

# Transit

The CTIP study defined transit performance measures for local as well as regional service, and specifically identified separate measures for senior households to recognize what is often a more limited ability to walk long distances. These are summarized in **Table 3-7** below. This section also reports on existing conditions relative to the quality-of-service measures established in the Seattle Transit Plan.

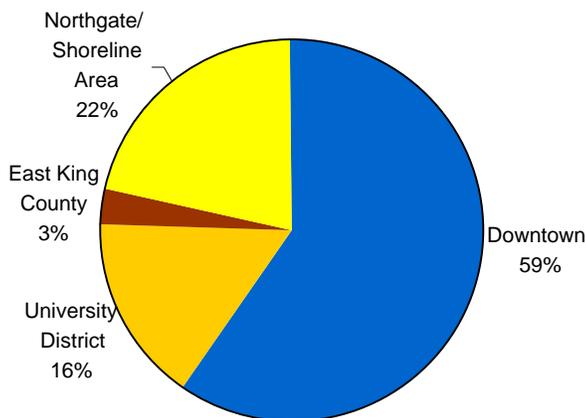
**Table 3-7. Transit Performance Benchmarks**

Indicator	Senior Households	All Other Households
Coverage	90% within 1/8 mile of a route	60% within 1/4 mile of a route with 15-minute headways
		70% within 1/4 mile of a route with 30-minute headways
Frequency	15-minute headways to downtown and U-District	15-minute headways to downtown and U-District
	30-minute headways to other Urban Centers/nearby urban villages	15-minute headways to other Urban Centers/nearby urban villages
	30-minute headways to all local destinations	

## Transit Coverage and Frequency

King County Metro Transit provides most of the transit service in the Northgate area. **Figure 3-9** shows that transit in the CTIP study area primarily serves urban villages and Urban Centers within Seattle. Routes cover most arterial streets within the study area. Disabled riders who cannot take accessible fixed-route service can take Metro's paratransit van service. Metro also owns, operates, and coordinates several park-and-ride lots.

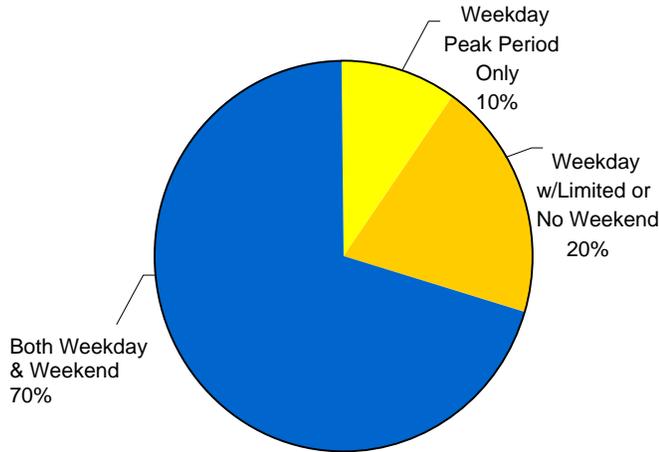
**Figure 3-9. Transit Destinations**



Sound Transit operates one route connecting Northgate with Issaquah, providing express service to the University District, downtown Bellevue, Eastgate, and Issaquah.

The North Link light-rail project's northern terminus will be next to the Northgate Transit Center on the west side of the Northgate Mall.

**Figure 3-10. Transit Operation**



**Figure 3-10** shows that as of the autumn 2004 schedule, 70% of all transit routes operate seven days a week. Ten percent of Northgate's transit service operates only during the peak period. The remainder operates weekdays with limited or no weekend service. All peak-period-only routes offer regional connections. Outside of peak periods, most bus service operates on 30-minute headways.

**Northgate Area Senior Housing**

- Aegis at Northgate  
11039 17th Ave NE
- Cedarvale House/Village  
11050 8th Ave NE
- Foundation House at Northgate  
11301 3rd Ave NE
- Jackson Park House/Village  
14396 30th Ave NE
- Lake City House  
12546 33rd Ave NE
- Merrill Gardens at Northgate  
11501 15th Ave NE
- Northhaven  
11045 8th NE
- Northgate Plaza  
11030 5th Ave NE
- Pinehurst Court  
12702 15th Ave NE
- Pinehurst Park Terrace  
2818 NE 145th Street
- Remington Place Retirement Inn  
3027 NE 137th

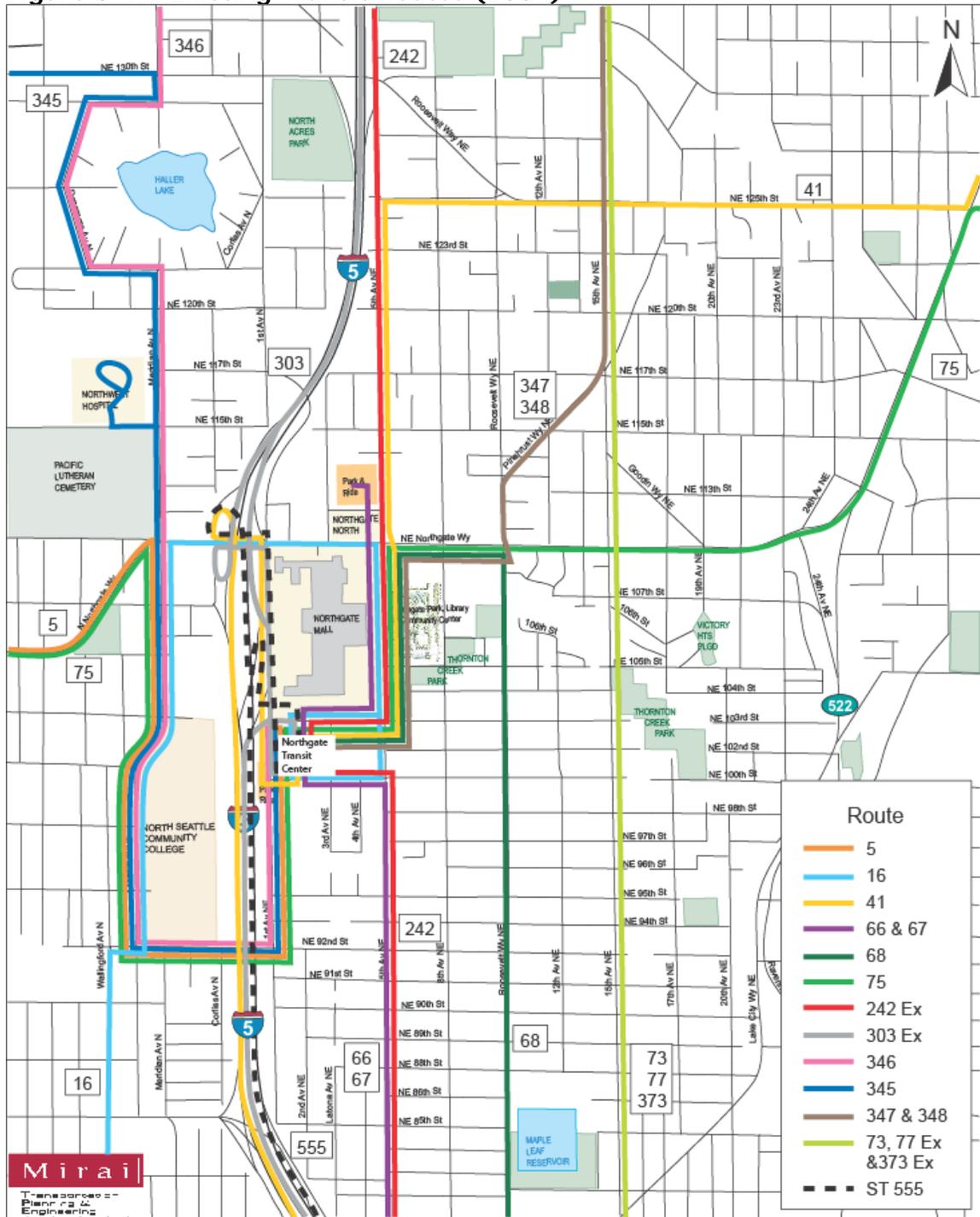
During evenings and Sundays, most routes operate at 60-minute headways. For peak period service, headways range from 15 to 20 minutes. Route 41 operates at a higher frequency throughout the week: 5-minute headways during peak periods and 15 minutes during the daytime, except on Sundays. **Figure 3-11** maps the transit routes in the CTIP study area.

**Transit Serving Senior Housing**

Currently, all senior housing facilities are located within 1/8 mile of a transit stop. However, depending upon the location of the senior housing facility and transit routes, frequencies to certain destinations do not meet the CTIP benchmark.

King County Metro route 41 provides adequate headways during the peak and midday periods to downtown Seattle, but two senior housing facilities are over 1/8 mile away from the route. These same two facilities are located next to routes that provide connections to downtown with 30-minute headways during the midday and 15-minute headways during peak periods only in the peak direction.

**Figure 3-11. Existing Transit Routes (2004)**



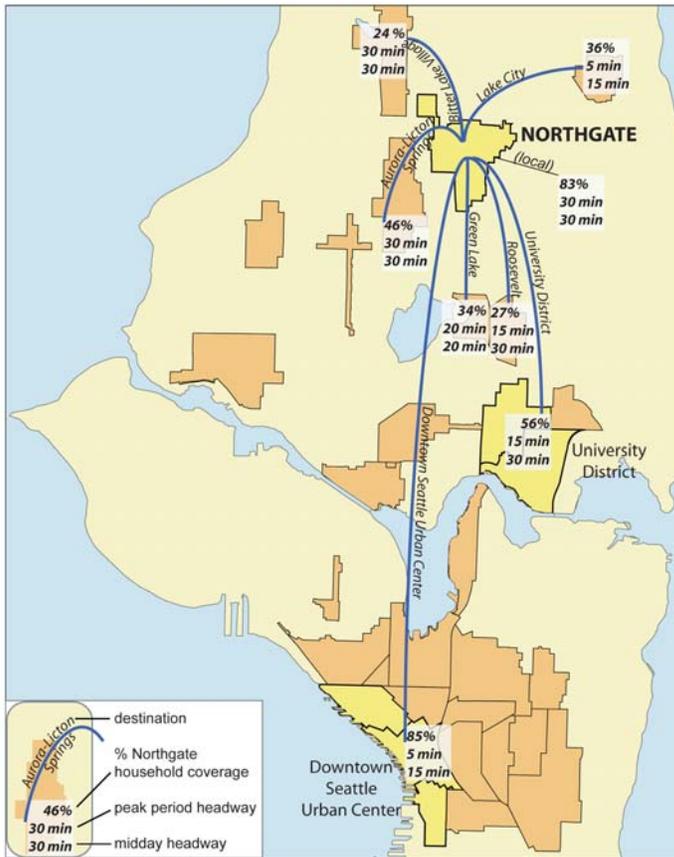
Note: all routes except 73, 77 Ex and 373 Ex serve the Northgate Transit Center

Service coverage to the University District and areas to the northwest is not uniform for all senior housing facilities. Serving four out of the seven senior facilities in the area, the combination of route 67 and 68 provides adequate headways for both the peak hour and midday periods. For the other three senior facilities, route 73 and 373 provide enough service during the peak hour in the peak direction, but not during the midday period or in the off-peak direction.

All other services to other Urban Centers and nearby urban villages are operating at adequate levels with headways at 30 minutes. However, not all senior housing facilities have the same access. Discounting transfer connections, current accessible destinations include Aurora-Licton Springs, Green Lake, Lake City, Ravenna, and Roosevelt. Please see **Figure 3-13** (next page) for transit coverage in the service area.

### Transit Serving All Other (Non-Senior) Households

**Figure 3-12. Transit Frequency by Destination**

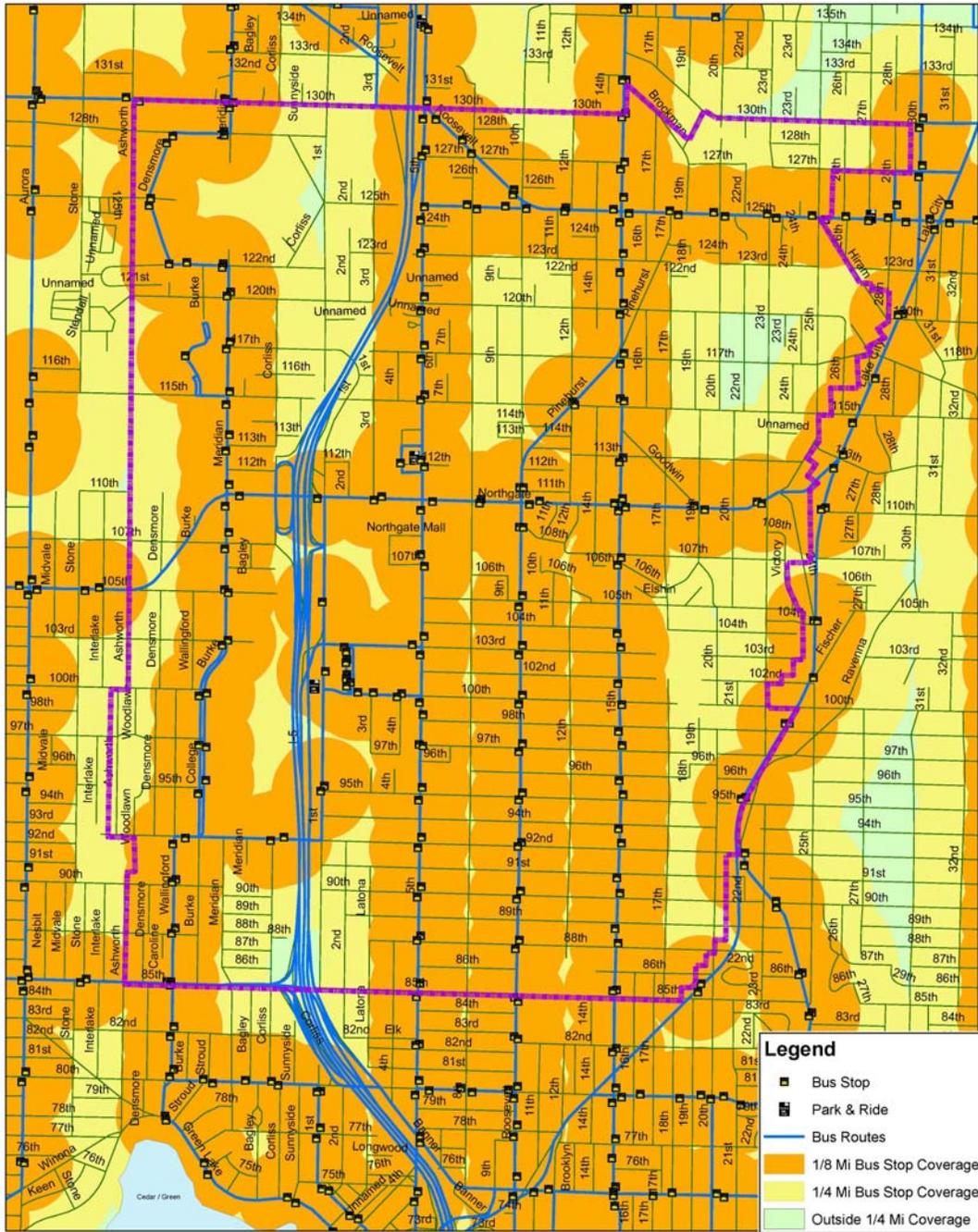


As of the 2000 U.S. Census, there are roughly 13,200 households within the Northgate study area. Over 98% of these households are within ¼ mile of a transit stop. However, not all households receive transit services to all Urban Centers or nearby urban village destinations at the same frequencies, as shown in **Figure 3-12**.

### University District or Downtown Seattle

For all-day service, roughly 55% of households are within ¼ mile of University District service, and 85% of households are within ¼ mile of downtown Seattle service. Only route 41, covering 36% of all households in the area, provides 15-minute headways for both peak and midday.

Figure 3-13. Bus Service Coverage



However, route frequencies to downtown Seattle and the University District from the Northgate Transit Center are under 15 minutes, especially during peak periods. See **Appendix 3-6** for details.

### **Other Urban Centers and Urban Villages**

For other Urban Centers and urban villages, service coverage falls short of 50% of households for any one destination. These include the following destinations: Aurora-Licton Springs, Bitter Lake Village, Green Lake, Lake City, Ravenna, Roosevelt, Metro, and First Hill (peak period, peak direction). Only service to Lake City via route 41 and to downtown and/or the University District via routes 66/67 (taken together) meets the desired frequency of service.

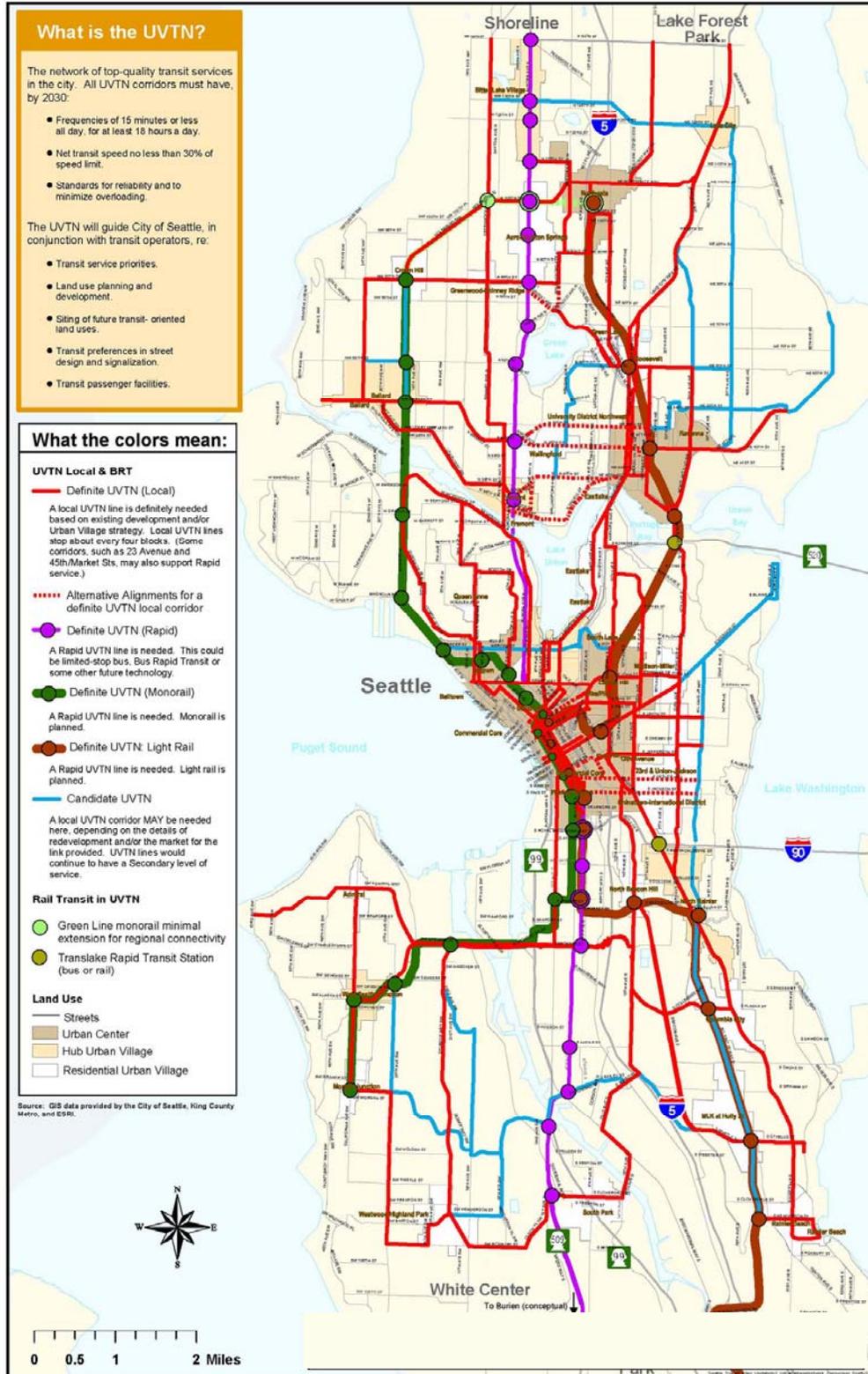
### **Local Service**

For local service within the Northgate study area, over 83% of all households are within 1/8 mile of a bus stop. All routes have headways with 30 minutes or less for peak and midway periods. This does not include any express or peak-hour-only bus service. A more complete breakdown of transit service is provided in **Appendix 3-3**.

## **Seattle Transit Plan: Urban Village Transit Network**

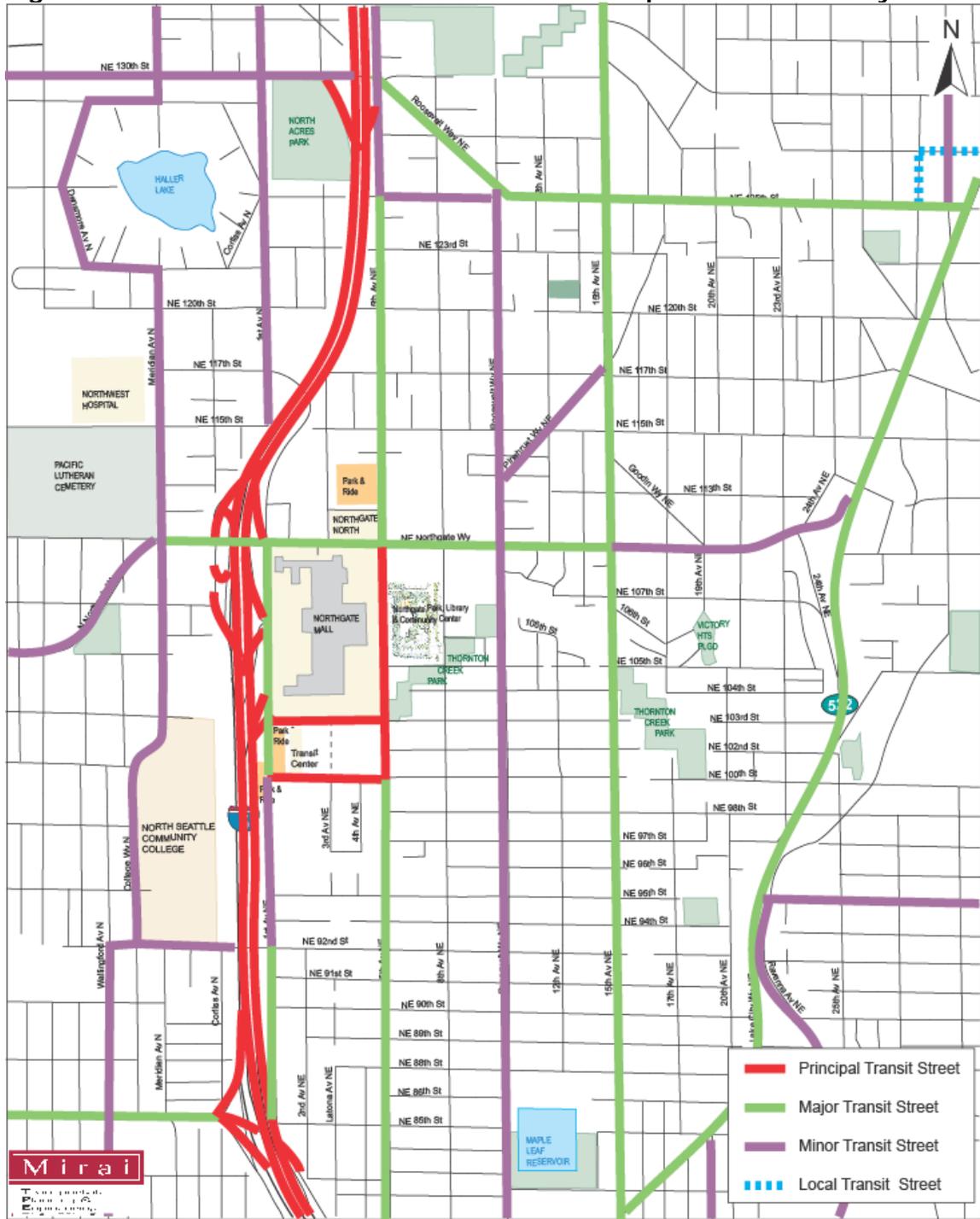
The City of Seattle has identified a hierarchy of transit service and infrastructure needs that corresponds to current and desired future land uses. The Urban Village Transit Network (UVTN) will become the backbone of the City's transit system with a supportive Secondary Transit Network (STN). Service on the UVTN will be fast and reliable, and will operate over 18 hours a day, 7 days a week with high frequency. The STN will provide basic coverage to all neighborhoods not covered by the UVTN. The UVTN will connect to designated Urban Centers; while the STN will make connections to other Urban Centers and villages (see **Figure 3-14** below). The designated rapid transit within the Northgate planning area is the planned North Link Light Rail. The UVTN and STN will operate on a transit street classification system, which identifies types of transit corridors (see **Figure 3-15**). Policies related to land use and transportation priorities are to be shaped by these transit street classifications. Each classification is associated with a specific land use and allowed density. The only principal transit streets are I-5 and streets connecting to the Northgate Transit Center via 5th Avenue NE.

**Figure 3-14. Urban Village Transit Network (UVTN)**



Source: City of Seattle

Figure 3-15. UVTN Transit Street Classification Map in the CTIP Study Area



The following streets in the study area are designated as principal, major, and minor transit streets:

### **Principal**

- Interstate 5
- 5th Avenue NE: NE Northgate Way to NE 100th Street
- NE 103rd Street: 1st Avenue NE to 5th Avenue NE
- NE 100th Street: 1st Avenue NE to 5th Avenue NE

### **Major**

- Roosevelt Way/NE 125th Street: I-5 to Lake City Way
- NE Northgate Way: Meridian Avenue N to 15th Avenue NE
- NE 85th Street: Ashworth Avenue N to I-5
- 1st Avenue NE: NE 85th Street to NE 92nd Street; NE 100th Street to NE Northgate Way
- 5th Avenue NE: NE 85th Street to NE 100th Street; NE Northgate Way to NE 125th Street
- 15th Avenue NE: NE 85th Street to NE 130th Street
- NE Lake City Way: NE 85th Street to NE 130th Street

### **Minor**

- NE 130th Street: Ashworth Avenue N to I-5
- NE 125th Street: 1st Avenue NE to Roosevelt Way NE
- NE Northgate Way: Ashworth Avenue N to Meridian Avenue N; 15th Avenue NE to NE Lake City Way
- Pinehurst Avenue NE: Roosevelt Way NE to 15th Avenue NE
- Wallingford Avenue N: NE 85th Street to NE 92nd Street
- College Way N/Meridian Avenue N: NE 92nd Street to NE 130th Street (by way of Denmore Avenue N around Haller Lake)
- 1st Avenue N: NE 92nd Street to NE 103rd Street; I-5 to NE 130th Street
- 5th Avenue NE: NE 125th Street to NE 130th Street
- Roosevelt Way NE: NE 85th Street to NE 125th Street

### **Urban Village Transit Network Quality-of-Service Measures within the CTIP Study Area**

The UVTN establishes quality of service measures for frequency, hours of service, reliability, passenger loading, and bus travel speed. Ideally, service headways should be below 7 minutes with 20 to 24 hours of service. Vehicles would have a capacity of 55–70%. In addition, a very high proportion of transit vehicles would run at speeds that would make it attractive compared to driving.

Currently, most segments of the UVTN that cross the Northgate planning area satisfy the span of service criterion. Frequency on all segments almost meets the frequency criterion.

However, frequency and span on all segments need improvement during evenings and on weekends. The Seattle Transit Plan reports that existing travel speeds along the UVTN during the base period are generally over 40% of the speed limit (the UVTN standard is 30%). Only short stretches of the UVTN within the study area fall below 35%, including these:

- Roosevelt Way NE/ Pinehurst Way NE between 15th Avenue NE and NE Northgate Way
- 5th Avenue NE south of NE 100th Street
- Meridian Avenue N between N Northgate Way and N 115th Street

The UVTN segment along Meridian Avenue N had observed travel speeds between 25.1% and 30%. These slower speeds can be attributed to many factors, including high volumes of vehicles, signal timing, turning movements, and/or a high number of transit riders boarding and exiting at bus stops.

## Transit Center Operations

The Northgate Transit Center, located south of Northgate Mall, is a major transfer point. It has six bus bays, with monitors displaying real-time bus information for corresponding bus routes. On a typical weekday, over 700 buses stop at the transit center. The current schedule routes 10 lines through the transit center. The surrounding park-and-ride lots have a capacity for 931 vehicles; 75 lot spaces are reserved for carpools.

## Park-and-Ride Lots

The Northgate neighborhood area has park-and-ride lots in two main areas. The “Northgate Transit Center” lots are east of 1st Avenue NE between NE 103rd Street and NE 100th Street. One of the four Transit Center lots is exclusively for carpools. The largest lot has a capacity of 417 vehicles, while the smallest can hold 75 vehicles. The ownership of these lots falls under WSDOT and/or King County Metro.

The second area of concentration has two park-and-ride lots. The “Northgate Park and Ride” lot is west of 5th Avenue NE just north of NE Northgate Way, with a capacity of 418 vehicles. Two bus bays are located in the center of this park-and-ride lot. The City of Seattle has committed to purchase this lot for a park when King County Metro can accommodate the stalls at the Transit Center. The other park-and-ride lot is located within the parking garage

for Northgate North. Sixty-three spots within the parking garage are reserved for park-and-ride use during the weekdays from 6 AM to 6 PM. These spots are located on the bottom levels of the garage. King County Metro has jurisdiction over both of these lots.

Just outside of the Northgate study area, King County Metro leases a parking lot for park-and-ride use. Located at 12509 27th Avenue NE, Our Savior Lutheran Church provides 21 spaces during the weekday. **Appendix 3-4** summarizes the characteristics of the Northgate area park-and-ride lots.

In the spring of 2002, King County Metro performed a license plate survey for the users of the Northgate Transit Center Park-and-Ride. The results revealed that 80% of the users lived in Northgate or areas to the immediate north, such as Shoreline and Lake Forest Park. This suggests that most users are making trips to points south, which includes the University District and downtown Seattle. A plot of the car registration locations is provided in **Appendix 3-5**.

The 4th quarter 2004 park-and-ride utilization rates indicate that most of the Northgate lots are heavily used and in some cases are at or over capacity. Lots surrounding the transit center are at capacity. The Northgate Park-and-Ride lot at NE 112th Street and 5th Avenue NE is at 75% capacity. See **Figure 3-16** for more details on rates and locations.

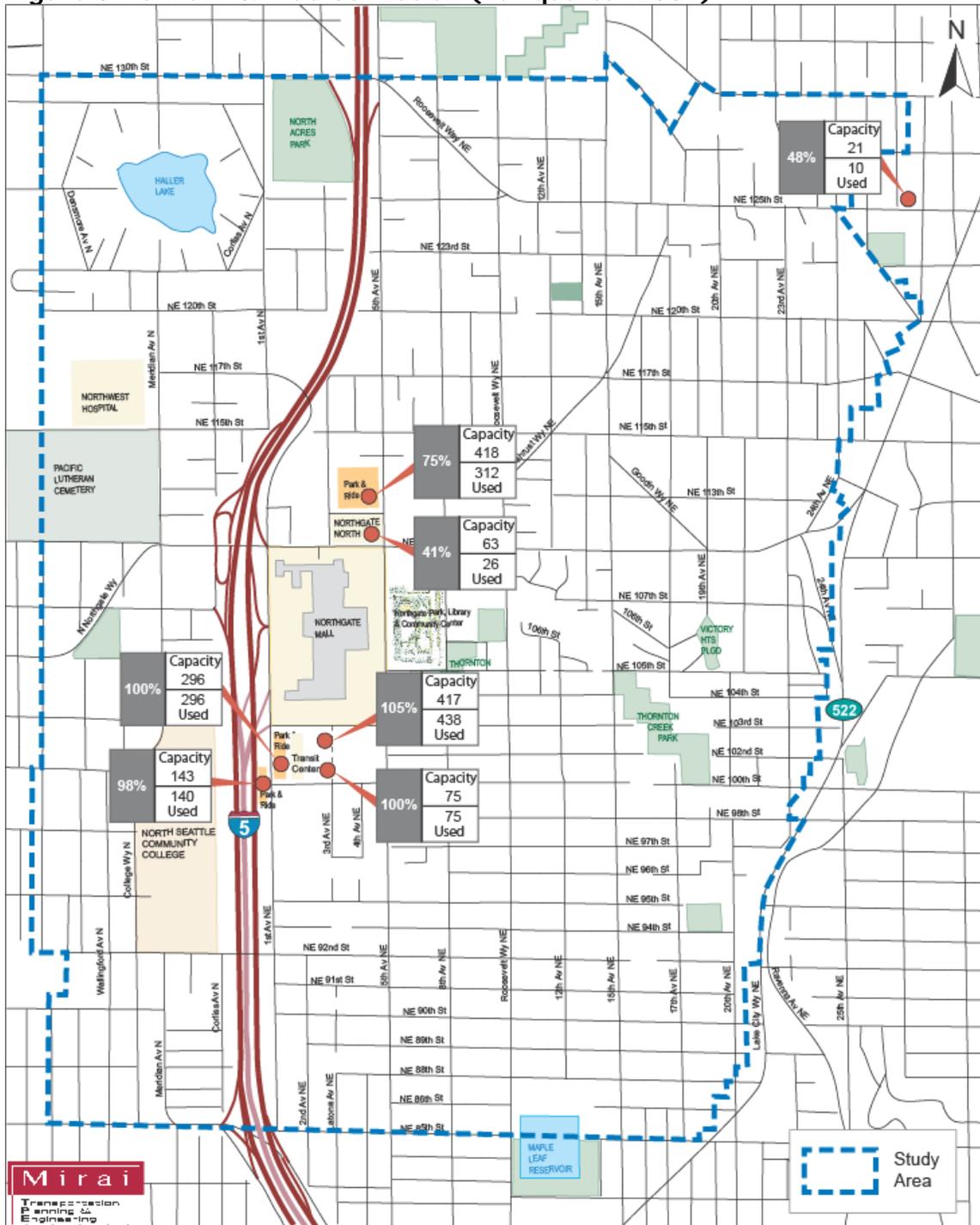
### **Bus Layover Space**

Because of the high number of routes that originate and/or terminate at the Northgate Transit Center, bus layover space is an important aspect of on-street parking management for the Northgate area. A bus layover is a location at which buses wait between trips. Within the study area, there are two areas that King County Metro and Sound Transit buses use for layovers. Off-street layovers are limited to the bus bays within the Northgate Transit Center and the Northgate Park-and-Ride lot at NE 112th Street and 5th Avenue NE.

Adjacent to the Northgate Transit Center, buses use the unrestricted north side of NE 100th Street between the park-and-ride driveway and 5th Avenue NE as layover space.

Designated bus layover space is currently limited to a block-and-a-half section of 5th Avenue NE. During the weekday between the hours of 5 AM and 9 AM, the west side of 5th Avenue NE between NE 123rd and just north of NE 125th Street is reserved for Metro buses.

Figure 3-16. Park & Ride Utilization (4th quarter 2004)



In 2005, the City agreed to work with King County to jointly evaluate options for bus layover spaces in the Northgate area for near- and long-term needs. The City plans to implement the following actions:

- Allow the two bus layover spaces currently located on the north side of NE 100th Street between 2nd Avenue NE and 3rd Avenue NE.
- Permit four new bus layover spaces and one bus zone on NE 100th Street between 3rd Avenue NE and 5th Avenue NE.
- Annually review the permitted layover spaces, and renegotiate an agreement with the County if any spaces need to be relocated.

## Ridership

The 2000 U.S. Census reported that roughly 20% of Northgate residents traveled to work by transit while only 7% of Northgate workers arrived by transit. Since the last Census, ridership has steadily increased due to improvements in bus service, new housing and commercial developments and an improving economy. Ridership within the study area is highest on King County Metro routes 16, 41, and 75. The Shoreline bus routes that were initiated in 2003 show a slow but steady growth in ridership. See **Appendix 3-6** for the ridership breakdown for all routes serving Northgate.