

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



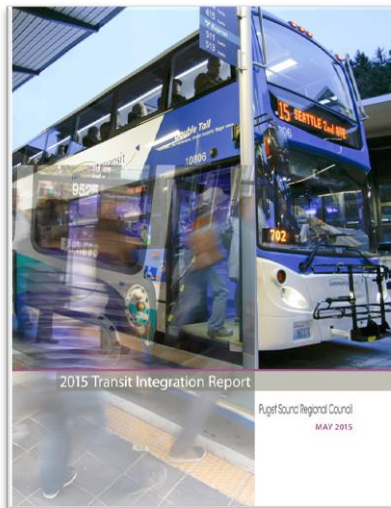
“It is essential for transit agencies with overlapping jurisdictions to fully integrate their services ... as efficiently as possible”

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



2015

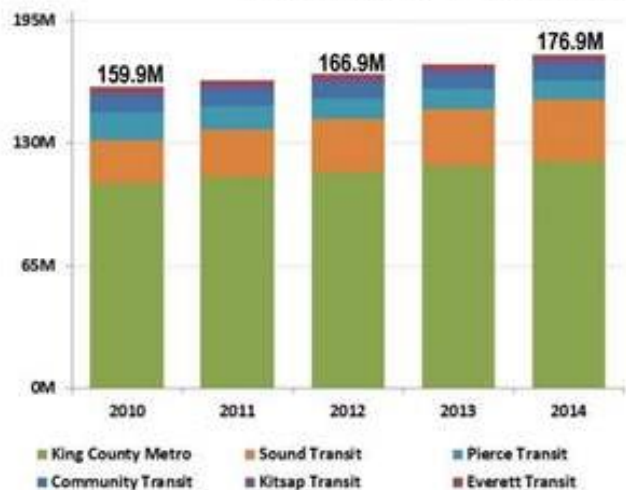
 communitytransit <small>smile & ride</small>	 EVERETT TRANSIT	 King County METRO
 King County Water Taxi	 Kitsap Transit	 Pierce County Ferry System <small>Public Works and Utilities Department</small>
 PIERCE TRANSIT	 Puget Sound Regional Council PSRC	 seattle.gov
 SOUNDTRANSIT <small>RIDE THE WAVE</small>	 Washington State Department of Transportation	 Washington State Ferries



Regional Transit Ridership

176 Million Boardings in 2014

Transit Performance



Source: National Transit Database, Transit Agencies

11% increase
in boardings
(17M since 2010)

despite a

6.5% decrease
in service hours

Transit Ridership in 2014

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

Integration work underway

Bus/rail service integration

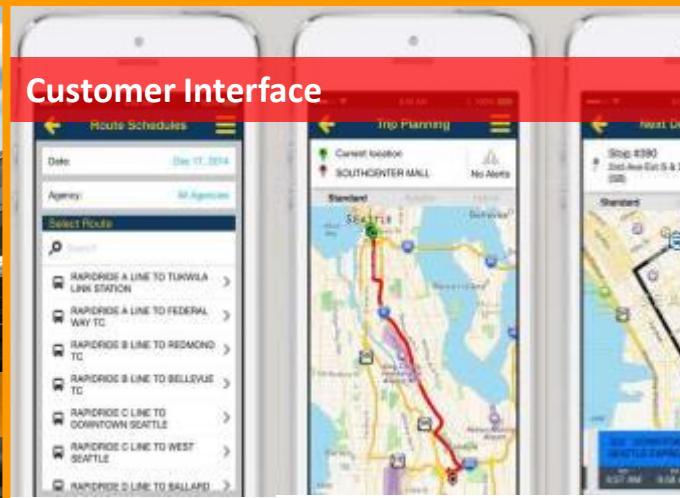


Capital Facilities

Long-Range Planning

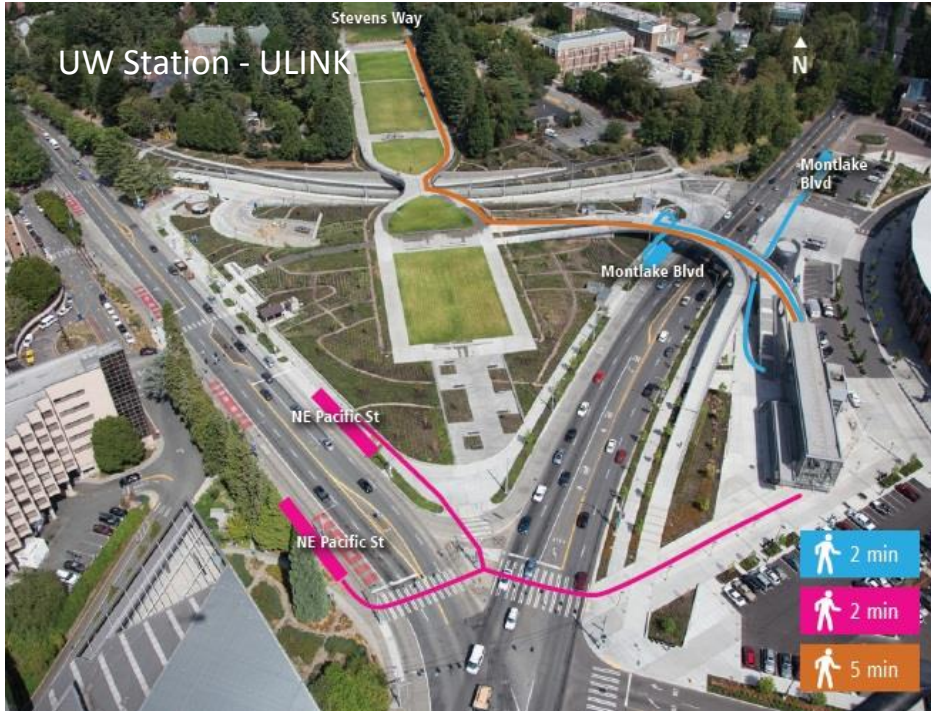


Customer Interface



System Access

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

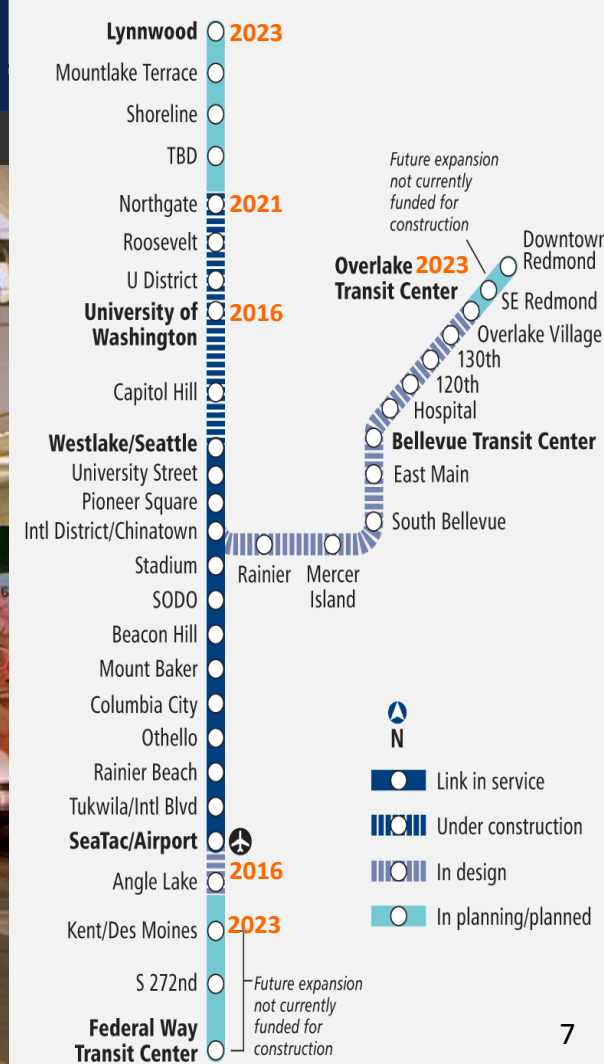
→ • King County Council recently approved Metro's service change to integrate bus service with light rail at UW Station

- 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

The Starting Point for ST3



By 2023, Puget Sound will have 50+ miles of light rail, with 30+ stations, directly connecting 11 cities



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?

Regional Transit Integration

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

Regional Transit Integration

Agency	Status of Long-Range Planning Efforts	Schedule	Lessons Learned from Sound Move/ST2	Opportunities in ST3
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?

Expert Review Panel

November 9, 2015