

RAIL RAPID TRANSIT IN SEATTLE

Mayor J. D. Braman
City of Seattle

One of the problems that is facing all the major metropolitan areas in the nation, and the world for that matter, is the deterioration of the core cities. I think this is an old story but it's a very real one at the present time, because as congestion gets greater, as the problems become greater, we have some very serious social deterioration in the middle of all of our cities. Upper income people have a tendency to leave the core city and go to the surrounding region. However, as a general thing, the major business remains in the core city which means that people are moving in greater numbers from outside of the area in which they work into that area.

Here in Seattle we have a very peculiar situation; in some respects, a very happy one, in other respects, a not-so-happy one. This relates to the rather peculiar geography and topography of the central part of our city. As you probably have noted we have on one side Lake Washington, a long lake extending virtually the entire length of the City, slightly crescent-shaped with the bowl of it into the City. On the other side, Elliott Bay, which is almost equal; and a little bit fatter, but also a crescent, squeezing the central part of the City between the two bowls of these two bodies of water.

We have had, up to now, very good success in maintaining the health of our downtown district. The new construction that is going on at the present time indicates this. The department store complex in Seattle is one of the few in the nation where the downtown retail business is increasing rather than decreasing along with the growth of the outlying shopping markets and the satellite bedroom communities. So we have an opportunity here to maintain an existing, healthy city rather than having to go back and rebuild one which has become somewhat decayed. But we don't have much time. We've got to move and move fast. Otherwise, we are going to see such a deterioration that eventually people will not want to venture into the downtown district except where they absolutely have to, because of the problems in moving.

Now Seattle has a very fine freeway running along the brow of the hill which you have all observed. I personally supported the location of the freeway during the times when there was a great deal of controversy. There are many people who said that this was a big ditch which was going to separate the city and ruin it. They also said it should be built on the other side of the hill, or some people, even, the other side of Lake Washington. Well, the fact of the matter is that all of the origin and destination studies which had been made indicated that the bulk of the people which justified the construction of this freeway were wanting to move in and out of the downtown district, or the industrial district immediately to the south. A freeway on the other side of the hill or the other side of the lake would not have served the purpose. So I like the freeway. I think it's a very fine freeway and it's very well done engineering-wise. But just imagine, with eight blocks from the freeway to the waterfront, another freeway should not go through the body of this and that is why some of us are so determined that this shall not happen. We must find other ways to move the mass of people. We can't let them escape us and we can't properly conceive of moving them into this district by more massive and additional freeways. So consequently we're working towards this coordinated transportation system.

I won't be able to go into any depth in the background as to how we have got to where we are at the present time in the development of a coordinated transportation system. I'd like to emphasize that coordinated because often it appears that our emphasis is on rail rapid transit, and it is, because this is the new and the most difficult portion of the total program. But this, by no means, is intended to be a total quick means of moving people. It must be coordinated with a continuous development of not only major arterials into the City, but also the street system within the City itself and the buses that run on the surface which will serve areas that cannot be reached directly by rail rapid transit.

Some of the slides we show here, most of which were taken in other cities, and practically all in Toronto and Montreal where we have the two major post war systems, have been constructed from scratch. Prior to that there was nothing other than perhaps some surface street cars, all constructed since the war.

In the case of Toronto, the first line has been in existence now for some twelve years, and we have been able to see the results of the construction of this kind of a line. In Montreal their system came into being the early part of this year, rushed to completion to serve their great Exposition, EXPO '67. I think that first we see a good system in Toronto, designed and constructed some years ago and the effect it has on the environment, both at the downtown terminals and at the outlying terminals. In Montreal, we see one that has not yet had time to prove itself in that way, but where you see the latest in urban design architecture, etc., as it relates to a subway system because Montreal was entirely subway, every foot of it.

This slide indicates the location of Toronto at the head of Lake Ontario and of Montreal farther down the St. Lawrence River. Incidentally, these Canadian cities are just growing like weeds, because primarily they are getting the kind of immigration that we used to have back a good many years ago here in the United States. They welcome it, and they are getting it in floods. Being the business and trade area of the whole eastern half of Canada, these cities are just growing at tremendous rates.

This indicates the rail system in Toronto. The first line constructed was the one running up and down the chart, the long green lines from Eglinton Station, down to a point near the lake front. This line was constructed some twelve years ago and immediately put into operation. It was started immediately after the Second World War in order to get away from the almost impossible congestion on Yonge Street which was the main artery into downtown from the outlying area. The next step was the finishing of the loop across the Union Street and up University Street to Bloor Street. It immediately became apparent that there was going to have to be a feeder running east and west to feed into these two lines and so the Bloor Street- then 4th Avenue system, had just been completed. The next step is the extension of the Yonge Street line beyond Eglinton and of the University line on a slant, somewhat out to the west and well out into the developing residential area.

This is just a shot of one of their trains in the station that is now some twelve years old. The people on the platform includes the party that went back with me some eight to ten months ago. They are representative of all of the elements concerned; highway people, business people, people

enthusiastic about transportation, and public officials. Well attended and a very fruitful trip.

This indicates one of the outlying transfer stations in Toronto where the buses come in on an enclosed loop within a fence. People transfer under cover to the escalators that go down into the subways at this point. This is the subway stations at Eglinton Street, illustrating how air rights are used over subway property on long-term leases developed by private enterprise. Within this one structure for the subway station there is a very large shopping and commercial area on the floors below the office buildings and towers.

This is a view halfway between the ends of the system. It is not a particularly happy one from the point of the aesthetic impact because this is the yards where the trains are stored and consequently there is a great deal more of the old style looking rail yard than you see in most of the system.

This is some construction going up adjacent to one of the stations. At every single station they have this kind of construction, largely high-rise apartments which in themselves feed the transit lines.

This is a map of the Toronto system and it indicates the rise in assessed valuations on the Yonge Street line and the University line. The other cross line had not gone into operation and consequently, there can be no reflection of change. You can see from the darkest color that there's been over a 75% increase in assessed valuation directly along the transit line. Also notice that the heavy increase is almost entirely along the transit line with the exception of that section along the lake front which is the industrial development.

This picture shows the construction of Eglinton Street and Yonge Street in 1955. This was at the time when the line had started to be constructed but was not yet in operation. Only one structure is going up at that point. Five years later in 1960, this is the construction that took place at Eglinton and Bloor after the system had come into being. This slide was taken in 1965. From these slides you can see the kind of development at five year intervals that clustered around the stations along this line.

This is a picture of University Street after reconstruction. The subway lies under the landscaped area in the middle of the street. As you look down the street, you can see a number of brand new buildings. We were told by the Toronto authorities there that the construction of every single one started coincidental with the decision to extend the subway line up University Street. The increase in assessed valuation has been astronomical in this area.

This shows one of the outlying stations where you have the four methods of transportation coming together, well really three, with parking. You have a parking lot, the turn-around for buses, and of course the kiss and ride where the cars are not parked or where the travelers are brought to the station and onto the rapid transit system.

Now we've moved over to Montreal. This is just a shot of Montreal near the site of Expo '67. We were told that Expo '67, which is phenomenally successful and is coming out about 50% over all their projections on attendance up to this point, could not have been operated without their rapid transit system because the masses of people that are being moved in the trains is just

beyond belief. They couldn't have moved the people in there without it.

This is a map of Montreal. The rapid transit system has one long line reaching out to the north, slightly to the west, coming down and crossing the river, serving the Expo Islands and coming to a terminus on the south side of the river where the buses are fed into the system with two short cross lines. This system is served by a network of surface buses and in some instances the transit system owns the right of way and the buses run on it.

This is an entrance to one of the stations in downtown Montreal. The turnstile and the interesting thing here is the fact that these turnstiles will accept either coins or tickets out of a book, or transfers which are taken out of the machine in the corridor and fed into a slot which grabs it and electronically opens and operates the stile. So the whole thing is done very efficiently and with very little help. Almost entirely automatic,

This is a group of our party who were looking at one of the major stations. This station is where all of those lines cross, if you remember the other map. This is our party looking down into the operating level. This is what they saw as they looked down into the operating level. This is rather typical of the major stations. They were high, very airy, beautifully lighted and very nicely done architecturally.

As you probably have heard, the trains used by the Montreal system run on rubber tires on concrete strips. This shows the wheels, rubber tires and the guard rails alongside. There is a standard steel track, and alongside the rubber tires are flanged steel wheels, slightly smaller than the rubber tires. When they come to the end of the line where they run out onto a spur and then come back and switch over to the other line, the concrete pad drops slightly for a period of a couple hundred feet so that the train gradually settles down and runs on the steel rails at that point. You never know when it happens. They run out on the spur, reverse, and go back on the other track and then they gradually rise till they come back on the rubber tires, and you never know when you've switched. This gets around the difficult problem of how to switch with rubber tires on a concrete pad.

A view in through the doors of one of the cars. These cars in Montreal are somewhat narrower than the ones in Toronto. They're designed for almost entire seating with only a very minimum amount of standee room. Another view down into the one of the major stations from one of the mezzanines. Another view shows the exciting and imaginative architecture that has been used and the spaciousness of it.

Here's another Montreal station. Each one of these stations is done in a different type of material, different colors, and color-coded so that the rider who rides all the time with just a little side vision knows when he is approaching his own station without waiting to read signs or anything else. He just knows it as soon as they come into the station.

This shows some of the crowds on the concourse going in and out of the station. Now the first reaction that many people would have is that this is already overjammed. However, a transit system running at two or three minute headway and eight car trains must have a lot of people. Here's a group waiting to board a train. By the time the next train came in, there was another

crowd. Its not a case of where you stand and wait and wait and wait. You go down into the station and move out within five or six minutes at the most, generally within two or three minutes.

One of the concourses or mezzanines in the major station. There are little boutiques or shops scattered around. This is another one of the corridors. This stairway leads to a court within one of the major office complexes. Now these corridors generally lead from the station into the areas under major office buildings where you have the connections all underground. You must remember that Montreal has a regress climate. In the wintertime, for at least half of the year, they have snow, freezing cold, rain, etc., and so they have used the underground corridors as much as possible. This picture was taken at the same time as the next picture. It shows it was snowing on the street. There was wet snow on the street, and practically nobody up there on the street itself. This was taken at the same time in the mezzanine corridor below leading from underneath the office buildings and into the rapid transit system.

Now, some more pictures of Seattle to illustrate what I was talking about awhile ago. Notice the narrow portion between Lake Washington and Elliott Bay with the Freeway going through along the hillside. So you can see the extreme narrow area between Elliott Bay and the foot of the hill where the Freeway runs. I think that it would become apparent that this is no place for another freeway. This is the beginning of the Interchange that will be Interstate 90 or the main highway east across the Lake. Now some of these pictures of Seattle illustrate the impact of any freeway on the amount of property available. As I said before, I think this is a wonderful freeway and I think it is well designed. I'd certainly hate to think we didn't have it. But they do take a lot of area. There isn't any question about it.

Now this is the present recommended drawing of our Rapid Transit System which De Leuw, Cather and Company have developed up to this point. I'm showing it just to indicate that what they are designing for Seattle is not a simple rail system, but a coordinated system where the existing streets and roads are used for express buses and local buses are used in areas where either were not practical. Where, for one reason or another, a rail system would not be the best answer, it is intended that the Transit System would purchase its own right of way on which express buses would run without any conflict, whatever, with general traffic. Then, of course, we go to the express buses running in conjunction with general traffic, and finally to local buses running on city streets.

At this point, I think I should give, for those of you who don't know, the action of the 1967 session of the State Legislature and the vote of the existing council for the Municipality of Metropolitan Seattle (Metro). Our Metro organization, which is a federation of municipalities in the entire Seattle-Metropolitan area, has taken over the responsibility for the development of further design, financing, construction, and operation of the coordinated transit system. While the City of Seattle has guided it up to this point and while we're still concerned with the engineering of the northwest line including the subway under downtown Seattle, nevertheless from this point on, it's a Metropolitan area project and program. And I think it is being enthusiastically entered into by that body represented on its board, the people from all of the smaller communities around here, the county and the citizens at large.

6.

This shows the way the design is going forward at the present time, with engineering being the dominant factor and major partner. At the top of the Metro organization are liaison committees and citizens' committees feeding information into the managing partner. Then the design chief who works with the engineering department on a completely equal partner basis so that the thoughts of the urban designer and the thoughts of the architect coming independently and not as an agency type of thing, from one design organization, but rather three separate organizations. It seems to be working out very well.

We have the architect who is concerned with the physical and visual impact of the structures, whether they are above or below ground. We have the urban designer who is concerned about the impact on the entire community and whatever it may be constructing. What we hope we can do is use urban design in a way to create some neighborhoods along the outlying areas of the line. Then, of course, we have consultants, economic, landscape, graphics, soil engineering, and all this type of thing. This is shown merely to indicate that one of the major things is engineering because we've got to get the actual holes dug, the concrete poured, protect the adjoining property and move the traffic in the meantime. So, that's engineering.

This happens to be the community of Farsta on the south side of Stockholm, Sweden. Sweden has a way of accomplishing this type of thing because it is a socialistic country and virtually all of the land within the entire metropolitan Stockholm area belongs to the City of Stockholm. One way or the other in the past, they've acquired all this land. So when they decided that they wanted to develop a group of these bedroom communities, a typical one of which is Farsta, they constructed the Rapid Transit line into the area with stations. By arrangement with private enterprise and through leasing arrangements, a shopping center was constructed around the station. This shopping center contains many amenities, a branch library, teenage recreation facilities, a little theater, stores, shops and professional services. Surrounding it is a ring of high-rise apartments. A couple of these apartment buildings show in the background. Outside of that, of course, is the normal groupings of single-family residence served by the various types of bus transportation which I've mentioned.

Again, we come back to the rapid transit here. The purpose is to show that we can use this kind of development both within the City of Seattle and in the outer environments, if we want to and if we really try to do it. This is a drawing of the downtown area of Seattle. It shows the Freeway at the top, Alaskan Way Viaduct at the bottom, Elliott Bay and the hill lies back of the Freeway. The subway would run up 3rd Avenue as shown by the red broken line.

This is the architect's drawing of a cross-section of the subway. Since we have a hilly city here, we cannot accomplish the same type of access to adjoining buildings on one level, as I showed you in Montreal. But actually, the line up 3rd Avenue is within easy access of under street methods of reaching virtually every major building in the area. It is proposed that these kind of facilities would be the type of station that would be developed. It would also be an extension of the lower levels of some of the adjoining business property and thereby serve that property as well as ease the problem of getting locations for stations.

This is the view down 3rd Avenue. The subway would be constructed in general by a tunnel. At some points near the ends where it gets closer to the surface, there might be some open cut and cover which, of course, would be a traffic problem for a period of time.

This again shows some of the shops in Montreal. The idea is that we would have as much of this type of thing alongside the subway, and certainly as feeders from the major shopping area. Perhaps on Pike or Pine Streets in the downtown retail core there would be this kind of concourses leading into and serving all of the major retail establishments so that even here in Seattle, where we have all this beautiful weather, yet when it does rain, the ladies can stay out of the weather.

Just to show that we're not talking entirely about rail rapid transit, here is one of the Seattle Transit System buses which runs on the Freeway. Shortly we hope to step up their freeway operations by use of a Federal grant. A terminus in the North End for park and ride with one exclusive on and off ramp at Cherry Street is included in this trial. The federal government is interested in this trial to demonstrate at what extent we can serve the needs of moving people in groups rather than in single cars on freeways and on the existing streets.

Here is just a view of our City. What we hope is (1) that we will be able to avoid any more crossings in Lake Washington if we possibly can, (2) that we will be able to serve the beautiful residence areas on both sides of the Lake without having to chop them up with vast strips of concrete, (3) that we will be able to give each of these communities the kind of road transportation they need to enjoy and use their automobiles, (4) and that the major travel where we jam up these lake crossings morning and evening during the impact period can be relieved by some manner or means by which we can move more people in fewer vehicles.

A view of the Mercer Island bridge across Lake Washington. It is the first floating bridge that was ever constructed and there are several now. On the north side of this bridge, the third Lake Washington Bridge is proposed which will be an eight-lane structure. Here in the City of Seattle it has created something just short of a revolution with the people complaining about the impact of this bridge. I'm sure that with the cooperative attitude we have with our State Highway Department, and with some firmness on the part of the local governmental authorities, we will be able to find ways, at least to absorb the impact of this bridge, without too much damage. But I certainly hate to think of having a 4th or 5th bridge across Lake Washington.

I just want to amplify, what I have already said very briefly, what we see in complete coordinated transportation. We see a way, if there is enough will to accomplish it, to use this not as a means of coming up behind an existing problem nor simply as a way to say that there are people here in this number in five or ten years who want to go here in the same proportion. We simply must build more things to shuttle them back and forth. But, beyond that, we should try to see how we can use the terrific investment which is going to have to go into transportation, by whatever means, to hopefully shape the whole physical and social environment of our community. We hope that this will be something that will be done nationally.

Incidentally, this is an approach of forgetting to some degree the old time measurement of financial feasibility where construction is justified only when you see enough people that you can move from here to here. We gamble a little bit, as was illustrated in Toronto, and say that this is the shape we want our City and our metropolitan area to take. We say we're going to construct our rail rapid transit, our major freeways and other arterials plus establishing our bus lines in such a way that we accomplish this purpose.

All of us know that we're not going to do these great things without some federal support. We're not going to continue to construct the wonderful free-ways and the great traffic arteries across the prairies where we would never have had them in those sparsely populated states without the Interstate Highway system. I think that one of the greatest things that has ever happened was the Interstate system. On the other hand, the Interstate system cannot solve the problem in the urban areas entirely. It could help, but it can't solve them as it has the movement of people across vast distances.

We think that we can find a way to do this by utilizing all of these means, but it's going to take vast amounts of money. We're going to have to have the same kind of support for the total system as we've been getting for the Interstate Highway system. So, how do they think about it in Washington, D. C.? Up to this point there's been very little interest in this type of thing. But right now with some of the social unrest problems which are occurring in our cities, we're commencing to find people in Washington listening a little bit now. They're not quite as calloused to the problems of the cities as they once were.

About six months ago we took a somewhat more elaborate presentation of this back to Washington, D. C., and took with us our entire consultant team: our engineers from De Leuw, Cather and Co.; Perry Johanson, our architect; Okamoto & Liskamm, our urban design team; and several others. We put on a presentation for the top people in Housing and Urban Development, the Department of Transportation, Congressional leaders and Senators. We received nothing but the most enthusiastic support to the extent that a few months ago we were invited to send the same team back to put on a presentation for 70 invited cities throughout the country.

I think we can say with some pride that we here in Seattle have taken a rather leading position in this concept of coordinated transportation throughout the country. At least, I've stuck my neck in the lion's den. In October I'm appearing at the American Society of Highway Officials meeting in Salt Lake City to present this same concept, at their invitation. I think they are beginning to realize that maybe there's something happening here, that they're not going to be able to shove under the rug permanently. They'd like to know what its all about and perhaps be a part of it.

I think I will conclude at this time. If there are any questions, I'll be glad to try to answer them.

Chairman Mr. Cottingham: A most informative presentation. Many of you may have wondered which side you should be on, if there are sides. I think you've seen that Seattle is moving ahead with this concept. It's a matter of time and money, and both of these things seem to be coming into focus now.

I'm sure many of you have been astounded by parts of this presentation, I know I am. What looks to be a lot of money in architectural treatment in terminals is actually just good sound planning and design. I'm amazed at the volumes of people that use these systems. We see our buses running half empty. We see rapid transit running full. There's something to attract people there. It isn't the terminal that throws people out, it's the terminal that accommodates them.

Does anyone in the audience have some questions for the Mayor at this time?

Question from audience: Has any formula or plan been worked out along the lines of financing?

Mayor: Well, as far as we're concerned here in Seattle, the local portion will be part of the Forward Thrust program which will be placed before the people in February next year. At that time there will be a very massive general obligations bond issue put before the people for their vote to provide the local financing. Obviously, at the present time, while we have authorization at the Federal level of some scope and some scale, not enough of course, for the support of the construction of this kind of a system on a two-thirds, one-third basis, not a 90 to 10, it's obvious that with the drain of the Viet Nam war, we're not going to have money in any substantial amounts from the Federal government during the early years. We're talking about a fifteen-year construction period for rail rapid transit which would begin in 1970.

We're hopeful that we will be able to convince the Federal government, as part of the total social problem in our cities which they are now becoming very conscious of, that they're going to have to give this total problem, which would include the support of transportation, more attention than they have in the past, even though it has to be done in the "guns and butter" concept. In other words, you can't set this problem aside and forget it until we terminate our commitment in Viet Nam. We think we can convince them of this. I think they'll have to do it. But we're going to move ahead to the extent we can through our Forward Thrust program, assuming our people will back us, and we think they will.

Incidentally, the remarks that the Chairman made, I want to concur in. In Montreal, it was interesting to hear the comments of Mayor Jean Drapeau and the others who have been instrumental in designing this system in which they said that they were taking a lesson from the airline industry. You make air travel exciting, glamorous and beautiful. They try to outdo each other in the decor of the planes, the uniforming of the stewardesses, and all this type of thing. Anything to make it glamorous. What they've tried to do here is make travel by rail rapid transit an exciting, socially acceptable way of moving. And I might say that people have accepted it that way.

One of the stations is the Place des Arts which lies under their major cultural complex; their opera house, concert halls, etc. One evening while we were there, some of us rode the subway into Place des Arts at about 11 o'clock. The people were coming down from the concert in evening clothes and getting on the subway to ride out to the suburbs during a nasty, snowy, blizzard night, but they would be able to take their car from the nearest station to only a few blocks to their home. So it is a socially accepted way to travel. This is the

way that we get people out of their cars and into rail rapid transit. It has to be something that's exciting and fun to ride, yet get you there quickly, cheaply (hopefully), comfortably, and in an environment in which you do not feel out of place.

Question from audience: Was it easy or was it difficult to gain the support of the satellite communities to this transit plan here in Seattle?

Mayor: We're making great progress on this, I believe. Otherwise we could not have accomplished the passage of the new Metro bill in the legislature which authorized Metro to do the present rapid transit program. Up to this point Metro has only handled water pollution and has done a marvelous job on the \$135 million water pollution control program which is in the final stages of construction. We could not have passed the rapid transit nor received a satisfactory vote out of the Metro Council, which is composed of representatives of all of these communities if we had not made some headway. I think I will get the support of the communities in the area and especially if they are able to get their thoughts into the program so that the things that concern them are given consideration.

Question from audience: Mayor, what judgment did you form of the narrower cars on the Montreal subway?

Mayor: Well, I think everyone would have a personal judgment on this. My personal judgment was that I don't particularly see the reason. Basically it was done so that they could construct smaller bores for the subway tunnels. From a practical operating point of view, I saw very little reason for the narrower cars. It seems to me that the larger car operates about as efficiently, and certainly is a little more roomy than the narrower car. However, if you take the concept that they have operated on, in which you have very few standees even with the big crowds, the narrower car works very well.

Question from audience: Mayor, can you comment on the volume and type of people who use transit? What I mean is, when do the peak periods occur, and what class of people are needing it?

Mayor: The peak periods, of course, occur on any type of transportation in the two hours in the morning, 7 to 9, let's say, and the two hours in the evening, 4 to 6, or thereabouts. Now I notice the bus lines that run out into the Northeast area where I live will pass many times without a single passenger in them other than the peak periods. During the peak periods they're loaded and standing. But I noticed in both Montreal and Toronto, and particularly Toronto, that no matter what hour you went on the Transit System, there was a pretty good crowd with some people waiting to get on and off at every station. These passengers were a general cross-section of the people. When you go to New York, you have a different situation. Generally you will find that the passengers have the appearance of being a low-income group of people, except in downtown Manhattan where all the big bankers and everybody else rides the subway because they can't get through in their limousines. That was not true in Toronto and Montreal where it looked like there were more white-collar people than anyone else riding rapid transit. It is socially acceptable.

So I think that there are real genuine things that can be accomplished with rail rapid transit if everybody will get rid of their old inhibitions. Let's cut out the competitions because nothing like this is in any way going to take away the need of streets. We're still going to want our automobiles; I do, believe me. I want to drive my automobile when I can. But they're not in competition - this is a different type of thing entirely.

Question from audience: Mayor Braman, there's a lot of evidence that there were unequal benefits to property owners on the Toronto subway, and some others. Now was any consideration given, or is any consideration being given now, here in Seattle, to the possibility of special assessments for these people who stand to profit most by increasing property values?

Mayor: This is a very difficult and sticky area. I agree with you that the rise of assessed evaluation along these lines indicate that the property had been somewhat decadent and run-down with a low income potential. Then all of a sudden it becomes quite valuable. There isn't any question about this. On the other hand, the only off-set that I know of is a special assessment and I don't know how you can reach it. The point of it is that the assessments of these properties did skyrocket and so the general public is benefiting by the fact that these properties are paying a very high rate of taxes compared to what they were paying. So there is some compensation because you do get back some of the profits created with these people.

Thank you very much for listening. I'd just like to add that in Montreal, a city about twice the size of Seattle, the rapid transit system has just passed 100 million passengers during the ten months it has been operating.