

Roosevelt RapidRide Project



Sustainability & Transportation Committee
Andrew Glass Hastings, SDOT
July 18, 2017



Seattle
Department of
Transportation



Our 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

Insert picture?

For **all**

Presentation overview

1. RapidRide Expansion Program
2. Roosevelt LPA
3. Funding Plan
4. Council Action Requested
5. Next steps

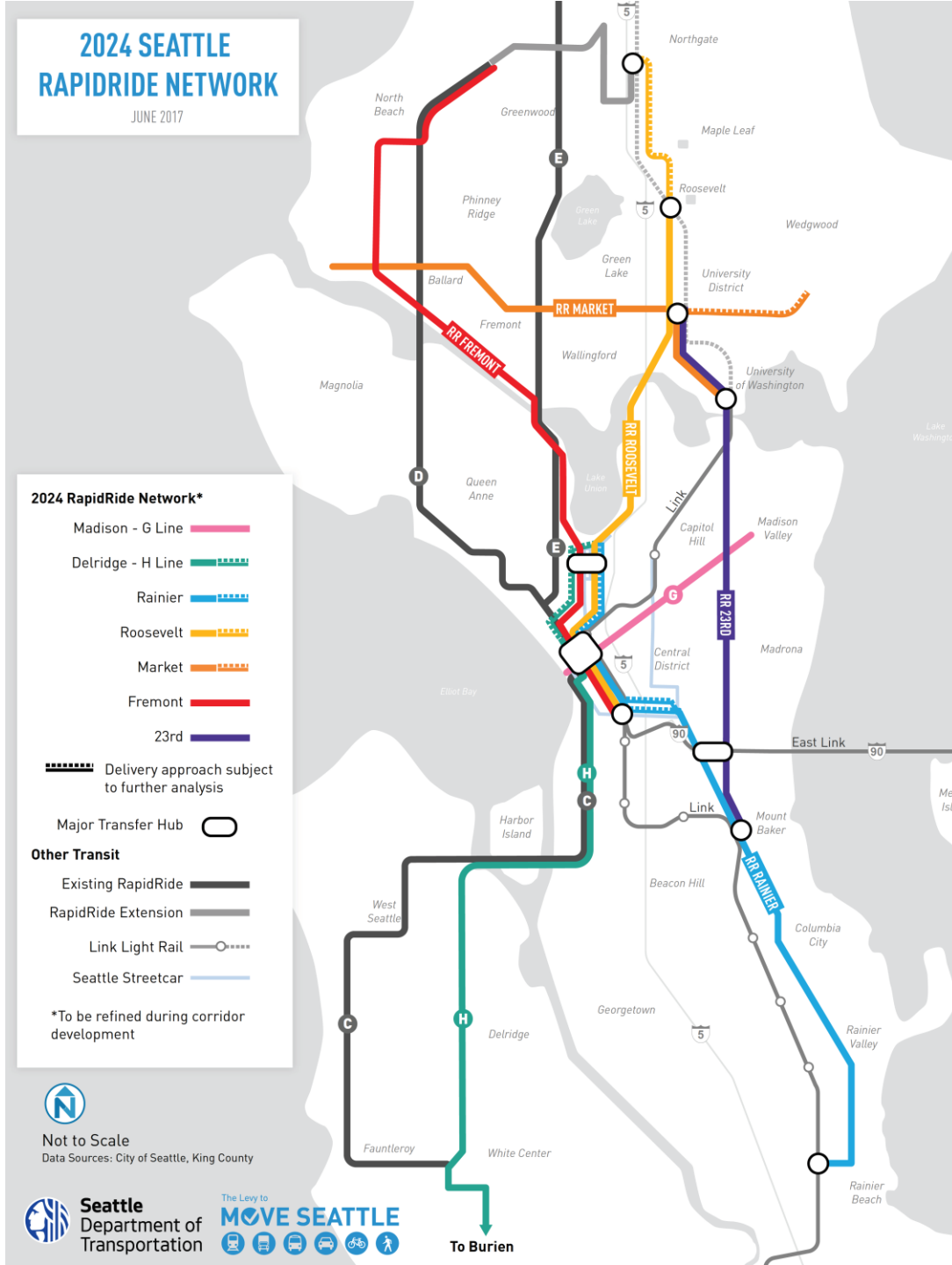
Background

- Levy to Move Seattle
 - Move Seattle transit promise: 72% of residents will have 10 min. or better all-day service within a 10-min. walk from their home
 - 7 transit and multimodal corridors
- Transit Master Plan (February 2016)
 - Planning-level concepts for 7 RapidRide lines
- RapidRide Expansion Program Report
 - Timeline
 - Corridor development process
 - Performance goals



Seattle RapidRide Expansion Program

- Upgrades 7 lines
- Adds **50,000 daily riders** by 2035
- Creates over a **60-mile** network
- Offers **10-minute** or better service



RapidRide investments

DEDICATED BUS LANES

Bus-only lanes and queue jumps separate buses from traffic, increasing speed and reliability.



ENHANCED BUS STOPS

RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities.



OFF-BOARD FARE COLLECTION

Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.



SPECIALIZED BUSES

RapidRide buses offer more capacity and lower floors for easier loading and unloading.



SMART SIGNALS

Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.

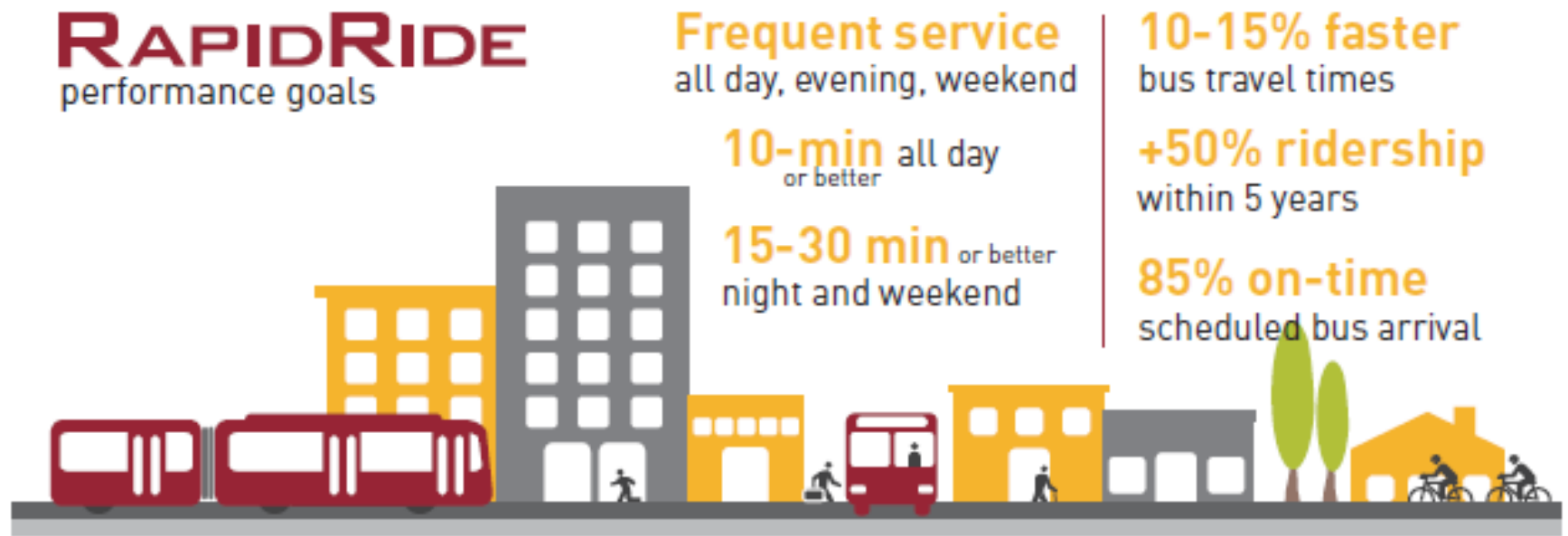


BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT

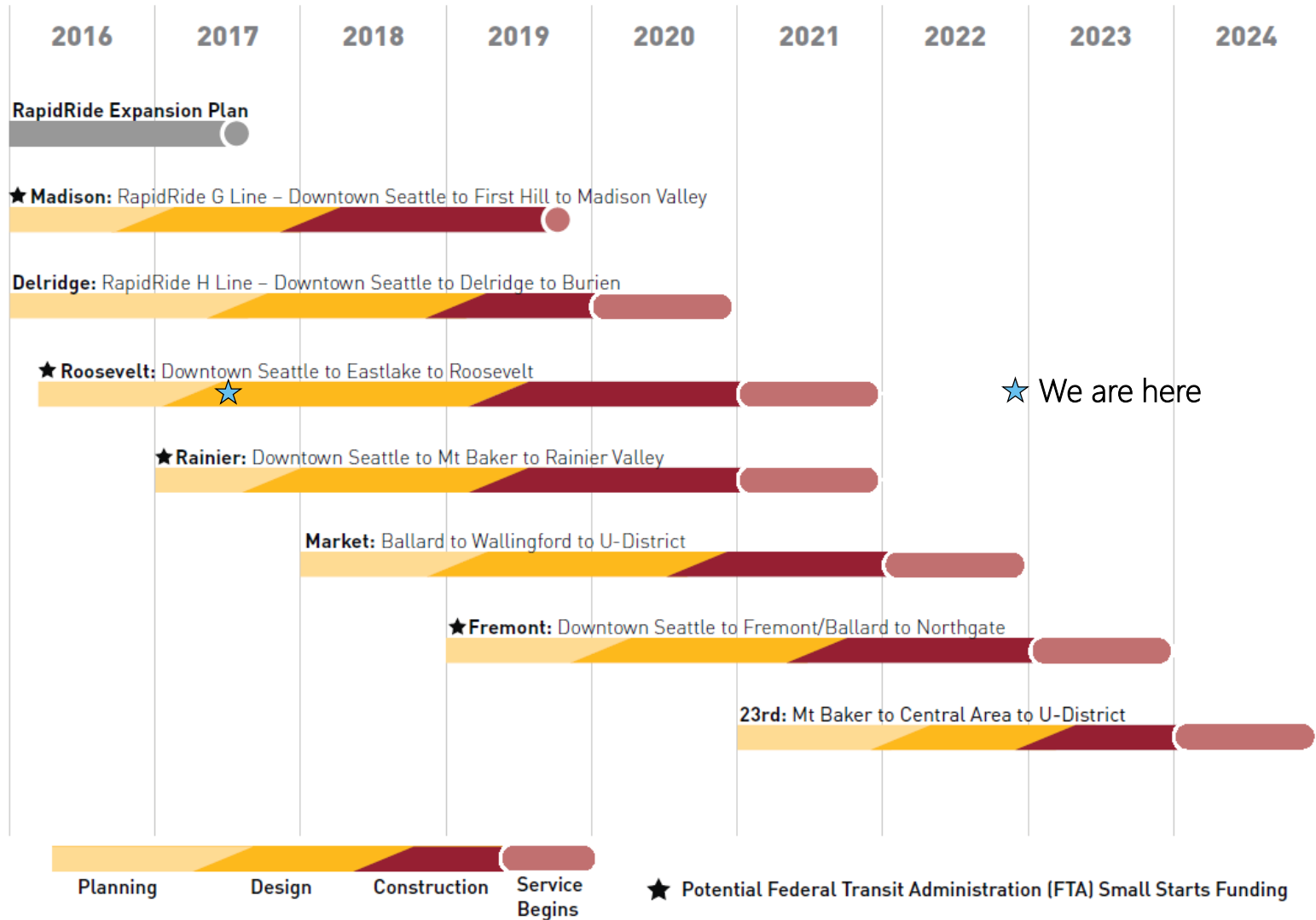
Improvements to crossings, neighborhood greenways, and bike lanes will help people access new RapidRide lines and improve safety along the corridor.



Seattle performance goals



Seattle program timeline



Schedule subject to change

Roosevelt project background

- Identified in 2012 TMP as a high-priority, high-capacity transit corridor
- SDOT-led planning and community engagement effort from 2014-2016
 - Three rounds of outreach
 - On-going community engagement
 - Focus on transit mode, design options, and recommended corridor concept
- Consistent with 2016 TMP, Move Seattle, and included in Metro Connects long-range plan
- Roosevelt AAC project installed transit islands and southbound PBL



Need

16,000 new residents, 84,000 new employees by 2035

Transit travel times 20-30% slower during peak hours

32% of daily trips and 63% of peak trips exceed capacity

Need for bicycle and pedestrian improvements

Climate Action Plan

Benefit

High-capacity, frequent, one-seat ride from North Seattle to South Lake Union and Downtown

Peak hour transit travel times improved by up to 20%

10-minute all day service and increased evening and weekend service

Extensive bike and pedestrian infrastructure investment

Expanded zero-emission trolley network

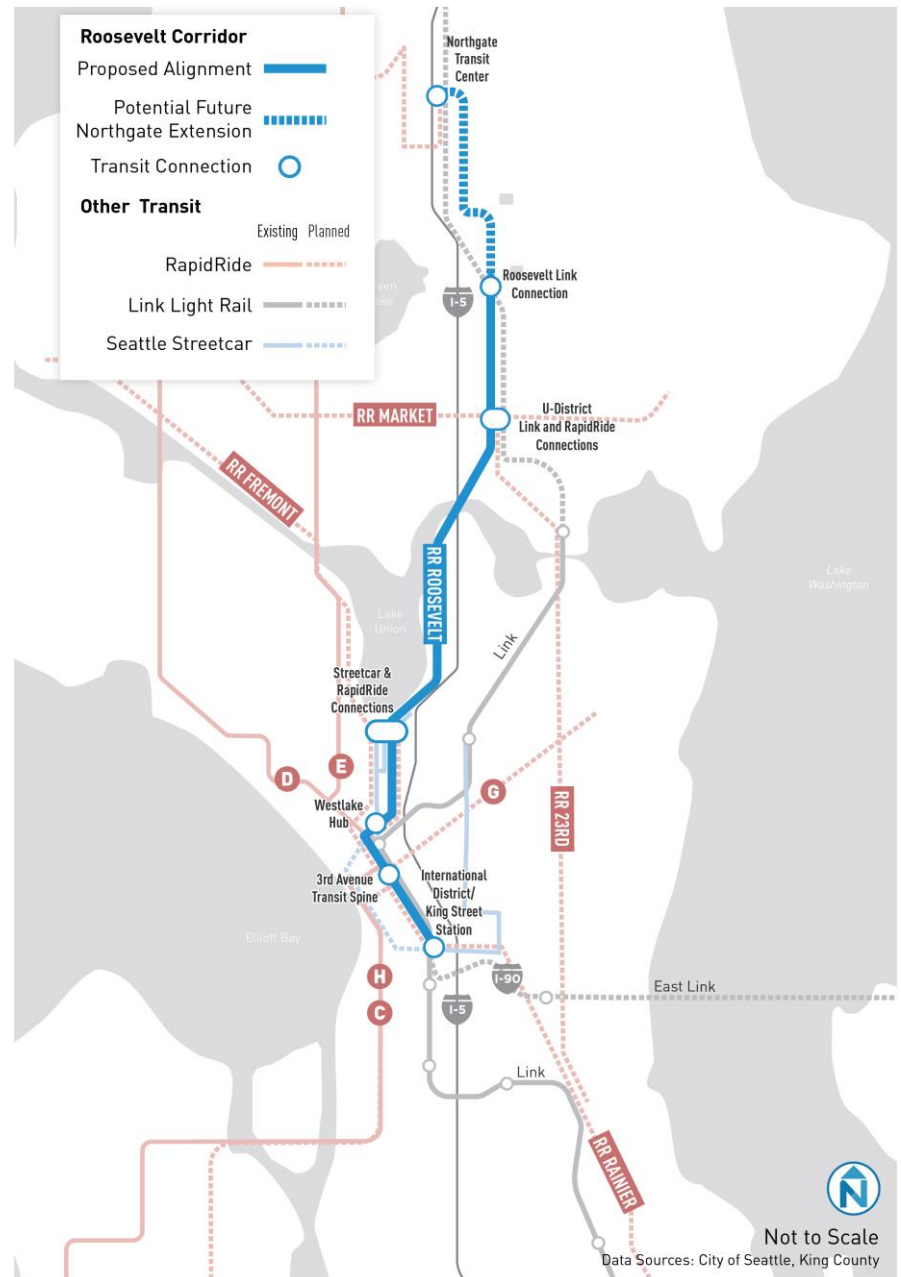
What is a Locally Preferred Alternative?

- Determines project need, purpose, termini, alignment, and mode
- Demonstrates the City's commitment to working with FTA to develop the project
- Allows the City to enter into an agreement with FTA to work together to develop the project

Roosevelt LPA

LPA includes:

- BRT connecting the Roosevelt Link station and the International District Link station through Downtown, South Lake Union, and University District
- Decrease in transit travel time up to 20%
- High-frequency, all-day service:
 - 10 minute: 6am – 7pm
 - Hourly overnight service
- Improved pedestrian and bicycle access:
 - protected bike lanes along a significant portion of the corridor
 - streetscape improvements and curb ramps



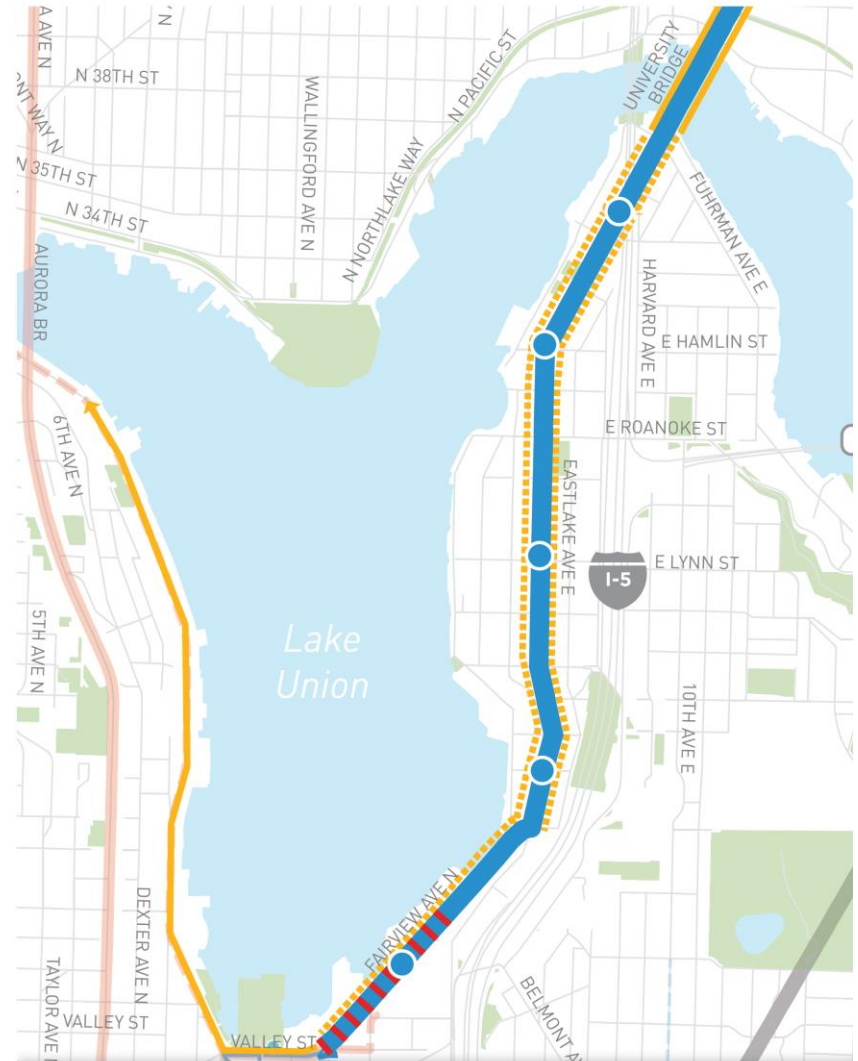
Downtown & South Lake Union

- Use existing RapidRide stations on 3rd Ave and Stewart BAT lanes
- Add Virginia transit lane and Fairview BAT lane



Fairview & Eastlake

- Transit lane on Fairview between Valley and Aloha
- Transit priority investments
 - Signal upgrades and queue jumps
 - Bus islands for in-lane stops
- Protected bike lanes from Valley through University Bridge
- Parking removal along corridor; general purpose traffic in travel lanes with buses



U District & Roosevelt

- Roosevelt Ave
 - Utilize existing transit islands (partially funded by the Roosevelt project)
 - Signal upgrades, queue jump, and OCS
- 11th/12th couplet
 - Paving
 - Transit islands
 - Signal upgrades, queue jumps, and OCS
 - Protected bike lane on 11th from University Bridge to Roosevelt
- BRT station locations and pedestrian access coordinated with new Link stations



Funding plan

- Delivery of the Project in LPA contingent on FTA Small Starts grant
- FTA project rating and funding recommendation mid-2018
- If there is no Small Starts, project elements will be revised with community, Council, and partners

Funding Source	Amount
Levy to Move Seattle (secured)	\$13.7 M
Regional Partnerships and Grants	\$21.3 M
FTA Small Starts Grant	\$35 M
TOTAL	\$70 M

Council action needed

- Adopt Locally Preferred Alternatives for Roosevelt
 - Required milestone for Federal Transit Administration Small Starts Program
 - Commits to fully funding project development phase
- Amend Ordinance 12505 to include Roosevelt Multimodal Corridor (TC367380)

Next steps

Date	Activity
July	Council action on Roosevelt LPA and Ordinance 12505
September	Small Starts application for Roosevelt RapidRide Project
Fall 2017	30% Design & Outreach
Mid-2018	FTA Small Starts rating and funding recommendation

Questions?

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<http://www.seattle.gov/transportation/roosevelthct.htm>

