



ST3: System Integration Efforts

Expert Review Panel

November 9, 2015

Regional Transit Integration

- Regional Context
- Agency Context:
 - Summary of Long-Range Planning Efforts
 - Sound Move/ST2 Lessons Learned
 - ST3 Opportunities
- Questions?

Regional Transit Integration

2014



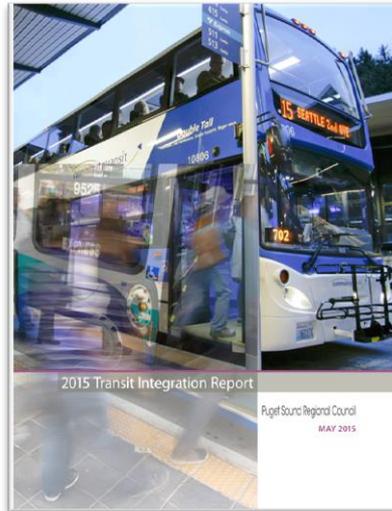
“It is essential for transit agencies with overlapping jurisdictions to fully integrate their services ... as efficiently as possible”

— Dow Constantine, King County Executive, Sound Transit Board Chair



2015

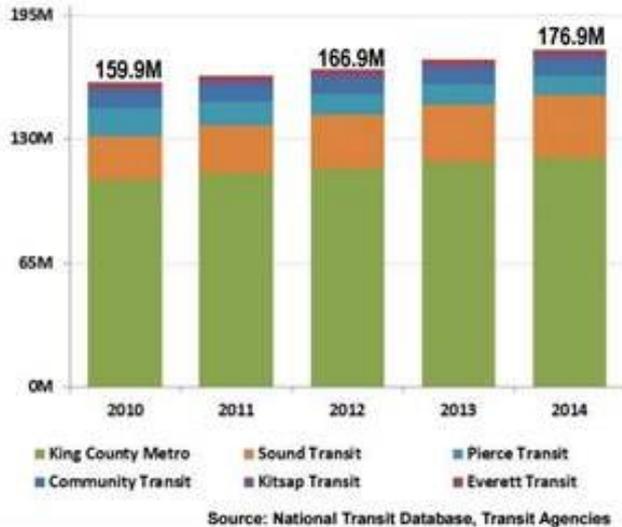
		
		
		
		



Regional Transit Ridership

176 Million Boardings in 2014

Transit Performance



11% increase
in boardings
(17M since 2010)

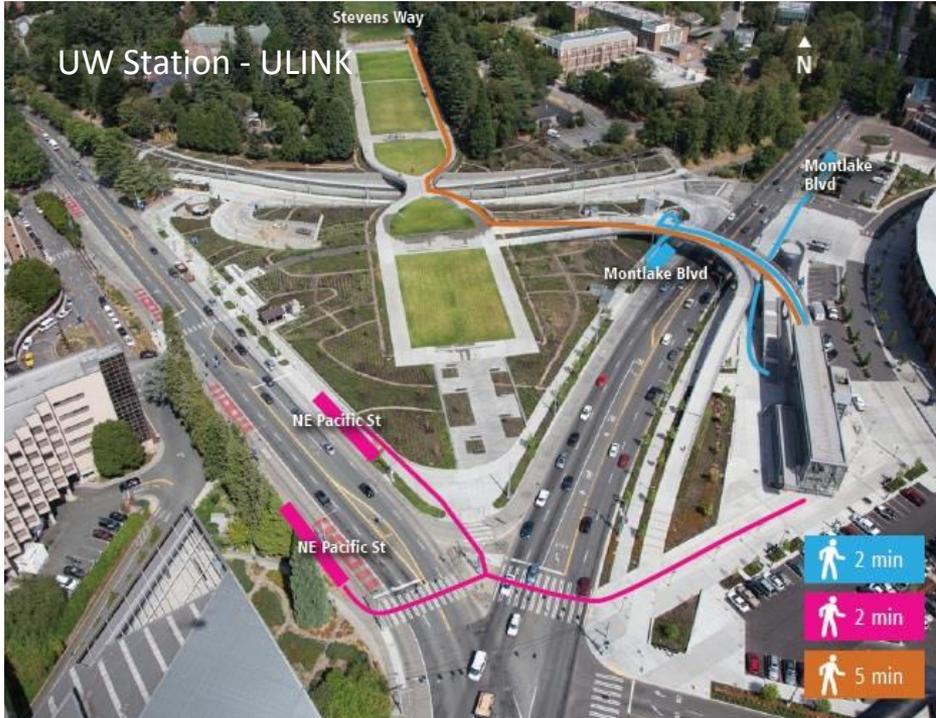
despite a

6.5% decrease
in service hours

Transit Ridership in 2014

<i>Community Transit</i>	8.7M
<i>Everett Transit</i>	2.0M
<i>King County Metro</i>	120.2M
<i>Kitsap Transit</i>	2.8M
<i>Pierce Transit</i>	10.3M
<i>Sound Transit</i>	33.0M
Total	176.9M

Bus/Rail Integration



Planning Partners: ST, KCM, Seattle, WSDOT, UW

Integrating Bus and Rail Service

- **ULINK will provide 8- minute service between UW and downtown Seattle**



- **King County Council recently approved Metro's service change to integrate bus service with light rail at UW Station**

- **Bus hours saved will be reallocated & provide:**
 - **More peak-period service**
 - **More frequent bus service**
 - **Improved reliability**
 - **New bus connections**
 - **More households with 15-minute service**

Regional Transit Integration

Agency	Status of Long-Range Planning Efforts	Schedule	Lessons Learned from Sound Move/ST2	Opportunities in ST3
King County Metro	Developing Metro's Long Range Plan	<ul style="list-style-type: none"> • Draft plan released in Spring 2016 for public comment • Final plan anticipated in summer 2016 	<ul style="list-style-type: none"> • Place the rider experience first in the planning process. • Start integration conversations sooner with agencies, jurisdictions and other stakeholders • Well-designed facilities that allow customers to easily move between modes. • Identify and confirm shared goals and facility standards to minimize future reengineering. • Clarify roles and expectations • Plan for mitigation for construction and testing of LRT. 	<ul style="list-style-type: none"> • Expand reach of overall transit network through well connected, integrated services • Provide for efficient, convenient intermodal connections through well funded and planned capital facilities • Decrease the amount of service coming into downtown Seattle and redirect those resources • Improve connections to growing markets not well served by regional system, including neighborhoods surrounding downtown, such as SLU & First Hill • Improve intra-community circulation and connections to the regional system

Regional Transit Integration

Agency	Status of Long-Range Planning Efforts	Schedule	Lessons Learned from Sound Move/ST2	Opportunities in ST3
Everett Transit	City adopted Updated Comp Plan in October Transit starting LRP 1 st Qtr. 2016	LRP development 1 st Qtr. – 4 th Qtr. 2016	<ul style="list-style-type: none"> • Not everything planned will get built or will be needed • Allow flexibility to make best use of resources in a changing environment • Keep open lines of communication and don't ignore opportunities • ST is a good partner (station O&M, trip planning assistance, signage development) • Should ET be positioned to help provider feeder service from Everett to LRT at Lynnwood 	<ul style="list-style-type: none"> • 1,000 stall parking structure at Everett Station (will need more parking long before LRT is developed) • Increase mode share of underused Sounder • LRT to major industrial center and growing university center will require ET to grow to complete first and last mile trips to/from stations • Station location and opportunity to develop TOD in station areas • Will ET be positioned to assist in regional feeder to LRT?

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Agency	Status of Long-Range Planning Efforts	Schedule	Lessons Learned from Sound Move/ST2	Opportunities in ST3
Community Transit	Long Range Plan adopted in 2011. Underway with plan update.	Long Range Plan update to be completed in 2016.	<ul style="list-style-type: none"> • Important for local transit agency to have long range network plan to guide bus/rail integration planning. • Need bus priority infrastructure facilitating access (esp. east-west) to major rail nodes. • Importance of ST, local transits, cities, counties and WSDOT being at same table for system planning & integration to find the balance between different agendas • Importance of assuring initial and long-term ease of transfer for customers between feeder multi-modes and rail head. • Planning for and mitigating disruption of bus operations during construction. 	<ul style="list-style-type: none"> • Fully leveraging local transit HCT (BRT systems) as integrated feeders to regional light rail. • Prioritize pedestrian and bus operations access and efficiency in station planning and scope. • Integrated ST, local transit, WSDOT and city/county planning around ST3 project development.

Regional Transit Integration

Agency	Status of Long-Range Planning Efforts	Schedule	Lessons Learned from Sound Move/ST2	Opportunities in ST3
Pierce Transit	Developing Pierce Transit's long range plan, Destination 2040	Draft plan expected January 2016; Plan to be adopted by board of commissioners in April 2016	<ul style="list-style-type: none"> • Importance of local service provider having long range planning efforts that include regional bus/rail integration planning • Emphasizing the passenger perspective when planning local service where access to regional service can be coordinated • Importance of local transit coordinating with regional providers and stakeholders where local changes to routes and / or facilities impact regional connections 	<ul style="list-style-type: none"> • Maintain coordination of service and facility planning where local service will connect with expansion plans for Tacoma Link, Central Link, Express Bus, and Sounder • Work on implementation of HCT along Pacific Avenue / SR-7 with ST as a partner • Integrated LRP efforts with ST, local transit, and jurisdictional long range planning efforts • Coordinating local service planning with ST3 project development

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Sound Transit	Developing Sound Transit 3	System Plan completed by June 2016; Potential Ballot Measure November 2016	<ul style="list-style-type: none"> • Importance of engaging early and often with transit partners in development of long-range capital plan • Emphasizing access to system within plans • Making sure scope assumptions within potential system plan projects are clear • Build on lessons learned with Bus/Rail Integration through ST2- particularly at Mercer Island and University of Washington 	<ul style="list-style-type: none"> • Potential to complete light rail “spine” • Further expanding HCT system throughout district • Including integration, sustainability, access, TOD, and social equity considerations from start of planning • Establishing funds to help accomplish program goals, especially non-motorized access • Multi-faceted approach to integration for successful project delivery



Questions?

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