

# Town Center Transit

Supporters of the Supersized Town center hope that it will attract transit serving the Link station in Marymoor as well as a future Link station in Issaquah.

Transit has long been part of the Town Center proposal. It includes phrases like “well connected by transit” and “in coordination with Sound Transit and King County Metro”. The realities are a bit different.

Sammamish is a transit desert. There is only one Metro line with service at 30 minute intervals. It runs along 228<sup>th</sup> and goes to Overlake. Metro has an adopted development plan that extends to 2029. It does not show any increase in service to the Sammamish area.

## Sound Transit

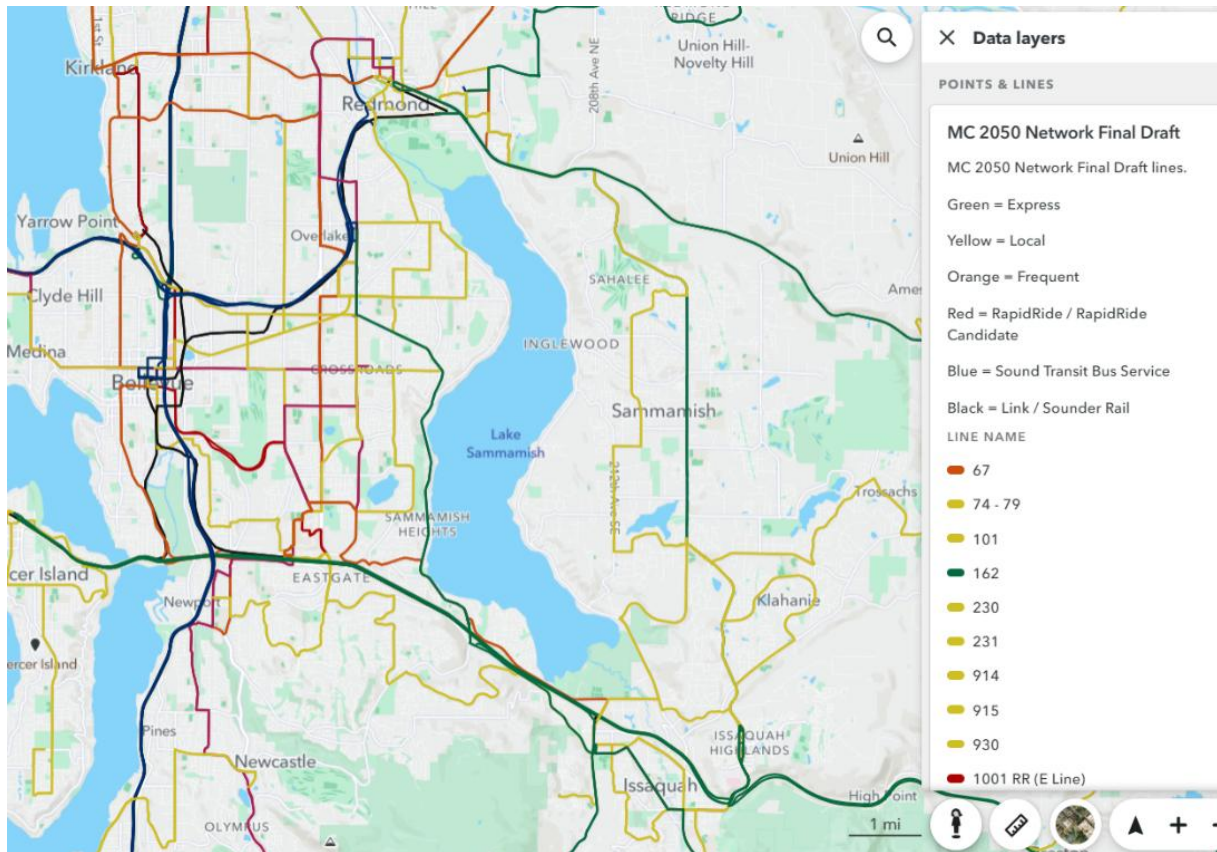
Sound Transit is currently operating under a 20-year plan that stretches until 2045, It includes no service to Sammamish. It does include a Park and Ride to be placed somewhere on 228<sup>th</sup> or Sahale Way not necessarily in the Town center. This Park and Ride is currently listed for 2045.



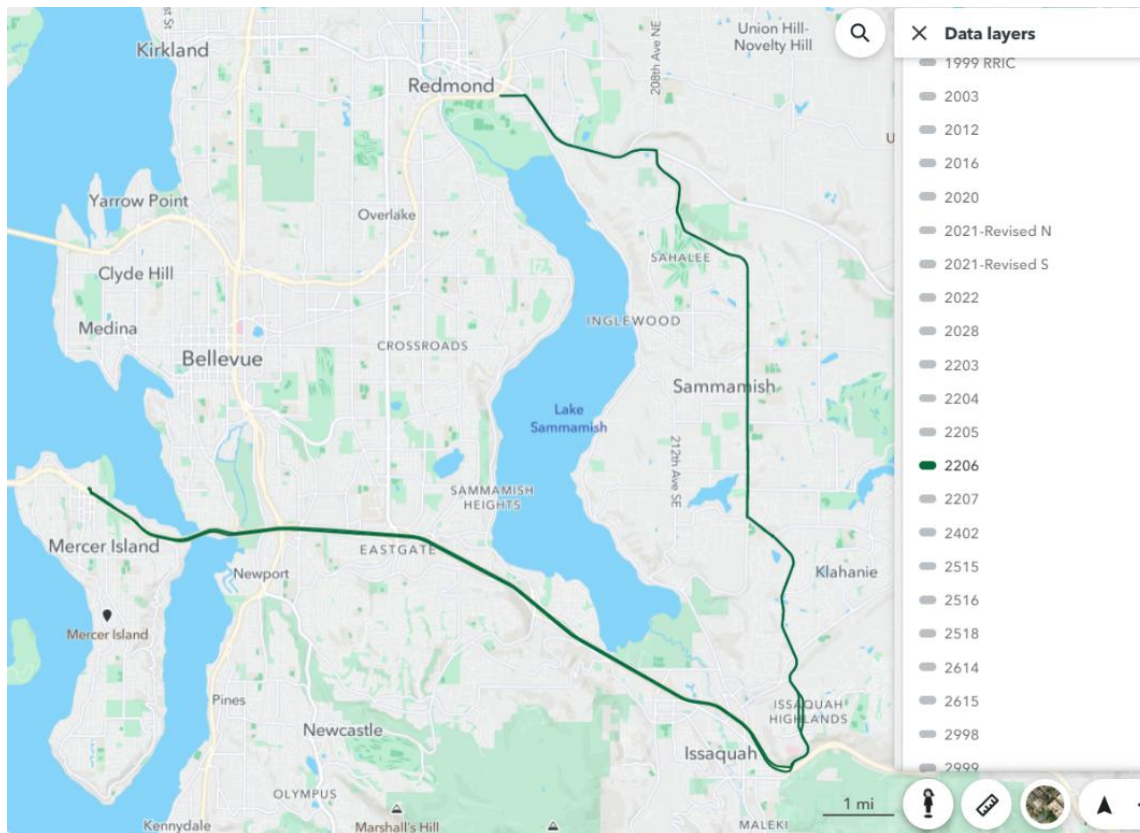
Our life experience with sound Transit is that it never starts new projects between ballot measures. It never finishes projects on schedule or under budget. Sound Transit is not riding to the rescue.

## King County Metro.

The King County Metro long range development plan is named Metro Connects. It extends to 2050. This plan coordinates well with the overall Sound Transit plan and shows a lot of eastside service almost entirely in a north-south direction from Kirkland to Renton.



It includes one express and one local service line in Sammamish by 2050. The express line will be like today's ST Express, not the faster RapidRide.



The connection of interest for the next 20 years will be Town Center to Marymoor Station. Unfortunately the bus would have to run in existing traffic on the existing streets. There does not seem to be any plan to increase the street capacity inside or outside of Sammamish along this route. Because of topography and existing residences, it would be very expensive.

Today it typically takes up to 30 minutes to drive from the Town center area to the Marymoor Link station. Probably this time would be even greater in future years when there are more commuters on the road and there is more traffic in the vicinity of the Link station. Similarly when we someday have an Issaquah Link station the roads that the bus will need to traverse will be just as slow. It is hard to imagine that this bus trip will take less than half an hour. Will commuters take this slow bus to the train or just drive to work?

There is also the issue of capacity. On average, a Metro bus can carry about 100 passengers, sitting and standing. If there are 6 dedicated buses and they depart every 10 minutes, they will move approximately 600 people per hour. This would be a modest fraction of the 5000 or so commuters generated by the Supersized Town Center and a very modest fraction of the large number of people who commute from Sammamish already.

### Sources

King County Metro Long-Range Plan Metro Connects (2021)

King County Metro Transit Development Plan 2024-2029

King County Metro Strategic Plan for Public Transportation 2021-2031

Puget Sound Regional Council VISION 2050

Puget Sound Regional Council Regional Transportation Plan 2022-2050

Sound Transit Transit Development Plan 2024-2029

Sound Transit Realigned Capital Program (2021)

TRANSPORTATION MASTER PLAN (City of Sammamish, 2024)