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

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

<table>
<thead>
<tr>
<th>DEDICATED BUS LANES</th>
<th>ENHANCED BUS STOPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus-only lanes and queue jumps separate buses from traffic, increasing speed and reliability.</td>
<td>RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OFF-BOARD FARE COLLECTION</th>
<th>SPECIALIZED BUSES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.</td>
<td>RapidRide buses offer more capacity and lower floors for easier loading and unloading.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SMART SIGNALS</th>
<th>BIKE AND PEDESTRIAN CONNECTIONS TO TRANSIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.</td>
<td>Improvements to crossings, neighborhood greenways, and bike lanes will help people access new RapidRide lines and improve safety along the corridor.</td>
</tr>
</tbody>
</table>
Seattle performance goals

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 program timeline

- **RapidRide Expansion Plan**
- **Madison**: RapidRide G Line – Downtown Seattle to First Hill to Madison Valley
- **Delridge**: RapidRide H Line – Downtown Seattle to Delridge to Burien
- **Roosevelt**: Downtown Seattle to Eastlake to Roosevelt
- **Rainier**: Downtown Seattle to Mt Baker to Rainier Valley
- **Market**: Ballard to Wallingford to U-District
- **Fremont**: Downtown Seattle to Fremont/Ballard to Northgate
- **23rd**: Mt Baker to Central Area to U-District

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

<table>
<thead>
<tr>
<th>Need</th>
<th>Benefit</th>
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<tbody>
<tr>
<td>16,000 new residents, 84,000 new employees by 2035</td>
<td>High-capacity, frequent, one-seat ride from North Seattle to South Lake Union and Downtown</td>
</tr>
<tr>
<td>Transit travel times 20-30% slower during peak hours</td>
<td>Peak hour transit travel times improved by up to 20%</td>
</tr>
<tr>
<td>32% of daily trips and 63% of peak trips exceed capacity</td>
<td>10-minute all day service and increased evening and weekend service</td>
</tr>
<tr>
<td>Need for bicycle and pedestrian improvements</td>
<td>Extensive bike and pedestrian infrastructure investment</td>
</tr>
<tr>
<td>Climate Action Plan</td>
<td>Expanded zero-emission trolley network</td>
</tr>
</tbody>
</table>
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
- 11\textsuperscript{th}/12\textsuperscript{th} couplet
  - Paving
  - Transit islands
  - Signal upgrades, queue jumps, and OCS
  - Protected bike lane on 11\textsuperscript{th} 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

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Amount</th>
</tr>
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<tbody>
<tr>
<td>Levy to Move Seattle (secured)</td>
<td>$13.7 M</td>
</tr>
<tr>
<td>Regional Partnerships and Grants</td>
<td>$21.3 M</td>
</tr>
<tr>
<td>FTA Small Starts Grant</td>
<td>$35 M</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$70 M</strong></td>
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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

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
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<tbody>
<tr>
<td>July</td>
<td>Council action on Roosevelt LPA and Ordinance 12505</td>
</tr>
<tr>
<td>September</td>
<td>Small Starts application for Roosevelt RapidRide Project</td>
</tr>
<tr>
<td>Fall 2017</td>
<td>30% Design &amp; Outreach</td>
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<tr>
<td>Mid-2018</td>
<td>FTA Small Starts rating and funding recommendation</td>
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Questions?

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Transit & Mobility Division Director
RapidRide@seattle.gov

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