

The background image shows a transit corridor on a rainy day. A blue and yellow bus is stopped at a station on the right. On the left, several cyclists are riding along a dedicated bike lane. A large, grassy embankment is visible in the background. The entire image has a blue tint.

Transit-Plus Multimodal Corridor Program

Transit Advisory Board
February 26, 2020



Agenda

1. Program review and updates
2. Project updates

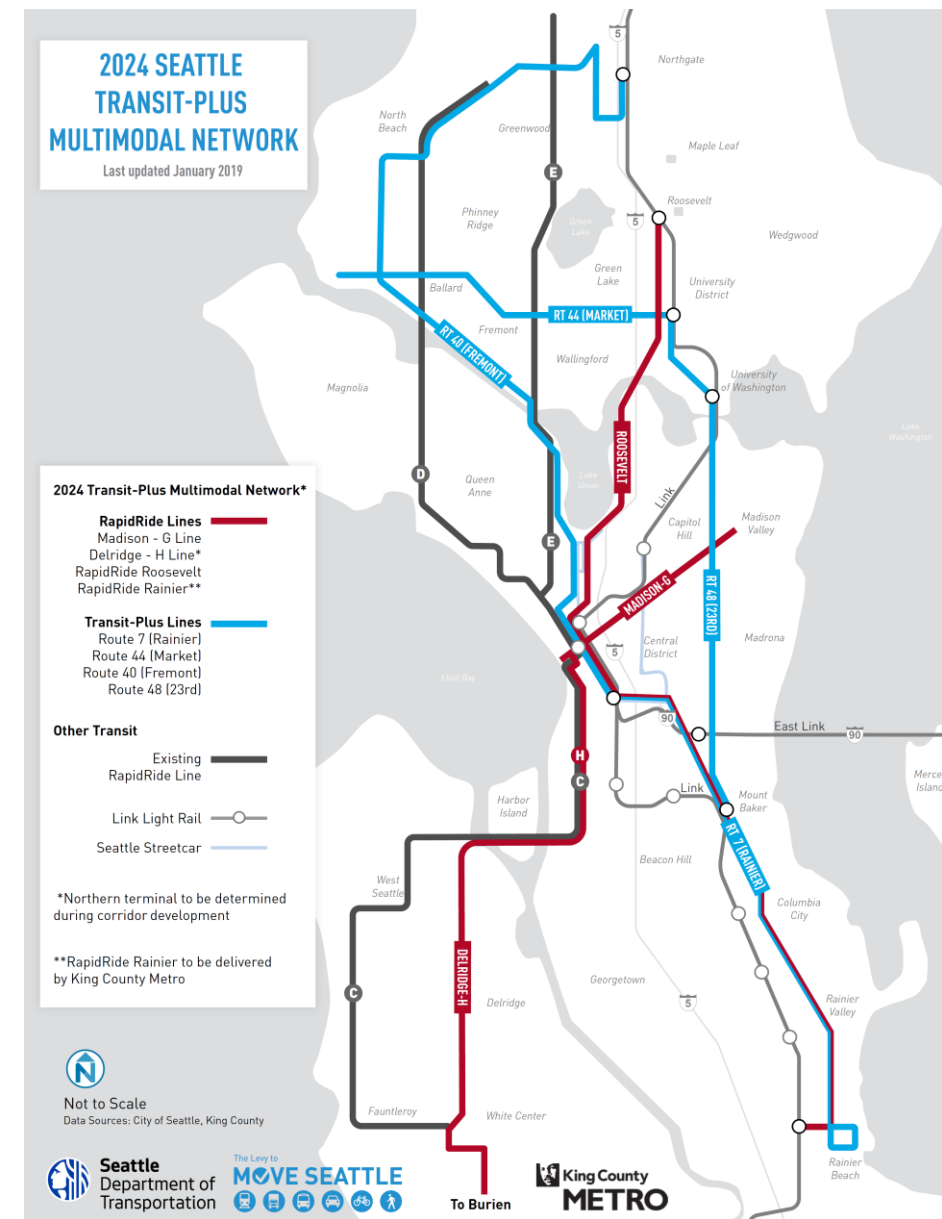


Program review and updates



Program overview

- 7 Corridor Projects
 - 3 RapidRide and multimodal level of investment
 - RapidRide branding, amenities and service
 - Corridor-wide transit and multimodal improvements
 - 4 Transit-Plus Multimodal level of investment
 - Transit speed and reliability improvements, with safety and access improvements as funding allows
- Major focus of 2018 Levy workplan
- King County partnership major element
 - RapidRide integrated projects for 3
 - Coordination on 4
- FTA Small Starts projects – Madison and Roosevelt



Program objectives

- Make bus trips faster and more reliable, now and in the future
- Make it safer and easier to get to and on the bus
- Advance program objectives in a way that responds to community needs and priorities
- Fulfill Levy to Move Seattle commitments



Transit-Plus Multimodal Corridor investment level

Sample projects
highlighting
range of project
scope &
investment

Route 44 Speed and Reliability Project

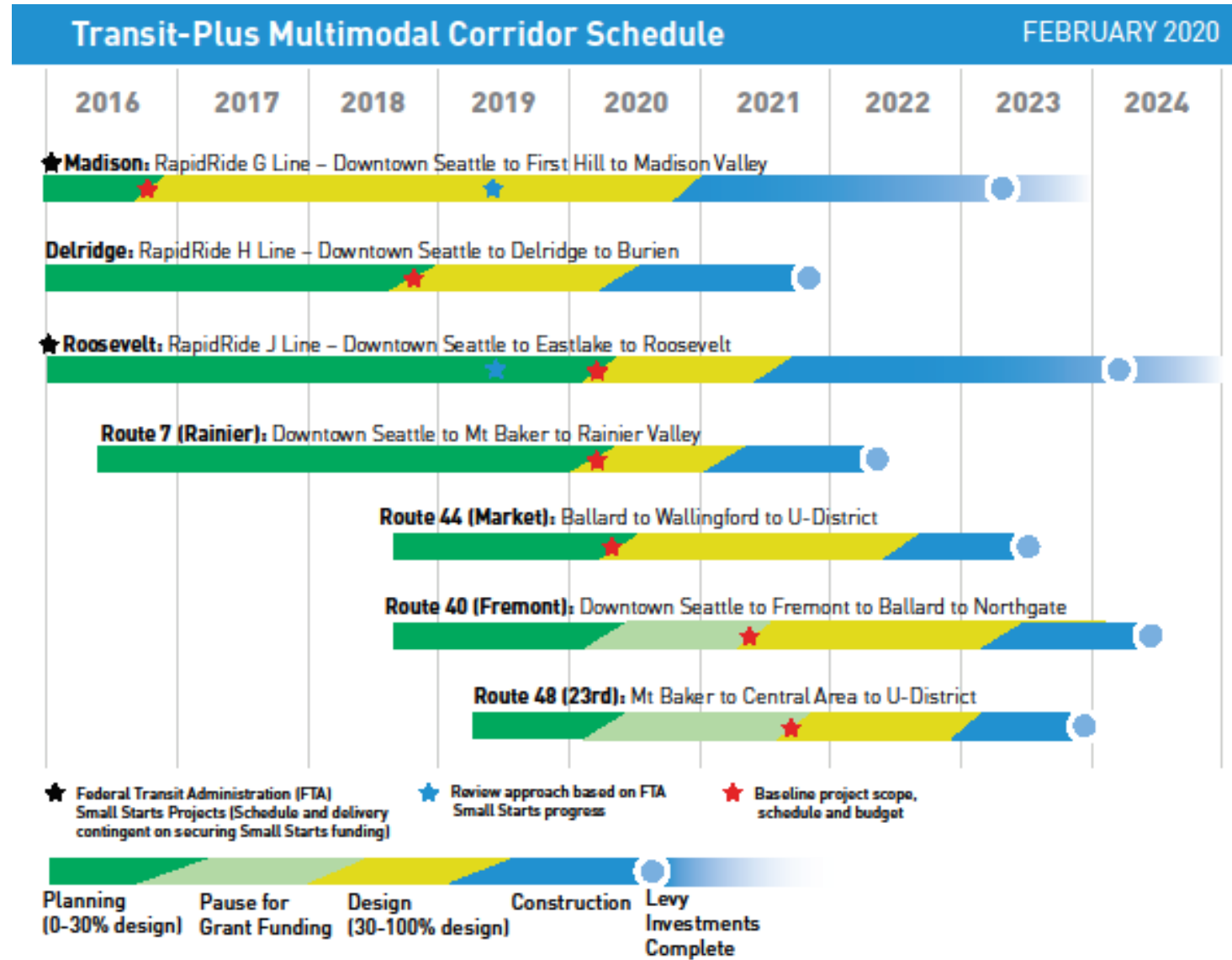
- Bus lanes in spot locations
- Transit signal priority (TSP)
- In-lane bus stops
- Pedestrian crossing improvements

RapidRide Roosevelt

- Full RapidRide amenities at all stops and higher frequency of service
- Continuous red bus lanes from Eastlake to Downtown
- Extension of route to Roosevelt with trolley wire
- Five miles of protected bike lanes
- Intersections with Upgraded Traffic Signals Including TSP or Transit Queue in South Lake Union, Eastlake, and the University District
- Pedestrian safety and access improvements
- Overlapping paving investments in AAC program




Timeline




2019 Program updates

- Updated communications materials
- Defined TPMC program goals and developed an evaluation framework
- Advanced all 7 corridor projects
- Strengthened RapidRide partnership with Metro and began development of formal partnering efforts on TPMC projects



Transit-Plus



January 2020

Transit-Plus Multimodal Corridor Program

Seattle is one of the nation's fastest-growing cities with ever-increasing demands on our transportation system. That's why the Seattle Department of Transportation (SDOT) and King County Metro Transit (Metro) are working together to improve speed and reliability along seven high-priority transit corridors that connect people with the places where they live, work, play, and access services.

The Transit-Plus Multimodal Corridor program (Transit-Plus program) improves speed and reliability by making a variety of transit and multimodal improvements. The Seattle Transit Master Plan identified the corridors to improve mobility throughout Seattle now and into the future.

Each Transit-Plus project is designed to meet the unique needs and considerations of individual communities and contributes to further completing citywide networks of high-quality transit, bicycle, and pedestrian connections.

RapidRide and Transit-Plus corridors

Three of the seven corridors (listed on the right) are planned to be RapidRide. On these projects, multimodal improvements like repaving roads, more pedestrian access, safety enhancements, bicycle facilities, signal improvements, and other street or utility upgrades will be included.

We are also prioritizing investments to improve the speed and reliability of four other Transit-Plus corridors. Investments may include bus lanes, transit signal priority, or other changes to the street to help keep buses moving.


**Note: SDOT currently plans to deliver corridor improvements to the Rainier Corridor in 2022 ahead of King County Metro. King County's proposed budget includes funding to upgrade this corridor to RapidRide in 2024. SDOT and Metro are working together to ensure our plans are coordinated and compatible.*




RapidRide corridors:

- RapidRide G Line — Downtown Seattle to First Hill to Madison Valley
- RapidRide H Line — Downtown Seattle to Delridge to Burien
- RapidRide J Line — Downtown Seattle to Eastlake to Roosevelt

Transit-Plus corridors:

- Route 7 (Rainier) — Downtown Seattle to Mt. Baker to Rainier Beach*
- Route 44 (Market) — Ballard to Wallingford to U-District
- Route 40 (Fremont) — Downtown Seattle to Fremont/Ballard to Northgate
- Route 48 (23rd Ave) — Mt. Baker to Central Area to U-District





2020 Program look ahead

- I-976 impacts
 - Program has multiple projects with Regional Mobility Grants in the funding plan
 - Program also has Connecting Washington funds
- 2020 grant competitions
 - RapidRide J – Roosevelt
 - Route 40
 - Route 48



Project updates



Madison BRT - RapidRide G Line

Status:

- Approaching 100% design; pre-construction outreach underway
- Working with FTA:
 - NEPA updates complete
 - FTA readiness review underway
 - Added time and contingency to project
 - Responding to risk workshop held in September
 - Continue to work towards a 2020 grant agreement, but uncertainty in timeline remains
- 3rd party agreements:
 - MOAs with Metro – final reviews underway
 - Sound Transit – final reviews underway
 - Utilities – SCL and SPU are being finalized

Total Budget \$121.0M

Move Seattle\$15.0M

Local\$1.9M

Identified Local*\$0.0M

Leverage.....\$15.7M

Identified Leverage.....\$88.4M

Small Starts (FTA)\$59.9M

Sound Transit 3.....\$28.5M

*NOTE: Subject to annual Council approval in the budget process.

Agreement developed



Delridge Way SW - RapidRide H Line

Status:

- 100% design complete
- Construction on schedule to begin Q2 2020
- Final design outreach underway
- 3rd party agreements:
 - Drafted a fee-in-lieu MOA with SPU on drainage
 - Metro MOA finalized and signed; estimated \$14M contribution
- With current Levy workplan, \$38.5M AAC budget will be delivered with project, in addition to transit elements. Total project budget: \$72.3M

Total Budget.....	\$33.8M
Move Seattle.....	\$9.5M
Local	\$0.3M
Identified Local*	\$0.0M
Leverage.....	\$24.0M
Identified Leverage.....	\$0.0M

*NOTE: Subject to annual Council approval in the budget process.

Updated July 2019



RapidRide J - Roosevelt

Status:

- Baseline date adjusted to Q2 2020 due to addition of Eastlake paving design into project; does not affect completion date
- Seeking additional grant funds in 2020
- Working with the FTA:
 - Environmental Assessment comment period closed Feb 14
 - FONSI release on schedule for Summer 2020
- 3rd party agreements:
 - Metro MOAs in 2020
 - Utilities during final design
- With current Levy workplan, \$36.6M AAC budget will be delivered with project, in addition to transit elements. Total project budget: \$127.3M

Total Budget	\$85.7M
Move Seattle	\$8.5M
Local	\$0.9M
Identified Local*	\$0.0M
Leverage	\$5.4M
Identified Leverage	\$70.8M
Small Starts (FTA)	\$45.0M
RMG (State)	\$6.0M
King County Metro	\$19.8M

*NOTE: Subject to annual Council approval in the budget process.

On contingency list; will seek other grants in 2020



Route 7 TPMC Project (Rainier)

Status:

- 30% design complete; baselining project in Q1 2020
 - Scope: transit speed and reliability and access-to-transit improvements
- Continuing phased delivery of transit improvements in partnership with other programs, including Vision Zero and Transit Spot Improvements
- Coordinating with Metro's RapidRide Rainier planning and outreach

Total Budget.....\$8.5M

Move Seattle.....\$8.5M

Local\$0.0M

Identified Local*\$0.0M

Leverage.....\$0.0M

Identified Leverage.....\$0.0M

*NOTE: Subject to annual Council approval in the budget process.

Updated July 2019

Route 7 Scope (30% Design)

Scope elements:

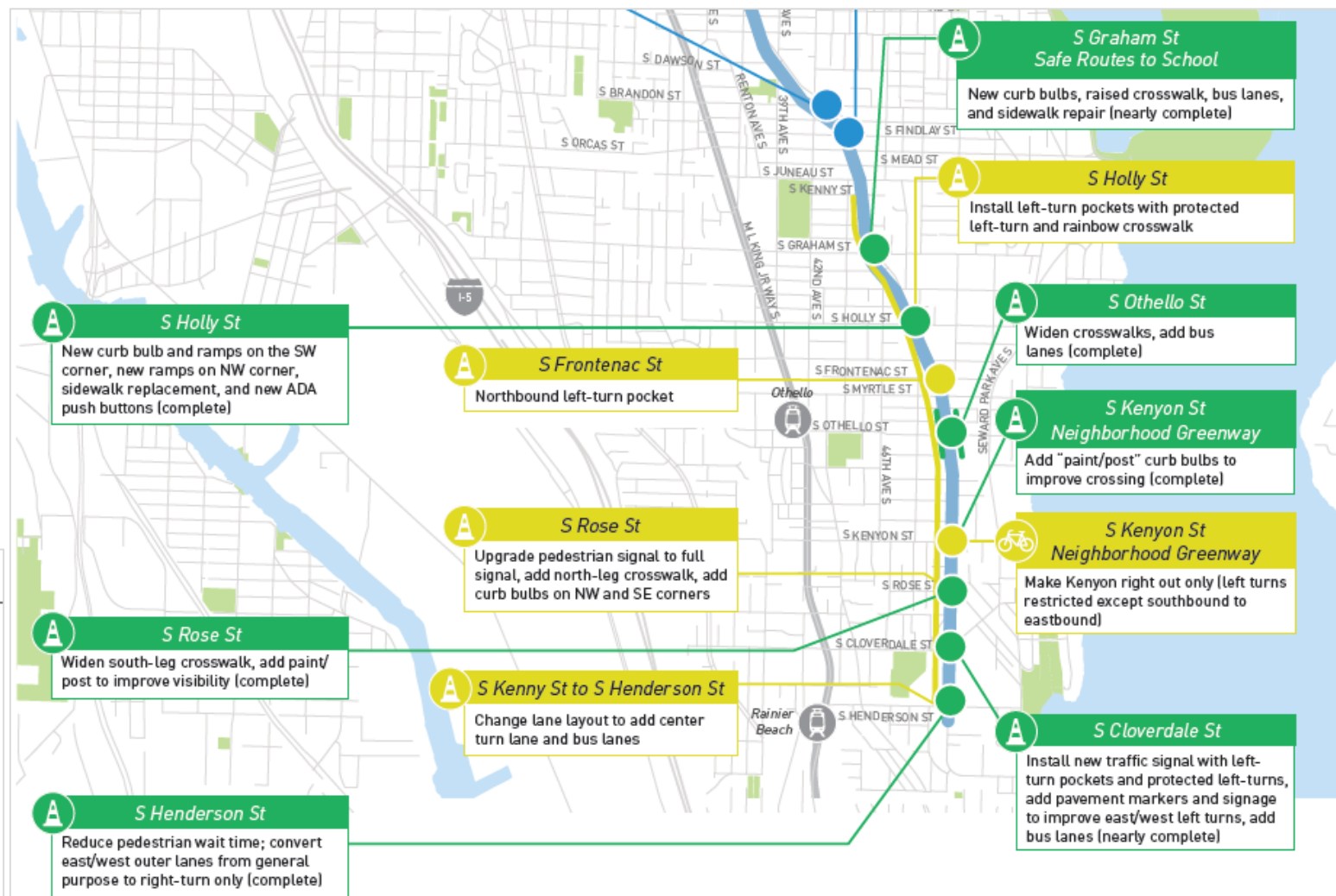
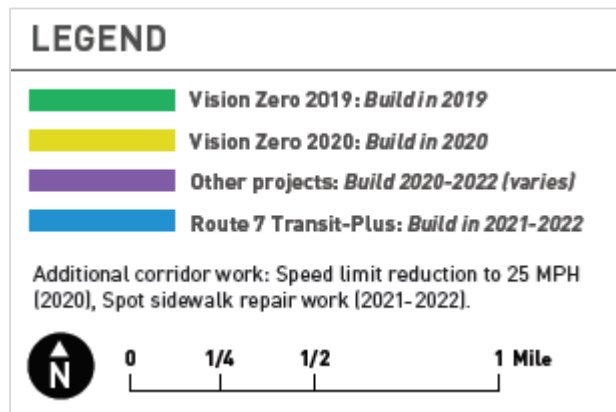
- **Dearborn:** SB bus lane striping refresh
- **21st/State:** Pedestrian crossing improvement (curb bulb and ramps) and safety improvement at 21st Ave S / S Grand St
- **MLK:** SB BAT lane between Bayview and MLK
- **Walden:** Rebuilt signal, providing new protected left turns from Rainier and improved pedestrian crossings
- **I-90 EB off-ramp:** New pedestrian crossing and curb ramps on the north side; signal upgrades to facilitate SB transit queue jump
- **Brandon:** Pedestrian crossing improvements (curb bulb and ramps)
- **Findlay:** Pedestrian crossing paint/post refresh
- **Project area:** Sidewalk repair/replacement at priority locations



SDOT's Rainier investments: Continued coordination

Continued coordination with other projects

- Vision Zero Phase 2 spot channelization
- Safe Routes to School
- Neighborhood Greenways



Route 44 TPMC Project (Market)

Status update:

- Preliminary concepts developed in 2019
- Outreach in late 2019
- Identified concepts to advance to 30% based on evaluation framework that compared review of technical analysis and input received during outreach to program goals
- Scope decisions and baselining in Q3 2020
- Metro discussions underway regarding funding and delivery roles

Total Budget	\$15.6M
Move Seattle	\$9.5M
Local	\$0.1M
Identified Local*	\$0.0M
Leverage.....	\$0.0M
Identified Leverage.....	\$6.0M
RMG (State).....	\$6.0M

*NOTE: Subject to annual Council approval in the budget process.

Secured,
but on
hold
pending
I-976



RT 44 Scope concepts moving to 30% design

- BAT lanes
 - Phinney: (46th) EB Phinney to SR 99
 - U-District: (45th) EB Roosevelt to 15th
 - U-District: (15th) SB 40th to Pacific
- Intersection changes
 - Ballard (24th): Extend EB Right turn lane (parking removal)
 - Ballard (22nd): One-way NB (N/O intersection), One-way SB (S/O intersection)
 - Phinney (SR 99): Add EB pocket, dead end Whitman
- New signalized crossings
 - Ballard (11th): New signalized pedestrian/bike crossing
- Minor channelization changes
 - Ballard (14th): Extend WB double left-turn lane to limit queuing impact to transit
 - U-District (12th): Extend WB left pocket to limit queuing impact to transit
- Corridor-wide
 - TSP
- Stop changes
 - Ballard (Ballard Ave): Bus zone extensions (parking removal)
 - Phinney (46th & Phinney)
 - Phinney (SR 99): Shifts EB stop west



Route 40 TPMC Project (Fremont)

Status updates:

- Concept development underway
 - Existing conditions data collected
 - Complete Streets review
 - Transit operator interviews
- Seeking grant funds in 2020
- Online survey and drop-in sessions planned for March 2020

Total Budget	\$22.9M
Move Seattle	\$9.5M
Local	\$0.0M
Identified Local*	\$0.0M
Leverage.....	\$3.4M
Identified Leverage.....	\$10.0M
5307 (FTA).....	\$2.0M
CMAQ (FTA)	\$4.0M
RMG (State).....	\$4.0M

*NOTE: Subject to annual Council approval in the budget process.



Route 48 TPMC Project (23rd Ave BRT)

Status:

- Pre-project development analysis underway to inform grant applications in 2020
- Focus on John Street to Montlake
- Coordinating with Rt 48 Electrification and Vision Zero projects

Total Budget \$8.0M

Move Seattle\$0.0M

Local\$0.0M

Identified Local*\$0.0M

Leverage.....\$0.0M

Identified Leverage.....\$8.0M

CMAQ (FHWA).....\$4.0M

RMG (State).....\$4.0M

*NOTE: Subject to annual Council approval in the budget process.



Questions?

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