



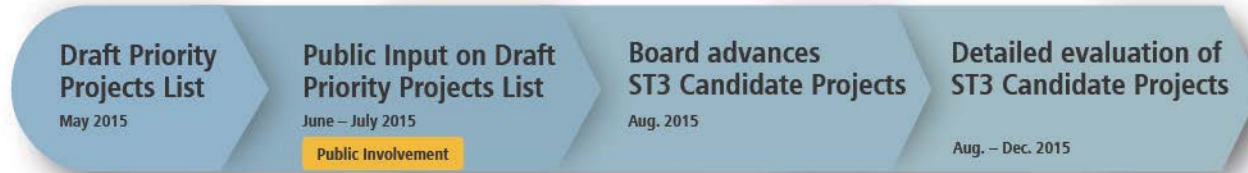
Sound Transit 3: Operations and Administration Committee

January 7, 2015

 **SOUNDTRANSIT**

ST3 timeline

2015



2016



ST Board's Core Priorities for ST3

COMPLETING THE LINK
LIGHT RAIL SPINE



RIDERSHIP



INTEGRATION WITH OTHER
TRANSIT OPERATORS/
TRANSPORTATION SYSTEMS



MULTI-MODAL ACCESS



CONNECTING THE REGION'S
DESIGNATED CENTERS
WITH HCT



PROMOTING TRANSIT
SUPPORTIVE LAND USE
AND TOD



SOCIO-ECONOMIC
EQUITY



ADVANCING "LOGICAL
NEXT STEPS" PROJECTS
BEYOND THE SPINE; WITHIN
FINANCIAL CAPACITY



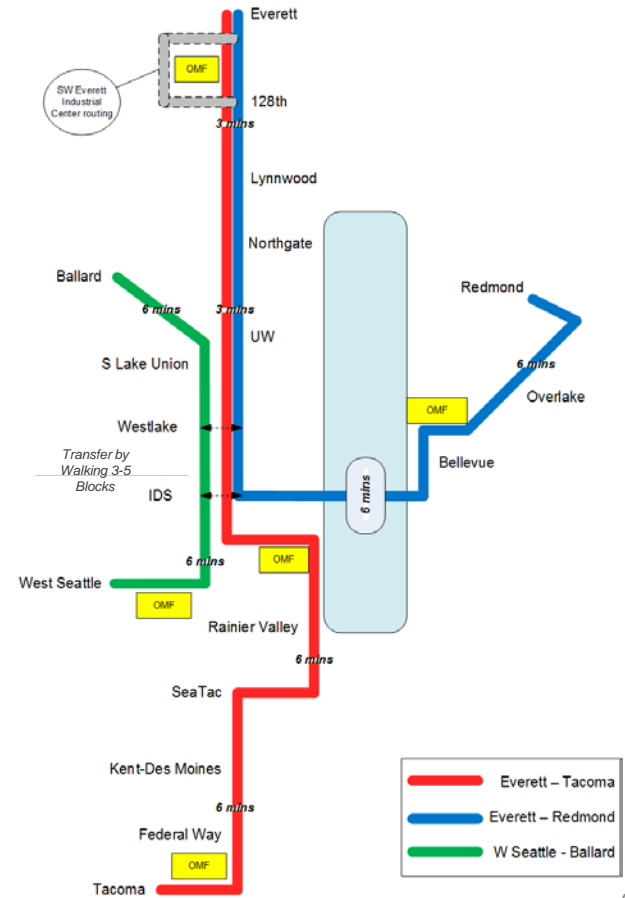
Agenda

- **Overview of LRT Operations Options**
- **Overview of R-03: Maintenance Facilities within Draft/Final System Plan**
- **Overview of R-01: ST Express and System Integration**
- **Next Steps**

LRT System Operations Options

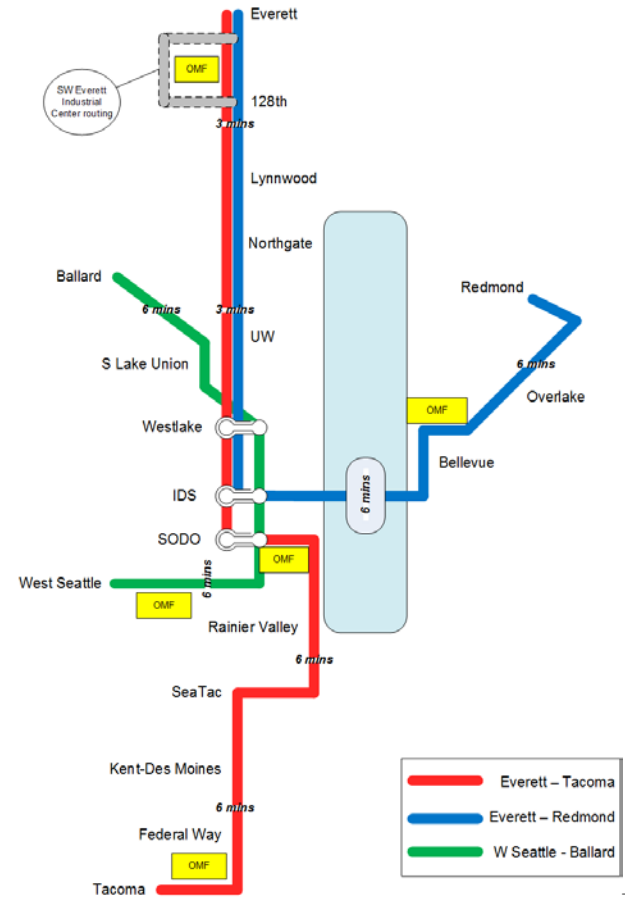
Potential LRT System Operations Option #1

- **Everett to Tacoma via Downtown Seattle Transit Tunnel**
- **Everett to Downtown Redmond via Downtown Seattle Transit Tunnel**
- **Ballard to West Seattle at-grade via Downtown Seattle**



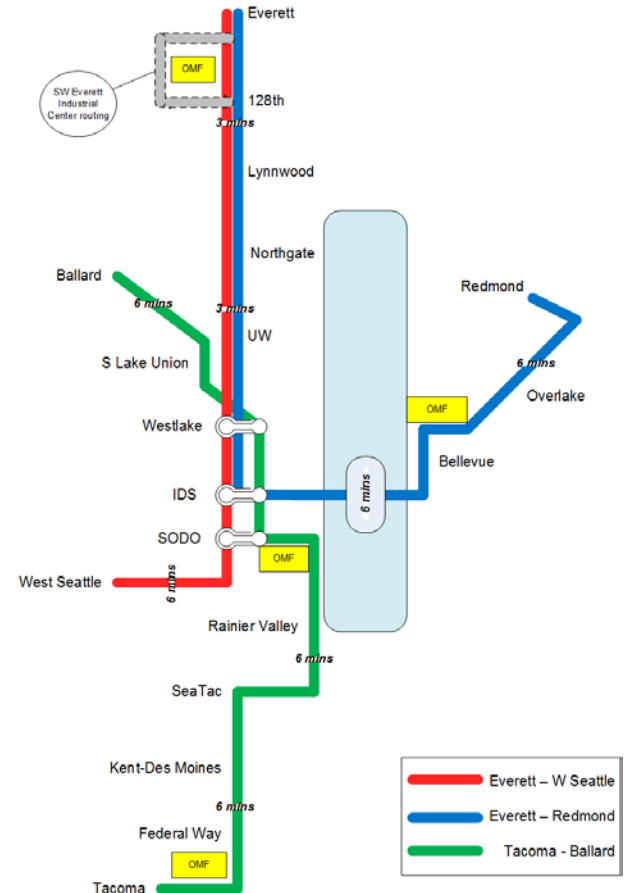
Potential LRT System Operations Option #2

- **Everett to Tacoma via Downtown Seattle Transit Tunnel**
- **Everett to Downtown Redmond via Downtown Seattle Transit Tunnel**
- **Ballard to West Seattle via new rail-only tunnel**



Potential LRT System Operations Option #3

- **Everett to West Seattle via Downtown Seattle Transit Tunnel**
- **Everett to Downtown Redmond via Downtown Seattle Transit Tunnel**
- **Ballard to Tacoma via new rail-only tunnel**



R-03: LRT ST Operations and Maintenance Facilities (OMF)

- **ST3 Candidate Projects:**
 - **Included allowance per vehicle towards OMFs**
 - **Based on individual projects**
- **Draft/Final System Plan:**
 - **Based on system plan as whole**
 - **LRT Starting Assumptions:**
 - **OMF in North**
 - **OMF in South**
 - **OMF for Seattle**
- **Costs will be shown in System Plan within R-03**

Overview of R-01: ST Express in ST3 and System Integration

ST Express Existing Network

- Downtown Seattle-focused network
- Growing ridership & market demand
- 65,000+ average weekday boardings
- Passengers per trip (system average)
 - Peak: 47
 - Off-peak: 38
- Approximately 750,000 annual service hours



ST Express in 2024 | Network Change

- Truncate ST Express service in corridors served by ST2 Link
- Link primary connection to Downtown Seattle
- Connect ST Express to Link Stations at:
 - Lynnwood
 - Kent-Des Moines
 - Downtown Bellevue/South Bellevue
 - University of Washington
 - 145th



R-01a Maintain Current Service Levels

R-01a: Additional 120,000 hours (~610,000)

- All corridors retain current service frequencies and span of service
- Unchanged passenger capacity
- Potential opportunity for savings following BRT corridor development
- Limited flexibility for service integration and expansion into new markets



R-01b Improved Service Levels

R-01b: Additional 330,000 hours (~820,000)

- Increase frequency to support growing ridership demand for bus and LRT service
- More corridors with frequent all-day service
- Potential opportunity for savings following BRT corridor development
- Increased flexibility for service integration and expansion into new markets



ST Express in ST 3 | Network and Service Level Scenarios

DRAFT | Initial estimates subject to revision and refinement

	ST 2 Finance Plan	R-01a Current Service Levels	R-01b Improve Service Levels
Network Change	Truncation of ST Express in corridors served by Link	Truncation of ST Express in corridors served by Link	Truncation of ST Express in corridors served by Link
Service Levels	Reduced frequencies and span of service system-wide	Current frequencies and span of service	Improved frequencies support connections to Link
R-01 Additional Annual Service Hours	0	120,000	330,000
Total Annual Service Hours	490,000	610,000	820,000

System Integration

- **December - January**
 - Coordination with regional partners for early analysis of potential future ST Express network
 - Expand upon ST2 defined bus operations and maintenance needs
 - Refinement of bus/rail integration facilities included in ST3 Candidate Projects with transit partners
- **February- March**
 - Phasing of bus network based on development of Draft System Plan
 - Completion of *Supplemental Transit Service Sheets*
 - Map showing combined service options

System Integration: Draft Example

Corridor E-01:

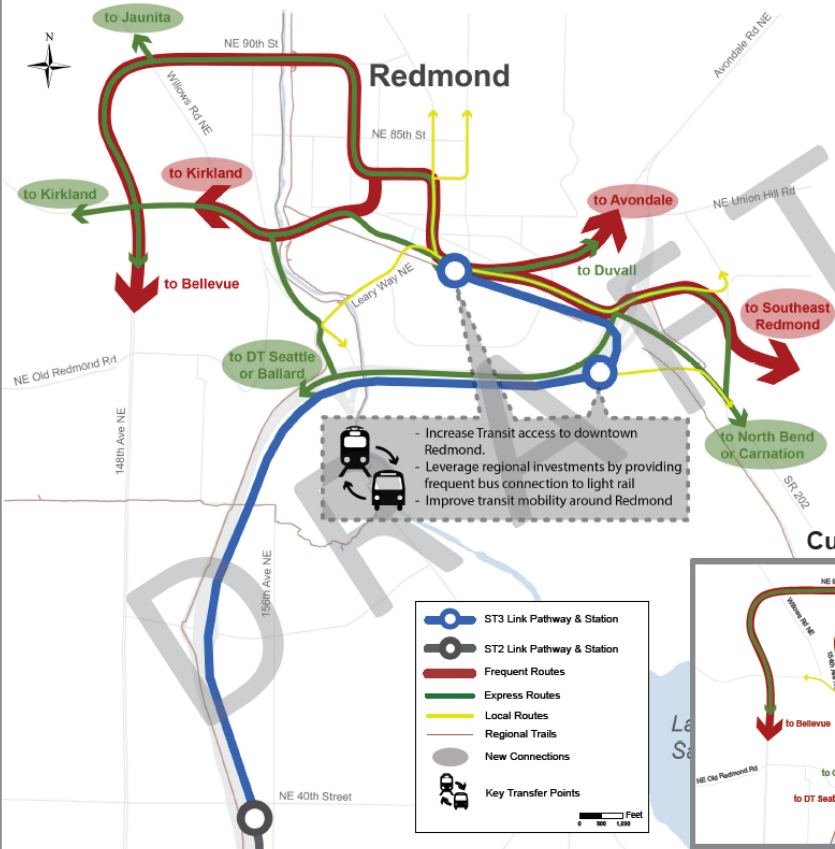
Overlake to Downtown Redmond Light Rail

King County Metro Service Integration

DRAFT – FOR DISCUSSION ONLY



2040 Service Network



- Increase Transit access to downtown Redmond.
- Leverage regional investments by providing frequent bus connection to light rail
- Improve transit mobility around Redmond

Description

This Sound Transit candidate project would extend East Link from Overlake Transit Center to downtown Redmond. It would include stations in southeast Redmond and downtown Redmond.

Prior to Link Extension to Downtown Redmond

Provide connections to light rail and other transit services at Overlake TC from surrounding communities

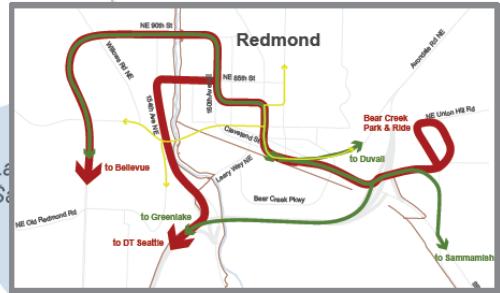
Continue to provide connections from downtown Redmond to Overlake via SR-520 and on Rapid Ride B-line

Continue to provide connections from downtown Redmond and Bear Creek to the University District and the greater downtown Seattle area via SR-520

Connection with Regional Trails

Redmond Central Connector will provide a connection from Downtown Redmond Link to the Sammamish River Trail and the 520 Trail

Current Service Network



Next Steps

- **January 21, 2016**
 - **Letter to jurisdictions/partners requesting acknowledgement of project scopes and comments; Responses requested by January 21, 2016**
- **March 2016: Draft System Plan**
- **April 2016: Public and Stakeholder Outreach**
- **June 2016: Potential adoption of Final System Plan**

Thank you.



SOUNDTRANSIT

RIDE THE WAVE