



Developing Sound Transit's New System Plan: Core Priorities

Sound Transit Board
January 22, 2015

Long-Range Plan Update

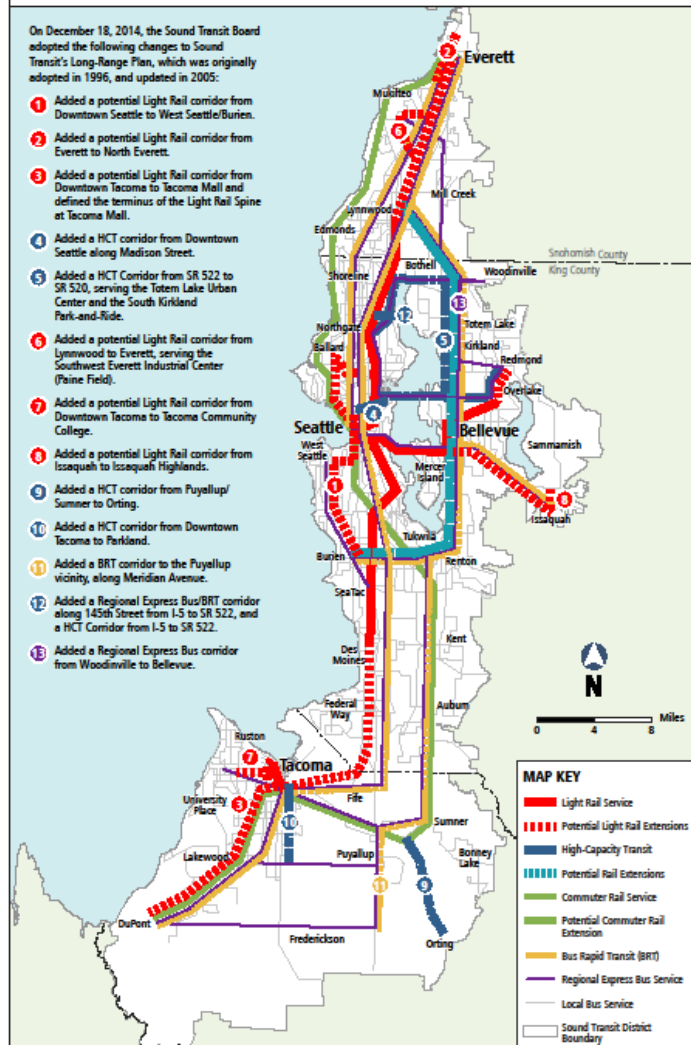
- Adopted by the Board December 18, 2014
 - 13 changes to the LRP map
 - Update to Plan document

2014 LONG-RANGE PLAN



On December 18, 2014, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996, and updated in 2005:

- Added a potential Light Rail corridor from Downtown Seattle to West Seattle/Burien.
- Added a potential Light Rail corridor from Everett to North Everett.
- Added a potential Light Rail corridor from Downtown Tacoma to Tacoma Mall and defined the terminus of the Light Rail Spine at Tacoma Mall.
- Added a HCT corridor from Downtown Seattle along Madison Street.
- Added a HCT Corridor from SR 522 to SR 520, serving the Totem Lake Urban Center and the South Kirkland Park-and-Ride.
- Added a potential Light Rail corridor from Lynnwood to Everett, serving the Southwest Everett Industrial Center (Paine Field).
- Added a potential Light Rail corridor from Downtown Tacoma to Tacoma Community College.
- Added a potential Light Rail corridor from Issaquah to Issaquah Highlands.
- Added a HCT corridor from Puyallup/Sumner to Orting.
- Added a HCT corridor from Downtown Tacoma to Parkland.
- Added a BRT corridor to the Puyallup vicinity, along Meridian Avenue.
- Added a Regional Express Bus/BRT corridor along 145th Street from I-5 to SR 522, and a HCT Corridor from I-5 to SR 522.
- Added a Regional Express Bus corridor from Woodinville to Bellevue.



System Plan (ST3) Timeline

2015

Develop System
Plan Core Priorities

Jan. – Feb. 2015



Develop Methodology
and Initial Evaluation
Measures

Feb. – Mar. 2015

Develop and Evaluate
Conceptual System
Expansion Scenarios

Apr. – May 2015

Develop Priority
Projects List

June – July 2015

Public Involvement

Detailed Testing and
Evaluation of Priority
Projects List

July – Dec. 2015

2016

Develop Draft
System Plan

Jan – Mar. 2016

Public Involvement

Final System
Plan Development

Apr. – May 2016

Adopt System Plan

June 2016

Possible Public Vote
on System Plan

Nov. 2016

Core Priorities for System Plan Development and Evaluation

- Core Priorities developed, in part, from public input received during the LRP update process:
 - Ridership
 - Completing the Link light rail Spine
 - Connecting the region's designated centers with HCT; Supporting TOD
 - Socio-economic equity
 - Integration with other transit operators/transportation systems
 - Multi-modal access

How Core Priorities Guide the ST3 Process in 2015

CORE PRIORITIES



Conceptual System Expansion **Scenarios**



Scenario Evaluation Measures Based on Core Priorities



Initial Project Evaluation Measures Based on Core Priorities and **Scenario** Evaluation



Development of Priority Projects List



Project Templates



Detailed **Project** Testing & Evaluation

System Planning Trade-offs

- Planning for the Core Priorities will present trade - offs for the Board to consider

Examples:

- Areas of socio-economic diversity may extend beyond areas of density
 - Maximizing HCT ridership will vary with the degree of multi-modal integration
- Core Priorities and Conceptual System Expansion Scenarios will establish framework for advancing Priority Projects

Ridership

Why is this a Core Priority?

- It's positively correlated to so many other benefits, such as:
 - Mode share
 - Energy consumption
 - Greenhouse gas reduction*
 - VMT reduction*
 - Cost-effectiveness of the transit investment
 - Transit/Land Use relationship
- Higher ridership implies better performance: **Speed, Reliability, Frequency & Capacity**

How will we measure this Core Priority?

- Transit mode share
- HCT Ridership

*2014 text amendments to the LRP

Completing the Light Rail Spine

Why is this a Core Priority?

- Included in the Long-Range Plan as a priority for investment
- A shared, regional goal

How we will measure this Core Priority?

- Progress towards connecting:
 - Redmond,
 - North Everett, and
 - Tacoma Mall

Connecting Designated Centers / TOD

Why is this a Core Priority?

- Included in the Long-Range Plan update
- Connecting the central Puget Sound's designated centers is a regional goal*
- Designated Regional Growth Centers not served by the Spine also should be supported*

How we will measure this Core Priority?

- Percentage of designated centers served by HCT
- Population and employment in proximity to HCT stations

*2014 text amendments to the LRP

Socio-economic equity

Why is this a Core Priority?

- Included in the Long-Range Plan update, a regional goal
- Support economic development efforts*
- Encourage creation of housing options*

How we will measure this Core Priority?

- Percentage of minority and low-income populations in proximity to HCT stations*

*2014 text amendments to the LRP

Integrate the HCT System/Lower O&M Costs

Why is this a Core Priority?

- Included in the Long-Range Plan update, a regional goal

How we will measure this Core Priority?

- Transit travel time
- Transit Coverage: Increase in locations accessible within half hour
- Efficiency dividend (service hours saved)
- O&M cost per trip/boarding/passenger mile

Emphasis on Multimodal Access

Why is this a Core Priority?

- Included in the Long-Range Plan update, a regional goal
- Fully Implements Sound Transit's Access Policy

How we will measure this Core Priority?

- Ridership
- Percentage of transit access by all modes*

Next Steps

- Confirm **Core Priorities**
 - Refine as needed throughout first-half of 2015
- Begin development of Conceptual System Expansion Scenarios, emphasizing Core Priorities
 - Present Conceptual System Expansion Scenarios for Board consideration
- Begin development of evaluation measures for the Conceptual System Expansion Scenarios
- More detailed schedule will be reviewed with Board in February



(end of document)