



Update: Regional Mobility Grant Intercity Transit's High Performance Corridor Demonstration Project

August 7, 2019

Background

Regional Mobility Grant application

- **Timing – May 2018 Concept**
 - In the early stages of the Public Process with IT Road Trip – Had not presented community with options.
 - Original Design and Strategic approach were based on no growth assumptions – “Survival”
- **January 2019 Changes**
 - Completed Community Engagement and confirmed future service options (BRT Light)
 - Proposition 1 approved – November 2018
 - Long Range Plan Adopted.
 - June 2019 – RMG Grant awarded.



Planning

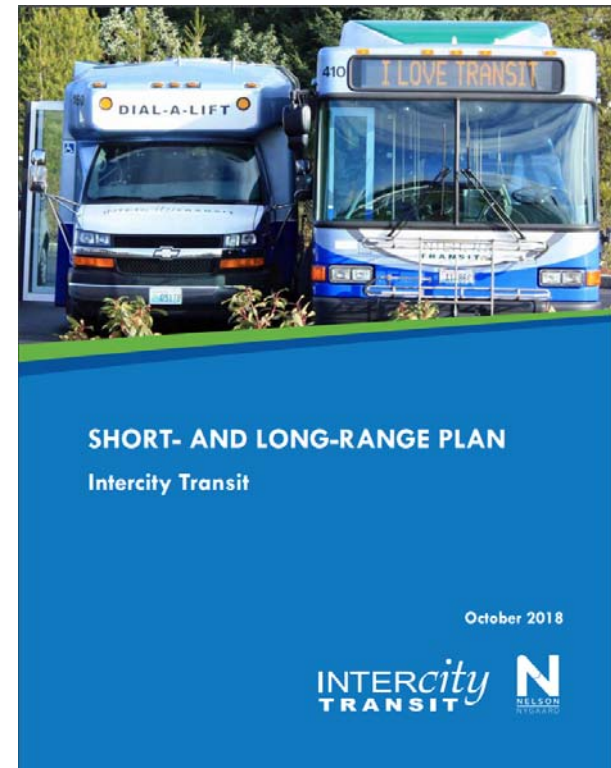
Short- & Long-Range Plan

- **Purpose**

- Assesses transit system's existing conditions
- Provides roadmap for service enhancements based on community priorities
- Identifies future funding needs and constraints

- **Challenges Identified**

- 16+ bus routes meet at Olympia Transit Center lots of “out of direction” travel
- Congestion delays buses on urban corridors.
- Some of the busiest but most-delayed buses run on Route 62A/B, which travels along Martin Way and downtown's State Ave./4th Ave. couplet.
- To combat delays, IT historically has had to deploy unscheduled buses during rush hour to pick up waiting riders.
- Steering Committee recommended and public supported “BRT Light” concept.



Goals & Recommendations

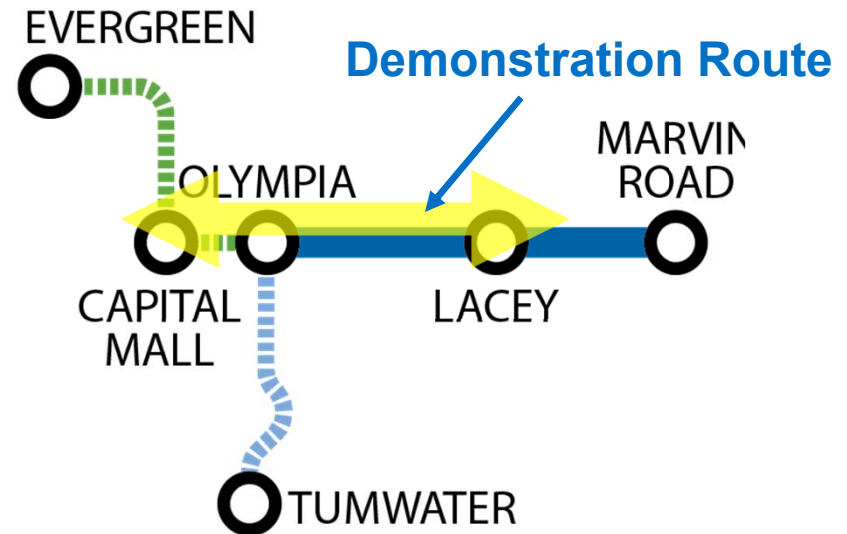
Short- & Long-Range Plan

- **Goals:**

- Reduce downtown Olympia bus delays
- Align resources to be more in line with demand

- **Recommendations:**

- Reduce the number of buses needing to access the OTC by creating eastbound and westbound bus stops on State Avenue, and 4th Avenue proximate to OTC.
- Provide a “BRT light” type service on Martin Way — between Olympia and Lacey — and expand to additional corridors in the future (*see map*) Westside to Capital Mall
- Work toward Federal Funding targets established in the Long Range Plan.



Funding & Purpose

- **Funding Source: WSDOT Regional Mobility Grant \$4,524,000**
 - Funding covers demonstration project operating and capital costs
 - **2019-2021 - \$3,084,000** WSDOT RMG grant for high-capacity transportation demonstration project:
 - \$1,704,000 – 4 expansion buses (Capital)
 - \$1,380,000 - Operating
 - **2021-2023** WSDOT RMG funding for Operating: **\$1,440,000**
 - **Local Share for project: \$1,251,000 or 78/22 percent State/Local**
- **Demonstration Period:**
 - Four years (2019-2023) – Assumes award for 2021-2023



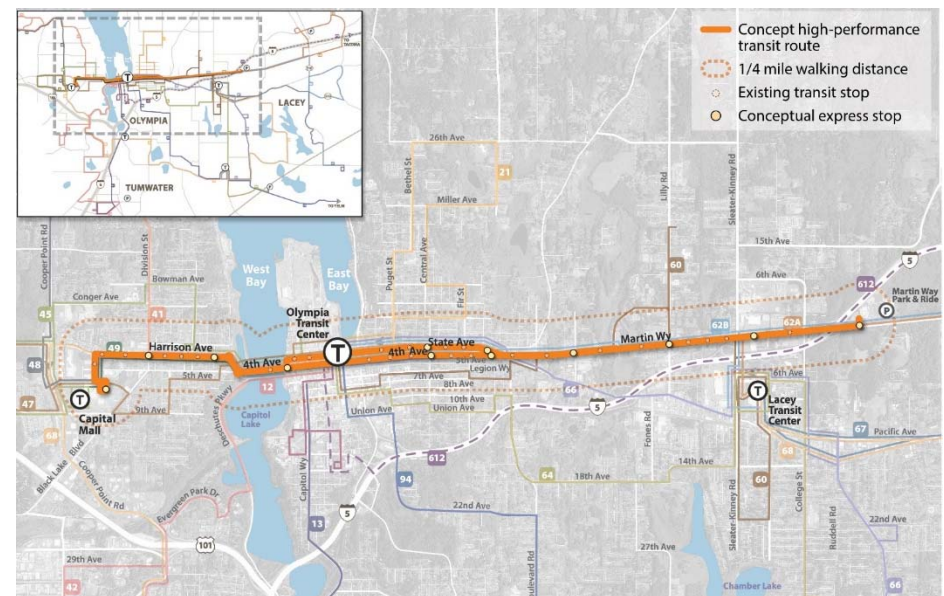
Funding & Purpose

- **Demonstration Goals:**
 - Identify/confirm options to reduce travel delay
 - Test travel time/operating assumptions
 - Confirm operational strategy (stop spacing 0- skip stop service, no fare barrier, front/rear door loading, no deviation from corridor, etc.)
 - Assess passenger loads and route segments
 - Test market for “Choice” riders
- **High Performance Corridor Service Goal:**
 - Successful proof of concept, so IT can expand High Performance or “BRT Light” network within 6 years – Long Range Plan
 - Use data and experience to support application for Federal Funding support for program.



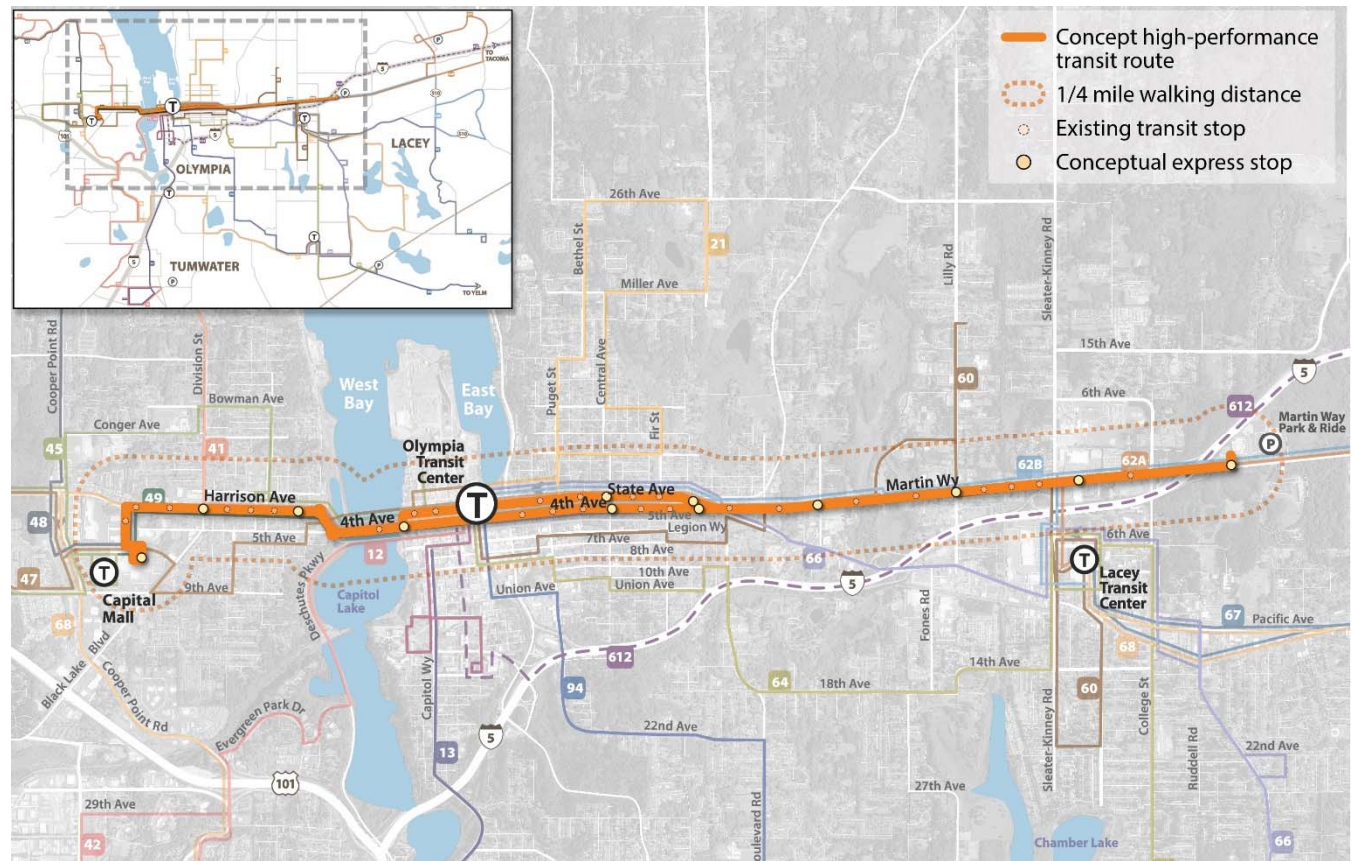
Demonstration Route

- **Alignment:**
 - Follows Martin Way, State/4th Ave. couplet, and Harrison Ave.
- **Schedule:**
 - M-F, between ~5:30AM-9:30 AM and 3:00 and 6:00 PM (AM and PM peak only)
- **Timing:**
 - A bus stops at every station, every 15 mins. /each direction
- **Annual Hours:**
 - Currently Set at about **6885**
- **Buses:**
 - 5 – AM and PM Peak hours only
- **Operators:**
 - About 5 FTE's – work will be assigned initially from the extra board
- **Operating Costs:**
 - About **\$900,000** annually



Project Snapshot

- **First:** Marks IT's initial effort to implement a route designed to significantly reduce travel times.
- **Focused:** Travels linearly along urban corridor, and makes fewer stops (eight) between terminuses
- **Fast:** Takes ~30 minutes to travel 12.5 miles
- **Frequent:** Arrives at every stop, every 15 minutes during peak periods
- **Removes barriers:** No bus fare needed, front and rear door use, no out of direction travel
- **Market:** 5,300 people live and 21,500 people work within 1/4-mile (5-min. walk) of the *One*



Currently: Rt. 62 & Rt. 48 with transfers take 55 (best) to 70 Minutes for same trip end to end.

The Look

- **Bus Stops:**

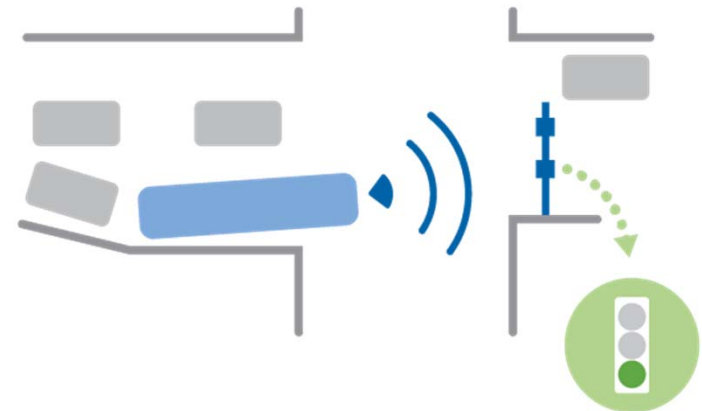
- *One* stops will be easy to identify by a distinctive logo (see image).
- *One* information will be introduced via a printed guide and online initially.
- Riders may still access a timetable online at www.intercitytransit.com or use the [OneBusAway](#) app.
- *One* buses will not be dedicated exclusively to the route nor feature special branding like the agency's *Dash* buses
- New Headsigns on our new buses will help to market the difference in the route as the bus approaches a stop.



Image of vertical sign for *One* bus stop

The Infrastructure

- **New Stops & Signal Queue for Buses:**
 - The new eastbound bus stop located at 4th and Washington will feature an **in lane stop using a temporary bulb-out**.
 - The new bulb-out platform will align with the parking lane's outer edge, enabling buses to board passengers without leaving the travel lane.
 - The westbound bus stop will feature a **queue jump lane and dedicated signal phase**— which will provide buses exclusive access to the rightmost lane and bus stop prior to Washington on State adjacent to the OTC.
 - **Painted pavement with “Bus Only”** markings will discourage other vehicles from accessing the bus land and stop area.
 - **A separate signal** will detect buses at the stop and provides **priority bus access** through the intersection (*see image*).
 - The new bus stops will **save riders travel time** by eliminating the need for buses to pull into the busy Olympia Transit Center.



Schedule

- Weekday Morning:**
 First morning westbound bus leaves Martin Way P&R at 5:27 – **15 trips** in AM.
 First eastbound bus leaves Capital mall at 5:36 AM – **15 trips** in AM.
- Weekday Afternoon:**
 First afternoon westbound trip leaves Martin Way P&R at 2:57 PM – **12 trips** in PM.
 First afternoon eastbound trip leaves Capital Mall at 3:06 PM – **12 trips** in PM.
- Frequent:** Arrives at every stop, every 15 minutes during peak periods
- Fast:** 30 minute travel time

The One				1	1	The One			
to Martin Way Park & Ride						to Capital Mall			
Weekday						Weekday			
Capital Mall	4th at Washington*	Martin Way at Pattison	Martin Way Park & Ride			Martin Way Park & Ride	Martin Way at Pattison	State Ave at Washington (Olympia Transit Center)	Capital Mall
1	2	3	4	4	3	2	1		
				5:27	5:35	5:43	5:57		
				5:42	5:50	5:58	6:12		
				5:57	6:05	6:13	6:27		
5:36	5:44	5:52	6:06	6:12	6:20	6:28	6:42		
5:51	5:59	6:07	6:21	6:27	6:35	6:43	6:57		
6:06	6:14	6:22	6:36	6:42	6:50	6:58	7:12		
6:21	6:29	6:37	6:51	6:57	7:05	7:13	7:27		
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5:51	5:59	6:07	6:21						

*This stop is located one block south of the Olympia Transit Center

The Ride

- **Boarding:**

- Riders may board via front or rear doors at most stops — but there are a few notable exceptions ...
- Riders with wheelchairs and other mobility devices should always board through the front door, where drivers can provide any needed assistance.
- Only front-door boarding is available at the westbound State at Eastside the eastbound 4th at Eastside stops.

- **De-boarding:**

- Buses will pull over at every stop, so passengers won't need to pull a stop cord.
- Each stop location will be announced a bit earlier - 1/4-mile before the stop – since stop spacing is different.



Customer Experience

- **Existing Service:**

- Riders traveling between the park-and-ride and mall must now take two buses (Routes 48 and 62A/B) and transfer at the OTC
- 30+ possible stops
- Takes ~55 to 70 minutes
- Additional Delay “Features” – more bus stops, fare box/payment, single door loading, bike loading, out of direction travel



The Difference

- **Demonstration Project – “One”:**

- One bus, no transfers
- Just 8 stops between terminuses
- Takes ~30 minutes
- No fare
- No bicycles on bus to save time
- Multi-door access (on/off)
- No out of direction travel (LTC,OTC)
- Intersection treatments

Connections

- **One bus, many connections:**
 - The *One* route offers many connections for people who want to walk to work, run an errand, or connect to another route.
 - The new downtown stops (eastbound and westbound) are adjacent to or within eye shot of the Olympia Transit Center, which provides connections to buses operated by IT, Mason Transit, Grays Harbor Transit, and Greyhound.
 - The Martin Way Park-and-Ride offers a connection to Olympia Express service (Route 612) to/from Tacoma and options for downtown parking challenges for local commuters.
 - Stops on Martin Way support a transfer and are close to the Lacey Transit Center, including connections to the Amtrak train station (Route 64) via College.



The Challenges

- **Potential Bus Bunching:**

- Factors such as traffic, construction, and weather, may cause buses to bunch up, so coordination between drivers will be key.
- The Harrison Avenue and Martin Way corridors have a large number of buses on them during traditional peak hours.
- The Martin Way Corridor (portions) includes Routes 21, 62A, 62B, and 66 (2 buses/hour each).
- At full service, there will be up to 14 buses per hour going past some interior time points.

- **Bus Stops**

- Traditional bus stop placement is about 1/4 to 1/3 mile apart. Limited stop service has stops 1/2 to 3/4 mile apart. This will be a new to local riders.
- Local riders will need to adjust to the concept of using both front and rear doors at stops.
- We anticipate there will be riders who want to add stops but maintaining limited stops speeds up service.
- Existing bus stops will be served by multiple routes. Riders information and onboard announcements will need to reinforce this aspect of service.

A Couple Takeaways...

- **Demonstration Project:** We can learn from this four year pilot to inform our future service. This is the beginning of a process to build choice ridership on our busiest corridors.
- **With The passage of Proposition 1 – Timing Could not be better.** The project was scoped before future funding levels were confirmed. This advances the “BRT Light” service enhancement element much sooner than anticipated.
- **We will be making adjustments.** As we hear from customers and experience the operations, expect change.
- **Redeployment of future service hours** will be supported by this project.
- **Analyzing** new ridership and how much market share is moving toward this service design will be key to how we deploy future services and design on-street facilities.