



City of Seattle Department of Transportation

TRANSIT MASTER PLAN



January 5, 2012
Seattle Design Commission

TMP Goals

- Make riding transit easier and more desirable, to bring more people to transit for more types of trips
- Create a system that responds to everyone's needs, especially those who rely on transit most
- Create great places where modes connect to integrate the pedestrian, bicycle, and transit networks
- Use transit as a tool to meet sustainability, growth management, and economic development goals
- Balance system implementation with fiscal, operational, and policy constraints

TMP Overview

TRANSIT MASTER PLAN

GOALS

Meet Sustainability, Growth Management, and Economic Goals

Make it Easier and More Desirable to Take Transit

Respond to Needs of Vulnerable Populations

Create Great Places Where Modes Connect

Advance Implementation within Constraints

TMP ELEMENTS

POLICIES & PROGRAMS

- ◉ Policy Framework
- ◉ Program Recommendations

CORRIDORS

- ◉ Long Range Transit Vision
- ◉ High Capacity Transit
- ◉ Priority Bus
- ◉ Center City

SERVICE

- ◉ Frequent Transit Network
- ◉ Local Transit Network
- ◉ Design
- ◉ Restructuring
- ◉ Monitoring

PLACES: Access & Connections

- ◉ Transit-Oriented Neighborhoods
- ◉ Transit Facility Design
- ◉ Intermodal Connections
- ◉ Mobility Corridors

FUNDING & PERFORMANCE MONITORING

- ◉ Investment Framework
- ◉ Funding Opportunities
- ◉ Operating Subsidy
- ◉ Monitoring

Evaluation Approach

COMMUNITY

- *Current land use*
- *2030 land use*
- *Support of Urban Village strategy*
- *Non-motorized access*
- *Active transportation*

EQUITY

- *Benefits to transit reliant people*
- *Benefits to people with access and functional needs*
- *Housing and transportation cost*
- *Access to service sector and living wage jobs*

ECONOMY

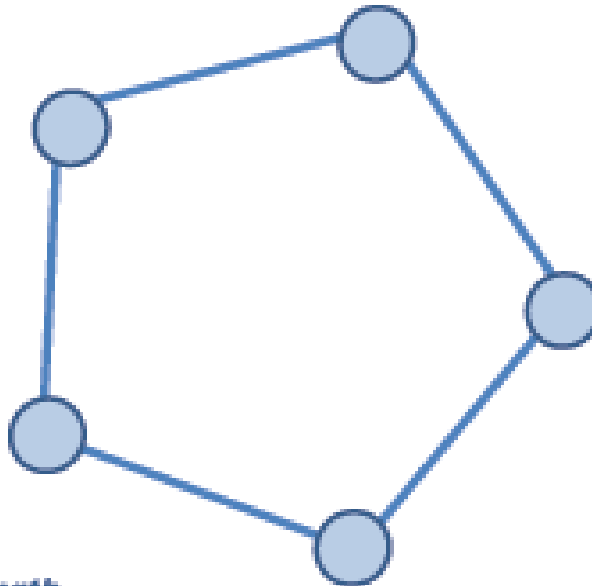
- *Access to employment*
- *Transit supportive zoning*

EFFICIENCY

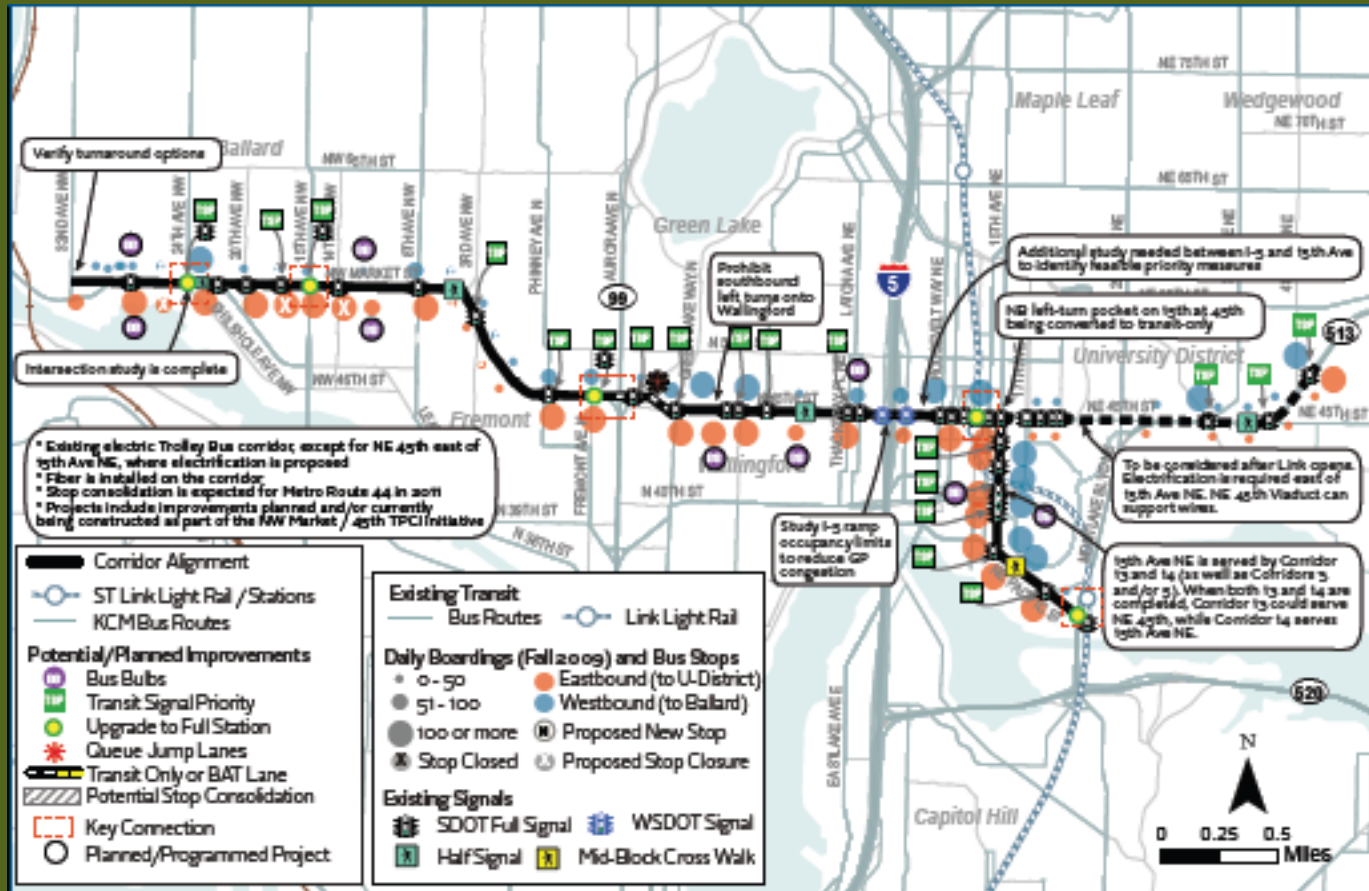
- *Ridership*
- *Productivity*
- *Regional connectivity strength*
- *Operating cost*
- *Cost effectiveness (cost per passenger served)*

ENVIRONMENT

- *GHG reduction potential*
- *Human health benefits*



Priority Bus Corridors



up to 8,900	up to 1,400	up to 80	\$15.1 million	\$2.8 million	3.3 minutes	150 MtCO2e

High Capacity

- 4 corridors
- Rapid streetcar and BRT
- Exclusive and shared right-of-way



Center City Rail

- North/south surface rail options
- Connect existing and planned streetcars
- Analysis of alternatives starts soon



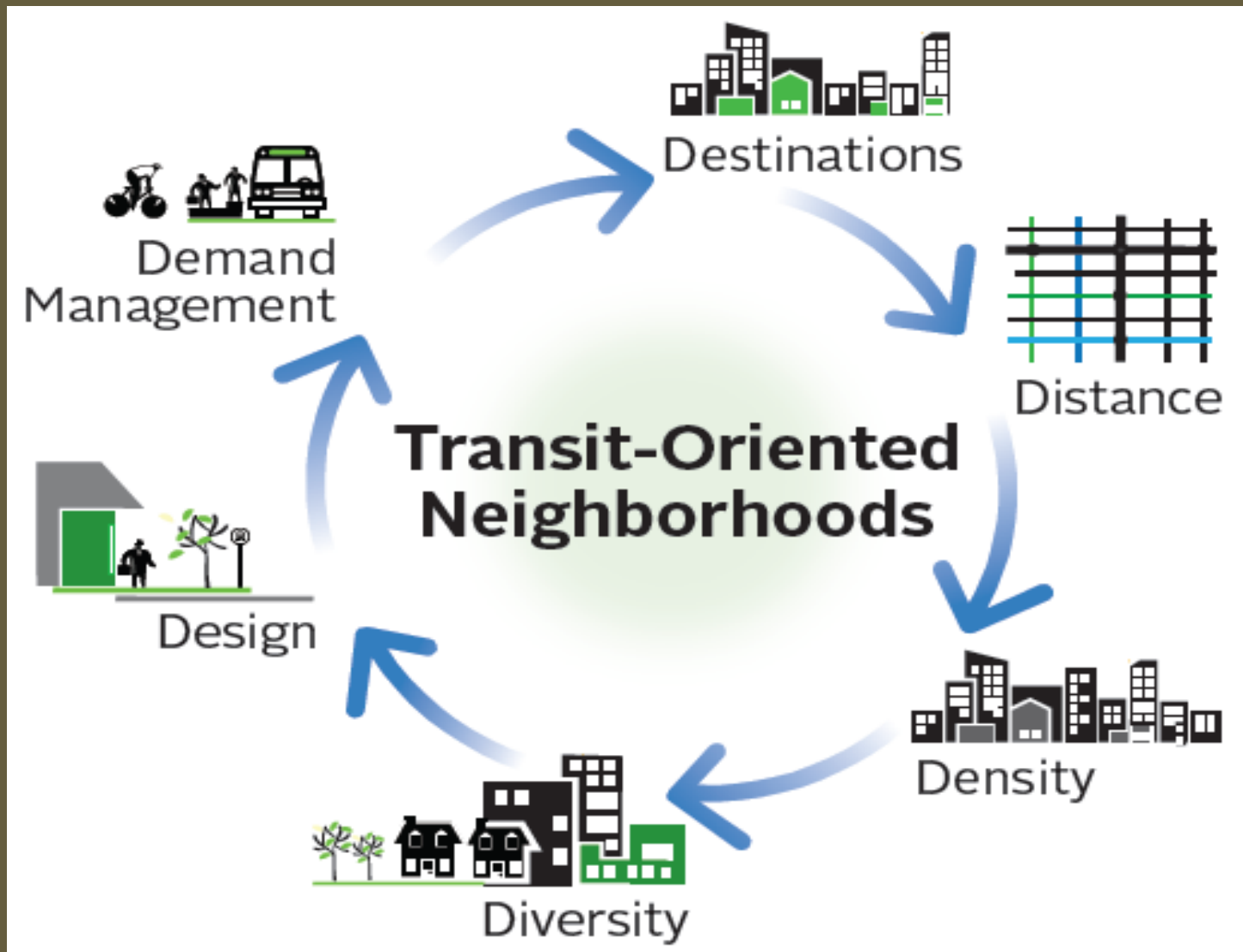
New Funding Sources

- \$900,000 federal funding for Center City streetcar alternatives analysis
- \$2M included in Sound Transit 2 package for Ballard-Downtown HCT study (pending full board approval)

Places: Access and Connections



Transit-Oriented Neighborhood Design



Facility Design

- Why it's important
 - Public's interface with transit system
 - Loci of intermodal connections
 - Visible and highly used public spaces



Facility Design Guidelines

- Universal accessibility
- Safety and security
- Passenger comfort



Facility Design Guidelines

- Legible spaces, identity and function
- Spatial capacity
- Wayfinding and passenger info



Branding Opportunities



Mobility Corridors

Modal integration and coordination



Next Steps

End of
2011

- Close public comment period

Late Jan

- Report back to Council

March

- Present final draft to Council

Comments/Questions?



CONTACT:

Tony Mazzella, tony.mazzella@seattle.gov, 206.684.0811

Allison Schwartz, allison.schwartz@seattle.gov, 206.386.4654

More info at <http://www.seattle.gov/transportation/transitmasterplan.htm>