

APPENDIX A PLANS & POLICIES IMPACTING TRANSIT IN SEATTLE

This appendix summarizes recent transit policy and planning efforts that affect future transit service in Seattle. Each description includes a link to the document.

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Plan / Policy	Description
REGIONAL	
Puget Sound Regional Council Transportation 2040 Adopted: 2010	<p>Transportation 2040 is a 30-year action plan outlining an investment strategy for regional transportation that accounts for regional growth projections. Transportation 2040 develops strategies in the areas of congestion mitigation and mobility, environmental sensitivity, and approaches to financing transportation. This plan calls for aggressive growth in transit service and promotes the implementation of Sound Transit 2.</p> <p>For more information visit: http://psrc.org/transportation/t2040/t2040-pubs/final-draft-transportation-2040/</p>
SEATTLE	
Seattle Comprehensive Plan Adopted: 2004 (update)	<p>Seattle's Comprehensive Plan, updated in 2004, provides broad goals, objectives, and policies that will guide the growth of the city over the next 20 years. The Comprehensive Plan recommends a strong relationship between concentrated urban growth and access to transit. The city developed an innovative approach to promoting transit-supportive land uses by codifying various types of urban villages and urban centers that will focus the majority of the city's future development.</p> <p>For more information visit: http://www.seattle.gov/dpd/Planning/Seattle_s_Comprehensive_Plan/ComprehensivePlan/default.asp</p> <p>Plan update progress: http://www.seattle.gov/dpd/Planning/Seattle_s_Comprehensive_Plan/CitywideUpdate2030Beyond/default.asp</p>
Transportation Strategic Plan Adopted: 2005	<p>The Transportation Strategic Plan (TSP) steers Seattle's transportation goals and policies over the next 20 years. The plan also describes specific actions, projects and programs that will help meet these goals. Project and program performance is evaluated and future transportation initiatives are prioritized by key criteria. An update to the TSP is underway and will be completed in 2011.</p> <p>For more information visit: http://www.seattle.gov/transportation/tsphome.htm</p>
Seattle Transit Plan Adopted: 2005	<p>The Seattle Transit Plan sets a strategic direction for providing quality transit service in Seattle. The Transit Plan illustrates the city's current and future transit services, transit demand, and market characteristics. The plan's vision promotes an integrated transit system that is linked to land use goals specified in the Urban Village strategy. The plan also develops criteria for evaluating future transit technologies, establishes quality of service measures, and offers a toolbox for transit priority treatments.</p> <p>For more information visit: http://www.seattle.gov/transportation/docs/SeattleTransitPlanSummer20051105_Reso5.pdf</p>

Plan / Policy	Description
Urban Village Transit Network <i>Adopted: 2004</i>	<p>The Urban Village Transit Network is the backbone of the city's transit system and links a network of high quality transit with urban villages. This policy framework states that high quality transit service and future development should be concentrated along travel corridors that meet several key criteria; these include corridors with high ridership and productivity potential, minimum target densities, limited access barriers, ½-mile spacing between parallel routes, and ability to meet level of service standards (service frequency of 15 minutes or less and service span of 18 hours or more).</p> <p><i>For more information visit: http://www.seattle.gov/transportation/docs/transitplan_SEATTLEuvtn%20FINAL%20DRAFT.pdf</i></p>
Seattle Streetcar Network Development Report <i>Adopted: 2008</i>	<p>The Seattle Streetcar Network Development Plan follows up on the City Council-approved streetcar network concept by evaluating route options with respect to funding opportunities, cost and construction issues, travel time, connectivity and operating efficiency benefits, ridership potential, and development potential. Priority corridors include the Central line, Fremont-Ballard line, First Hill-Capitol Hill line, and a South Lake Union line extension to the University District (named the U-Line). In addition, this report summarizes streetcar operating environment and relationship to other modes, capital and operating cost estimates, funding considerations, and engineering and construction timelines for each corridor.</p> <p><i>For more information visit: http://www.seattlestreetcar.org/future.asp</i></p>
Center City Circulation Study <i>Adopted: 2003</i>	<p>The Center City Circulation Study aims to improve access into and throughout downtown by improving and better integrating the transit and non-motorized transportation networks. The study looks at challenges and opportunities for multimodal transportation networks, how major transit and roadway projects can be integrated, and what additional mobility needs must be addressed to accommodate future growth.</p> <p><i>For more information visit: http://www.cityofseattle.gov/transportation/ppmpcentercity.htm</i></p>
Center City Access Strategy <i>Ongoing Projects</i>	<p>The Center City Access Strategy is the implementation plan of the Center City Circulation Study. It identifies 23 critical projects that will improve access to downtown by expanding the light rail, commuter rail, and bus network;, developing parking and demand management strategies;, and enhancing the bicycle and pedestrian environment.</p> <p><i>For more information visit: http://www.cityofseattle.gov/transportation/centercityaccess.htm</i></p>
Seattle Planning Commission Transit Communities Report <i>Completed: 2010</i>	<p>The Planning Commission's Transit Communities acts as a primer regarding the qualities (such as land use, urban design, transit mode and service characteristics, and transit infrastructure) and typologies of transit communities. The report outlines strategies, actions, and investments for creating livable and transit-oriented communities. Transit community development is prioritized where investments are most needed and will make the greatest impact. This report also includes a set of funding and implementation strategies to create transit communities.</p> <p><i>For more information visit: http://www.cityofseattle.net/planningcommission/</i></p>

Plan / Policy	Description
KING COUNTY	
King County Metro Comprehensive Plan for Public Transportation <i>Adopted: 2007</i>	<p>King County Metro's Comprehensive Plan provides the framework for future policy, project, and program decision making to better serve the mobility needs of the metropolitan region. Policies specified in the plan relate to policy coordination, service and capital development, jurisdictional and community involvement, and financial allocation.</p> <p><i>For more information visit:</i> http://www.kingcounty.gov/transportation/kcdot/planningandpolicy/transitplanning.aspx#comprehensive</p>
King County Metro Transit's Strategic Plan for Public Transportation, 2007 – 2016 <i>Adopted: 2009 (Amended)</i>	<p>The Strategic Plan develops a list of strategies that seek to satisfy the goals, objectives, and policies included in KCM's Comprehensive Plan for Public Transportation. The 34 strategies detailed in the plan are organized into five categories including monitoring and management, capital, service, implementation, and financing.</p> <p><i>For more information visit:</i> http://www.kingcounty.gov/transportation/kcdot/planningandpolicy/transitplanning.aspx#comprehensive</p>
Regional Transit Task Force Final Report and Recommendations <i>Completed: 2010</i>	<p>The King County Council formed the Regional Transit Task Force (RTTF) to consider a policy framework to guide service investments or, if necessary, service reductions. The task force was formed at a time when Metro faces a strong demand for transit services and declining revenues due to rising costs and steep decline in sales-tax revenue—an important source of Metro's funding. As a result, Metro has had to defer planned investment in transit service and could be forced make service cuts if the current economic situation does not improve. In this context, the task force identified short-term and long-term objectives for transit service investment and developed policy guidance for service implementation based on those objectives.</p> <p><i>For more information visit:</i> http://www.kingcounty.gov/transportation/transittaskforce.aspx</p>
SOUND TRANSIT	
Sound Transit Long Range Plan <i>Adopted: 2005</i>	<p>Sound Transit's Long Range Plan (LRP) identifies the region's goals, policies and strategies for high-capacity transit expansion over the next 20 years. The LRP designates a variety of improvements and service expansion for different modes (e.g., commuter rail, LRT, bus, HOV) and organizes projects and investment into at least three phases (Sound Move, ST2, and "Future Phases").</p> <p><i>For more information visit:</i> http://www.soundtransit.org/Documents/pdf/projects/seis/Long-Range_Plan_7-7-05.pdf</p>
Sound Transit Phase II Plan (ST2) <i>Adopted: 2007</i>	<p>Building upon the original transit investment framework detailed in Phase I, commonly known as Sound Move, the Phase II plan (or ST2) identifies high capacity transit projects and capital investments that will expand travel options, increase quality access to transit facilities, improve transit speeds and frequencies, and increase high capacity transit service along the region's most congested corridors. The ST2 Plan includes a 36-mile expansion of the Link light rail system, Sounder commuter rail improvements, and service increases for regional express buses costing \$13.4 billion over the next 15 years.</p> <p><i>For more information visit:</i> http://www.soundtransit.org/Documents/pdf/st2/transitexpansion/ST2_Plan_web.pdf</p>

