



Seattle Transit Master Plan

Seattle City Council Transportation Committee Briefing

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**Seattle
Department of
Transportation**

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In Association with:
URS Corporation
SVR
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The Underhill Company

Presentation Outline

- Plan development
- Public outreach themes
- Briefing Book findings
- Evaluation framework criteria



Relationship to 2005 Seattle Transit Plan

The Transit Master Plan will expand upon and enhance the 2005 Seattle Transit Plan by filling gaps and developing concrete and cost-effective project and program recommendations.

What the Seattle Transit Plan (2005) *did*:

- ✓ Took a key first step in articulating a transit vision for Seattle
- ✓ Identified desired transit corridors between urban villages
- ✓ Established speed and reliability performance measures
- ✓ Laid groundwork for new relationships with transit agencies
- ✓ Estimated funding needs

Vision

Network Design

Performance Evaluation

Partnerships

Funding

What the Transit Master Plan (2011) *will do*:

- Revise Seattle's transit vision to reflect new policy initiatives
- Prioritize high demand corridors and evaluate transit investments
- Update existing performance measures; establish design standards
- Work closely with major stakeholders to define transit improvements
- Develop list of capital projects and provide a wide range of productive investment opportunities

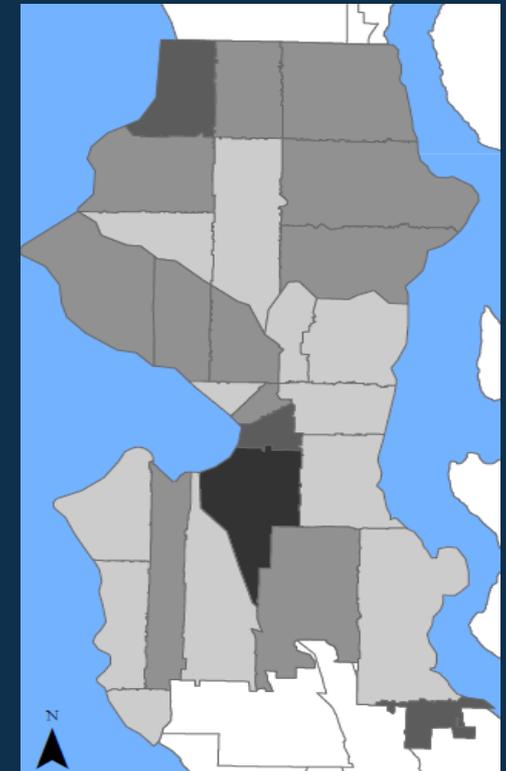
Transit Master Plan Goals

- Make it easier and more desirable for people to take transit
- Respond to the needs of vulnerable populations
- Meet sustainability, growth management, and economic goals
- Create great places where modes connect
- Advance implementation within constraints



Public Outreach: Approach

Technical and Public Advisory Groups	Stakeholder Interviews	Web Survey
<ul style="list-style-type: none">Participated in joint goal setting workshop in late fall	<ul style="list-style-type: none">Conducted interviews with targeted groups early in process	<ul style="list-style-type: none">Received responses from throughout Seattle and the region

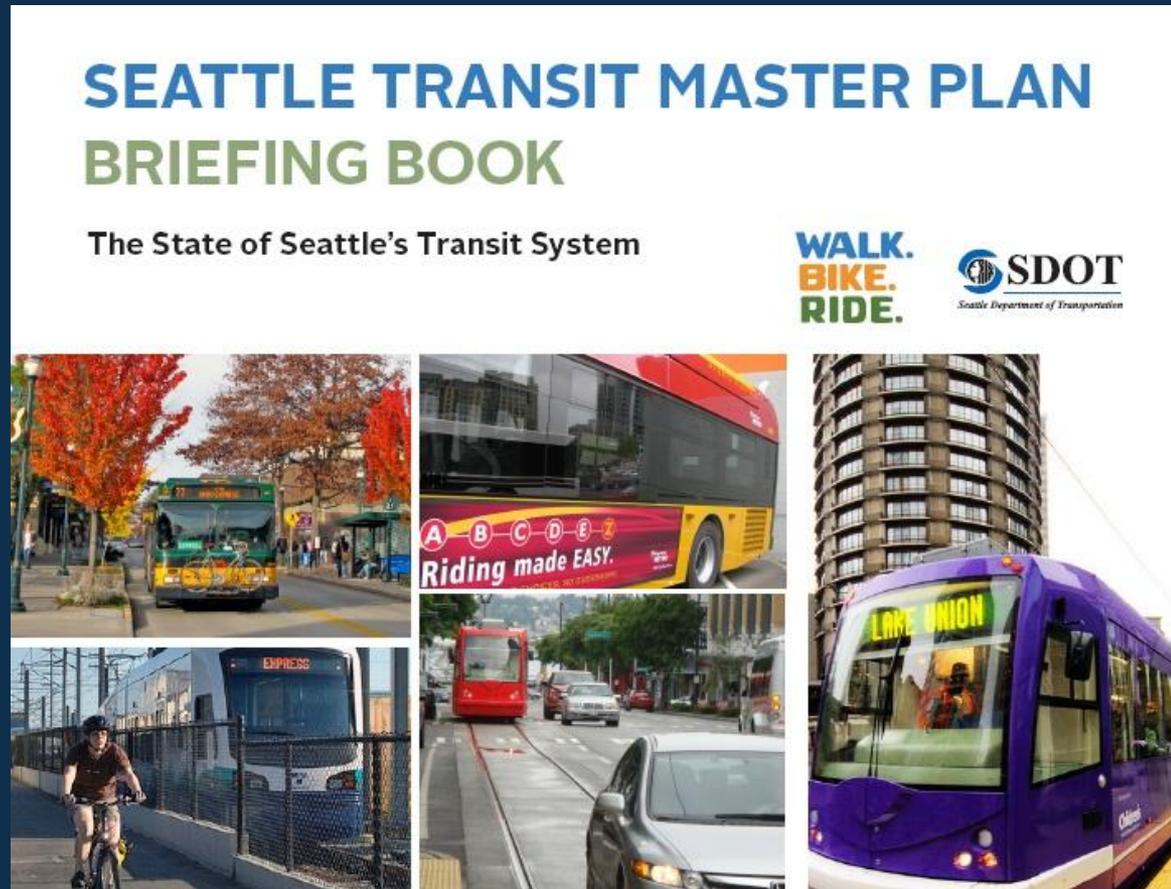


Public Outreach: Key Themes from Stakeholder Interviews

- Stakeholders are seeking a common vision for transit in Seattle.
- The City should play a stronger role in funding transit.
- Transit access and circulation is critical to maintaining economic competitiveness downtown.
- High quality transit can enhance transportation equity.
- Inviting urban design and quality customer information are important to enhance transit.

Deliverable 1: Briefing Book

- Market analysis
- Land use
- Transit performance
- Peer cities
- Best practices
- Modal descriptions



Land Use

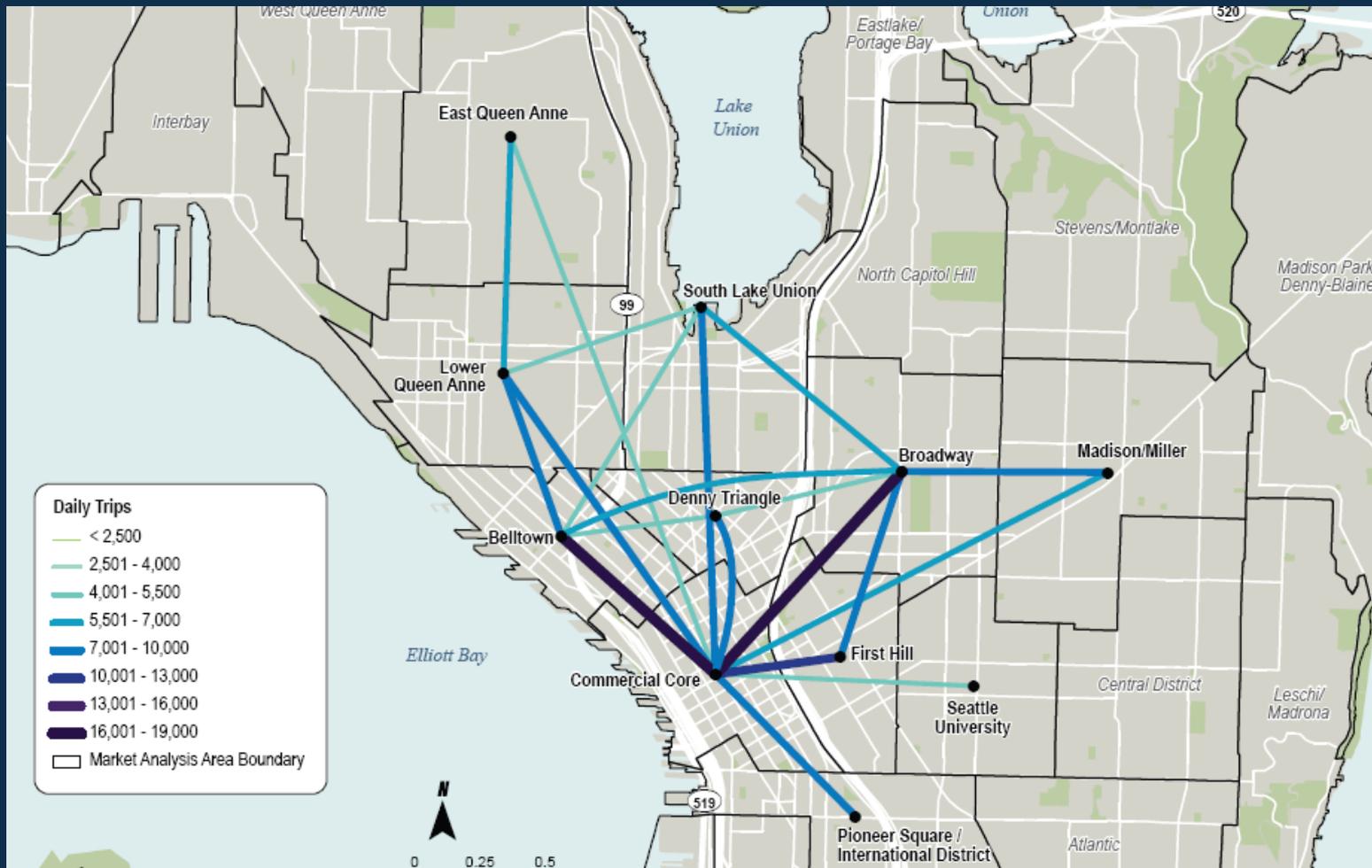
Seattle's Urban Village Strategy identifies areas that will accept growth through 2030.

Urban Centers and Urban Villages are projected to have 91% of population growth and 63% of employment growth



Land Use

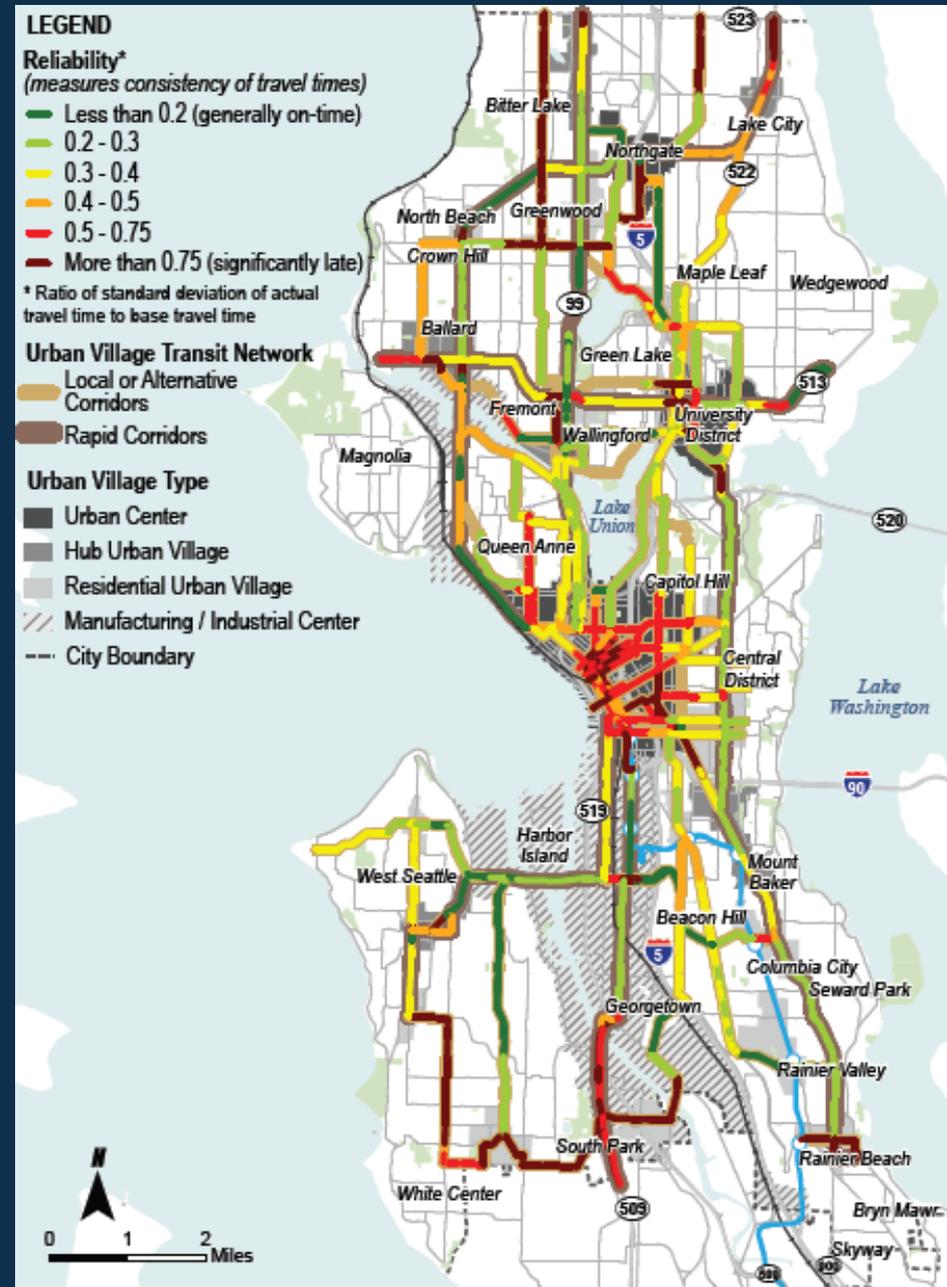
There are opportunities to better serve projected growth by improving transit circulation in the center city.



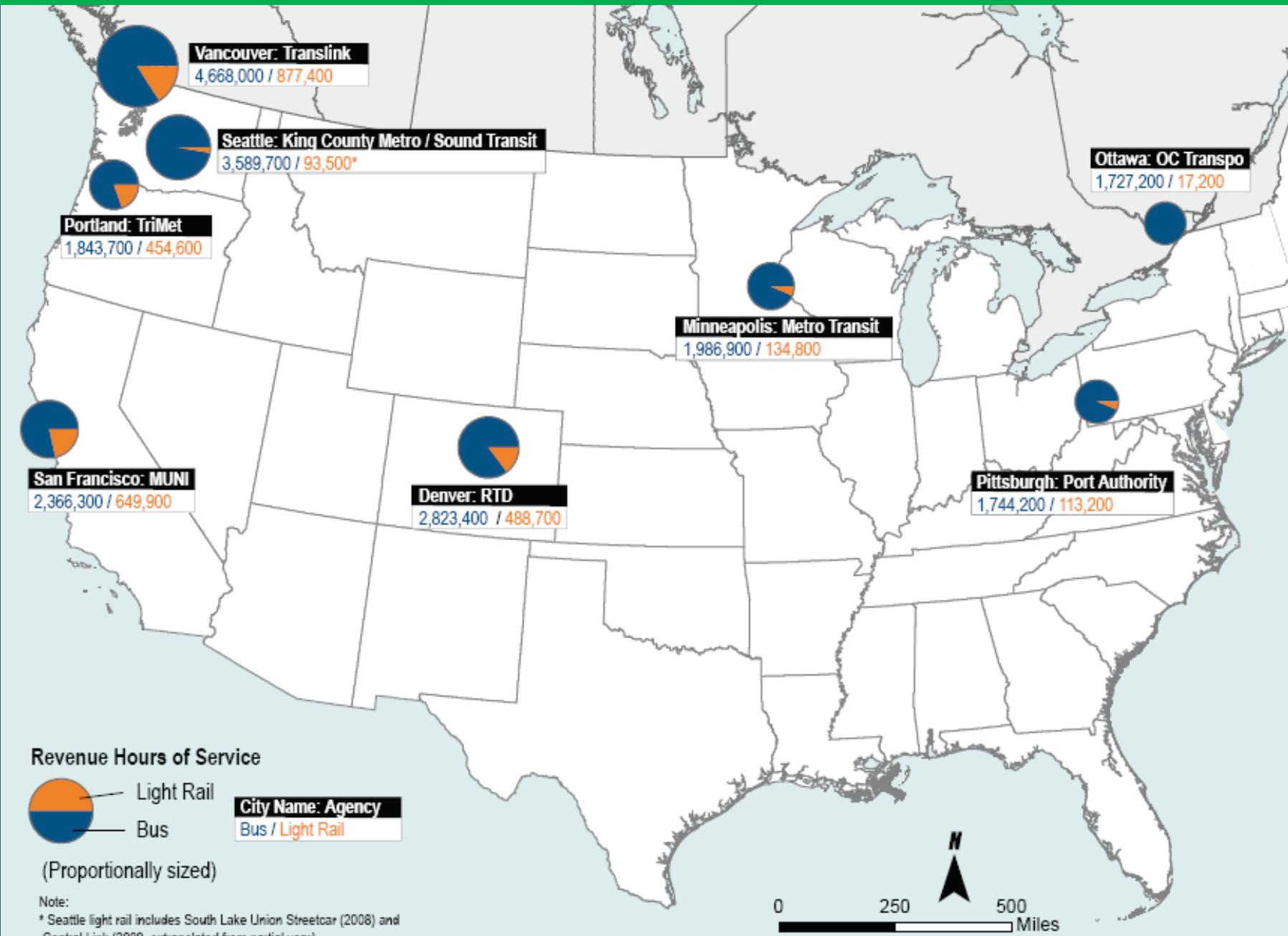
All daily trips made by all modes in Seattle's high density neighborhoods

Transit Performance

- Center City and key corridor transit boarding levels and passenger loads are high.
- Congestion slows travel speed on many of Seattle's busiest routes.
- Existing transit routes can be made more reliable through ROW investments.



Peer Review and Best Practices



Peer Review and Best Practices

Peer cities are:

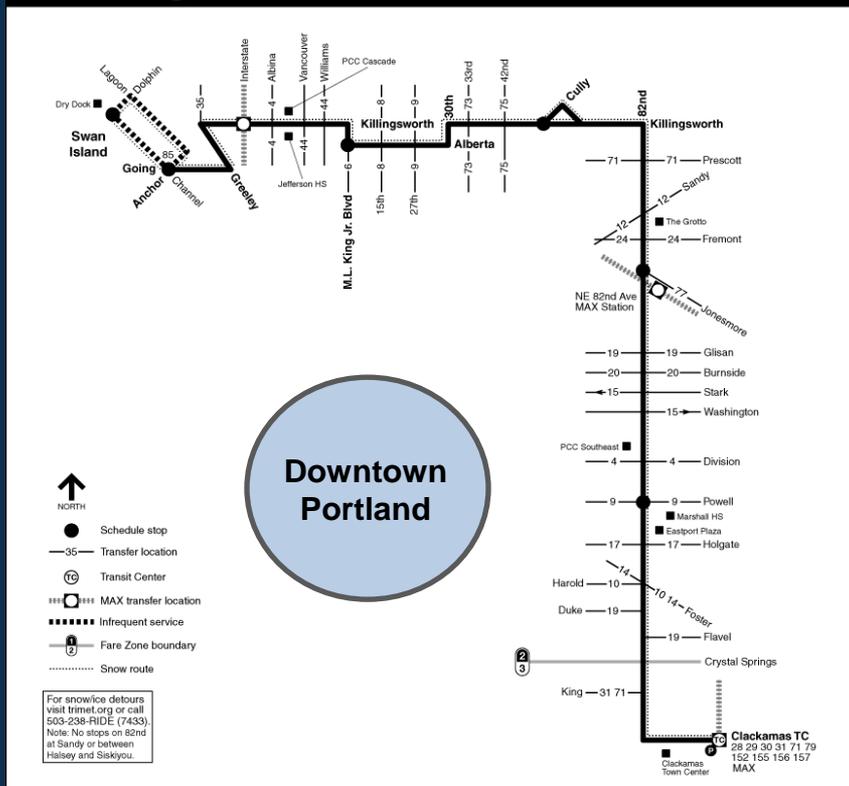
- Investing in bus and rail
- Using transit as a key to economic development
- Focusing on downtown circulation and bus volume reductions
- Improving route efficiency and consolidating stops
- Creating simple, brandable, core systems



Peer Review and Best Practices

Bus and rail services in other cities designed to meet non-peak and non-downtown travel have been very successful.

72-Killingsworth/82nd



One of TriMet's most productive routes provides E-W and N-S cross-town service in Portland

Metro's Route 44, serving E-W travel, is one of Seattle's highest ridership routes

Peer Review and Best Practices

Making transit faster requires tradeoffs in the right of way.



San Francisco's Transit First policy in action



Bus bulbs in Seattle prioritize space for transit

Peer Review and Best Practices

Many cities have used local capital funds to expedite and jumpstart large transit projects and local operating funds to address gaps in service or to improve existing service.



Portland financed the construction of its Red Line MAX with a public-private partnership



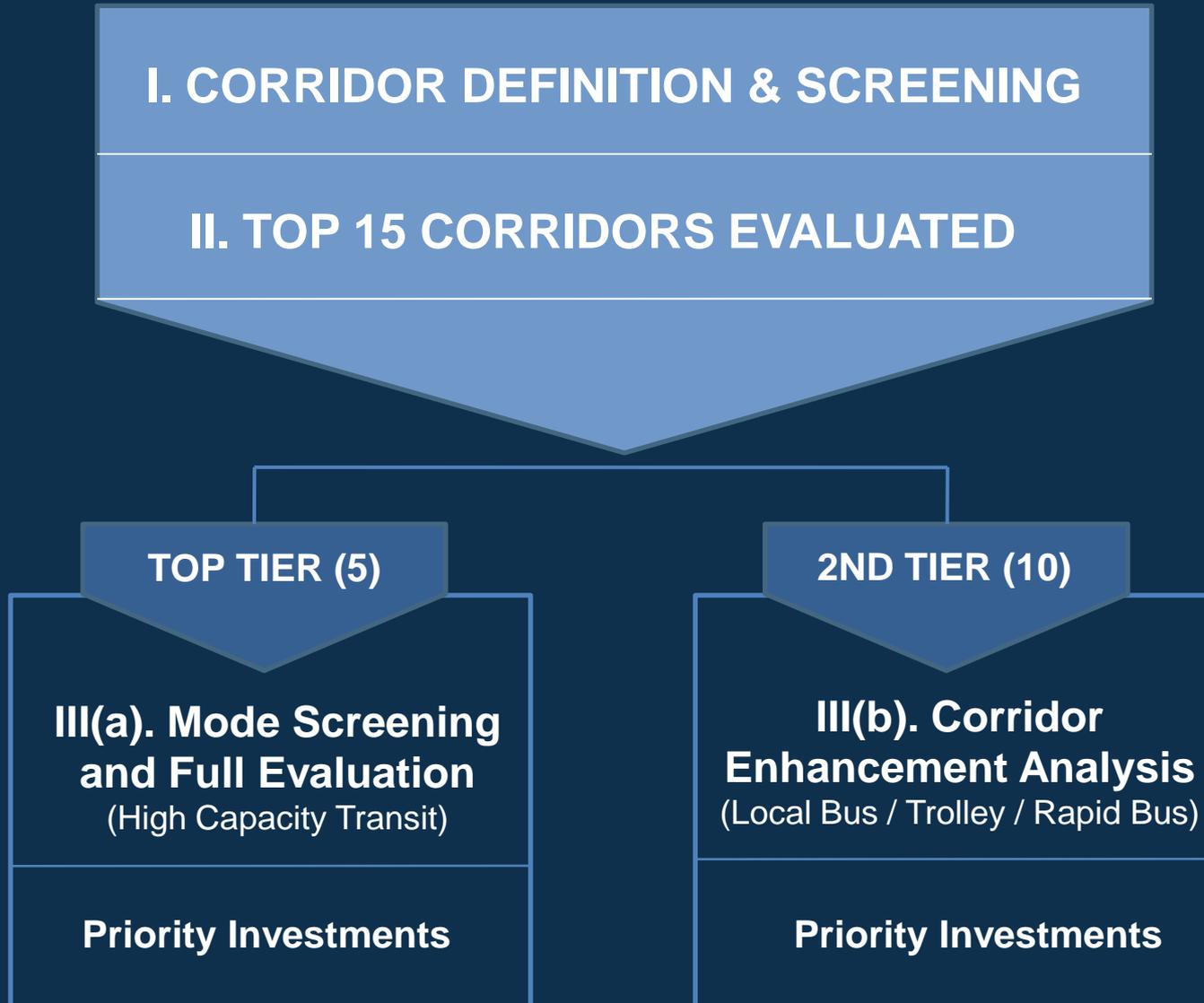
Seattle has funded additional transit service through Bridging the Gap

Deliverable 2: Evaluation Framework

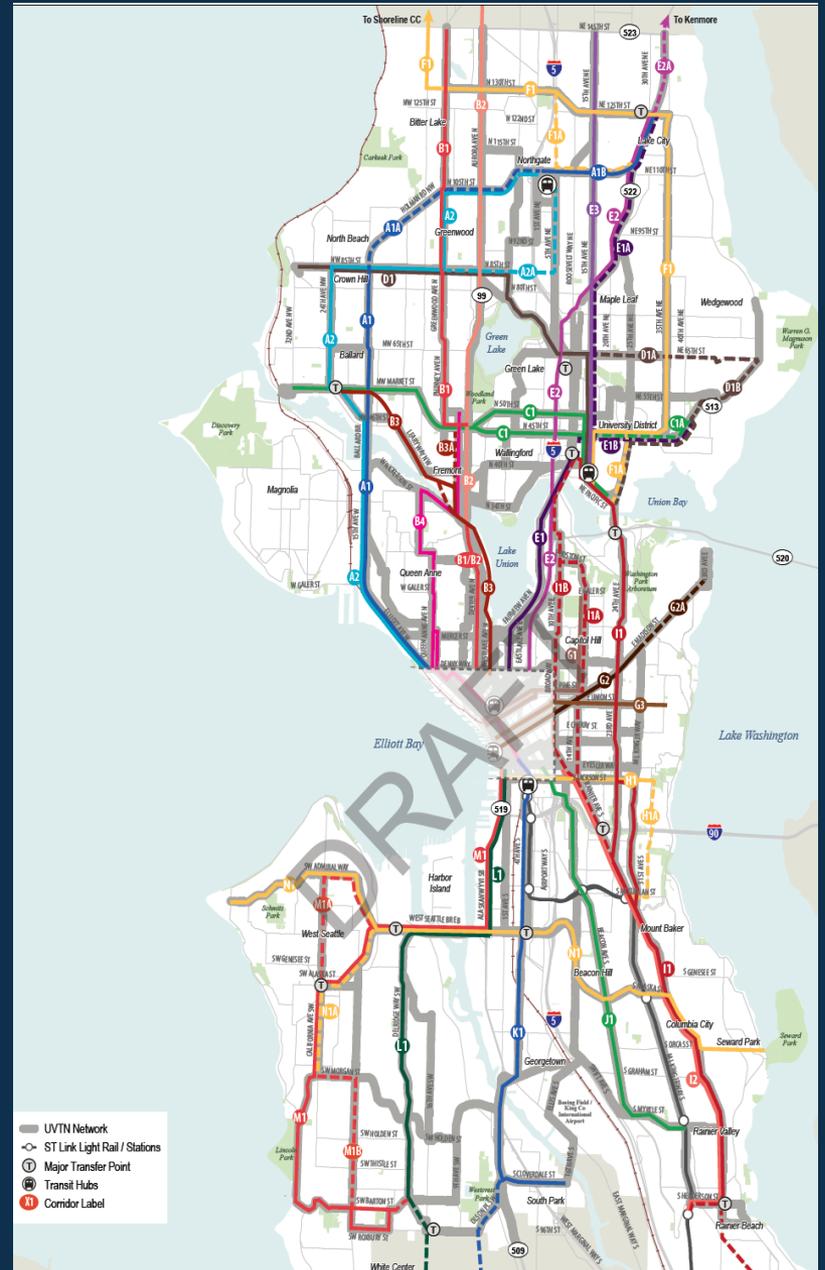
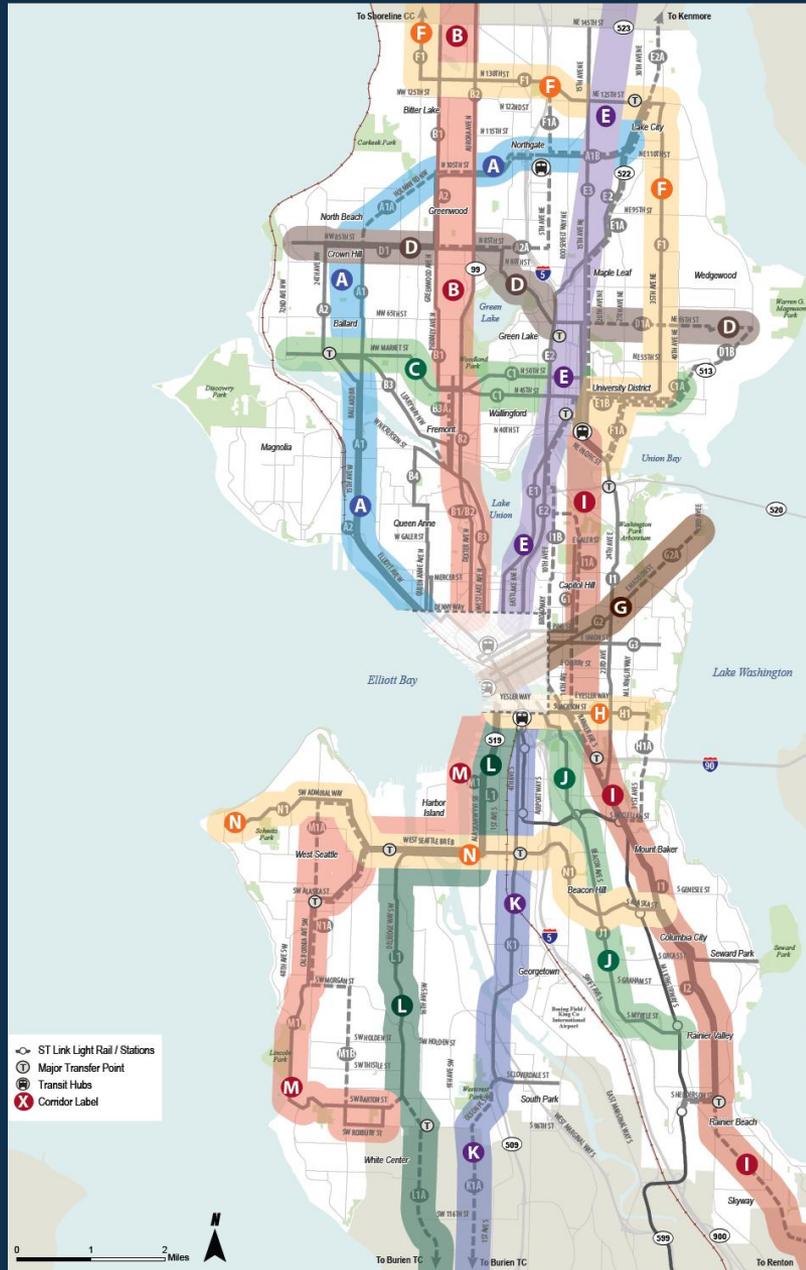
- Aligns with TMP goals
- Builds on market analysis
- Uses multi-stage evaluation process
- Identifies priority corridors for service and capital investments



Stages of Evaluation



Preparing for Evaluation: Markets and Paths

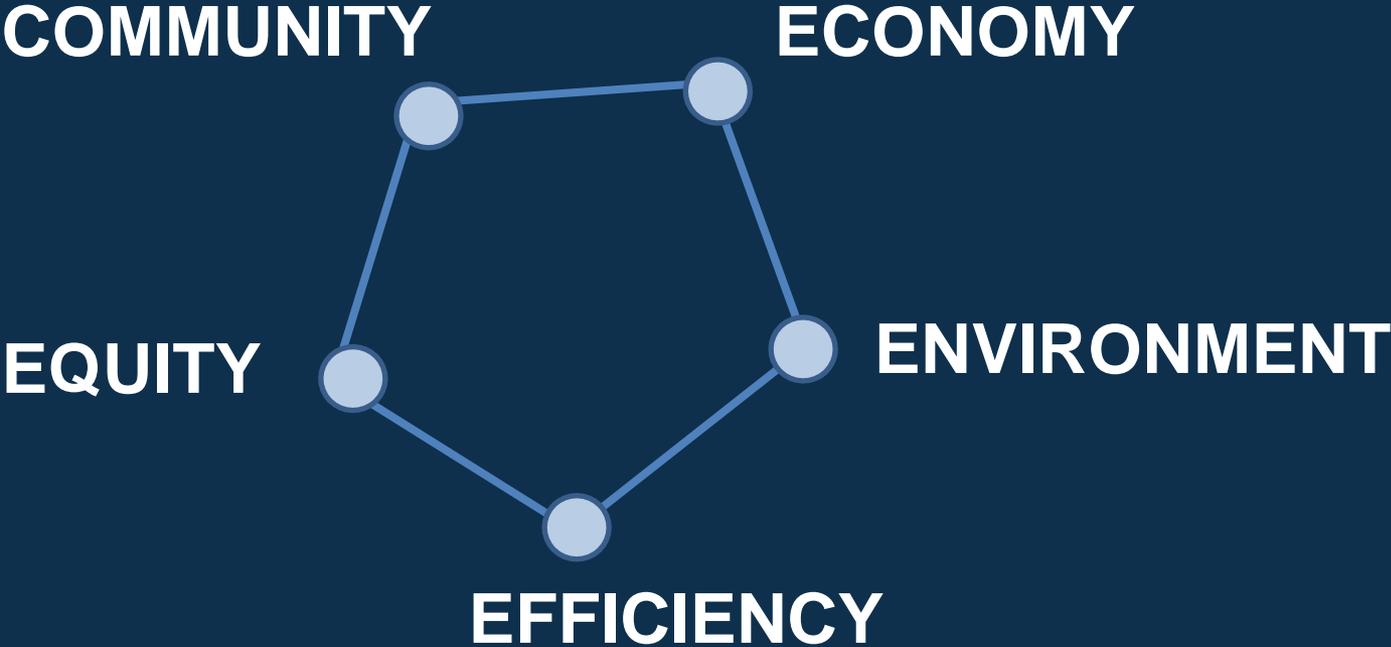


Stage I: Corridor Definition

- Current land use support (likelihood to use transit)
- Future land use support
- Travel market pairs
- Transit market pairs
- Current transit investment/ridership

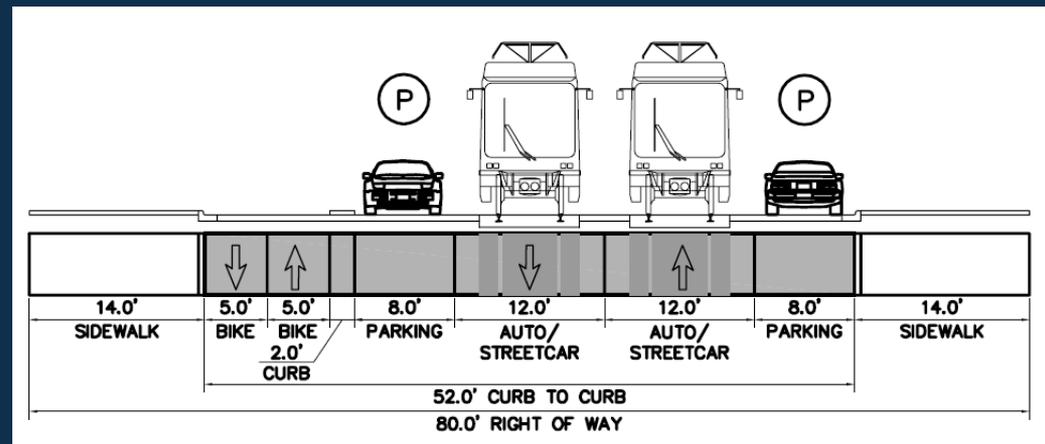


Stage II: Corridor Evaluation “Accounts”



Stage III: Top Tier Modal Evaluation

- Define modes relevant to corridor
- Provide more detailed cost-benefit analysis
- Develop sample cross sections to allow order-of-magnitude costing



Stage III: Corridor Enhancements

- Focus on local bus, trolley bus, or rapid bus
- Identify corridor-level improvements based on conditions
 - Speed and reliability treatments
 - Stop consolidation
 - Access enhancements



Next Steps: Phase Two

- Corridor prioritization
- Modal assignment
- Service and design standards
- Capital project lists
- Funding scenarios
- Draft and final plan



Questions?

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Website:
[http://www.seattle.gov/
transportation/transitmasterplan](http://www.seattle.gov/transportation/transitmasterplan)

