

Upcoming STBD Investments September 2019 Service Adds & 2020 Capital Improvements Discussion

Transit Advisory Board
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4/24/2019

Department of Transportation



City of Seattle

Agenda

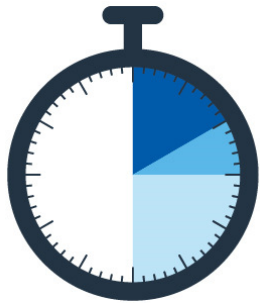
- September 2019 STBD Service Investments
 - Improving Frequent Transit Network
 - Addressing Overcrowding
- 2020 Capital Improvements
 - Background
 - Types of Improvements
 - Discussion



September 2019 STBD Service Investments



Service Investments Goals



Implement Frequent Transit Network

- Improve service on priority corridors
- Provide 72% of households with a 10-min walk to 10-min service



Improve Access for Historically Disadvantaged Populations

- Address findings of Racial Equity Analysis
- Support Transportation Equity Program



Align Transportation and Land Use Goals

- Match investments to increased density
- Address overcrowding



Improve Connections Across the City

- Add service to east-west connections
- Improve 24-hour service network

September 2019 STBD Service Investments

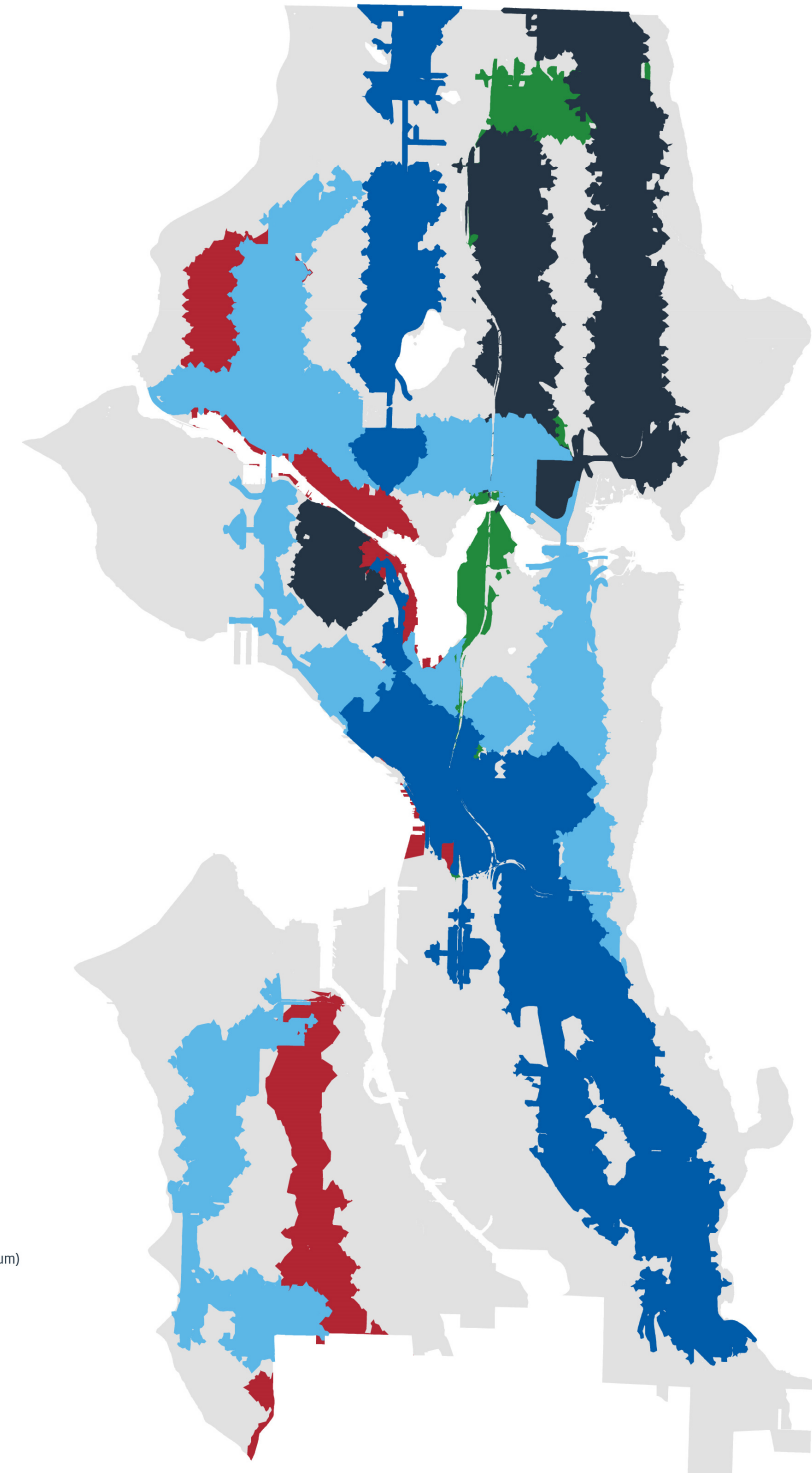
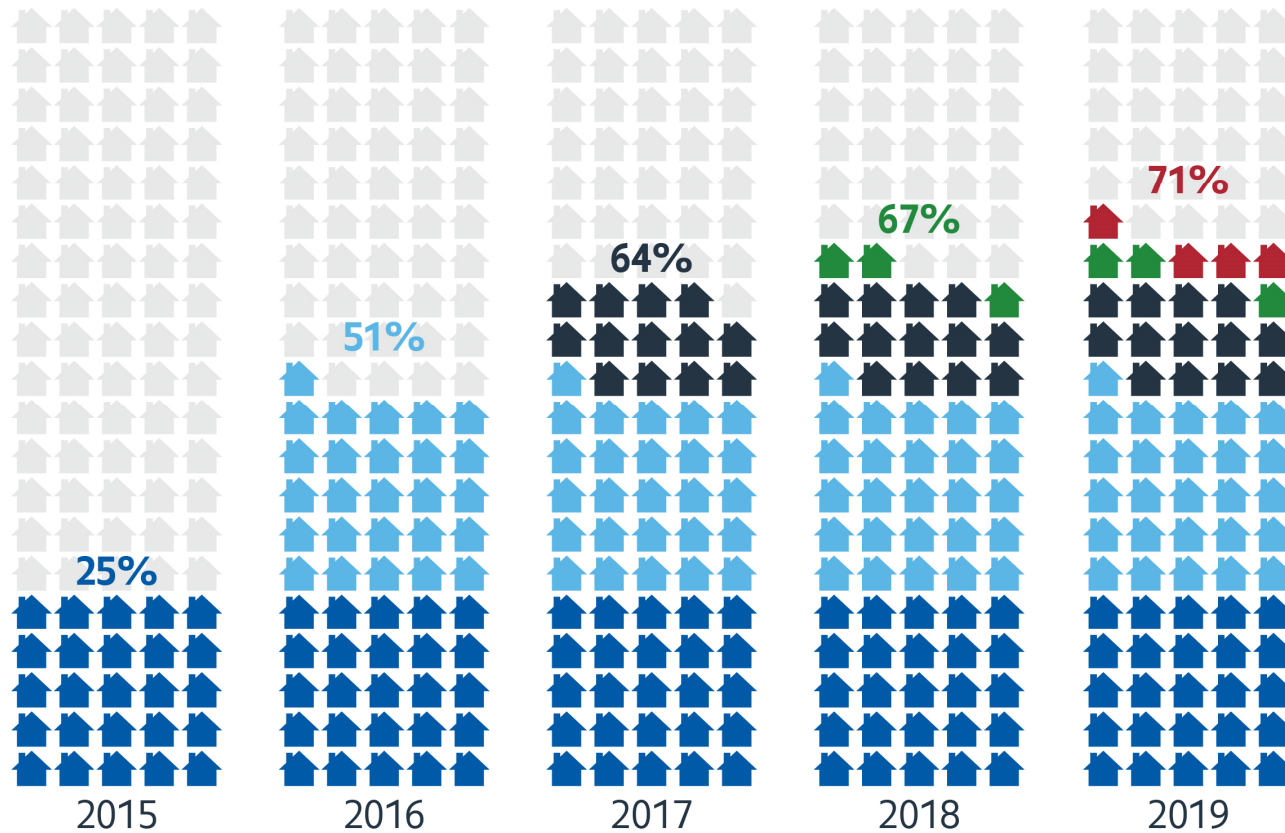
Focus Areas

- Improving Service on Frequent Transit Network
 - Very Frequent Routes (AKA 10-Minute Routes)
 - Frequent Routes (AKA 15-Minute Routes)
- Addressing overcrowding and providing more service during commute and edge of commute periods



10-Minute Network as of March 2019

Percent of Households within a 10-minute Walk of 10-minute Service 2015 - 2019



September 2019 STBD Service Investments

Focus Areas - 10-Minute Network

- Improving Weekend and Evening Service on the 10-Minute Network
 - Routes 3/4, 36, 40, 41, 44, 48, 65, 67, 120, C Line, E Line
- Definition of Very Frequent (AKA 10-Minute) Routes
 - 10-Minute Service Weekdays from 6AM-7PM
 - 15-Minute Service Weekday Evenings, Saturday, and Sunday
 - 20-Minute Service Weekend Evenings
- Total: 23,000 Hours



September 2019 STBD Service Investments

Focus Areas - 15-Minute Network

- Improving Weekend and Sunday Service on the 15-Minute Network
 - Routes 11, 14, 124, and 372
- Definition of Frequent (AKA 15-Minute) Routes
 - 15-Minute Service Weekdays from 6AM-7PM
 - 30-Minute Service Weekday Evenings, Saturday, and Sunday
 - 30-Minute Service Weekend Evenings
- Total: 8,000 Hours



September 2019 STBD Service Investments

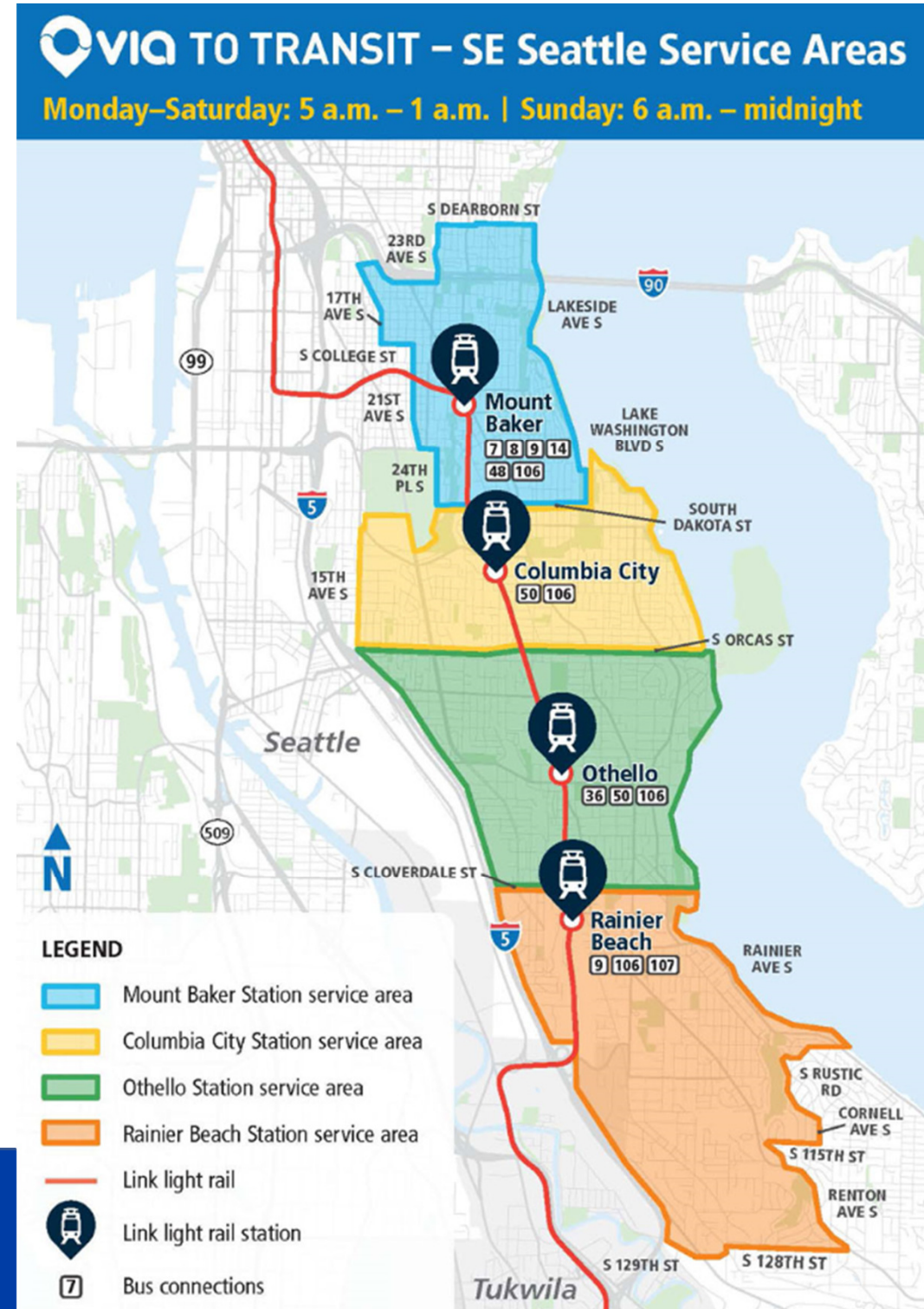
Focus Areas - Overcrowding

- Adding 17 new trips in the morning commute period
 - Routes 3, 5, 28, 36, 41, 120, and C, D and E Lines
- Adding 18 new trips in the evening commute period
 - Routes 5X, 17, 40, 41, 50, 373, and C, D and E Lines
- Total: 19,000 hours



Other Service Investments

- Southeast Seattle Via to Transit
 - STBD-funded service launched 4/16/19
- Trailhead Direct
 - STBD-funded service launched 4/20/19 and runs through 10/27/19



2020 Capital Improvements

Background



STBD Capital Criteria

- Matching Capital Investments to existing and future STBD service investments
- High ridership corridors
- Results from STBD's Racial Equity Analysis
- Geographic Distribution of improvements



Aligning Capital Improvements with Service

- Improve service on priority corridors
 - Future Transit + Multimodal Corridors
 - Projects in One Center City Near Term Action Plan
 - Improve existing high-investments corridors
 - Speed & Reliability projects
- Improve access for historically disadvantaged populations
 - Bus Zone Upgrades
 - Real-Time Information



TAB Priorities and Past Feedback (2015-2018)

- Importance of RSJI and Capital Investments
- Advancing RapidRide corridors early
- Spending capital funds to improve speed and reliability of routes with STBD investments
- Transit lanes, more specifically extending priority on Third Avenue to Blanchard Street



What We Heard (February 2019)

- Want to see the list of potential projects early to inform selection
- Focus on big visible projects
- Want to see projects at the corridor level
- Want more investments along Rainier corridor and presented in a cohesive manner



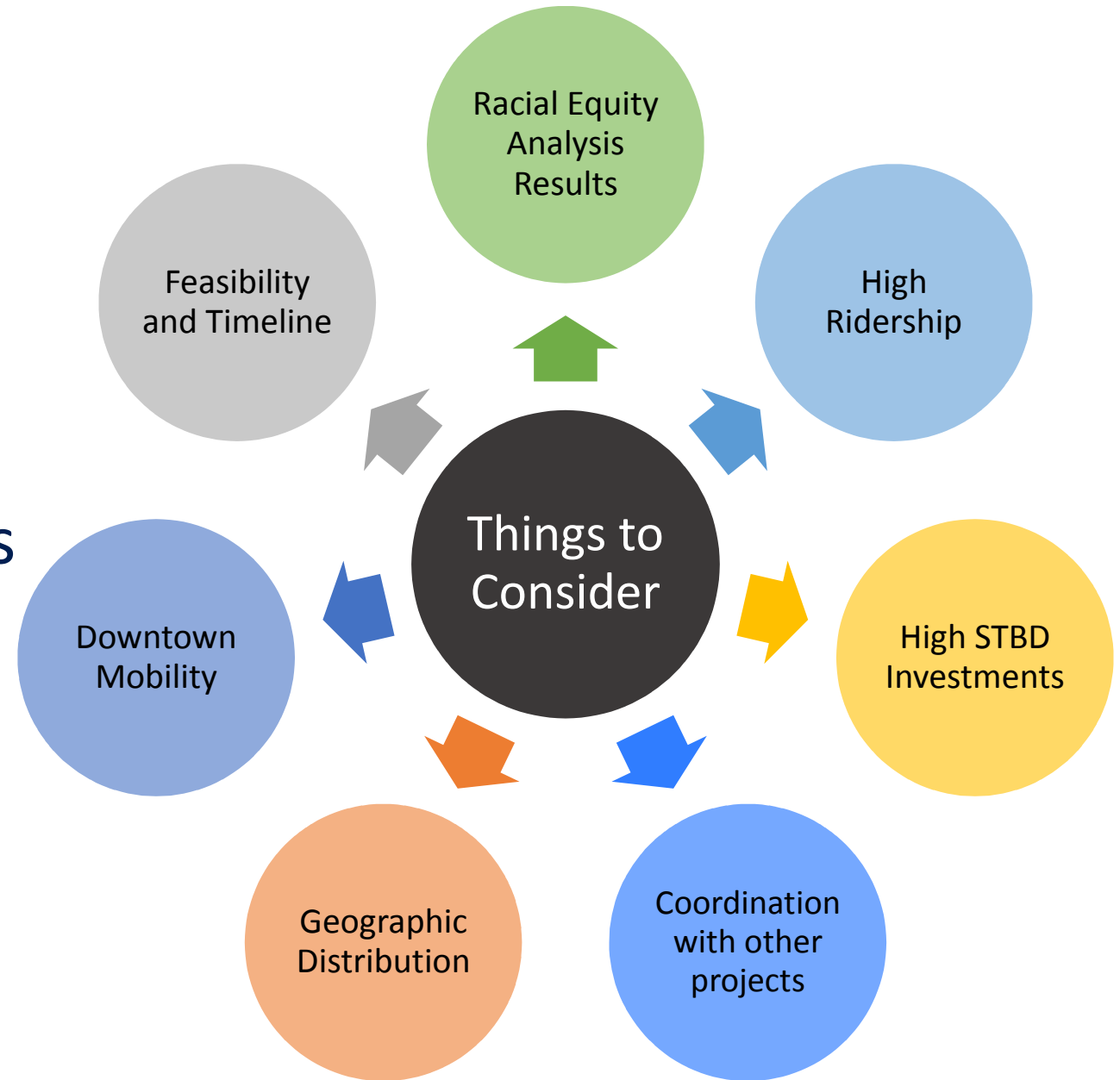
2020 Capital Improvements

Types of Improvements



Trade-offs

- Downtown Mobility
- Geographic Distribution
- Racial Equity Analysis Results
- High Ridership
- High STBD Investments
- Coordination with other projects
- Feasibility and Timeline



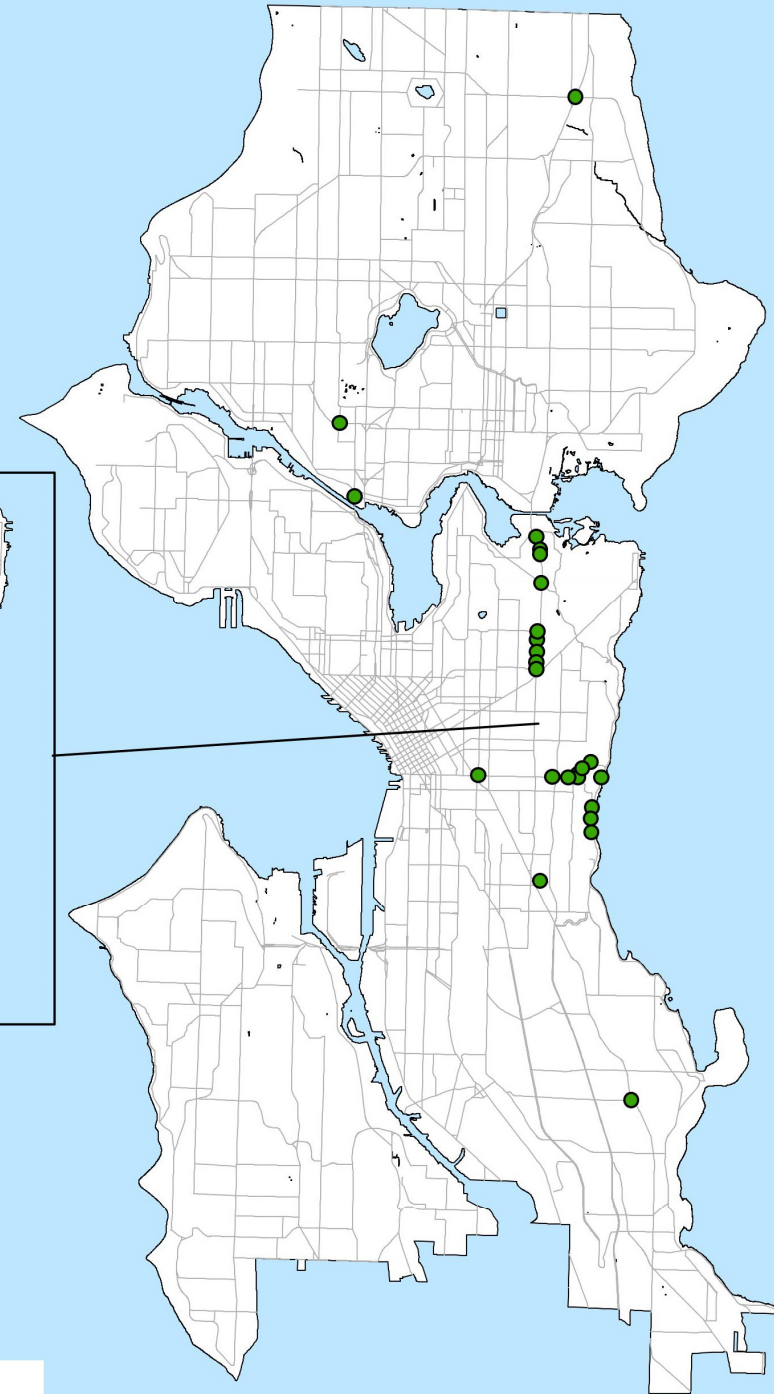
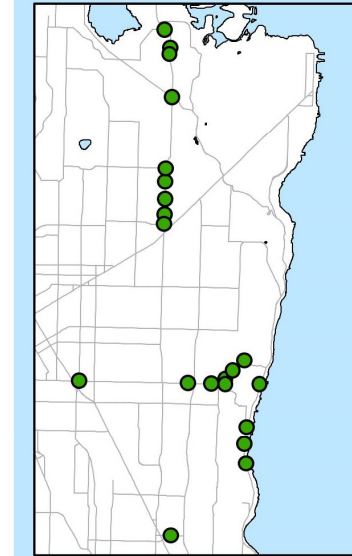
Zone Improvements

| | |
|---------------------------------|---|
| Projects Include: | <ul style="list-style-type: none">• Concrete Landing Pads (front and/or rear door)• ADA and layover upgrades |
| Cost Range: | \$50,000 to \$500,000 |
| Decision Considerations: | <ul style="list-style-type: none">• STBD Racial Equity Analysis• Ridership• STBD Investments• Nearby/ Complementary Work |



Potential Zone Improvements

- Lake City Way & NE 125th St (northbound)
- Phinney Ave N & N 46th St
- Fremont Av & N 34th St
- 23rd Ave (b/w Madison and SR 520)
- Rt 27 Rear Door Bus Pads (12)
- 25th Ave & Walker
- Rainier @ Graham St (southbound)
- Rt 60 Rear Door Bus Pads



Legend

- Zone Improvements
- Arterial

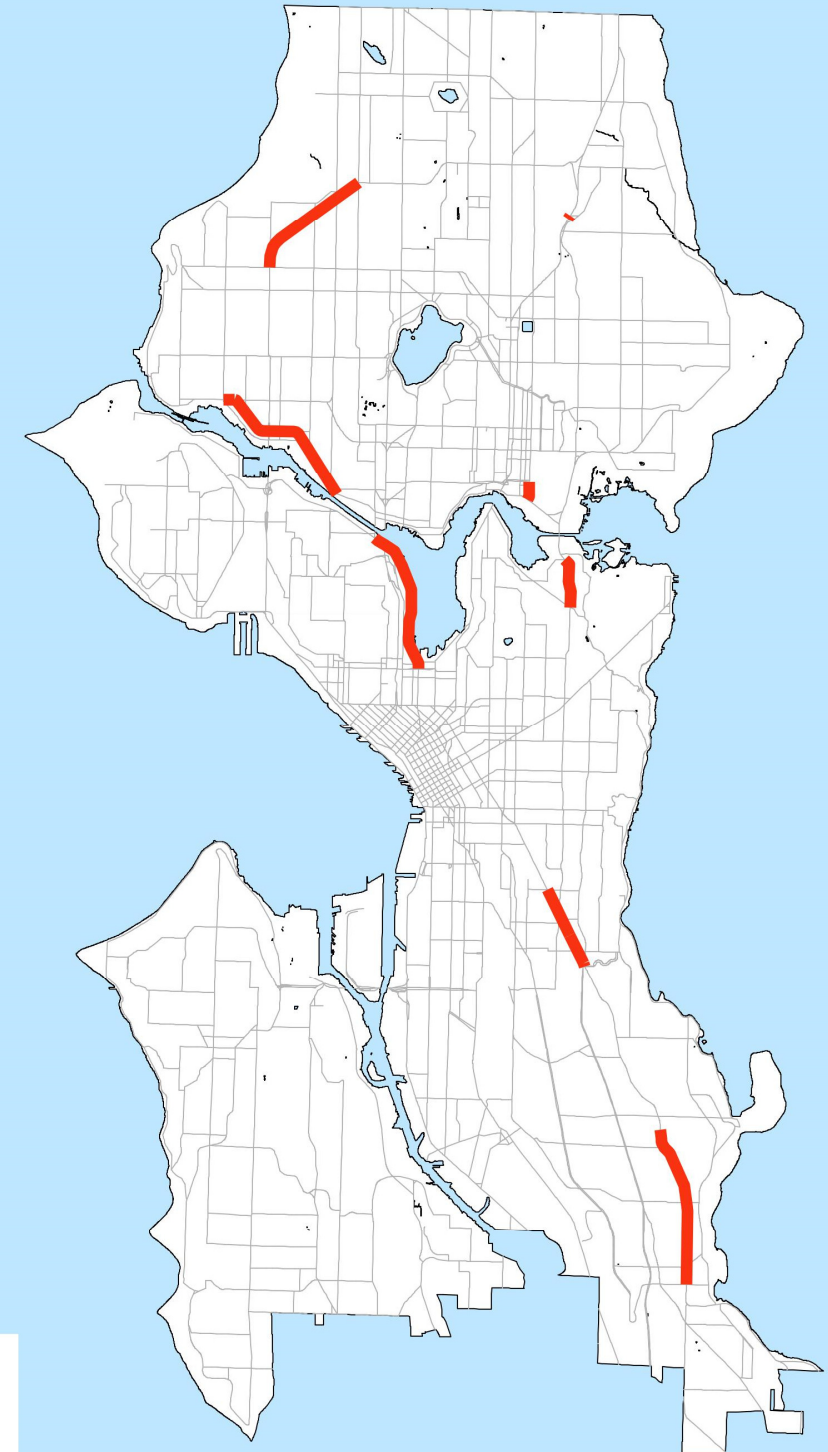
Transit Lanes

| | |
|---------------------------------|---|
| Projects Include: | <ul style="list-style-type: none">• New bus lanes• Updated signs and striping• Extension of transit lane restrictions |
| Cost Range: | \$25,000 to \$1,700,000 |
| Decision Considerations: | <ul style="list-style-type: none">• STBD Racial Equity Analysis• Ridership• STBD Investments• Nearby/ Complementary Work• Speed and Reliability Needs• Transit Plus Multimodal Corridors |



Potential Transit Lanes

- Lake City Way @ NE 98th St
- Holman Rd/ 15th Ave NW (between NE 85th St and Greenwood Ave)
- Leary Way (between NW 36th St and Market)
- Market (24th to Leary)
- 15th Ave NE (between Campus Pkwy and Pacific Street)
- 15th Ave W & Elliot W (extended restrictions)
- Westlake Ave Transit Lane Expansion (between Mercer and Fremont bridge)
- 24th Ave E Bus Lane (between Boyer and Roanoke)
- Rainier Ave (Bayview to Massachusetts) northbound
- Rainier Ave (Bayview to MLK) southbound
- Rainier Ave (MLK to Mt Baker Blvd) northbound
- Rainier Ave (between S Kenny St and S Henderson) – Rainier Ave Vision Zero Phase 2



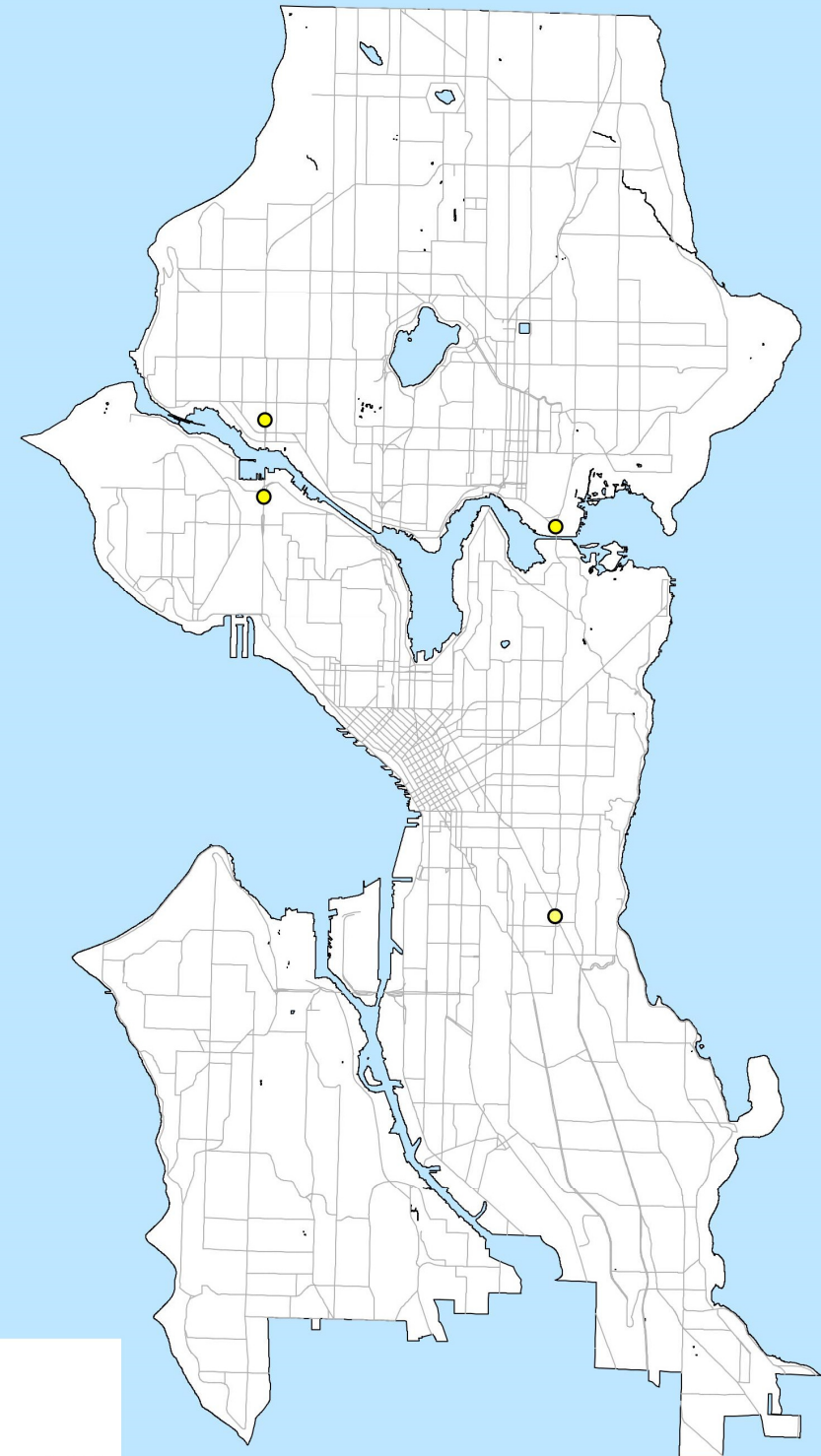
Other Speed & Reliability Projects

| | |
|---------------------------------|---|
| Projects Include: | <ul style="list-style-type: none">• Queue Jumps• One Center City Near Term Action Plan |
| Cost Range: | \$50,000 to \$1,800,000 |
| Decision Considerations: | <ul style="list-style-type: none">• Speed and Reliability Needs• STBD Racial Equity Analysis• Ridership• STBD Investments• Nearby/ Complementary Work |



Potential Other Speed & Reliability Projects

- Ballard bridge improvements
 - Northbound queue jump
 - Southbound queuing space
- Rainier & 23rd Ave queue jump
- Montlake Triangle Improvements
 - One Center City Near Term Action Plan

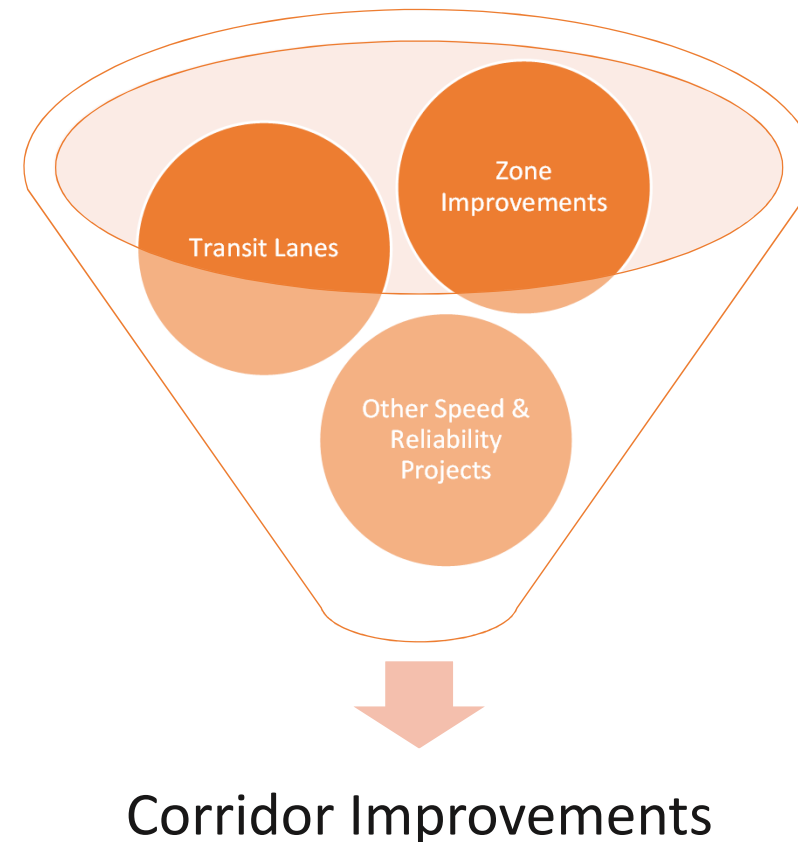


Legend

- Arterial
- Speed & Reliability

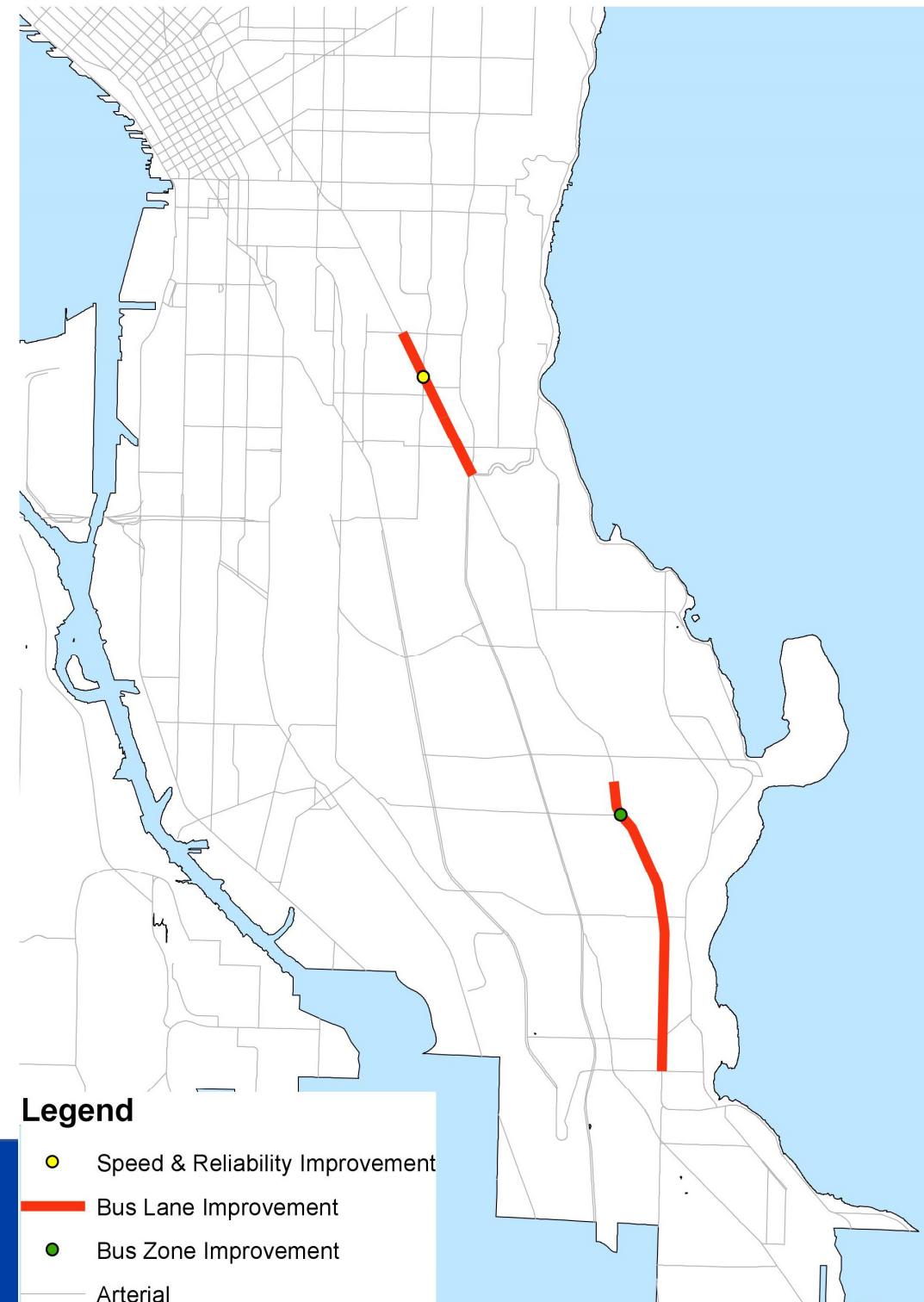
Investing at a Corridor Level

- 3 Main Types of Improvements
 - Zone Improvements
 - Transit Lanes
 - Other Speed & Reliability
- Per feedback from TAB, we can also look at potential improvements along corridors
 - Ex. Rainier Ave
 - Ex. 23rd Ave



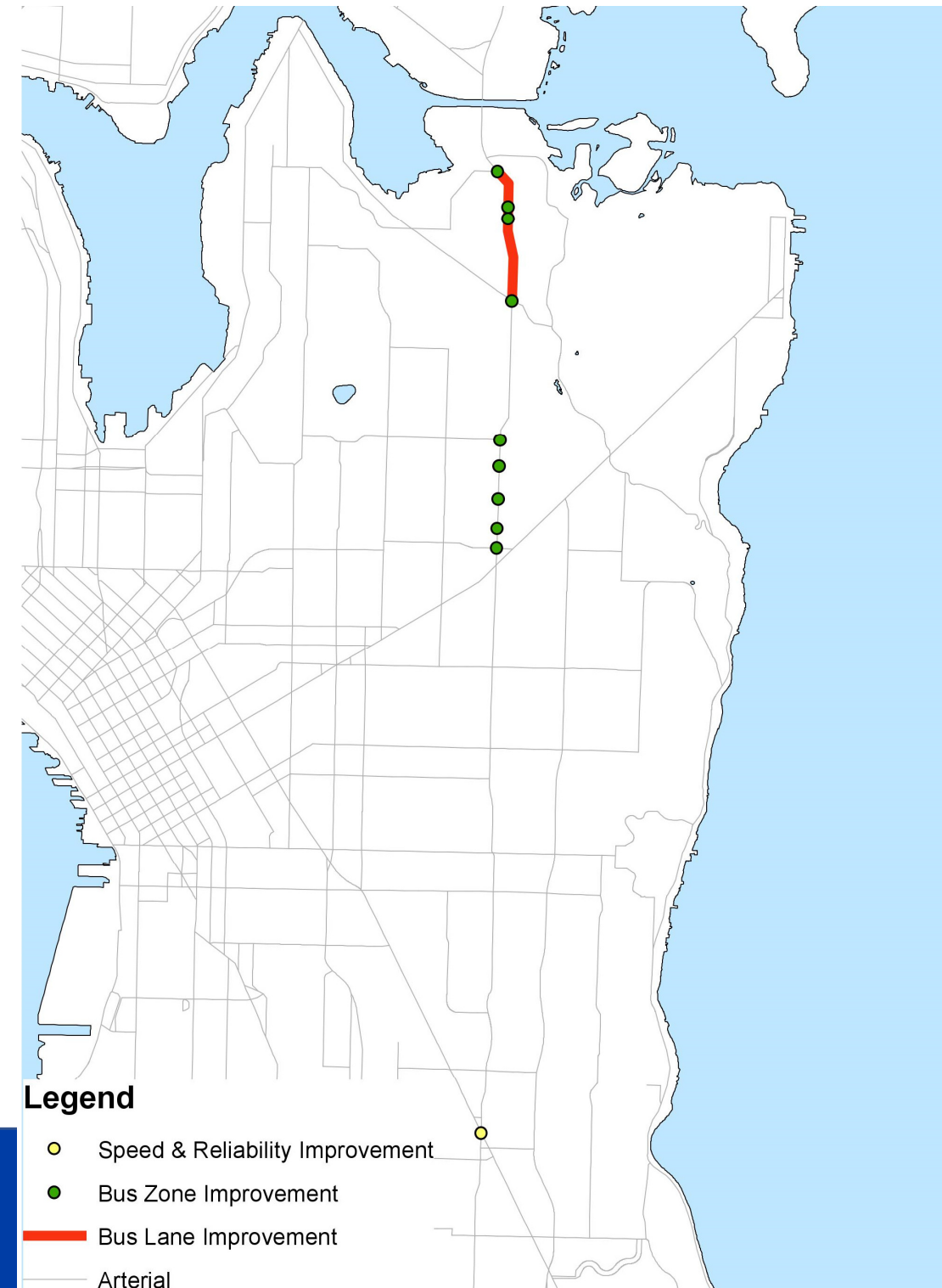
Corridor Level: Rainier Avenue Improvements

- Building off the feedback from February
- Rainier Ave Improvements
 - 6 Projects containing BAT/bus lanes, a bus zone improvement, and a queue jump
 - Total STBD Contribution: \$3M



Corridor Level: 23rd Avenue Improvements

- Building off the feedback from February
- 23rd Ave Improvements
 - 2 Projects containing bus zone improvements (12 zones) and a bus lane
 - Total STBD Contribution: \$600k



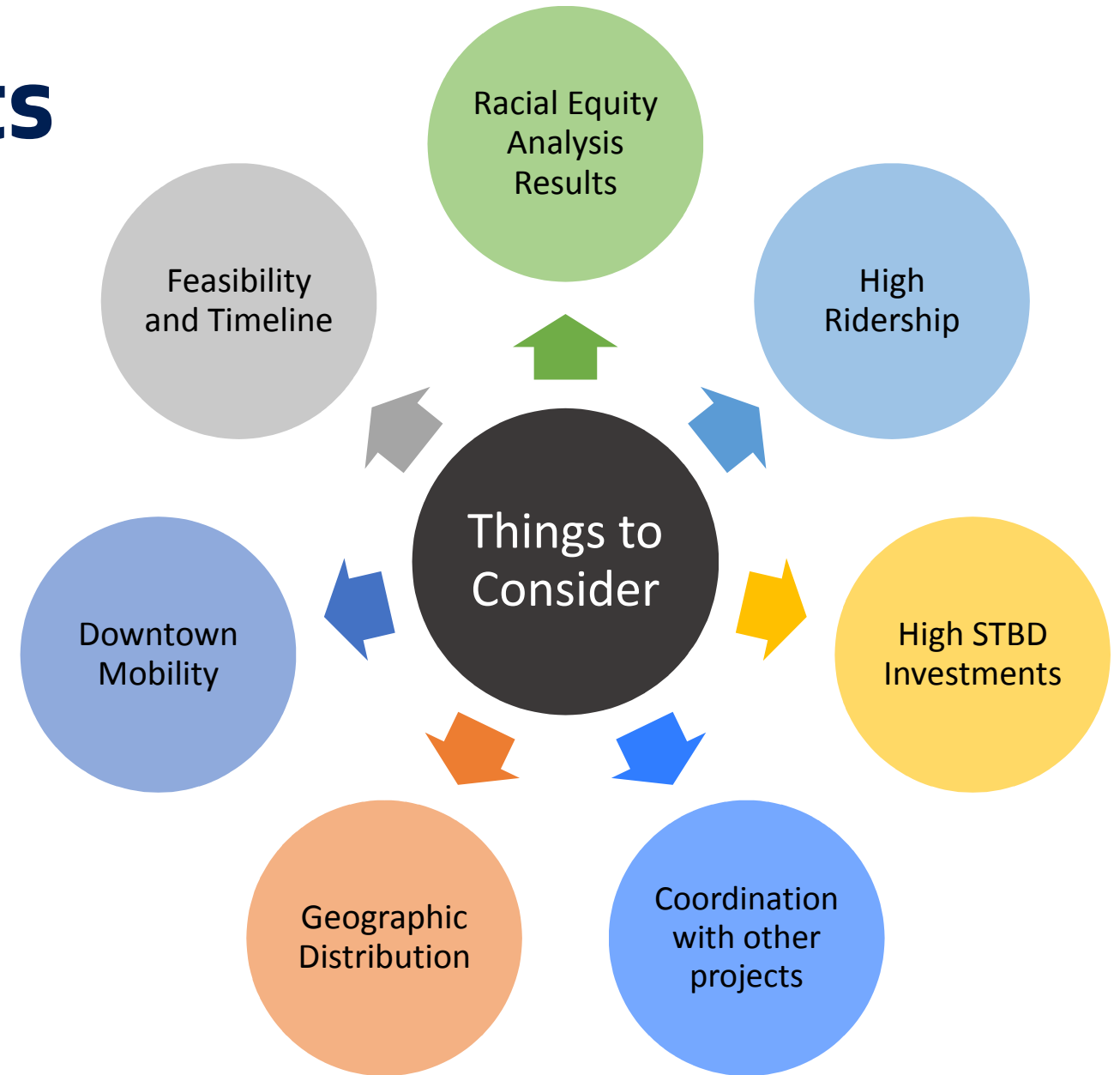
2020 Capital Improvements

Discussion



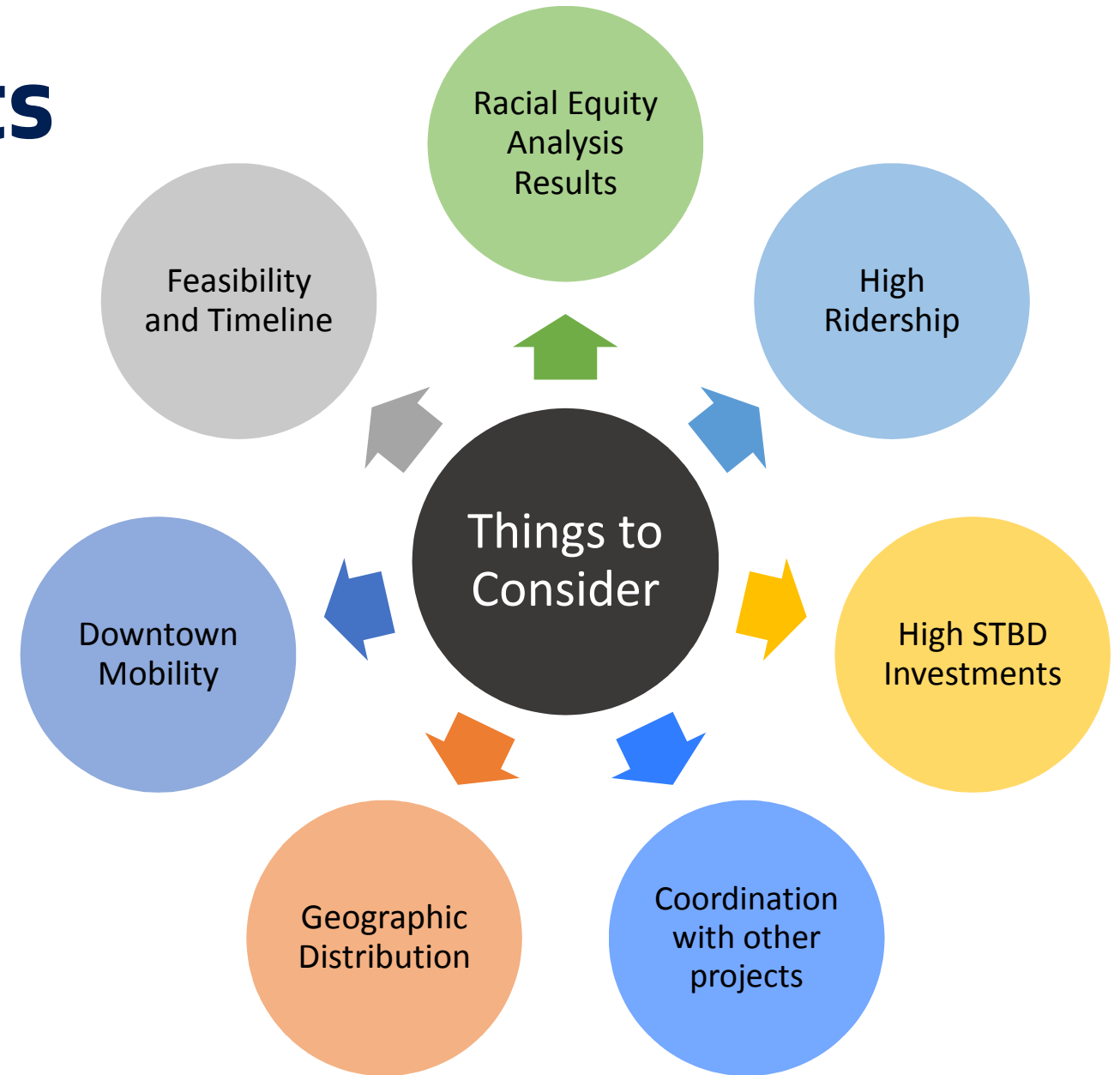
2020 Potential Projects Discussion (1 of 2)

- Given the 3 categories of improvement, what are TAB's priorities for project type?
 - Zone Improvements, Transit Lanes, and Other Speed & Reliability
- How would TAB recommend balancing the various considerations shown to the right?



2020 Potential Projects Discussion (2 of 2)

- Given limited resources, what projects are your top priorities?
- Which types of projects/considerations are a lower priority?



Questions

