

DRAFT SEATTLE RAPIDRIDE EXPANSION PROGRAM REPORT

FEBRUARY 2017



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RAPIDRIDE

Metrolink
METRO

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AURORA VIL

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PROGRAM INTRODUCTION

The RapidRide Expansion Program is a partnership between the City of Seattle and King County Metro to deliver reliable, convenient, high-quality transit options to Seattle's growing population through the implementation of seven new RapidRide corridors.

Through a combination of transit service improvements, capital investment, and design treatments, these corridors will build on the success of existing RapidRide service and help meet local and regional transportation goals. RapidRide corridor design considers the unique needs and context of each location. In addition to the transportation plans that inform it, corridor development is shaped by transit performance data, agency partnerships, and public input.

2024 SEATTLE RAPIDRIDE NETWORK

DRAFT - FEBRUARY 2017

2024 RapidRide Network*

- Madison - G Line
- Delridge - H Line
- Rainier
- Roosevelt
- Market
- Fremont
- 23rd

Delivery approach subject to further analysis

Major Transfer Hub

Other Transit

- Existing RapidRide
- RapidRide Extension
- Link Light Rail
- Seattle Streetcar

*To be refined during corridor development

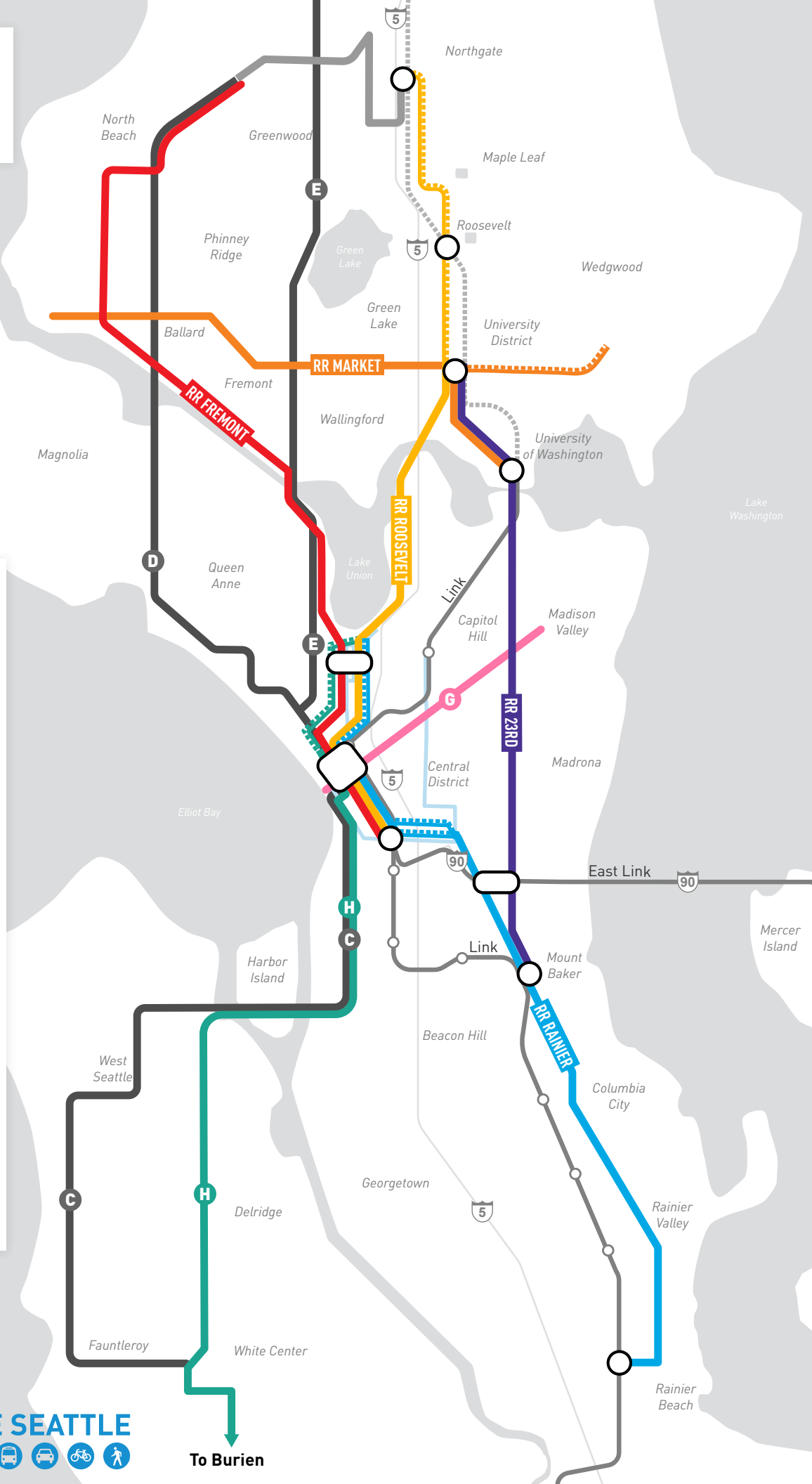


Not to Scale

Data Sources: City of Seattle, King County



To Burien



RapidRide Network

The expansion of RapidRide is an important part of creating a comprehensive, frequent transit network for Seattle. Expanding on the existing three RapidRide lines in Seattle, seven new RapidRide corridors will connect to Link light rail, the Seattle Streetcar, non-motorized transportation, ferry terminals, and other Metro bus routes to provide mobility options throughout the city and beyond.

The seven corridors identified in the Seattle Transit Master Plan and further developed by the RapidRide Expansion Program are:

- **Madison (RapidRide G Line)**
Downtown Seattle to First Hill to Madison Valley
- **Delridge (RapidRide H Line)**
Downtown Seattle to Delridge to Burien
- **Rainier**
Downtown Seattle to Mt Baker to Rainier Beach
- **Roosevelt**
Downtown Seattle to Eastlake to Roosevelt
- **Market**
Ballard to Wallingford to U-District
- **Fremont**
Downtown Seattle to Fremont to Ballard
- **23rd**
Mt Baker to Central Area to U-District

Several corridors have segments where the delivery approach will be subject to further analysis, including consideration of bus fleet, capital infrastructure, layover, and service integration.

RapidRide will connect major destinations and link diverse and growing neighborhoods with employment, shopping, and transit hubs. The network will serve areas of the city where large numbers of people work and live. By 2035, approximately 1.5 million jobs and almost 650,000 residents will be located within half a mile of a new RapidRide corridor. With such convenient, comprehensive service, over 50,000 additional daily trips are expected on the RapidRide corridors by 2035.

What is RapidRide in Seattle?

RapidRide corridors include a combination of dedicated bus-only lanes, enhanced stations with real-time bus arrival information, improved fare collection systems, specialized vehicles, and smarter traffic signals.

With 96% of people getting to transit by walking or biking*, RapidRide corridors in Seattle also include improvements to make it easier and safer for people to get to transit.

These improvements add up to significant travel time savings for people who use transit in the seven corridors.

DEDICATED BUS LANES

Bus-only lanes 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.



*King County Metro Transit Access to Transit Report (July 2015)

Why RapidRide?

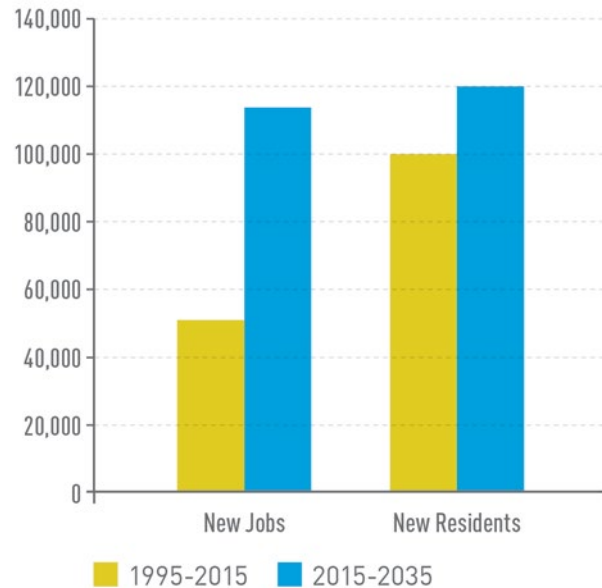
Seattle is creating a safe, interconnected, vibrant, affordable, and innovative city for all.

Seattle is growing. Over the past 20 years, Seattle gained 100,000 new residents and approximately 50,000 jobs. And, over the next 20 years, an additional 120,000 residents and 115,000 jobs are anticipated. The RapidRide network will help deliver an easy-to-use, interconnected, reliable system that connects people, places, and products by increasing the number of people that can be moved within the existing street network.

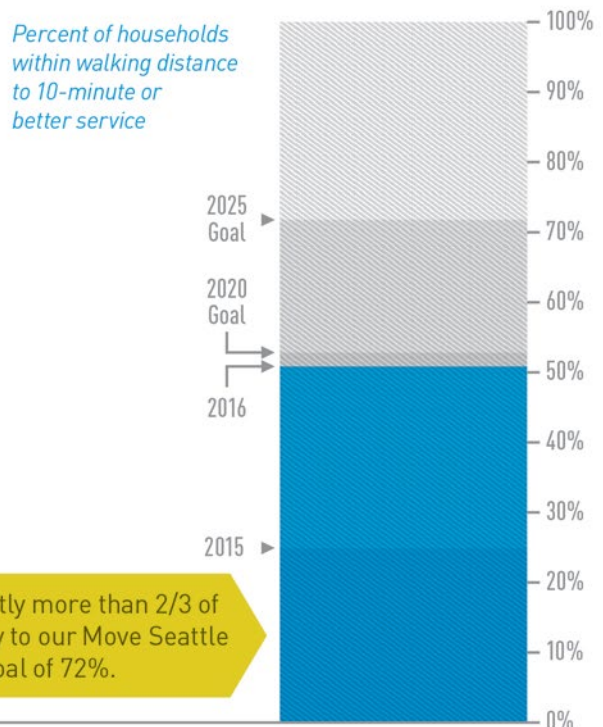
Additionally, delivering the RapidRide network is a key component to meeting the Move Seattle transit promise of providing 72% of households with 10-minute all-day service within a 10-minute walk from their home.

These capital investments complement and build on investments in service Seattle is making through the Seattle Transportation Benefit District. In 2014, Seattle voters approved Proposition 1 to fund the purchase of increased Metro service and additional transit programs for Seattle residents. The combination of capital investments from the RapidRide Expansion Program and service investments will make significant progress toward accommodating growth and meeting the Move Seattle transit promise.

Population and Employment Growth



Households Within Walking Distance to 10-Minute or Better Service



Currently more than 2/3 of the way to our Move Seattle 2025 goal of 72%.

Transit Service and Performance Objectives

The City of Seattle and King County Metro have developed the following performance goals for the RapidRide Expansion Program, based on an analysis of corridor need and review of past performance on the three existing RapidRide lines:

- Provide a minimum of 10 to 15 percent faster bus travel times. This reflects travel time savings during the peak commute time, the period in which bus riders typically experience the greatest travel time delay.
- Reliability in each new corridor to exceed the 85 percent system-wide headway adherence goal.
- Target 50 percent increased transit ridership on each new corridor within five years.
- Provide frequent, all day, evening and weekend service, with the following minimum service levels:
 - 10-minute or better service all day
 - 15-30 minute or better during nights and weekends

RAPIDRIDE performance goals

Frequent service
all day, evening, weekend

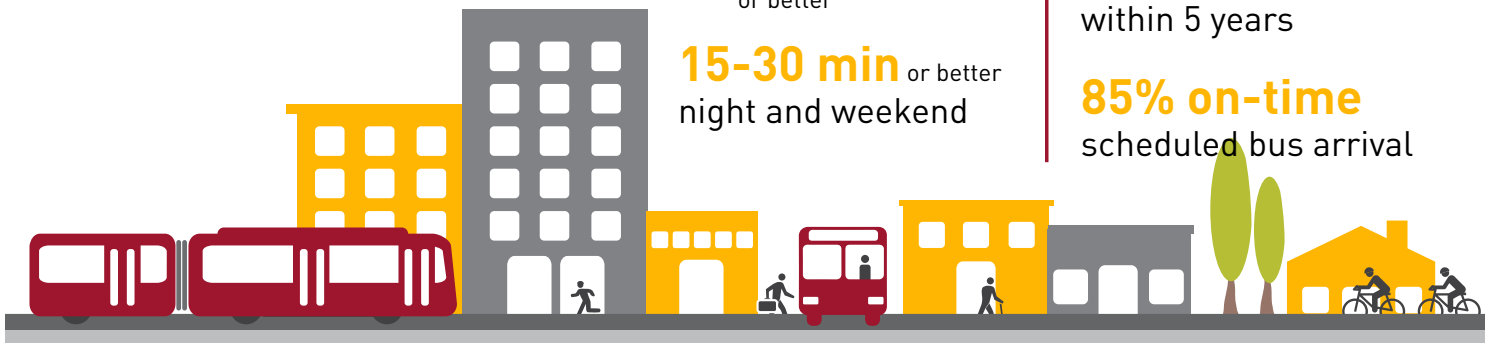
10-min all day
or better

15-30 min or better
night and weekend

10-15% faster
bus travel times

+50% ridership
within 5 years

85% on-time
scheduled bus arrival



Seattle's RapidRide System Today

RapidRide was launched by King County Metro in 2010 as their premier transit service, complete with more trips, enhanced stations, unique branding and other improvements to speed up bus service. It was partially funded by the Transit Now initiative, a sales tax increase approved by King County voters in 2006, and with federal funding in partnership with the Federal Transit Administration.

Three of the six existing RapidRide corridors serve the City of Seattle and were implemented by King County Metro working closely with the City:

- **RapidRide C Line** – Connecting West Seattle to Downtown Seattle (launched in 2012) and extended to South Lake Union in 2016
- **RapidRide D Line** – Connecting Ballard to Uptown and Downtown Seattle (Launched in 2012)
- **RapidRide E Line** – Connecting Downtown Seattle and Shoreline (Launched in 2014)

More than 275,000 annual service hours were provided to the system by the three lines. On average, they have seen an 87 percent ridership increase since launching and carry more than 43,000 riders per weekday. Each line has sped up travel time during the busiest commute hours by an average of 11%. The number of trips coming on time has improved to 84% from 76%.

The Seattle Transportation Benefit District, approved by voters in 2014, has invested in the three Seattle RapidRide lines. These investments help to reduce overcrowding, improve reliability, and provide more service at night on weekends.

“There has been an average 87 percent ridership increase since launching RapidRide; carrying more than 43,000 riders per weekday.”





BACKGROUND

Seattle's strong economy, vibrant culture, and attractive location have made it one of the fastest growing cities in the nation. Transit ridership is at an all-time high with over 45% of commuters accessing downtown via transit. With the voter approval of the Levy to Move Seattle, the City of Seattle has committed to building a high-quality transportation system that connects people, places and products, and meets tomorrow's transportation needs.

There are many efforts underway to improve mobility in the city and the region, such as Link Light Rail expansion, the Center City Connector Streetcar, downtown bus service restructuring and improvements to pedestrian and bicycle connections. The RapidRide network is an essential piece of an integrated transit network.

The RapidRide Expansion Program is built on a foundation of extensive planning done by the City through the approval of the Levy to Move Seattle, the 2016 Transit Master Plan update, and continued partnership with King County Metro as reflected in their recently developed METRO CONNECTS Long Range Vision.

Planning History

2014



SEATTLE PEDESTRIAN AND BICYCLE MASTER PLANS (2014)

The Seattle Pedestrian Master Plan and the Seattle Bicycle Master Plan were adopted in 2014. Connecting to transit is a key part of the mission statement of both plans. Recommended bike and pedestrian projects overlap all seven RapidRide corridors. Improvements to sidewalks, pedestrian crossings, ADA accessibility, greenways, and bike lanes are all examples of what might be integrated into the planning process to create safer and easier access to frequent transit service, effectively leverage funding, and help create a complete multimodal network for Seattle.

2015



LEVY TO MOVE SEATTLE (2015)

The Levy to Move Seattle, which passed in 2015, expands the transportation system over the next nine years to meet tomorrow's needs. Projects in the Levy to Move Seattle were prioritized by integrating the four Seattle modal plans (freight, bicycle, pedestrian, and transit) into a cohesive, near-term strategy. By integrating with modal plans, the City can define neighborhood transportation projects that address several needs. The Levy expanded the transit vision in the Transit Master Plan by emphasizing multimodal improvements for each corridor. A desired outcome of the RapidRide Expansion Program is to further the vision of the Levy to build a system that provides not only great transit service but optimizes the movement of people and goods.

2016

2017

THE CITY OF SEATTLE TRANSIT MASTER PLAN UPDATE (2016)

Originally adopted in 2012, the Seattle Transit Master Plan set forth a comprehensive 20-year look-ahead for the type of transit system required to meet the City's needs. Through extensive public and agency involvement, the plan identifies the City's most important transit corridors that improve mobility throughout the city. The Seattle City Council subsequently approved an update to the Transit Master Plan in 2016, providing a framework for the RapidRide Expansion Program.

KING COUNTY METRO CONNECTS LONG RANGE VISION (2017)

King County Metro recently developed their long range vision, METRO CONNECTS. This plan identifies a 70% increase in transit service by 2040, with a vision for service that comes more often, is faster and more reliable, and that is easier to use for customers. Integration with other transportation service providers and partnerships with King County cities are key to achieving the METRO CONNECTS vision.

In addition to expanded frequent, local, and express service, the plan envisions thirteen new RapidRide corridors throughout the King County service area by 2025, including the seven Seattle corridors, and 20 new lines total by 2040. King County will continue to operate and maintain RapidRide service, while partnerships and coordinated planning can contribute to making sure each corridor reaches the targeted level of service and service quality.

The partnership between the City of Seattle and King County Metro is critical and is underscored by a common goal to expand and improve the Seattle transit system, improving performance levels on each corridor. Together, the City of Seattle and King County Metro's work will translate into faster buses, better reliability, capacity to meet growing ridership demand and more frequent night and weekend service.



BAY
10



E
RapidRide
Downtown Seattle

STOP NO.
16100

206-553-3000
www.kingcounty.gov/metro

 King County
METRO

Bus Layover
Turn off engine
immediately upon arrival

RAPIDRIDE
E Line



RAPIDRIDE

6060

 **DOWNTOWN SEA**

6060

WASHINGTON
A 10550

Two women standing on the sidewalk near the bus entrance. One woman is wearing a red jacket and a colorful headscarf, and the other is wearing a dark jacket. They appear to be waiting for the bus.



NETWORK DEVELOPMENT

The framework for designing, funding, and building the seven RapidRide Expansion Program corridors is outlined in the following pages.

The corridors are developed as a network to provide an integrated transit system that functions seamlessly with other transportation elements as well as regional transit projects such as Sound Transit's light rail expansion. This integrated approach ensures the network will best serve the citizens of the City, while optimizing corridor project delivery and funding opportunities.

As this network is further developed, conceptual corridor planning and design will draw on the City's Transit, Pedestrian, Bicycle and Freight Master Plans and the Vision Zero Initiative to guide safety and multimodal improvements to provide better access for people and goods.

Corridor Development Process

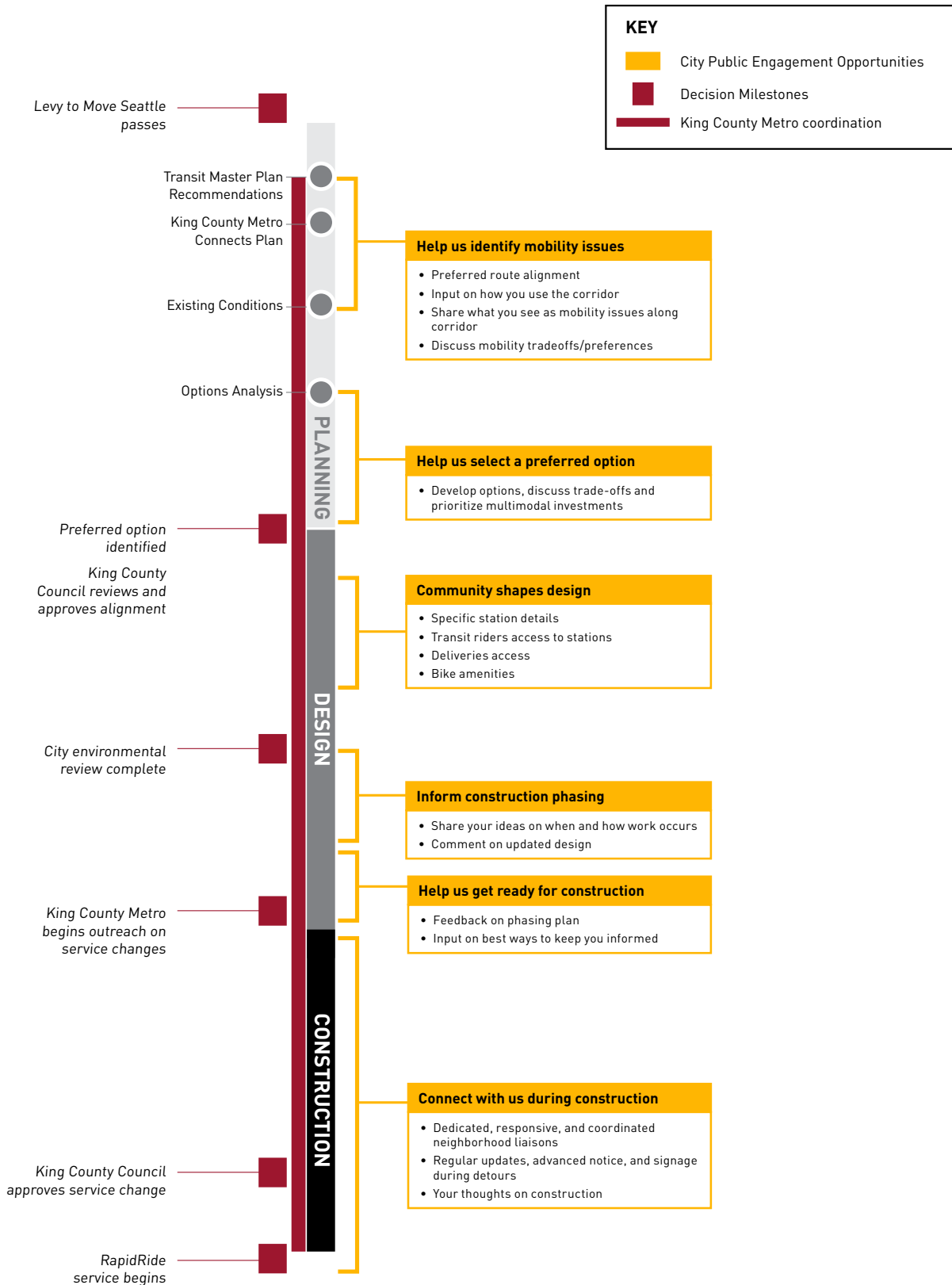
The framework for designing, funding, and delivering RapidRide Expansion Program corridors in Seattle will use the following process, which aligns with the approach used to develop projects in the Levy to Move Seattle.

Community participation throughout the process is critical to meet the vision of an integrated and enhanced transit corridor project. Detailed development of the corridors, including corridor-specific timelines, designs and environmental review, will start when the individual corridors are advanced. The City is currently working on the Madison, Roosevelt, and Delridge corridor projects.

The Seattle City Council will receive regular briefings on the RapidRide Expansion Program over the course of program delivery. For corridors seeking a Federal Transit Administration Small Starts grant, Council will be asked to adopt a “Locally Preferred Alternative” that supports the corridor delivery strategy outlined in this document.

Each new RapidRide line is expected to require two actions by the King County Council—one to adopt the corridor alignment and another to replace or change underlying transit service along the corridor. The exact timeline for King County Council review will be based on the RapidRide corridor phasing and complexity of the projects.

Corridor Development Process

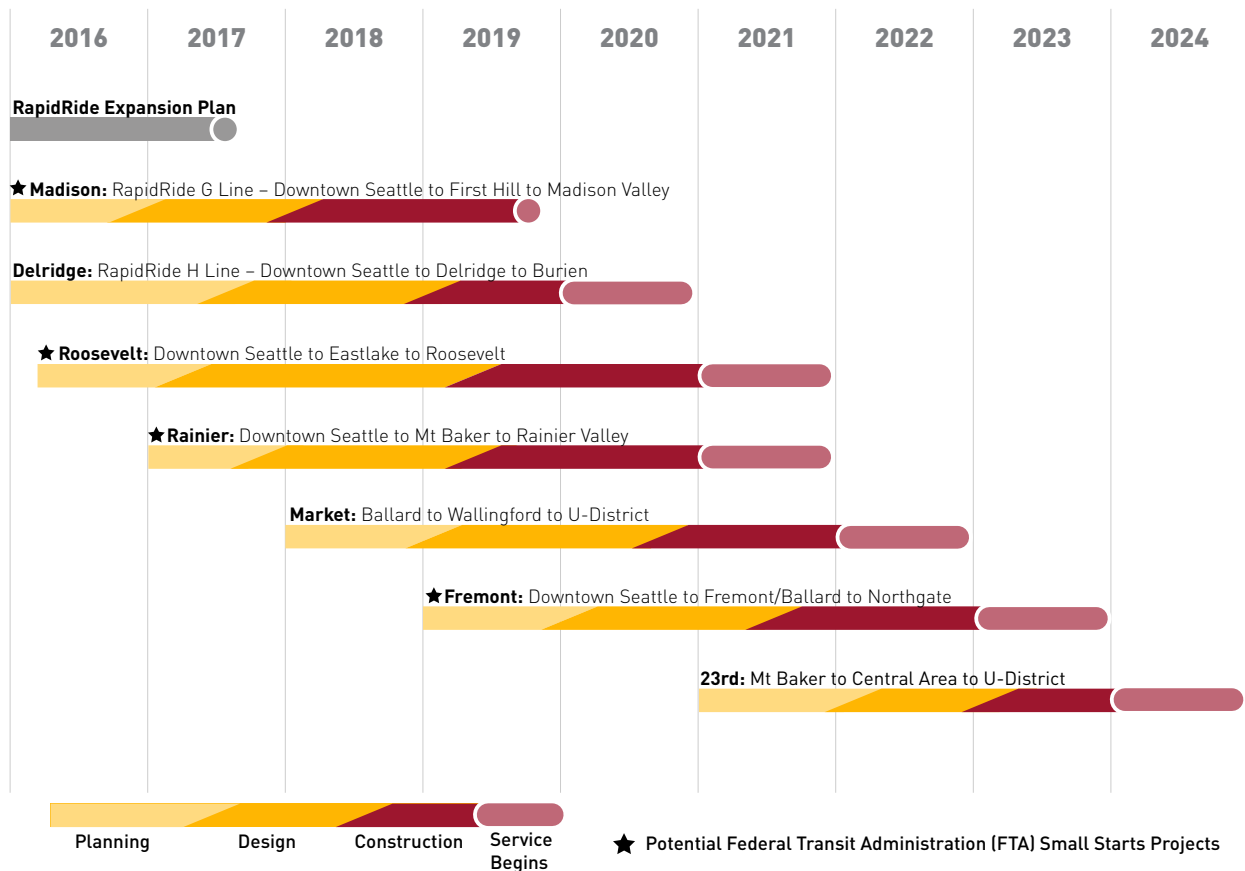


Draft Program Timeline

The draft timeline for the RapidRide Expansion Program is based on evaluation of a number of factors, including:

- Funding opportunities: assessment of corridor characteristics and potential benefits compared to funding opportunities.
- The scope of the project: assessment of corridor needs and review of existing transit infrastructure, corridor improvements and technology investments.
- Supports Move Seattle delivery: review of near-term projects in the corridor for opportunities to coordinate with RapidRide implementation.
- Partner considerations: assessment of potential changes to existing King County bus services and identification of regional projects that will complement RapidRide implementation.
- Equity assessment: consideration of how each corridor serves areas with a high minority and/or low income population.

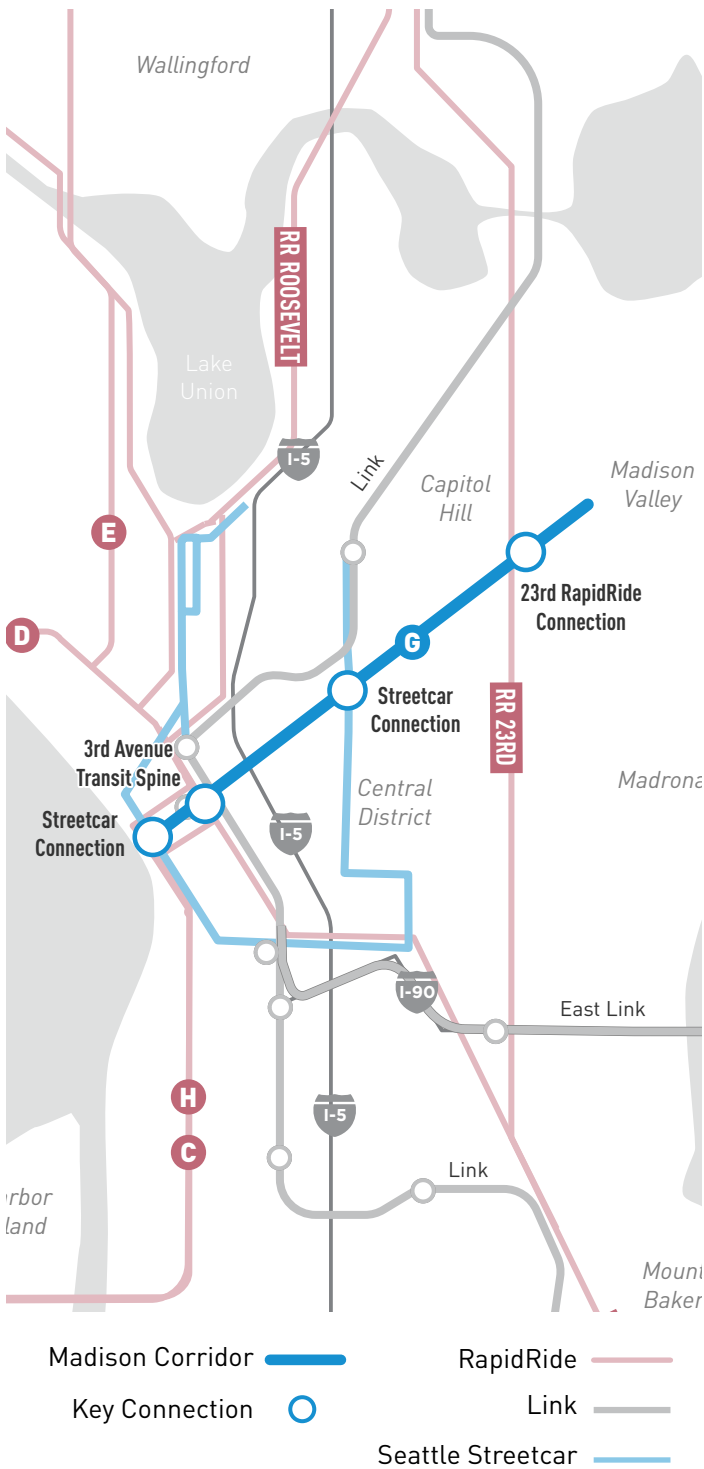
Draft Timeline



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MADISON - G LINE

Downtown Seattle to First Hill to Madison Valley

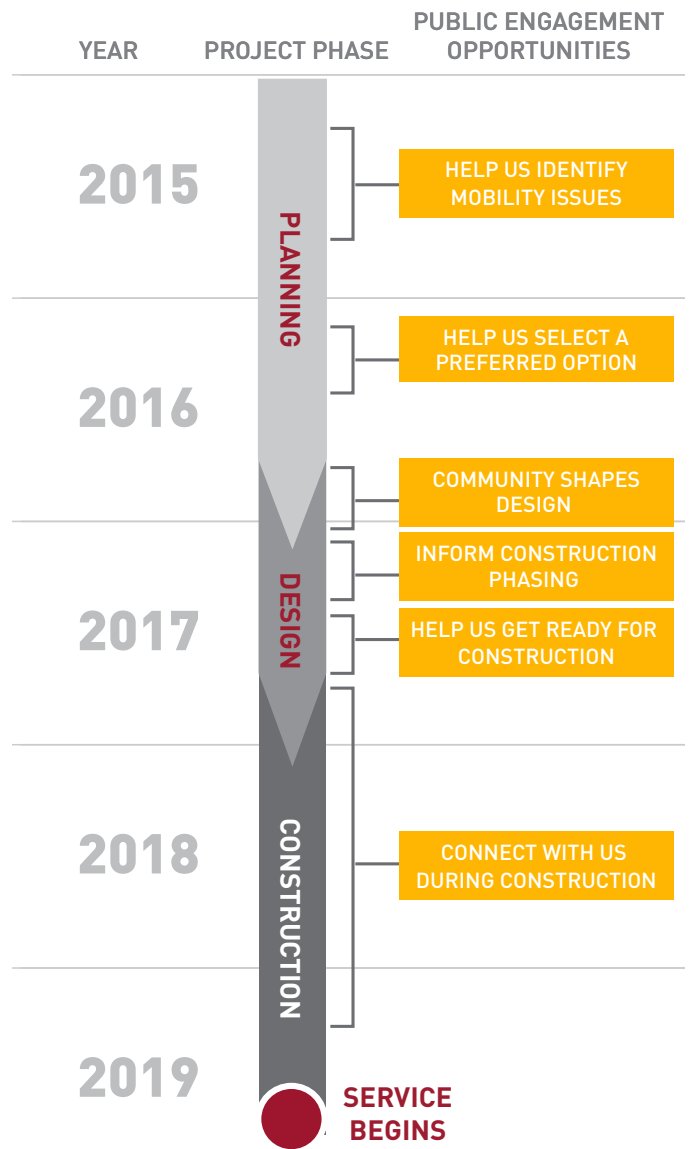


Not to Scale
Data Sources: City of Seattle, King County

OVERVIEW

2019 Opening Date
3 miles in Length

PROJECT TIMELINE



EVALUATION METRICS*

10,000 Consolidated Corridor Boardings

+7,000 New Daily Boardings (2035)

190k Jobs Served (2035)

56k Residents Served (2035)

36% of Residents Served are Low Income

35% of Residents served are People of Color

38% of Households Served Do Not Own a Car

Up to

25% Travel Time Savings

*Data Sources: Consolidated corridor boardings per FTA documentation, King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

PROJECT INTEGRATION

The RREP will build on and integrate with existing and planned improvements in the corridor, including:

PAST CORRIDOR INVESTMENTS

- ✓ Additional Bus Service (funded by City)



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TREATMENT TOOLBOX

DEDICATED BUS LANES
Bus-only lanes separate buses from traffic, increasing speed and reliability.



ENHANCED BUS STOPS
RapidRide stations include raised platforms, 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
All-electric RapidRide buses offer more doors 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
Improvements to crossings, neighborhood greenways, and bike lanes will help people get to new RapidRide lines.



Seattle
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Transportation

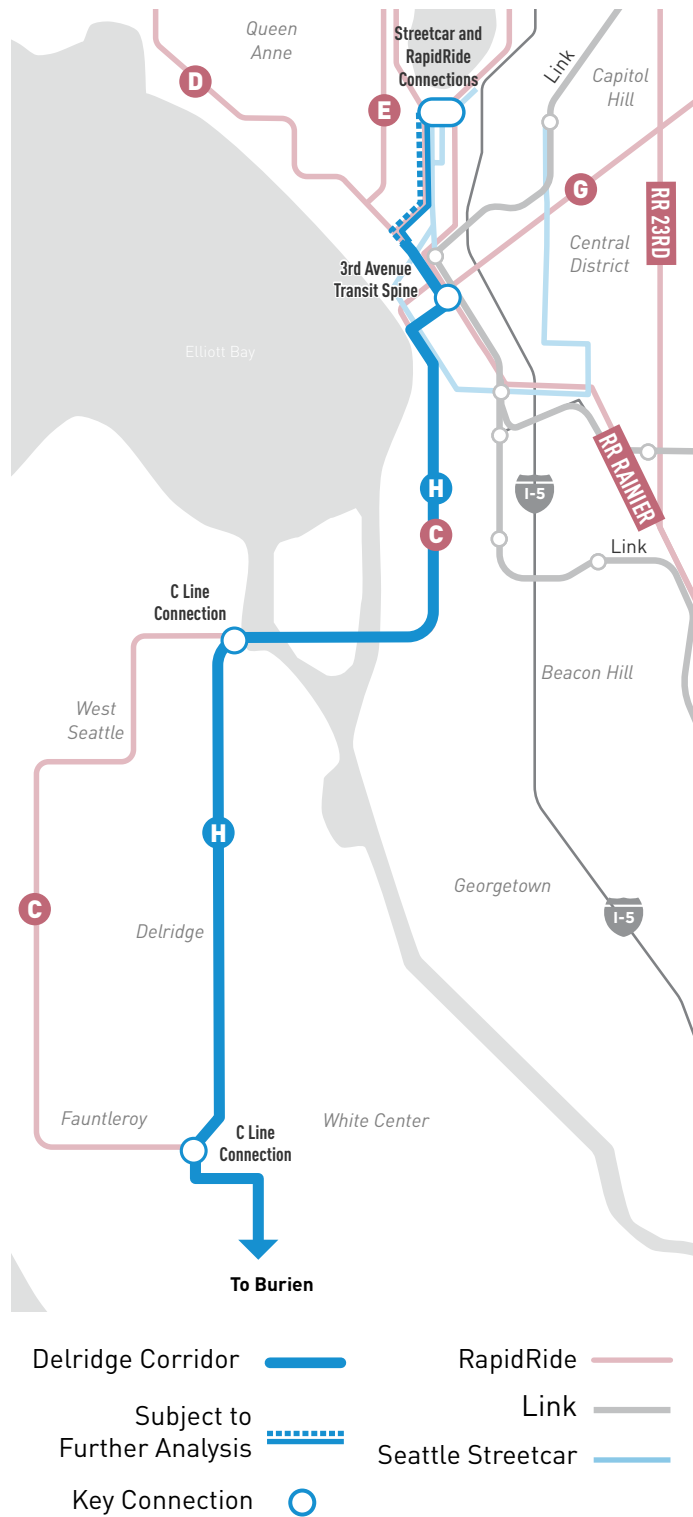
The Levy to

MOVE SEATTLE



DELRIDGE - H LINE

Downtown Seattle to Delridge to Burien

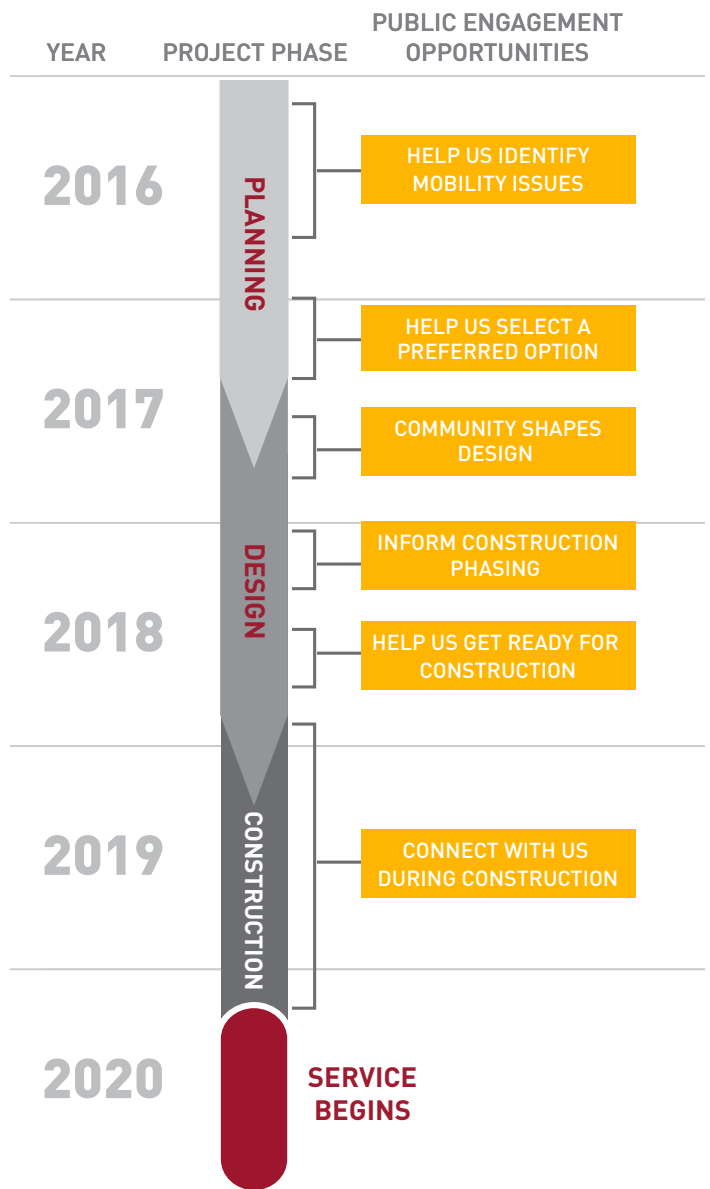


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Data Sources: City of Seattle, King County

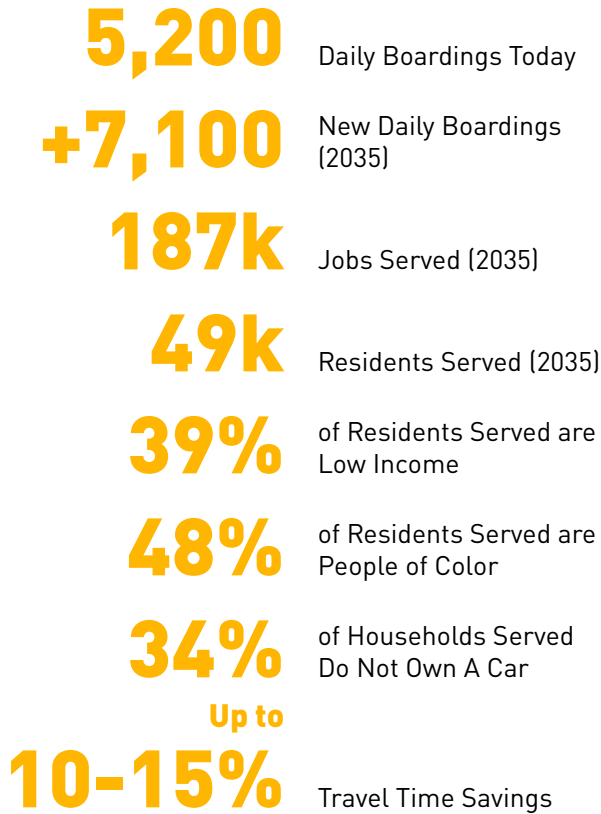
OVERVIEW

2020 Opening Date
14 miles in Length

PROJECT TIMELINE



EVALUATION METRICS*



*Evaluation based on representative concept, does not include the segment from Seattle City limits to Burien.
 Data Sources: King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

PROJECT INTEGRATION

The RREP will build on and integrate with existing and planned improvements in the corridor, including:

PAST CORRIDOR INVESTMENTS

- ✓ Stop Consolidation
- ✓ BAT/Bus Lanes
- ✓ Signal Priority
- ✓ Safety & Non-Motorized Investments
- ✓ Additional Bus Service (funded by City)
- ✓ Repaving
- ✓ Greenway Development

MAJOR PROJECTS

- Delridge-Highland Park Greenway (2016) – Constructed a neighborhood greenway along 17th and 21st Ave SW between the West Seattle Bridge Trail and White Center.
- Route 120 Speed and Reliability Improvements (2013) – Consolidated bus stops, installed transit signal priority and a bus lane between SW Andover St and SW Oregon St.
- Delridge Way SW Safety and Paving Improvement Projects (2013) - Narrowed travel lanes, installed pedestrian safety improvements, installed bike lanes and repaved roadway.

TREATMENT TOOLBOX

DEDICATED BUS LANES
 Bus-only lanes separate buses from traffic, increasing speed and reliability.



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



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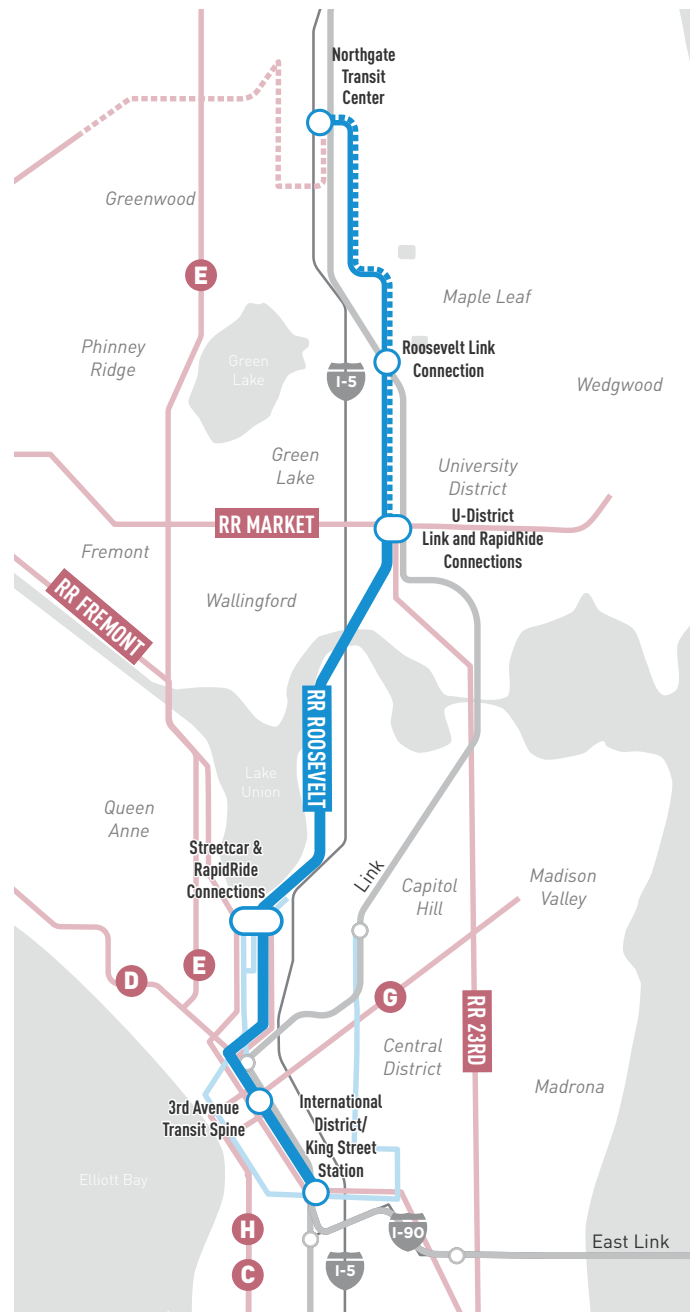
The Levy to

MOVE SEATTLE



ROOSEVELT RAPIDRIDE

Downtown Seattle to Eastlake to Roosevelt



- Roosevelt Corridor —
- Subject to Further Analysis - - -
- Key Connection ○
- RapidRide —
- Link —
- Seattle Streetcar —



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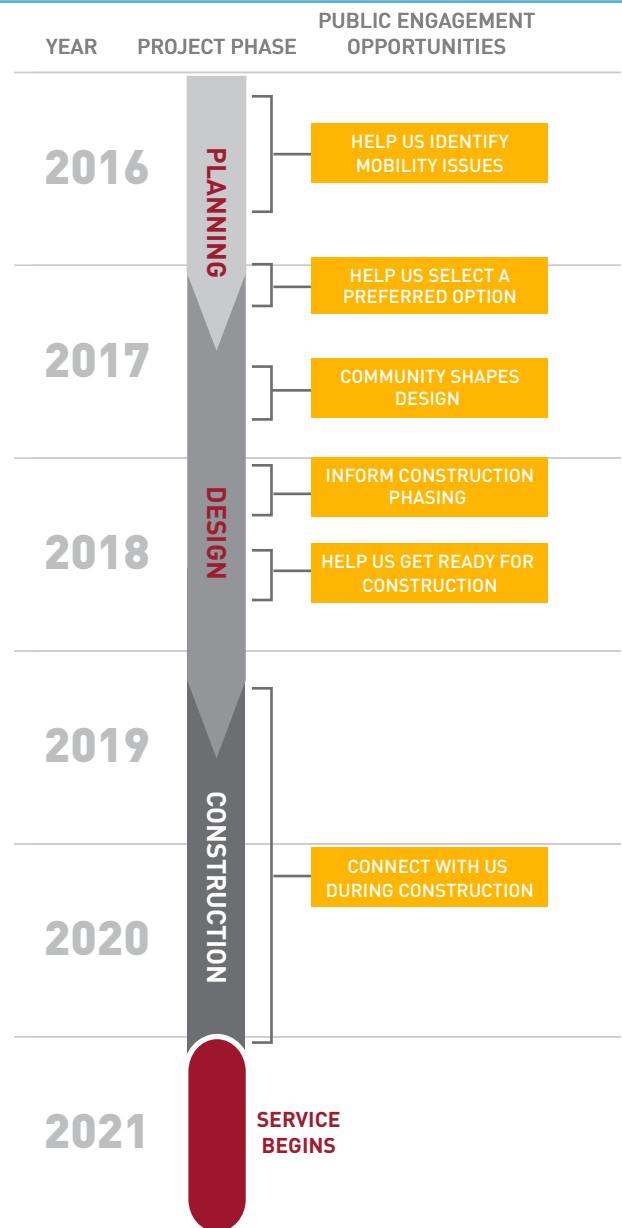
Data Sources: City of Seattle, King County

OVERVIEW

2021 Opening Date

11 miles in Length

PROJECT TIMELINE



EVALUATION METRICS*

6,300 Daily Boardings Today

+9,200 New Daily Boardings (2035)

288k Jobs Served (2035)

99k Residents Served (2035)

37% of Residents Served are Low Income

34% of Residents Served are People of Color

37% of Households Served Do Not Own A Car

Up to 15-20% Travel Time Savings

*Evaluation based on representative concept.
Data Sources: King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

PROJECT INTEGRATION

The RREP will build on and integrate with existing and planned improvements in the corridor, including:

PAST CORRIDOR INVESTMENTS

- ✓ Stop Consolidation
- ✓ Safety & Non-Motorized Investments
- ✓ Additional Bus Service (funded by City)
- ✓ Repaving

MAJOR PROJECTS

- Roosevelt Paving and Safety Project (2015) – Installed bus bulbs and bike lanes as well as safety improvements along segments of the corridor.



TREATMENT TOOLBOX

DEDICATED BUS LANES
Bus-only lanes separate buses from traffic, increasing speed and reliability.



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



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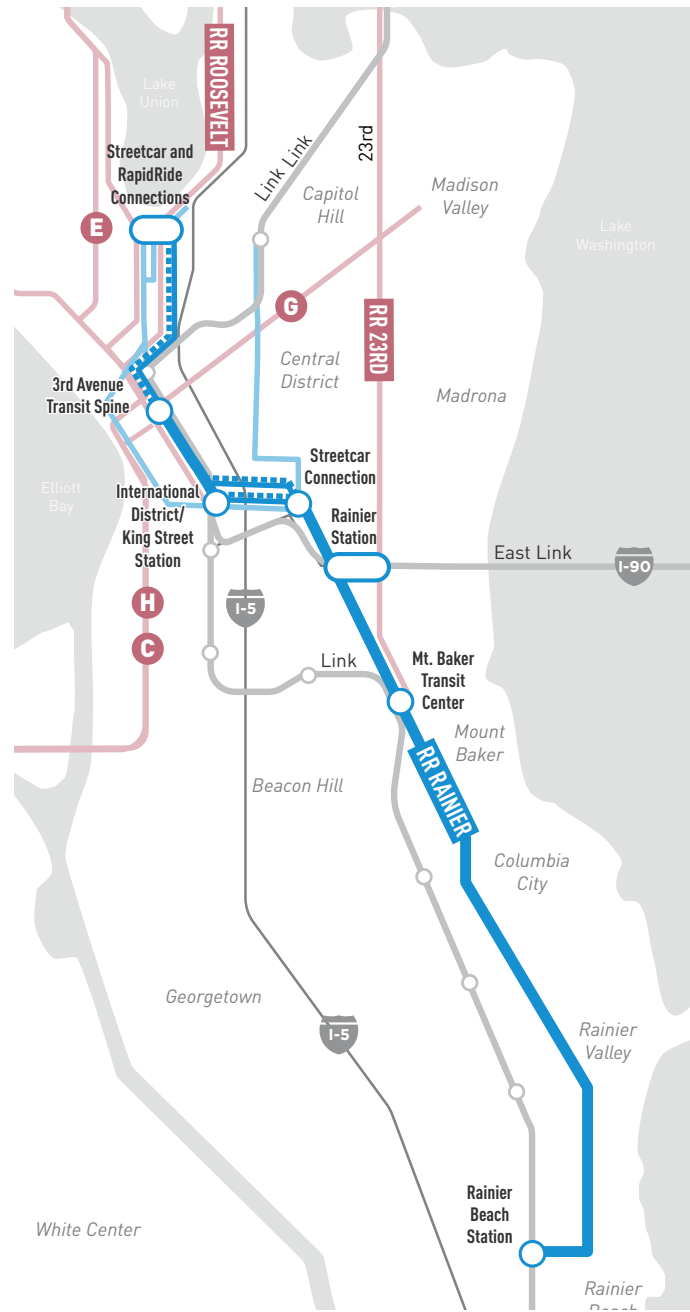
The Levy to

MOVE SEATTLE



RAINIER RAPIDRIDE

Downtown Seattle to Mt Baker to Rainier Beach



- Rainier Corridor —
- Subject to Further Analysis —
- Key Connection ○
- RapidRide —
- Link —
- Seattle Streetcar —

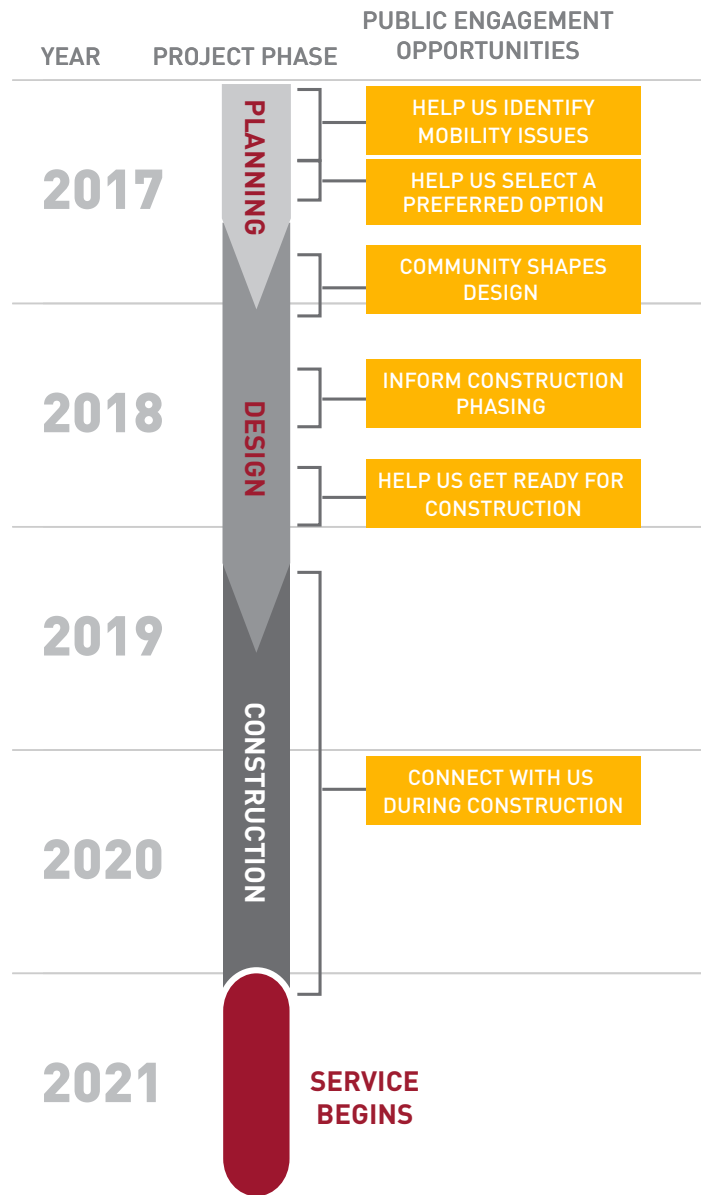
Not to Scale
Data Sources: City of Seattle, King County

OVERVIEW

2021 Opening Date

8 miles in Length

PROJECT TIMELINE



EVALUATION METRICS*

13,900 Daily Boardings Today

+9,900 New Daily Boardings (2035)

261k Jobs Served (2035)

107k Residents Served (2035)

43% of Residents Served are Low Income

57% of Residents Served are People of Color

36% of Households Served Do Not Own A Car

Up to

10-15% Travel Time Savings

**Evaluation based on representative concept.*

Data Sources: King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

PROJECT INTEGRATION

The RREP will build on and integrate with existing and planned improvements in the corridor, including:

PAST CORRIDOR INVESTMENTS

- ✓ Stop Consolidation
- ✓ BAT/Bus Lanes
- ✓ Signal Priority
- ✓ Stop Enhancements
- ✓ Safety & Non-Motorized Investments
- ✓ Additional Bus Service (funded by City)
- ✓ Repaving
- ✓ Greenway Development

MAJOR PROJECTS

- Rainier Avenue Corridor Safety Project (2015) – Implemented safety improvements along Rainier through the Columbia City neighborhood.
- Rainier Corridor Improvements (2011) – Added bus bulbs, real-time information signs, and pedestrian safety improvements.

TREATMENT TOOLBOX

DEDICATED BUS LANES

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ENHANCED BUS STOPS

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Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



MARKET RAPIDRIDE

Ballard to Wallingford to U-District



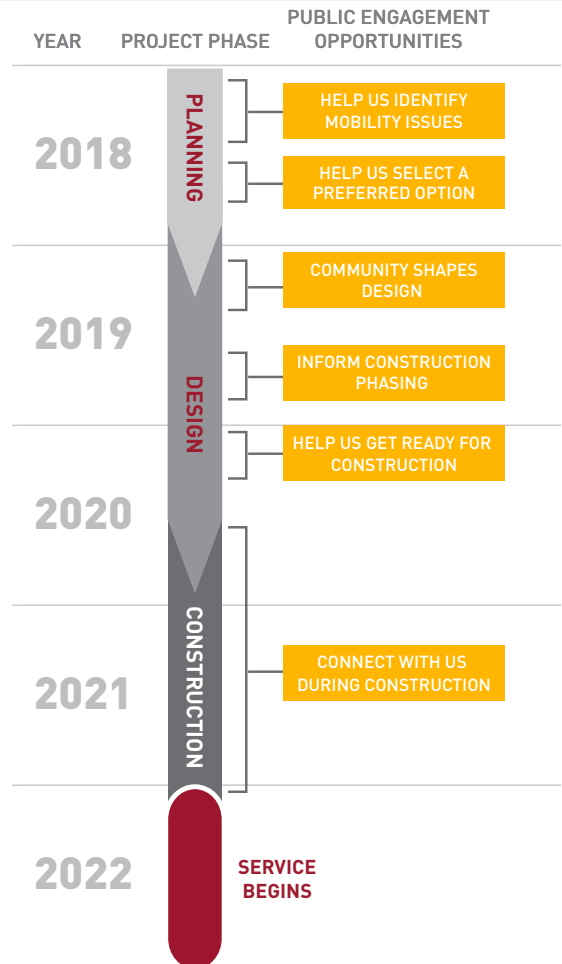
OVERVIEW

2022 Opening Date

6 miles in Length



PROJECT TIMELINE



EVALUATION METRICS*

8,300 Daily Boardings Today

+6,400 New Daily Boardings (2035)

69k Jobs Served (2035)

57k Residents Served (2035)

30% of Residents Served are Low Income

26% of Residents Served are People of Color

21% of Households Served Do Not Own A Car

Up to

20 - 25% Travel Time Savings

**Evaluation based on representative concept.*

Data Sources: King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

PROJECT INTEGRATION

The RREP will build on and integrate with existing and planned improvements in the corridor, including:

PAST CORRIDOR INVESTMENTS

- ✓ Stop Consolidation
- ✓ BAT/Bus Lanes
- ✓ Signal Priority
- ✓ Safety & Non-Motorized Investments
- ✓ Additional Bus Service (funded by City)
- ✓ Repaving

MAJOR PROJECTS

- Route 44 Enhancements Study (2015) – Identified transit improvements for the corridor.
- Market/NW 45th Transit Improvement Project (2012) – Added bus bulbs, transit signal priority, and bus lanes through portions of the corridor between Ballard and Wallingford. Installed real-time information signs at high-use stops.

TREATMENT TOOLBOX

DEDICATED BUS LANES

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



ENHANCED BUS STOPS

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SMART SIGNALS

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BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT

Improvements to crossings, neighborhood greenways, and bike lanes will help people access new RapidRide lines.



Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



FREMONT RAPIDRIDE

Downtown Seattle to Fremont/Ballard to Northgate



- Fremont Corridor —
- Key Connection ○
- RapidRide Extension —
- RapidRide —
- Link —
- Seattle Streetcar —

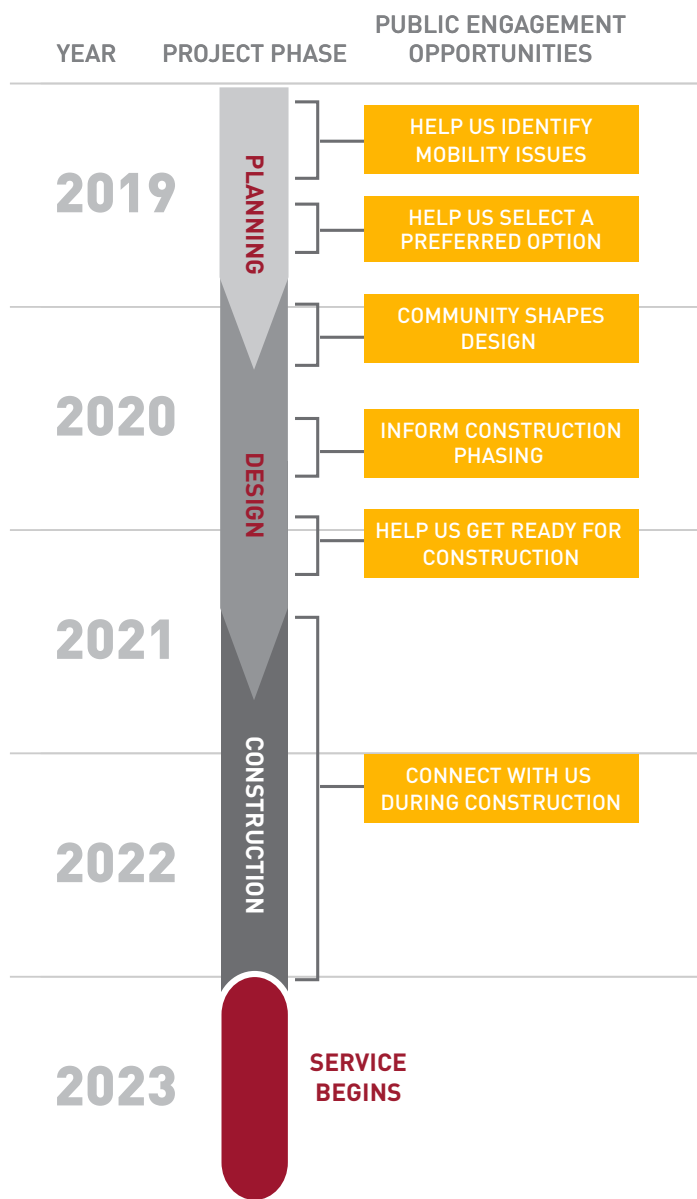
Not to Scale
Data Sources: City of Seattle, King County

OVERVIEW

2023 Opening Date

13 miles in Length

PROJECT TIMELINE



EVALUATION METRICS*

11,400 Daily Boardings

+7,600 New Daily Boardings (2035)

313k Jobs Served (2035)

139k Residents Served (2035)

25% of Residents Served are Low Income

28% of Residents Served are People of Color

25% of Households Served Do Not Own A Car

Up to 15-20% Travel Time Savings

*Evaluation based on representative concept.
Data Sources: King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

PROJECT INTEGRATION

The RREP will build on and integrate with existing and planned improvements in the corridor, including:

PAST CORRIDOR INVESTMENTS

- ✓ Stop Consolidation
- ✓ BAT/Bus Lanes
- ✓ Safety & Non-Motorized Investments
- ✓ Additional Bus Service (funded by City)

MAJOR PROJECTS

- Westlake Transit Priority Improvements (2016) – Installed bus-only lanes and made stop improvements on Westlake Ave through South Lake Union.
- Westlake Protected Bike Lane (2016) – Constructed a 1.2 mile protected bike lane between SLU and Fremont.

TREATMENT TOOLBOX

DEDICATED BUS LANES
Bus-only lanes 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 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.



Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



23RD RAPIDRIDE

Mt Baker to Central Area to U-District

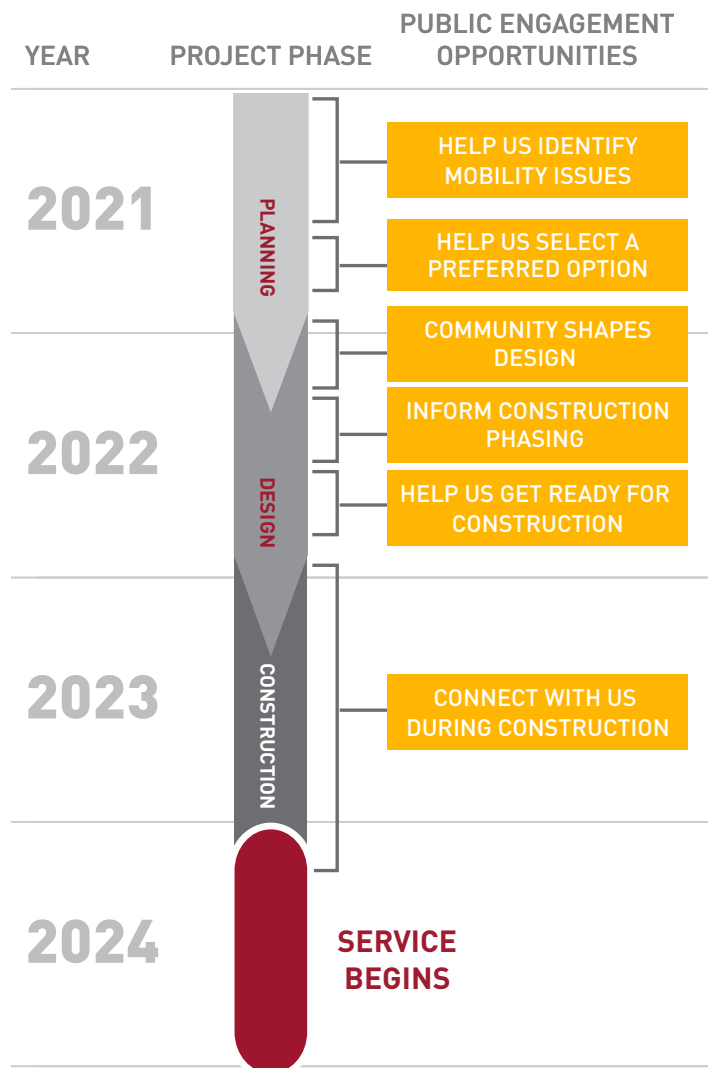


OVERVIEW

2024 Opening Date

7 miles in Length

PROJECT TIMELINE



Not to Scale

Data Sources: City of Seattle, King County

EVALUATION METRICS*

5,900 Daily Boardings Today

+4,500 New Daily Boardings (2035)

65k Jobs Served (2035)

64k Residents Served (2035)

37% of Residents Served are Low Income

42% of Residents Served are People of Color

25% of Households Served Do Not Own A Car

Up to

10-15% Travel Time Savings

**Evaluation based on representative concept.*

Data Sources: King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

PROJECT INTEGRATION

The RREP will build on and integrate with existing and planned improvements in the corridor, including:

PAST CORRIDOR INVESTMENTS

- ✓ Stop Consolidation
- ✓ BAT/Bus Lanes
- ✓ Signal Priority
- ✓ Stop Enhancements
- ✓ Safety & Non-Motorized Investments
- ✓ Additional Bus Service (funded by City)
- ✓ Repaving

MAJOR PROJECTS

- 23rd Ave Corridor Improvements Project – Reconfigured and reconstruct roadway to a three-lane street, implemented pedestrian safety improvements, consolidated and improved bus stops, and installed transit signal priority.

TREATMENT TOOLBOX

DEDICATED BUS LANES

Bus-only lanes 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

All-electric RapidRide buses offer 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.



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The Levy to

MOVE SEATTLE



ONLY

ONLY

Hotel Street
Financial Dist.
Midtown
New Plaza Hotel

P
4

100

Y



PROGRAM FUNDING AND COSTS

Achieving the full RapidRide Expansion Program as set forth in the Levy to Move Seattle will involve strategic leveraging of project funds, partnerships, and pursuing competitive grant opportunities.

The RapidRide Expansion Program will be competitive for available grant funding programs and will leverage Levy to Move Seattle funds as far as possible by:

- Considering a range of competitive regional and federal grant sources.
- Considering how agency and private partners can uniquely support the program.
- Identifying complementary projects that enhance grant competitiveness. These projects may be fully or partially funded and can be delivered with the RapidRide corridor projects to increase efficiency and advance overall Move Seattle goals.

Potential Funding Sources

Levy to Move Seattle

Approved by voters in 2015, the nine-year, \$930 million Levy to Move Seattle provides funding to improve safety for all travelers, maintain streets and bridges, and invest in reliable, affordable travel options for a growing city. The seven RapidRide Expansion Program corridors are identified and partially funded by the Levy.

The Levy to Move Seattle also provides a foundational project prioritization and funding framework. It includes opportunities for enhanced modal integration through coordination with other Move Seattle projects. Funded or partially funded projects that are planned for RapidRide corridors can be strategically coordinated to secure additional funding, and make project delivery more efficient and cost effective.

Local Partnerships

King County Metro and the City of Seattle have a history of successful partnership, which has included joint project funding, delivery, and ongoing investments to improve transit operations in the City. This partnership was key to the success of the RapidRide C, D and E lines in Seattle and will be critical to the success of the RapidRide Expansion Program. Existing transit service in the seven new RapidRide corridors is also supported through a King County Metro and City funding agreement.

In addition to the partnerships with King County Metro, the recent Sound Transit 3 package includes funding for the Madison corridor, as well as potential transit investments that are along or intersect with the RapidRide Expansion Program corridors. The City of Seattle will continue to partner with Sound Transit to explore funding opportunities and ensure integration with the regional transit network.

The State of Washington is another funding partner for the program, with investments planned in the Madison, Delridge and Market corridors.

Competitive Grant Sources

Competitive grant programs at both the federal and local level provide opportunities for funding transportation projects. The Federal Transit Administration (FTA) was a funding partner in existing RapidRide lines. The FTA Small Starts program is ideal for some of the RapidRide Expansion Program corridors. The City has applied for Small Starts funds for the Madison (RapidRide G) Line and applications will be submitted for other corridors as appropriate. Other potential federal funding and financing sources include the Transportation Investment Generating Economic Recovery (TIGER) and Transportation Infrastructure Finance and Innovation Act (TIFIA) programs through the United States Department of Transportation.

Local grant sources have historically included grants administered by the Puget Sound Regional Council. The City will examine other local grant funding opportunities and develop alternative funding plans as needed, depending on the future availability of federal funds.

Other Funding Sources

Depending on the success of funding obtained through competitive sources, additional local and private funding opportunities may be considered, such as the creation of new revenue streams, and the development of public-private partnerships.

Program Investments

The preliminary suite of program investments was developed based on the planning level corridor concepts developed as part of the Transit Master Plan and Levy to Move Seattle. The following is a summary of the type of program investments anticipated for the network:

- **Service enhancements** needed to meet RapidRide service levels.
- **Roadway improvements** include transit supportive elements such as dedicated transit lanes.
- **Signal upgrades** include Transit Signal Priority (TSP) and Intelligent Transportation Systems (ITS), as described in the Treatment Toolbox (p. 4)
- **Upgraded station facilities** include new RapidRide shelters, real time information signs, off board fare collection and enhanced passenger facilities.
- **Pedestrian and bicycle facilities** to improve access to transit, including improved sidewalks, passenger waiting areas, and curb ramps at intersections, as well as neighborhood greenways and bike lanes.
- **Trolley infrastructure** improvements such as trolley wire and overhead catenary poles are needed to operate RapidRide buses on four of the seven corridors.
- **Bus fleet** needs have not yet been determined for most of the RapidRide corridors. New buses are needed for the Madison (RapidRide G) Line, and a small percentage of the program costs go towards that purchase. New bus needs for the other corridors will be evaluated based on the program implementation schedule and Metro's available fleet.

TEST COACH



Start Driver Before
Using Bike Rack

6001



King County
METRO

WASHINGTON
X
M
T
92644C
EVERGREEN STATE

Front wheel here
La Rueda Delantera Aqui

Push Button to Pull Grip Over Front Tire / Fender

Front wheel here
La Rueda Delantera Aqui

Push Button to Pull Grip Over Front Tire / Fender

Sportworks

Sportworks

Sportworks

Push Button to Open & Close
Optima para abrir y cerrar



NEXT STEPS

The City will continue to advance the development of active corridors, including Madison (RapidRide G Line), Delridge (RapidRide H Line), and Roosevelt. This draft plan will be updated based on community outreach, and the other corridors will continue to be advanced as identified in this report. Community outreach and coordination with key agency partners, such as King County Metro, Sound Transit, and the Federal Transit Agency, will be on-going throughout the program.

For program updates and community engagement opportunities, please see the project page at www.seattle.gov/Transportation/RapidRideExpansion.htm