Seattle Transit Plan ’05

- Framed transit vision for Seattle
- Established ability to negotiate with Metro
- Updated transit classifications
- Linked urban villages along key routes (UVTN)
- Estimated funding needed for additional service
- Set performance measures and goals
Emerging Issues

• Update policy framework
• Document current conditions
• Prioritize network for investments
• Explore funding resources
• Address city’s role in providing transit service
Vision and 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

• Balance implementation with constraints
TMP Work Plan

- Briefing Book
- Evaluation framework
- Corridor prioritization
- Modal assignment
- Funding scenarios
- Capital project lists
- Policy and programmatic actions
- Continuous public outreach
Project Organization

- Consultant team led by Nelson\Nygaard
- Regular interactions with public and technical advisory teams
- Council and Mayoral engagement in and oversight of project
Schedule

Plan Development

Phase 1
September 2010

Phase 2
January 2011

September 2011

Public Engagement

Recommend Plan to Mayor

Council Adoption
Auto Accessibility and Transit Dependency
Service Frequency vs. Transit Use Index

AM Peak Frequency

Midday Frequency
Major OD Travel Demand in Seattle (2010)

Home-based work trips

All day trips
Technologies and Modes
Framework for Urban Transit Mode Review

**Modes Being Considered**
- **RUBBER-TIRE**
  - Local Bus/Trolley Bus
  - Rapid Bus/Trolley Bus w/ Priority
  - BRT/Trolley BRT w/ Priority and ROW
  - Streetcar/Tram in Mixed Traffic
  - Tram w/ Priority and Exclusive ROW
  - Light Rail

- **RAIL**
  - Light Rail

**City Goal Framework**
- Environmental Sustainability
- Economic Vitality
- Safety and Health
- Livable Neighborhoods

**Modal Choice Factors**
- Passenger Experience
- System Performance
- Energy Use/Emissions Reduction
- Land Use/Economic Impacts
- Safety/Health/Livability Benefits
- Cost-Effectiveness

**Passenger Experience Measures**
- Speed
- Reliability
- Ride quality/comfort
- Multimodal integration (e.g., bike accommodation)
- Access (e.g., ease of boarding vehicle)
- Accessibility (for mobility-challenged)
- Stop/station amenities

**System Performance Measures**
- Capacity
- Connectivity (i.e., seamlessness)
- Speed (i.e., coverage)
- Reliability
- Traffic/parking impacts

**Energy Use/Emissions Measures**
- CO2/passenger mile
- Energy Use/passenger mile
- Lifecycle carbon emissions
- Land use impacts
- Potential to reduce VMT

**Land Use/Economic Measures**
- Ability to shape development
- Ability to shape pedestrian environment
- Land value benefits/impacts
- Tax base
- Parking impacts

**Safety/Health/Livability Measures**
- Collisions (vehicle conflicts)
- Air quality
- Noise
- Pedestrian conflicts/safety
- Bicycle conflicts/safety

**Cost Measures**
- Operating cost (per passenger, per hour, per mile, or combinations thereof)
- Capital cost per mile
- Total (annualized operating and capital) cost (per passenger, per hour, per mile, or combinations thereof) (including projected energy cost growth)
- External (social) costs
Local Buses and Trolleys

- Operate in mixed traffic
- Frequent, curbside stops
- Limited signal priority
- Various fuel sources, including electric trolleys
Express Bus

- Long-haul routes
- Peak hour connections
- Center-to-center or point-to-point trips
- Often uses freeways
Rapid Bus

- Features to improve performance (e.g., ITS, vehicle characteristics)
- Segregated ROW (e.g., Bus Only lane)
- Real-time information
- Wide stop spacing
Bus Rapid Transit

- Exclusive ROW ("busway")
- ITS features
- Special design and branding
- Off-board payment
Streetcar or Tram

- Mixed, with traffic or in separate ROW
- Closely spaced stops
- Passenger “comfort” features
Light Rail

- Exclusive ROW
- Street level or grade separated
- ITS features
- Higher speed than streetcar / tram
Commuter Rail

- Exclusive ROW (or shared with freight)
- High speed
- Limited stop
Transit as Placemaking
Downtown Circulation

- Connectivity between services
- Access to destinations
- Frequent (no schedule) service
System Legibility

- Inter-modal connections
- Clear and relevant information
Seattle’s Designated Hubs
Westlake Hub
Westlake Hub
King Street Station
Portland
San Francisco
Future Seattle Hubs

- Outside of center city
- Multi-modal interactions
- Transportation and land use connections
Next Steps

- TMP web survey
- Ongoing outreach
- Advisory group coordination
- Briefing Book completion
- Contacts with elected officials
Questions?

Website: http://www.seattle.gov/transportation/transitmasterplan

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