Extended Span of Service

What is an extended span of service?

An extended span of service means more bus routes start earlier in the morning and continue to run later at night, on weekdays and weekends. As a result, extended service helps get you where you need to go, regardless of your schedule. This helps to accommodate early or late work schedules, as well as shopping, visiting friends, or going out at night.

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Number of bus routes that currently run until 11 PM on weekdays

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Number of bus routes that would run until 11 PM with an extended span

What are the benefits?

- Support for irregular and late work schedules
- Span is consistent for multiple routes
- Later service is a community priority

What are the costs?

- $1.4M
  Annual operating costs (additional)
- 7%
  Increase in service relative to 2017 levels

- None
  Capital costs

Where are the opportunities?

- Routes that run until 11 PM now:
  12 41 62B 66
- Routes that would run until 11 PM with an extended span of service:
  13 21 45 47
  48 60 62A 64
  67 68 94

INTERcity TRANSIT
What does improved frequency mean?

Improved frequency means buses come more often, all day. In other words, buses arrive at a stop every 15 or 30 minutes depending on the route.

When buses come more frequently, you don’t need to plan your day around the schedule. For the most frequent routes (13, 41, 62A/B), buses would come every 15 minutes, seven days a week.

What are the benefits?

- Better accommodates your schedule
- More flexibility for off-peak trips
- Bus schedules that are easier to remember

What are the costs?

- $4.7M Annual operating costs (additional)
- 21% Increase in service
- None Capital costs

Which routes would have more frequent service?

- 15-min all day: 12, 21, 41, 45, 60, 62A, 62B, 64, 67, 68, 94
- 30-min all day: None

Minimum 30-minute frequency all day

Three routes with all-day, 15-minute service

Same frequency all-day, seven-days-a-week

Simpler bus schedules
Service to New Areas

What does service to new areas mean?

Service to new areas would include routes to NE Lacey, Yelm, and possibly Innovative Service Zones for other less densely populated areas.

Growth in Thurston County is adding new destinations that are unserved by the current transit network. For NE Lacey, new service would be an all-day, standalone route between the Lacey Transit Center and job centers in NE Lacey. Service to Yelm would be an express route during rush hour to and from Lacey Transit Center. Innovative Service Zones could serve less densely populated areas until they can support bus service. Potential zones could be in Lacey, Olympia, Tumwater, and Yelm.

Potential NE Lacey and Yelm route alignments

What is an Innovative Service Zone?

What are the benefits?

Better access to jobs, schools, appointments, and shopping

More flexibility for off-peak trips

What are the costs?

$3.0M Annual operating costs (additional)

4 New vehicles required
Maintain On-Time Performance

What does maintain on-time performance mean?

It’s critical to keep buses running on time despite changes in traffic. This requires setting aside 0.5% of the operating budget to periodically adjust schedules.

Increasing traffic congestion in the future will lead to increasing delays, and increasing costs associated with those delays, for everyone including transit vehicles.

Intercity Transit can plan ahead for slowing travel times by setting aside a specified percentage of the operating budget each year for one-or-two schedule adjustments. This would allow Intercity Transit to put additional buses into service on busy routes and reduce wait times for riders.

What are the benefits?

- Establishes a savings account for on-demand service additions
- Provides flexibility for changing operating conditions

What are the costs?

- 0.5% Annual operating costs
- None Capital costs
What are enhanced capital facilities?

Enhanced capital facilities mean better bus stops, with features like shelters, benches, and lighting. Together, these improve the overall customer experience while waiting for the bus.

Intercity Transit would invest in bus stop enhancements throughout its service area. Priority would be given to stops with more ridership.

What are the benefits?

- Better passenger experience
- Attracts and retain riders

What are the costs?

- None (annual operating costs)
- $260K (annual capital costs)
Bus Rapid Transit

What is Bus Rapid Transit?

Bus Rapid Transit (BRT) is a high-frequency bus-based transit system that delivers fast, direct, comfortable, and cost-effective service.

Because BRT contains features similar to rail service, it is much faster, more reliable, and more convenient than regular bus services. With the right features, BRT avoids the causes of delays that typically slow regular bus services, like being stuck in traffic and paying on board.

What are the benefits?

- Faster service that arrives on time
- Buses that come more often, all day long
- Service that supports economic development

What are the costs?

- **Martin Way corridor:**
  - **$2.6M**
  - Annual operating costs (additional)

- **$23M–$30M**
  - Capital costs

Where are the opportunities?

- Smarter traffic signals
- A distinct look and feel
- Simpler fare payment
- Vehicles with more room
- Comfortable stations

INTERcity TRANSIT
Night Owl Service

What is Night Owl Service?

Night Owl Service is a weekend, on-demand, late night service to and from downtown Olympia. It would include three small buses leaving the Olympia Transit Center hourly. Each bus would make pickups and drop-offs in a different zone that reaches up to three miles away from downtown Olympia. Night Owl service would not replace the existing weekend service to The Evergreen State College.

What are the benefits?

- Supports new trip purposes
- Provides employment transportation during peak “entertainment” times
- Promotes safety for riders and non-riders

What are the costs?

- $400,000 Annual operating costs (additional)
- None Capital costs

Where are the opportunities?

- DOWNTOWN OLYMPIA
- WEST OLYMPIA
- EAST OLYMPIA
- SOUTH OLYMPIA/TUMWATER

On-demand
Weekend nights
Three-mile radius
Maintains late night service
Enhanced Commuter Service

What is enhanced commuter service?

Enhanced commuter service means better express service between Olympia, Lacey, Lakewood, and Tacoma. It would make service easier to understand, faster, more comfortable, and more frequent.

Commuter service is fast service over long distances, designed to transport suburban workers to downtown jobs. This is important because Thurston County anticipates approximately 43,000* commuters traveling out of Thurston County to work by 2025, an increase of 22%. Many of these commuters will be going to Pierce and King Counties.

* Thurston Regional Planning Council (TRPC) Countywide Employment and Commute Forecast, January 2018

What are the benefits?

- Avoids delays.
- Provides flexibility for changing operating conditions.
- Reduces congestion on I-5.

What are the costs?

- Annual operating costs (additional): $1M
- Capital costs for new buses: $3.2M

Consolidates existing express routes

Increases service levels

Improves speed and reliability

Upgrades to coach vehicles
Change the Way Fares Are Paid

Changing the way fares are paid means different things to different people, and can address several challenges identified by the community. There are options and opportunities that, with some additional study, can help meet our shared goals.

Implementing new fare technology and introducing an alternative fare structure are two options which could be considered.

New Fare Technology

The existing fare collection system takes cash only and is failing. There are many new technology options to consider. Part of the consideration is the cost associated with purchasing and maintaining a fare collection system, and processing the money collected.

Alternative Fare Structure

An alternative fare structure means removing the collection of fares on the bus from individual riders and replacing that fare revenue with funds generated through public/private partnerships. About 10% of transit revenues come from fares. There are several communities, like Chapel Hill NC, Missoula MT, Corvallis OR, and Cache Valley UT, that have implemented a similar alternative fare structure. They have found it:

- Promotes social equity
- Increases ridership
- Makes bus service faster
- Lowers operating costs
- Removes barriers
- Reduces traffic congestion
- Environmentally friendly

Riders least able to afford fares are currently paying them.

Systems report an increase of 30–40% ridership.

3–7% speed improvement without fare collection waiting time.

Eliminates costs for fare collection, fare equipment, ticket management, and administration.

Increases convenience and removes the hassle of finding cash to ride the bus.

Gets more people riding the bus leaving fewer cars on the road.

Gets more people riding the bus leaving fewer cars on the road.

Get where they are going faster
Make it easier to pay
Make it more affordable
Encourage people to ride the bus
Reduce fare hassles and uncertainty

InterCity Transit