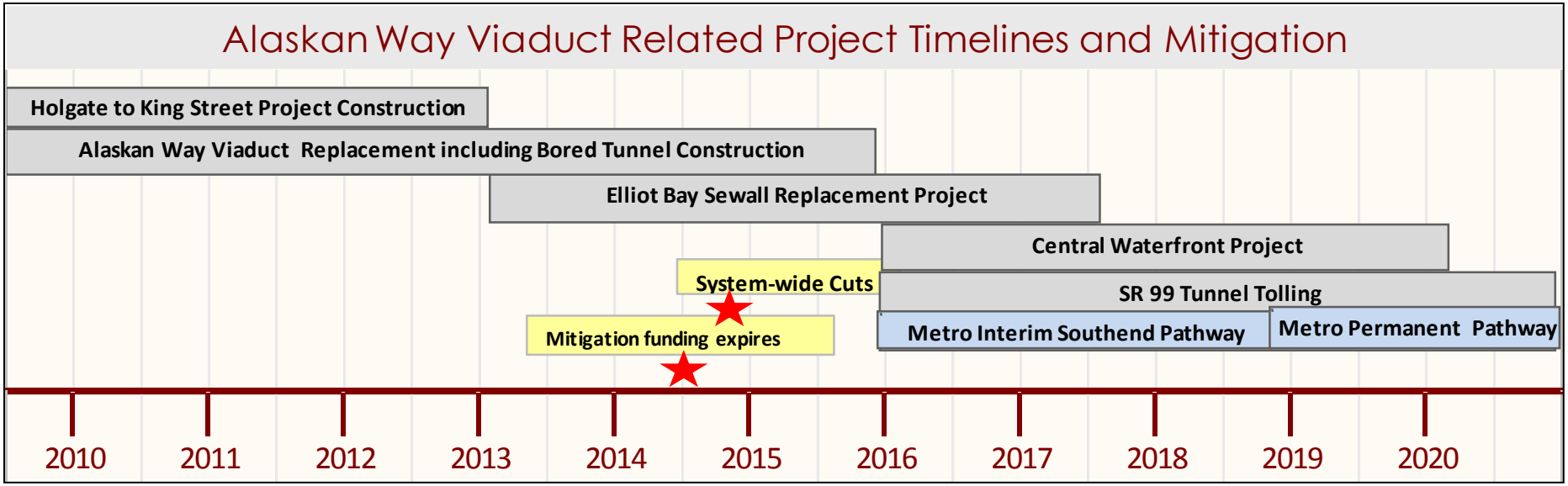
# Keeping Seattle Moving

Seattle City Council
February 2013

# Mobility Challenges Ahead

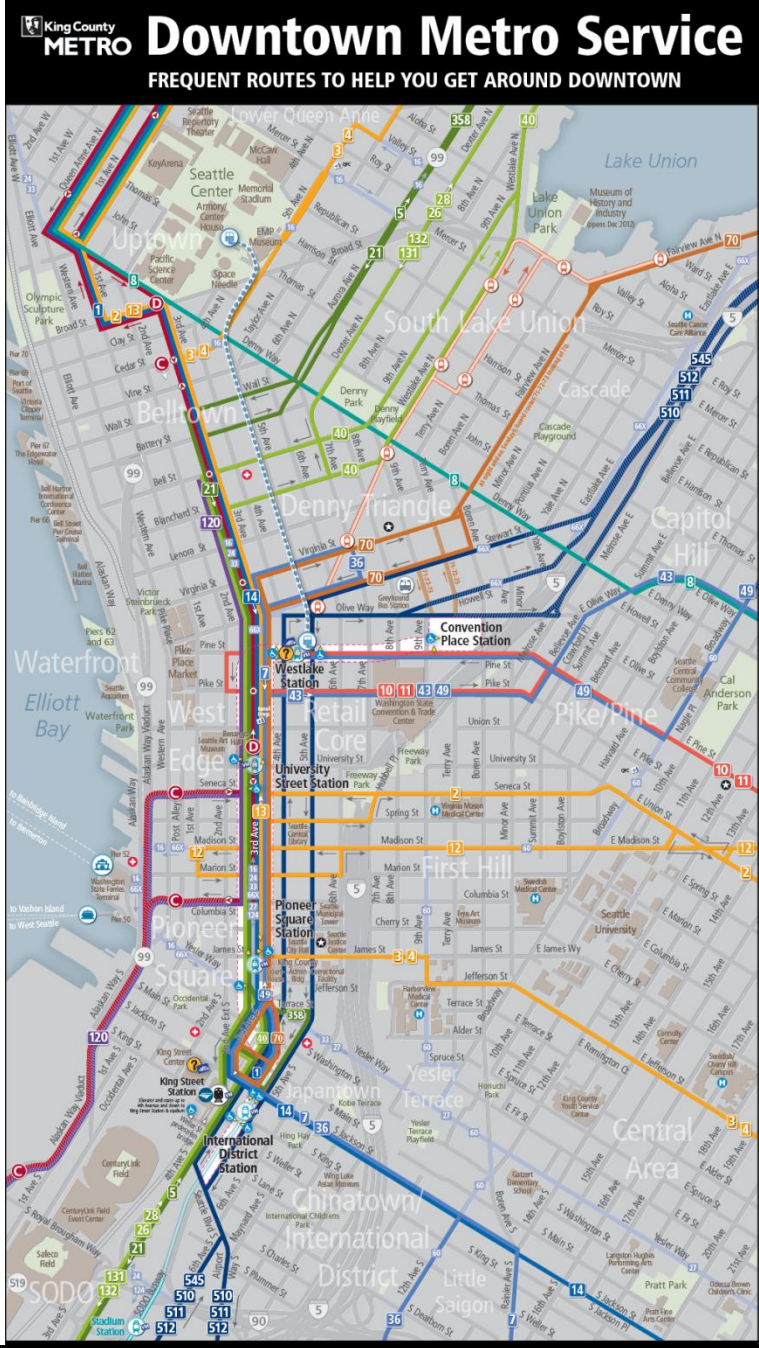
- Viaduct mitigation expires June 2014
- Potential system-wide service cuts begin in 2014
- Southend Pathways

- Downtown Construction Delays:
  - Bored Tunnel
  - Central Waterfront
  - Seawall Project



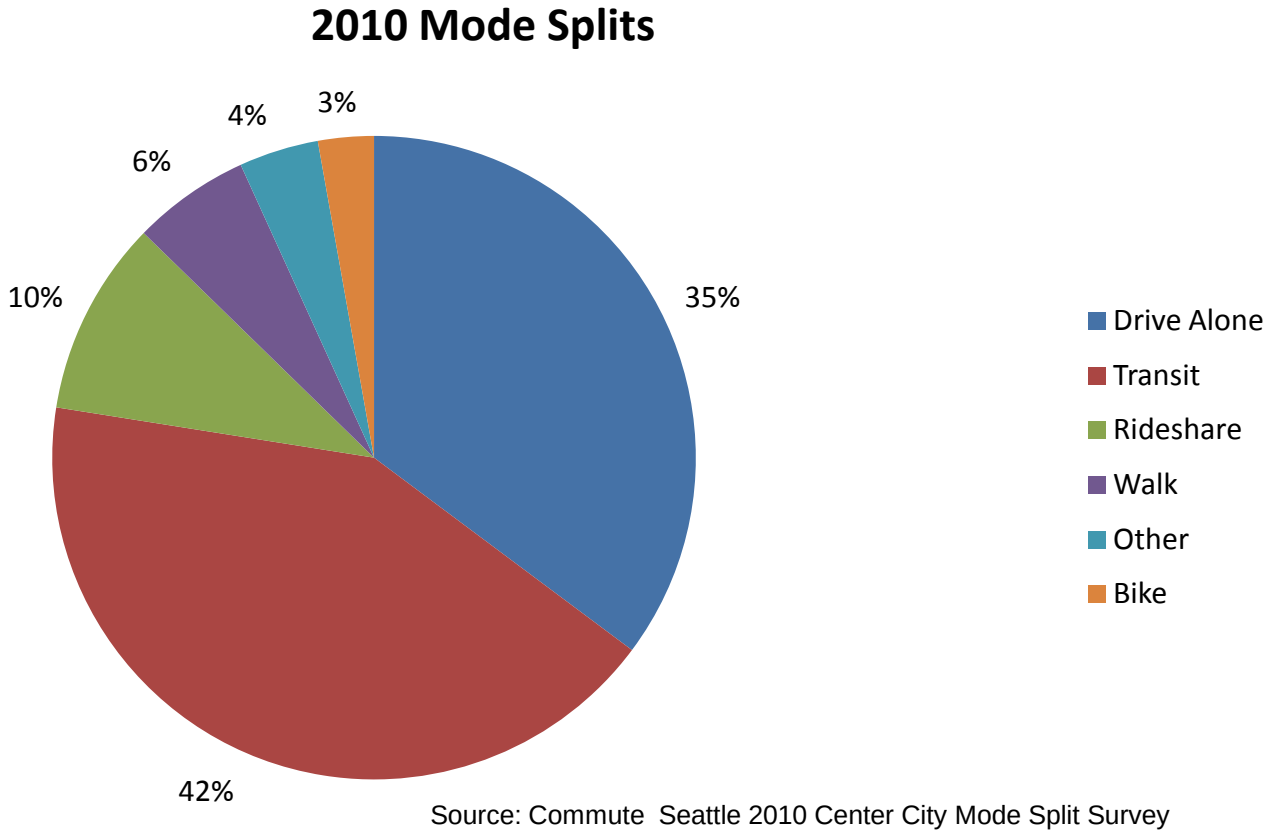
# Seattle's Mobility depends on Transit

- Downtown Seattle:
  - 60.7 million annual rides in Seattle CBD
  - 2.3 million annual bus trips through downtown Seattle
- Within the City of Seattle
  - Average weekday boardings: 300,000
  - 70-75% of total system boardings



# Over 40% transit mode split in downtown Seattle and growing

65% are traveling into downtown by modes other than driving alone




Source: Commute Seattle 2010 Center City Mode Split Survey

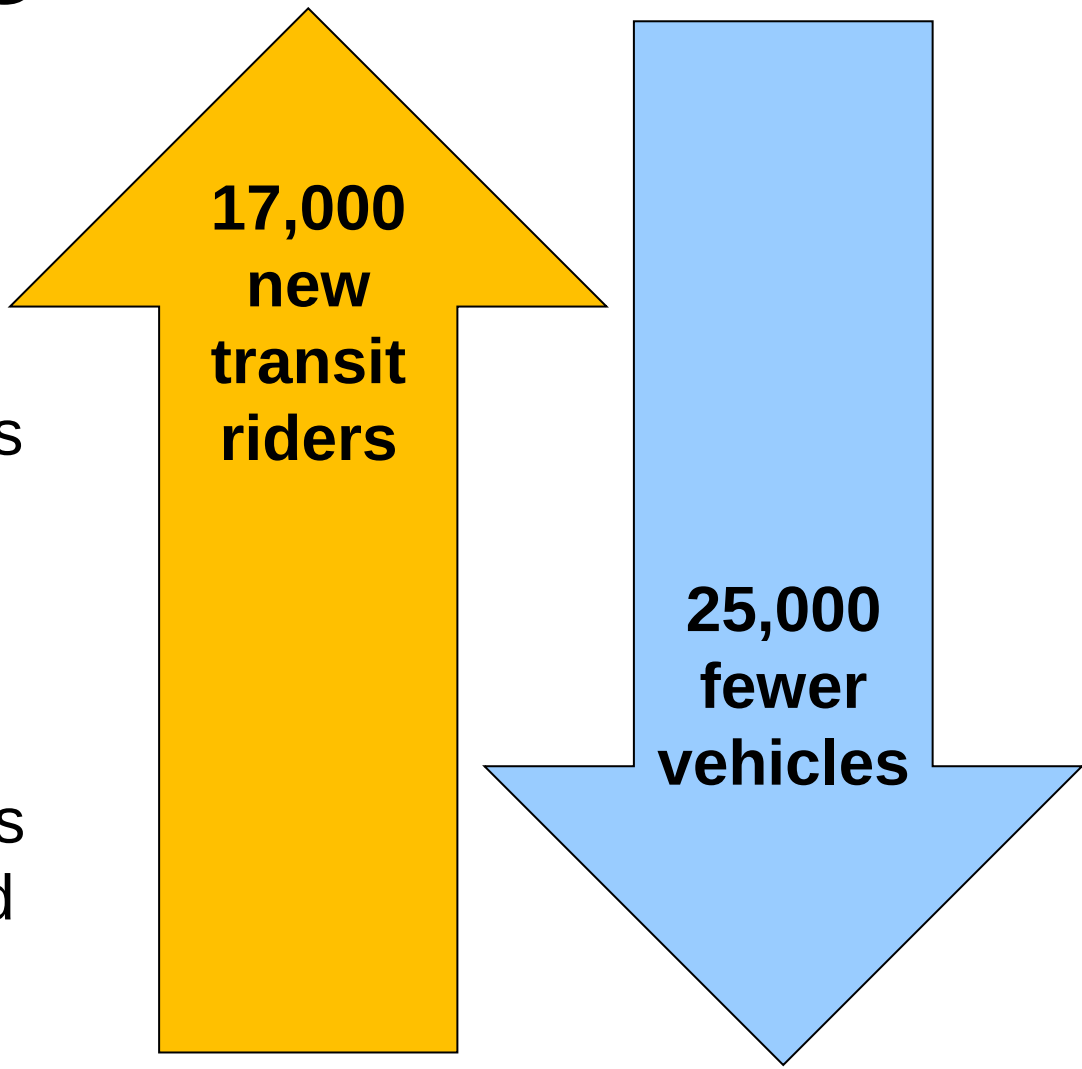
- 10% Growth Transit Mode Split in downtown since 2000
- Goal: 70% of downtown commuters do not drive alone

# Construction mitigation is critical to keeping people moving

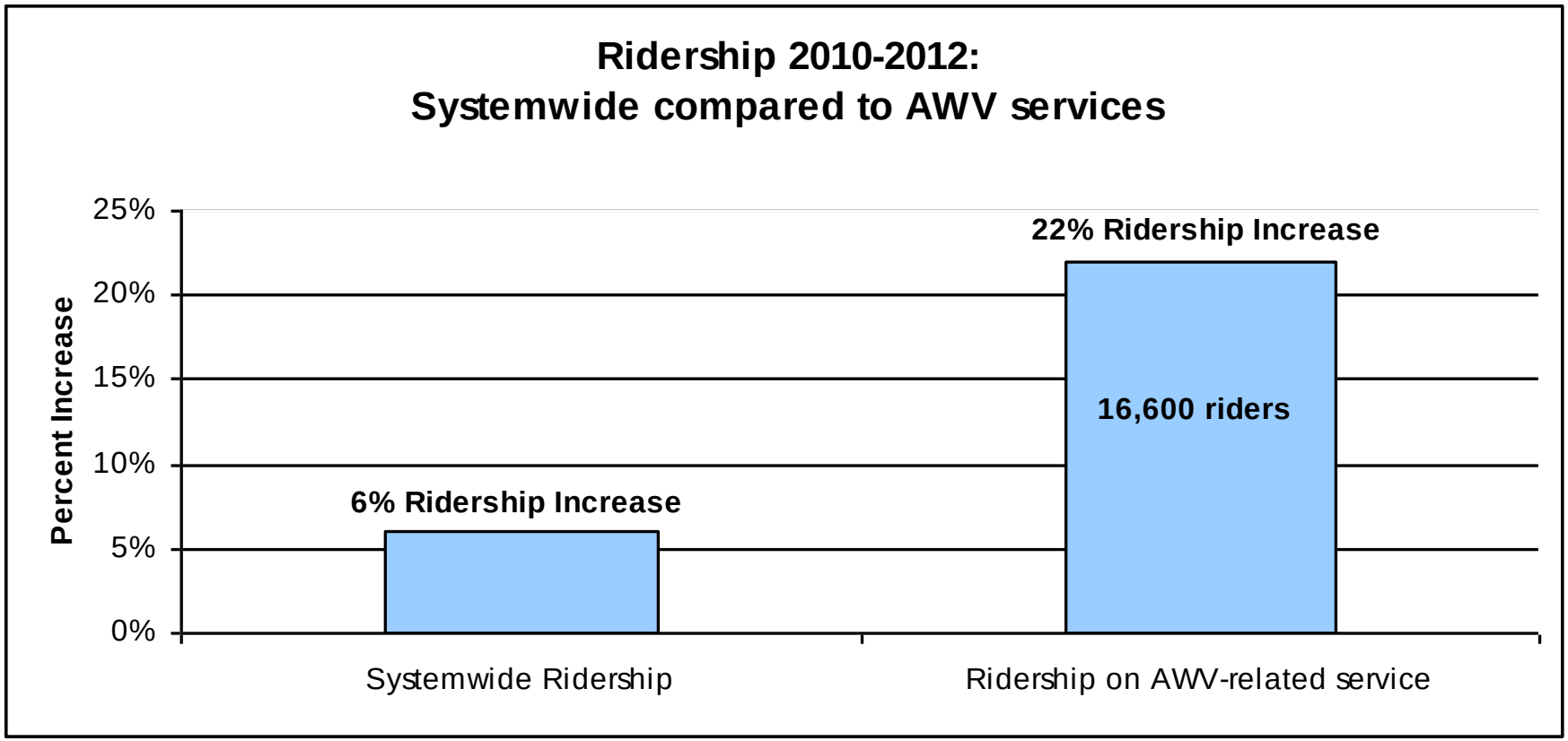
- WSDOT funding $32 million in transit mitigation
- In 2010, Metro began adding trips and travel time for construction delays
- Investments on routes serving:
  - West Seattle to downtown
  - Ballard/Magnolia to downtown
  - Aurora to downtown
  - SODO/Georgetown to downtown
- Funding expires in June 2014

# Transit Mitigation: It Works!

- Nearly 50% of people moving on Columbia Street ramp in the peak hour are on transit
- RapidRide C and D Lines
  - 26% increase in peak passenger loads between West Seattle and downtown Seattle
  - Added trips to address overcrowding/demand on C Line



# 22% Increase in Ridership on AWV-related service



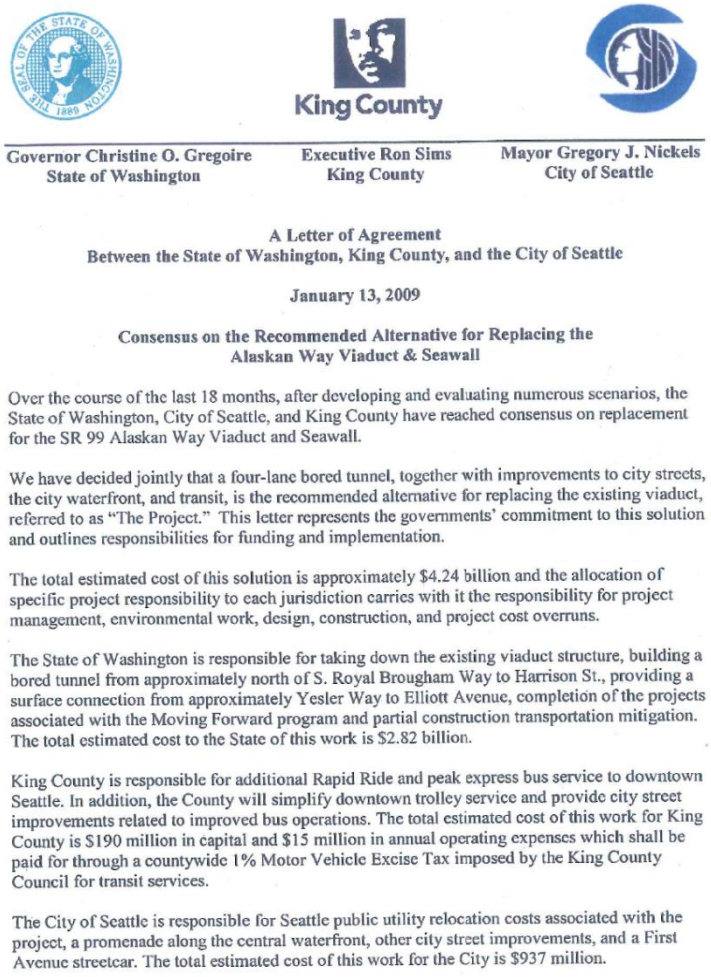
# Transit can help manage capacity on tolled facilities

- SR 520 Corridor
  - Ridership up nearly 25% since 2010
  - 9% Increase since tolling began.
- AWV Expert Review Panel stated importance of transit to meet program's mobility goals.
- ACTT Progress Report to Legislature:
  - Committee asks that "*a sustainable source be identified to support King County Metro.*"
  - *"Additional transit funding may be necessary to reduce impacts of diversion"*

# Transit Service Gaps

1. Construction Phase
   - Bored Tunnel construction through 2016
   - Waterfront Projects: 2016 to 2019
2. Pathway Investments
   - Fast, reliable pathways from West Seattle and Southwest King County to downtown
3. Toll Diversion: Reduce impacts with additional transit service
4. Ongoing
   - 2014: System-wide service cuts with CRC expiration
   - Bored Tunnel Agreement

# 2009 Letter of Agreement: Consensus on Transit Improvements



King County

Governor Christine O. Gregoire
State of Washington

Executive Ron Sims
King County

Mayor Gregory J. Nickels
City of Seattle

**A Letter of Agreement**
**Between the State of Washington, King County, and the City of Seattle**

**January 13, 2009**

**Consensus on the Recommended Alternative for Replacing the Alaskan Way Viaduct & Seawall**

Over the course of the last 18 months, after developing and evaluating numerous scenarios, the State of Washington, City of Seattle, and King County have reached consensus on replacement for the SR 99 Alaskan Way Viaduct and Seawall.

We have decided jointly that a four-lane bored tunnel, together with improvements to city streets, the city waterfront, and transit, is the recommended alternative for replacing the existing viaduct, referred to as "The Project." This letter represents the governments' commitment to this solution and outlines responsibilities for funding and implementation.

The total estimated cost of this solution is approximately $4.24 billion and the allocation of specific project responsibility to each jurisdiction carries with it the responsibility for project management, environmental work, design, construction, and project cost overruns.

The State of Washington is responsible for taking down the existing viaduct structure, building a bored tunnel from approximately north of S. Royal Brougham Way to Harrison St., providing a surface connection from approximately Yesler Way to Elliott Avenue, completion of the projects associated with the Moving Forward program and partial construction transportation mitigation. The total estimated cost to the State of this work is $2.82 billion.

King County is responsible for additional Rapid Ride and peak express bus service to downtown Seattle. In addition, the County will simplify downtown trolley service and provide city street improvements related to improved bus operations. The total estimated cost of this work for King County is $190 million in capital and $15 million in annual operating expenses which shall be paid for through a countywide 1% Motor Vehicle Excise Tax imposed by the King County Council for transit services.

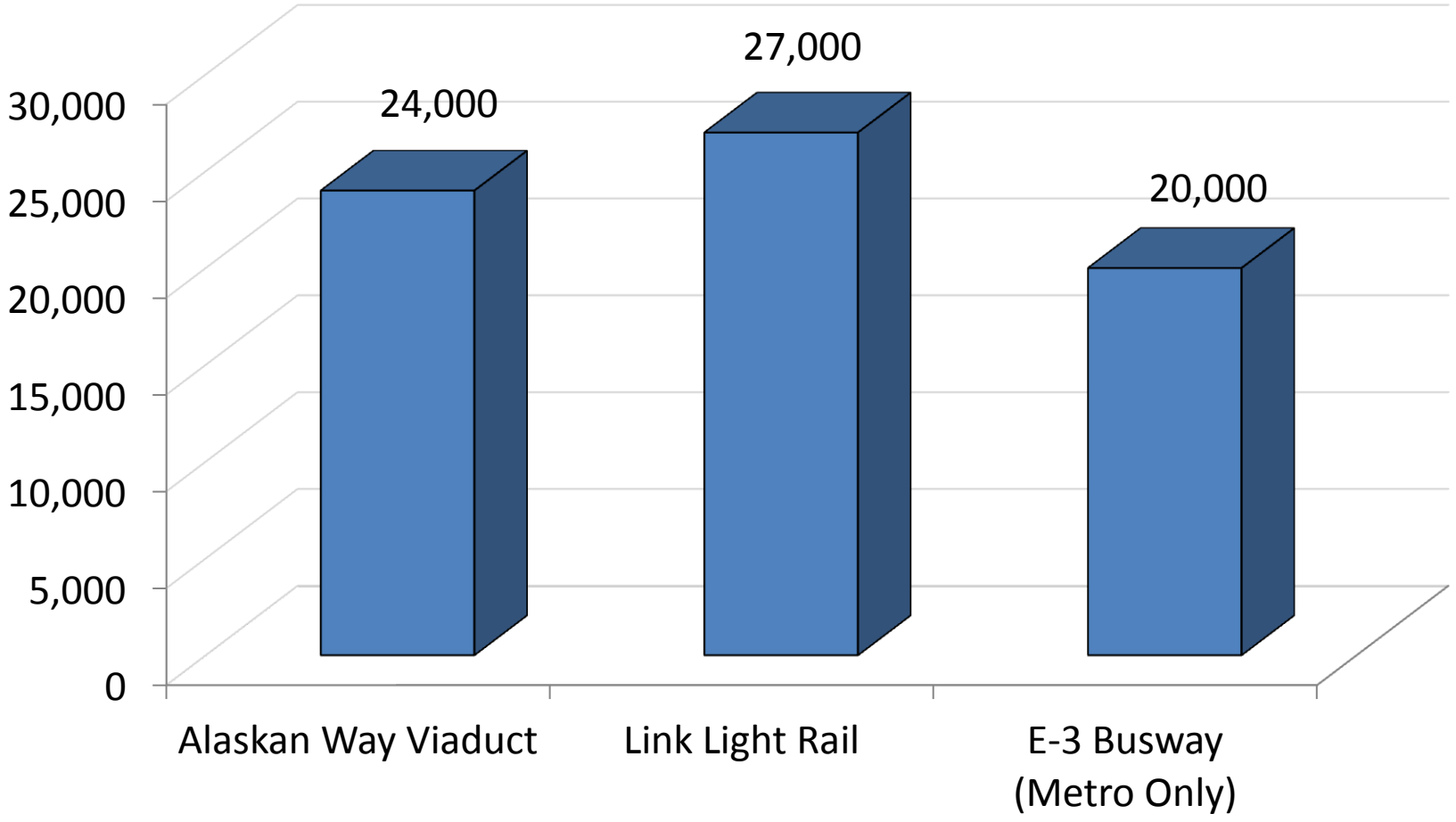
The City of Seattle is responsible for Seattle public utility relocation costs associated with the project, a promenade along the central waterfront, other city street improvements, and a First Avenue streetcar. The total estimated cost of this work for the City is $937 million.

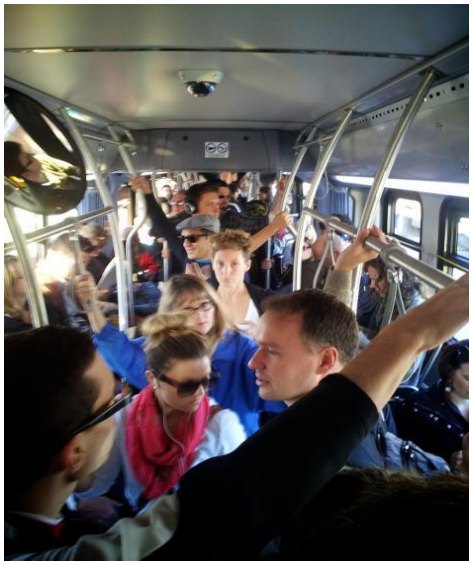
*"The total estimated cost of this work for King County is $190 million in capital and $15 million in annual operating expenses which shall be paid for through a countywide 1% Motor Vehicle Excise Tax imposed by the King County Council for transit services."*

# Effective Tools to Consider

1. Increase transit capacity to meet demand
2. Transit Priority
3. Trolley Improvements and Transit Layover
4. Customer Service Enhancements
5. Invest in alternatives to driving alone

# Estimated Weekday Ridership



# Transit is part of the solution

1. Transit is vital to mobility in downtown Seattle.
2. Increasing demand for transit on SR 99
3. Mitigation is critical to keep people moving
   - SR 99 tunnel construction (2014-2016)
   - Waterfront projects (2016-2019)
   - Toll diversion (2016 and beyond)
4. Ongoing transit service gaps
   - Sustaining the current system
   - Bored Tunnel Program