



Seattle Transit Master Plan

Seattle City Council Transportation Committee Briefing

September 13, 2011



**Seattle
Department of
Transportation**



In Association with:
URS Corporation
SVR
DKS Associates
The Underhill Company

Presentation Focus: Priority Bus Corridors

- Building the priority network
- Principles for bus corridor prioritization
- Preliminary recommendations for bus corridor implementation
- Corridor-specific improvements
- Capital costs and performance



Plan Elements and Progress

☑ – *Completed*
P – *In Progress*

Goal setting	☑
Existing conditions and gaps	☑
Identify priority transit corridors (Top 15)	☑
Identify high capacity transit (HCT) corridors	☑
Define long-range HCT network	☑
Projects and implementation priority for bus corridors	☑
Projects, mode, and phasing for HCT priority corridors	☑
Service design and operations guidance	☑
Facility improvements	☑
Programs to develop ridership	P
Performance monitoring	P

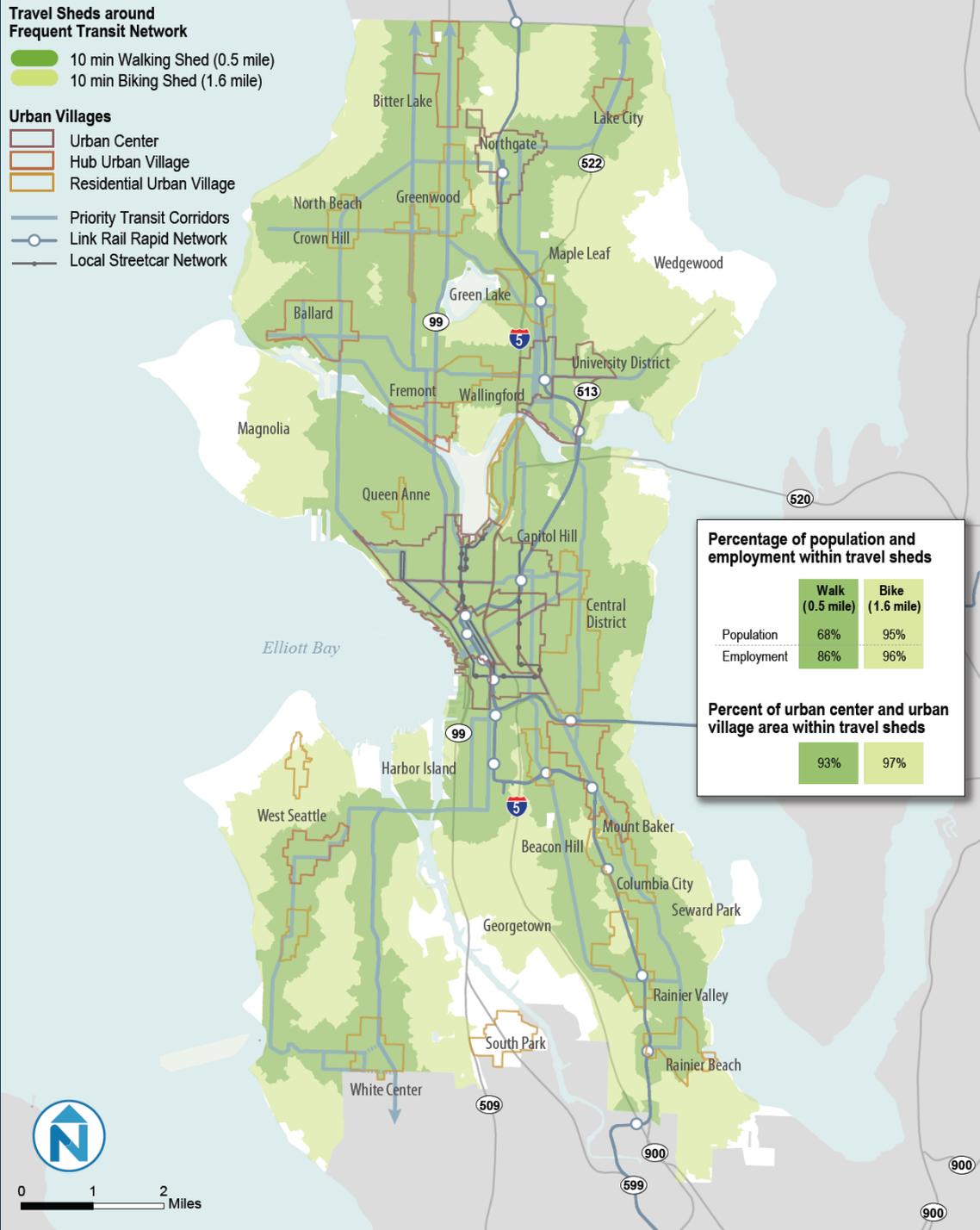
Importance of the Priority Network

Percentage of population and employment within travel sheds

	Walk (0.5 mile)	Bike (1.6 mile)
Population	68%	95%
Employment	86%	96%

Percent of urban center and urban village area within travel sheds

93%	97%
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Features of Priority Network Corridors



- Transit priority
- Enhanced shelters
- Real-time information
- Clear wayfinding
- Bicycle facilities and parking
- Bike share stations
- High visibility crossings
- Plentiful street furniture
- Pedestrian priority signals
- Pedestrian-scaled lighting
- High level of Universal Design
- Network branding

Priority Bus Corridors

Priority Bus Corridors

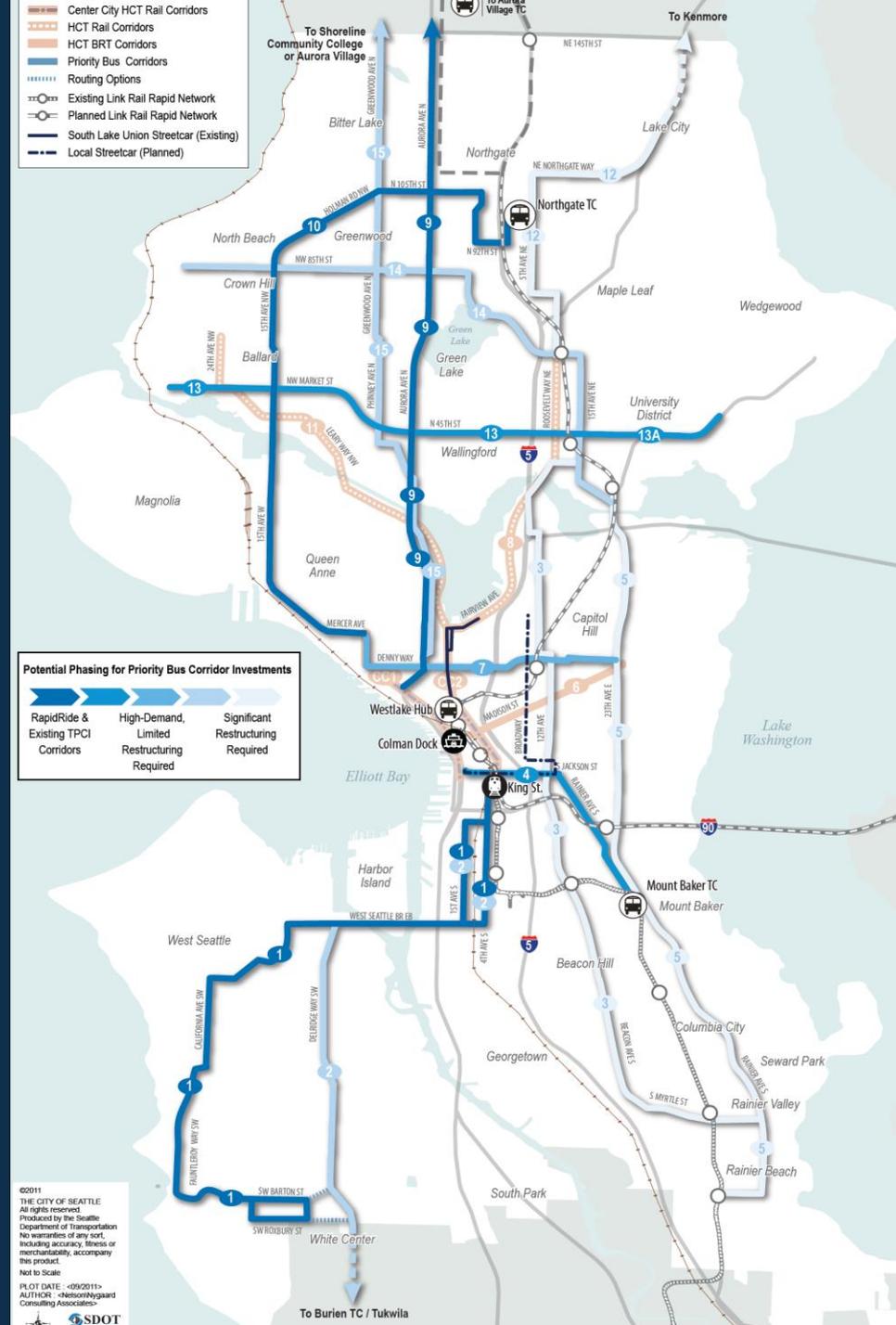
- Support Link and HCT corridors
- Increase direct connections between urban villages and centers
- Also include additional Center City corridors
 - Pike/Pine
 - Yesler/James/Jefferson
 - Jackson



Phasing for Priority Bus Corridors

PRINCIPLES

- Leverage existing and planned investments (transit, bicycle, and pedestrian)
- Focus first on highest ridership corridor segments
- Consider land use readiness
- Maximize value of investments



Recommendations for Priority Bus Corridor Implementation

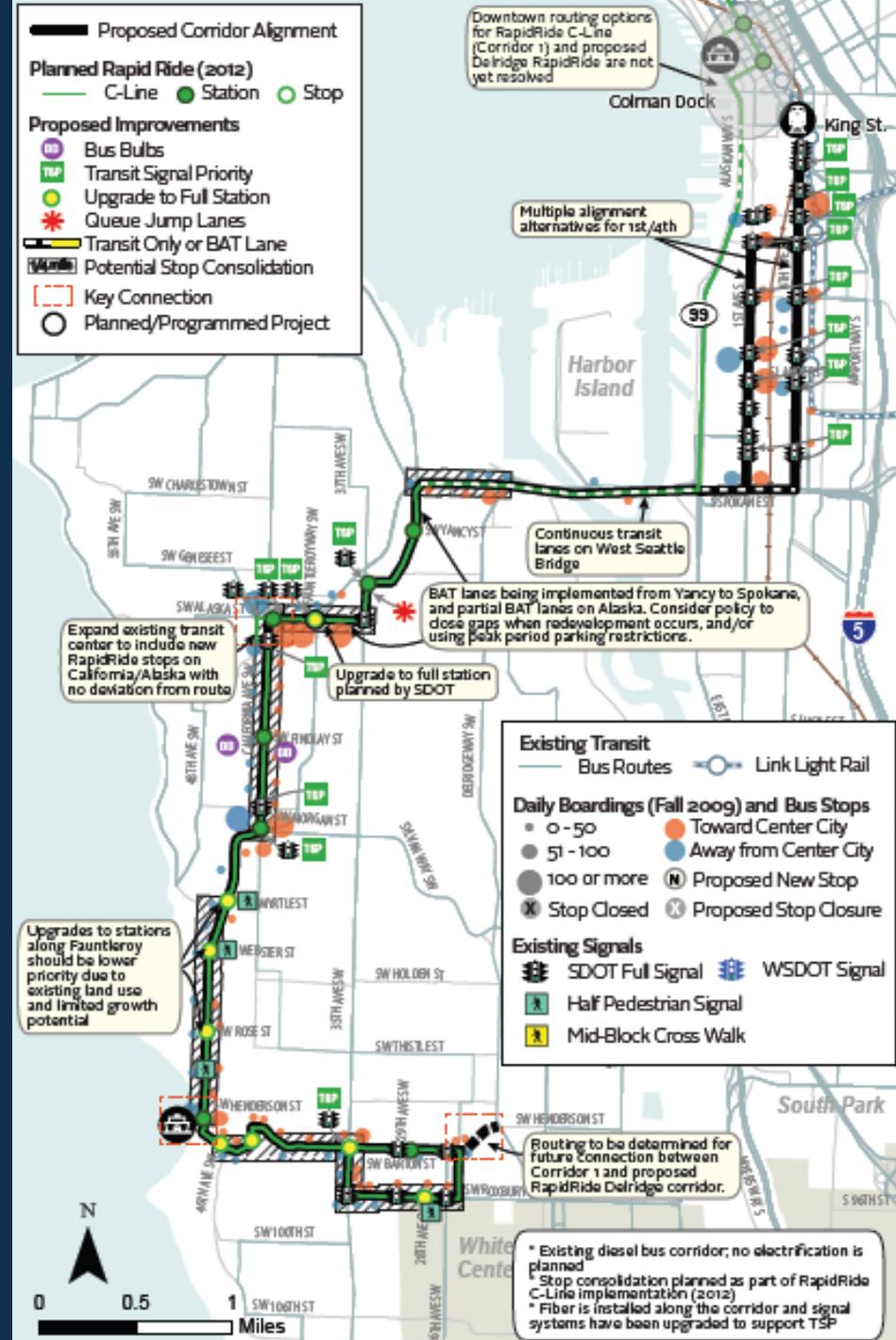
- Design and implement 3 corridors every 2 years
- Focus early investments in completing RapidRide corridors, Market/45th, and Rainier/Jackson to include full design and access elements
 - Corridor 1: West Seattle – Downtown
 - Corridor 9: Aurora Village – Downtown
 - Corridor 10: Northgate – Ballard – Downtown
- Target high priority corridors for development in second phase
 - Corridor 5: Rainier Valley – University District
 - Corridor 7: Queen Anne – Capitol Hill

Recommendations for Priority Bus Corridor Implementation

- Focus next investments on high demand corridors that do not require major system restructuring
 - Corridor 2: Delridge – Downtown
 - Corridor 14: Crown Hill – Green Lake – University District
 - Corridor 15: Phinney Ridge – Greenwood – Broadview
- Work with Metro to prepare for restructurings that optimize the network

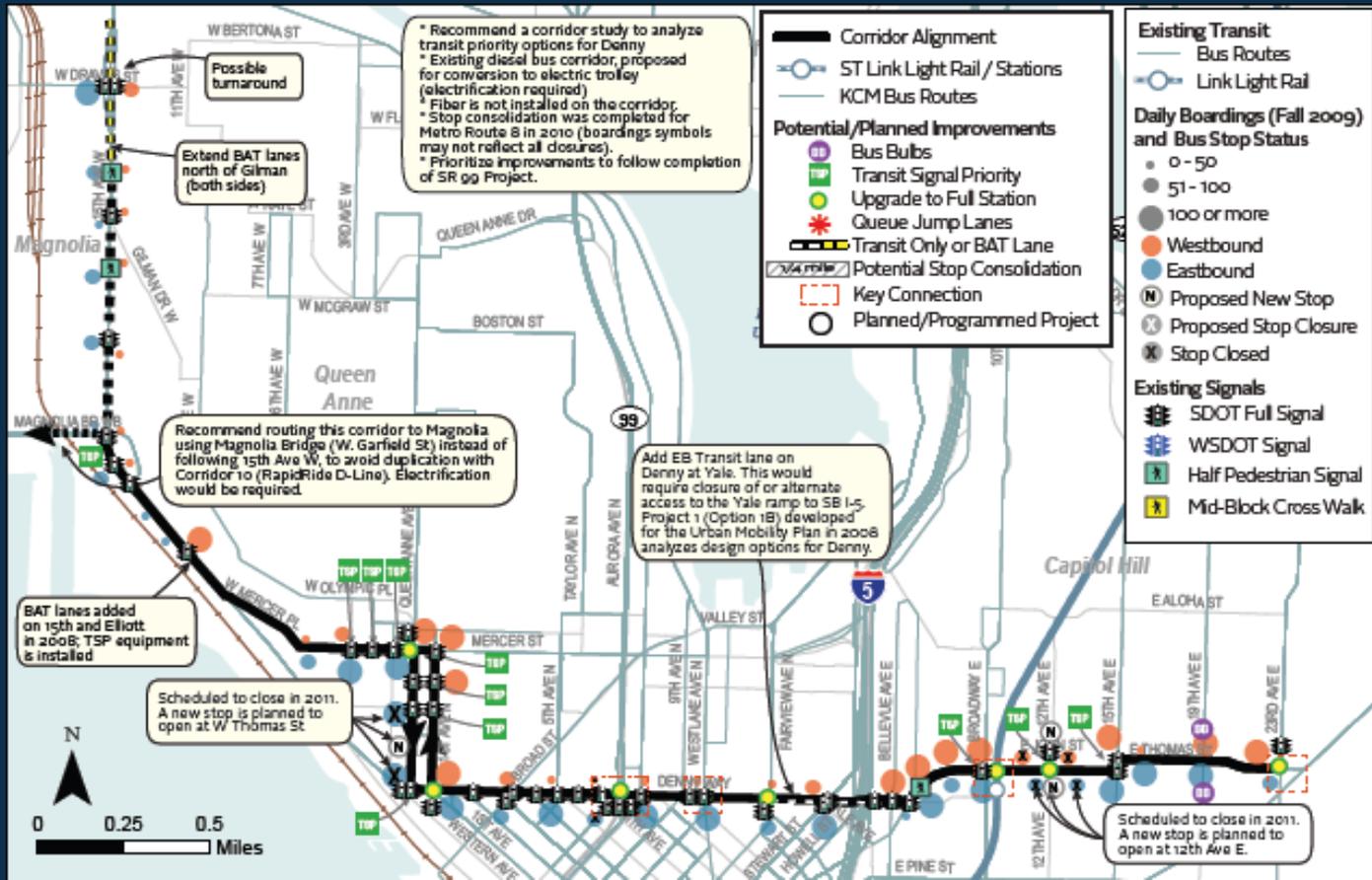
Corridor 1: West Seattle – Downtown

- Length: 6.8 miles
- Connections to King Street Station, the Junction, Fauntleroy Terminal, future Delridge RapidRide
- Serves 5+ neighborhoods
- Key improvements:
 - Bus bulbs
 - Transit lanes
 - Station upgrades



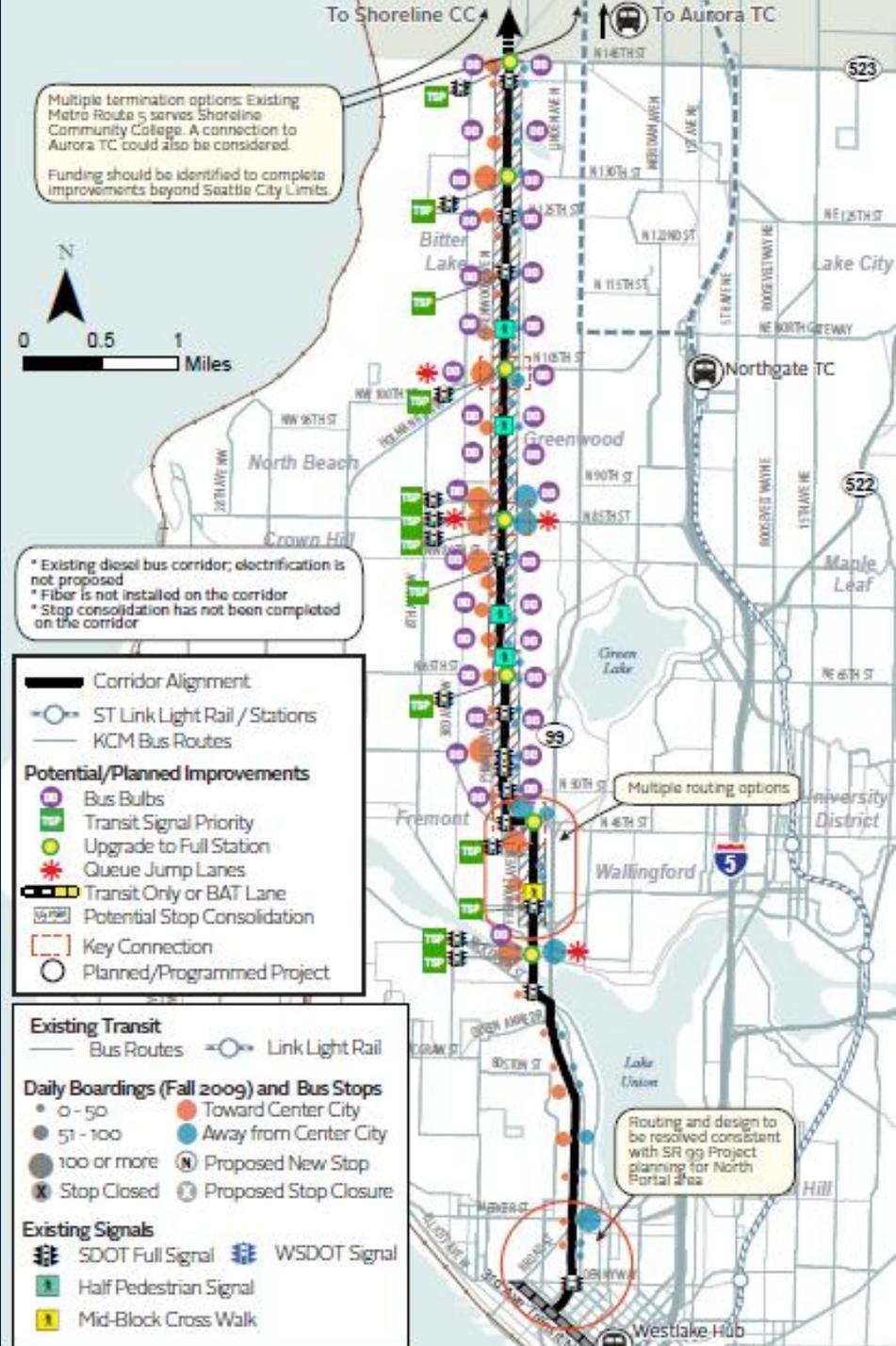
Corridor 7: Queen Anne – SLU – Capitol Hill

- Length: 5.0 miles
- Connections to north-south transfers, Capitol Hill Link station, other priority corridors
- Serves 3+ neighborhoods
- Key improvements:
 - Transit signal priority
 - Electrification



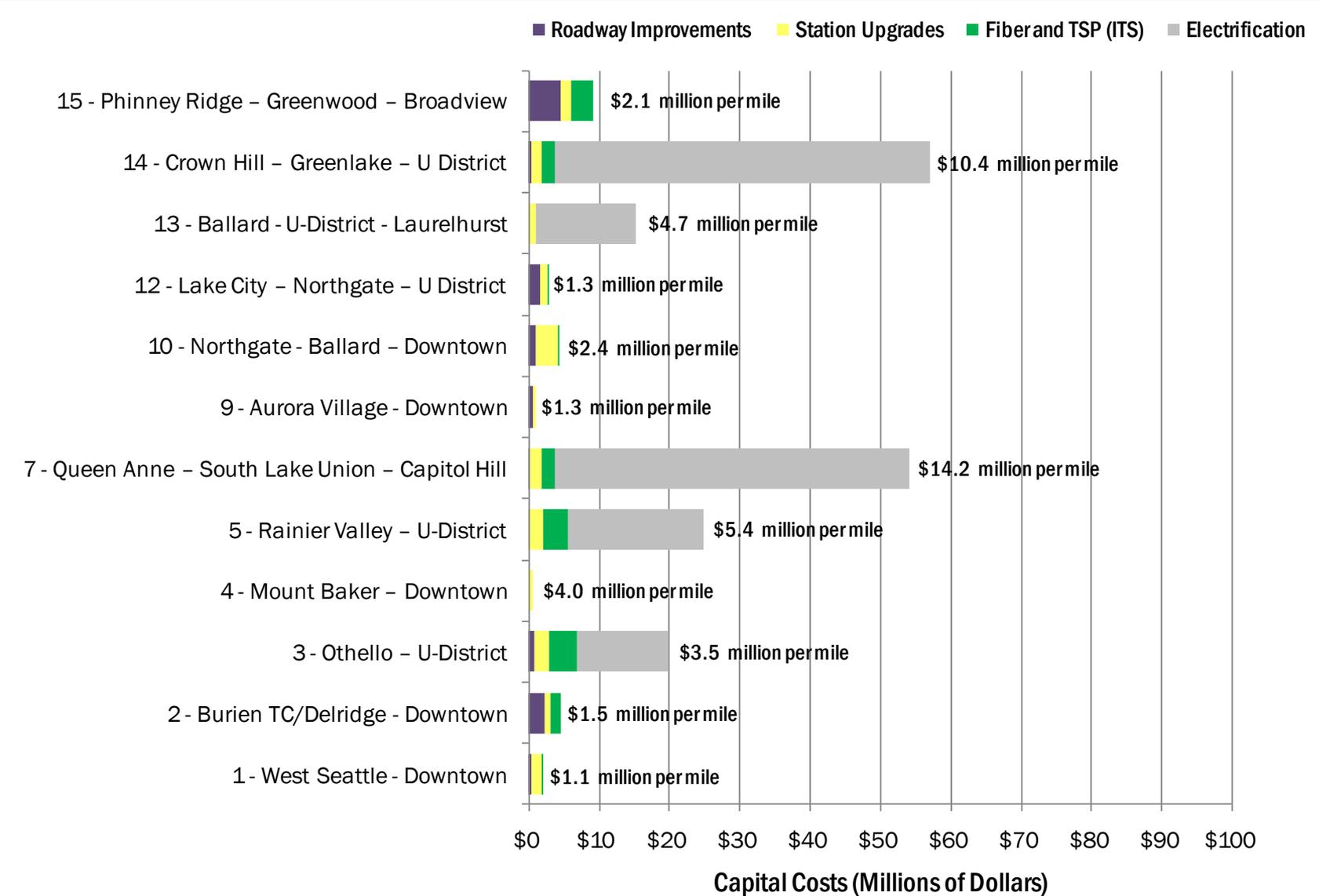
Corridor 15: Phinney Ridge – Greenwood – Broadview

- Length: 9.1 miles
- Connections to Shoreline Community College, Aurora Village Transit Center, Westlake Hub, other priority corridors
- Serves 9+ neighborhoods
- Key improvements:
 - Bus bulbs
 - Transit signal priority
 - Station upgrades

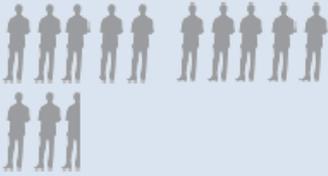


Priority Bus Corridor Non-Vehicle Capital Improvement Costs

Order of Magnitude: \$200M



Priority Bus Corridor Performance

Total Weekday Riders (2030)	Net New Weekday Riders (2030)	Average Productivity (Riders per Revenue Hour)	Total Capital Costs	Average In + Out-of-Vehicle Time Savings per Weekday	Total Net GhG Reduction
 <p>up to 128,000</p>	 <p>up to 36,000</p>	 <p>65 rides/hour</p>	 <p>\$347 million (\$4 million per mile)</p>	 <p>4,100 hours (1.9 minutes per weekday rider)</p>	 <p>Personal vehicle Transit</p> <p>7,700 MtCO2e</p>

Next Steps

TMP Summary Report

TRANSIT MASTER PLAN

GOALS

Meet Sustainability, Growth Management, and Economic Goals

Easier and More Desirable to Take Transit

Respond to Needs of Vulnerable Populations

Create Great Places Where Modes Connect

Advance Implementation within Constraints

TMP ELEMENTS

POLICIES & PROGRAMS

CORRIDORS

SERVICE

PLACES: Access & Connections

FUNDING & PERFORMANCE MONITORING

POLICIES & INVESTMENTS

- ★ Policy Framework
- ★ Program Recommendations

- ★ Long Range Transit Vision
- ★ High Capacity Transit
- ★ Priority Bus
- ★ Center City

Frequent Transit Network Local Transit Network

- ★ Design
- ★ Restructuring
- ★ Monitoring

- ★ Transit Oriented Neighborhoods
- ★ Transit Facility Design
- ★ Intermodal Connections
- ★ Mobility Corridors

- ★ Investment Framework
- ★ Funding Opportunities
- ★ Operating Subsidy
- ★ Monitoring

Upcoming Council Discussions

- **September 27:**
Draft TMP Summary Report, community outreach plan
- **December:**
Public outreach summary, recommended plan revisions
- **Early 2012:**
Plan adoption

