

Move Seattle

10-Year Strategic Vision for Seattle Transportation



Bellevue Transportation Commission
August 18, 2015
Bill LaBorde, SDOT

Presentation

- Move Seattle
- Travel trends
- 10-year investment plan
- What does this all mean?



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:

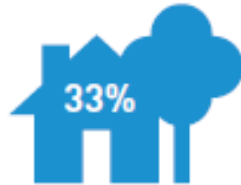
- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Local trends

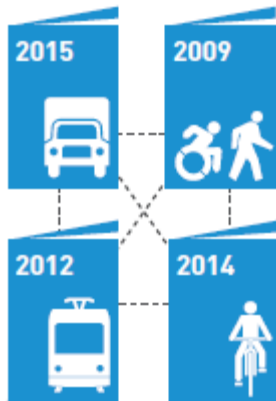
2000-2010 SEATTLE POPULATION INCREASE



Urban Centers
and Villages

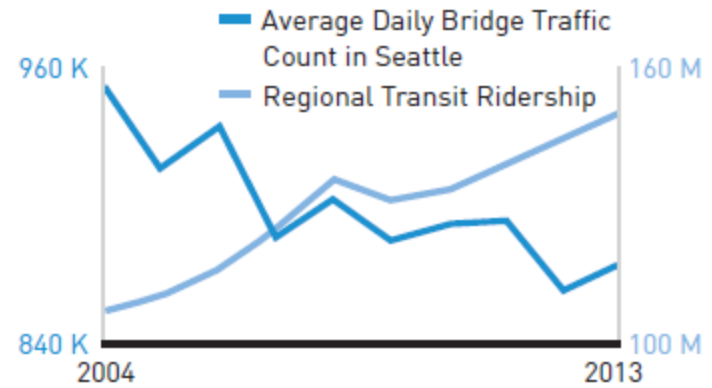


Rest of the City



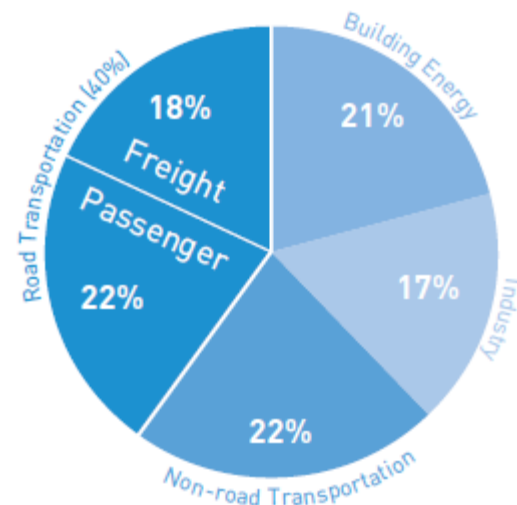
- 2009: Central Link light rail opens
- 2014: Seattle voters approve increase in Metro bus service
- 2015: First Hill streetcar line begins service
- 2016: Light rail extends to University of Washington through Capitol Hill
- 2020: Streetcar system connected through downtown Seattle
- 2021: Light rail extends to University District, Roosevelt and Northgate
- 2023: Light rail extends to Lynnwood, Shoreline and east to Bellevue and Redmond
- 2025: Light rail connects Ballard and West Seattle (Sound Transit Long-Range Plan)

Global trends



Decline in high school seniors with driver's licenses from 1996 to 2010

85% to 73%



Moving Seattle forward will require us all to...

- Think about Seattle today and tomorrow
- Organize our actions around our core values
- Integrate our modal plans
- Prioritize our projects within funding constraints

Move Seattle is a 10-year plan for transportation that does all these things

A Safe City

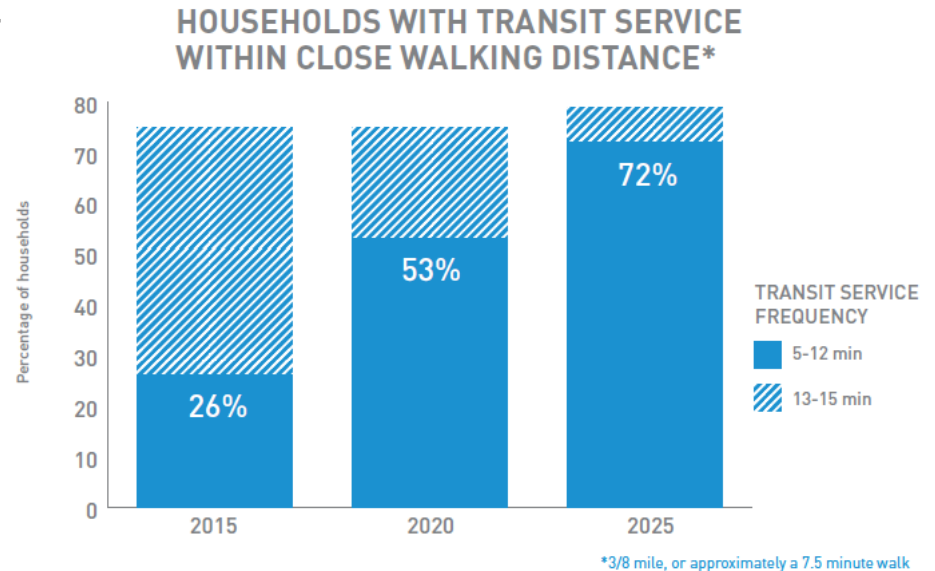
- Vision Zero
- Critical infrastructure and seismic safety
- Safety for all, with an emphasis on most vulnerable



Goal: Eliminate serious and fatal crashes in Seattle

An Interconnected City

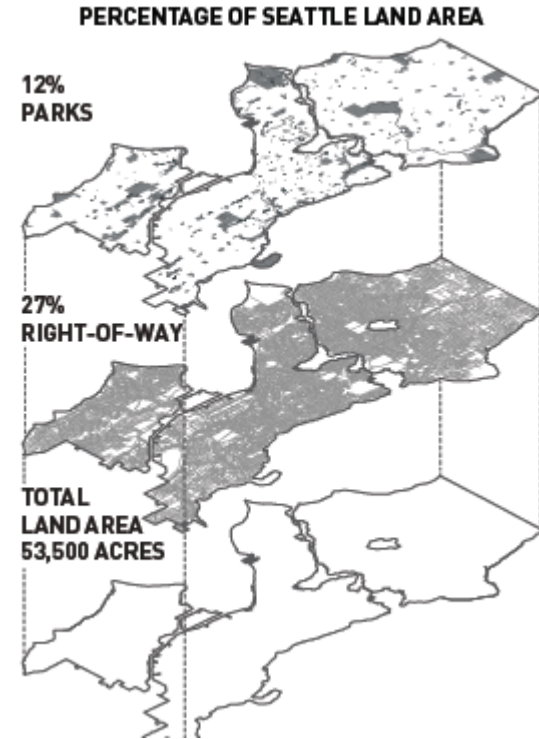
- Mobility and access for everyone
- Transit
- Bikeability



Goal: Provide an easy-to-use transportation system that gives you the options you want when you need them

A Vibrant City

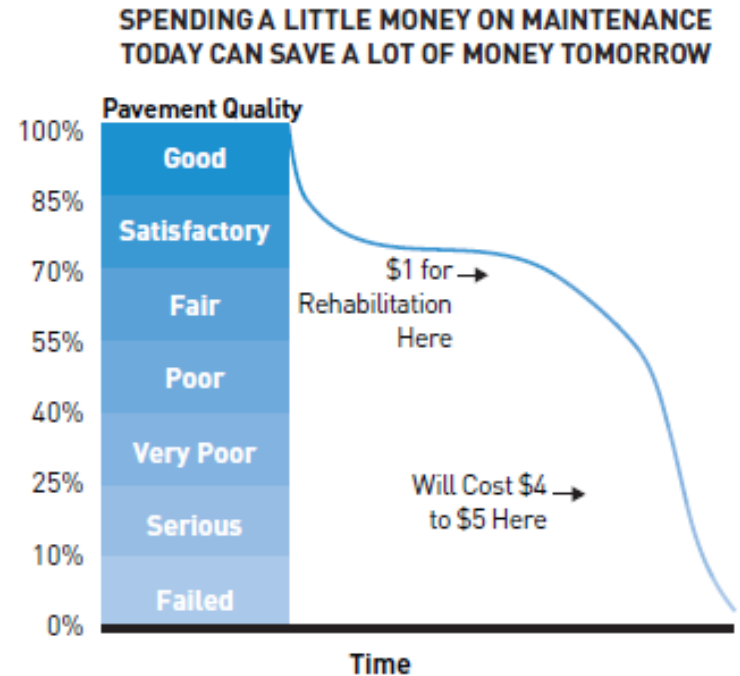
- Freight and deliveries
- Places for people
- Streets and sidewalks hum with activity



Goal: Use Seattle's streets and sidewalks to improve the city's health, prosperity, and happiness

An Affordable City

- Smart maintenance
- Lower out-of-pocket transportation costs
- Access Seattle
- New funding sources



Goal: Provide high-quality, low-cost transportation options

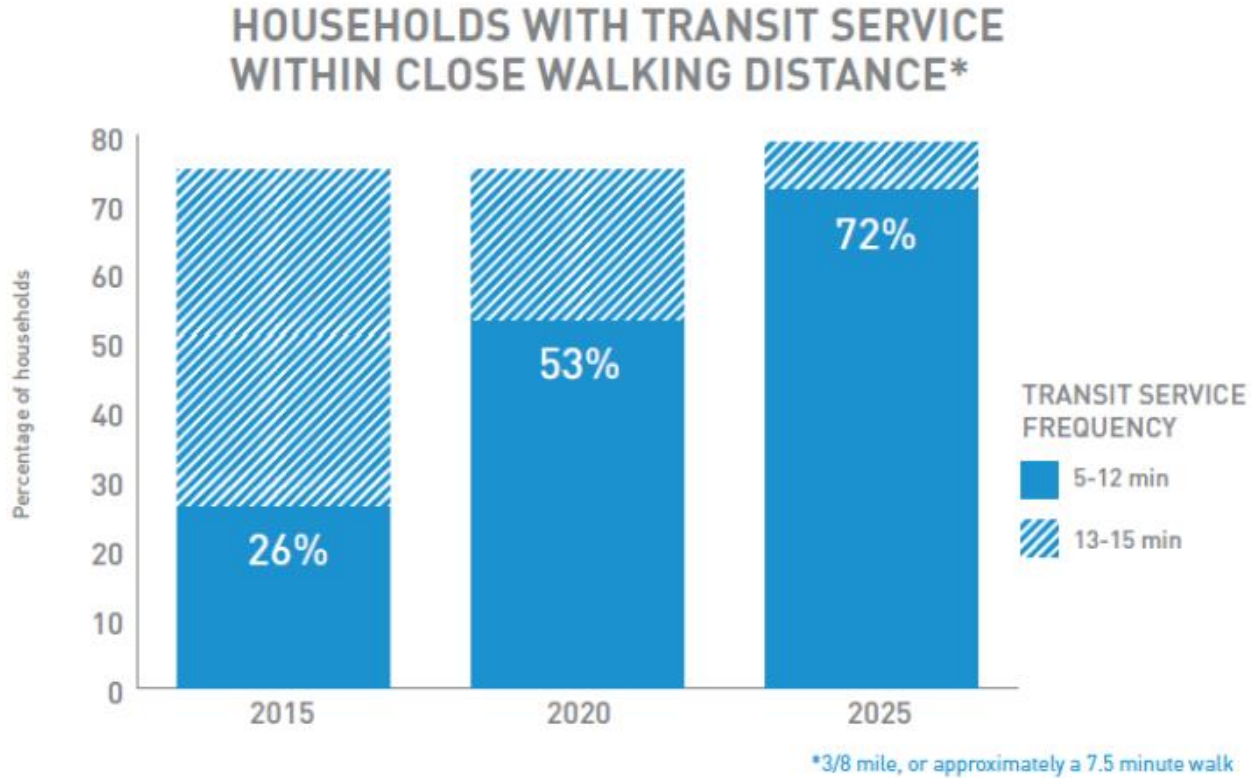
An Innovative City

- Experiment
- New public outreach standards
- Potential of Seattle's small businesses



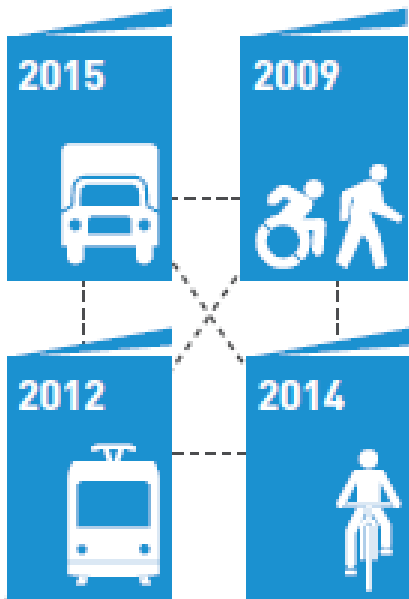
Goal: Understand and plan for the changes of tomorrow while delivering great service today

Track our progress

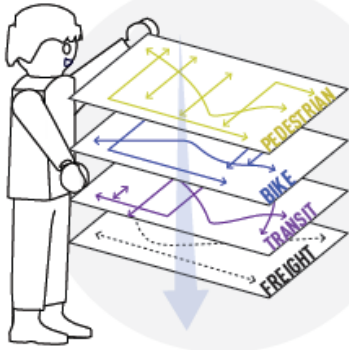


Transit service – key for arts districts

Integrating our modal plans



From plan to project



1

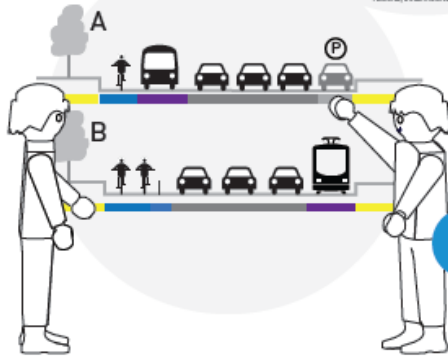
Step 1: Overlay the modal plans

Overlay the needs in the modal plans to identify where priority corridors for many modes exist.

Step 2: Identify the major purposes of the street

Each street in our city is different and they serve different land uses, so the purpose and design of each project will be distinctive.

2



3

Step 3: Develop alternatives

We look at different ways we can allocate space in the street based on the users and needs identified.

4

Step 4: Evaluation of alternatives

We work closely with neighbors and street users to better understand your needs and define the project.

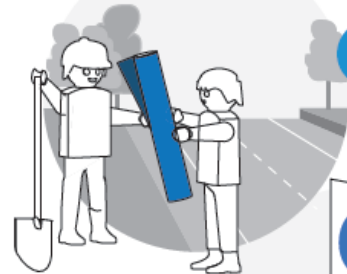


We also apply overarching city policies: Climate Action Plan, Complete Streets Ordinance, our Race and Social Justice Initiative, and Comprehensive Plan. After looking at the options, we pick a final design for the street. We spend time with the community, listening to preferences and concerns.

5

Step 5: Design, construct, and maintain

Our job is not finished when a project is built — it just begins. We work 24/7 to keep the transportation system in a state of good repair so it works as designed.



6

Step 6: Evaluate and report

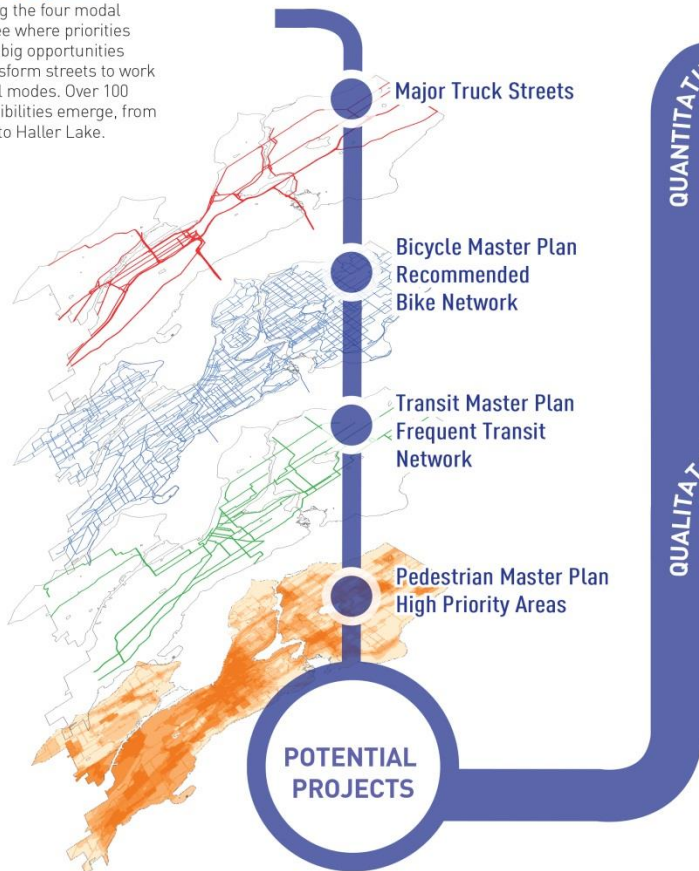
We measure the results of the projects and programs we build, evaluate how pilot materials and designs work, and talk with the public. We track our progress to remain accountable to the people we serve, and continually refine and adjust our work.



Prioritizing projects

Step 1: Identify potential projects

By overlaying the four modal plans, we see where priorities overlap and big opportunities exist to transform streets to work better for all modes. Over 100 project possibilities emerge, from South Park to Haller Lake.



Step 2A: Numerical scoring

Each project goes through a rigorous scoring process based on our four core values. Projects are evaluated on criteria as diverse as number of high-collision intersections they address to car ownership rates of nearby households.

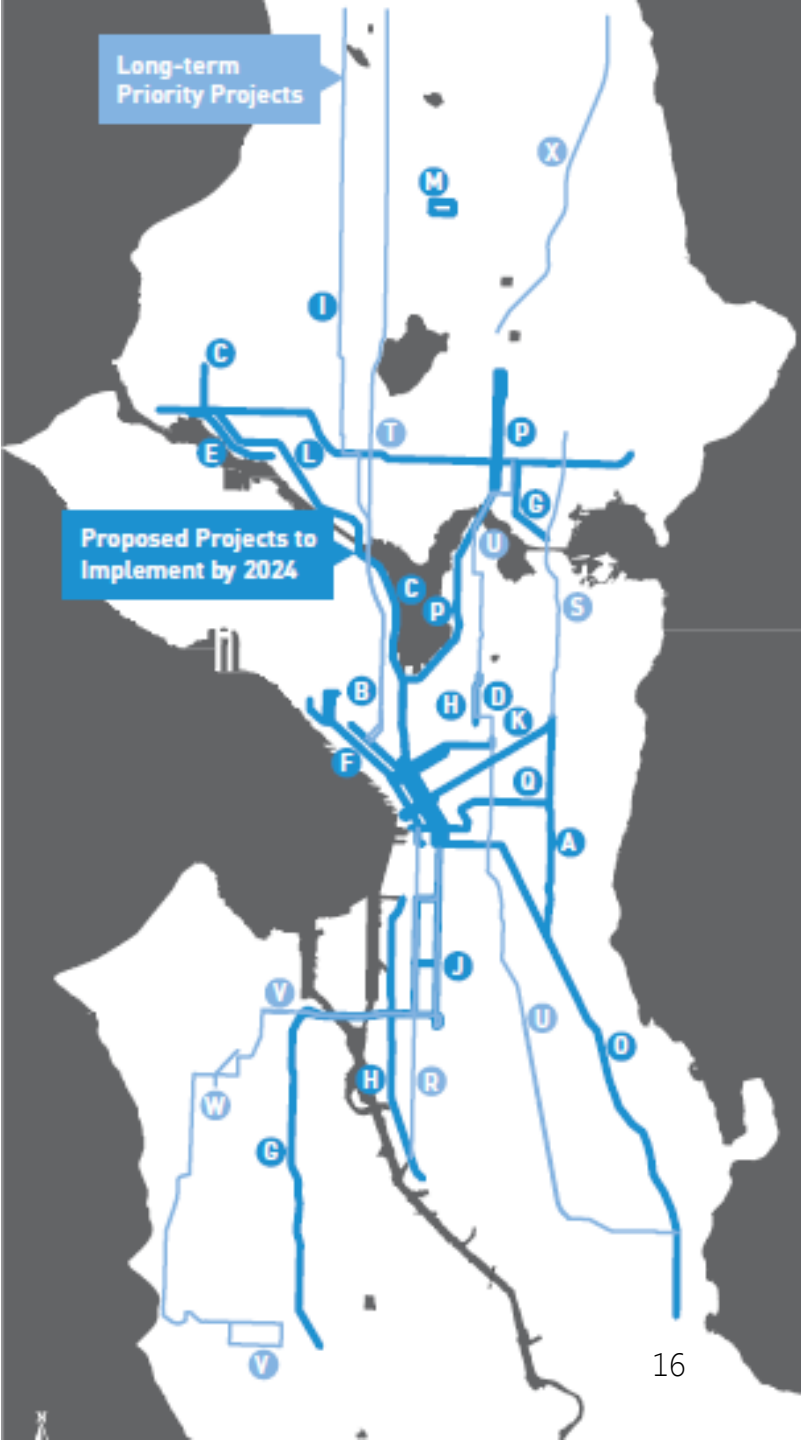


Step 2B: Qualitative rating

We complement our data-driven process with more artful criteria too. These ratings are important since some projects may not score highly in the numerical analysis, but may have other compelling reasons for being considered further.

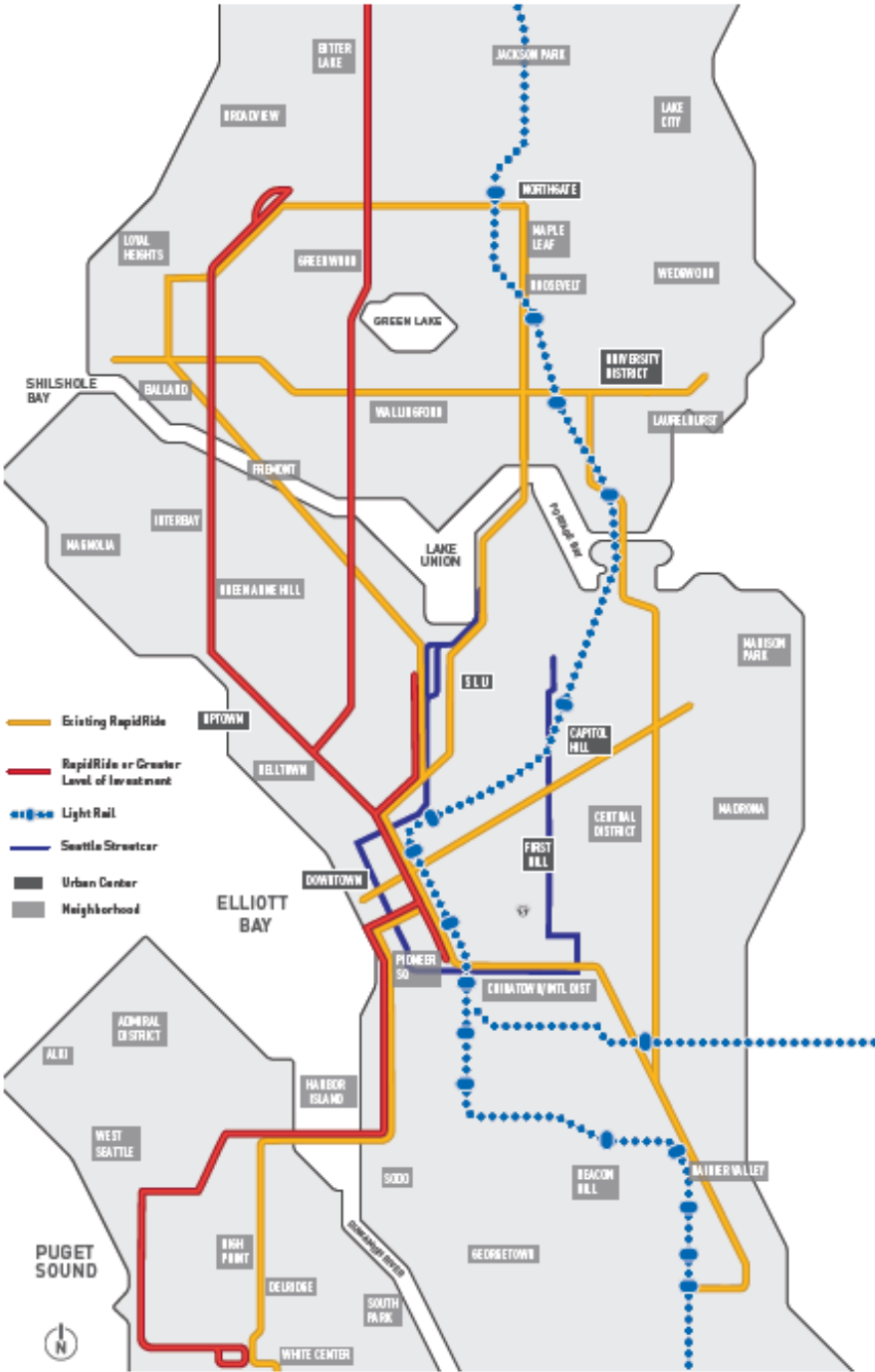
Prioritizing major projects

Here are the **projects** we would like to design and build in the next 10 years.



Prioritizing transit projects

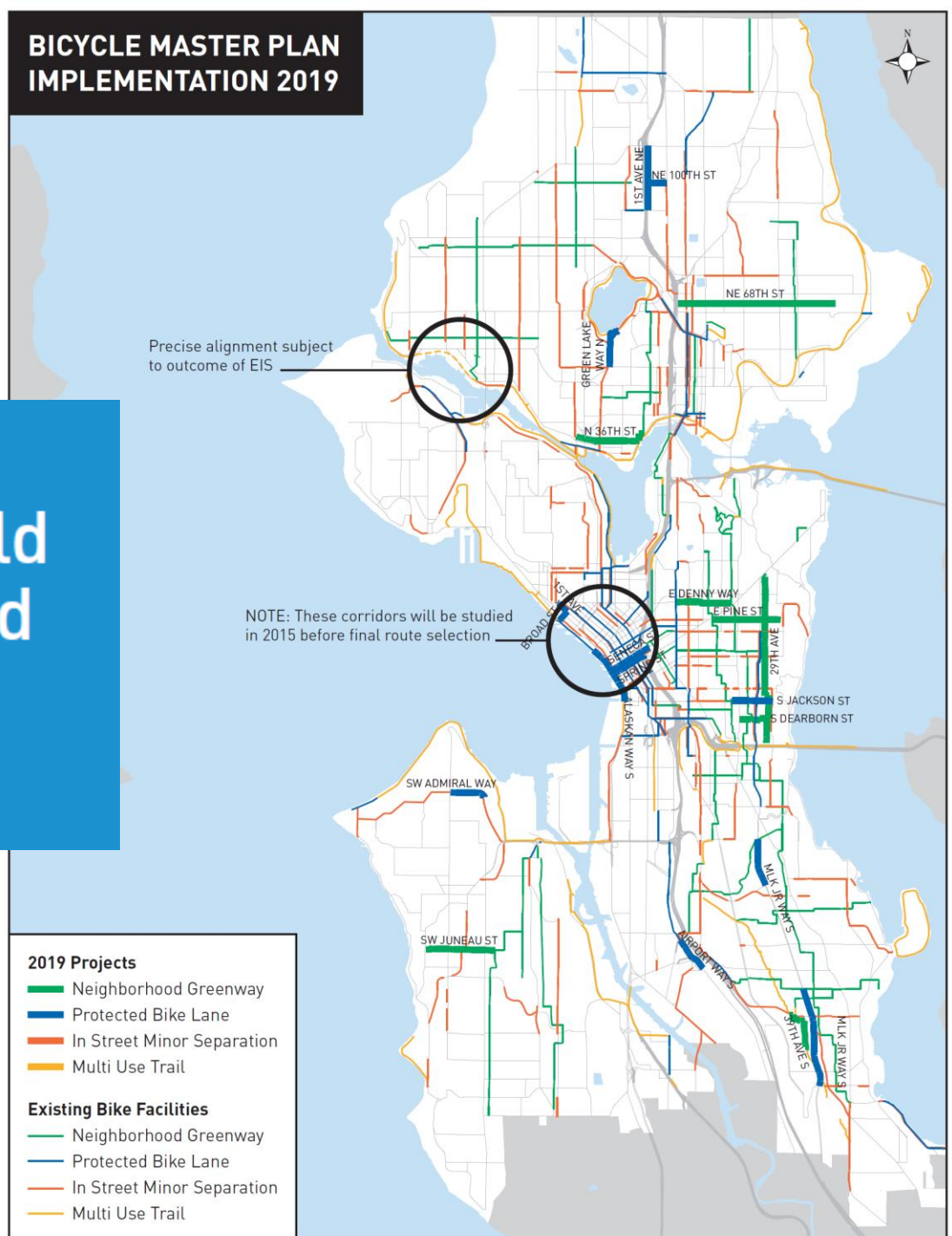
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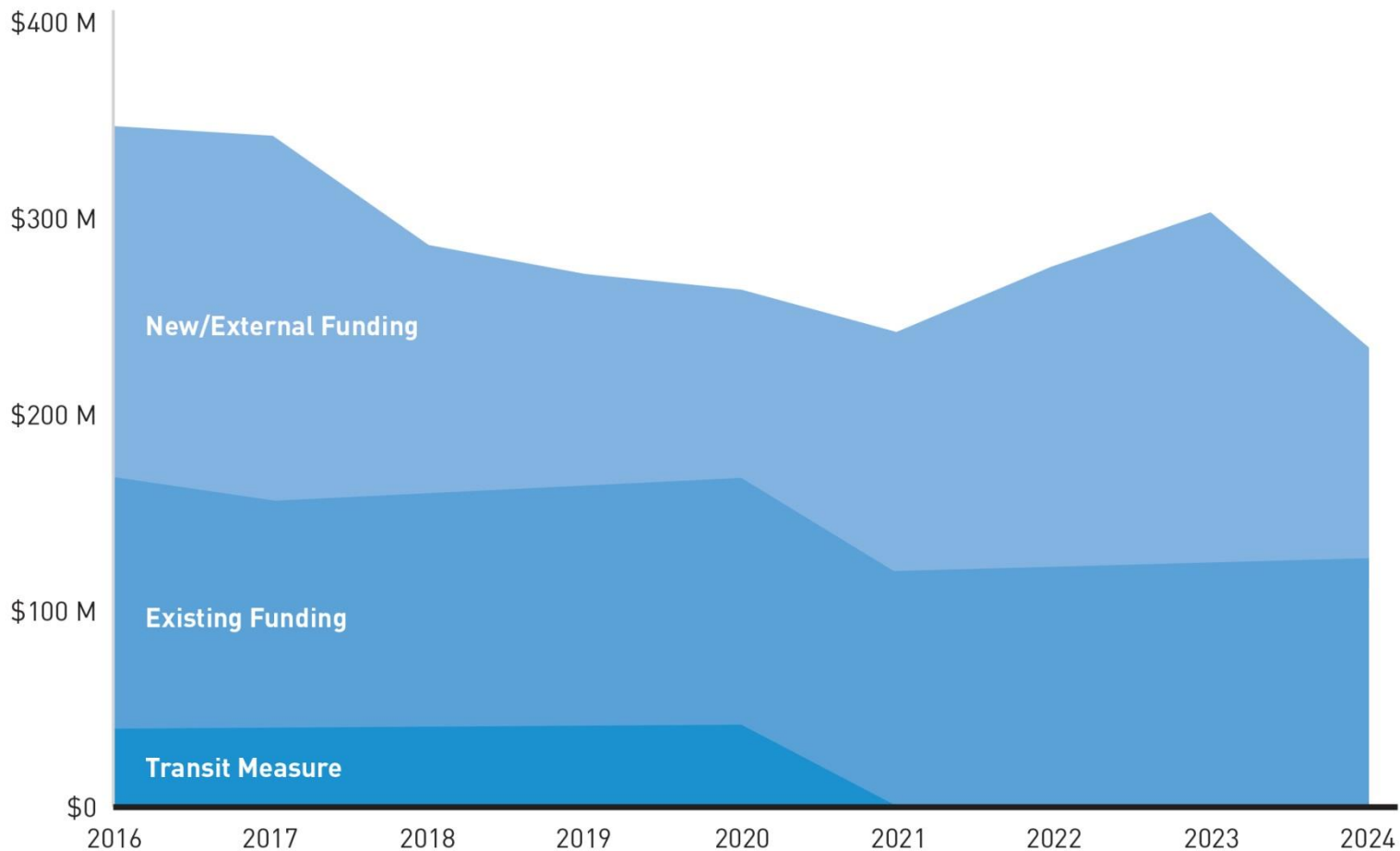
Prioritizing bicycle projects

BICYCLE MASTER PLAN IMPLEMENTATION 2019

Here are the **projects** we would like to design and build in the next 10 years.



Funding our work



Questions?

<http://www.seattle.gov/transportation/moveSeattle>

