The Exploding Transit Doughnut!

Rail~Volution 2018

Panelists:
Candida Lorenzana, City of Seattle
Tessa McClellan, King County Metro
Sandra Fann, Sound Transit

Moderator:
Alicia McIntire, Parametrix

Image credit: Todd18662
Seattle No. 1 for growth this decade

Since 2010, Seattle’s population has increased by 18.7 percent, the fastest growth rate among the 50 largest U.S. cities.

<table>
<thead>
<tr>
<th>City</th>
<th>Percent change since 2010</th>
<th>Population increase since 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle</td>
<td>18.7%</td>
<td>114,412</td>
</tr>
<tr>
<td>Denver</td>
<td>16.8%</td>
<td>101,403</td>
</tr>
<tr>
<td>Austin</td>
<td>17.9%</td>
<td>144,252</td>
</tr>
<tr>
<td>San Antonio</td>
<td>13.40%</td>
<td>178,533</td>
</tr>
<tr>
<td>Raleigh</td>
<td>14.4%</td>
<td>58,421</td>
</tr>
<tr>
<td>Charlotte</td>
<td>16.3%</td>
<td>120,535</td>
</tr>
<tr>
<td>Atlanta</td>
<td>15.0%</td>
<td>58,421</td>
</tr>
<tr>
<td>Miami</td>
<td>15.6%</td>
<td>62,483</td>
</tr>
</tbody>
</table>

Sources: U.S. Census

MARK NOWLIN / THE SEATTLE TIMES
Seattle

Image credit: Melissa Hom
How Commuters Got Downtown in 2017

- 48% TRANSIT
- 10% RIDE SHARE
- 8% WALK
- 3% BIKE
- 6% OTHER
- 25% DRIVE-ALONE

Commuters surveyed arrived to work 6-9am
TRANSIT: Includes bus, rail, and walk-on ferry passengers.
RIDE SHARE: Includes carpool and vanpool.
OTHER: Includes telecommute, compressed work week, and other as noted by survey participants.

Image credit: Commute Seattle
Percent of Households within a 10-minute Walk of Very Frequent Transit 2015 - 2018 & 2025 Goal

- 2015: 25%
- 2016: 51%
- 2017: 64%
- 2018: 67%
### Metro at a glance

<table>
<thead>
<tr>
<th>Service Area</th>
<th>Population</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2,134 sq miles</td>
<td>2.2 million</td>
<td>1.4 million</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ridership</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed-Route</td>
<td>122 million</td>
<td></td>
</tr>
<tr>
<td>Vanpool</td>
<td>3.6 million</td>
<td></td>
</tr>
<tr>
<td>Access</td>
<td>1.3 million</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Active Bus Fleet</th>
<th>Bus Stops</th>
<th>Park-and-Rides</th>
<th>P&amp;R Spots</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,552 (excluding ST)</td>
<td>8,000+</td>
<td>136 lots</td>
<td>26,253 with ST</td>
</tr>
</tbody>
</table>
Sound Transit district

40% of the state’s population
Light rail

Sounder Rail

ST Express bus & BRT
<table>
<thead>
<tr>
<th>Growth Management Act Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Concentrated urban growth</td>
</tr>
<tr>
<td>• Sprawl reduction</td>
</tr>
<tr>
<td>• Regional transportation</td>
</tr>
<tr>
<td>• Affordable housing</td>
</tr>
<tr>
<td>• Economic development</td>
</tr>
<tr>
<td>• Property rights</td>
</tr>
<tr>
<td>• Permit processing</td>
</tr>
<tr>
<td>• Natural resource industries</td>
</tr>
<tr>
<td>• Open space and recreation</td>
</tr>
<tr>
<td>• Environmental protection</td>
</tr>
<tr>
<td>• Early and continuous public participation</td>
</tr>
<tr>
<td>• Public facilities and services</td>
</tr>
<tr>
<td>• Historic preservation</td>
</tr>
<tr>
<td>• Shoreline management</td>
</tr>
</tbody>
</table>


The Levy to

MOVE SEATTLE

VOTERS APPROVE

SOUND TRANSIT 3
Update land use codes to allow no parking or reduced parking for new development within 1/4 mile of frequent transit service.
System Access in ST3

• Convenient access to Sound Transit’s bus and rail stations is critical to growing ridership

• Station budgets accommodate design for station access by all modes of transportation

• ST3 plan includes funding to improve bus transfers at ST stations and facilitate biking and walking from surrounding areas
Transit integration: Aligning Networks

• Collaborate with other transit providers to identify future network and optimize transfers

• Identify transfer and integration typologies

• Delridge, Alaska Junction, Smith Cove, and Ballard are assumed major connections
BECOMING A MOBILITY AGENCY
Nexus with West Seattle and Ballard Link Extensions

- Overlapping study area
- Bus service likely to be restructured to integrate with Link light rail
- Desire for consistency between projects

Ballard Link Extension (2035)
West Seattle Link Extension (2030)
RapidRide C and D Lines (current)
Interagency coordination

➢ Ongoing KCM and City staff engagement
➢ 2019 goal for agreement on scope of projects and Sound Transit capital contribution
Representative project

- Identifies mode, corridor, station areas
- Informs cost, schedule, operating needs
Avalon-Genesee-Delridge:

Key differentiators

- Station location
- Residential/business effects
- Guideway height
Delridge Station
Overview of Station Area and Above-Grade Alternatives
Station Charrette Feedback *Delridge Station*

<table>
<thead>
<tr>
<th>Center Delridge Elevated</th>
<th>W Side Delridge Elevated</th>
<th>25th Avenue S Elevated</th>
<th>Genesee Elevated</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Not further developed in charrette</td>
<td>• Concerns about station height and bulk, compatibility with neighborhood</td>
<td>• Lower guideway and station could be more compatible with neighborhood</td>
<td>• Lower guideway and station more compatible with neighborhood</td>
</tr>
<tr>
<td>• Farthest from community center and amenities</td>
<td>• Good transit integration, but would require access enhancements to east</td>
<td>• Close to community center and amenities</td>
<td>• Directly serves community center and amenities, but affects skate park</td>
</tr>
<tr>
<td>• Challenging for transit integration</td>
<td>• Good non-motorized access</td>
<td>• Good transit integration, but would require wayfinding and access enhancements</td>
<td>• Excellent transit integration and non-motorized access</td>
</tr>
<tr>
<td>• Challenging non-motorized access and wayfinding</td>
<td>• Some TOD potential</td>
<td>• Considerable potential for TOD in partnership</td>
<td>• Limited TOD potential</td>
</tr>
<tr>
<td>• Limited TOD potential</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Summary of feedback from agency and community stakeholders. Images are illustrative only.*
New approach to project development

- Enhance commitment to partnership, community engagement, collaboration, transparency and accountability
- Apply innovative ideas and lessons learned to streamline project delivery
New approach to project development

**ST2 process**
- Alternatives development
- Environmental process
  - Preferred Alternative
  - Final design
    - Permitting
    - ROW acquisition
      - Construction

**ST3 process**
- System planning
- Alternatives development
  - Representative Alignment
  - Environmental process
  - Preferred Alternative
  - Permitting
  - ROW acquisition
  - Final design and construction
**Partnering Tools**

- **Alternatives Development**
  - Partnering agreement
  - Reimbursement strategy
  - Design assumptions
  - Preferred alternative concurrence

- **Environmental Review**
  - Permitting plan
  - Design concurrence
  - Confirm project to be built

- **Final Design**
  - Permitting/development agreement
  - Transit way
  - Project/mitigation funding agreements

- **Construction & Testing**
  - Construction services agreement
  - Certificate of occupancy
  - Operations & maintenance

**Public involvement**

**Safety education**

**Start of Service**
Partnering Agreements with Seattle and King County

- Designated Representatives
- Scope, Schedule, Budget
- Project Definition
- Community Engagement
- Station Planning Activities
- Permit Streamlining
- NEPA / SEPA
- Coordination on Planned Projects
- Project Concurrence Activities
- Coordination on Planned Projects
CONTACT INFORMATION

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