

John Howell

From: John Howell [REDACTED]
Sent: Monday, November 02, 2015 4:34 PM
To: 'OClaire, Christina'; 'Kitsis, Karen'; 'Peter Stackpole'; 'Roland Behee'; 'Sabina Popa';
jeanne.acutanza@transpogroup.com
Cc: 'Beal, David'; 'Rule, Chris'; 'Ilgenfritz, Ric'; annie.johnson@wsdot.wa.gov; 'Rhonda Peterson';
'Karen Flink'; jojacobson@comcast.net
Subject: ST3 Expert Review Panel

Hello All,

Once again thank you for agreeing to participate in next week's ST3 Expert Review Panel meeting. I suspect you will spend a little time between now and next Monday preparing for the discussion with the Panel. Based on conversation with the Panel's Chair, Jim Jacobson, we'd like to suggest the following.

There is 90 minutes on the agenda for this discussion. We will discuss issues regarding downtown Seattle capacity first for roughly 45 minutes, and then the broader system integration issues for approximately 45 minutes. If the panel's level of interest is high, and if you have the time available, we could extend the end of this session beyond 2:30. Jeanne, we know you cannot stay until 2:30, which is why we will discuss downtown capacity issues first.

We know that you may want to provide some context regarding the systems integration work that you are doing, and/or the long range planning work that some of you are doing. However, we'd like to spend most of the limited time having you focus on the questions below.

Downtown Seattle Capacity Issues

- Brief summary of the process underway to assess and understand the capacity issues (tunnel and surface streets) in downtown Seattle
- What is the capacity of the downtown Seattle tunnel and the implications for ST3 projects?
- Please explain the longer term challenges for downtown Seattle bus service and surface street traffic during the ST3 time-frame.
- How are the longer term implications for downtown Seattle being addressed as part of the planning for ST3? For options being considered in ST3, how would transit operate? How will you feed bus riders to rail? How can we not overwhelm the expected capacity of downtown (streets and tunnels) with passengers, buses and/or trains?

System Integration with ST3

- Very brief summary of the process underway to discuss planning work for system integration related to ST3.
- What have you learned from Sound Move and ST2 that you will either continue to do or change ("opportunities") for ST3, with respect to system integration among the partners?
- What have been the "successes" and "failures" with respect to feeding bus riders to rail (built and planned) and how are you approaching ST3 with those lessons in mind? (You could talk about volumes of riders transferring, bus facilities at stations, reactions of local neighborhoods, rider acceptance, etc).
- Will local transit agencies have money set aside for transfer facilities during the ST3 time frame or is the expectation they will be funded by ST3? What design or cost accommodations are being made in the ST3 projects to incorporate integration with transit providers?
- How does feeding bus riders to rail affect local systems' fare revenue? Is it significant?

I hope that helps. If you have any further questions let me know.

Cheers

John

John Howell
Cedar River Group
93 Pike Street, Suite 315
Seattle, WA 98101
(206) 223-7660, ext. 102
FAX (206) 223-7665
www.cedarrivergroup.com
Partners in Change. Solutions that Last.