

Places: Access and Connections

Transit Corridor Investment Priorities

Transit facilities represent the public's interface with transit service in Seattle. Thoughtful transit facility design improves the transit experience by:

- Sending the message that transit is a priority
- Meeting the needs of all transit users
- Enabling convenient and secure transfers



Wayfinding & Passenger Information
Wayfinding integrates convenience and system understanding into the transit experience.



**Legible spaces:
Facility Identity and Function**
Great transit facilities create spaces that are deliberate and easy to navigate.



Passenger Comfort
In Seattle, comfortable transit environments require targeted investment in passenger amenities to provide protection from the elements.



Universal Accessibility
Providing universally accessible transit services expands personal mobility, independence, and transportation affordability.



Safety and Security
Transparent design and active streetcapas maximize visibility and deter the threat of crime. Public art reinforces a sense of ownership and pride.

Chapter 5 of the TMP Summary Report discusses places (access & connections).



City of Seattle Department of Transportation TRANSIT MASTER PLAN EXECUTIVE SUMMARY

DRAFT

April 2012

Consistent with broader transportation system goals, the TMP will guide the City of Seattle in developing a Complete Transit System that:

- **Makes riding transit easier and more desirable**, bringing more people to transit for more types of trips
- **Creates a transit system responsive to the needs of everyone**, especially those who rely on it most
- **Uses transit as a tool** to meet Seattle's sustainability, growth management, and economic development goals
- **Creates great places** in neighborhoods at locations where modes connect, to facilitate seamless integration of the pedestrian, bicycle, and transit networks
- **Balances system implementation** with fiscal, operational, and policy constraints

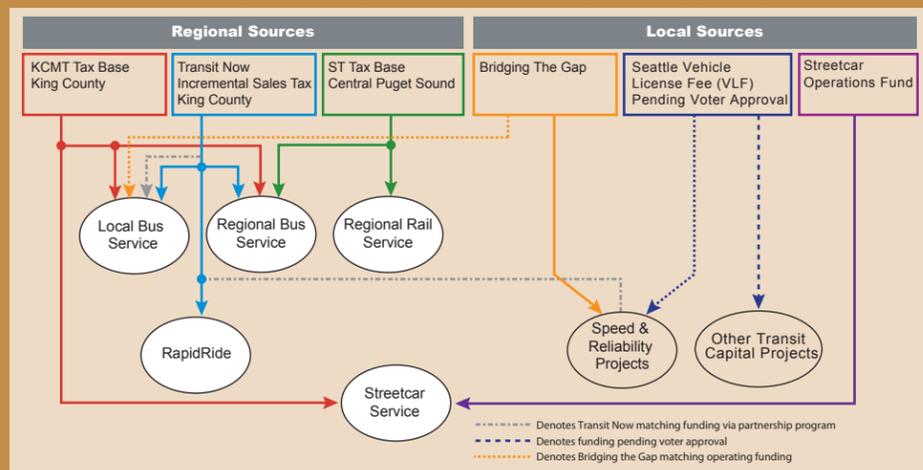
Funding & Programs

Existing Transit Funding

Transit, like other transportation sectors, faces significant funding challenges. The economic downturn has reduced sales tax receipts—the largest operating revenue source for transit in Seattle. Achieving the necessary funding to achieve the 20-year TMP priorities will require:

- New local funding sources
- Stronger partnerships with public transportation providers
- Increased involvement of private sector partners

Major Local and Regional (Metro and Sound Transit) Funding Sources (Current and Pending Voter Approval)



Chapter 6 of the TMP Summary Report discusses funding and performance monitoring.

Comments or questions?

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

Introduction

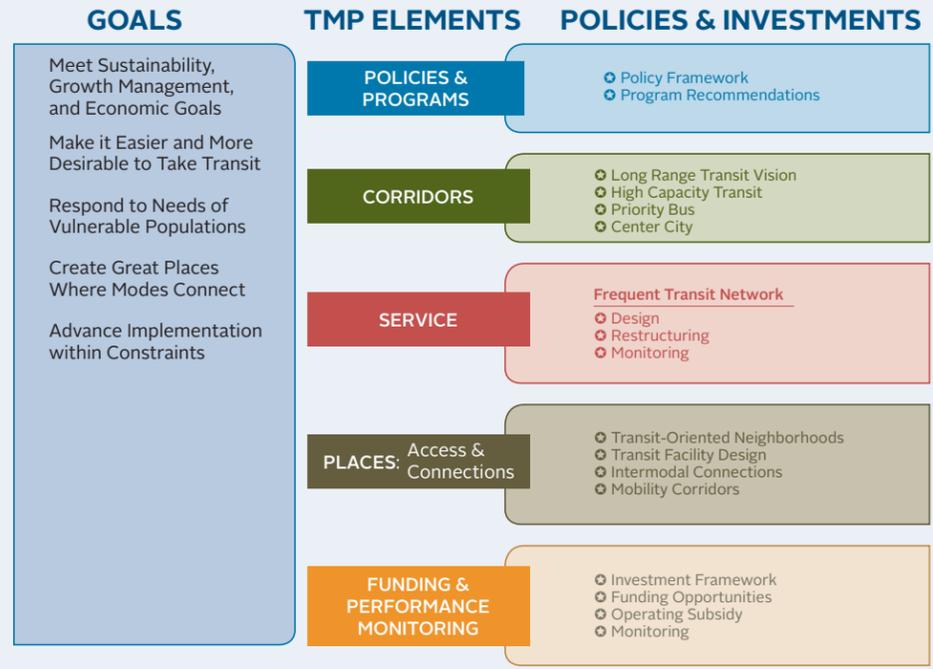
Transit Master Plan Elements

The Transit Master Plan (TMP) is a 20-year plan that identifies the types of transit facilities, services, programs, and system features that will be required to meet Seattle's transit needs through 2030. The TMP identifies capital investment priorities needed to establish a network of top quality, frequent transit services that meets the travel needs of most Seattle residents and workers.

The plan was developed with feedback from King County Metro and Sound Transit, the agencies that provide most transit service in the city of Seattle and whose partnership is critical to creating a seamless, fully-integrated, and user-friendly Seattle transit system.

Chapter 1 of the TMP Summary Report introduces the plan's framework. Chapter 2 discusses policies and programs. The full Summary Report can be found at http://www.seattle.gov/transportation/tmp_draft.htm

TRANSIT MASTER PLAN



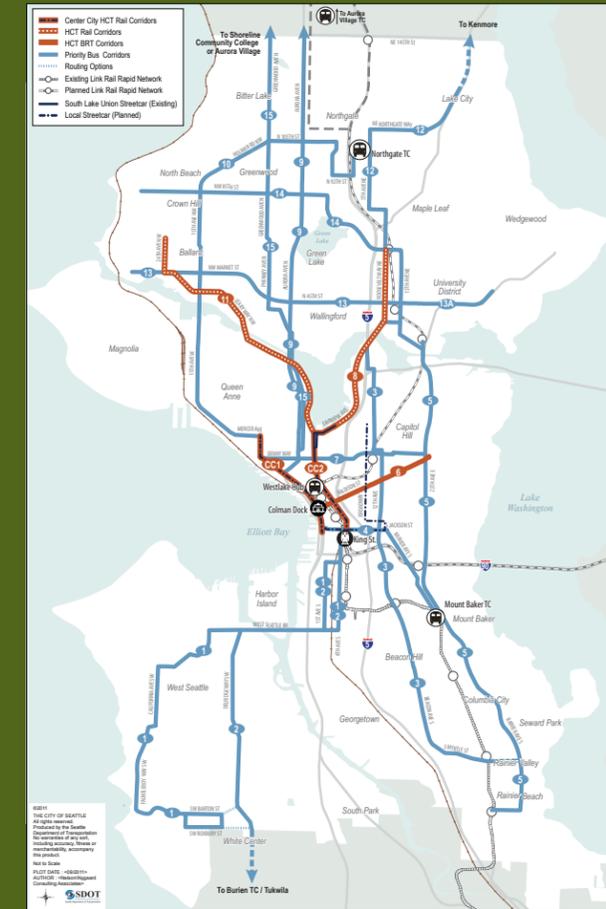
Corridors

Transit Corridor Investment Priorities

The TMP identified several categories of Frequent Transit Network corridors as transit investment priorities over the next 20 years:

- High Capacity Transit Corridors:** Developed using rapid streetcar (rail) or bus rapid transit (BRT) modes
- Bus Priority Corridors:** Identified for transit priority and infrastructure improvements
- Center City Corridors:** Serve connections between many of Seattle's densest neighborhoods

Chapter 3 of the TMP Summary Report discusses transit corridors.

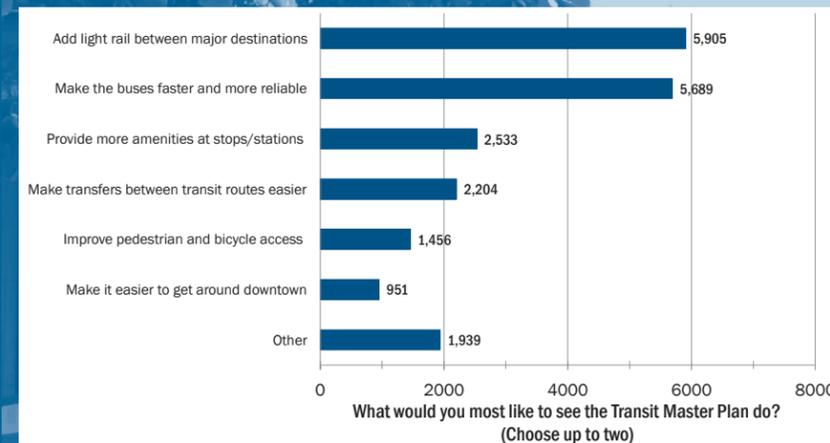


Existing Conditions

Transit Master Plan Survey

What transit improvements do Seattle residents most desire?*

- More reliable service
- Faster transit travel
- More rail investment
- Improved amenities



* Based on over 10,000 responses to a web-based survey conducted from November 2010 to January 2011.

The Transit Master Plan Briefing Book (Volume 1 of the TMP) describes existing conditions for transit in Seattle and includes a market analysis and review of future growth patterns.

The Briefing Book can be found at http://www.seattle.gov/transportation/tmp_bbook.htm

Service

The Frequent Transit Network (FTN)

The Frequent Transit Network is comprised of transit corridors where frequent transit service is in place today, and those where it is envisioned by 2030. The Frequent Transit Network is where Seattle should prioritize investments that make transit fast, frequent, and reliable.

The desired level of service on all FTN corridors is:

- Frequent All Day:** 15 minute or better service frequency all day
- Long Hours:** 18- to 24-hour service span (6 a.m. to midnight, or later)
- Every Day:** 7 day per week service

Chapter 4 of the TMP Summary Report discusses transit service.

