

# FEDERAL WAY TRANSIT CENTER

31621 23rd Ave S., Federal Way, WA 98003

4,655 Average weekday boardings

1,190 Parking spaces

- Owned by Sound Transit
- Served by Sound Transit, Pierce Transit, and King County Metro

The Federal Way Transit Center is located just west of I-5 and just east of SR 99 in what is considered the City Center of Federal Way. The Federal Way Transit Center is served by eight King County Metro routes (including the RapidRide A Line), three Pierce Transit routes, and three Sound Transit Express bus routes. The Federal Way Transit Center sits on the northern boundary of the PSRC-designated regional growth center.

The Federal Way Transit Center has 1,190 parking spaces, which are typically fully utilized by 7:30 am.

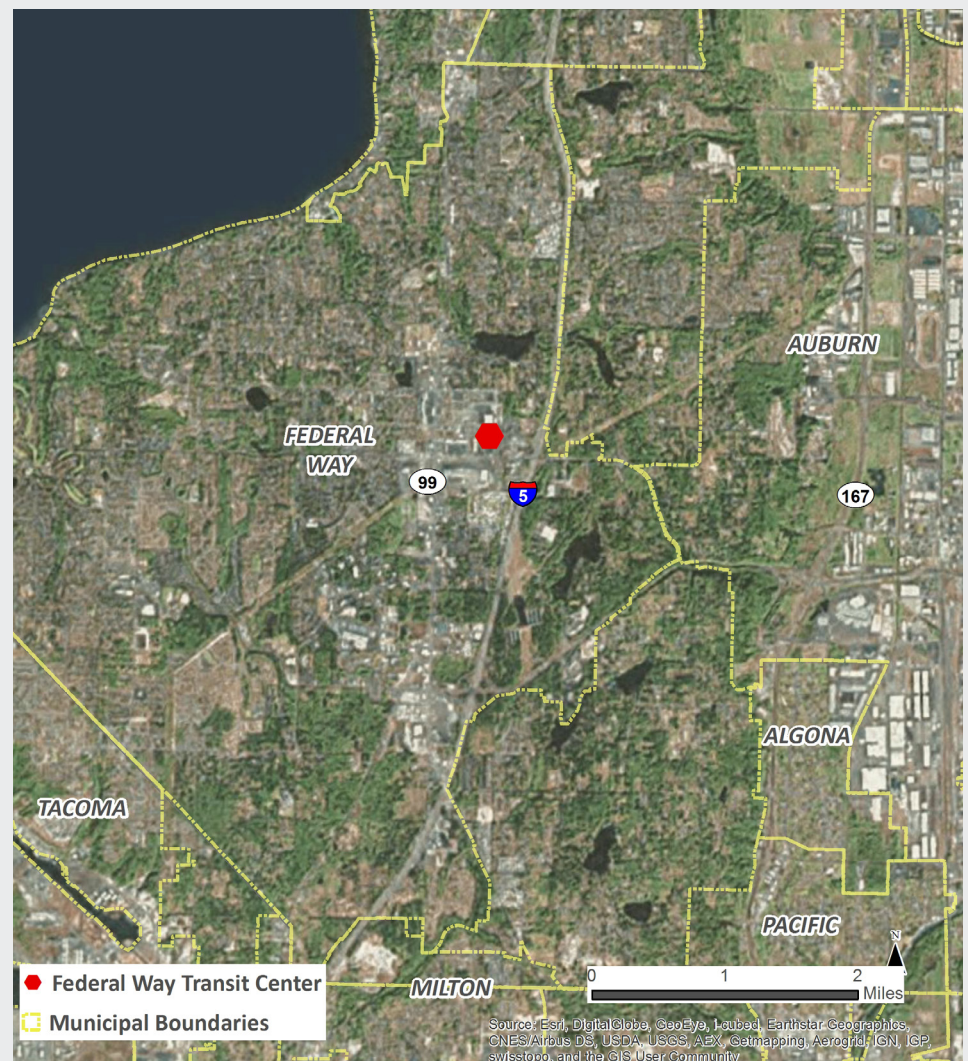
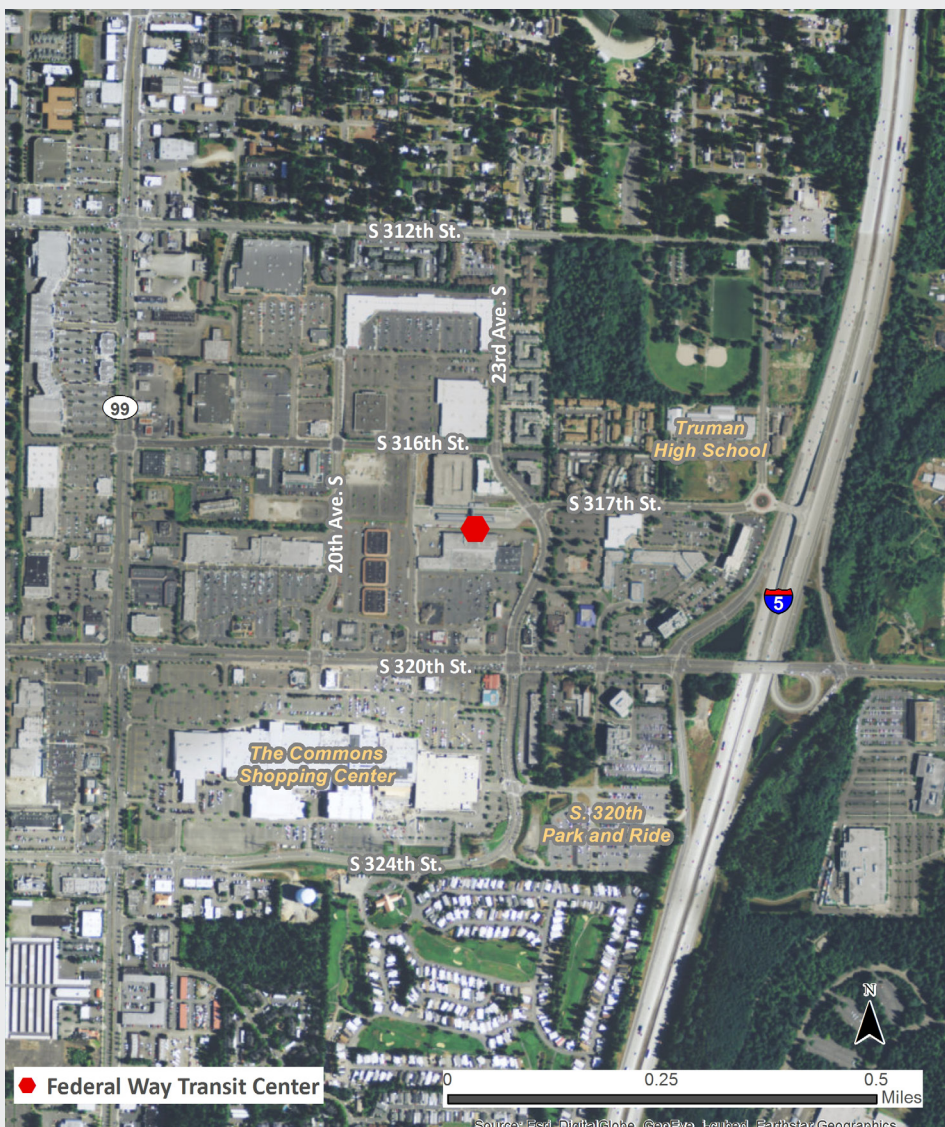


Figure 1: 3-Mile Context Map

Figure 2 provides a closer look at the area surrounding the Federal Way Transit Center. There are large parcels primarily made up of retail shopping surrounded by large surface parking lots. The superblock structure limits through connections and makes traveling on foot difficult. The Transit Center's bus bays are located on the interior segment of a large parcel further removing it from the street network.

The City of Federal Way owns several pieces of land in the vicinity of the Federal Way Transit Center with ambitious development plans (described on the following page). In addition, light rail will eventually extend to the Federal Way Transit Center.



**Figure 2: Half-Mile Context Map**

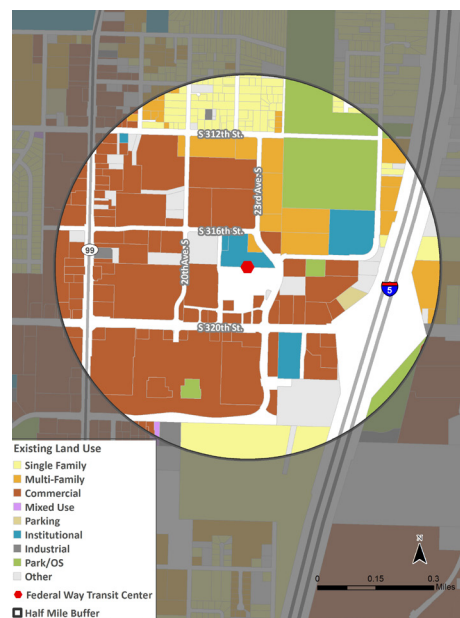


# LAND USE, POPULATION, AND EMPLOYMENT

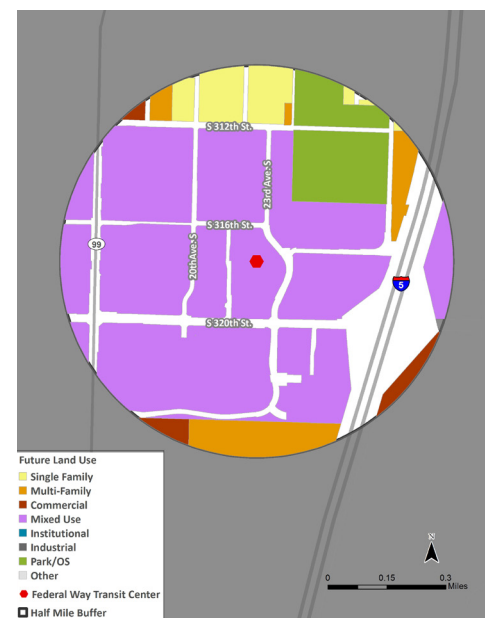
The area in the immediate vicinity of the Federal Way Transit Center is primarily made up of commercial land uses, with some multi-family housing just to the north and a small amount of single-family housing on the edges of Figure 3 below. Much of the area shown in Figures 3 and 4 make up Federal Way's PSRC-designated regional growth center and, as such, a significant amount of population and employment growth is expected between now and 2040.

Current Population: 1,980  
Current Employment: 4,310

2040 Population: 5,580 **(+182%)**  
2040 Employment: 10,000 **(+132%)**



**Figure 3: Existing Land Use**



**Figure 4: Future Land Use**

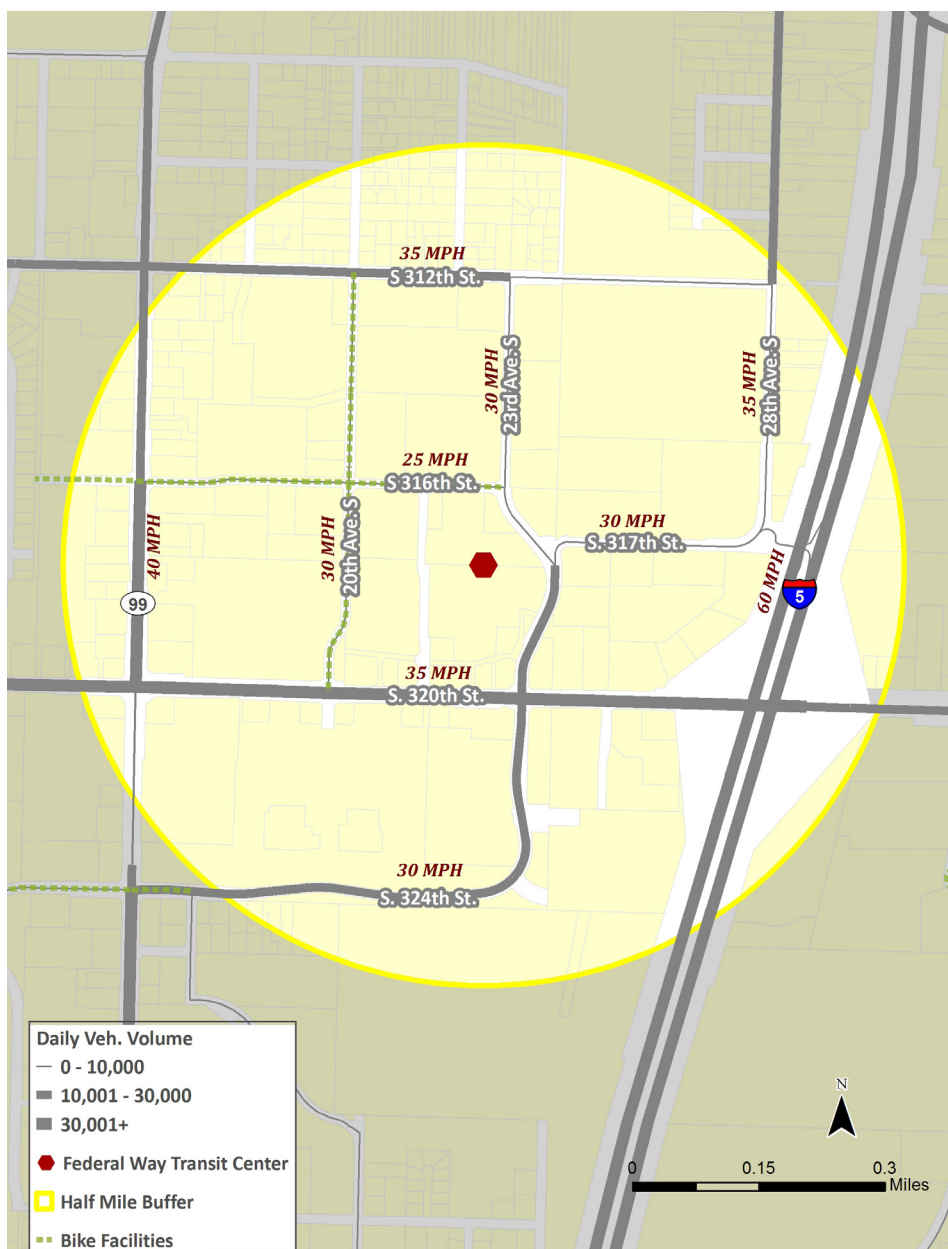
The Federal Way Transit Center is part of the City's plans for the Federal Way Town Center, an ambitious 21 acre project featuring civic amenities like Town Square Park (just east of the Transit Center), the Performing Arts and Events Center, a hotel, and potential for other mixed-use development.



**Figure 5: Rendering of Federal Way Town Center**

# ROADWAY CHARACTERISTICS

Figure 6 shows the traffic volumes, posted speeds, and bicycle facilities in the area surrounding the Federal Way Transit Center. I-5 and SR 99 are the obvious north-south corridors with S 320th Street the primary east-west corridor and access point to I-5. There are also a number of auto-oriented retail and commercial establishments along S 320th Street that generate vehicle traffic in the corridor. Figure 6 also demonstrates the superblock structure near the Federal Way Transit Center as well as the discontinuous nature of the existing bicycle facilities.



**Figure 6: Roadway Characteristics**



# NONMOTORIZED CONNECTIVITY

The urban form and roadway characteristics described on the previous pages have significant impacts on the nonmotorized environment around the Federal Way Transit Center. Utilizing the [Nonmotorized Connectivity Tool](#) developed by King County Metro and Sound Transit allows for a more precise analysis of the challenges for accessing the Federal Way Transit Center using nonmotorized modes.

Figure 7 shows a 15-minute walkshed from the Federal Way Transit Center. The large size of the blocks limit the number of paths a pedestrian has and shortens the distance they can travel. I-5 also acts as a significant barrier to the east with the only option being S 320th Street, which swells to seven lanes just west of I-5, making for an unpleasant pedestrian experience.

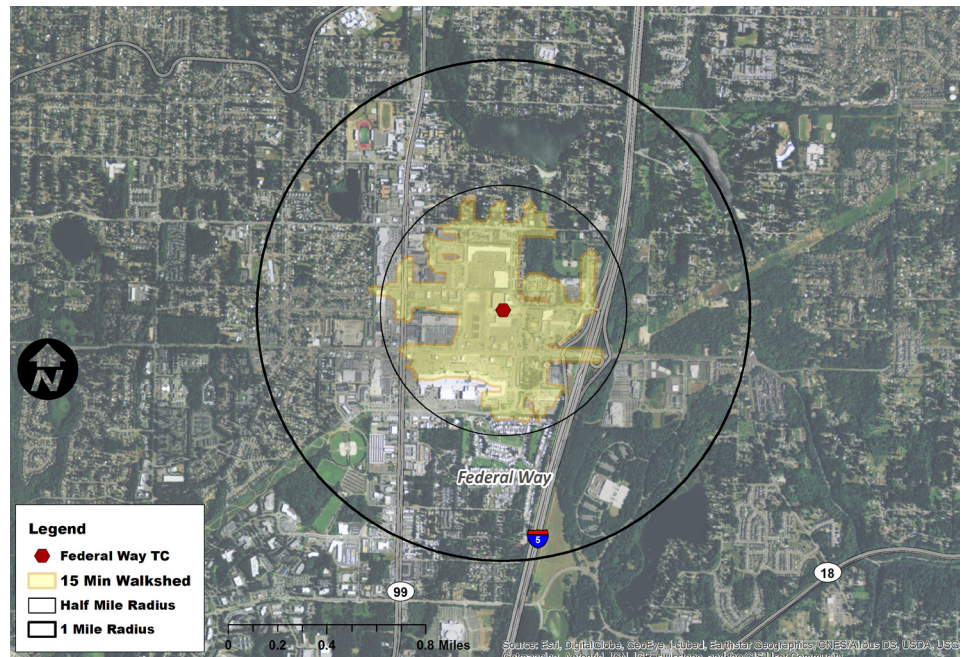


Figure 7: 15-Minute Walkshed

Figure 8 shows a 15-minute bikeshed from the Federal Way Transit Center and gives an even clearer demonstration of the barrier I-5 creates to points east. And while bicyclists can reach more points to the north, south, and west of the Federal Way Transit Center, there aren't many bicycle facilities available to them, save for the BPA Trail to the southwest.

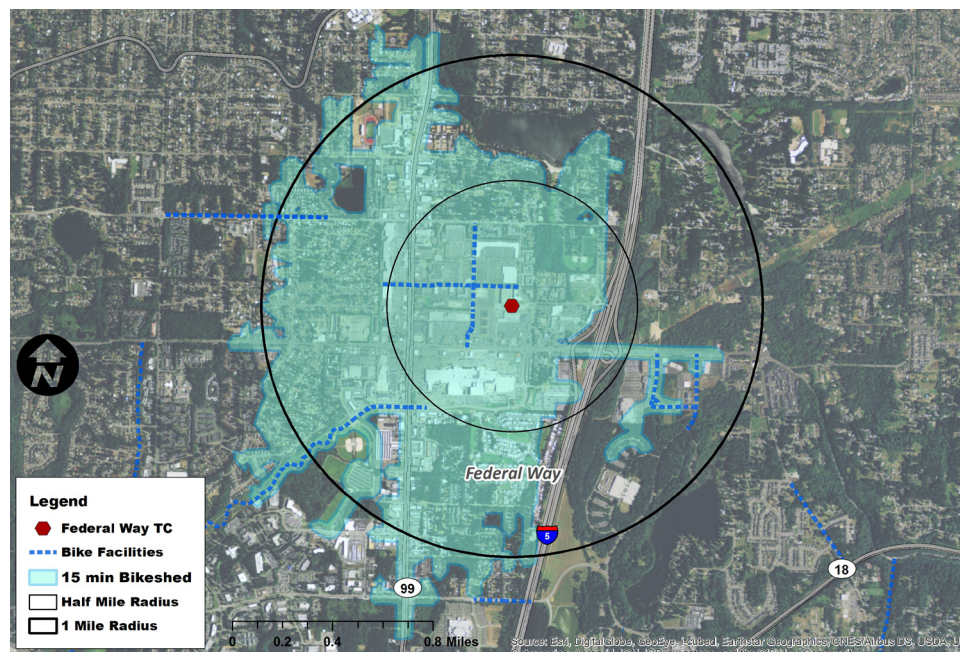


Figure 8: 15-Minute Bikeshed



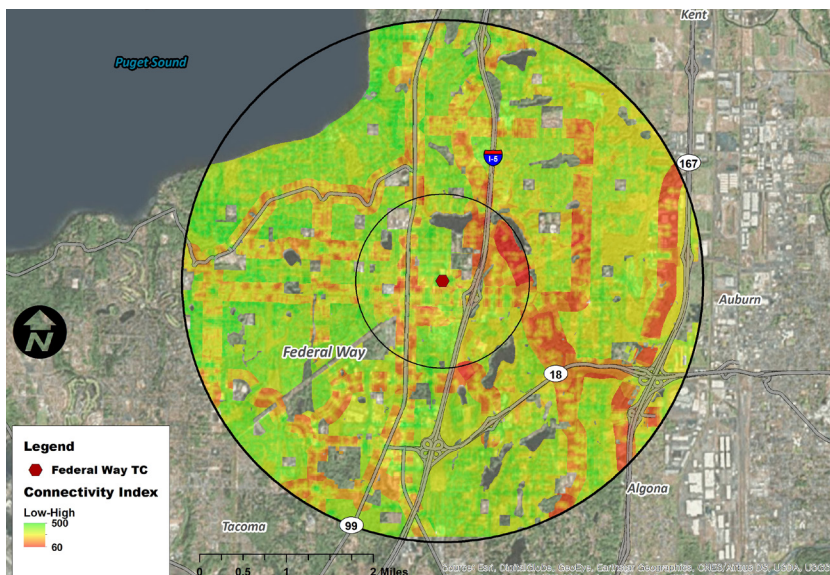


Figure 9: Current Nonmotorized Connectivity Index

Figure 9 shows the existing nonmotorized connectivity using the Nonmotorized Connectivity Tool. Points east of I-5 appear poor because of the lack of through connections. Areas along SR 99 also have poor nonmotorized connectivity largely due to the lack of signalized crossings.

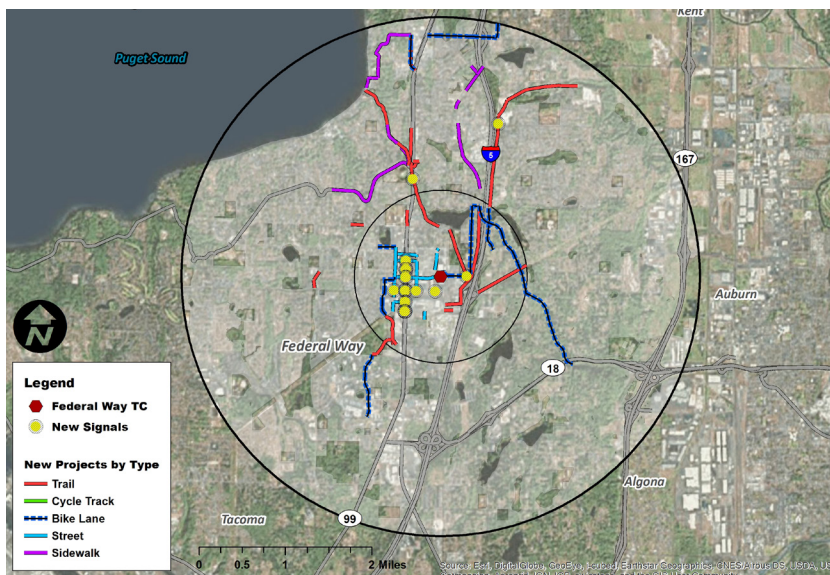


Figure 10: Analyzed Future Projects

Figure 10 shows the projects that were analyzed using the Nonmotorized Connectivity Tool. The most notable projects in the vicinity of the Federal Way Transit Center are several new streets meant to break up the existing superblock structure as well as new signalized crossings of SR 99.

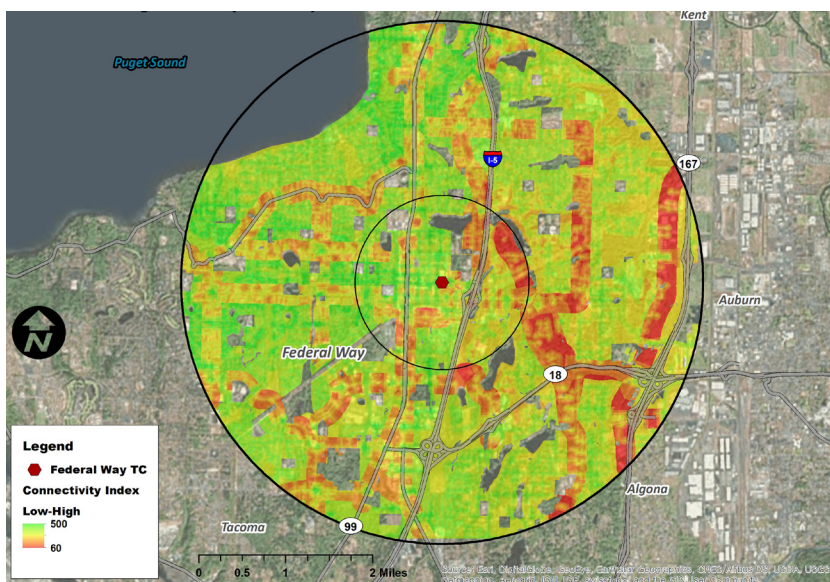


Figure 11: Future Nonmotorized Connectivity Index

The effect of these projects is evident in Figure 11, which shows the nonmotorized connectivity were these projects to be constructed. There is much improved connectivity to points west of SR 99 due to the new streets and signalized crossings.

# FEDERAL WAY TRANSIT CENTER USER SURVEY DATA

As part of [a research study funded by the Washington State Department of Transportation](#) into the travel behavior of park and ride users in the region, users of the Federal Way Transit Center were asked several questions about how they currently utilize the facility. A total of 283 Federal Way Transit Center users completed this survey, key findings of which are presented below. It should be noted that these surveys targeted users in the AM peak.

Of those surveyed, respondents stated that they use Federal Way Transit Center more than four days per week.

Table 6. Park and ride usage frequency summary statistics

Lot Name	Average times per week
Federal Way TC	4.38

77% of users surveyed drive alone to reach Federal Way Transit Center, compared to only 5% who take the bus.

Question 9: “How did you get to this park and ride this morning?”

By Location	Drive Alone	Walked	Train	Vanpooled	Bicycled	Dropped off	Carpooled	Bus	Other
Federal Way TC	77.34	2.52	0.36	0.36	0.72	7.19	5.4	5.04	1.08

Figure 12: User Behavior at Federal Way Transit Center

# TRANSIT SERVICE

Route	Service Period	Peak Headway	Off-Peak Headway	Travel Time	On-Time Performance	Average Weekday Ridership	Destinations Served
RapidRide A	All-day	10	10	31	82%	10,100	Highline College; SeaTac International Airport
KCM 179	AM Peak	30	-	30	46%	700	Downtown Seattle
KCM 181	All-day	30	30	36	65%	2,400	Auburn; Green River Community College
KCM 183	All-day	30	60	35	91%	700	Kent
KCM 182	All-day	30	60	31	77%	500	Northeast Tacoma
KCM 187	All-day	30	60	19	-	500	Twin Lakes
KCM 193	AM Peak	30	-	52	34%	600	First Hill
KCM 197	AM Peak	30	-	53	19%	800	University District
PT 402	All-day	60	60	45	55%	942	Meridian; Puyallup; South Hill
PT 500	All-day	60	60	36	55%	1,044	Downtown Tacoma
PT 501	All-day	60	60	55	55%	556	Downtown Tacoma; Fife; Milton
ST 574	All-day	30	30	15/32	55%	2,397	Tacoma Dome; SeaTac International Airport
ST 577	AM Peak	15	-	35	45%	1,623	Downtown Seattle
ST 578	All-day	*	30	37	84%	1,817	Downtown Seattle

The Federal Way Transit Center is served by eight King County Metro routes (including the RapidRide A Line), three Pierce Transit routes, and three Sound Transit Express bus routes. Figure 13 shows the distance a rider can travel in an hour from the Federal Way Transit Center in the AM peak and includes much of South King County, Tacoma, and downtown Seattle.

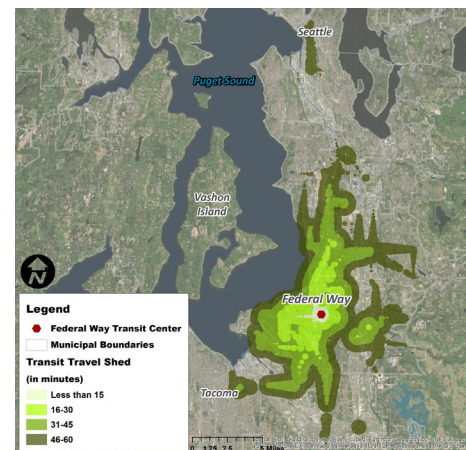


Figure 13: Transit Travelshed

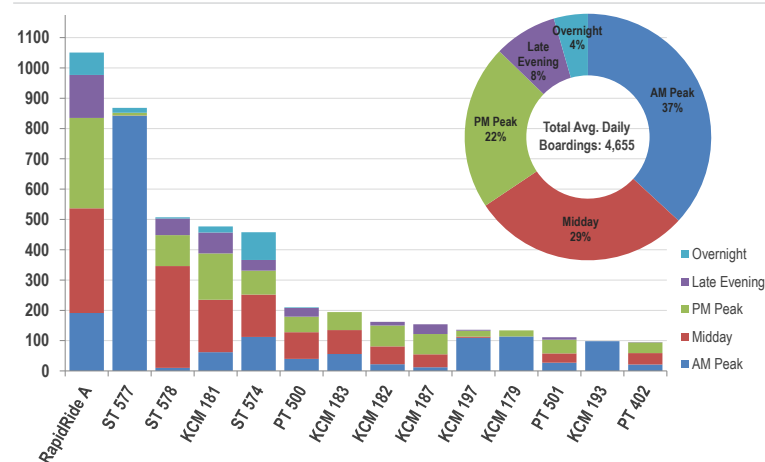


Figure 14: Daily Boardings by Route and Time of Day

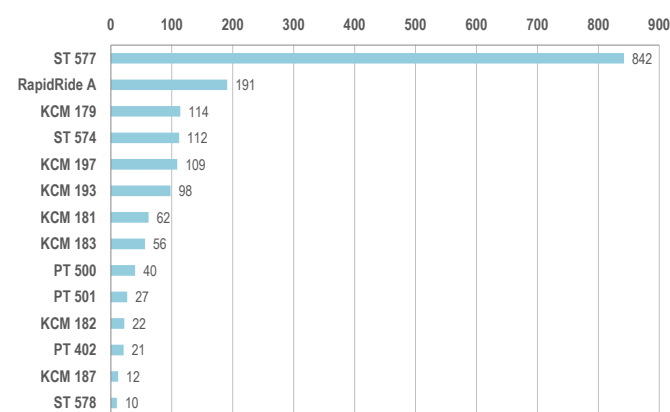


Figure 15: Boardings in AM Peak Period

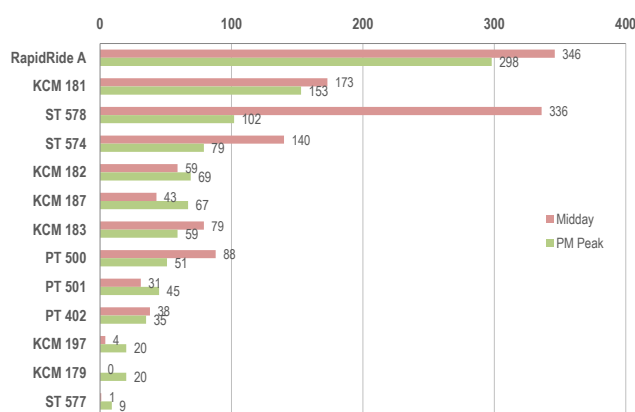


Figure 16: Boardings in Mid-day and PM Peak Period

Figures 15 and 16 show boardings during the AM peak and mid-day and PM peak periods, respectively. While AM peak boardings are overwhelming on Sound Transit route 577 and other peak period routes, mid-day and PM peak boardings are led by RapidRide A and are more evenly spread among a number of routes serving several distinct destinations.



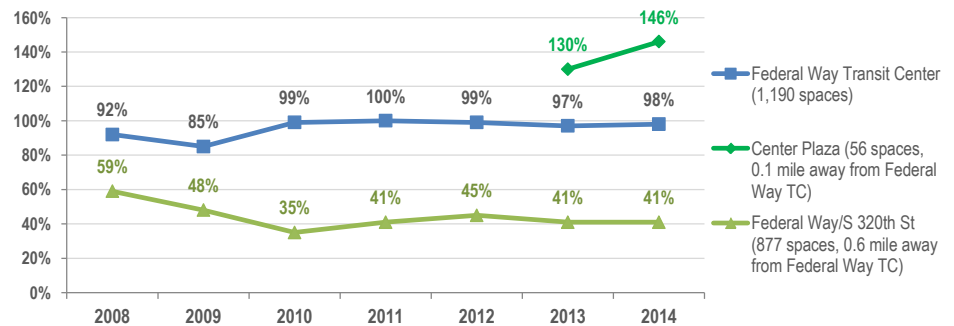
# PARKING CHARACTERISTICS

**30** Vanpools using Federal Way Transit Center

**7.27** Average vanpool occupancy

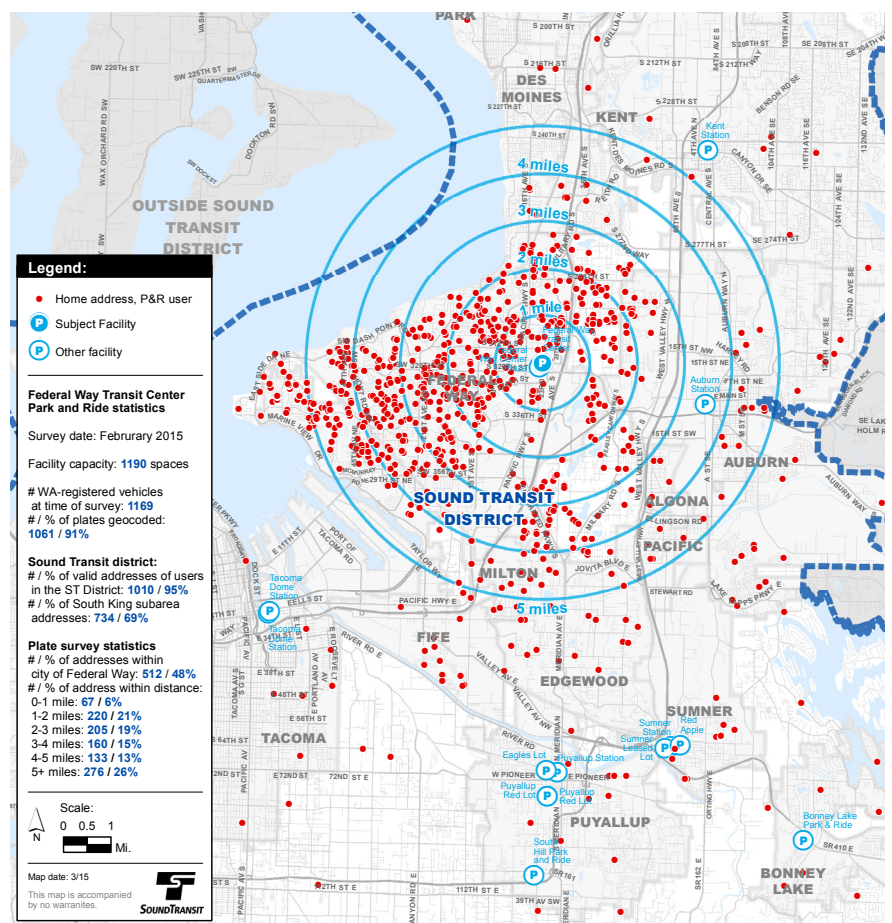
In addition to fixed route transit users, 30 vanpool groups (with an average occupancy of 7.27 riders) use Federal Way Transit Center as a meet-up location, though it's uncertain how many people park at Federal Way Transit Center to meet up with their vanpool group.

Figure 17 shows the total capacity and utilization rate of the Federal Way Transit Center as well as the Federal Way Center Plaza (a leased surface lot directly adjacent to the Transit Center) and the Federal Way/S 320th Street Park and Ride (a permanent park and ride approximately ½-mile south of the Transit Center). It is clear that demand favors Federal Way Transit Center over the Federal Way/S 320th Street Park and Ride, which is served by three peak period King County Metro routes, one of which also serves Federal Way Transit Center.



**Figure 17: Federal Way Transit Center, Center Plaza, and S 320th Street Park and Ride Utilization**

Sound Transit conducted a license plate survey of Federal Way Transit Center users in February 2015, which is depicted in Figure 18. It demonstrates that almost half of people driving to access Federal Way Transit Center are coming from Federal Way and that almost 75% of people are coming from less than five miles away.



**Figure 18: Federal Way Transit Center License Plate Survey (2015)**

# FINDINGS

In consultation with City of Federal Way staff and the Transit Access Working Group that oversaw and provided guidance on this Transit Access Assessment, the following findings—organized by Urban Form, Transit Service, and Parking—were reached regarding transit access at the Federal Way Transit Center.

## Urban Form

- Development patterns and road geometry are not currently conducive to walking and biking
- Certain projects present an opportunity to improve nonmotorized access
- Capacity and plans for growth, but questions about the market and timing
- Future light rail station area in medium term

## Transit Service

- Major origin for AM peak service to downtown Seattle
- Transit demand exists throughout the day
- Key transfer site between service providers
- Facility ownership likely not obvious given number of routes and ridership breakdown

## Parking

- Lot filled by 7:45 am (per WSDOT data)
- The only full park and ride lot in Federal Way
- Vanpool users could occupy up to 15% of available spaces
- Market for parking spaces seems relatively stable



**Figure 19: Federal Way Transit Center**