

2024 Service Plan Phase 2

***1 Line capacity improvements &
ST Express Service Plan***

Board of Directors

03/28/2024



Why we're here

- Provide an overview of our plans to mitigate anticipated crowding on the 1 Line when it extends to Lynnwood, responsive to Board direction in R2023-24.
- To request Board approval of major ST Express service changes for fall 2024 service change.

Context: 2 Line delays impact 1 Line service

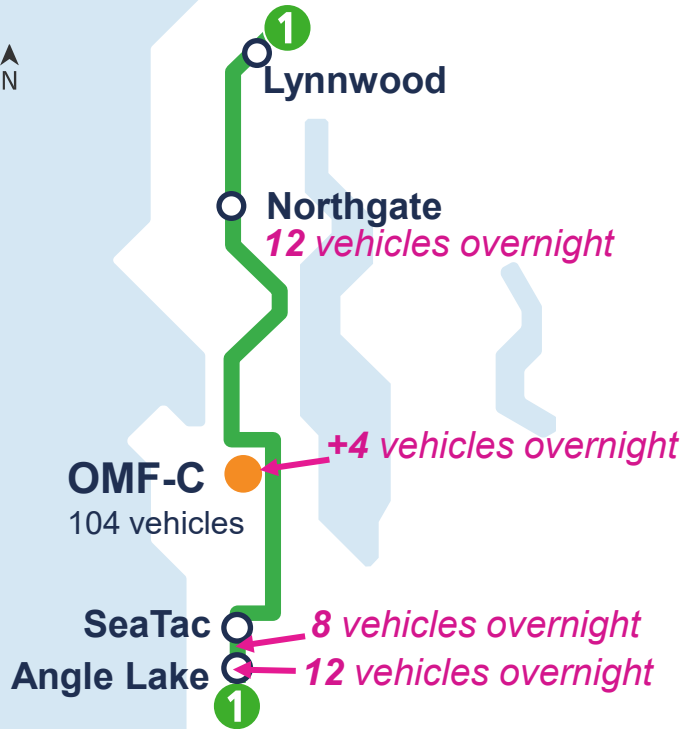


- Lynnwood was planned to open after East Link, providing 4-minute combined peak service with the 1 Line and 2 Line each running every 8 minutes.
- Without access to OMFE, last year we anticipated a temporary service reduction and significant crowding when the 1 Line extends to Lynnwood because OMF Central is already full.
- The Board directed staff in R2023-24 to take all necessary actions to mitigate 1 Line crowding.

1 *Line capacity improvements*

More vehicle storage identified, improved peak frequency

25% more capacity than earlier assumptions, more room on trains



- Sound Transit and Metro staff located **temporary storage sites for 36 additional light rail vehicles** along the 1 Line and at OMF-C.
- More vehicles can be used to shorten headways and carry more passengers during peak hours.
- When the 1 Line opens to Lynnwood, we are now planning to continue providing **eight-minute peak headways with four-car trains**.
- Additional trains to be deployed during the peak to alleviate crowding.

OMF-C will exceed design capacity by 35%

Off-peak frequency and “service span” reductions are required to meet peak demand

- OMF-C was designed for **104 vehicles**. With the additional storage locations, **140 vehicles** will be assigned to OMF-C.
- Because the OMF only has a certain amount of capacity, maintaining additional vehicles requires us to reduce off-peak service levels.
- Schedule adjustments include **moving from 10-minute to 12-minute headways from 8pm-10pm**.
- Because we are storing trains on the line, we will have to make changes to when early morning service begins and late-night service ends.

Some negative effects for passengers

Passengers may experience variability in train length, timeliness, and cleanliness.

- There may be days when we cannot put all vehicles in service.
- It may take us longer to recover from service disruptions, resulting in uneven headways.
- Since crews prioritize safety-related maintenance, light rail vehicles may not always be cleaned according to schedule.
- Over time, we may adjust the length of some trains to right-size ridership demand with our operational and maintenance pressures.

***New service proposal for
I-5 north ST Express***

New ST Express proposal provides alternatives

Effective fall 2024 when the 1 Line extends to Lynnwood.

Direct service from Snohomish County until 2 Line is complete

- **Add new temporary Route 515** from Lynnwood, peak direction every 10 minutes.
- **Temporarily continue Route 510 to Downtown Seattle** from Everett, every 15 minutes.
- Provides additional travel options to help riders avoid 1 Line crowding.



ST Express provides connections to Link

Effective Fall 2024 when the 1 Line extends to Lynnwood

Move routes from Northgate to Lynnwood

- Shorten routes 512 and 513 to connect with Link at Lynnwood.
- Buses spend less time in I-5 congestion and run on time more reliably.

Route 511 (Ash Way – Northgate) was suspended and replaced with Routes 512 and 513 serving the same stops in early 2023, due to emergency staffing shortages



Outreach results

Two rounds of engagement since summer 2023

- Online open house, survey, two virtual information sessions, social media, and in-person outreach at transit hubs. Included materials in multiple languages.
- Support for transit alternatives.
 - Support for direct service to downtown Seattle until the 2 Line can provide more capacity.
 - Support for minimizing time on I-5 and connecting to Link at Lynnwood instead of Northgate.
- Some riders expressed a desire for higher service levels, particularly in off-peak directions.

 **3,475+** riders reached

 **274** survey responses

Results of Title VI analysis

- Board policy requires equity analysis prior to adoption of major service changes.
- Title VI evaluations help ensure that ST activities do not result in disparate impacts for minority communities or represent a disproportionate burden on low-income populations.
- **No disparate impacts or disproportionate burden identified; no mitigations required.**

Today's recommendation

Today's actions

Recommend approval of temporary and long-term ST Express Major Service Changes to ST Express Routes 511, 512, 513, and 515.

- *1 Line capacity, span, and frequency changes **do not** require further Board approval, responsive to R2023-24. Board can provide further direction through 2025 Service Plan.*

Next steps

Q2: Begin pre-revenue service for 1 Line extension to Lynnwood.

Q3: Begin new 1 Line service and monitor ridership and ST Express performance.

Q4: Propose 2025 Service Plan.

Late 2025: Begin full 2 Line service, deliver planned service levels.

Thank you.



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