



*Coming September 2025:*

# A New Fixed Route Network

**Rob LaFontaine** Deputy Director of Planning  
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Presented to the Authority Board, December 4, 2024



September 2025



# Several Years in the Making



An ongoing Planning effort



3-4  
Years of Maps


 **BRT Redistribution Concept**  
Olympia  
Viewed just now ·  Owner




 **Route Concepts**  
Olympia  
Viewed 3 years ago ·  Owner

 **Mike's great idea**  
Olympia  
Viewed just now ·  Owner

 **Long Range Plan**  
Olympia  
Viewed 2 years ago ·  Owner

 **Revised Network**  
Olympia  
Viewed 3 years ago ·  Owner

 **September 2025 Proposed.version901**   
Olympia  
Viewed 16 hours ago ·  Owner

 **2026**  
Olympia  
Viewed 3 years ago ·  Owner 



# An Ongoing Planning Effort



## Section 7 – Planned Operating Changes

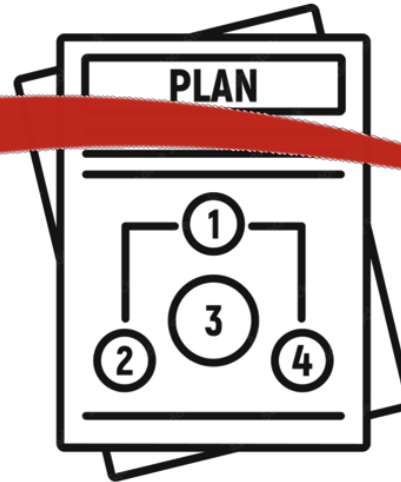
*Plan Requirement – Provide a yearly plan of changes to existing services that you have scheduled to occur within the plan horizon.*

For the years 2024 – 2029 Intercity Transit intends to complete a 100% restoration of service volumes depleted from the COVID-19 pandemic, as well as reach substantial completion of enhancement elements defined in the 2018 Long-Range Plan. The year-by-year forecast outlined below is contingent upon the following assumptions:

- The volume of operators will not decrease from current (2024) levels.
- Demand for unscheduled (or Extra Board) operators will remain stable.
- Year-over-year increases to Operations labor will result in a sustainable net gain.
- Dial-A-Lift service will gradually increase and remain proportionate to the total volume of local fixed route service.

Year	New Hours	Restoration percent	Potential Change in Service	Schedule	Major Change?
2024	17,000	100%	Improved frequency on Route 94	September	No
			Restored night service on Routes 12, 13, 41, 62A, 62B, 65, 66:	September	No
2025	16,000	106%	New DASH Service between Capitol Campus and the Olympia Transit Center	January	Yes
			Improved Route 42 frequency and weekend service	January	No
			Improved frequency on Route 67	January	No
	7,000	108%	Improved late night span on Routes 21, 45, 47, 60 [corrected August 22, 2024]	March	No
			Transition “The One” to a Bus Rapid Transit (BRT) influenced corridor serving west Olympia and east Lacey	September	Yes
	6,000	121%	Alignment changes to... thereby introducing... segments*	September	Yes
9,000	124%	Introduction of... routes	September	Yes	
		“Lacey Express”... of a grant-supported... with connections to... (JBLM)	September	Yes	
2026	<3,000	125%	Sched...	TBD	No
2027	<3,000	125%	Sched...	TBD	No
2028	<3,000	125%	Sched...	TBD	No
2029	<3,000	125%	Sched...	TBD	No

*In accordance with...*



**Draft 2025 Annual Budget**

*Number of Operating FTEs*

**2024 – 2029 Transit Development Plan**

*Planned Operating Changes*

**2018 Long-Range Plan**

*Increased span & frequency*

\*The fixed route network is likely to be restructured in 2025 to improve the directness of routing, as well as connections with frequent corridor service. Other considerations in routing include improved circulation around community high schools, along with cross-town service to college campuses and the State Capitol Campus

# An Ongoing Planning Effort

**3-4**  
Years of Maps

## Section 7 – Planned Operating Changes

Plan Requirement – Provide a yearly plan of changes to existing services that you have scheduled to occur within the plan horizon.

For the years 2024 – 2029 Intercity Transit service has been significantly depleted from the COVID-19 pandemic, as well as other elements defined in the 2018 Long-Range Plan. The following assumptions are used upon the following assumptions:

- The volume of operators will not decrease
- Demand for unscheduled (or Extra) service will increase
- Year-over-year increases to Operations
- Dial-A-Lift service will gradually increase to replace fixed route service.

Transition “The One” to a Bus Rapid Transit (BRT) influenced corridor service between west Olympia and east Lacey	September
<b>Alignment changes to most existing routes thereby introducing new service on several segments*</b>	<b>September</b>
Introduction of new cross-town routes	September
“Lacey Express”: introduction of a grant-supported commuter route with connections to Joint Base Lewis-McChord (JBLM)	September

Year	New Hours	Restoration percent	Potential
2024	17,000	108%	Improved service restored routes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60
	16,000	108%	Improved service restored routes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60
	28,000	119%	Transition “The One” to a Bus Rapid Transit (BRT) influenced corridor service between west Olympia and east Lacey
	6,000	121%	Alignment changes to most existing routes thereby introducing new service on several segments*

- Staff have developed and are now **evaluating a new fixed route network**

**\*The fixed route network is likely to be restructured in 2025 to improve the directness of routing, as well as connections with frequent corridor service. Other considerations in routing include improved circulation around community high schools, along with cross-town service to college campuses and the State Capitol Campus**

connections with frequent corridor service. Other considerations in routing include improved circulation around community high schools, along with cross-town service to college campuses and the State Capitol Campus



EVERY 15 MINUTES



EVERY 15 MINUTES

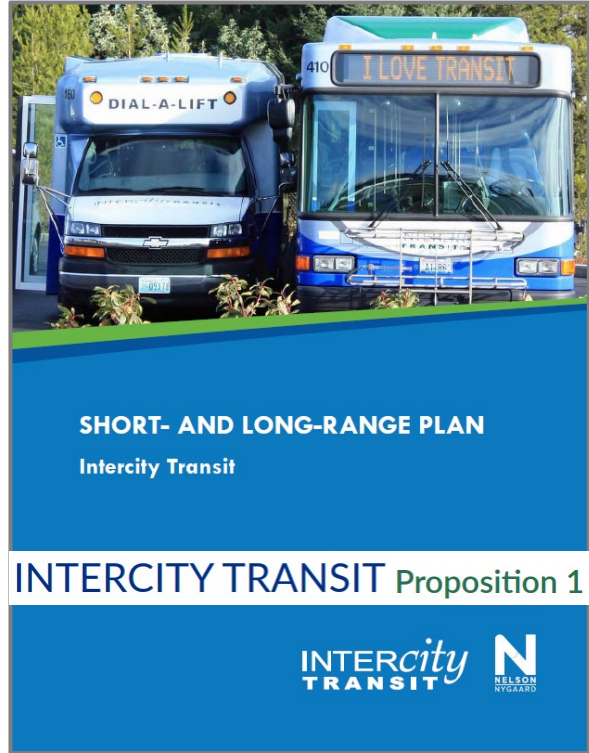


Why Change?

# Why a new fixed route network?

Summary of Influences

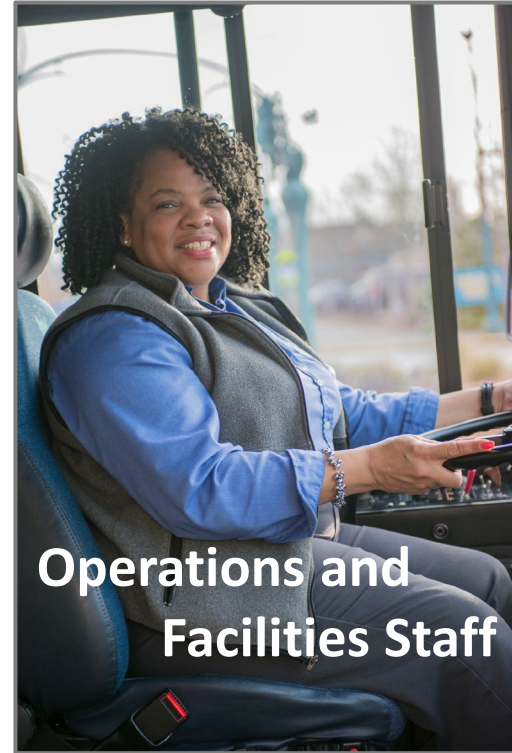
3 reasons



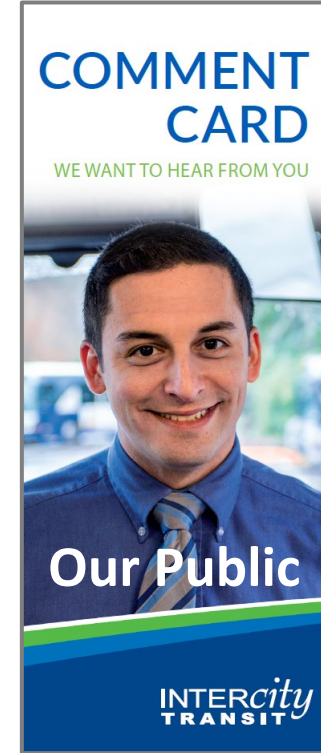
SHORT- AND LONG-RANGE PLAN  
Intercity Transit

INTERCITY TRANSIT Proposition 1

INTERcity TRANSIT NELSON NYGAARD



Operations and Facilities Staff



COMMENT CARD  
WE WANT TO HEAR FROM YOU

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INTERcity TRANSIT

# How does a restructure support the *Long-Range Plan*?

## Goals

- design on-demand service in new areas* ----->
- bus stops served at least every 30 minutes* ----->
- implement Bus Rapid Transit (BRT), and reduce Routes 62A/B* ----->

## Issues

- on-demand transit service remains cumbersome and expensive
- many stops on Routes 62A/B would not have 30-min service
- heavy concentration of service on portions of the corridor

SHORT- AND LONG-RANGE PLAN  
Intercity Transit

INTERCITY TRANSIT Proposition 1

INTERcity TRANSIT NELSON NYGAARD

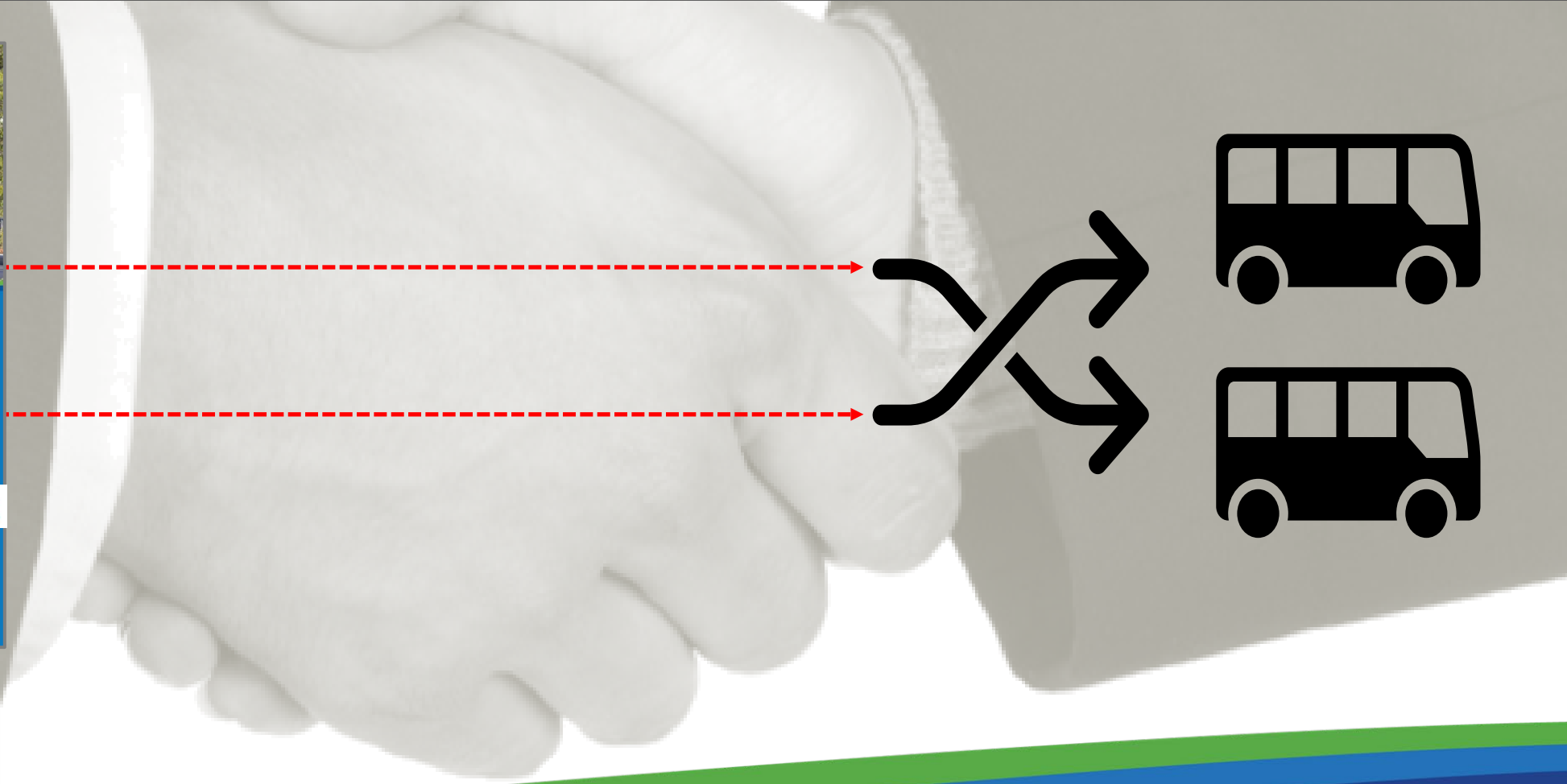


# A restructured network Reduces Duplication, and Provides Resources to meet other needs



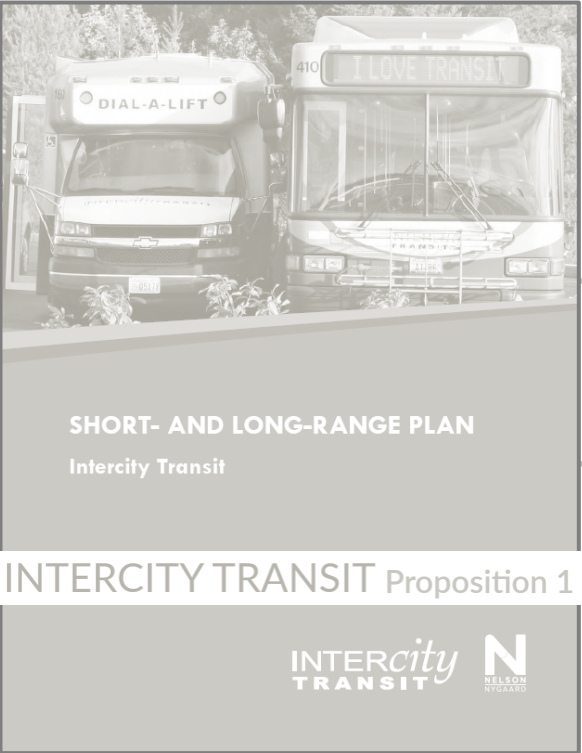
SHORT- AND LONG-RANGE PLAN  
Intercity Transit

INTERCITY TRANSIT Proposition 1





# Provides Resources to meet other needs



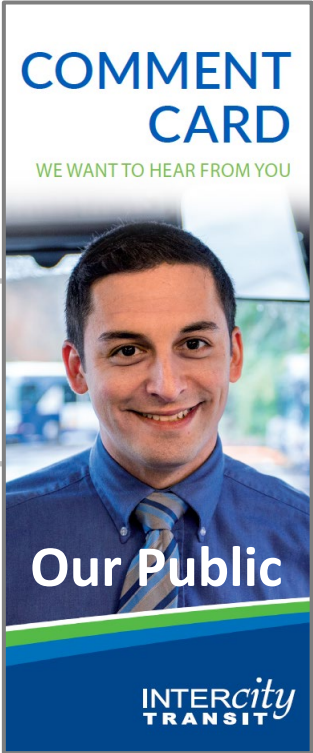
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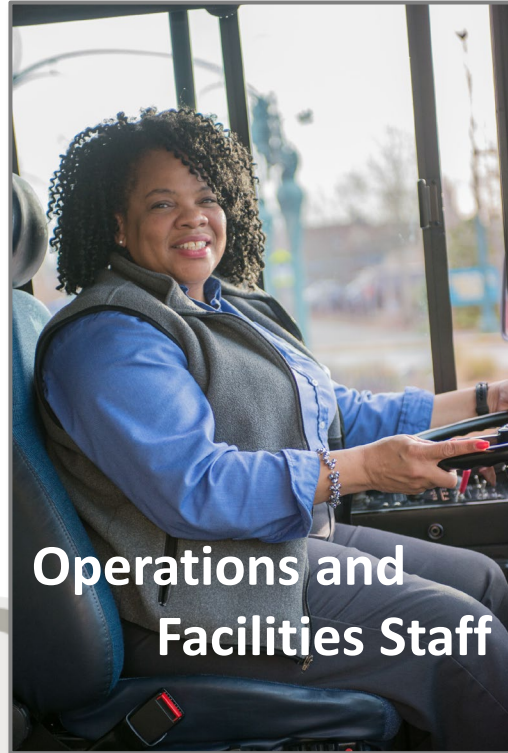
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September 2025

# Looking out for #1

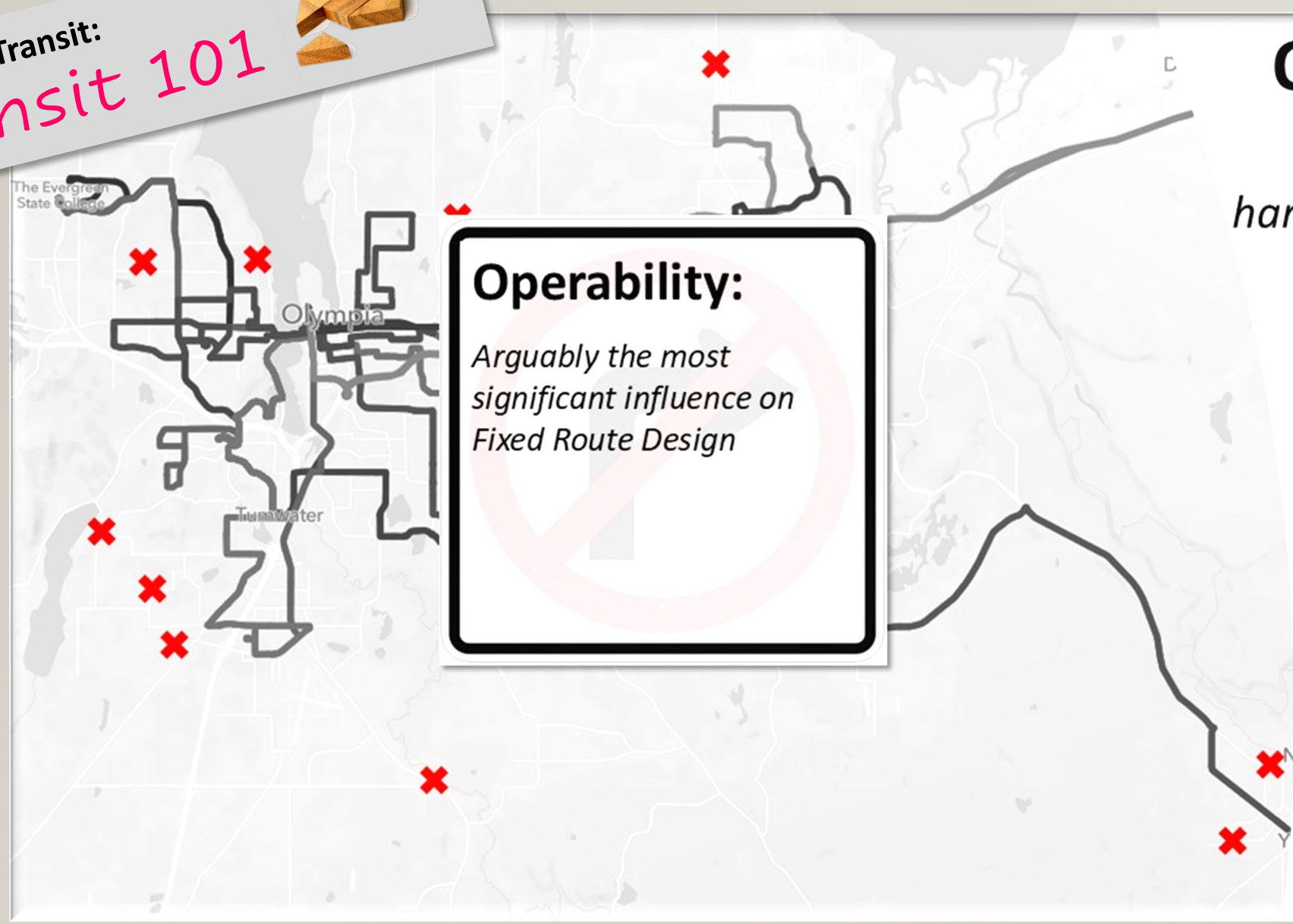
Other needs



Operations and  
Facilities Staff



Intercity Transit:  
**Transit 101**



**Operability:**  
*Arguably the most significant influence on Fixed Route Design*

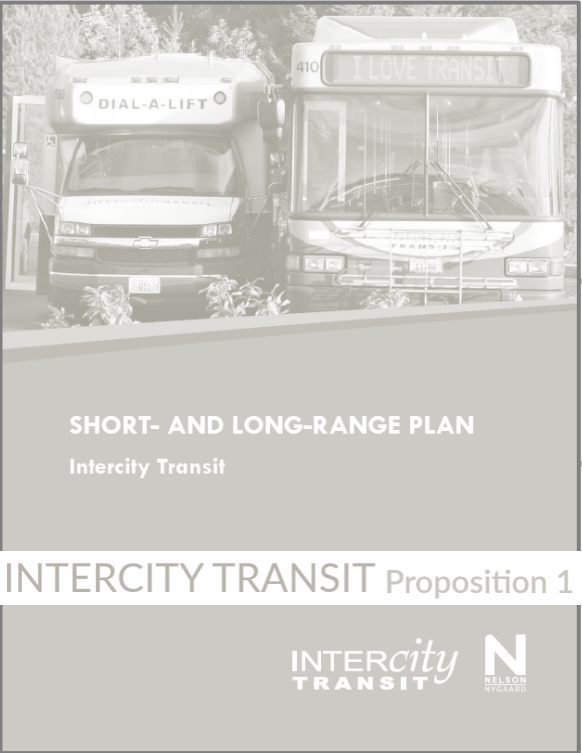
# Operability

*Getting to those hard-to-reach places*

## Considerations


- Turning Around
- School Zones
- Pedestrian Access
- Lighting
- Reliability (60+ time/day)
- Traffic Control
- Uncontrolled intersections
- Intersection geometry
- Roundabouts
- Private Roads
- On-street parking

# Provides Resources to meet other needs



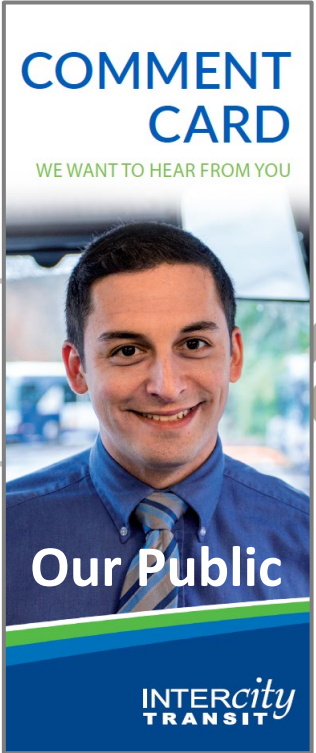
SHORT- AND LONG-RANGE PLAN  
Intercity Transit

INTERCITY TRANSIT Proposition 1

INTERCITY TRANSIT 



Operations and  
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CARD

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# I would ride the bus if...

Other needs

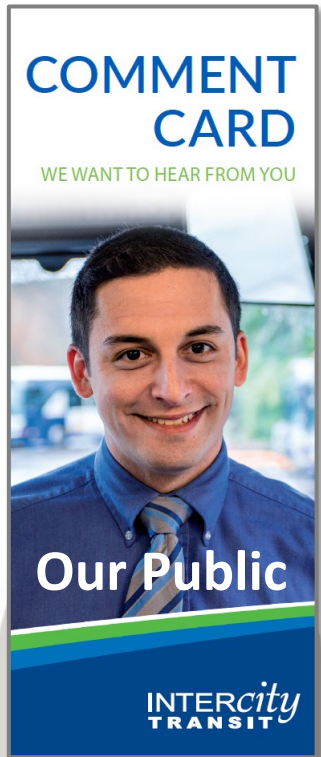


I could easily get between my high school and **SPSCC**

Service was available in my **neighborhood**

I could easily get to veteran services at **JBLM**


The bus went to my **school**



# Reduces Duplication Provides Resources

3  
reasons

## Summary of Influences



SHORT- AND LONG-RANGE PLAN  
Intercity Transit

**The Plan** Proposition 1

INTERcity  
TRANSIT

N  
NELSON  
NYGAARD

+



**The Staff**  
Facilities Staff

+

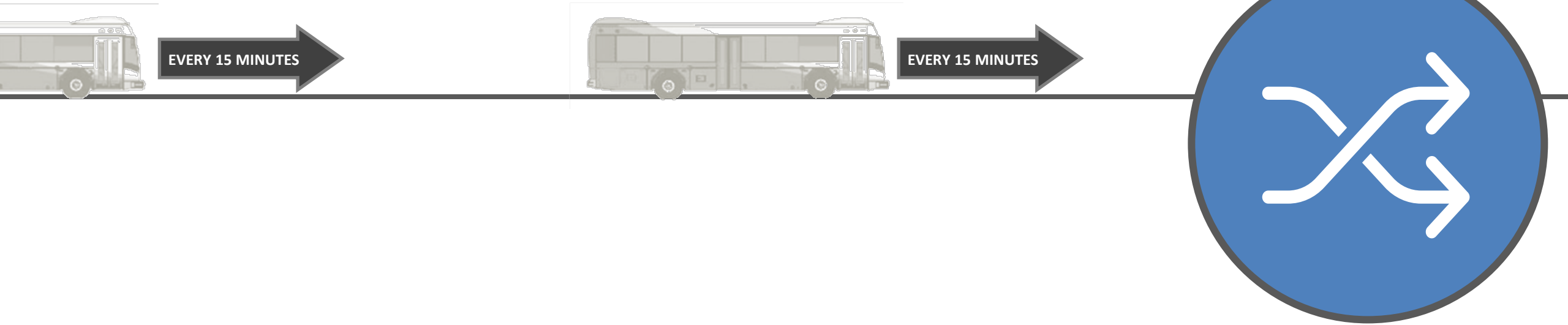


COMMENT  
CARD  
WE WANT TO HEAR FROM YOU

**The Public**

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TRANSIT



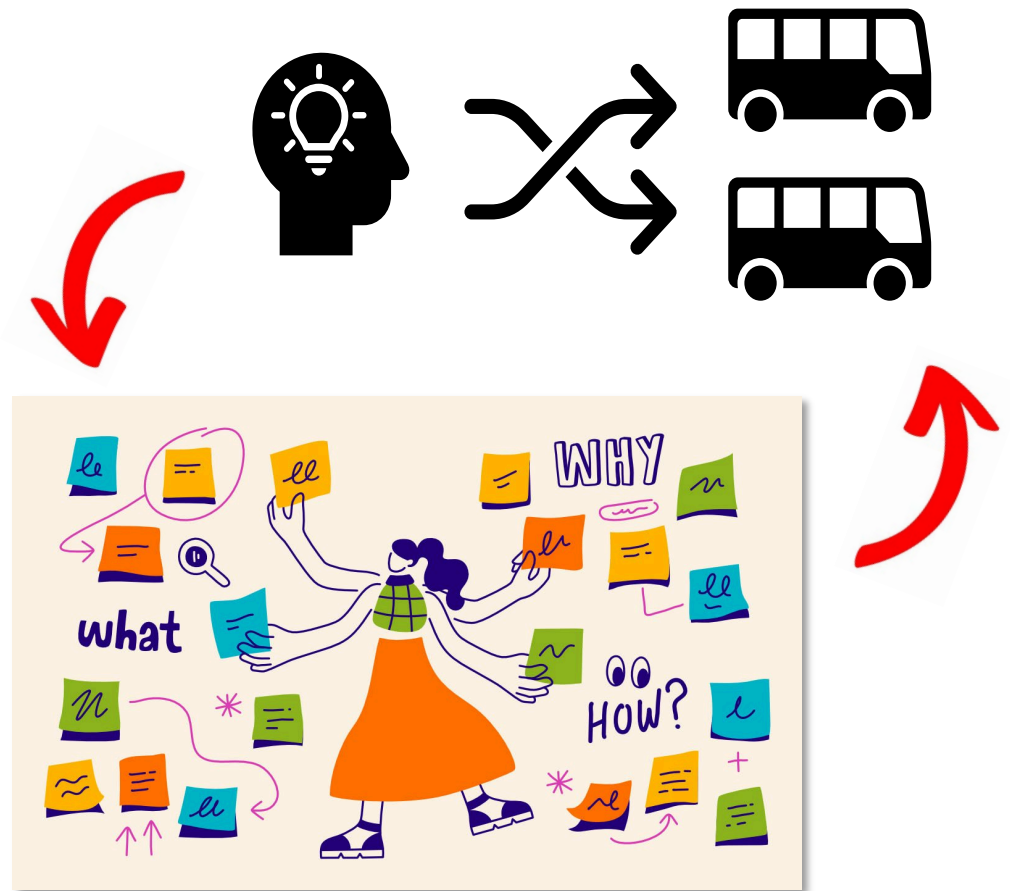


# The recipe for Change

# Question: How did IT Planners draft the new design?

## Primary Considerations

1. Consistent with regional development and land use
  - Coordinated effort with housing and transportation
2. Emphasis on both direct and convenient
  - Preserving existing stops and segments
  - Intersections and Operability
3. Influenced by data
  - Population & demographics
  - Ridership
4. Incorporates years of community input
  - Long-Range Plan
  - Operator feedback
  - Customer Comments





# None of us are as smart as all of us

Consistent with regional development plans and land use

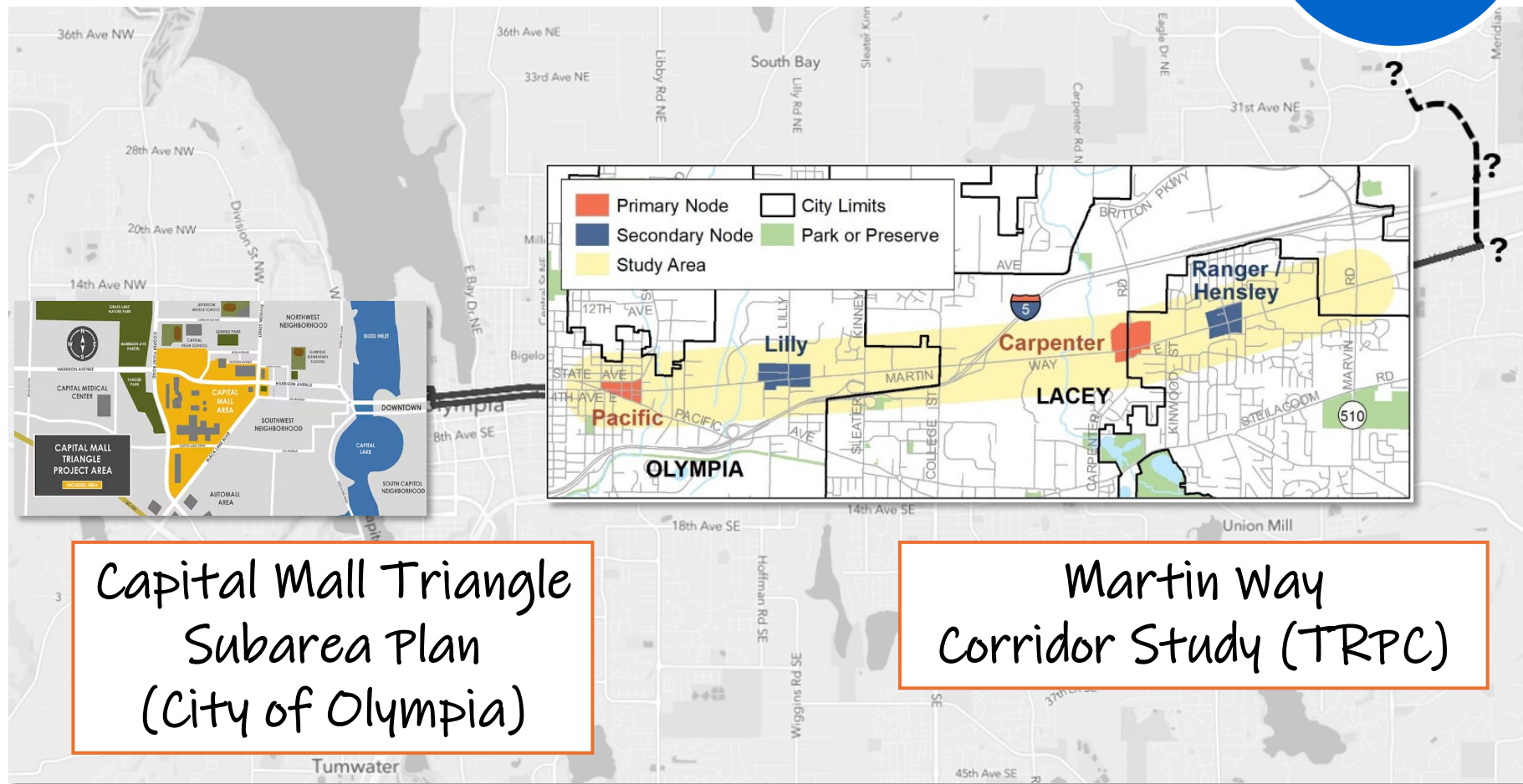


Serving the areas the cities expect **higher densities** of residents

- Concentrating where needed
- Comprehensive Plans
- Sub-Area Plans
- Martin Way Crossings

High-Capacity Study

- Express **commuter service** between the Lacey Transit Center and Lakewood, via Hawks Prairie and JBLM



# It's pretty straight forward from here

Emphasis on major intersections, direct and convenient



Align bus routes to intersect with the new **corridor express**

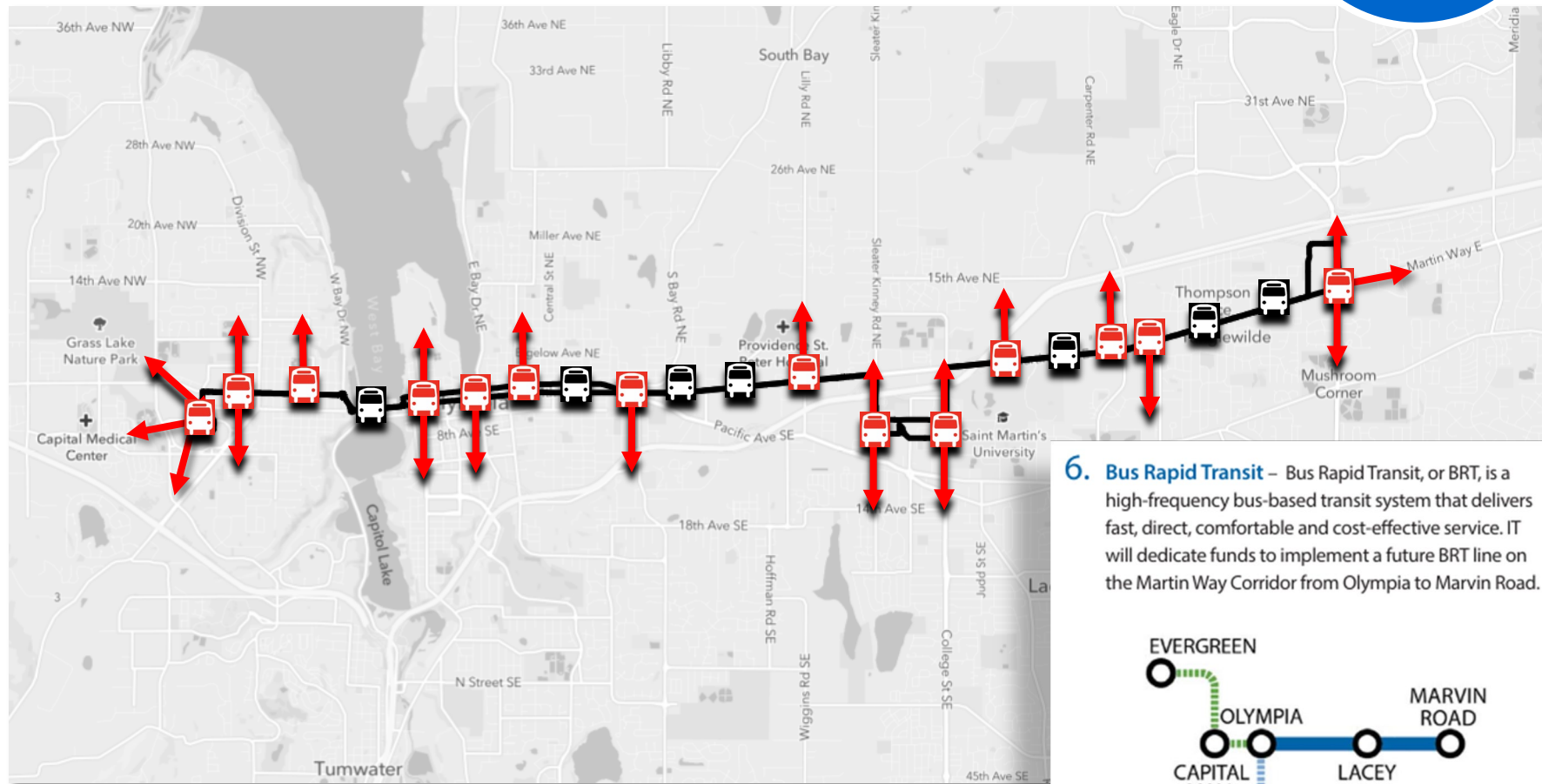
- The grant for *The One* expires July 2025, which is why we've selected September 2025 for the change

Evolve *The One* into a BRT-influenced **corridor express**

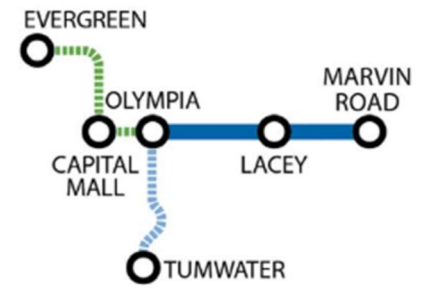
- Rebrand?

**Increase frequency** on College Street

**Improved directness** to schools, colleges, and the State Capitol



**6. Bus Rapid Transit** – Bus Rapid Transit, or BRT, is a high-frequency bus-based transit system that delivers fast, direct, comfortable and cost-effective service. IT will dedicate funds to implement a future BRT line on the Martin Way Corridor from Olympia to Marvin Road.



# Don't confuse me with the facts

Influenced by Data



## Population & Demographics

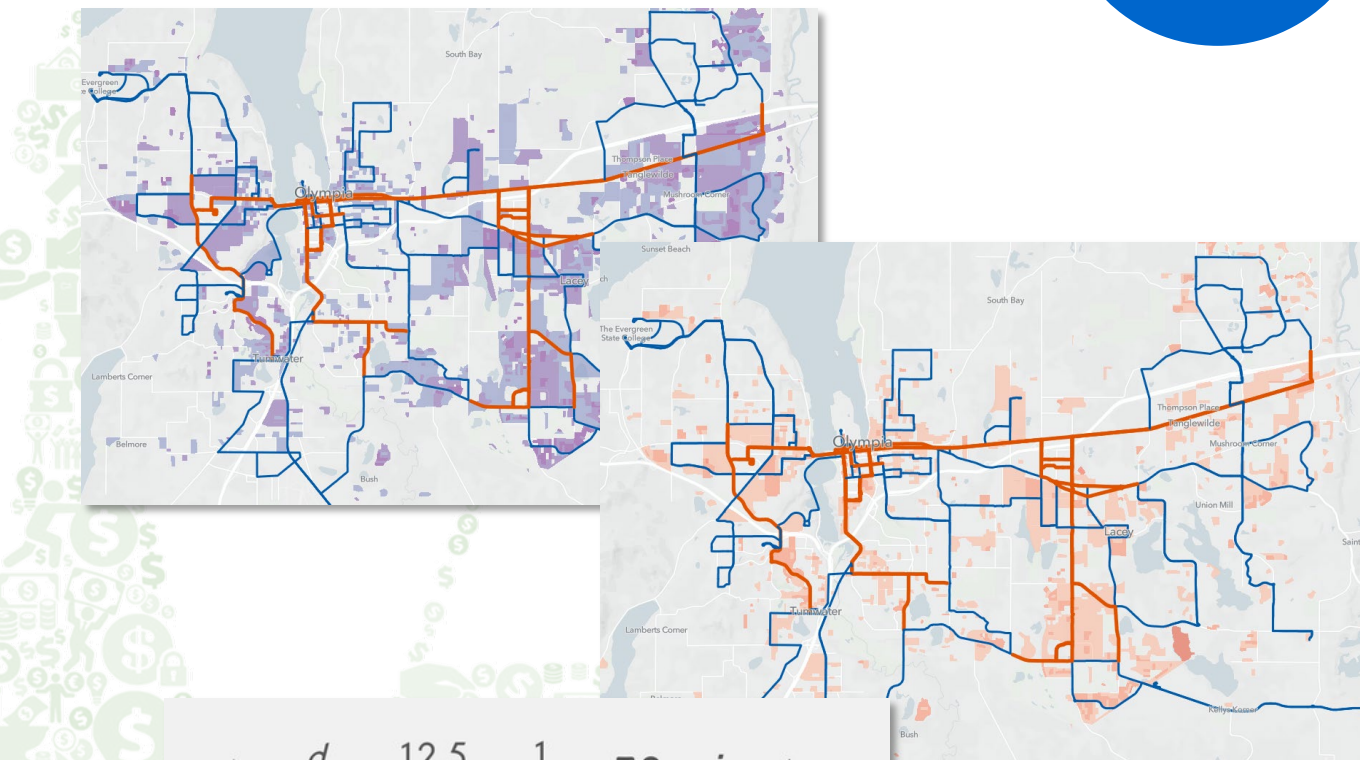
- Medium+ Densities
- Low-income residents (Title VI)
- Racial Minorities (Title VI)
- 2023 Passenger Survey

## Operability

- Reliable roadways and maneuvering

## Resource capacity

- Balancing available employees and revenue



$$t = \frac{d}{r} = \frac{12.5}{25} = \frac{1}{2} = 30 \text{ minutes}$$

$$t = \frac{d}{r} = \frac{12.5}{50} = \frac{1}{4} = 15 \text{ minutes}$$

# ***If you change nothing, nothing will change***

Incorporates Years of Community Input



## ***I need late night service***

- increased span/frequency according to our Long-Range Plan (Prop 1)

## ***riding the bus takes too long***

- New Express Corridor service (i.e. BRT Lite)
- More direct routes between major destinations, including the Capitol, colleges and high schools

## ***I need to travel north***

- New commuter routes, connections to JBLM (PT206) and Sound Transit

## ***the bus doesn't stop where I am?***

- Several new segments to be added including: Henderson Blvd, Black Lake Blvd, Billy Frank Jr. Blvd, Marvin Rd, and Kinwood St.

...the recipe for Change



EVERY 15 MINUTES



EVERY 15 MINUTES



# A Change for the Better

# Better is a matter of... *perspective*



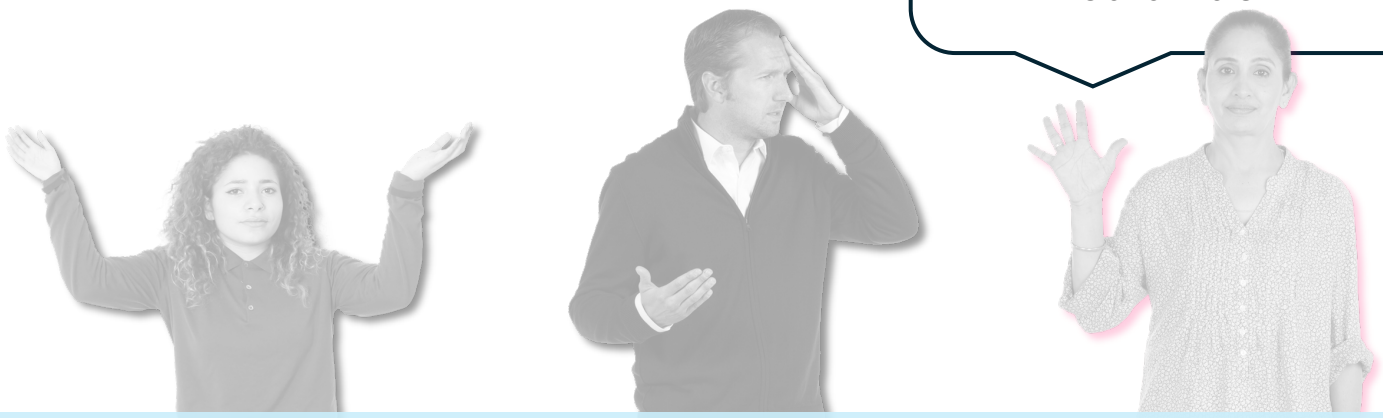
**Existing riders**  
Familiar with the system

- Service to remain at 99.4% of stops
- “I liked the old way *better*”



# Better is a matter of... *Prospective* Appealing to more members of the community

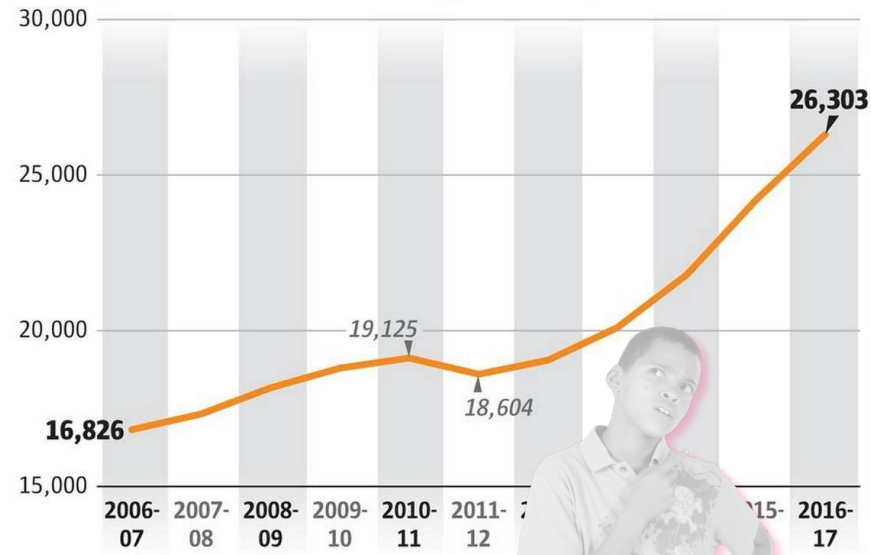
**Prospective riders**  
Not regularly riding  
• "I would ride if..."



## Participation in Running Start is growing

The number of Washington students participating in Running Start has grown by 56 percent in 10 years.

Running Start enrollment over time (by headcount)



Sources: Superintendent of Public Instruction, State Board of Technical Colleges. MARK NELSON / SEATTLE TIMES

## A change for the better...

- Research suggests **<5% of the population** use transit on a regular basis
- Teens are driving less; research indicates **young adults use transit** proportionately more than older adults
- The restructured network **purposefully supports** mobility of younger riders

September 2025

STAY  
IN  
LANE

# Why a restructured network is

Key differences from the existing system

## Convenient

- Cross-town service to popular destinations
- One-seat rides to nearby schools and commerce



EVERY 30 MINUTES

## better



INTERcity TRANSIT

EVERY 15 MINUTES



EVERY 15 MINUTES



EVERY 15 MINUTES

## & Direct

- Highest span and frequency on arterials and major collectors
- Less out-of-direction travel for connections







EVERY 15 MINUTES



EVERY 15 MINUTES

**4-5**  
months to  
finalize

*times are a changing*

# First things first

## Timeline for Implementation

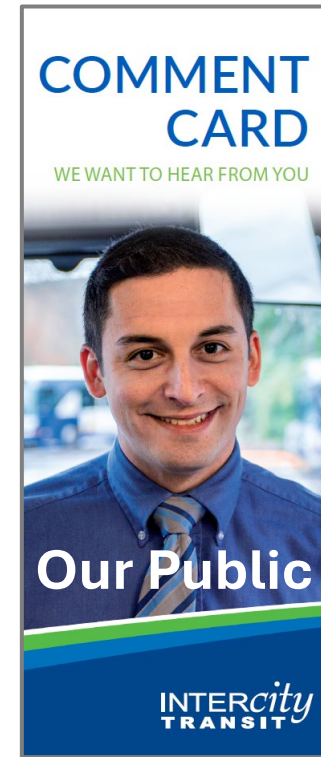
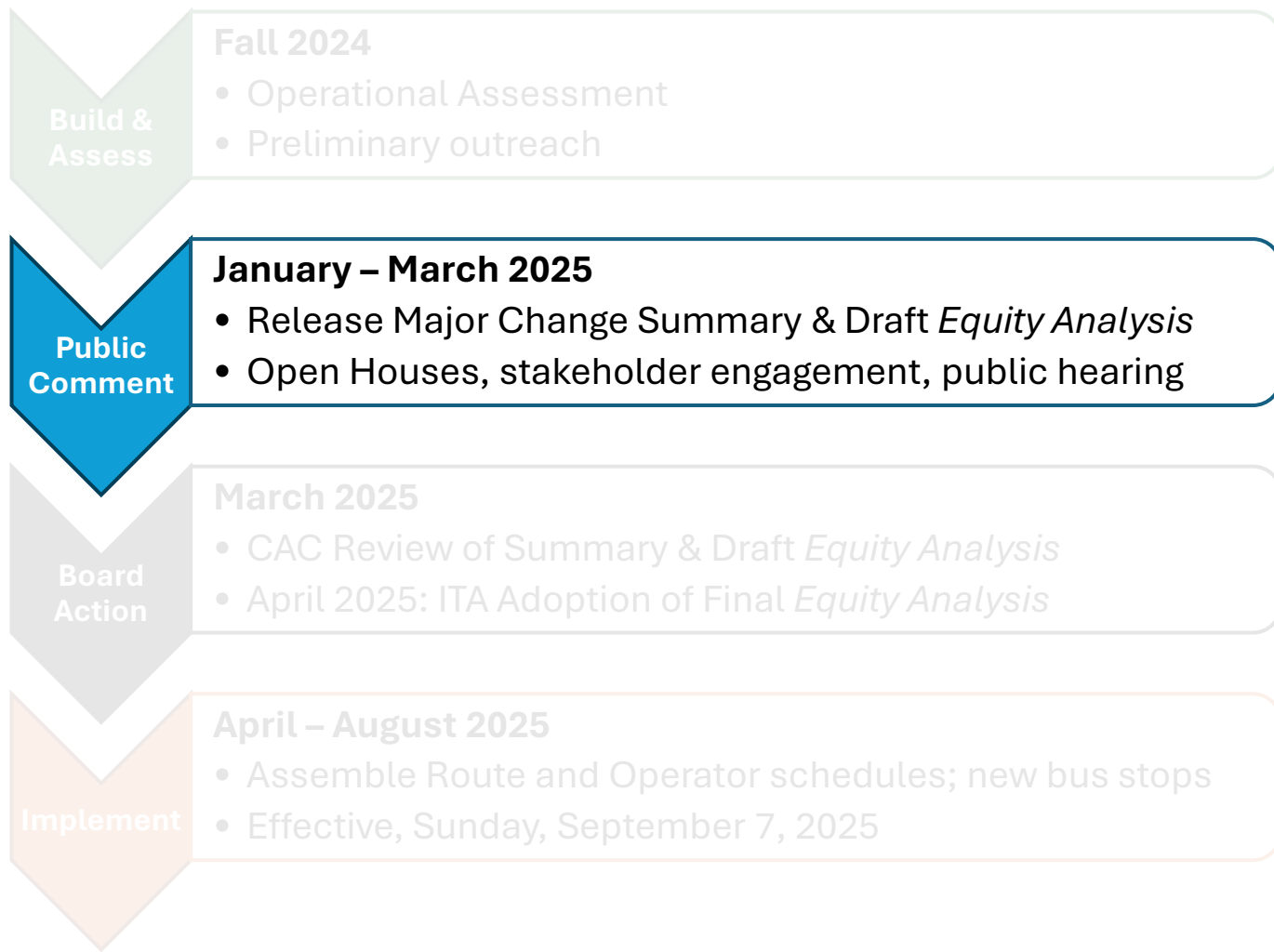


**4-5**  
months to  
finalize



# Adjust... assess... and adjust again

The design of the system is iterative and fluid



September 2025

# *Until we meet again*

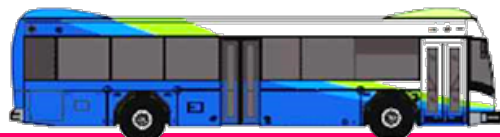
Interactive Route Map



Interactive Route Map:  
**Link emailed to you**



EVERY 15 MINUTES



EVERY 15 MINUTES



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