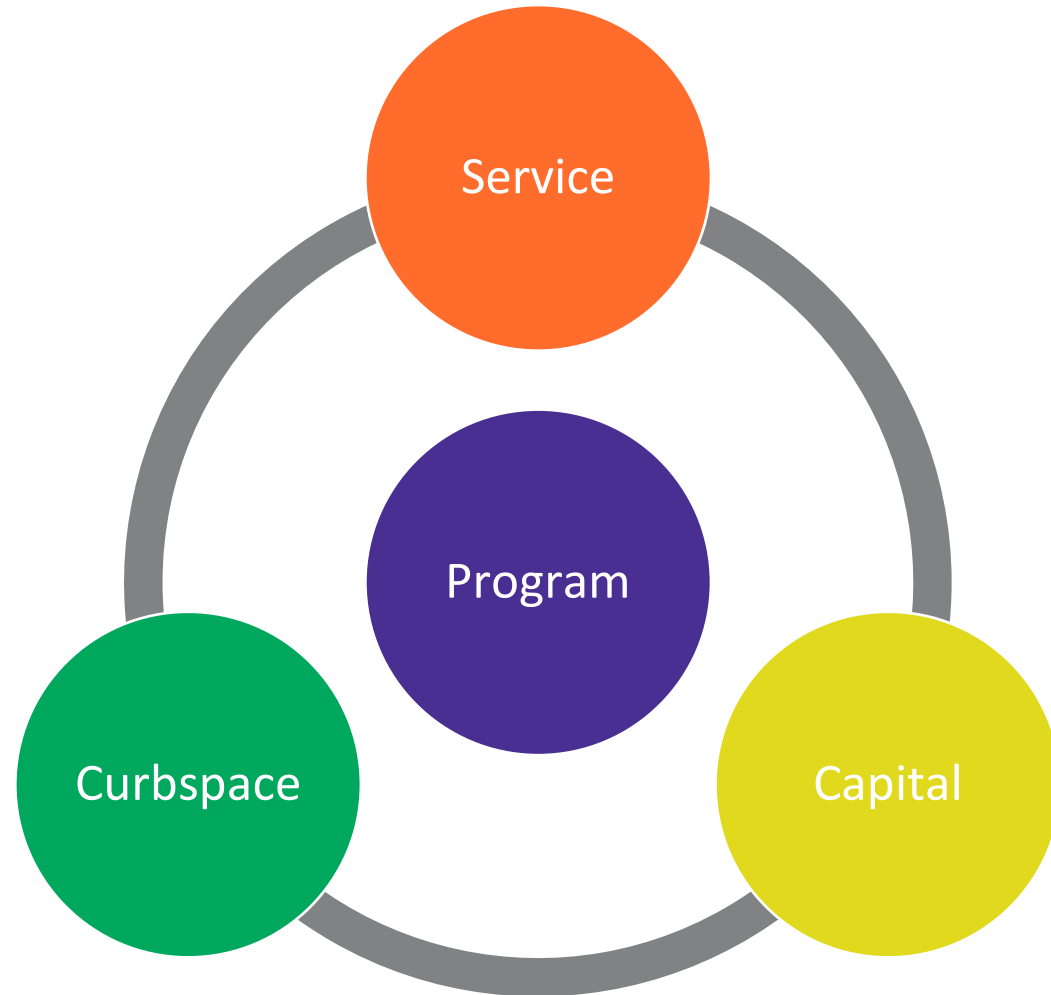
Restricted Parking



Bus connections



Link Connections Program Scope – Core Team



Transit core subject specialties:

- Service
 - Transit pathways, Service levels
- Capital
 - Design & Delivery, ROW improvements
- Curbspace
 - Bus stops, Layover
- Programmatic
 - Big picture, Agency coordination

Link Connections Program Scope – Partners

• Transit Partners:

- King County Metro
 - Service Planning, Route Facilities, Sys. Integration
- Sound Transit – Link, ST Express, Stride BRT
 - Capital, Planning, Operations divisions
- Community Transit

• SDOT Teams & Divisions:

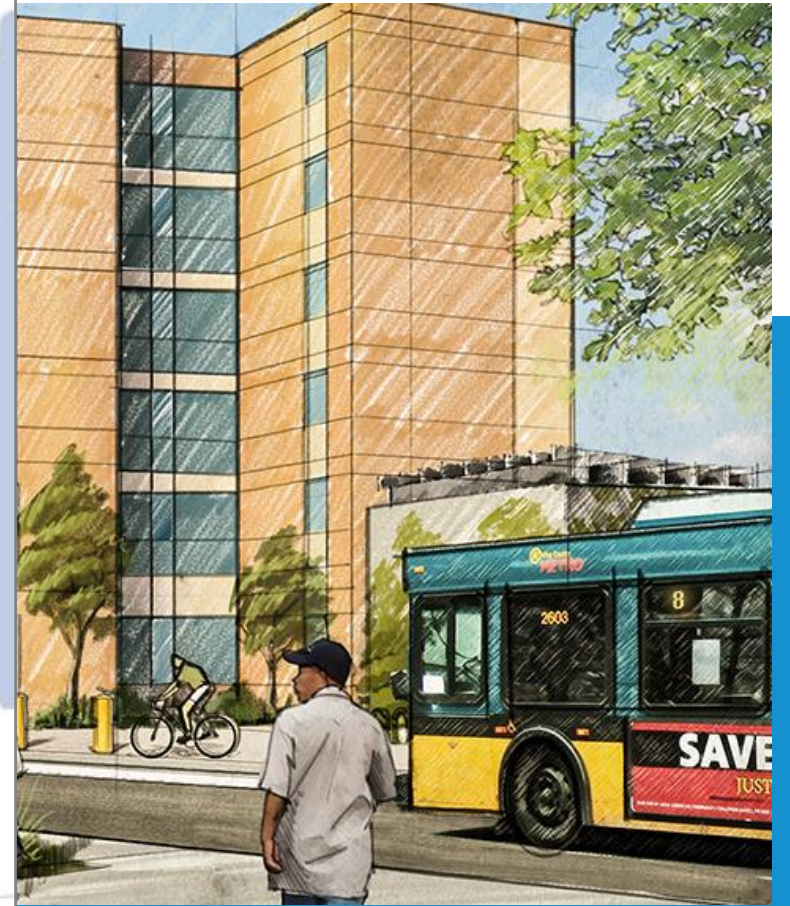
- Transit & Mobility Division – led through TSS
 - Seattle Transit Measure Team
 - Spot Improvements Team
 - Transit-Plus Multimodal Corridors Team
 - Curbside Management Team
 - Restricted Parking Zone Program
 - New & Shared Mobility Program
 - Travel Options Group

• SDOT continued:

- Communications
- ST Program – Construction permits
- Street Use Division
 - Street Improvement Permits (SIPs)
 - Development Review
- Policy & Planning Division
 - Station Access
 - Urban Design
- Transportation Operations Division
 - Arterial Operations
 - Signal Operations
- Maintenance Operations Division
 - Pavement Engineering
 - Urban Forestry
 - Sidewalk Program

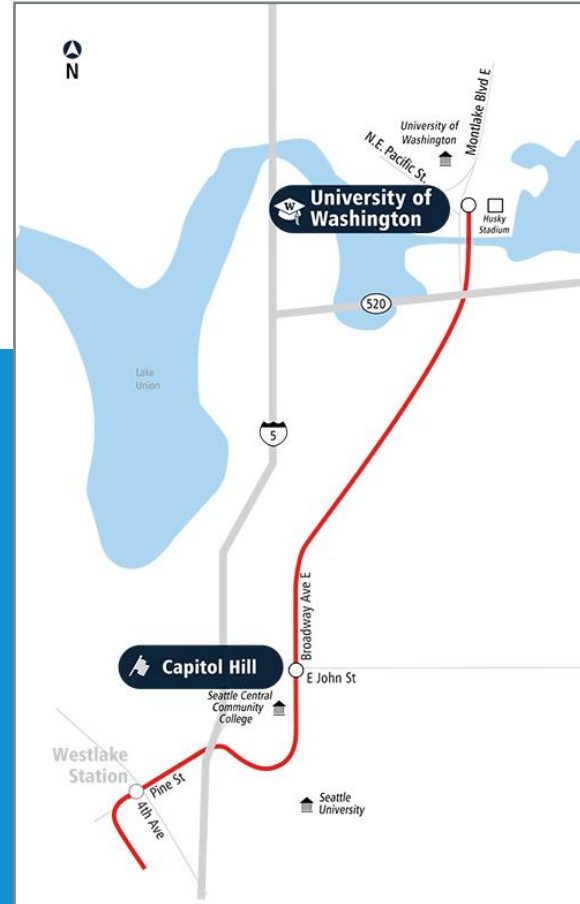


Past Work – Central Link + SeaTac: 2009, 2010



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Past Work – University Link (U Link): 2016



Transit pathways, spot improvements, bus stop planning, STBD service investments

“Past” Work – Northgate Link: 2021

U District Station:

- NE 43rd ped/bike/trolley street + layover
- Bus lanes on NE 45th St & 15th Ave NE

Roosevelt Station:

- Bus stop capital construction partnership
- TOD coordination ▪ RPZ expansion

Northgate Station:

- John Lewis Ped Bridge ▪ TC to Station
- Regional bus layover at terminus (CT, ST)
- Private redevelopment at Northgate Mall



Present Projects – ST2ish

Expanding Link's "1 Line" and new "2 Line"

For each of these current projects, info on:

- What the Link project(s) are
 - ST2 project + ST3 addition or scope change
- What it means, i.e.:
 - How can the bus network leverage Link and make other changes?
- Where we are in the process
- When changes would happen...?

~ST2
Plan



*Note:
Old dates*

Present Projects: East Link

What it is: *East Link Extension*

- New Link extension from Chinatown-ID to Eastside via I-90 (2 Line)
- Doubled service from Chinatown to Northgate (1 & 2 Lines together)
- New Judkins Park Station in Seattle →
- Eastside Link service to Mercer Island, Bellevue, Overlake & Redmond
 - Downtown Redmond Extension: ST3 project



Present Projects: East Link

What it means: *East Link Connections*

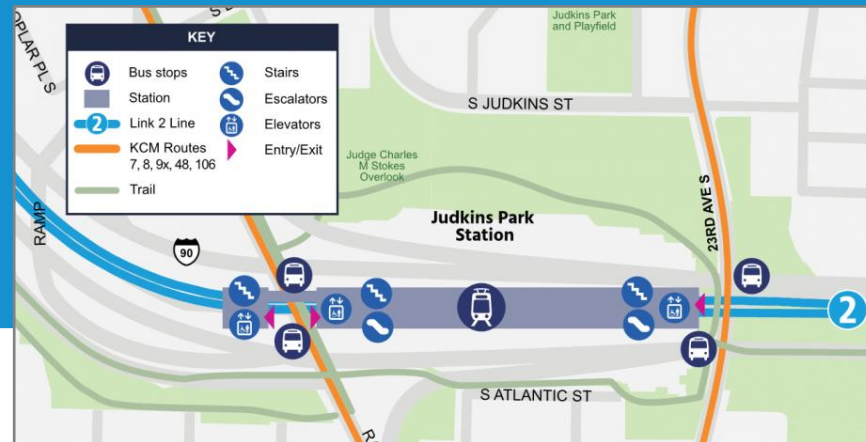
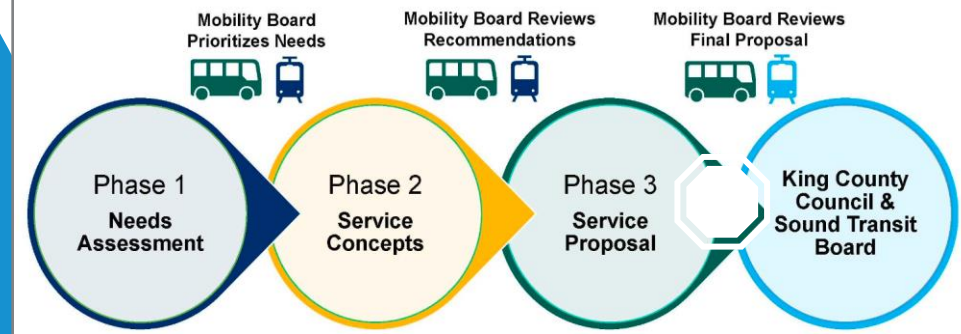
- (Huge restructure across Eastside to connect to Link and locations like Bellevue)
- End of nearly all Metro & ST bus service across both I-90 and SR-520 bridges, to Downtown Seattle
 - Big decrease in layover and bus volumes downtown
- Route 8 moves from MLK Wy S to 23rd Ave S to serve Judkins Park Station



Present Projects: East Link

Where things are:

- Opening delayed due to I-90 track issues
 - Originally: Spring 2023 to Overlake, Late 2024 to DT Redmond
- Proposed “East Link Starter Line”: Spring 2024
 - South Bellevue to Redmond(?) only, no related bus changes
- Full 2 Line + restructure in “Spring 2025”?
- Judkins Park Station projects by early 2025



Present Projects: Lynnwood Link

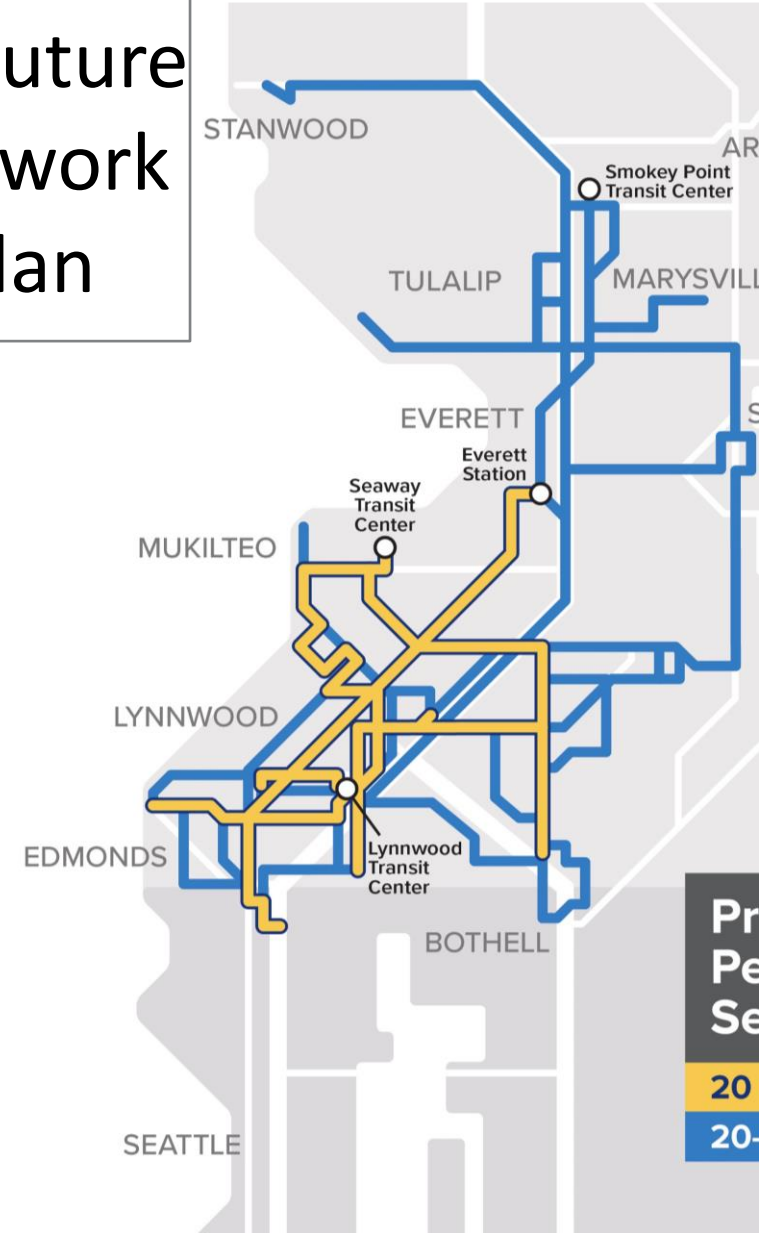
What it is: *Lynnwood Link Extension*

- New Link extension from Northgate to Lynnwood in Snohomish County (1 & 2* Lines)
- 4 new stations at start, none inside Seattle:
 - 2 in Shoreline ("148th St") + Mountlake Terrace + Lynnwood
- New NE 130th St "infill" Station in Seattle
- Also! Stride BRT "S3" line replaces ST 522
- Lynnwood Link is ST2 project but NE 130th Station is ST3 station advanced forward
 - ST3 projects have dedicated station access allowance funds



Present Projects: Lynnwood Link

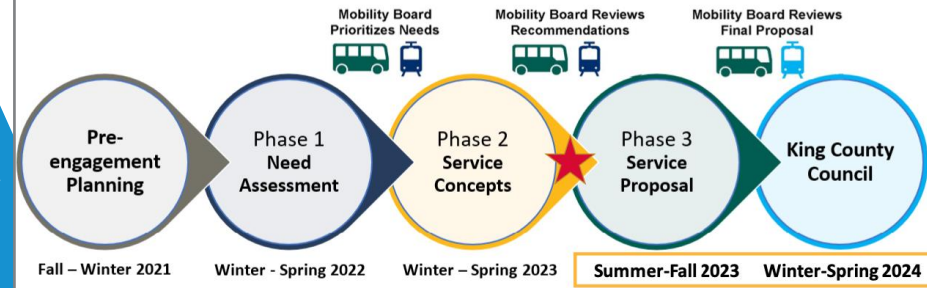
CT Future Network Plan



What it means: *Lynnwood Link Connections*

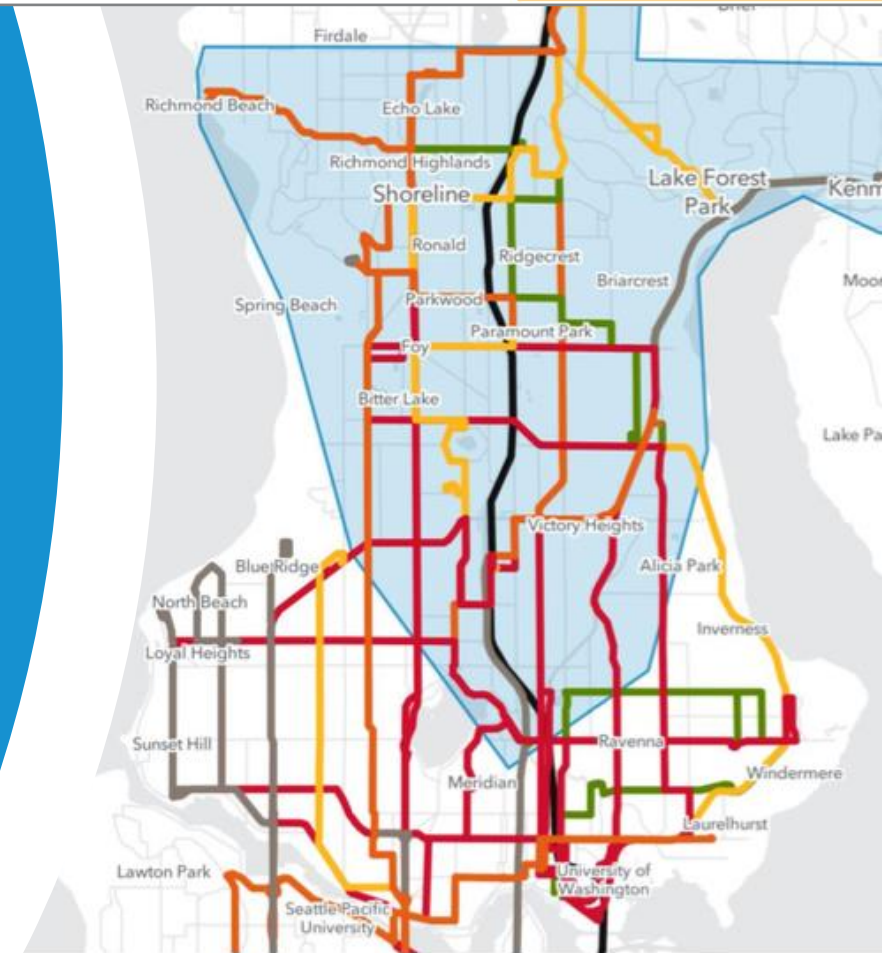
- **CT:** Can restructure nearly all services to connect to Link stations in Snohomish County
 - Frequent local and commuter services within Snohomish Co.
 - No commuter buses to Downtown Seattle or Northgate
 - No more CT service into the City of Seattle at all
- **Another! Metro** bus restructure in North Seattle, Shoreline & Northshore communities
 - New east-west routes serving Link, esp. 130th : Corridor w

Present Projects: Lynnwood Link



Where things are:

- Lynnwood Link Extension: Mid to Late 2024
 - But: NE 130th Station: Mid-2026; Stride S3 line: 2027
- Metro Lynnwood Link Connections:
 - Phase 2 complete, moving into Phase 3 in **Summer**
 - Revised route concepts and pathways in updated proposal
 - King County Council action on changes in Winter 2024
 - Changes will happen in stages in 2024 & 2026 with stations
- CT “2024 Service Plan *and Beyond*” approved
 - Roll out in phases from 2024 through 2026...?



Present Projects: Madison

Not just Link restructures!

What it is/What it means:

- RapidRide G Line opens Fall 2024
- Metro conducting small Madison Street Area Bus Project with targeted restructure of routes
 - Much, much smaller than North/East/Lynnwood Link
 - Reduces duplication of local routes along Madison (11, 12)
 - Changes other route pathways (10, 11, 12)
 - Permanently resolve trolley Route 47 (STBD funded 2015-2020)



Present Projects: Madison

Where things are :

- Phase 1 Service Proposal survey this Spring
- Phase 2 Updated Proposal coming in *July*
- King County Council action in early 2024 for Fall 2024 G Line start + restructure
- SDOT will coordinate on STM investments, bus stop, layover, capital, mobility hub improvements for late 2024



“Present” Projects: South Link?

What it is: *Federal Way Link Extension*

- Link 1 Line extension from Angle Lake to Federal Way
- ST2 funded only as far as Star Lake, ST3 further south (FW & TD)

What it likely means: *South Link Connections*

- Large restructure of bus service in Southwest King County
- Reduction of peak/commuter buses into Downtown Seattle

Where things are: 😏

- No confirmed year of opening due to land instability & bridge redesign in Kent – official opening “mid-2020s”
- Restructure project might start this year



Challenges – Link Extension Timing*

Original Link Openings (~2020):

- Early 2023: East Link to Overlake
- Late 2023:
- Early 2024: Lynnwood Link (1&2)
- Late 2024: Downtown Redmond
- Early 2025: Stride S3 BRT, F. Way
- Late 2025: NE 130th St Station
- Early 2026:
- Late 2026 and on:

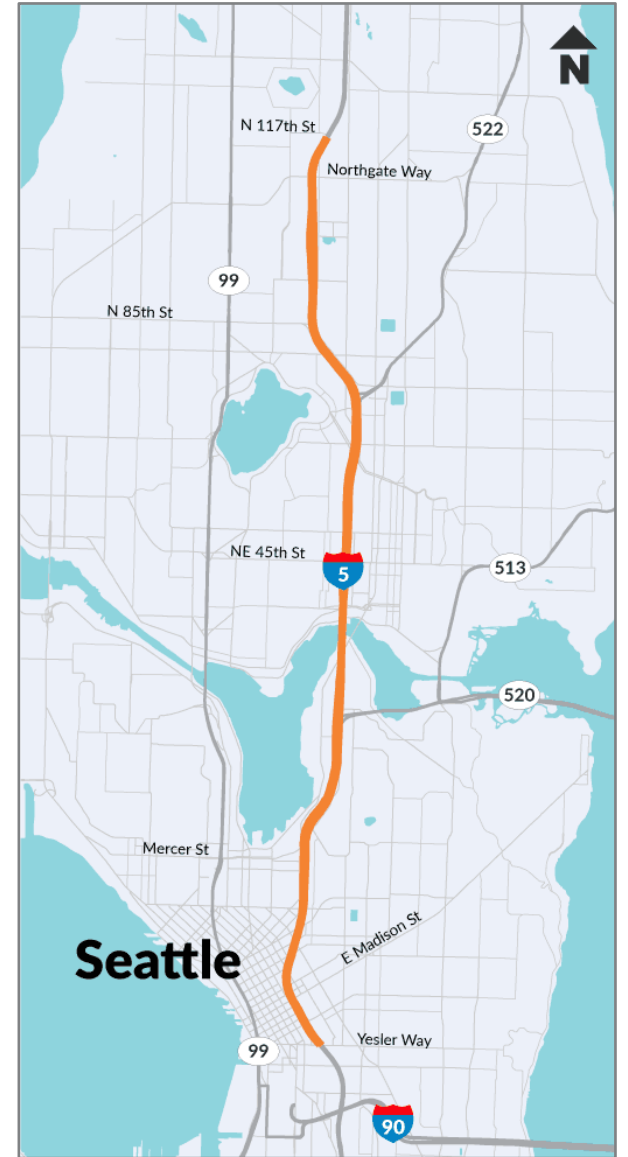
Updated Link Openings*:

- Early 2023:
- Late 2023:
- Early 2024: East: S. Bellevue-Overlake
- Late 2024: Lynnwood Link (no 2 Line)
- Early 2025: All East: Seattle-Redmond
- Late 2025: All East: Seattle-Redmond?
- Early 2026: NE 130th St Station
- Late 2026 and on: Stride, Federal Way?



Challenges – Revive I-5

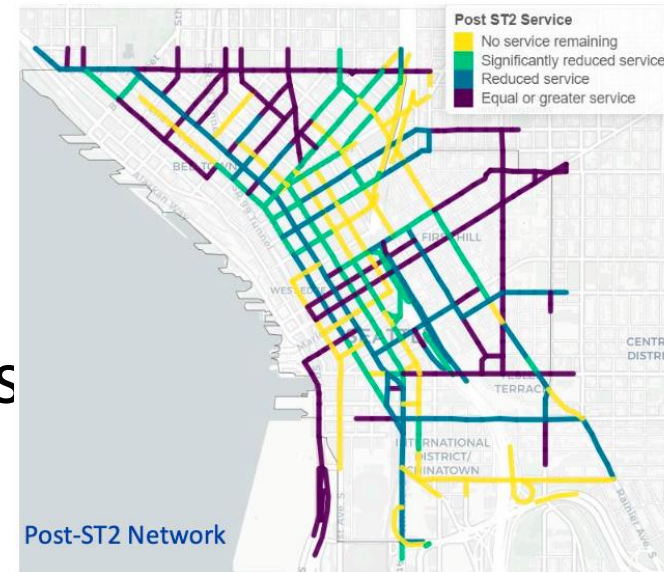
- Major reconstruction of I-5 (Yesler to N 117th St)
- Pavement, decking, and expansion joints
- Multiple, extended, parallel lane closures
- Use of Express Lanes to serve mainline traffic
- Regional diversion and significant traffic expected, especially southbound from North Seattle and Snohomish County
- Updated schedule starts work in **2025** with some early pieces in 2024, better aligns with Lynnwood



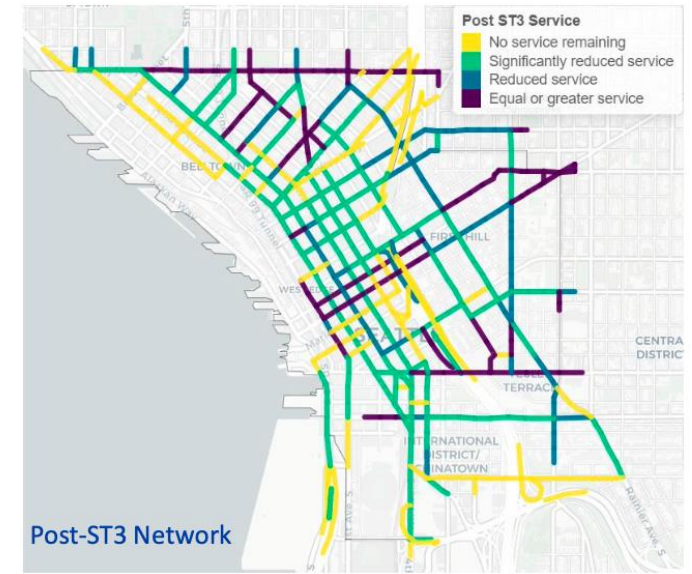
Challenges – Downtown

SDOT's Downtown Urban Arterials Long-Term Integrated Pathway Analysis

- Big decrease in number of regional buses coming into Downtown Seattle due to ST2 Link restructures this decade
- But: Bus networks may change again in the ST3/WSBLE timeframe (2030s)
- What is the future of transit pathways in Downtown?



After ST2
(~2027)



After ST3
(~2037)

Future Link Expansions

Current ST3 Plan Opening Dates*

- **2031:** Graham St & Boeing Access Road stations – ST planning starts this year
- **2032:** West Seattle Link Extension (WSLE)
 - 4 new stations including new expanded SODO Station
- **2037?:** Tacoma Dome Link Extension (TDLE)
- **2037-39:** Ballard Link Extension (BLE)
 - 9 new stations via new 2nd Downtown Tunnel
- **No Seattle nexus:** Everett, Eastside 4 Line



Questions?

Stay in touch:



benjamin.smith@seattle.gov



206.684.4209

