



Transit Plan Q&A

This question and answer document summarizes and addresses questions received leading up and during the March 5th Public Hearing for the Transit Plan, along with any questions received by 2:30 p.m. on Monday, March 18th. Please note that comments that did not include a question are not part of this document.

Question 1: What is the definition of “all day” service that the 269 Route will adopt on weekdays starting with the opening of light rail in 2025?

Answer 1: The new run schedule for Route 269 will be 6am to 8pm with 15-minute peak hour headways and 30-minute off peak headways on weekdays. Route 269 will run from 8:35am to 6:45pm with 30-minute headways on Saturdays and Sundays. A flyer from King County Metro is attached regarding revised Route 269.

Question 2: Is there an expected annual maintenance or upkeep cost for the arrival display boards on top of the initial expense of \$95,000?

Answer 2: Metro would most likely cover the cost of maintenance of arrival display boards; however, it is something the City should discuss with Metro prior to requesting Metro to install the boards at various bus stop locations. The cost estimate in the Transit Plan does not include any maintenance costs.

Question 3: For the SE 24th St and 228th Ave SE Bus Queue Jump project, is there an expectation that the proposed Queue Jump would provide a significant enhancement over the Transit Signal Priority alternative? The proposed near-side/far-side stop relocations indicate that far-side stop location is generally better for transit speed and reliability for TSP, so I was curious as to the rationale of proposing a higher-cost option that would instead move a far-side stop to the near-side of the intersection.

Answer 3: This queue jump has been proposed by our consultant team (DKS) as an option at SE 24th St and 228th Ave SE, however it requires further traffic analysis. Traffic analysis at this intersection should compare the impacts to both bus and general-purpose traffic under the queue jump and the transit signal priority (TSP). These scenarios should also be compared to a No Build option. A cost/benefit analysis including cost and traffic impacts would determine the best solution for this intersection. Both the TSP and the Traffic Operations Improvement project options in the Transit Plan recommend further analysis prior to implementation.

Question 4: Understanding that the route is only one alternative and that operation is subject to refinement and discussions with potential vendors, is there a vision for how the fixed-route circulator shuttles will operate for pick-up and drop-off? Will there be discrete stops, or can passengers embark and alight at any point along the fixed route?

Answer 4: This is a decision that has not yet been made and should be part of the larger public engagement that will need to take place if the City chooses to move forward with this project proposal. During discussions between staff and the consultant team it was envisioned that it would be a fixed-route shuttle that allowed for passengers to board and alight anywhere along the fixed route.

Question 5: The proposed circulator route seems to leave a significant gap in the eastern portion of the city. I understand that funds are limited and the circulator route is already lengthy at 31 miles/1-2 hours of travel time. Would there be the possibility of planning for a future mini mobility hub in that area that could be served by a future circulator route and connect those residents to the main transit corridor, looking 10+ years into the future?

Answer 5: The proposed circulator does leave a gap in the eastern portion of the city. As the plan for the shuttle moves forward, there is room to modify this shuttle route. The route was chosen based on roadway connectivity and population density.

Question 6: Does the Transit Plan suggest clear-cutting of trees?

Answer 6: The Transit Plan suggests a number of proposed near-term and long-term projects; some of which could require the removal of trees; however, the plan does not suggest the cutting of any trees and any project that comes to fruition will follow all required regulations and permitting necessary.

Question 7: Why does the plan suggest that at SE 24th St. queue jump project that the bus stop moved from the far-side to near-side?

Answer 7: The plan recommends that a full traffic analysis be conducted for this intersection before any final decisions are made regarding changes; however, typically a near-side queue jump is paired with Transit Signal Priority (TSP) and when only TSP is being implemented the stop would be on the far-side of an intersection.

Question 8: Why is the Transit Level of Service (LOS) guidelines only focused on transit? Wouldn't it be important to include cars as well?

Answer 8: Transit LOS is new so there isn't an industry standard yet. The Transit LOS guidelines proposed are similar to those used by surrounding jurisdictions such as the City of Bellevue.

Question 9: How do we consider the cost of cars vs. transit if we don't include cars in the Transit LOS guidelines?

Answer 9: We do not operate the transit system so can only focus on what the City can effect. The projects from the Transit Plan will be added to the Transportation Master Plan (TMP) and the Transportation Improvement Plan (TIP).

Question 10: Can we fund our own transit?

Answer 10: That is the idea behind the neighborhood circulating shuttle project proposed in the Transit Plan; however, it is mostly addressing the last mile issue of getting people to the transit route.

Question 11: What is the difference between a transit center and a mobility hub? Where does bus charging fit in?

Answer 11: A mobility hub is typically smaller than a traditional park and ride or transit center and offers more flexibility for alternative modes of transportation such as electric bike/scooter charging etc. The proposed smaller mobility hubs would not include vehicle parking. Bus charging would not take place at a mobility hub and is also not likely to occur at the South Sammamish Park & Ride location. King County Metro currently has an existing bus charging station in Seattle and have begun construction of a charging station for up to 120 buses in Tukwila.

Question 12: MetroFlex is a great program that I would like to see expanded throughout the City; how can we do that?

Answer 12: City Staff continue to advocate for an expanded service area of the MetroFlex program in Sammamish, however King County Metro has told us that they are unable to accommodate that request at this time. Staff will continue discussions with King County Metro.

Question 13: What will be done with the Transit Plan?

Answer 13: Polices will be included in the Transportation Element of the Comprehensive Plan and all of the projects will be added to the TMP and TIP.

Revised Route 269: SE Redmond Station to Mercer Island Station



How often would this bus run?

Frequency (minutes)

	Peak 6-9 a.m., 3-7 p.m.	Midday 9 a.m. - 3 p.m.	Evening 7-10 p.m.	Night 10 p.m. - 5 a.m.	Hours of Service Rounded to nearest 15 minutes
Weekday	15	30	30	30	6:00 a.m. – 8:00 p.m.
Saturday	30	30	-	-	8:35 a.m. – 6:45 p.m.
Sunday	30	30	-	-	8:35 a.m. – 6:45 p.m.

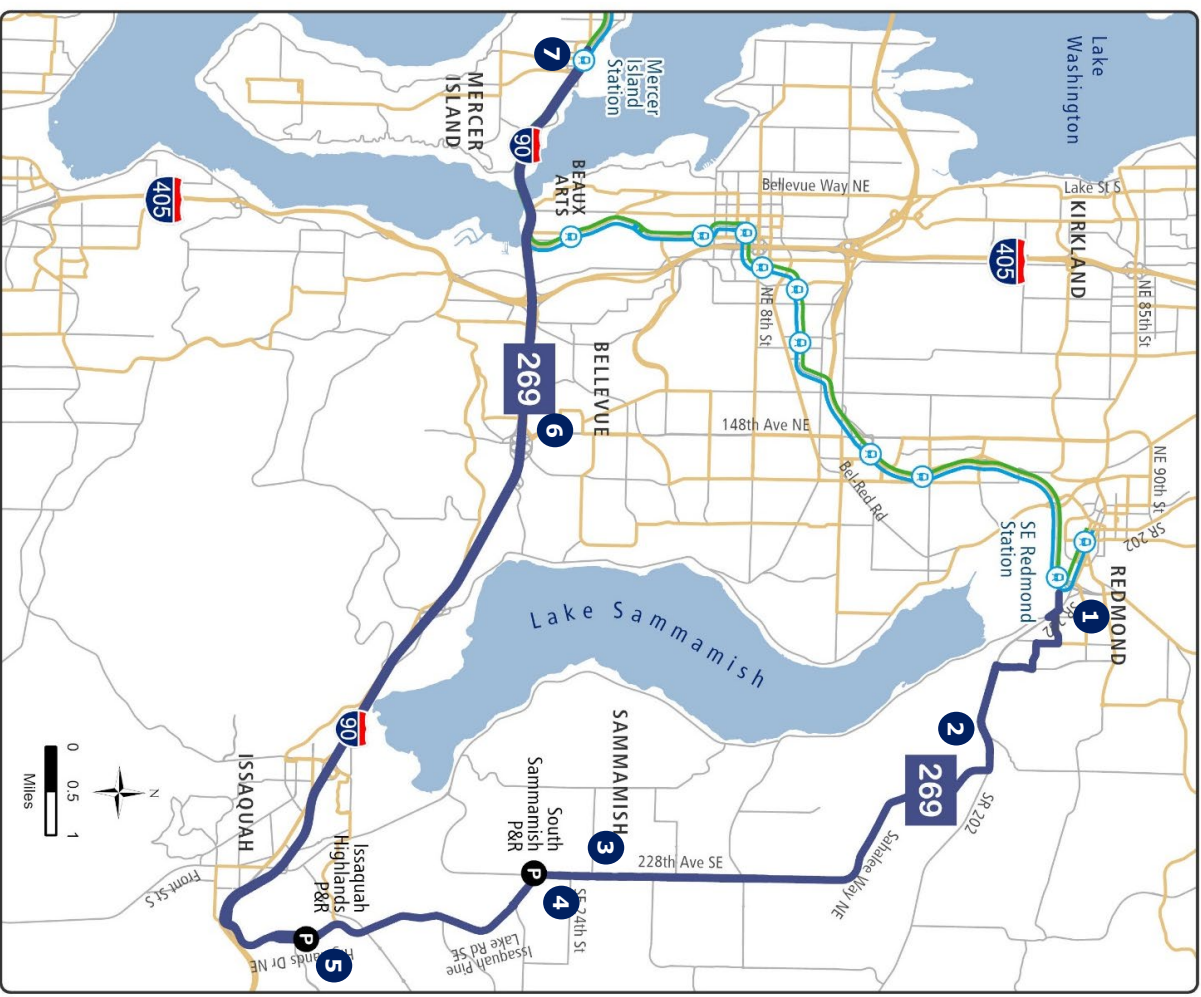
How would my bus be changing?

Proposed changes respond to the following needs:

- Connects with key destinations
- Reliable and convenient transfers
- More bus trips on weekends
- Bus comes more often

This bus would go to:

1. SE Redmond Station
2. Sahalee
3. Pine Lake
4. South Sammamish Park & Ride
5. Issaquah Highlands Park & Ride
6. Eastgate
7. Mercer Island Station



Proposed Route (Blue line) Other Routes (Orange line) Link line and station (Green line with 'P' icon)