

# STBD Racial Equity Analysis



Transit Advisory Board  
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# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

# Presentation overview

- Introduction
- Purpose
- Context
- Assessment
- Findings & Actions
- Discussion

# Introduction – RSJI

## Vision:

In the City of Seattle racial disparities have been eliminated and racial equity achieved.



## RSJI mission and goals

- End institutional racism in City government
- Promote inclusion and full participation of all residents
- Partner with the community and other institutions to create racial equity

# Introduction – STBD Overview

- Transit Service (~43M/year)
  - Direct purchase of transit service (~\$40M/year)
    - SDOT identifies investments
    - Service provided by Metro
    - Informed by service guidelines, ~17% increase in service
  - Regional Partnerships Program (up to \$3M/year)
    - Funds a portion of cross-jurisdictional routes
- Transportation Equity (up to \$2M/year)
  - Youth ORCA, ORCA LIFT, VLF rebate
  - Outreach and awareness

# Analysis Purpose

Assess STBD bus service purchase through racial equity lens

- Builds upon Racial Equity Toolkit structure
- Looks at past investments
- Informs Fall 2017 investments
- Identifies future areas of focus

Presentation goal: share analysis, show how it shaped investment decisions, receive feedback

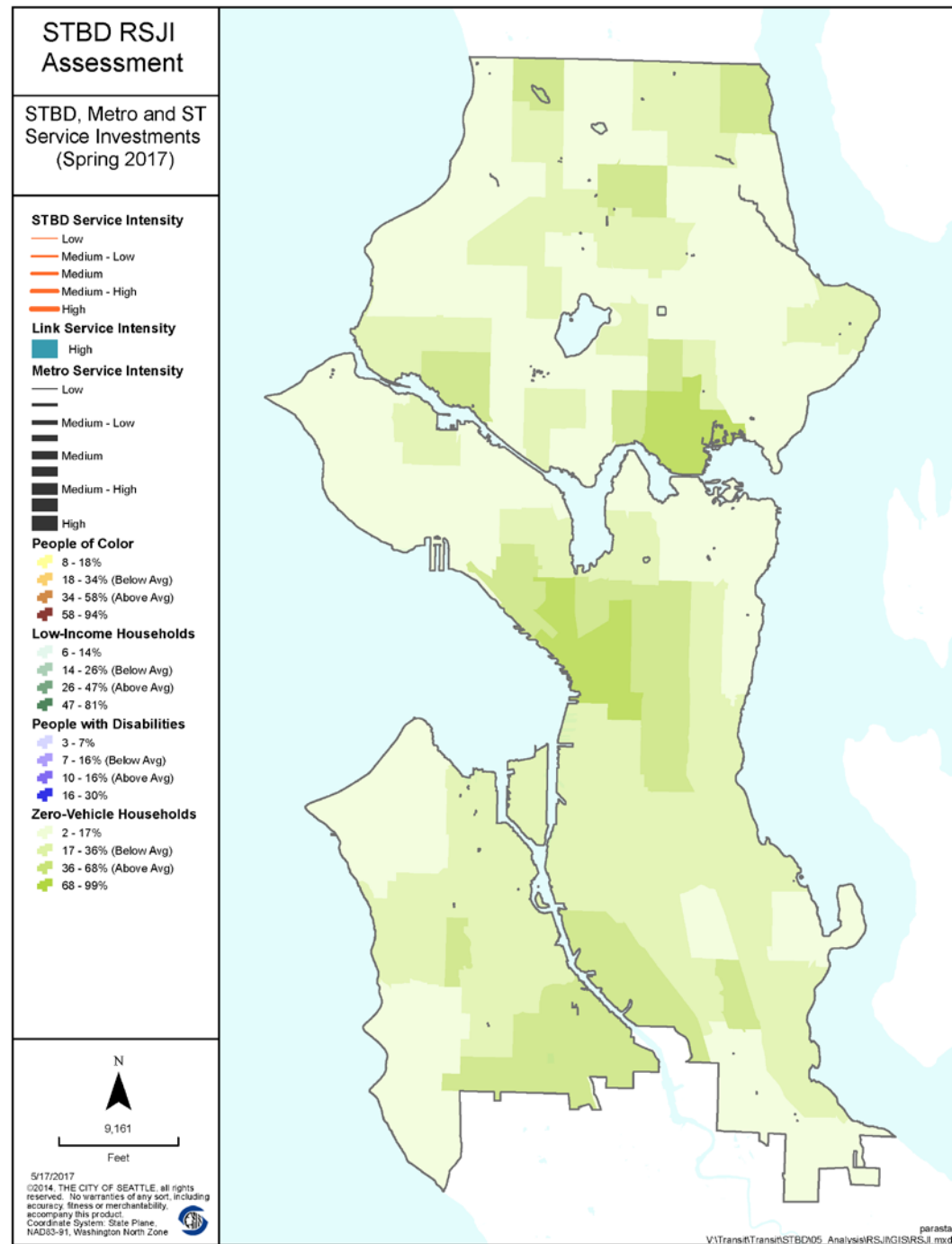
# Key Context

- STBD builds upon Metro system
  - STBD can't be analyzed in a vacuum
- Recent restructures
  - Link Connections, Southeast Seattle
- Seattle routes vs regional partnership routes
  - 80% of stops in the City

# Assessment – Demographics

## Measures

- People of color
- Low-income households
- People with disabilities
- Zero car households

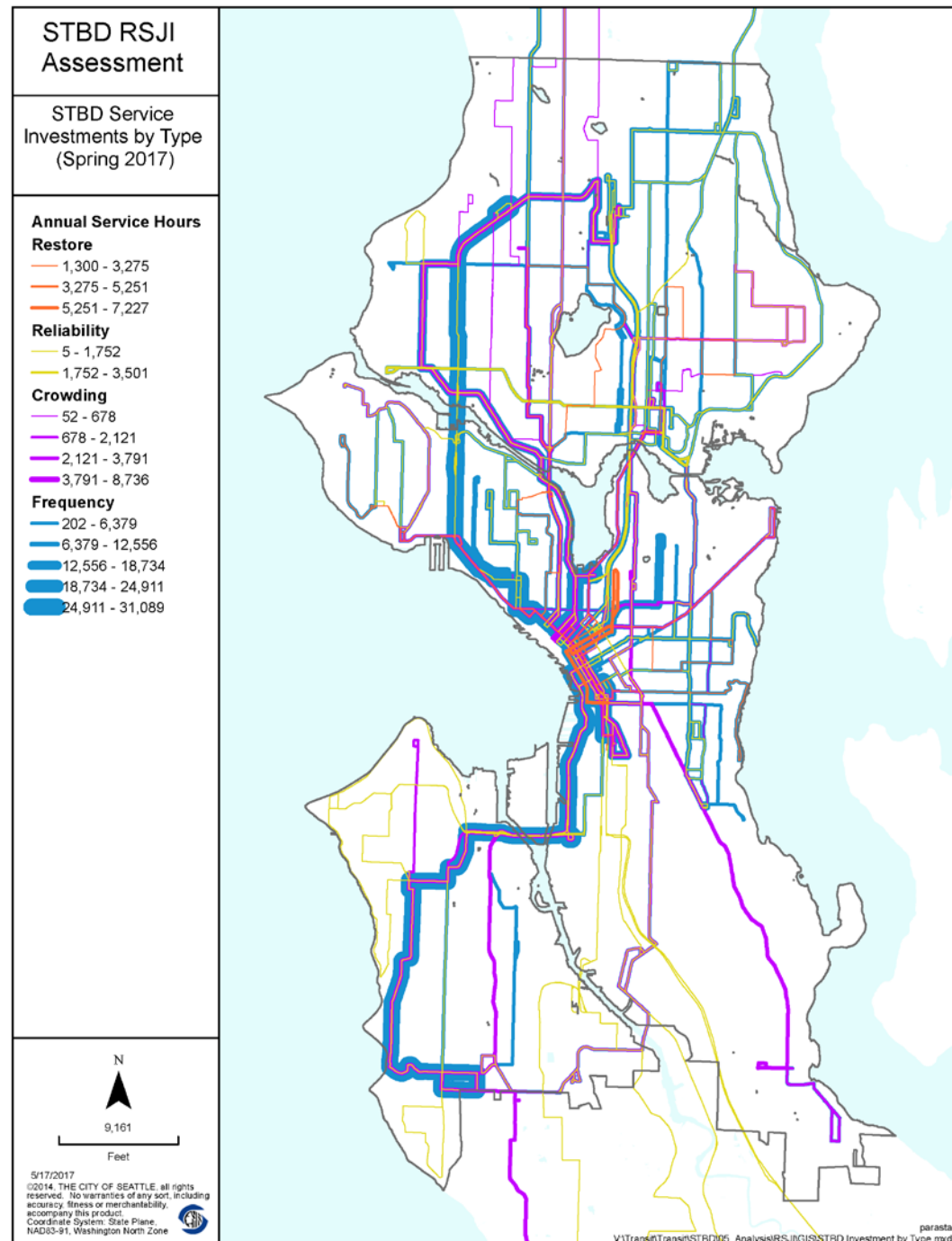




# Assessment – Investment Type

## Type and Distribution

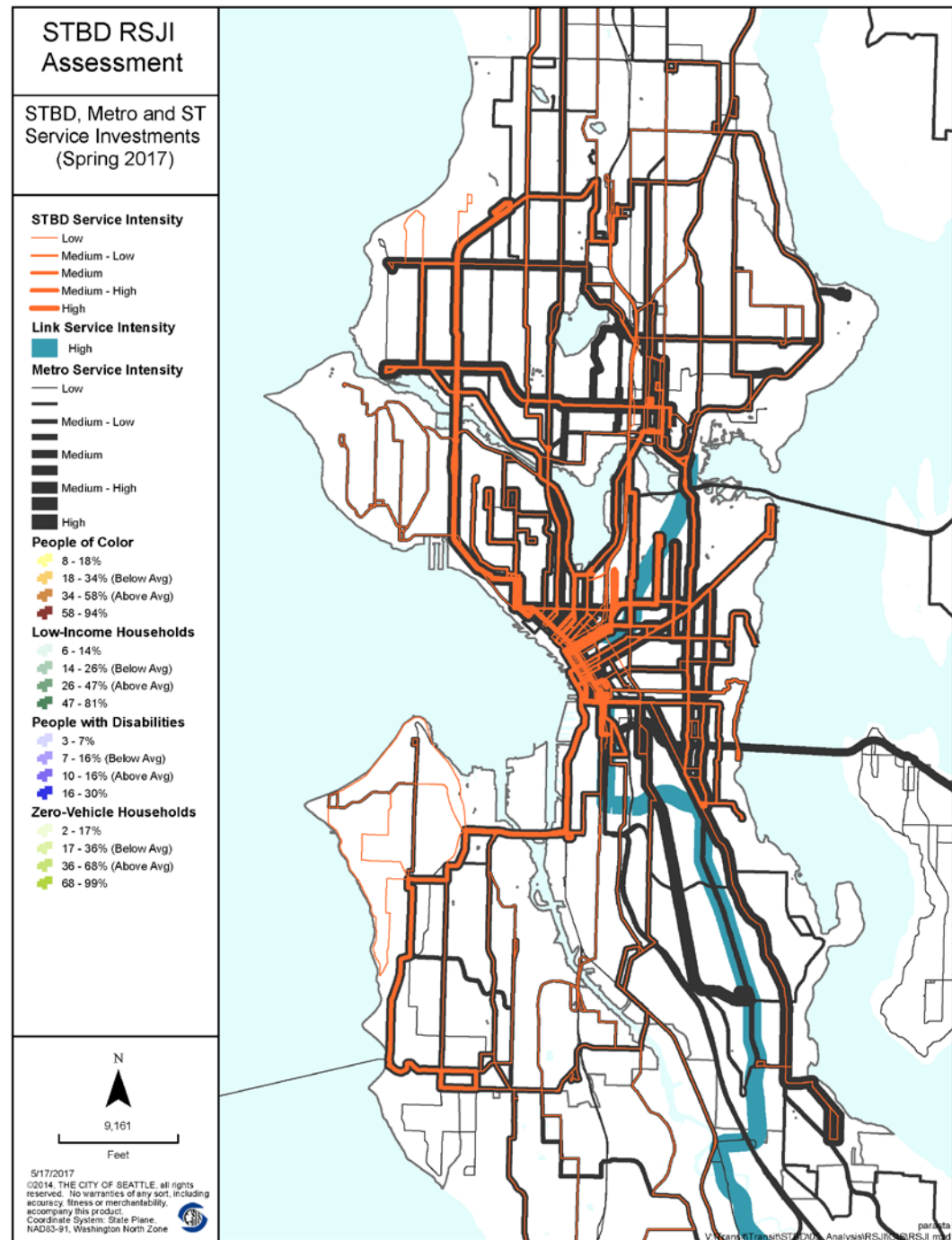
- Restore
- Reliability
- Crowding
- Frequency



# Assessment – Network

## Layers

- Sound Transit
- Metro
- STBD

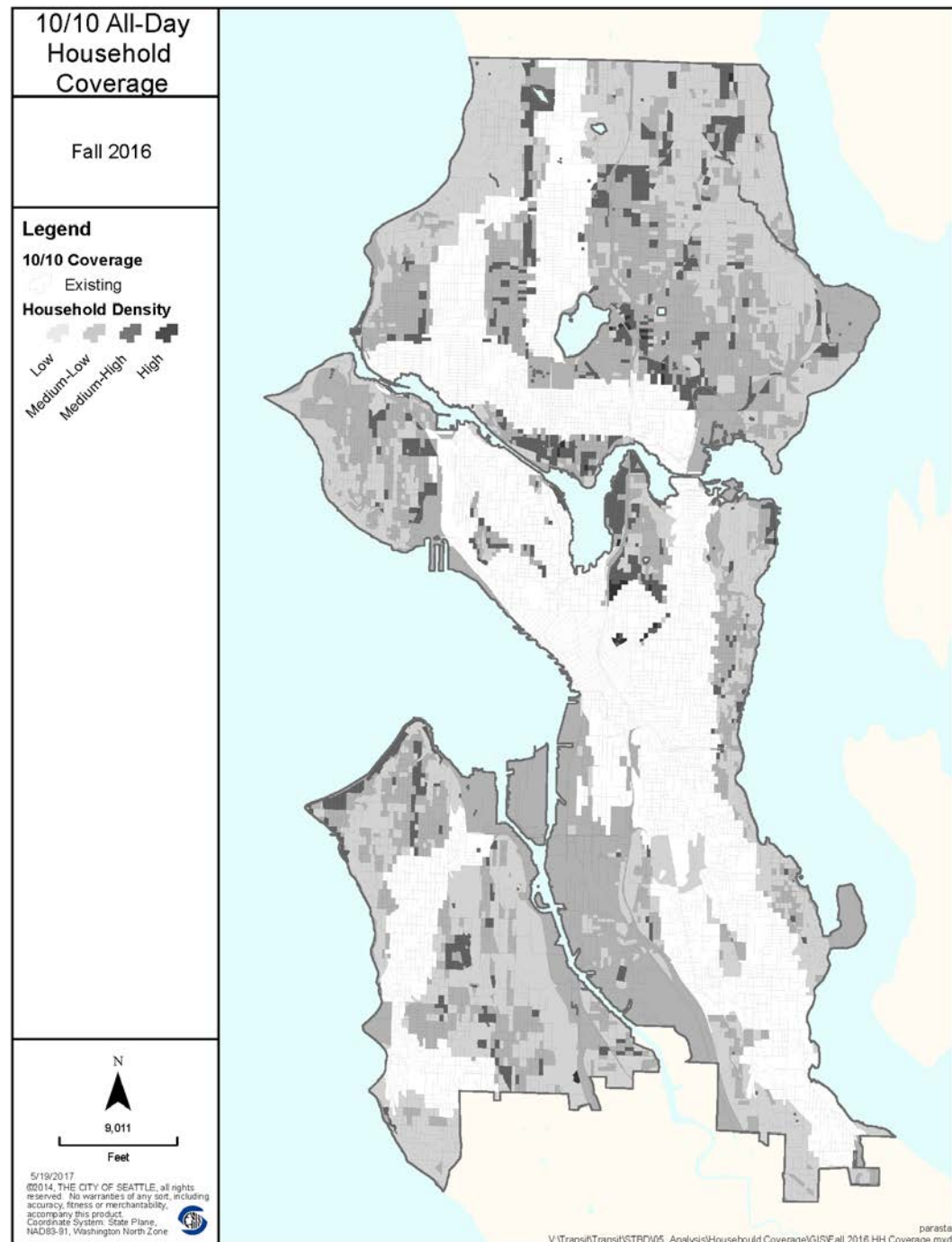


# Assessment –10/10 Household Coverage

(10 min walk / 10 min, all-day service)

## Measures

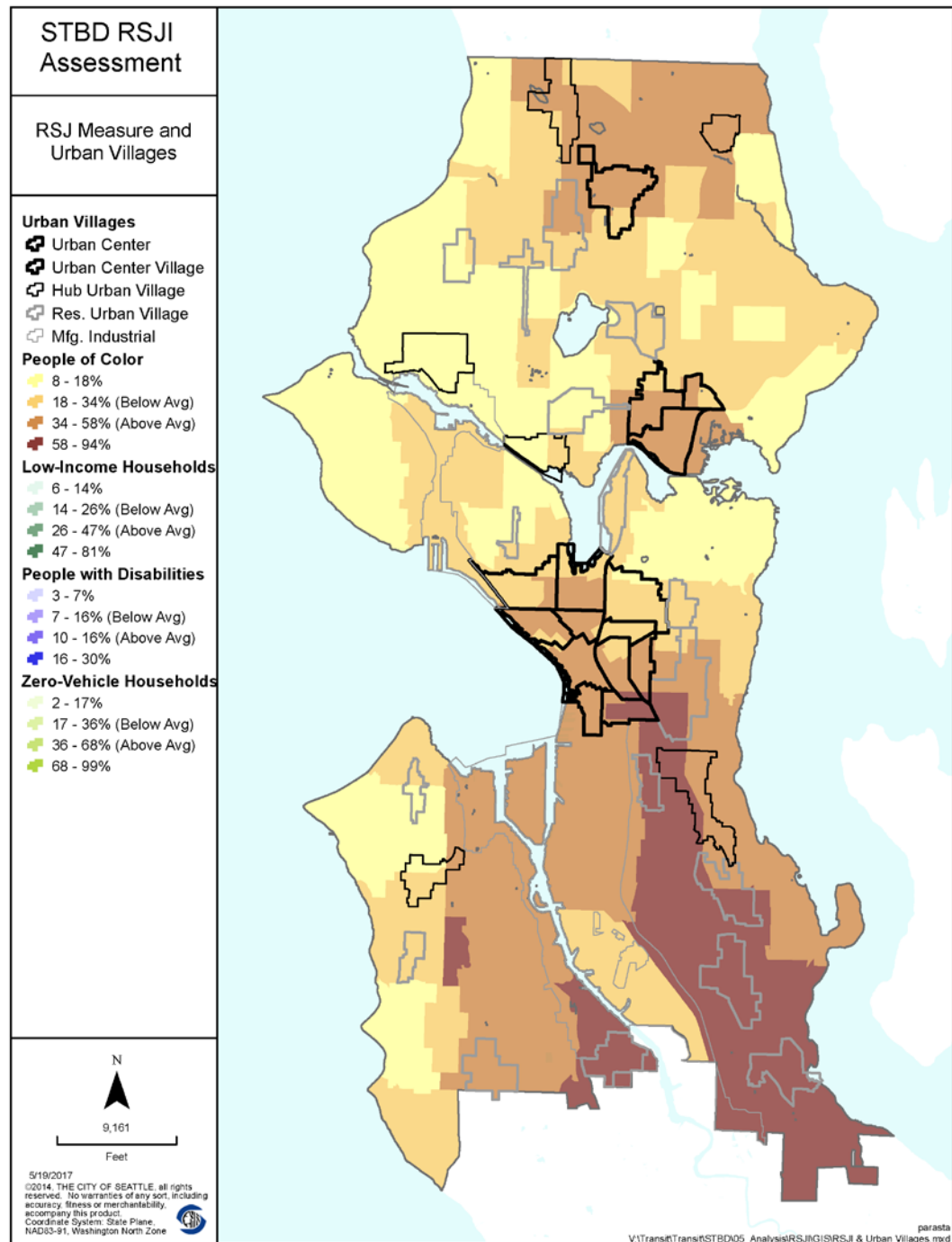
- 10/10 routes
- Walkshed gaps
- Households



# Assessment – Frequent Transit Network (FTN) & Urban Villages

## Inputs

- FTN gaps
- Urban Villages
- RSJ overlap



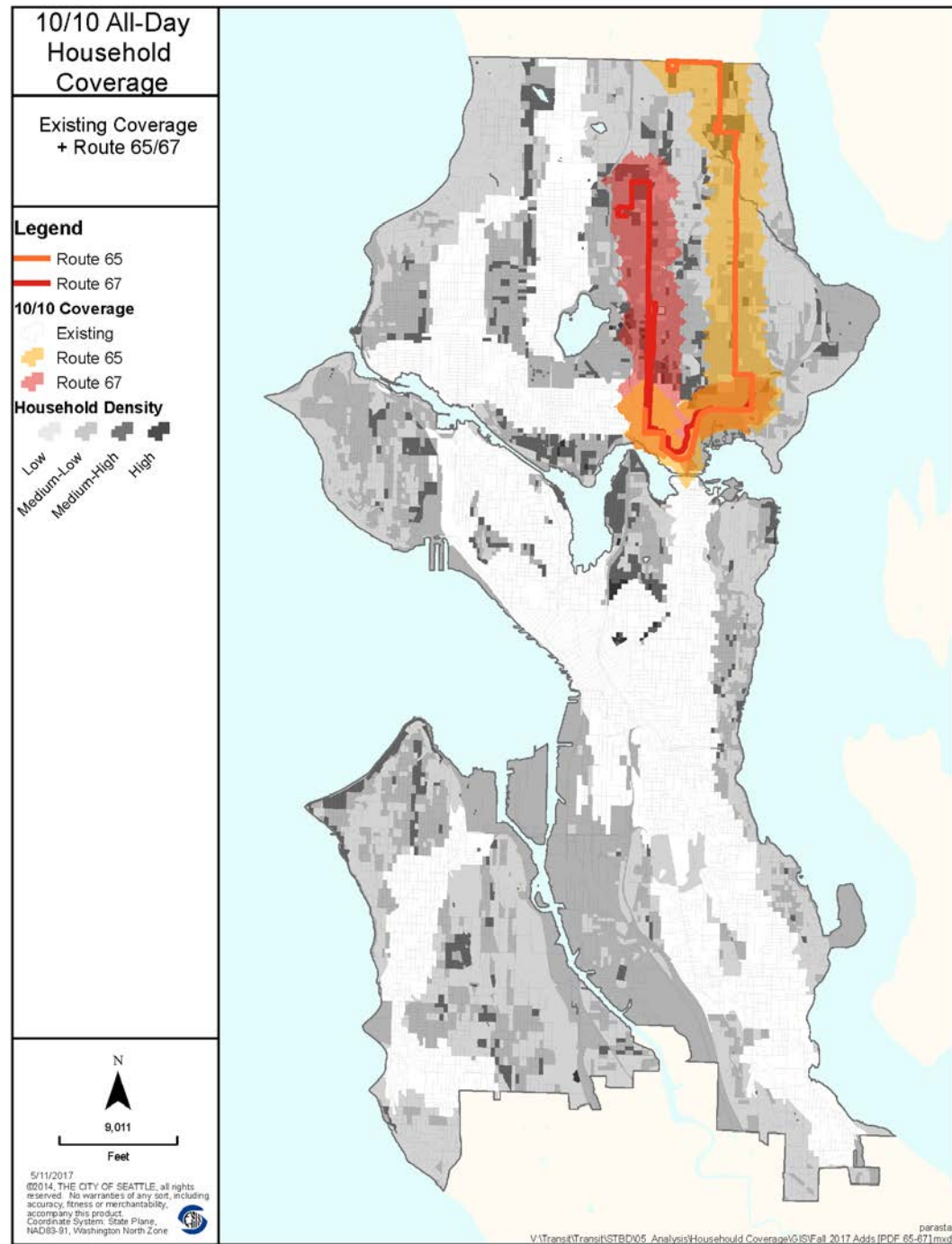
# Assessment – Other Considerations

- Stakeholder feedback
- Night Owl
- Transit Master Plan & Frequent Transit Network
- Metro 2016 System Evaluation (Service Guidelines)
- RapidRide program
- Definition/data updates

# Findings

## Improving routes 65 & 67 advances RSJI & Move Seattle goals

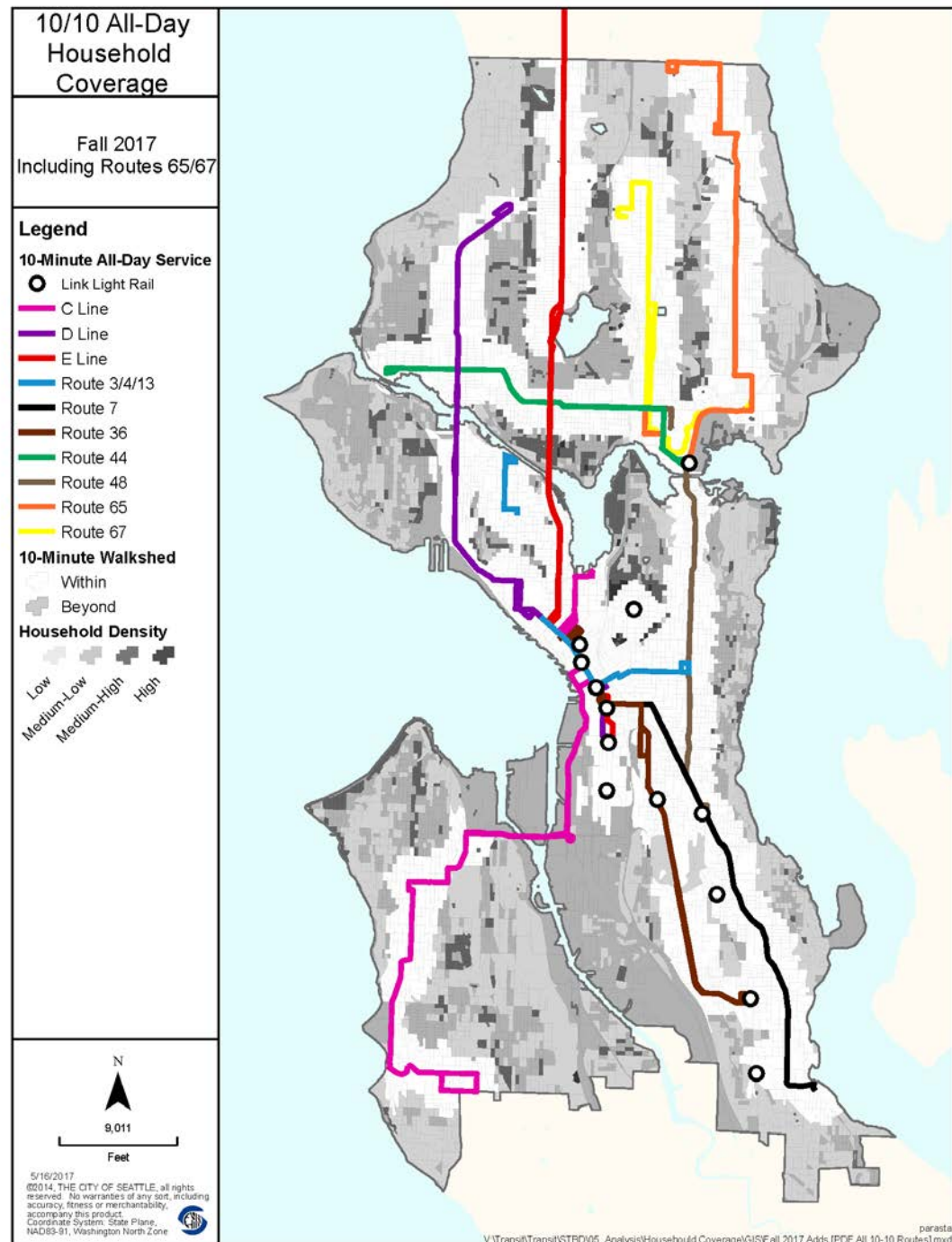
- High RSJ impact
  - Size
  - Benefit to cost
- 9% increase in households
- 4 urban villages





# Actions – Routes 65 & 67

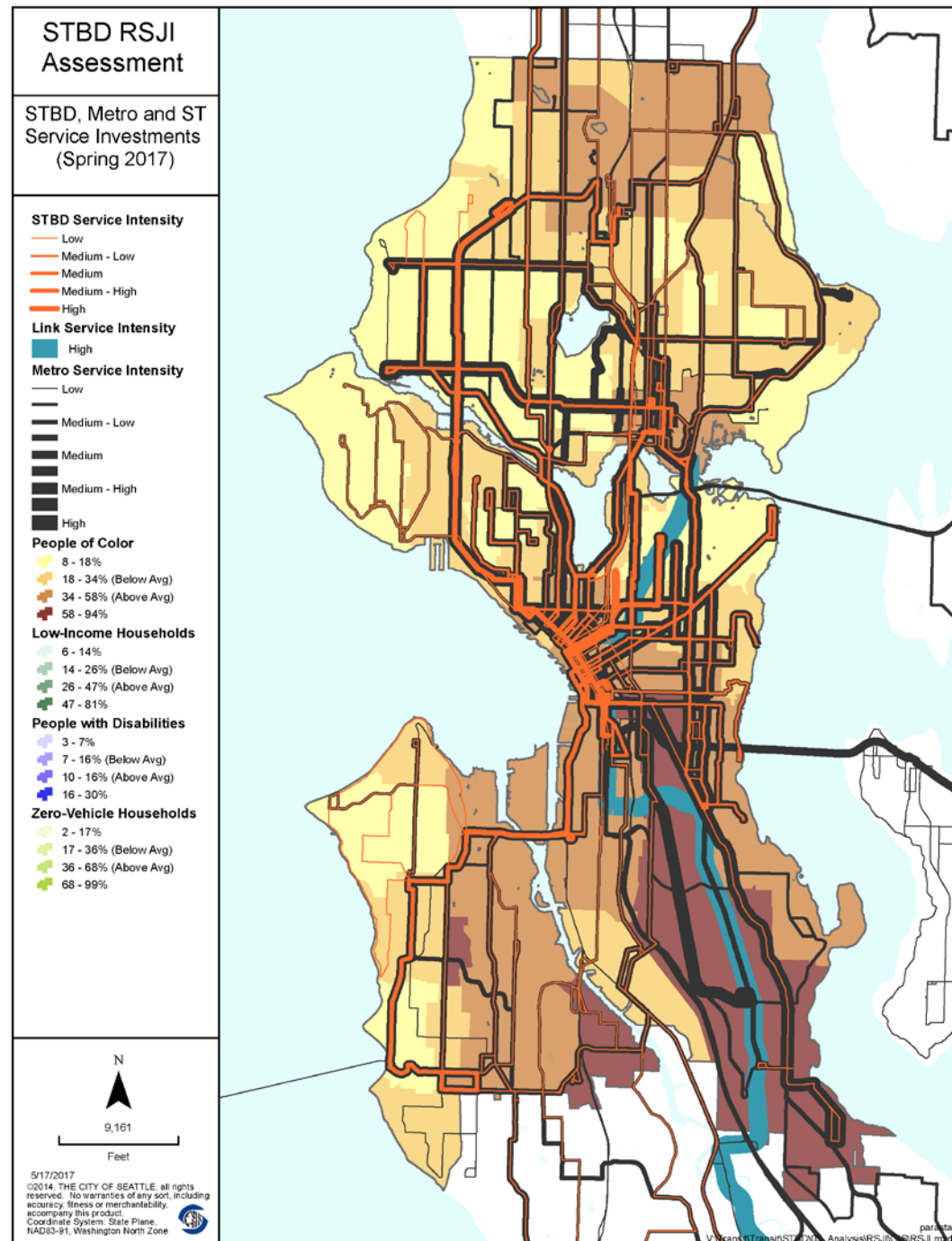
- Provide 10-minute all-day service
- Future RapidRide corridor (Route 67)
- Overlaps with Night Owl investments
- Metro Service Guidelines



# Findings

## STBD investments build on existing service and current network

- STBD investments vary by route
- Service and/or capital investments
- RSJ opportunity areas:
  - East-west service
  - Routes identified for upgrade to FTN
  - South Central and North Seattle



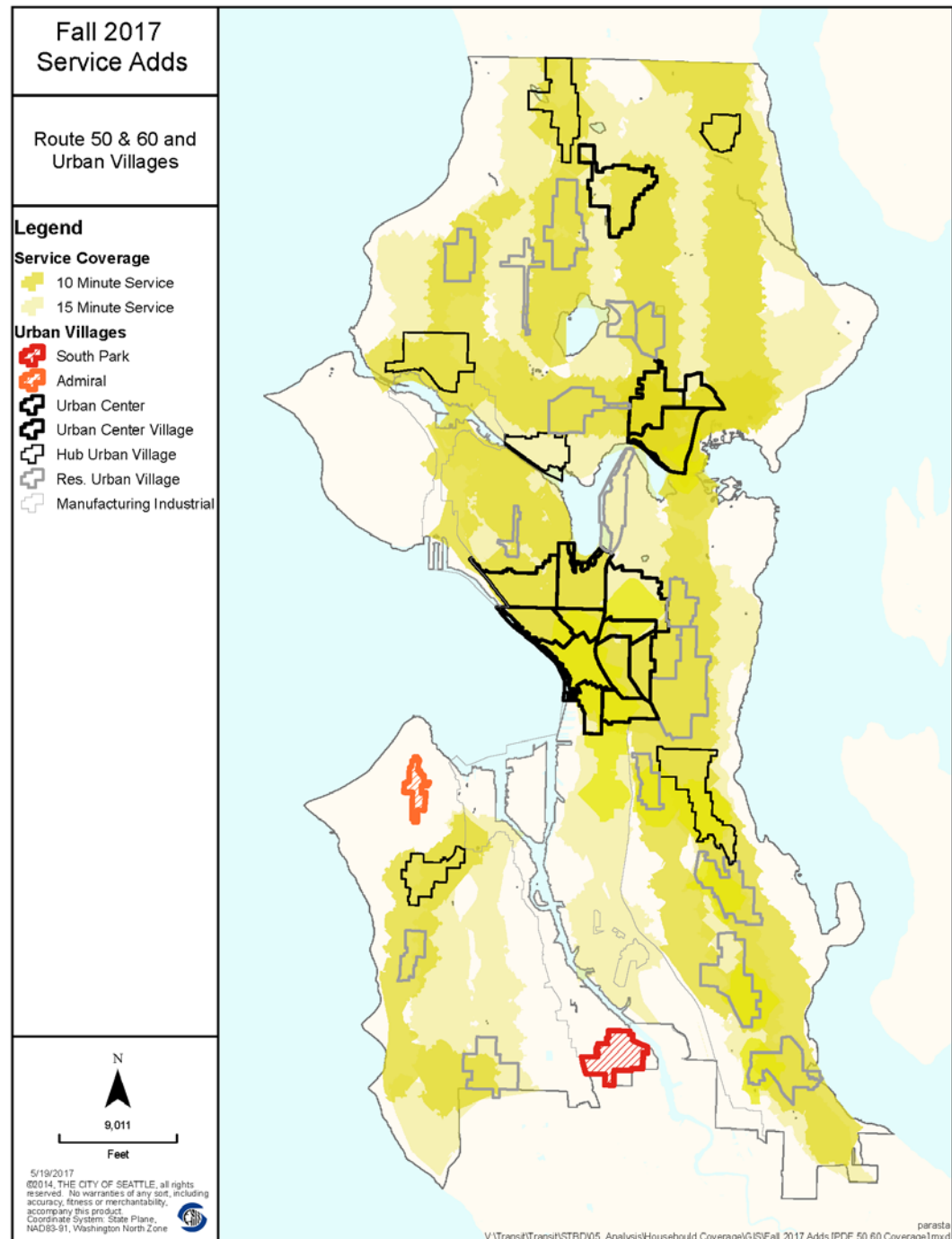


# Findings

Only two urban villages don't have 15-minute or better all-day service, South Park and Admiral

- South Park exceeds citywide RSJ averages
- Routes 60&50 flagged for FTN investment

	Citywide	South Park
People of color	34%	64%
Low-income households	26%	54%
People with disabilities	10%	12%
Zero vehicle households	31%	45%



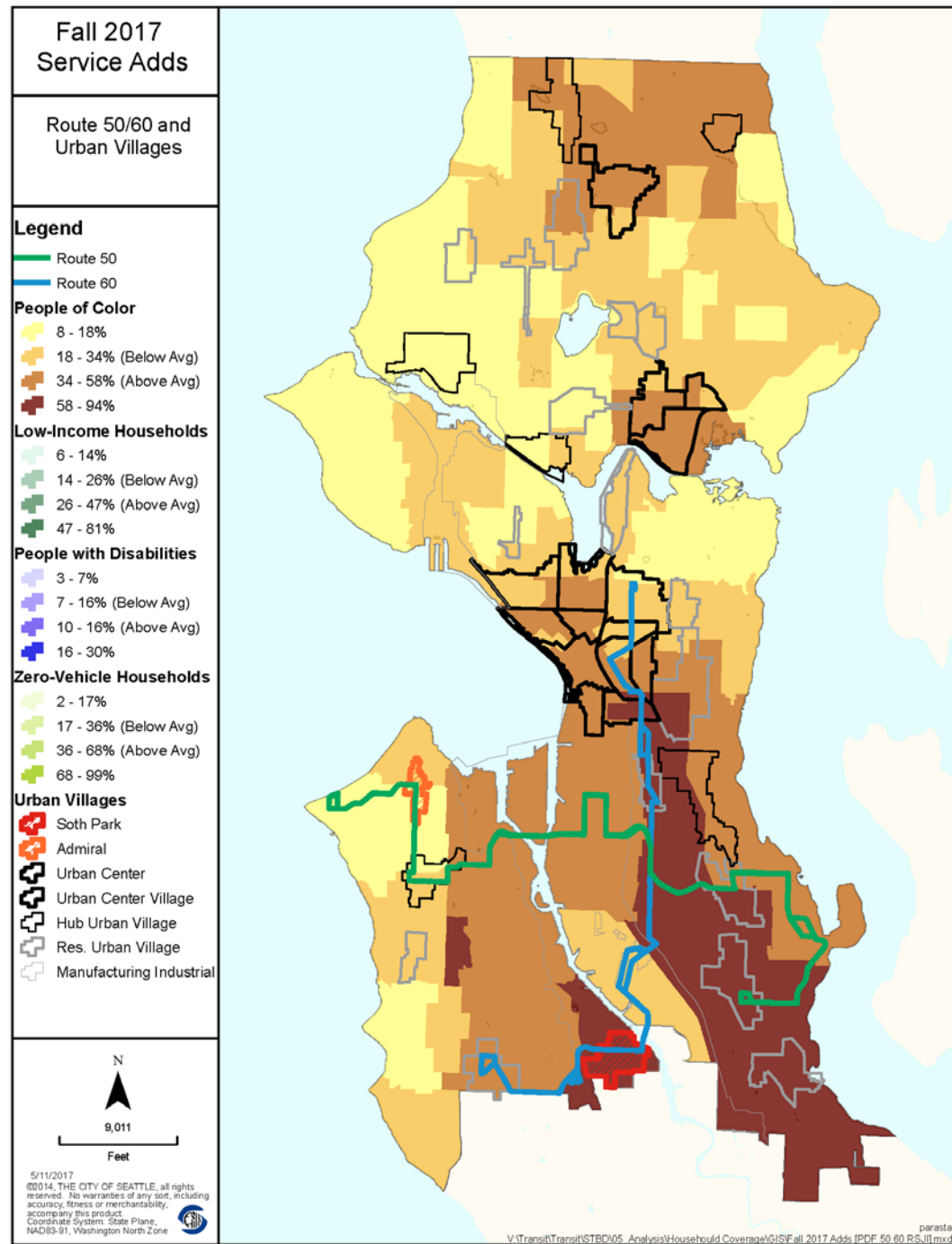
# Actions – Routes 60 & 50

## Route 60

- Provides frequent service to South Park
- Beacon Hill and Georgetown
- E-W service in Duwamish Valley

## Route 50

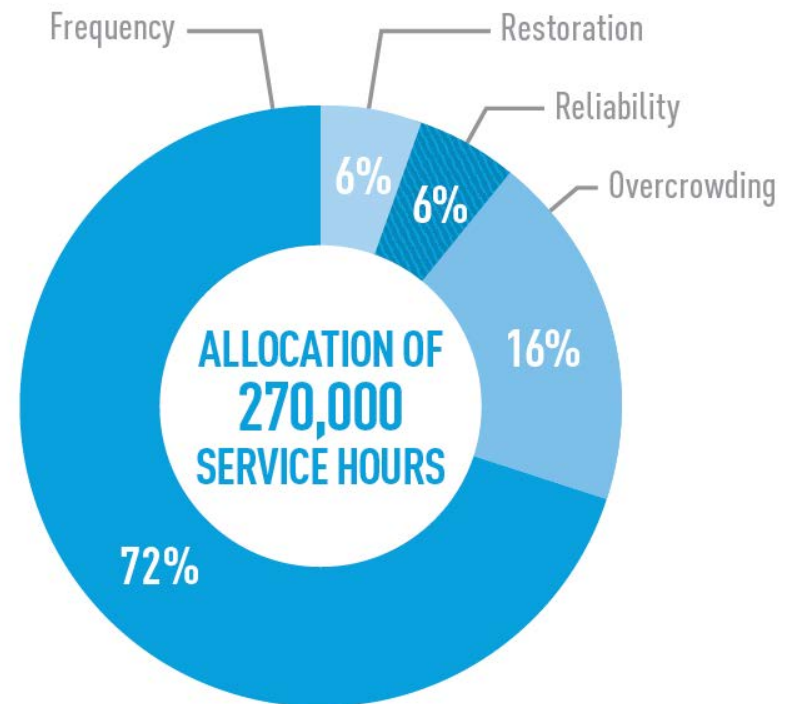
- Improves E-W service in Rainier Valley
- All-day service to Admiral



# Findings

Identifying the type of frequency & span investments that help RSJ communities most is important for service reinvestment

- Metro is supplanting our investments
  - Reliability
  - Crowding
- STBD can add frequency and span, but how to prioritize
- Look for alignment between RSJ and other goals

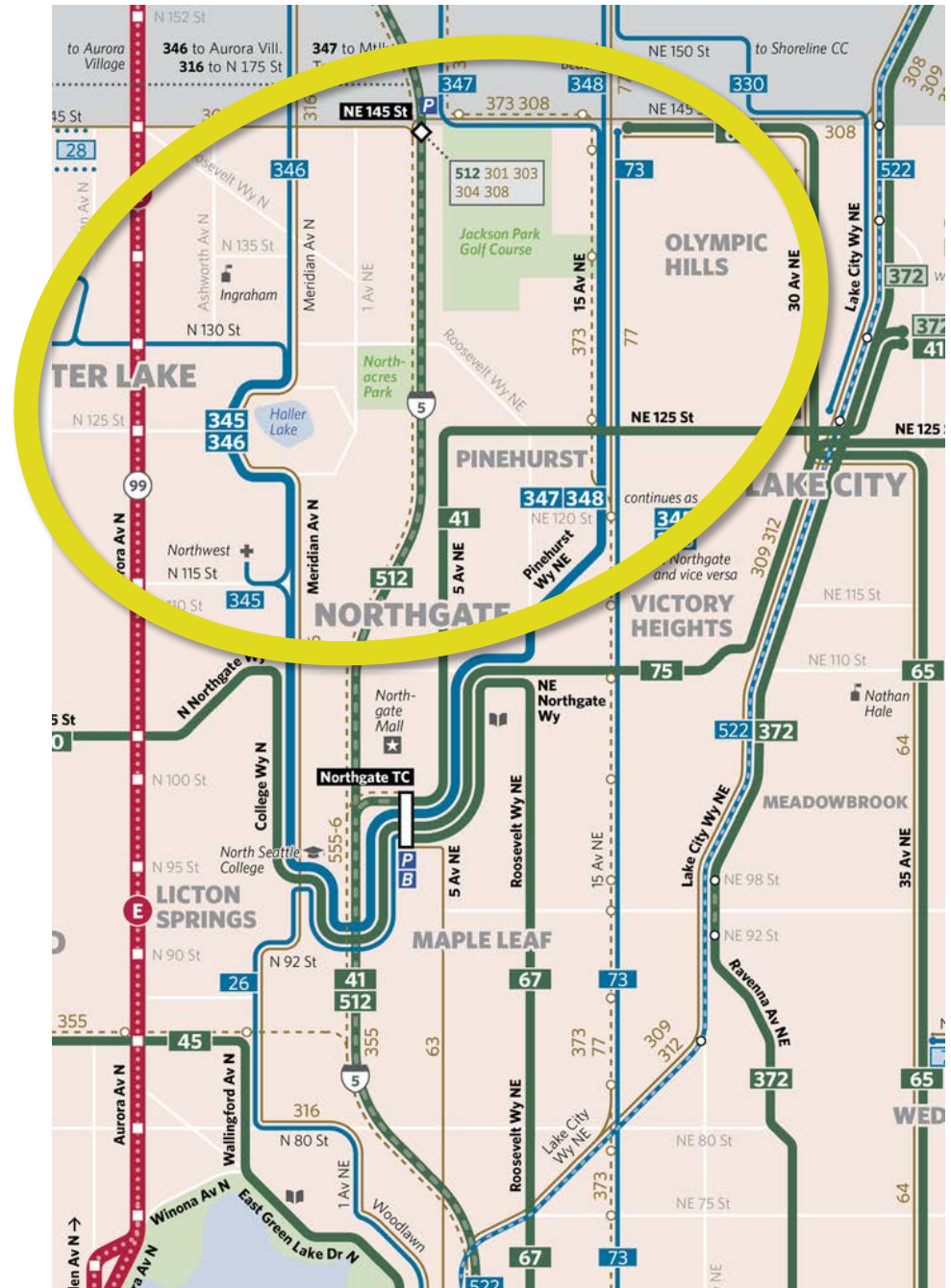


Current investment allocation

# Findings

STBD should look for partnership opportunities to invest in routes serving North and South Seattle RSJ communities

- Regional partnership funds
- Transit network
  - Route 120
  - Northgate area



# Actions – Future

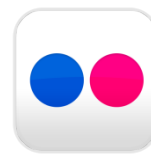
- Identify the types of frequency and span investments most beneficial to RSJ communities
- Identify and assess ways to work around North & South Seattle edge issues
- Continue to identify and assess investments through a RSJ lens
- Continue to engage, listen, and identify RSJ specific priorities
- Integrate feedback from TAB, finalize report

# Discussion and Q&A

# Questions?

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