

A stylized illustration of a city street scene. In the background, there are various buildings, including one labeled 'ELEMENTARY SCHOOL'. The street is filled with different modes of transportation: a blue car, a blue van, a yellow bus, a person on a scooter, a person on a bicycle, a person walking, and a person pushing a stroller. There are also trees and a traffic light. The scene is set against a backdrop of hills and a clear sky.

Seattle Transportation Plan

A Vision for the Future of Transportation

Welcome!

Agenda for our meeting:

- STP status update + themes heard
- Share comments on the Transit Advisory Board (TAB) letter
- Asking questions on comment incorporation
- Examining Seattle Transportation Plan (STP) next steps



Background

Q4 2023- TAB Letter delivered to SDOT

November 20th, 2023- End of final stage of public outreach

November to present- Reviewing all input received and determining STP edits

February 2024- anticipated transmittal of Mayor's recommended STP to Council

Background

- Part I – primary plan document with key moves and implementation strategy
- Part II – network integration and functional elements
 - Functional elements include:
 - Transit
 - Bicycle and E-Mobility
 - Freight and Urban Goods
 - Pedestrian
 - People Streets and Public Spaces
 - Curbside Management
 - New and Emerging Mobility
 - Vehicle elements

Phase 3 outreach themes heard and approach to incorporation

STP phase 3 outreach summary

- Phase 3 engagement included public review and comment on the Draft STP and lists of project and program activities
- Over 1,400 draft plan comments submitted by individuals and organizations
- Long form letters from industry and advocacy organizations
- Formal feedback received from Seattle's modal boards

Notable themes heard in phase 3 outreach

- STP headed in right direction
- Be bold, be actionable, be fast!
- Elevate safety, equity (including accessibility) and sustainability goals, in particular
- Elevate freight and economic vitality concerns
- Unpack implementation in further detail
- Finalize the performance metrics

How we're responding (high-level)

- Developed and expanded **implementation strategy** chapter, describing:
 - Program and project identification
 - Prioritization
 - Funding opportunities
 - Delivery processes
 - Process for decision-making via future STP implementation plans
 - Performance metrics with baselines and targets identified
- Added **two new key moves** (now totaling 26) to address safety and equity comments
- Increased number of **implementing actions** to support all key moves, from 146 to 173, and edited several to be responsive to major comment themes
- Revised narrative sections to highlight the importance of **economic vitality** as it relates to transportation, and expand on link to Comprehensive Plan's Economy section

TAB specific comments

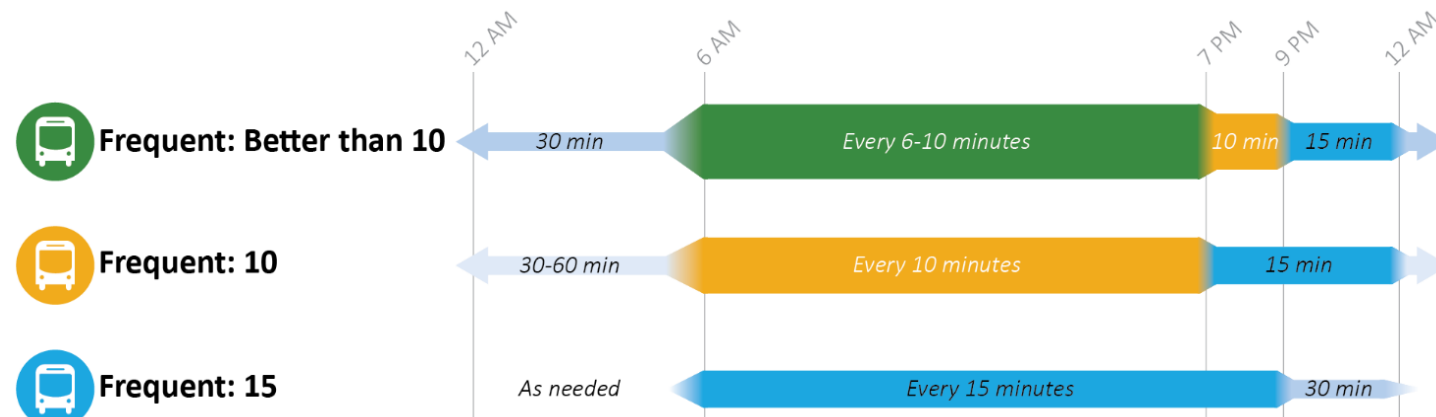
TAB comments fell into four core themes:

- Transit Service and Reliability
- Transit Safety, Accessibility, and Equity
- Transit Funding and Infrastructure
- Transit Expansion

Transit Service and Reliability

Transit Service and Reliability

Figure 3: Frequent Transit Network Target Frequencies



"re:PG3 - support; Transit routes using RapidRide buses and Sound Transit's Link Light Rail system offer riders a "frequent" arriving system now, but the TAB would like to see improvement in this area. If a goal of the STP is to decrease car trips and single occupancy vehicles on the streets in the late night, early AM hours, the TAB supports extending both Link Light Rail and transit bus services (especially RapidRide bus service) during those hours, and the use of STM funds to accomplish that goal. "

- Frequent transit service referenced 56 times in Transit Element
- Increased night service target in response to TAB feedback

Transit Service and Reliability

"According to the T-26 figure (Figure 4) for the FTN Targets, there are some RapidRide routes that are in the yellow category, which is a frequency of 10 minutes. However, all RapidRide routes should be in the green category, which is a frequency of better than 10 minutes. For example, the RapidRide H Line travels along Delridge Way SW and that road is in the yellow category. Delridge Way SW should be in the green category and frequency should be better than 10 minutes for the majority of the day. The TAB believes that all RapidRide routes and corridors should be in the most frequent category all day long. "

- Frequent Transit Network (FTN) updated to reflect comment

- Frequent: Better than 10 minutes
- Frequent: 10 minutes
- Frequent: 15 minutes
- Other Transit

Note: the network in downtown Seattle is not assigned to a FTN target due to the many converging routes on those streets.

- Light Rail**
- Existing / Under Construction
 - Future

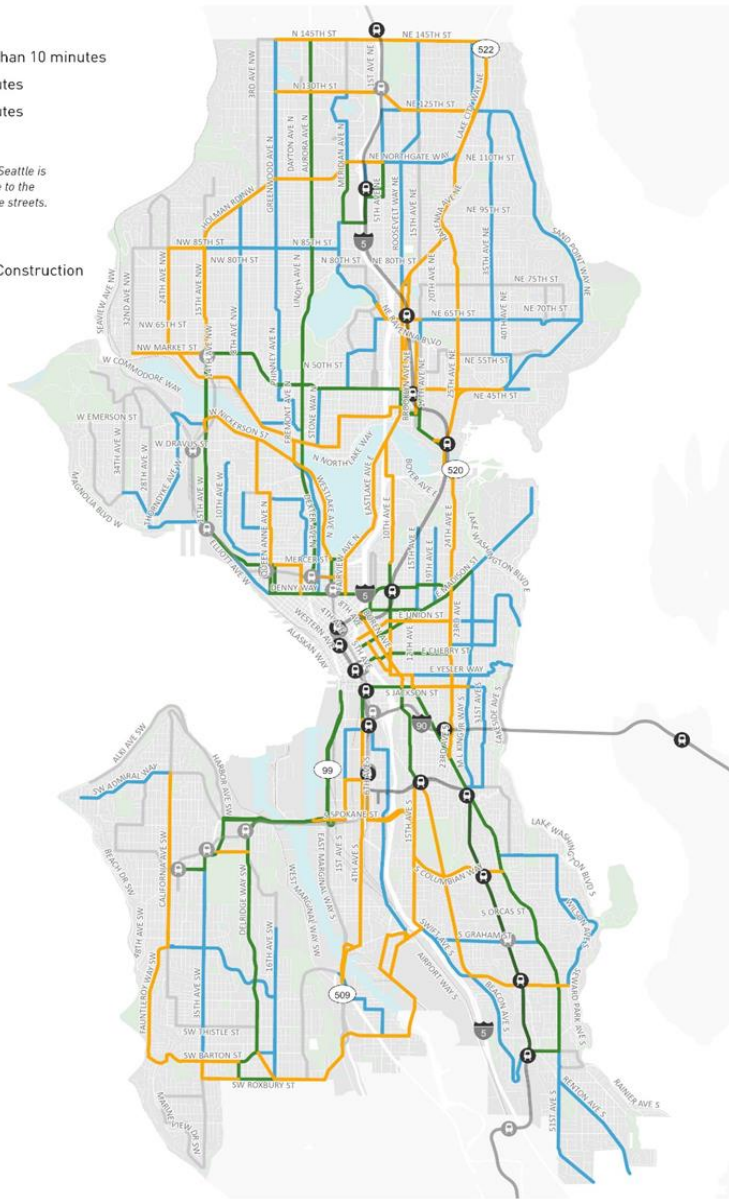


Figure 4: Frequent Transit Network Targets

Seattle Transportation Plan – Seattle Transit Advisory Board

Michelle Abunaja

January 24, 2024

Transit Safety, Accessibility, and Equity



Transit Safety, Accessibility, and Equity

“S3, for transit ridership to increase to meet the targets being proposed for the next decades, it is essential that riders feel safe and will choose public transit over a single occupancy vehicle. Metro and Sound Transit are working to make public transit a safe space for all, and the TAB fully supports the planning and expense needed to complete this effort. The TAB looks forward to future presentations on how Metro and Sound Transit will implement these plans. “

- Safety highlighted 42 times throughout the Transit Element
- S3e: new action that reflects TAB comment

Desired Outcome	Performance Measure	Baseline	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Increase trips made by people taking transit	Increase percentage of trips made by transit trips (PSRC, Replica or other data provider TBD)	11% (CCRF 2019)	28% of all trips on transit by 2044	No	Sustainability Mobility
Increase access to frequent transit	Percentage of households that live within a 10-minute walk of all-day 10 minute or better service to key local and regional destination (Census Bureau, KC Metro)	68% (within 10 min of FTN stops) (2023)	75% of households	Yes	Equity Sustainability Mobility
Increase satisfaction waiting at bus stops during the day and at night	Percentage of customers who report feeling safe while waiting for the bus or train (King County Metro's Rider and Non-Rider Survey ; Sound Transit Passenger Experience Survey)	KCM feels safe at stops at night: 29% (2022) KCM feels safe at stops daytime: 78% (2022) ST ped/bike feel safe on platform grade: A- (Summer 2022)	Increase	Yes	Safety Livability

Table 7: Transit Performance Measures

Transit Safety, Accessibility, Equity

Table 1: Transit Element: Delivering the Key Moves

Transit Element: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility	Livability	Maintenance & Modernization
Remove cost as a barrier so everyone can take the trips they need to make (TJ3)							
T27	Construct the walking, biking, and transit networks outlined in this plan. Expanding access to these affordable mobility options makes it easier to get around without the expense of automobiles. These networks provide 24/7 access, benefitting people who need to travel outside the hours of 8 AM to 5 PM, especially those who are low-income people of color, and those who rely heavily on public transportation. (Supports Key Move TJ3a)	✓	✓	✓	✓	✓	✓
T28	When a capital project is underway in a community, incorporate supplemental programs to help community members transition to sustainable travel options like taking transit. For example, support communities with fare subsidies or free ORCA cards. (Supports Key Move TJ3b)		✓	✓			
T29	Enhance programs that provide free or reduced travel fares and fees for low-income households. (Supports Key Move TJ3c and TEF 32.1, 46.2)		✓		✓		

“TJ3, the TAB supports efforts to remove cost as a barrier, as an example, we fully support the inroads made in youth ORCA Cards throughout the region, and locally, as the STM annual reports show, their Transportation Access Program (TAP) uses ORCA Cards for underserved small groups, and has achieved great results and made a difference in the participants lives. “

- TJ3 and cost as a barrier highlighted 12 times in the Transit Element

Transit Funding and Infrastructure

Transit Funding and Infrastructure

Table 5: Seattle Community and Mobility Hub




Hub Type	Description	Investment Levels	Possible Characteristics
Group A: Major Regional Hubs	Major intermodal transfers between frequent bus, rail, ferry, or other major transit services	Highest for all Community and Mobility Hub features	<ul style="list-style-type: none"> • Intermodal connections prioritized. • High-capacity surface transit (bus/streetcar) operates efficiently to move people to and from the station. • Busiest locations of rider throughput (ferry and Sounder train services) • Convenient, pleasant, and safe to walk, bike, and spend time. • Destinations/places of interest for people to meet, shop, linger and enjoy spending <u>time</u> • Playful learning landscaping
Group B: Link Station Hubs	Link Stations with RapidRide or frequent services	High for all Use PSPS to guide Place and Public Space	<ul style="list-style-type: none"> • Prioritize transferring between Link and other high-capacity transit services. • Pedestrian crossing safety prioritized. • Destination-rich to allow people to conveniently fulfill their daily needs. • Playful learning landscaping
Group C: Frequent Connections Hubs	RapidRide or frequent route with another RapidRide or frequent route	Medium to High for all Use PSPS to guide Place and Public Space	<ul style="list-style-type: none"> • Prioritize transit-to-transit transfers. • Pedestrian crossing safety prioritized. • High quality passenger amenities with improved wayfinding
Group D: Local Access Hubs	RapidRide or frequent route in urban village or neighborhood anchor	Medium for all Use PSPS to guide Place and Public Space	<ul style="list-style-type: none"> • Prioritize bus connections to local destinations and residences. • Pedestrian crossing safety prioritized. • Connect people biking and walking to transit from lower density areas.

"Mobility Hubs: TAB cannot comment on the viability of these hubs until the financial portion of the STP is shared. If prioritization of funding needs to occur, it is assumed that Group A would be funded first, and the others in descending order of priority. As this is a long-range plan, we will await updates on all parts of the Community and Mobility Hubs. "

- Community and Mobility Hubs mentioned 19 times in the Transit Element

Transit Funding and Infrastructure

Table 6: Innovative Transit Streets

Category	Opportunity	Potential Application in Seattle	Example
Downtown Transit and Destination Streets	<ul style="list-style-type: none"> • Create street space focused on people and public space (for more information see PSPS element) • Move high volumes of people with frequent bus or rail • Maintain or reduce transit travel times and improve connections to the urban core • Support street life and retail • Address critical building access needs (e.g., deliveries, solid waste management, street activation) 	<ul style="list-style-type: none"> • Third Ave Transit Corridor • Virginia Two-Way Transit Street • Broadway • 1st Ave 	 <p>Photo Credit: Downtown Denver Partnership</p> <p>Denver's 16th Street Mall is a pedestrian mall that spans Denver's Downtown, connecting two key transit hubs and providing very frequent electric bus service along the length of the mall.</p>
Transit on People Streets	<ul style="list-style-type: none"> • Support street life and retail • Prioritize transit while allowing certain priority vehicles access for delivery or parking garage access. • Move high volumes of people on foot, by bike, and with frequent bus. • See more information on People Streets in the PSPS element 	<ul style="list-style-type: none"> • Virginia Two-Way Transit Street • Broadway • S Jackson St • 15th Ave NE • NE 43rd St 	 <p>Credit: Photo by John Muggenborg ©2019</p> <p>Nicollet Mall is a transit and pedestrian street in downtown Minneapolis. The street is primarily used for bus travel and bicycles and allows limited vehicular access.</p>
Freight and Bus Shared Lanes	<ul style="list-style-type: none"> • Provide priority for multiple modes • Consider where: <ul style="list-style-type: none"> • Operational conflicts with bus stopping and turn movements can be resolved • Transit stops are widely spaced (or buses do not stop in lane), limiting delay for trucks • Transit and freight volumes are compatible • Separate parallel bike facility available 	<ul style="list-style-type: none"> • Westlake Ave N • 15th Ave NW 	 <p>14th Street in New York City has a busway element that allows trucks and buses to share a lane. The project has showed benefits for transit and trucks since opening in 2020.</p>

"A pilot project to test the viability of sharing bus and freight traffic in curbside lanes has been proposed, and the TAB hopes to work with the Freight modal board on following up jointly on this topic and project. There is a finite amount of key corridors that can be used and repurposed, so it is essential to create real-world plans for the future, and ensure success before moving forward. If the pilot project proves successful, the TAB hopes that funding can be allocated to fully implement this project."

- Freight and Bus (FAB) lanes mentioned 17 times in Transit Element

Transit Expansion

Transit Expansion

Table 1: Transit Element: Delivering the Key Moves

Transit Element: Delivering the Key Moves		STP Goals Supported					
		Safety	Equity	Sustainability	Mobility	Livability	Maintenance & Modernization
	and markets to serve more riders, including those in underserved areas and travelers who would benefit from more east-west transit connections. (Supports Key Move PG3b)						
T51	Partner with Sound Transit to support delivery of future Link light rail expansions and improvements to Sounder commuter rail, including improved service frequency, construction of infill stations, and station access improvements. (Supports Key Move PG3c)	✓			✓		
T52	Create a continuous streetcar connection by linking the First Hill and South Lake Union streetcar lines through Downtown. (Supports Key Move PG3d)	✓			✓	✓	

"ask for more study and consideration be given to Transit Element Action T56 – Create a continuous streetcar connection by linking the First Hill and South Lake Union streetcar lines through Downtown. The TAB supports providing more transit options to users in the Downtown Corridor, and reducing the use of single occupancy vehicles on our Downtown streets, and reducing car trips in those areas. But, as projects are prioritized, the TAB continues to work with SDOT and local transit agencies to make sure that funding is used for transit projects equally to maximize the number of trips and people served by transit, whether that is by streetcar or other modes of transit. "

- SDOT will be prioritizing projects as part of the development of the levy

Transit Expansion

"Concerning Figure 6: Center City Transit Capital Projects shows a future streetcar corridor along 1st avenue connecting Downtown Seattle to Seattle Center at Climate Pledge Arena which duplicates the current Monorail alignment a mere 4 blocks to the east. In the interest of fiscal responsibility, it would seem prudent to avoid spending municipal tax dollars in the study of a future streetcar corridor which would duplicate the existing Monorail route so nearby. TAB supports further revitalization of the current Monorail infrastructure as the most viable Downtown Seattle - Seattle Center connection. "

- These streetcar extensions are study ideas for future consideration and are not currently scheduled.

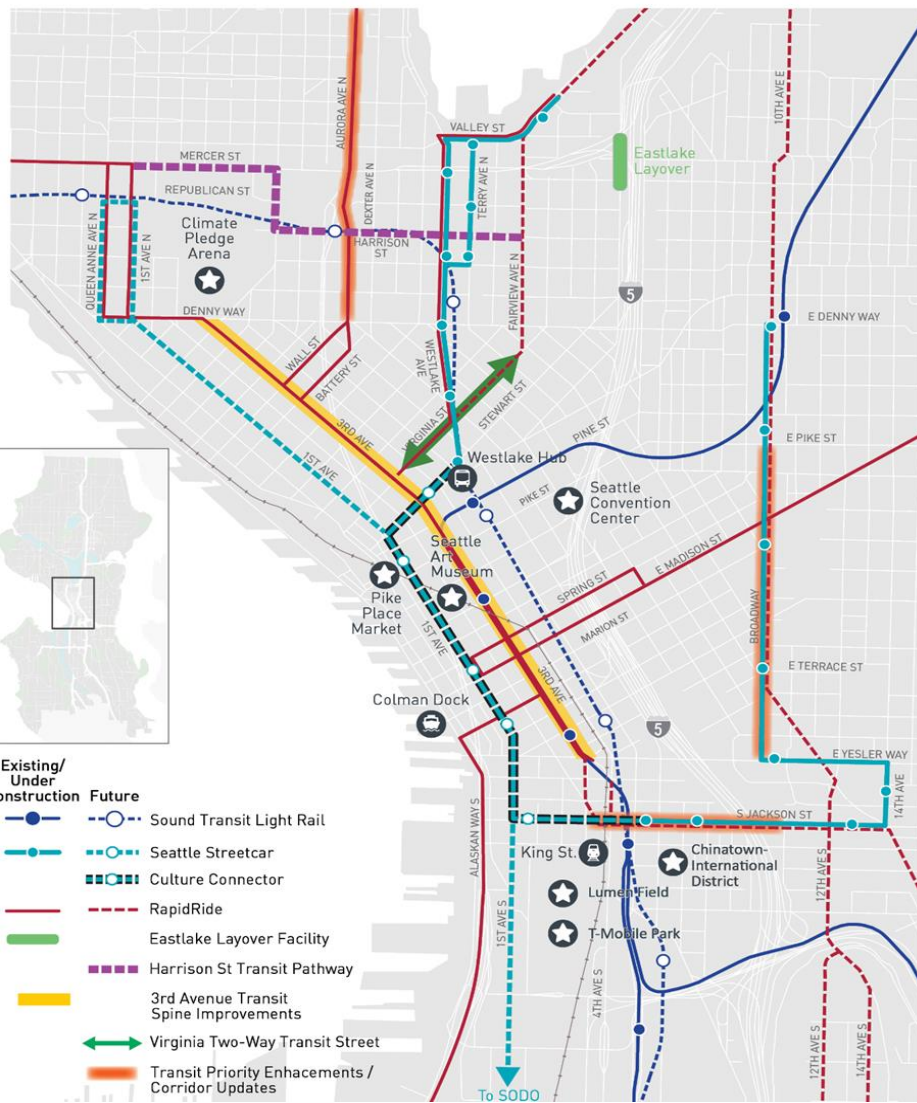


Figure 6: Center City Transit Capital Projects

Seattle Transportation Plan Next Steps

Next steps

Continue to finalize plan edits to be responsive to public comment

February 2024- anticipated transmittal of Mayor's recommended STP to Council, and publish SEPA FEIS

Thereafter (tbd)- Council to decide when to bring STP forward for adoption vote with accompanying resolution (includes public hearing)

Late 2024- More clarity on transportation funding landscape

In 2025- develop first of several STP Implementation Plans



From the entire SDOT Team:
Thank you!

