

Roosevelt to Downtown High-Capacity Transit Study



Transit Advisory Board
June 22, 2016

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**

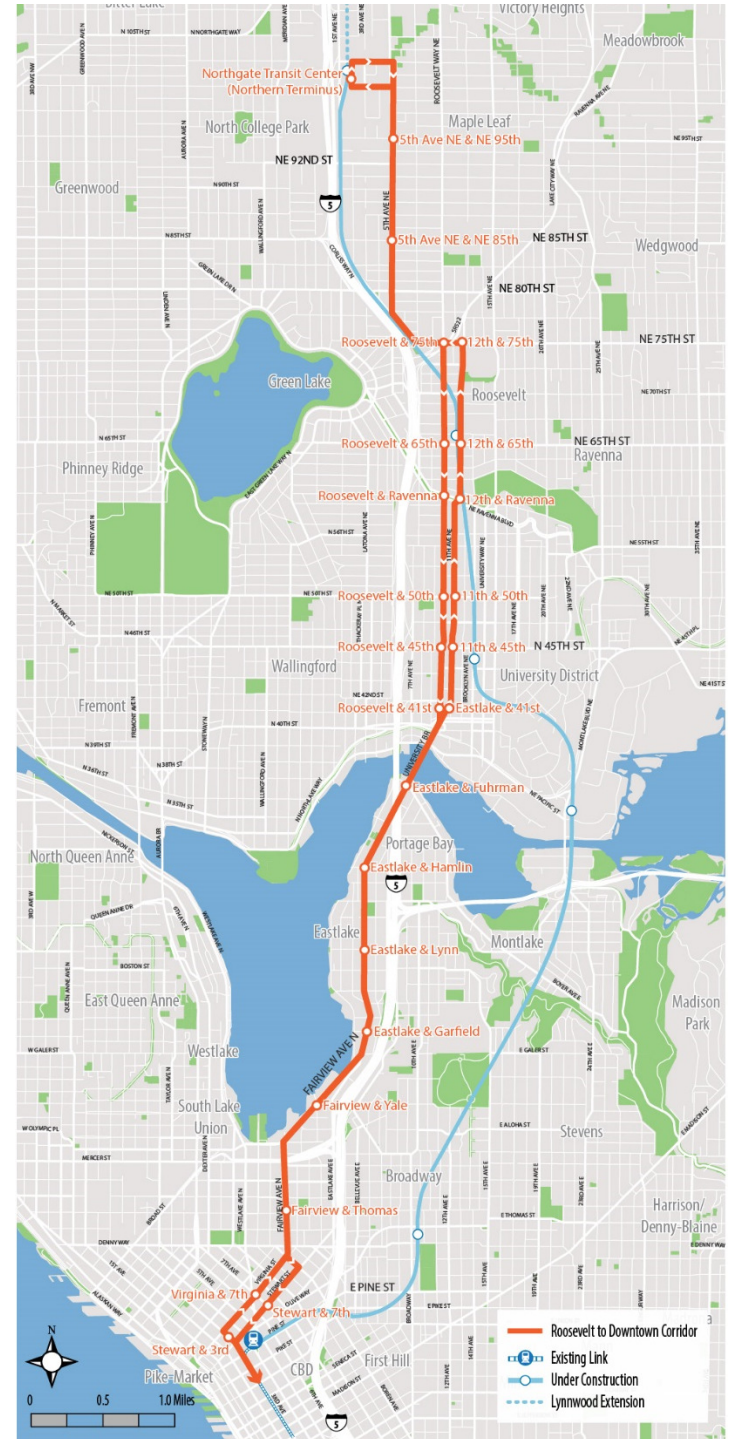
Project summary

- RDHCT Corridor identified as a top priority in the 2012 Seattle Transit Master Plan (TMP)
- Connects Downtown, South Lake Union, Eastlake, U District, Roosevelt, Maple Leaf and Northgate
- Identified in Move Seattle Levy and recently updated TMP as one of 7 new RapidRide (BRT) corridors



Project purpose and need

- Improve transit service
- Improve conditions for people biking and walking
- Meet transit mode share goals
- Strengthen the north-south connection
- Serve growing population and employment centers



Input Opportunities (to present)

- May 2015: Public Open Houses
 - Existing Conditions and Mode Analysis
- December 2015: Public Open Houses
 - Characteristics of BRT and Targeted Investment Approach
 - Online Open House
- January – May 2016: Refined Corridor Concept
 - Business Access Survey
 - Preliminary Operations Planning
 - Off-street Private Parking Inventory
 - Reviewed with other SDOT working groups

Project milestones (upcoming)

- June 15 & 16, 2016: Public Open Houses
 - Recommended Corridor Concept
 - Parking and Loading Considerations
- June 15 – July 7, 2016: Comment Period
 - Recommended Corridor Concept
 - Parking and Loading Considerations
- End of summer 2016: Final Recommended Corridor Concept
 - Completion of this phase of the project
 - 10% design of a recommended corridor concept
- Fall 2016: Results from RapidRide Network Analysis
 - Funding Plan
 - Phasing Plan

Roosevelt Corridor and the RapidRide Network

- Extension from 65th to Northgate analyzed but not possible by 2021
 - Won't score well for grants
 - Costly electric trolley bus infrastructure
- North terminus options to be analyzed in the context of the Seattle RapidRide Network (Fall 2016)
 - NE 65th St (Roosevelt Link Station)
 - NE 45th St (U District Link Station)
- Working with King County Metro Long Range Plan team to coordinate future operations



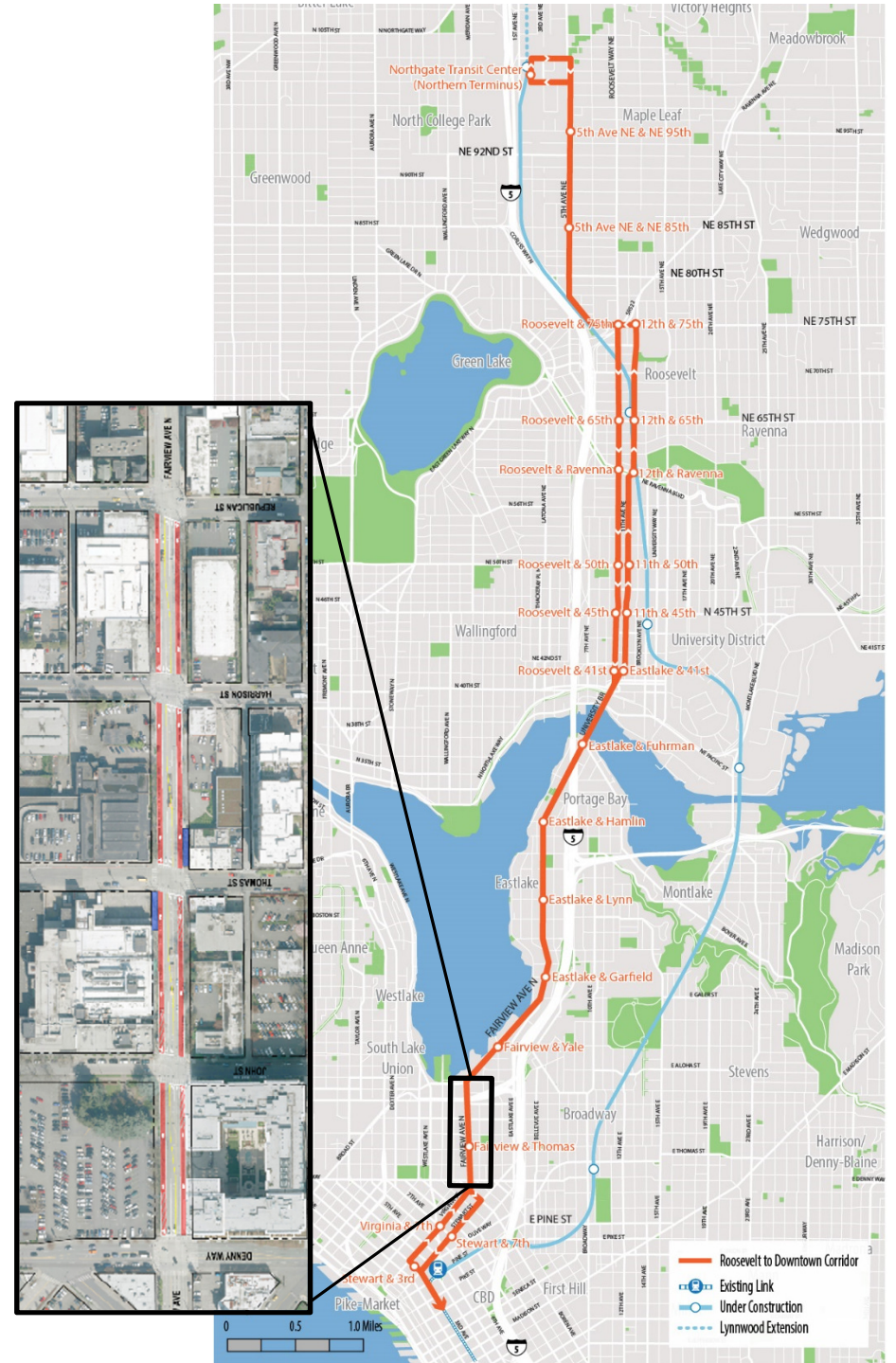
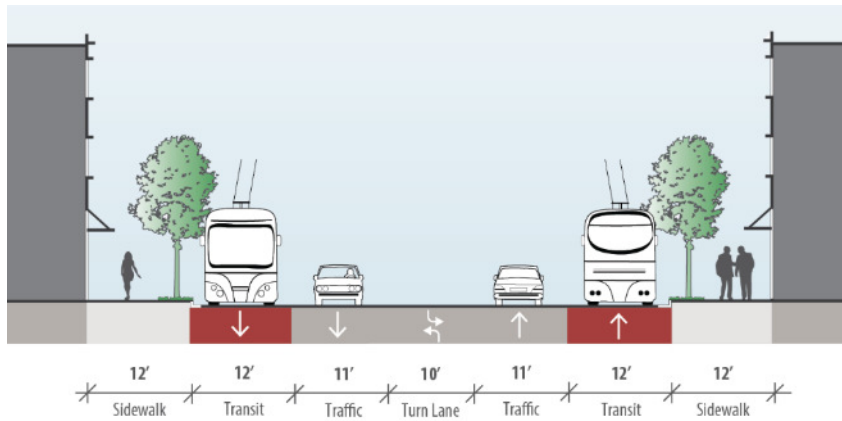
Draft Recommended Corridor Concept

- Targeted BRT investments
- Refined through public input and traffic modeling
- Addressed safety and key congestion locations
- Multimodal approach



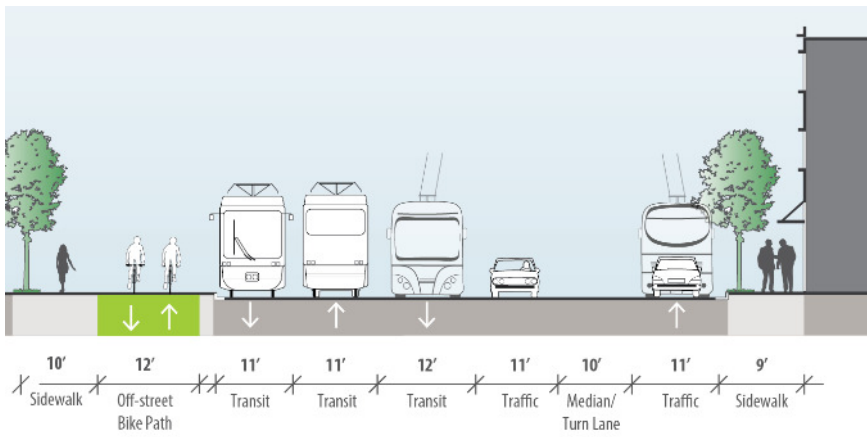
South Lake Union improvements

Fairview Street at Harrison



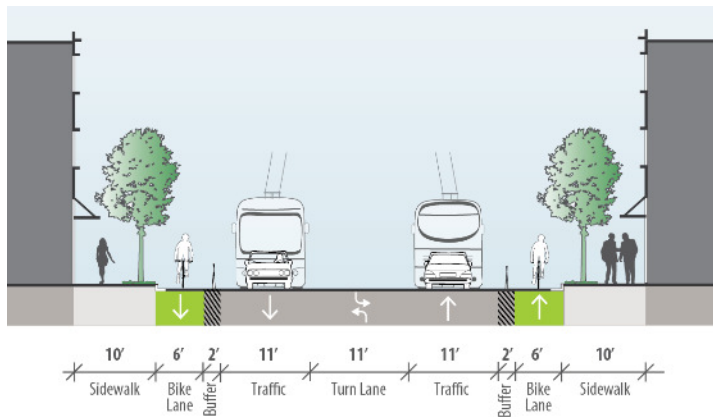
South Lake Union improvements

Fairview Street at Aloha

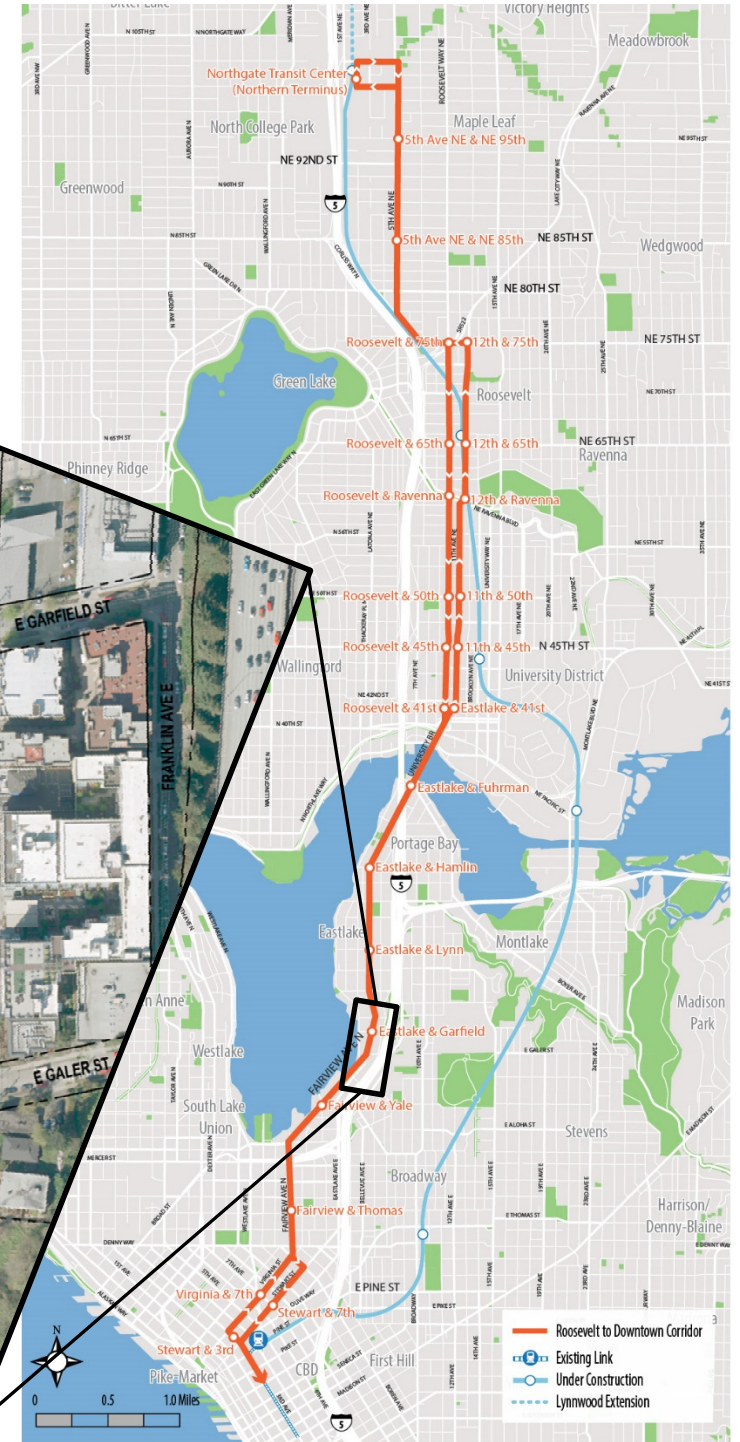
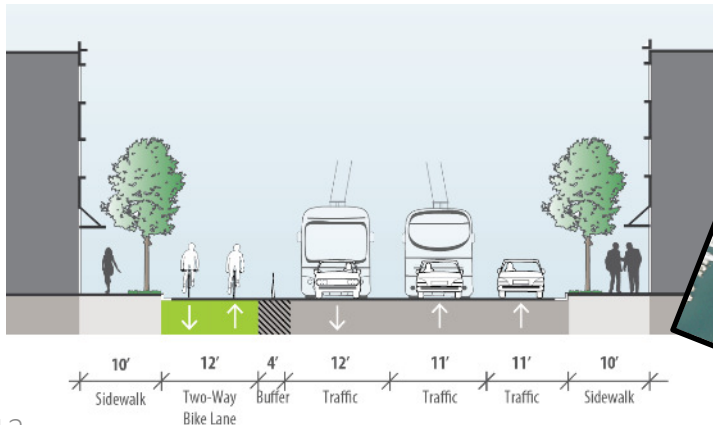


Eastlake improvements

Eastlake Ave E at E Blaine St

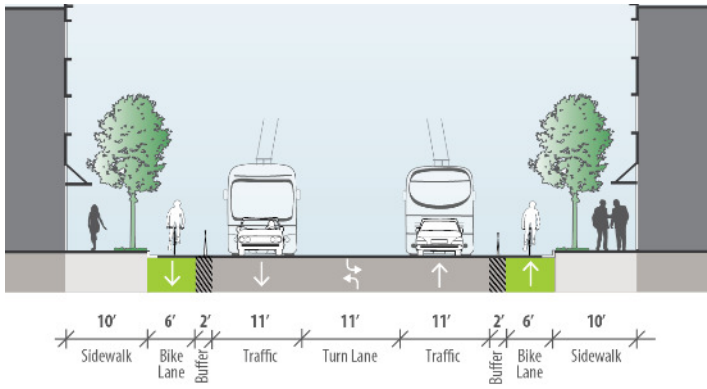


Fairview Ave N south of Eastlake

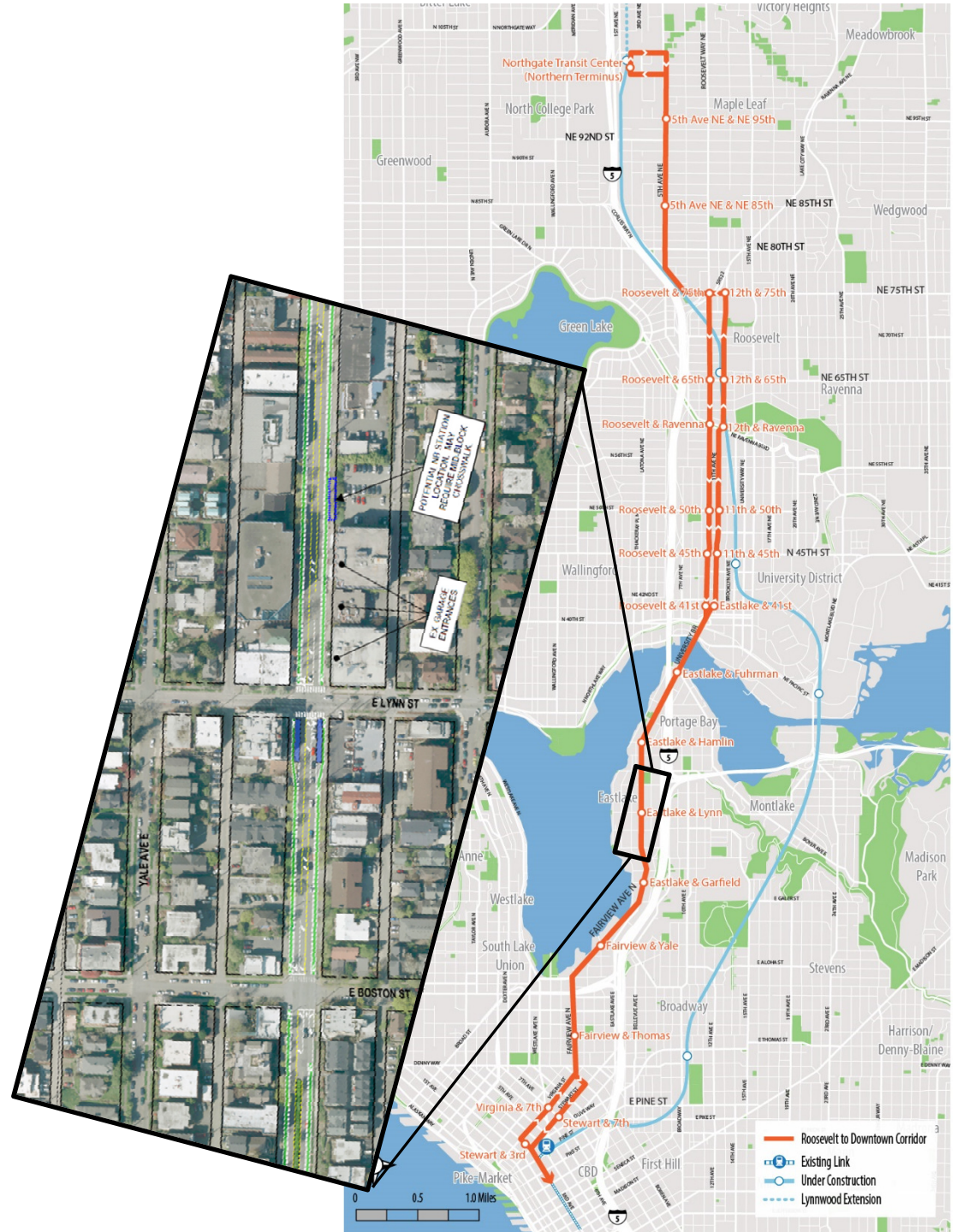
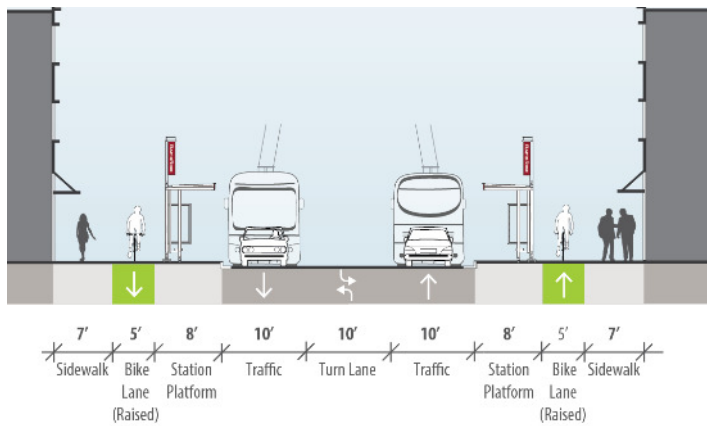


Eastlake improvements

Eastlake Ave E at Boston St

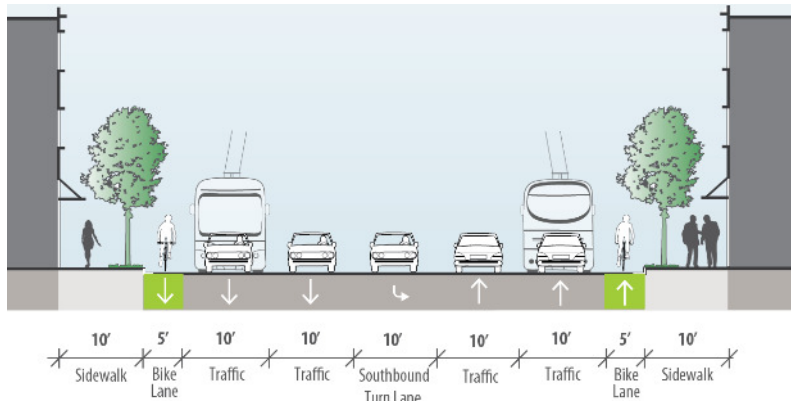


Eastlake Ave E at Lynn St

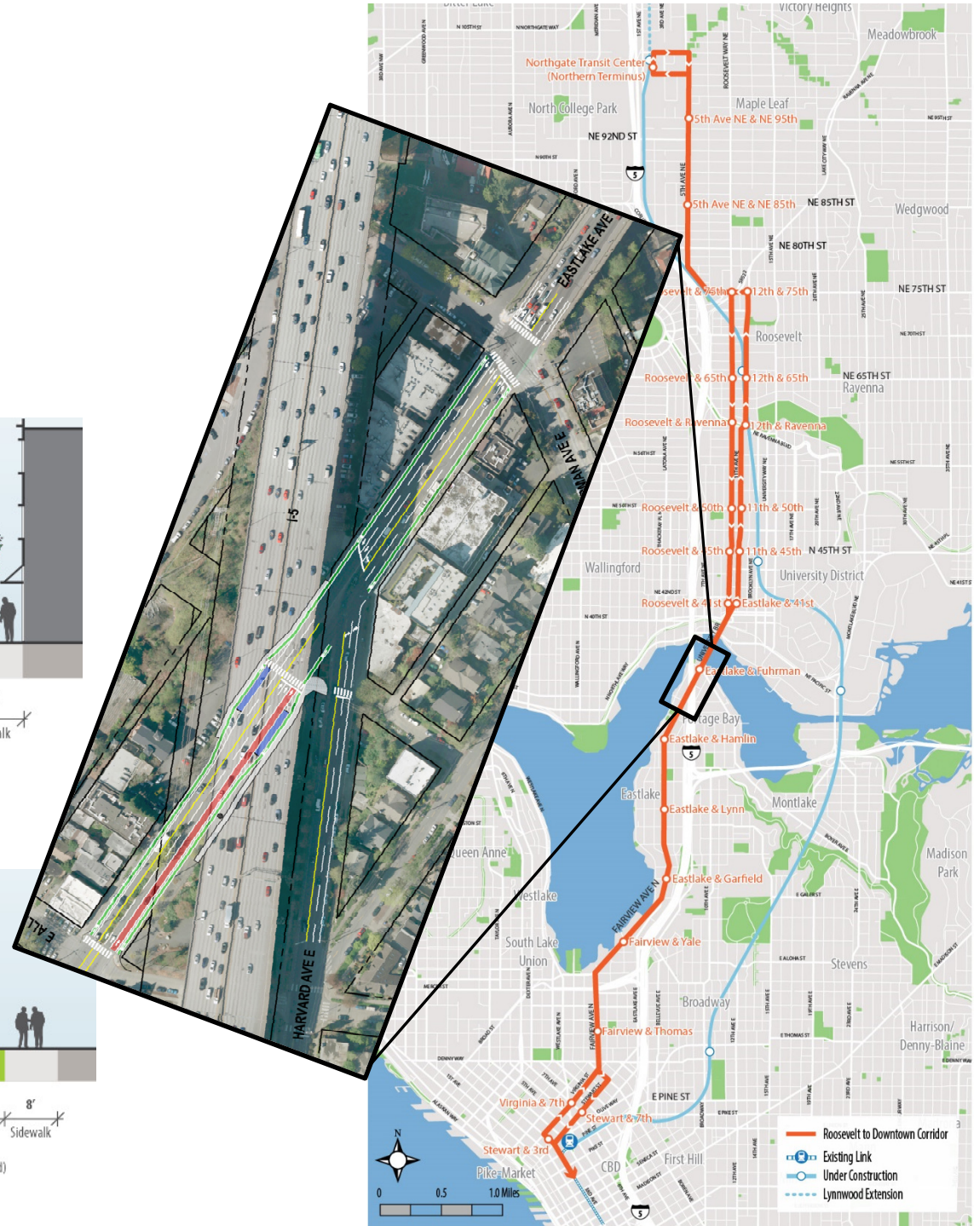
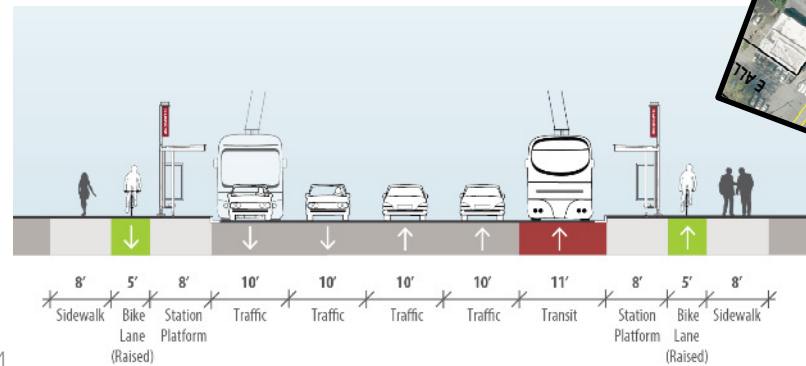


Eastlake improvements

Eastlake and Fuhrman

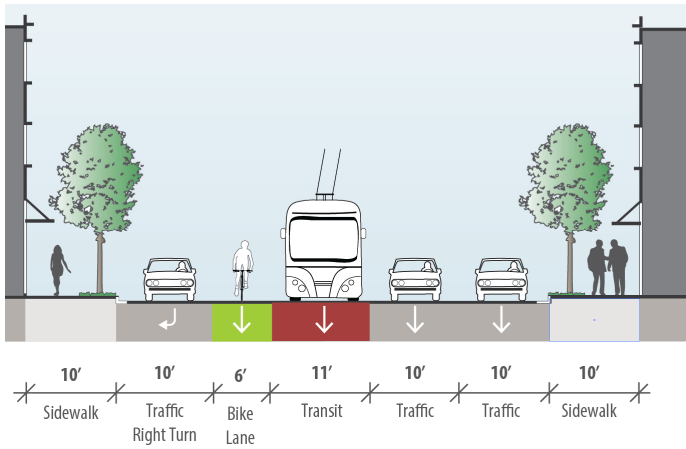


Eastlake and Harvard

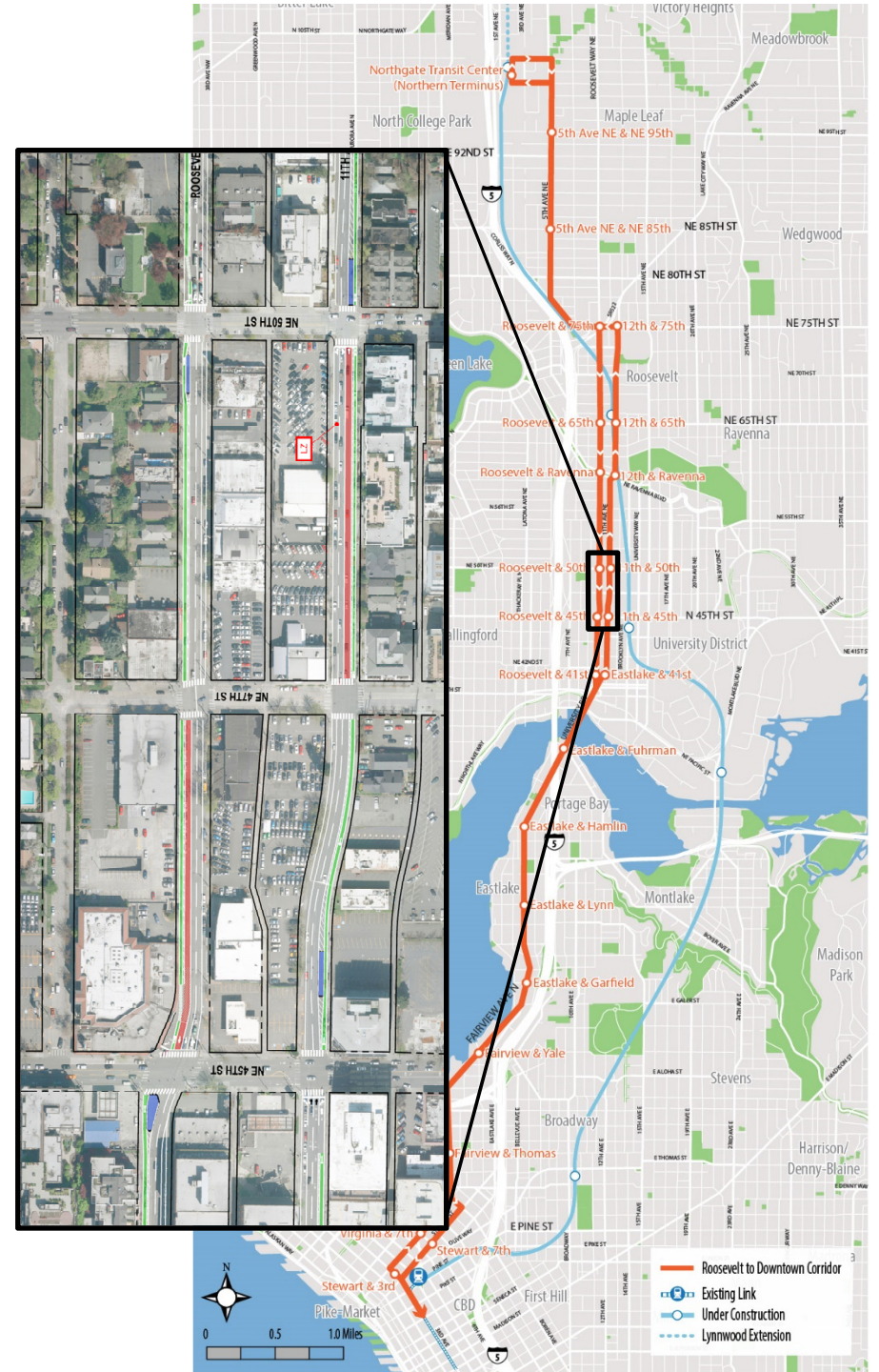
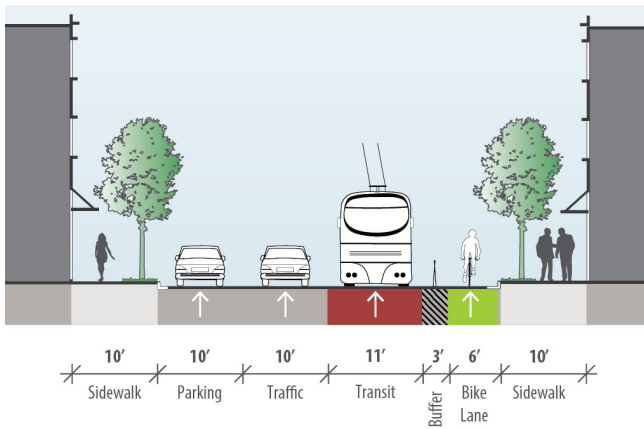


University improvements

Roosevelt Way NE at NE 45th St



11th Ave NE at NE 50th St



Questions?

RooseveltToDowntown@seattle.gov | (206) 233-3780
www.seattle.gov/transportation/roosevelthct.htm

www.seattle.gov/transportation

