

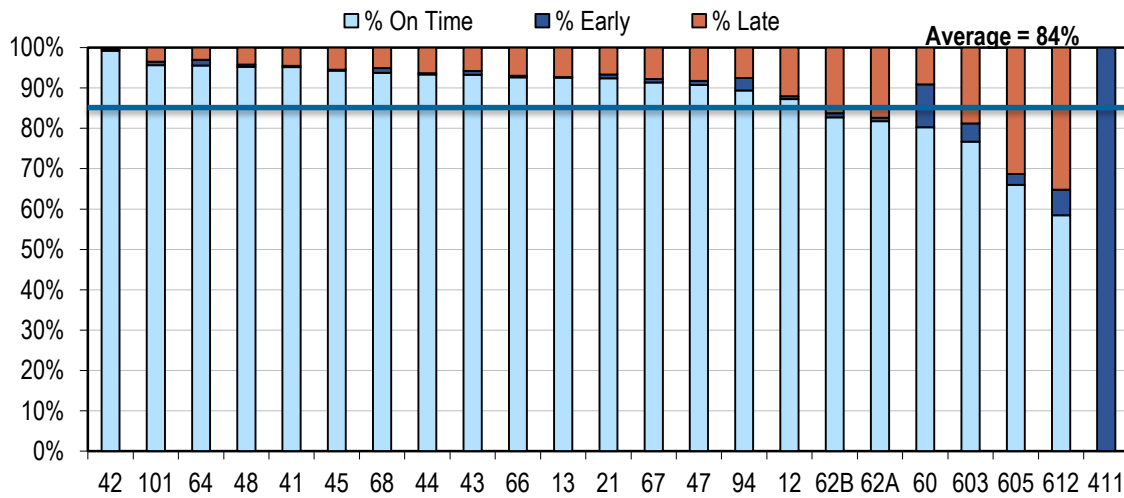
A service change **proposal**

Short-range Solutions

Why change?

Short-term challenges to today's service

- On-time performance



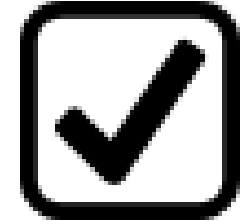
- Service delays in downtown Olympia

- Many trips require travel through downtown Olympia

- Underperforming Olympia Express



Road Trip inspired **Goals**



☑ Better **On-Time Performance**

- “*increase frequency*” 
- “*better reliability*” 

☑ **Restructure** existing routes to follow evolving demand in destinations

- “*Direct service to west Olympia & SPSCC*” 
- “*Expand service to NE Lacey*” 

☑ Implementation in the **near term**

☑ Resource **neutral**

Resource Neutral requires **Balance**

Understanding the trade-offs 

I like...

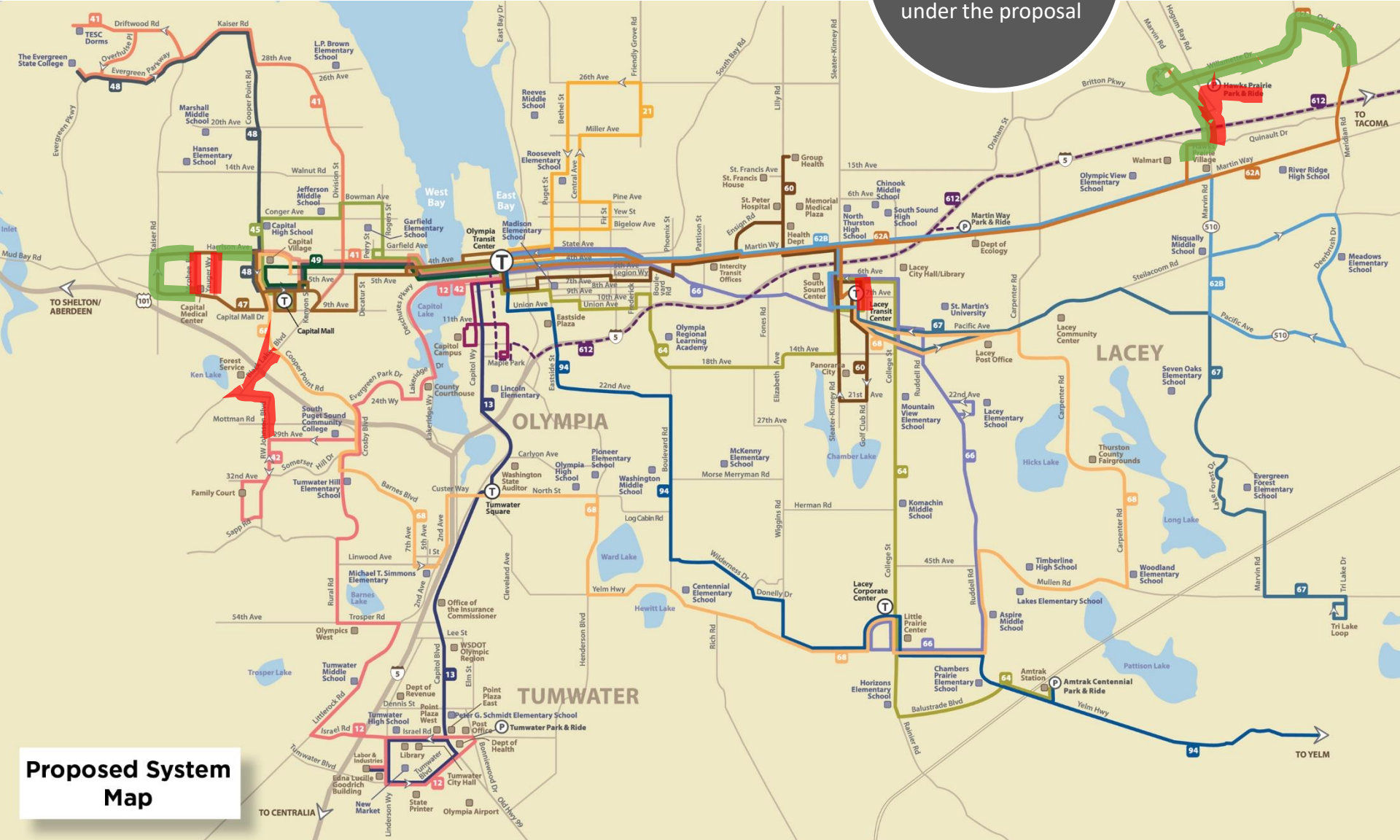
1. My one-seat ride
(removing some transfers)
2. Service to new areas
3. More direct service
4. Faster trips
5. My bus arriving on-time
6. Reliable transfers
7. Increased frequency

I don't like...

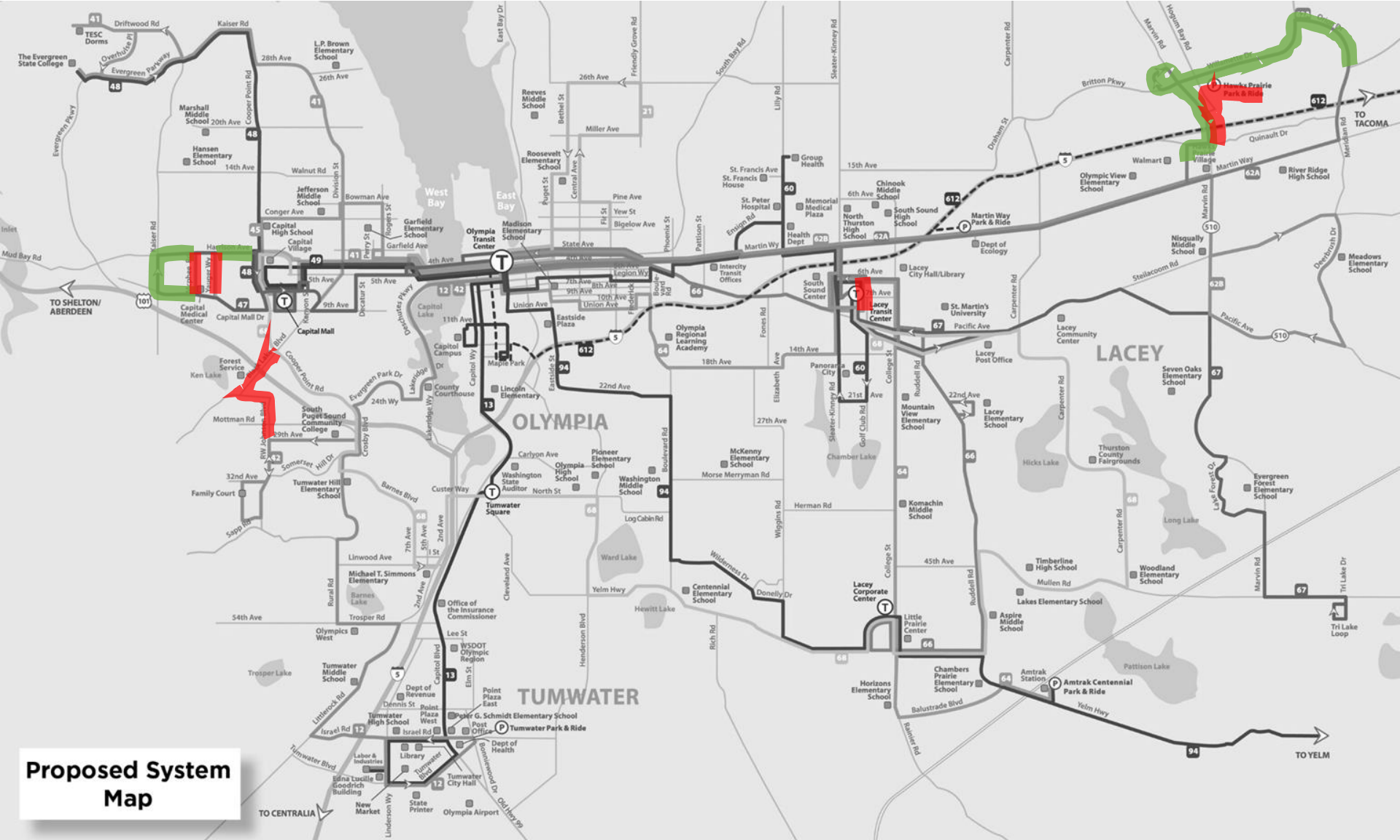
1. My two-seat ride
(introducing new transfers)
2. Out-of-direction travel
3. Access to bus stops
4. My bus stop was removed

A closer study of the recommended changes

13
Routes being adjusted
under the proposal



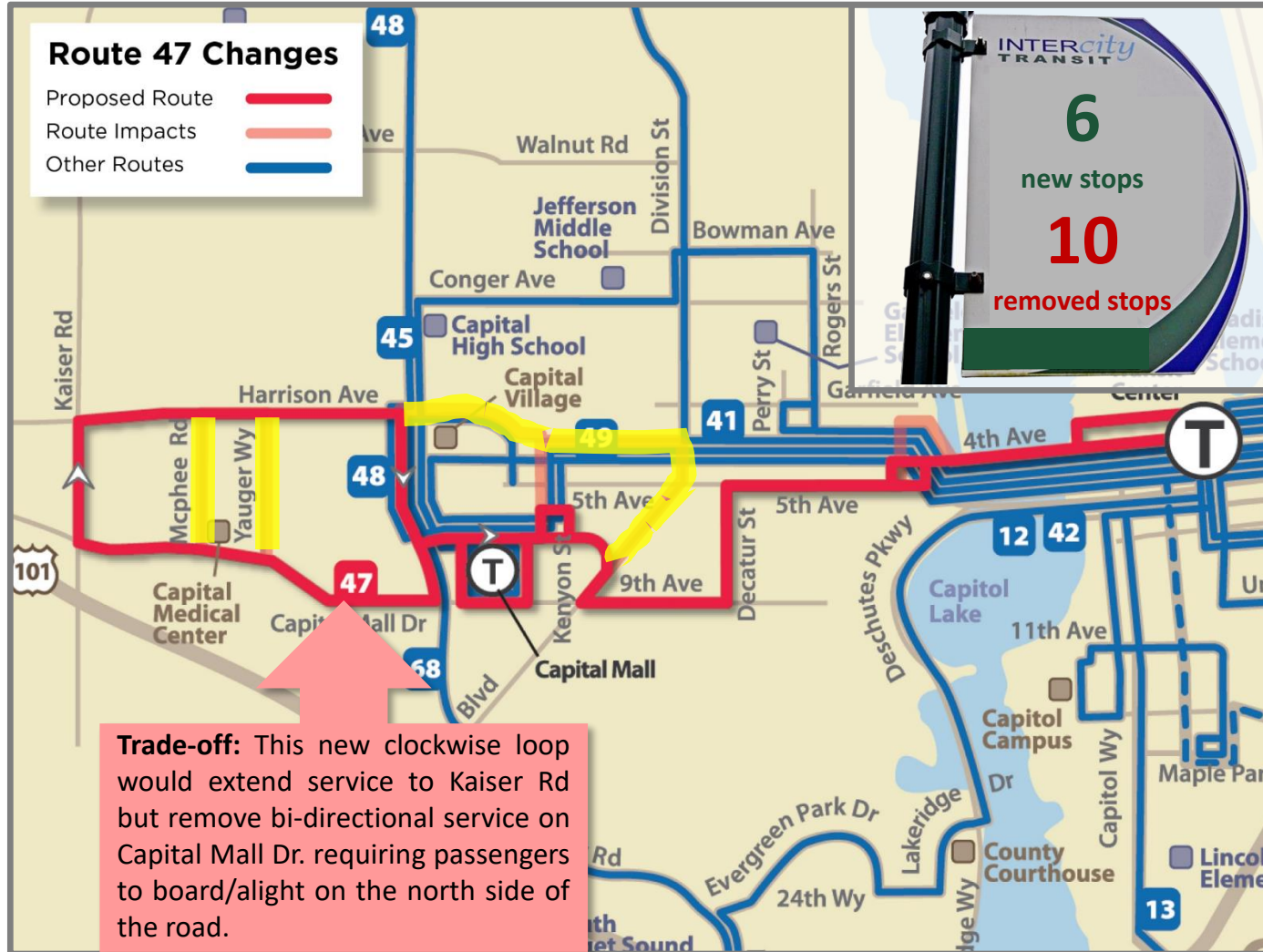
A closer study of the recommended changes



**Proposed System
Map**

✓ Better On-Time Performance

Changes to Routes: **47**, 60, 62A/B & 94






Route 47 would make significant alignment changes to provide **shorter and simpler** service between the Olympia Transit Center and Capital Mall. As a result duplicated bus service on Harrison Avenue would be reduced, and service on a portion of Black Lake Blvd. would be discontinued. New bus service would be introduced on Kaiser Rd. but discontinued on McPhee Rd and Yauger Way.

✓ Better On-Time Performance

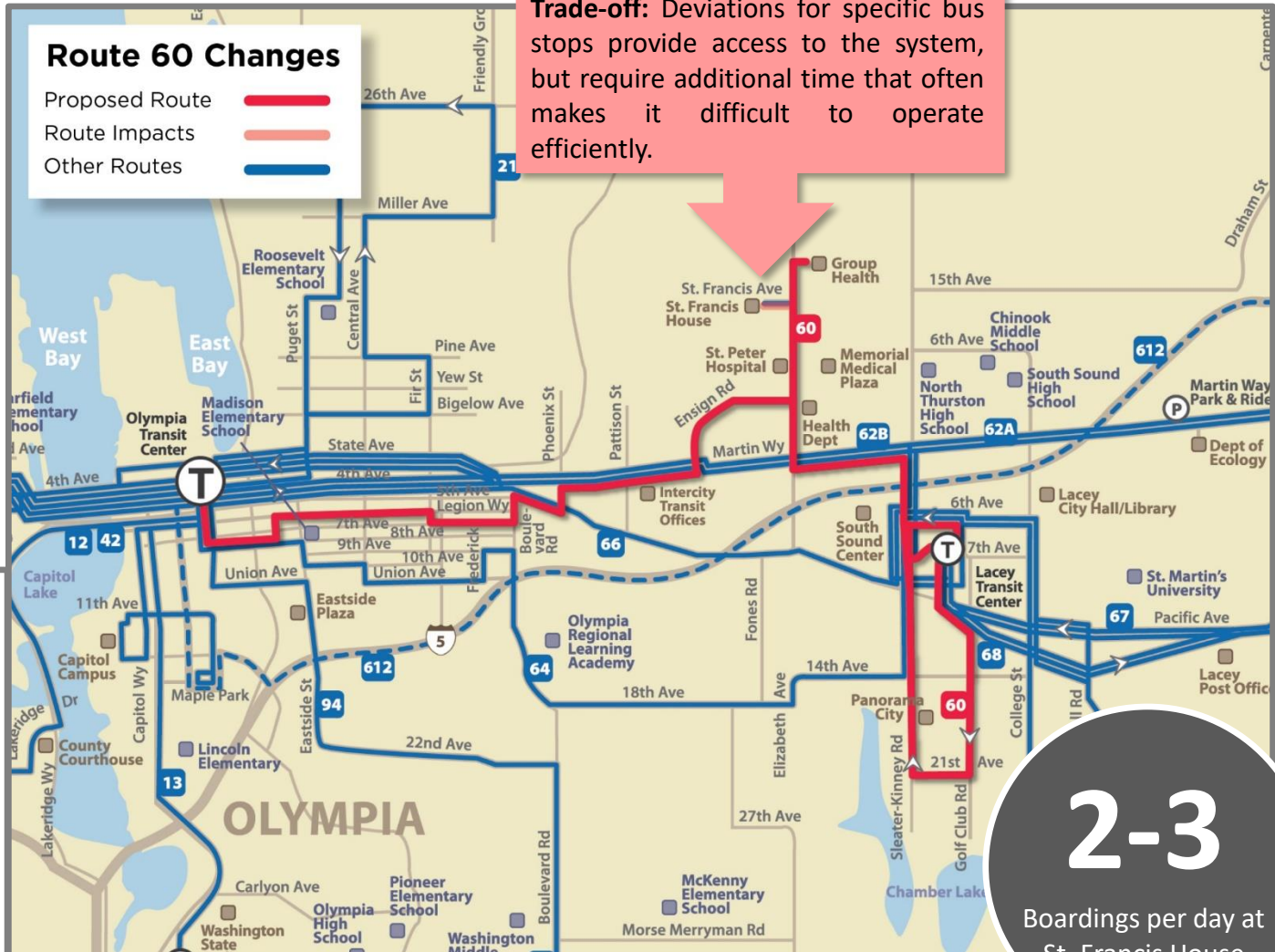
Changes to Routes: 47, **60**, 62A/B & 94

Route 60 would provide consistent service all day by removing the deviation onto 12th Ave. The deviation currently occurs between 10AM & 3PM on weekdays and all trips on the weekends.

Route 60 Changes

- Proposed Route 
- Route Impacts 
- Other Routes 

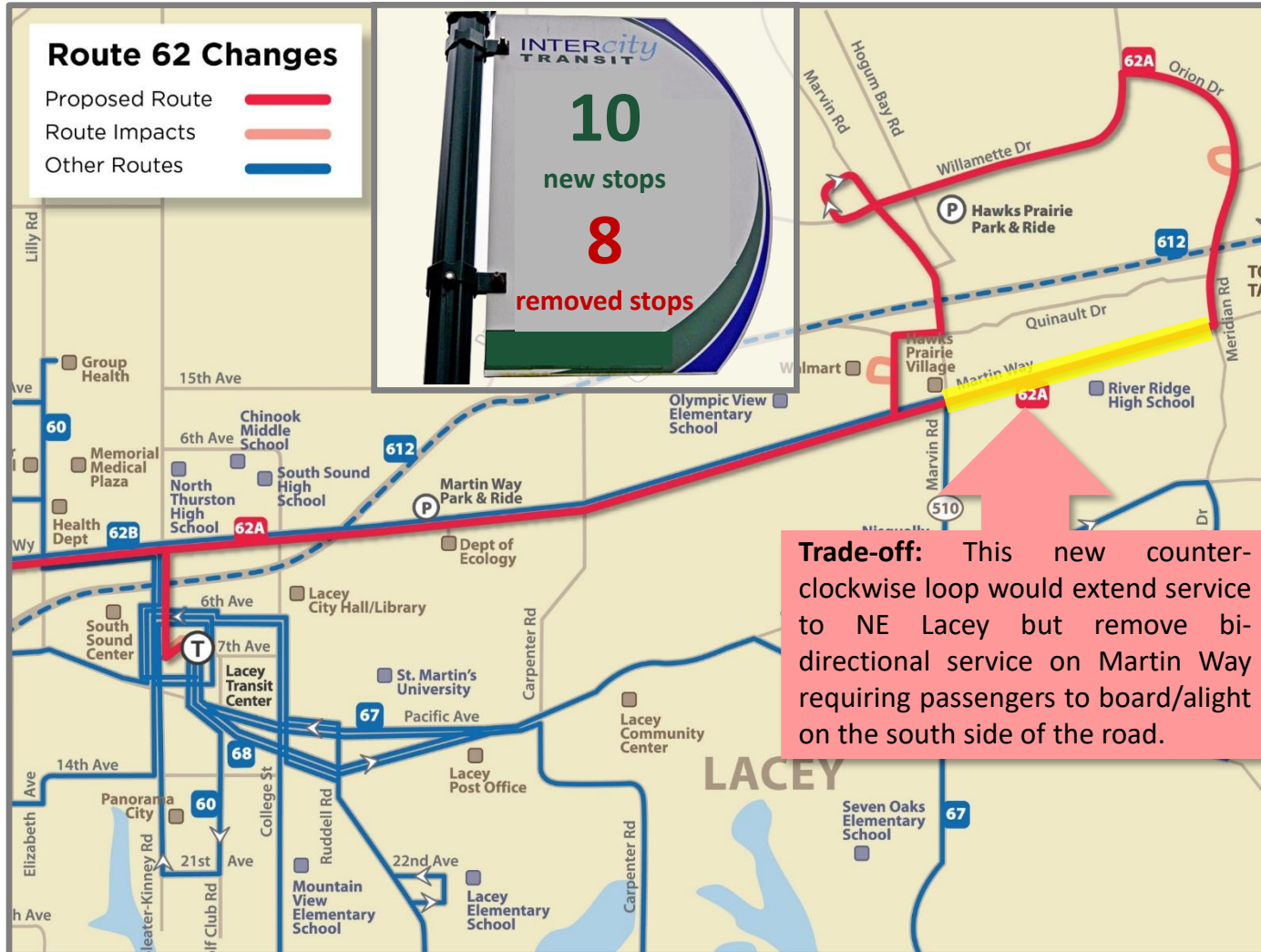
Trade-off: Deviations for specific bus stops provide access to the system, but require additional time that often makes it difficult to operate efficiently.



2-3
Boardings per day at St. Francis House

✓ Better On-Time Performance

Changes to Routes: 47, 60, **62A/B** & 94



Route 62A/B schedules would be adjusted to provide **additional time** to mitigate heavy traffic congestion. The expanded schedule would allow a change of alignment to Route 62A introducing new service to a portion of northeast Lacey on Willamette Drive and Marvin Road north of I-5. The change would result in a one-way loop beginning/ending at the intersection of Martin Way and Galaxy Drive.



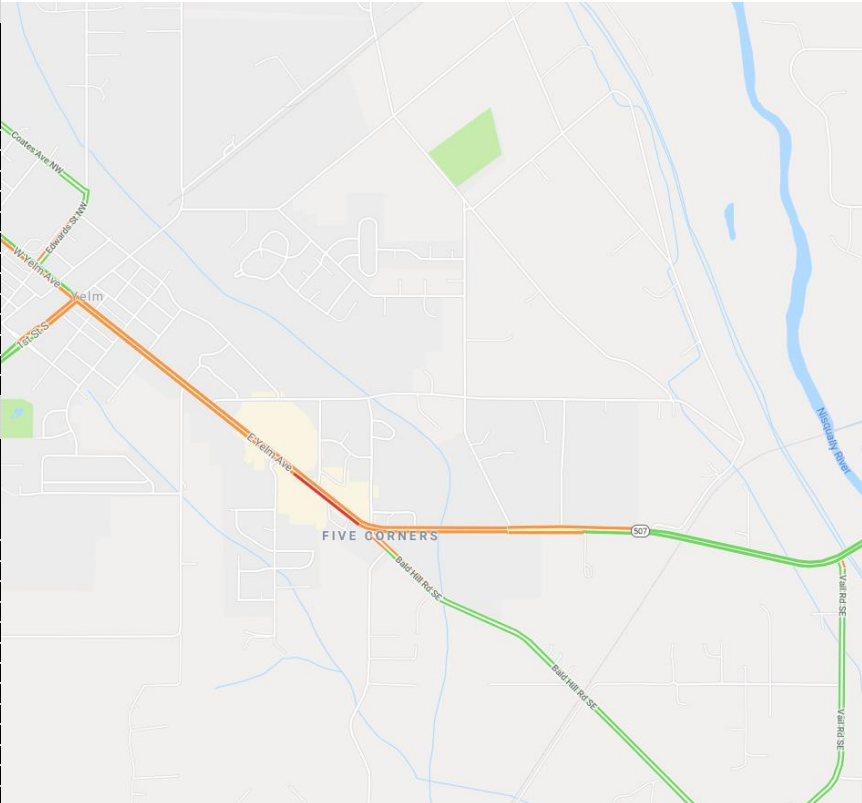
Better On-Time Performance

Changes to Routes: 47, 60, 62A/B & **94**

Route 94 needs added time in weekend schedule caused by delays from traffic congestion. Hours of Operation would generally remain unchanged, however the number of trips on Saturday & Sunday may be reduced by 1 each day.

Route 94 - Saturdays [To Yelm]									
Leaves Olympia Transit Ctr / Bay K	Union & Eastside	Wilderness & Boulevard	Corporate Ctr. & College	Antrak Station	Yelm Highway & Meridian	Highway 510 & Red Wind Casino	Yelm Avenue & Yelm HS	Nisqually Plaza	Arrives Yelm Walk-Mart
1	2	3	4	5	6	7	8	9	10
To Yelm									
---	---	---	8:08	8:15	8:18	8:25	8:32	8:37	8:45
8:45	8:51	8:59	9:08	9:15	9:18	9:25	9:32	9:37	9:45
10:00	10:06	10:14	10:23	10:30	10:33	10:40	10:47	10:52	11:00
11:00	11:06	11:14	11:23	11:30	11:33	11:40	11:47	11:52	12:00
12:15	12:21	12:29	12:38	12:45	12:48	12:55	1:02	1:07	1:15
1:15	1:21	1:29	1:38	1:45	1:48	1:55	2:02	2:07	2:15
2:30	2:36	2:44	2:53	3:00	3:03	3:10	3:17	3:22	3:30
3:30	3:36	3:44	3:53	4:00	4:03	4:10	4:17	4:22	4:30
4:45	4:51	4:59	5:08	5:15	5:18	5:25	5:32	5:37	5:45
5:45	5:51	5:59	6:08	6:15	6:18	6:25	6:32	6:37	6:45
7:00	7:06	7:14	7:23	7:30	7:33	7:40	7:47	7:52	8:00

Route 94 - Saturdays [To Olympia]									
Leaves Yelm Walk-Mart	Nisqually Plaza	Yelm Avenue & Yelm HS	Highway 510 & Red Wind Casino	Yelm Highway & Meridian	Antrak Station	Corporate Ctr. & College	Wilderness & Boulevard	Union & Eastside	Arrives Olympia Transit Ctr.
10	9	8	7	6	5	4	3	2	1
To Olympia									
8:54	9:00	9:05	9:12	9:18	9:22	9:30	9:37	9:45	9:55
9:54	10:00	10:05	10:12	10:18	10:22	10:30	10:37	10:45	10:55
11:09	11:15	11:20	11:27	11:33	11:37	11:45	11:52	12:00	12:10
12:09	12:15	12:20	12:27	12:33	12:37	12:45	12:52	1:00	1:10
1:24	1:30	1:35	1:42	1:48	1:52	2:00	2:07	2:15	2:25
2:24	2:30	2:35	2:42	2:48	2:52	3:00	3:07	3:15	3:25
3:39	3:45	3:50	3:57	4:03	4:07	4:15	4:22	4:30	4:40
4:39	4:45	4:50	4:57	5:03	5:07	5:15	5:22	5:30	5:40
5:54	6:00	6:05	6:12	6:18	6:22	6:30	6:37	6:45	6:55
6:54	7:00	7:05	7:12	7:18	7:22	7:30	7:37	7:45	7:55
8:04	8:09	8:14	8:20	8:26	8:30	8:36	8:43	8:50	9:00



Trade-off:
Providing additional time in the schedule helps the bus stay on time, but may result in fewer weekend trips between the Olympia Transit Center and Yelm.



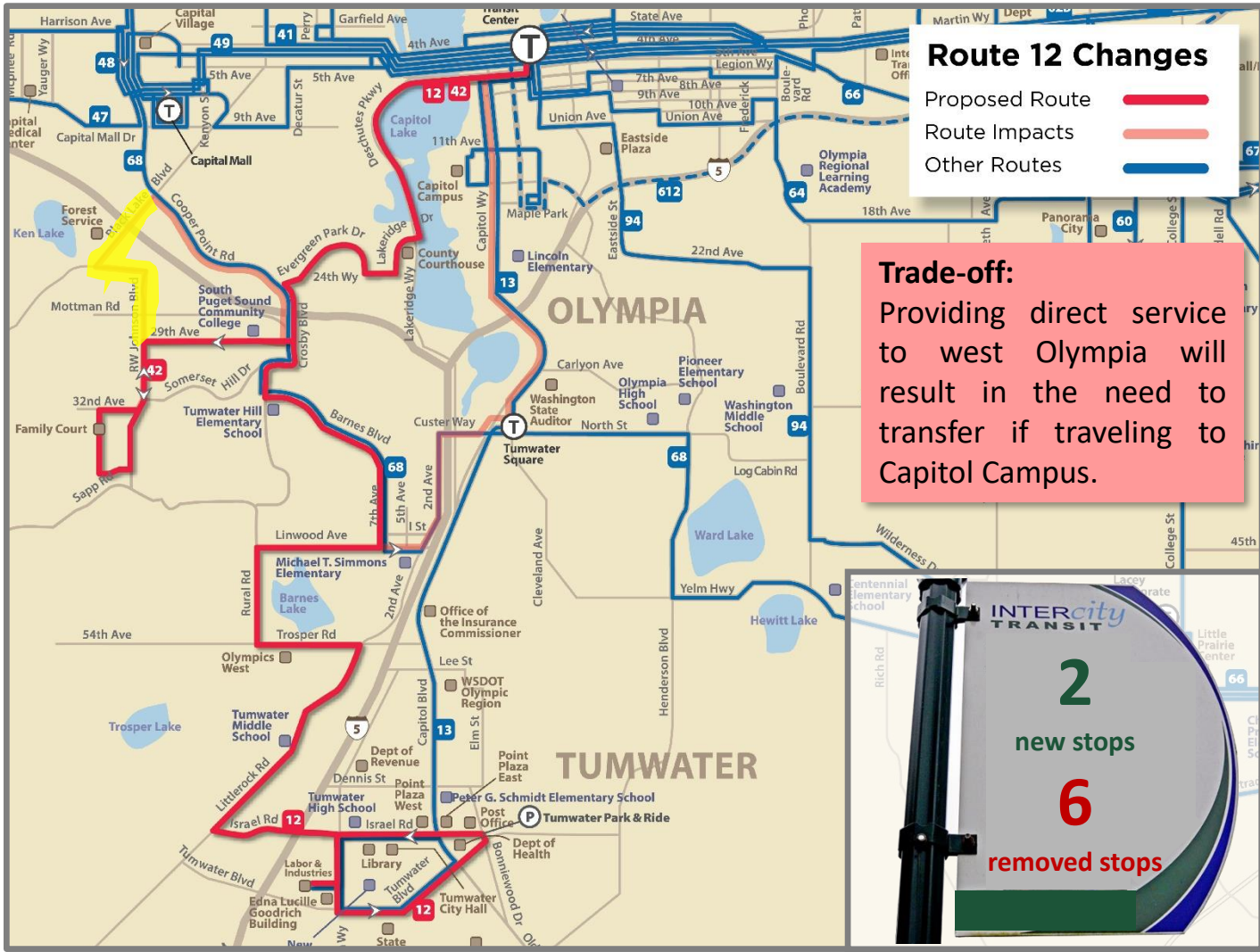


Restructure existing routes to follow demand

Changes to Routes: **12, 42** & 68

Route 42 would operate between OTC and the Thurston County Family & Juvenile Court via SPSCC. The **new alignment** would provide bi-directional service on Dr. Nels Hanson Way/29th but would remove 5 bus stops on RW Johnson Blvd/21st Ave. and Black Lake Blvd between 29th Ave and Cooper Point Rd.

Route 12 would provide new trip options between Tumwater and west Olympia. **Frequency would improve to 30 minutes all day** and provide more direct access to destinations including SPSCC.



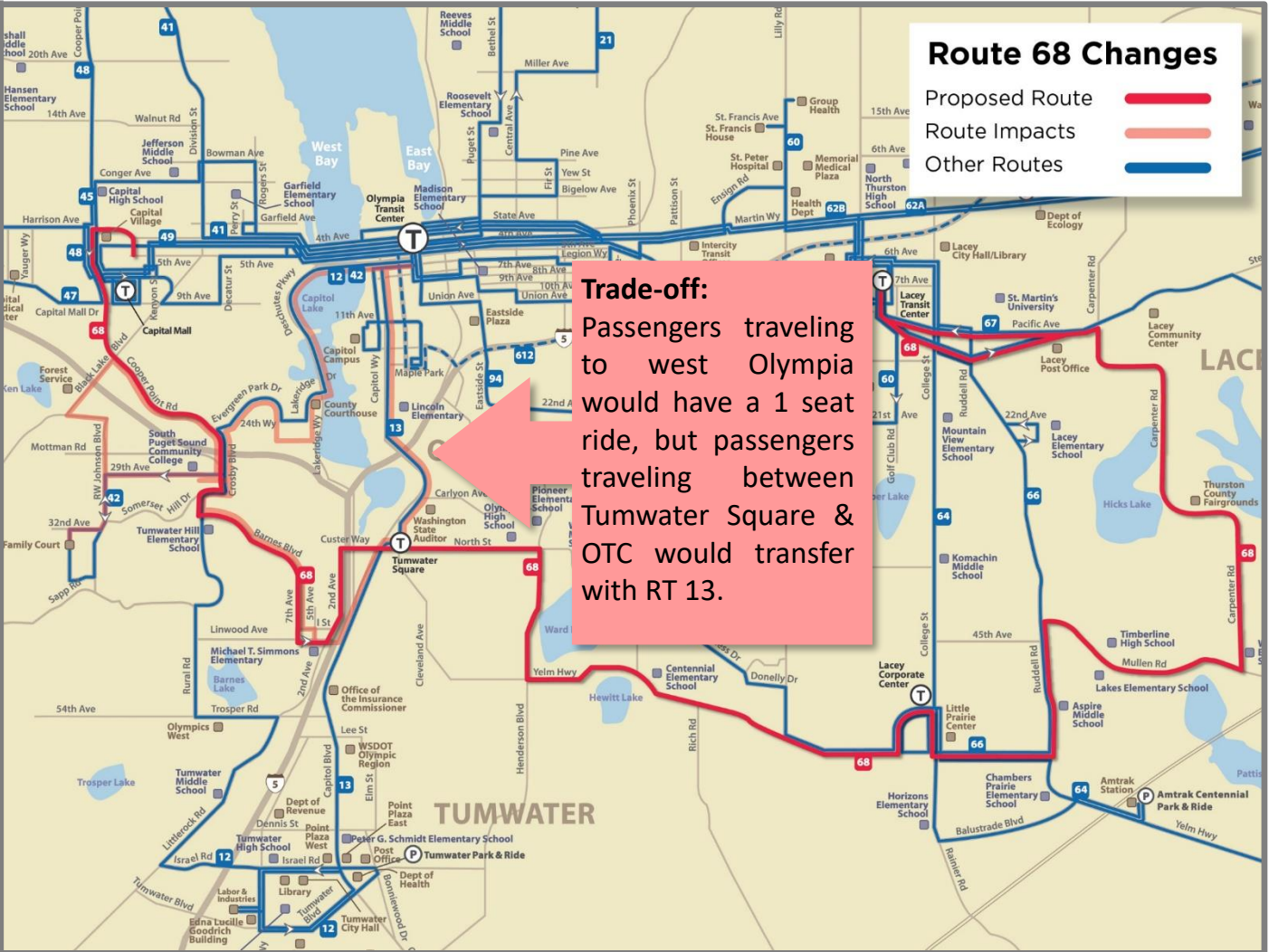


Restructure existing routes to follow demand

Changes to Routes: 12, 42 & **68**



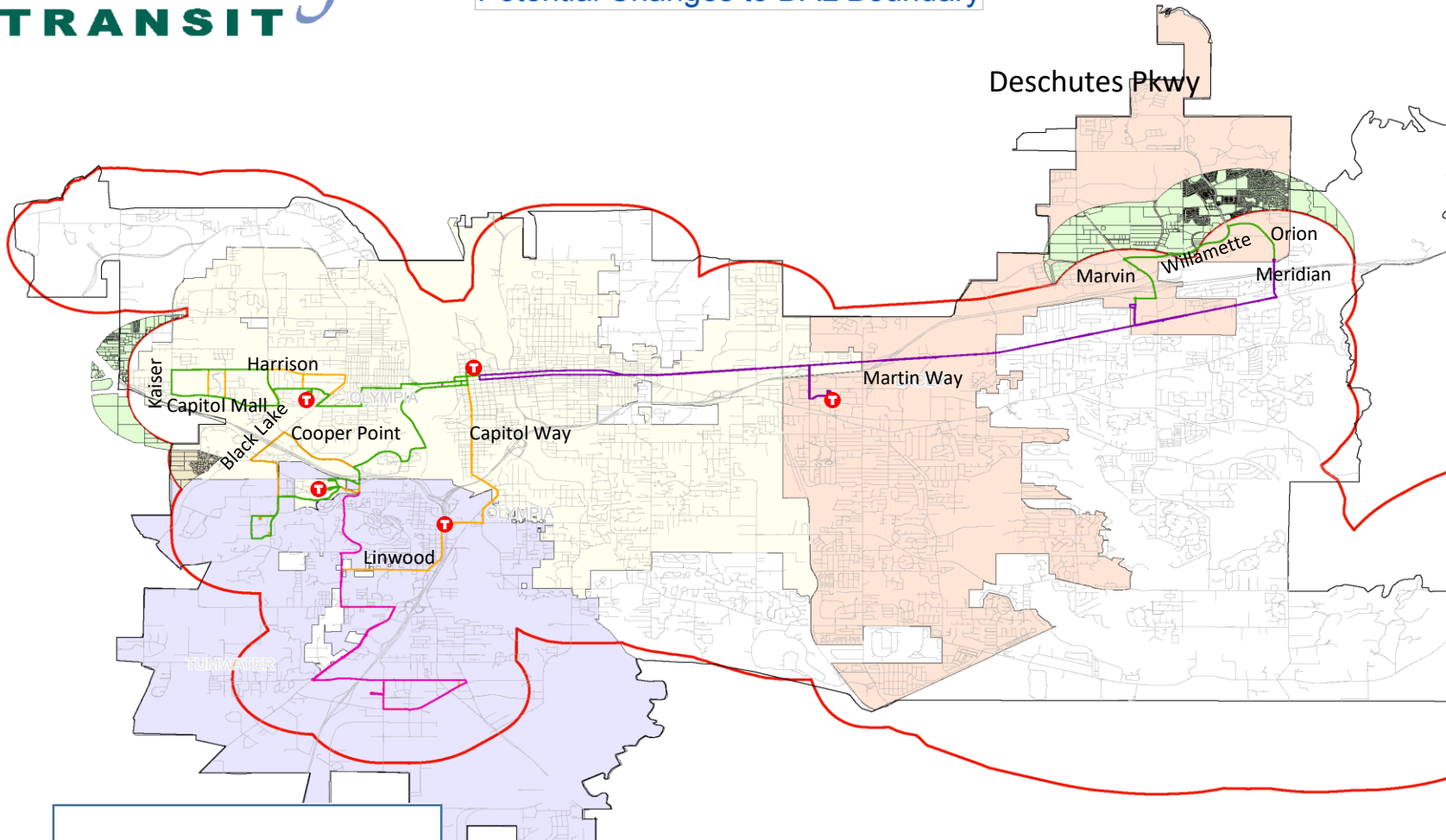
Route 68 would provide new trip options between south Lacey and west Olympia including Capital Mall and SPSCC. **Frequency would increase to 30 minutes all-day** although the route would no longer operate between Tumwater Square and the Olympia Transit Center.



Route 68 Changes

- Proposed Route —
- Route Impacts —
- Other Routes —

Trade-off:
Passengers traveling to west Olympia would have a 1 seat ride, but passengers traveling between Tumwater Square & OTC would transfer with RT 13.

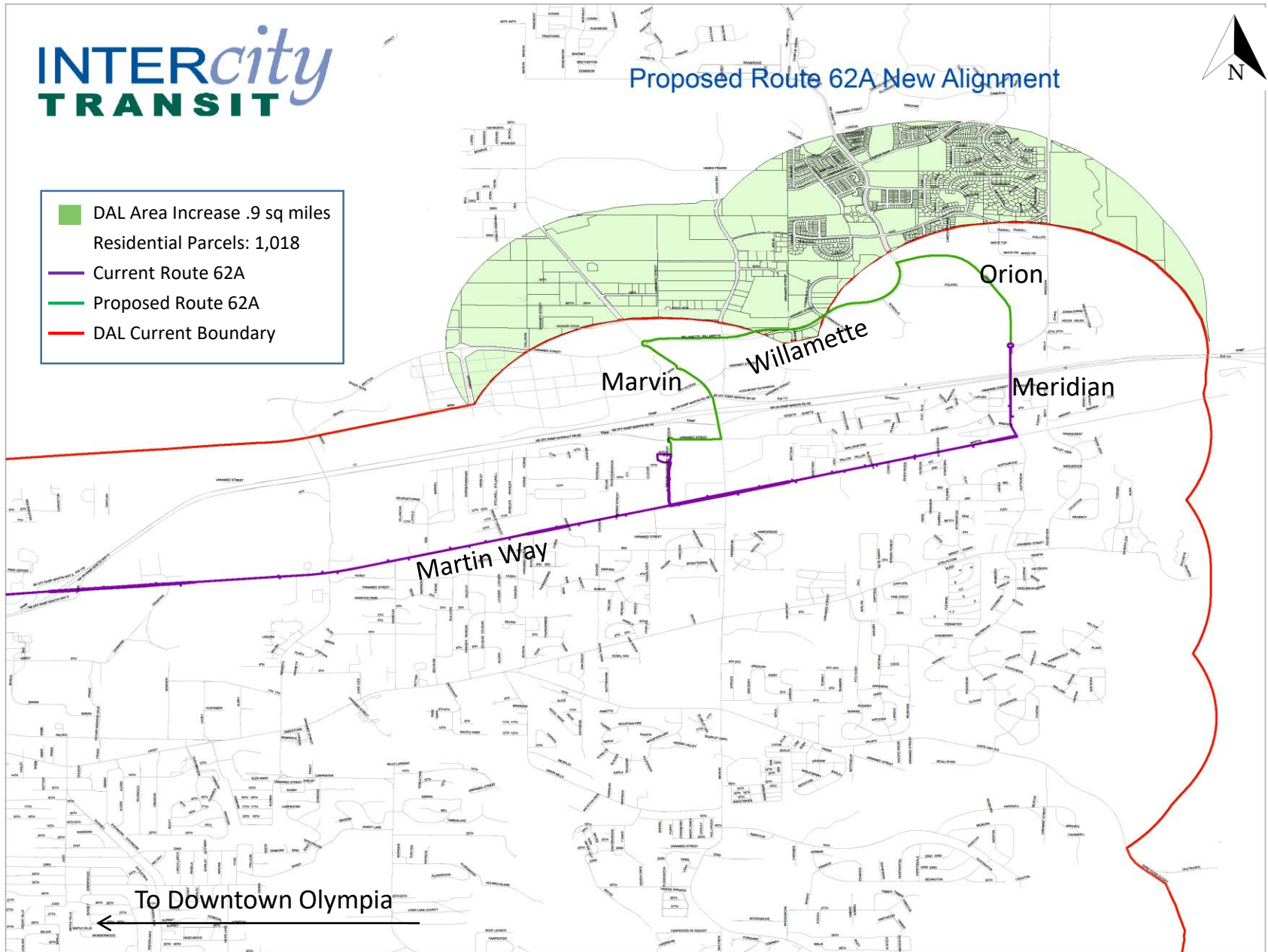


- DAL Area Increase 1.15 sq miles
Residential Parcels: 1,146
- DAL Current Boundary

Proposed Route 62A New Alignment



- DAL Area Increase .9 sq miles
Residential Parcels: 1,018
- Current Route 62A
- Proposed Route 62A
- DAL Current Boundary



← To Downtown Olympia

Proposed Route 47 New Alignment



Kaiser





Harrison

Kenyon

Black Lake

Capitol Mall

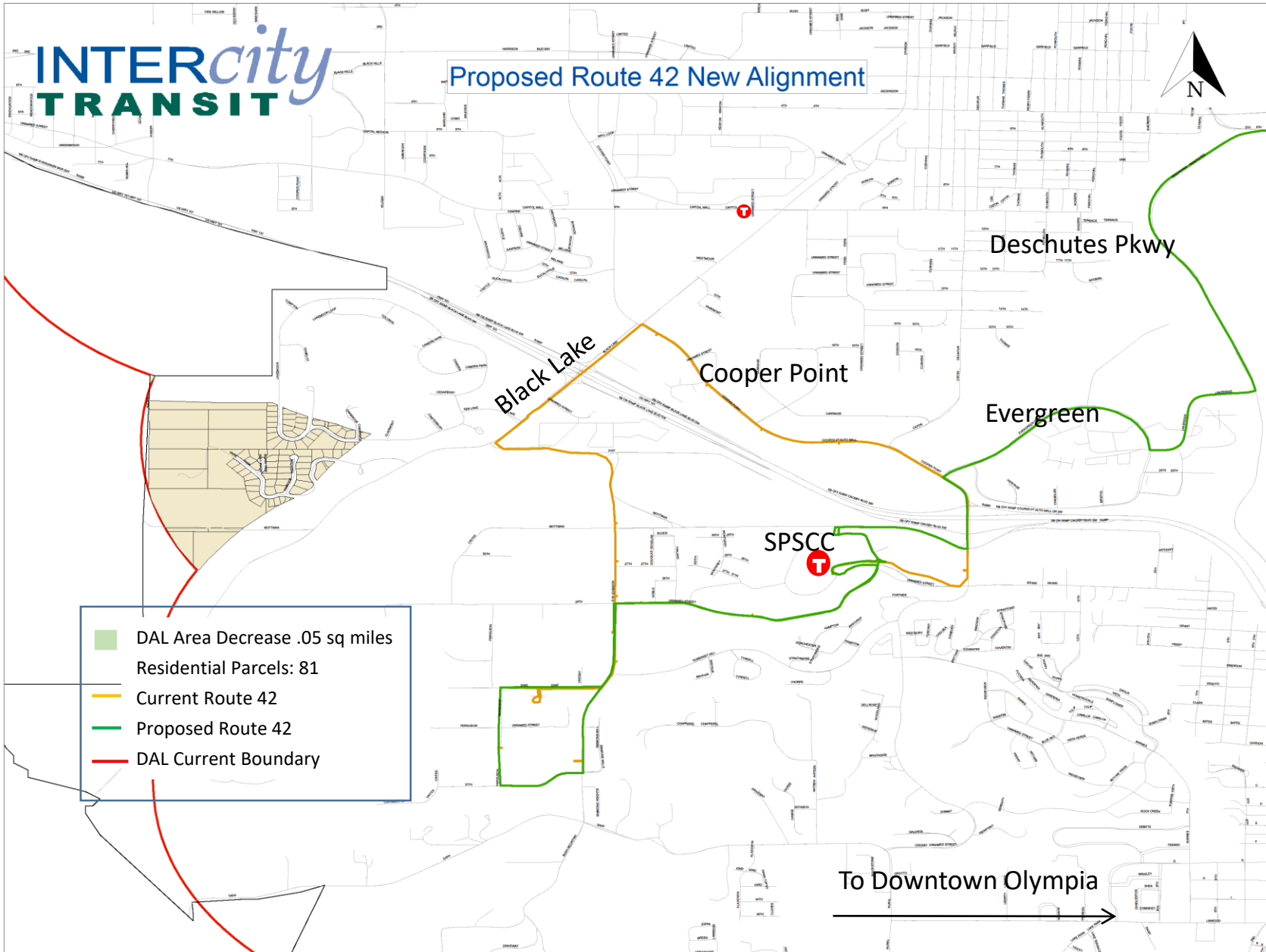


-  DAL Area Increase .25 sq miles
Residential Parcels: 128
-  Current Route 47
-  Proposed Route 47
-  DAL Current Boundary

To Downtown Olympia



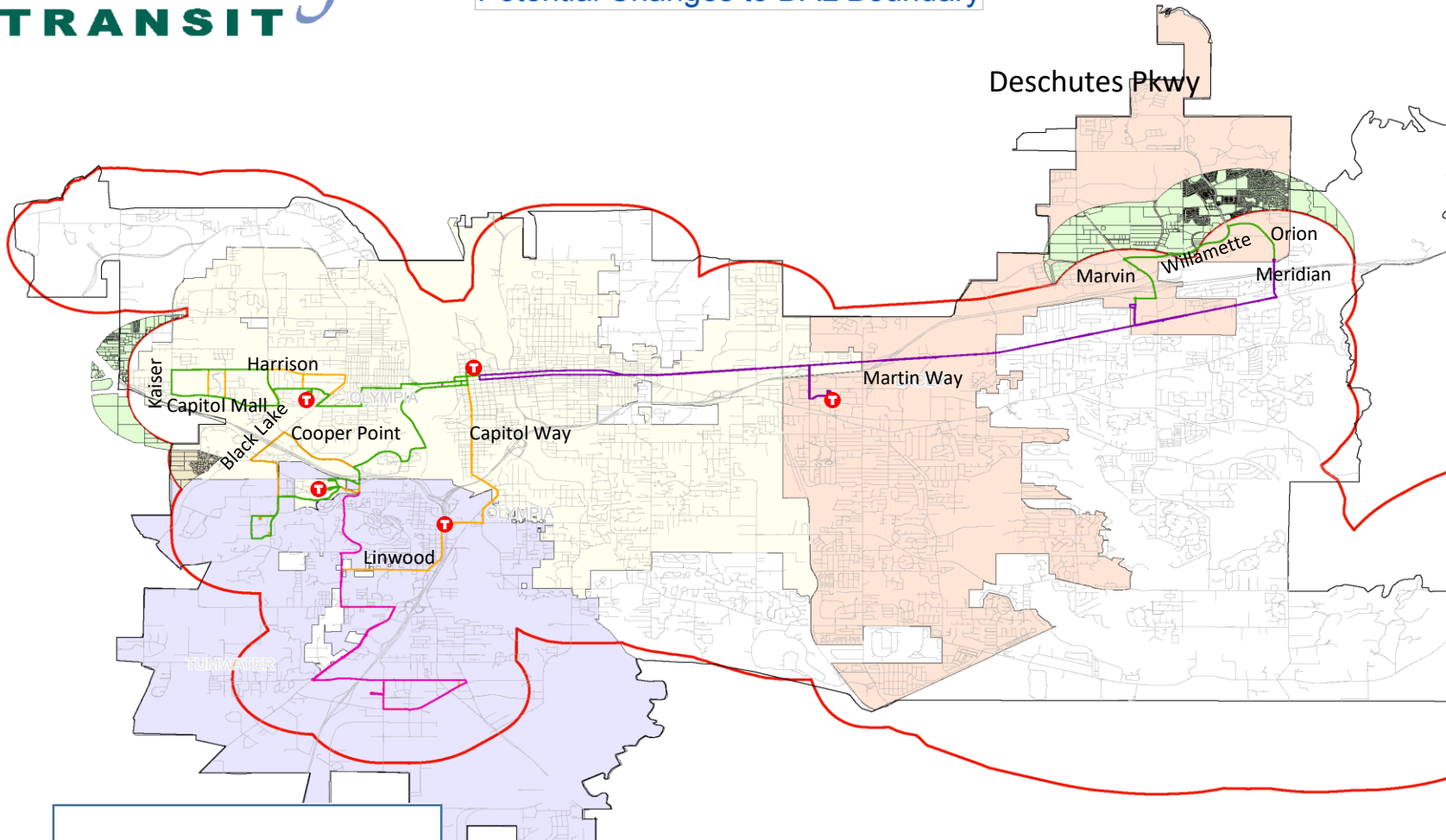
Proposed Route 42 New Alignment



- DAL Area Decrease .05 sq miles
Residential Parcels: 81
- Current Route 42
- Proposed Route 42
- DAL Current Boundary

To Downtown Olympia



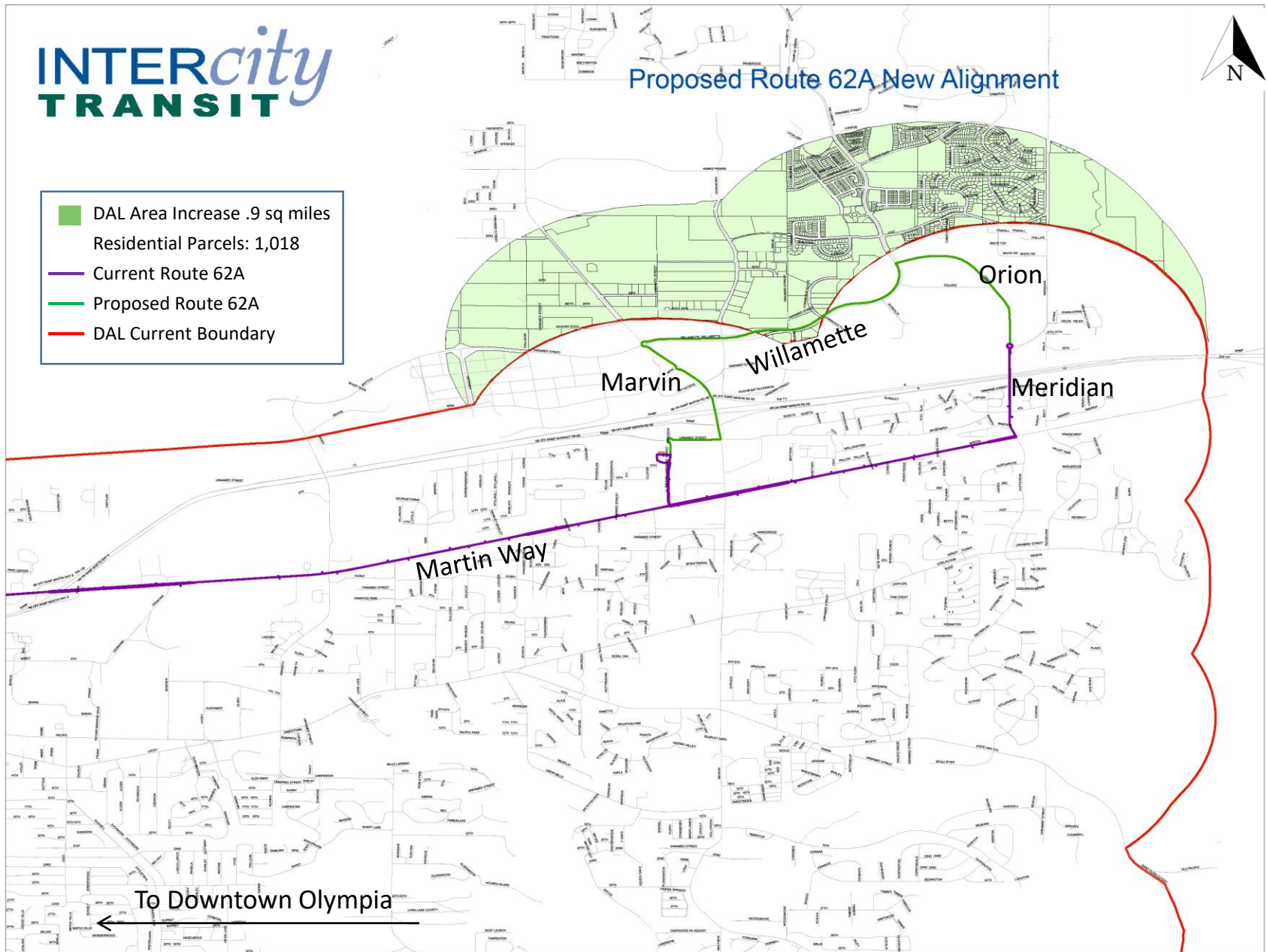


- DAL Area Increase 1.15 sq miles
Residential Parcels: 1,146
- DAL Current Boundary

Proposed Route 62A New Alignment

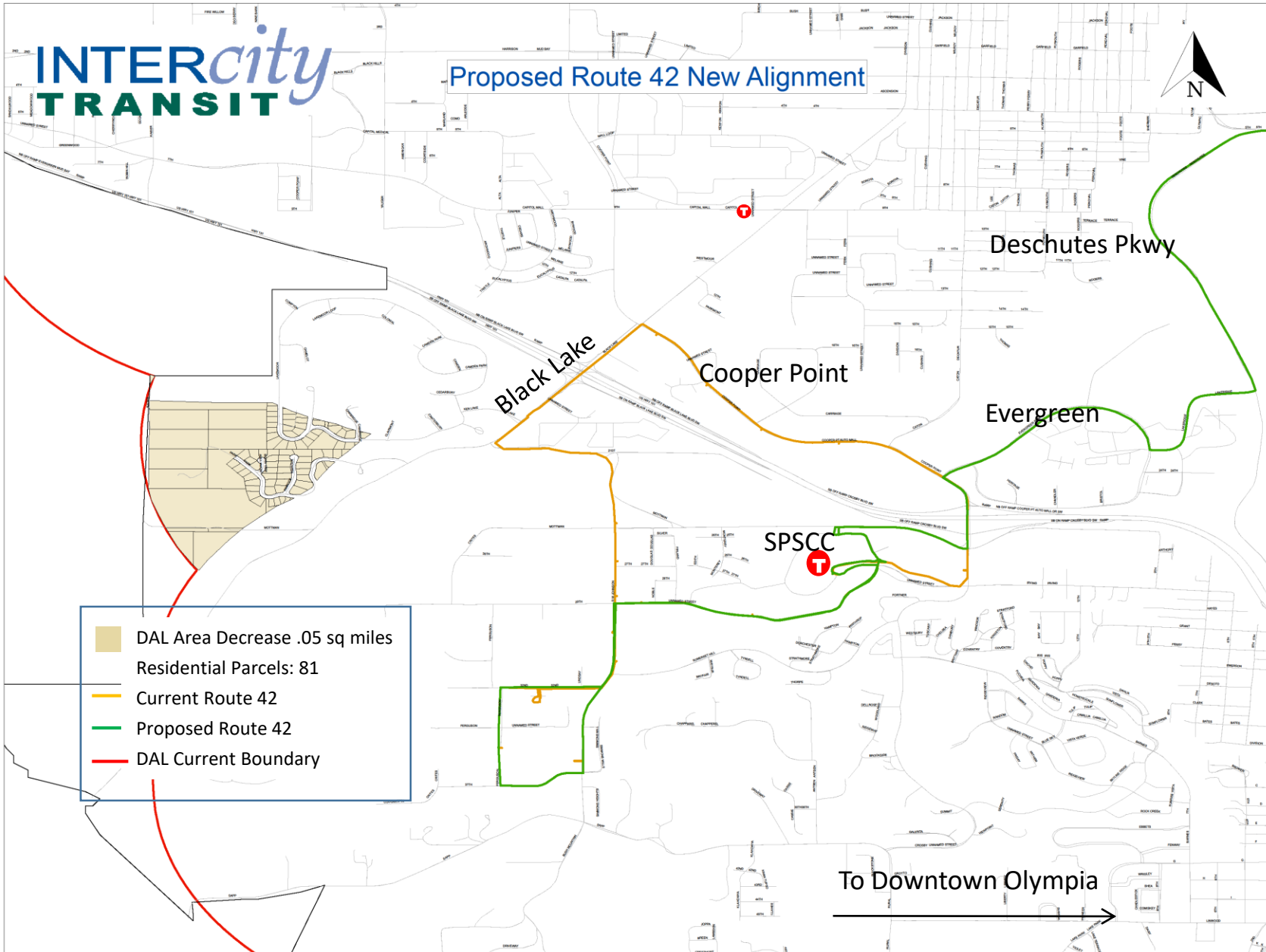






- DAL Area Increase .9 sq miles
Residential Parcels: 1,018
- Current Route 62A
- Proposed Route 62A
- DAL Current Boundary



← To Downtown Olympia

Proposed Route 42 New Alignment



-  DAL Area Decrease .05 sq miles
Residential Parcels: 81
-  Current Route 42
-  Proposed Route 42
-  DAL Current Boundary

To Downtown Olympia



Proposed Route 47 New Alignment







Kaiser

Harrison

Kenyon

Black Lake

Capitol Mall

-  DAL Area Increase .25 sq miles
Residential Parcels: 128
-  Current Route 47
-  Proposed Route 47
-  DAL Current Boundary

To Downtown Olympia





Restructure to improve On-Time Performance

Changes to **Express Commuter** Routes: 603, 605 & 612

Routes 603, 605 & 612 would be consolidated into one single route (612) with the same stops on each trip providing a shorter, more **efficient trip** overall.

Route 620 would be left unchanged under the proposal.

Increased Frequency

The schedule would be adjusted to provide service every 15 to 30 minutes during peak periods, and 60-90 minute service midday with an emphasis on weekday trips originating in Pierce county in the morning and returning northbound in the afternoon/evening.



Trade-off:
Express service is expected to be faster and more reliable, but stops at the Hawks Prairie Park-and-Ride, the Lacey Transit Center, along with several stops in downtown Olympia would be removed.

Behind the Scenes

During the public outreach period staff will be:

- **Engaging** the public
- Reviewing transfer patterns and **refining** trip schedules
- Constructing **Blocks** (the unique schedule for each bus)
- Designing **shifts** for Operator selection (“runcutting”)
- Calculation of **resources**

Outreach and Next Steps

- April 16th – CAC Review
- April 18th – Authority approves release for public comment
- April 23rd – Public outreach process begins
- May 21st – CAC update
- May 23rd – Public Hearing
- June 6th – Authority update
- June 20th – Authority update
- July 16th – CAC update
- July 18th – ITA consideration of Final Adoption
- July 19th to September 22nd – Staff prepares for implementation
- September 23rd – Service change implementation date



Questions?



Short-range Solutions