

2021 Service Plan

Board

11/19/2020



Why we are here

2021 Service Plan

- Overview of draft 2021 Service Plan
- Overview of key feedback themes
- Review proposed changes and proposed 2021 Service Plan
- Today we are here to inform today's decision on approval of major service changes for implementation in 2021

Planning 2021 service

What we're assuming

- Pandemic impacts will most likely continue through 2021
- Service levels designed to meet existing ridership while containing spending in a period of declining revenues
- Northgate Link opening will result in ST Express service restructure

What we don't know

- How ridership may change throughout the year
- How social distancing needs will change
- When major employers and schools will return in-person

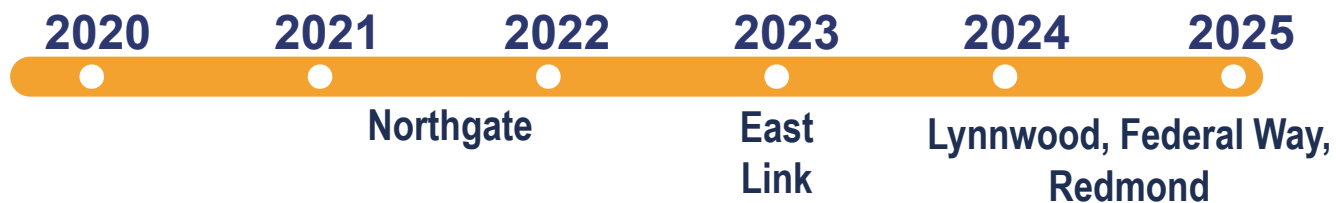
Flexibility is key

- If ridership returns faster than anticipated, add budget and service

Restructure aligns with future plans

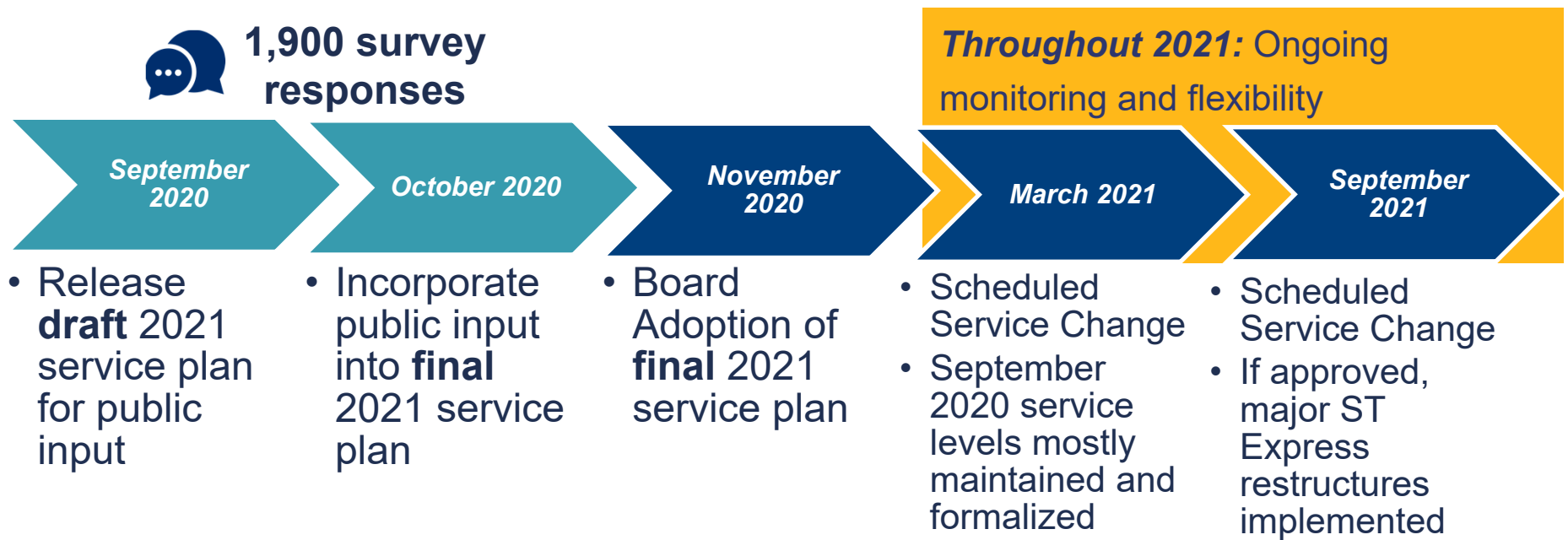
Upcoming ST Express changes build a more connected future network

- Link & BRT completely or partially replace ST Express routes
- Creates new connections to reliable, high-capacity service
- ST3 plan funds existing service levels on remaining routes
- Northgate Link restructure interim condition until Lynnwood Link



2021 Service Plan timeline

Current phase: incorporating outreach results



Overview of Draft 2021 Service Plan

Draft Plan shared for public outreach in September

- Northgate Link opens adding 3 new stations
- ST Express routing changes from Snohomish and North King County to feed expanded Link system
- Link arrives every 8 mins during rush hour; every 15 mins midday, weekends; 30 mins evenings
- Sounder north and south lines operate partial service
- Continued suspension of some rush-hour ST Express routes
- Prioritize equitable, reliable all-day service for riders who depend on transit

Draft Link service levels

- Trains arrive every 8-minutes rush hour, 15-minutes midday & weekend, 30-minutes late night.
- Service begins to Northgate in September 2021 adding new stations at U District, Roosevelt, and Northgate.



Survey results for draft Link service levels

- Reduced off-peak service frequency reduces usefulness of Link, particularly when making transfers.
- Link needs to be frequent all-day, not designed to only provide minimum necessary capacity.
- Trains should arrive every 10 minutes off-peak, 15 minutes late night.

How we are responding

Draft Proposal

- Trains arrive every 8-minutes rush hour, 15-minutes midday & weekend, 30-minutes late night.

Revised Proposal

- Improve mid-day and weekend Link headways to every 10 minutes.
- Improve late evening headways to every 15 minutes.

Northgate Link opening drives bus service restructure

- Integrated planning between Sound Transit, King County Metro and Community Transit.
- Planning and public outreach began in 2019.
- Proposed routing changes to ST Express routes from Snohomish and North King County.
- Connect ST Express Routes 511, 512, 513, 522, 542, 555, 556 to expanded Link system.
- KCM & CT also planning coordinated changes.



Snohomish County draft route adjustments

- Route 510 & CT 400-series continue to directly serve downtown Seattle.
- Routes 511 & 513 re-routed to Northgate station during rush hour.
- Route 512 re-routed to Northgate station midday, evenings, and weekends.



Survey results Snohomish County proposals

394 responses – 56% responded “Meets Travel Needs”

- Request for increased frequency & improved weekend service.
- Excitement about Northgate Link opening.
- Some support/understanding for bus-rail transfers.
- Some concern about new transfers, including changes in travel time, the experience of transferring and fare differences.
- Preference to keep direct rush hour service to Seattle.

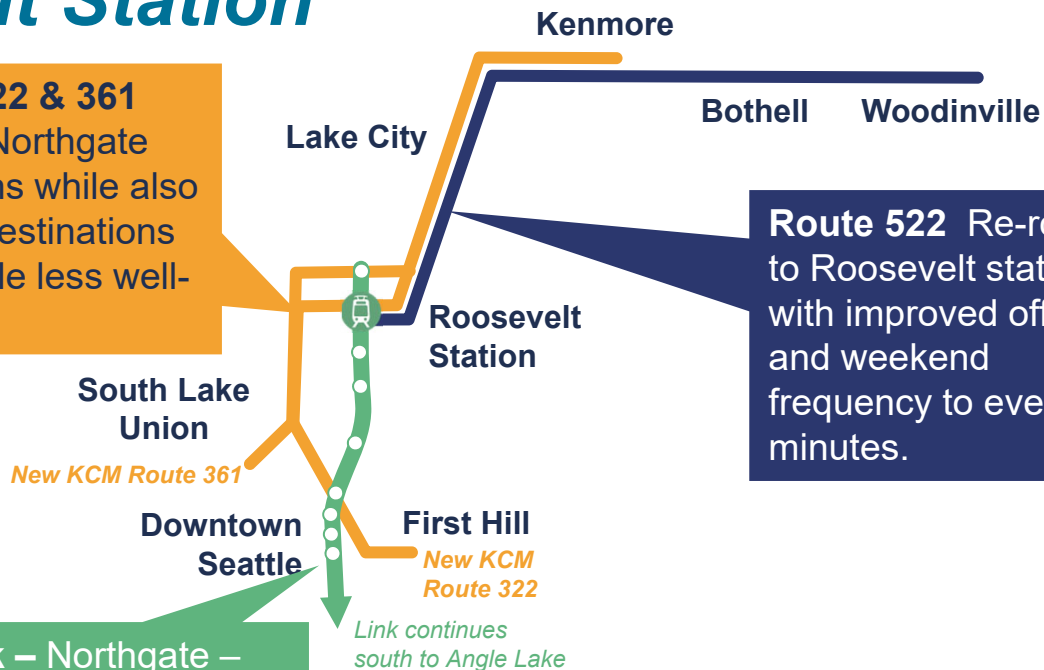
How we are responding

No changes to Draft Proposal

- Rider input shaped draft proposal during previous outreach phases in 2019.
- Route 510 will continue direct service to downtown Seattle; Routes 511, 512, and 513 will truncate at Northgate Station.
- Community Transit 400-series routes offer direct service option to downtown Seattle.
- Improved Link frequency results in better transfer experience.

Draft North King connections to Roosevelt Station

New KCM Routes 322 & 361 connect with Link at Northgate and Roosevelt stations while also providing access to destinations near downtown Seattle less well-served by light rail.



Route 522 Re-routed to Roosevelt station with improved off-peak and weekend frequency to every 15 minutes.

Link – Northgate – Downtown Seattle – Angle Lake

Survey results for Draft North King connections to Roosevelt Station

108 responses – 63% responded “Meets Travel Needs”

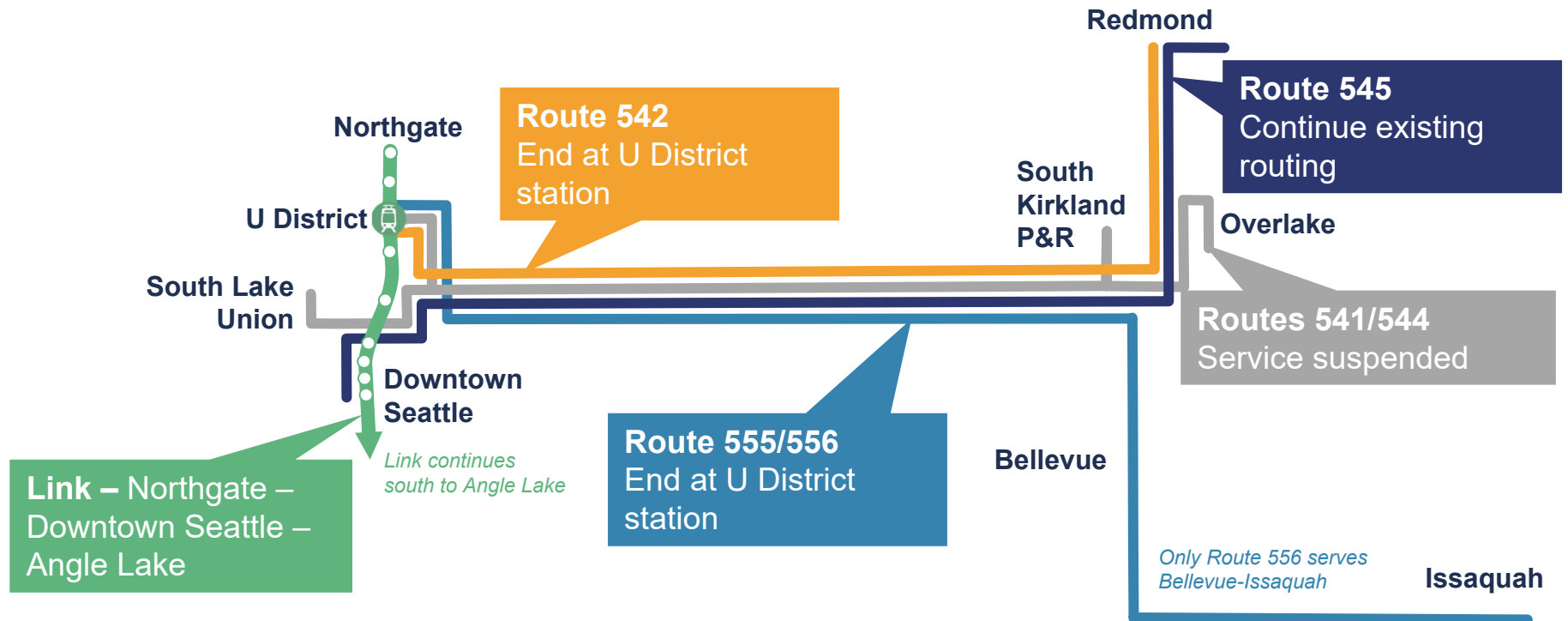
- Many supported reliability benefits and increased frequency with transfer.
- Some preference for direct service to downtown Seattle.
- Preference for more frequent Link service to make connection at Roosevelt Station.
- Some concern about new transfers, including changes in travel time, the experience of transferring and fare differences.

How we are responding

No changes to Draft Proposal

- Rider input shaped draft proposal during previous outreach phases in 2019.
- Route 522 will truncate at Roosevelt Station and increase service levels.
- Improved Link frequency results in better transfer experience.

Draft East King SR 520 service changes



Survey results for Draft East King SR 520 service changes

100 responses – 67% responded “Meets Travel Needs”

- Preference to not change current service on SR 520.
- Concern about travel time, cost, and accessibility of transfers.
- Little feedback about Route 555 truncation; additional review highlighted similarity of proposed route with KCM Route 271 Bellevue to U District.

How we are responding

Draft Proposal

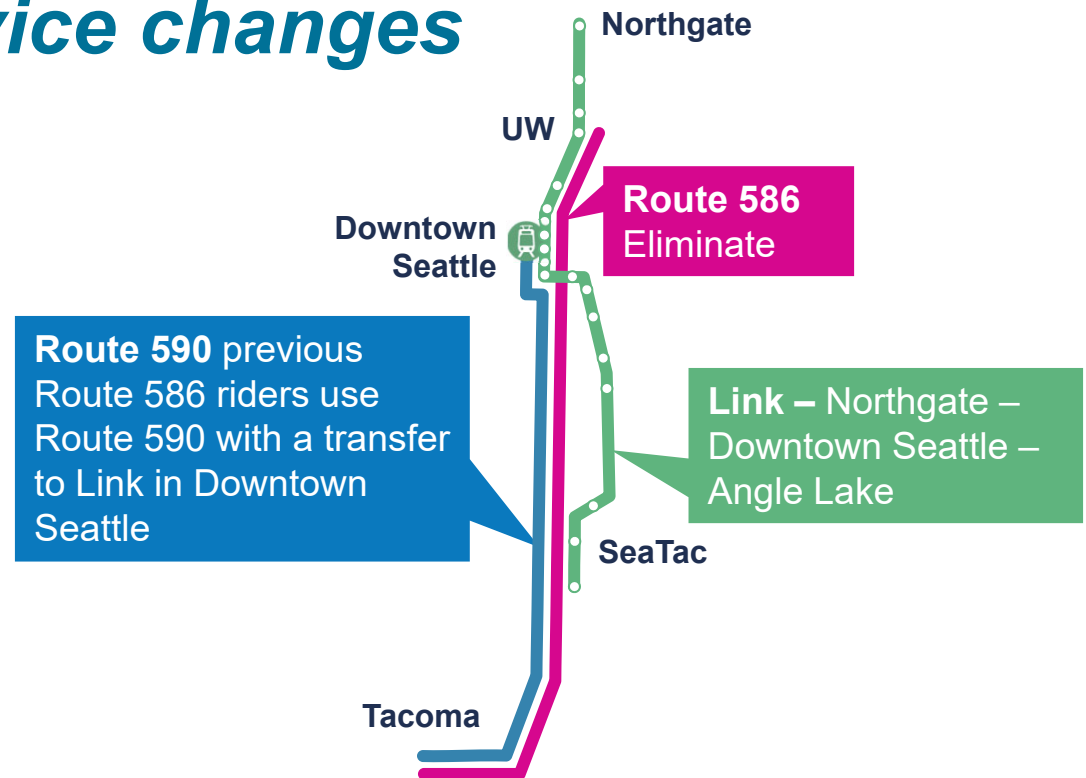
- Restore Route 555/556 between U District and Bellevue/Issaquah.
- End Routes 542 and 556 at U District Station.
- Continue suspension of Routes 541 & 544 .

Revised Proposal

- Continue Route 555 suspension, with KCM Route 271 providing a nearly identical alternative.
- No changes to draft proposals on other routes.
- Improved Link frequency results in better transfer experience.

Draft I-5 South service changes

- With the opening of Northgate Link, light rail will cover all areas in Seattle that Route 586 currently serves.
- Eliminating the duplicate coverage, allows investment to support higher ridership levels on I-5 South routes.



Survey Results for Draft I-5 South service changes

26 responses – 35% responded “Meets Travel Needs”

- About 100 current daily riders on Route 586
- Feedback strongly against Route 586 elimination due to added travel time on an already long trip and concerns about transferring in downtown Seattle.
- Equity analysis identified disparate impact and disproportionate burden.
- Support for maintaining frequent service on Route 590.

How we are responding

Draft Proposal

- Eliminate Route 586.

Revised Proposal

- Maintain Route 586, add stop at Federal Way TC to improve ridership and support regional travel on currently suspended KCM route.

Revisions to Draft Plan Recommended

Initial Proposal	Summary of Public Feedback and Partner Coordination	Revised Proposal
Link 8-min rush hour, 15-min midday & weekend, 30-min late night	Infrequent off-peak service does not meet travel needs, particularly when making transfers. As the regional transit spine, Link needs to be frequent all-day, not designed to only provide minimum necessary capacity.	Improve mid-day and weekend headways to every 10 minutes. Improve late evening headways to every 15 minutes.
555 (Bellevue-Northgate) Restore route & truncate at U District Station	Little feedback on proposed restoration. Additional review highlighted similarity of proposed route with KCM Route 271 Bellevue to U District.	Continue suspension of Route 555, with KCM Route 271 providing a nearly identical alternative to which KCM recently improved capacity.
586 (Tacoma-U District) Eliminate Route with Northgate Opening	Feedback strongly against elimination of one-seat ride and new transfer in downtown Seattle, concern about capacity on alternative routes. Equity analysis identified disparate impact and disproportionate burden.	Maintain route, add stop at Federal Way TC to improve ridership and support regional travel on currently suspended KCM route.

Thank you.



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