

STBD Capital Project List - 2019

Transit Advisory Board
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Department of Transportation



City of Seattle

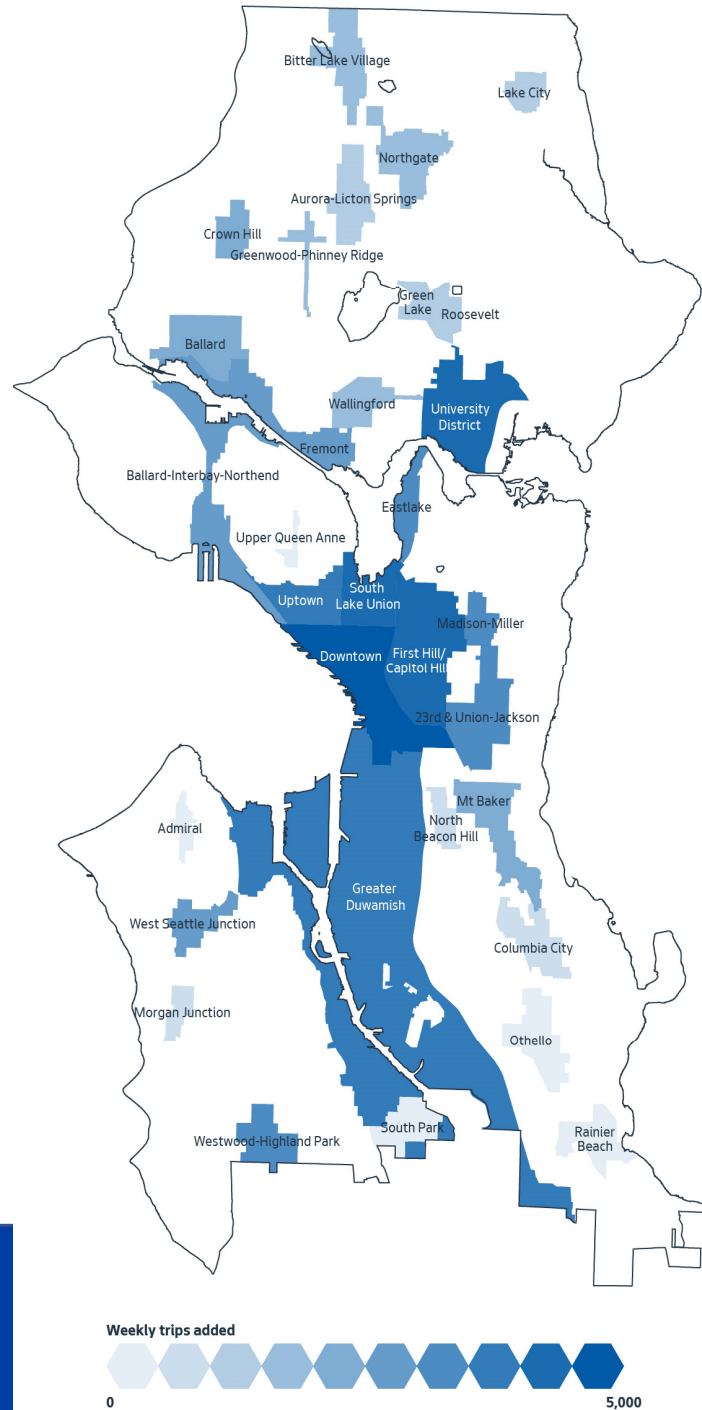
Agenda

- Background
 - STBD Service Investments
 - Racial Equity Analysis
 - Scope Change in June 2018
- Process to Develop 2019 STBD Capital Investments
 - STBD Investment Goals and Criteria for Capital Investments
 - Timeline for budget and 2019 List development
 - TAB Priorities and Past Feedback
 - Project Delivery Constraints
- Review 2019 Capital List
- Feedback for 2020 Capital Investments



STBD Service Investments

- Over 300,000 annual hours invested since June 2015
- All urban villages received investment
- Continued investment in 2019-2020



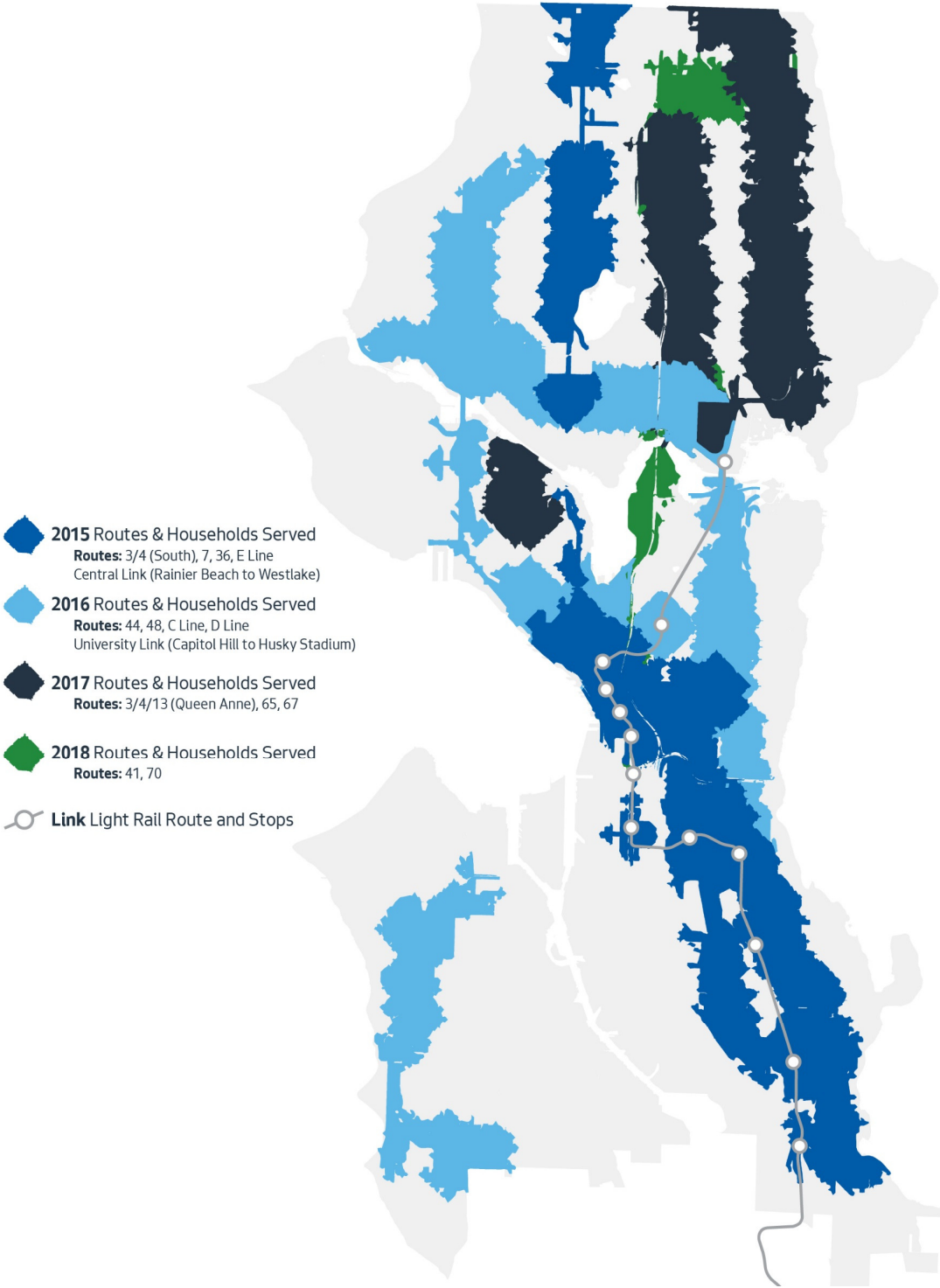
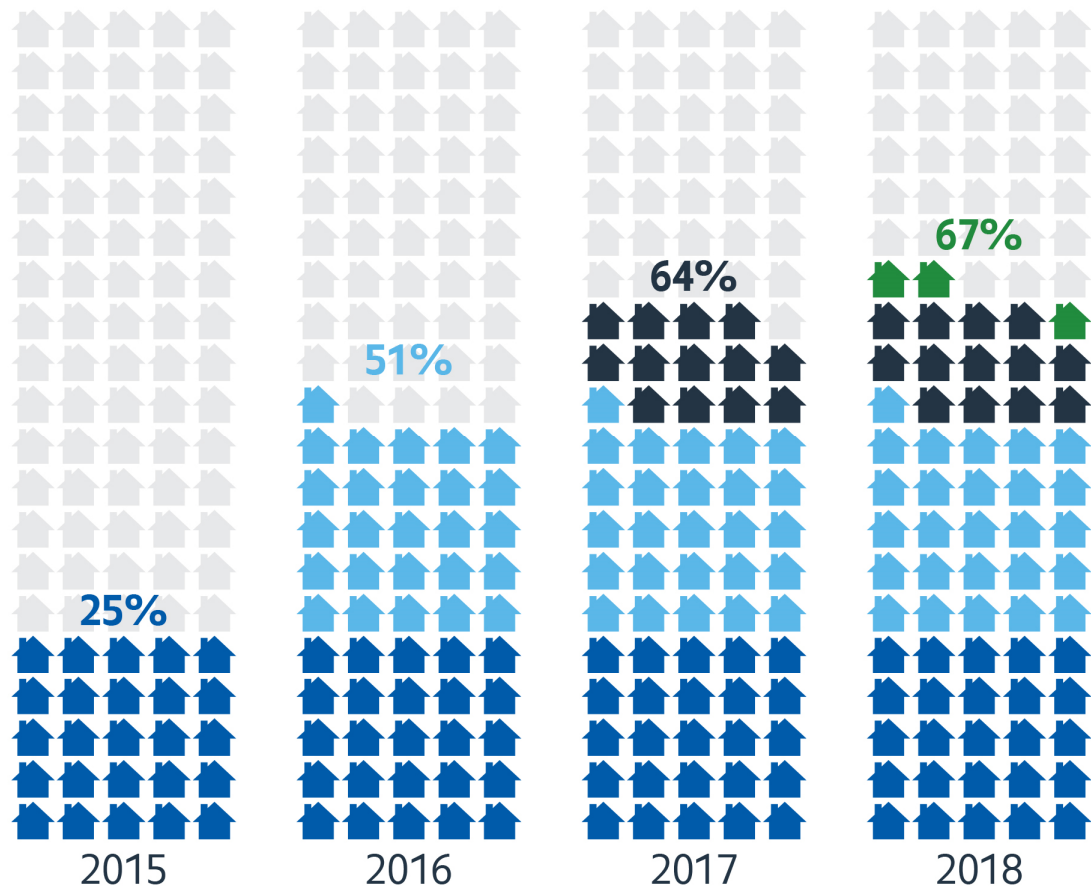
Since 2015, STBD added
6,780 Weekly Bus Trips
on routes serving Seattle:
**1,028 Weekday, 915 Saturday, and
725 Sunday trips**

On weekdays alone,
**STBD added capacity for
81,563 Daily Rides**
on routes serving Seattle

All 41
Urban Villages and Urban Centers
**have more bus service today
thanks to STBD**

Expansion of 10-Minute Network

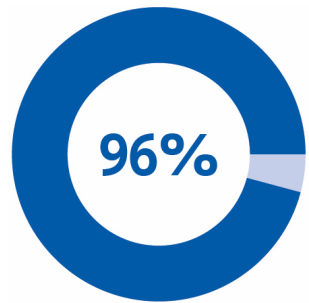
Percent of Households within a 10-minute Walk of Very Frequent Transit 2015 - 2018 & 2025 Goal



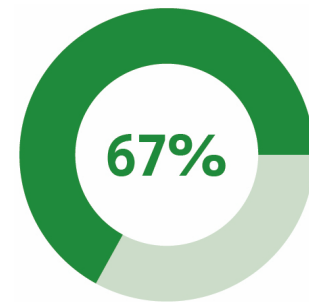
Frequent Transit Network



Routes on the Frequent Transit Network have at least 30-minute or better service, 18 hours a day, seven days a week

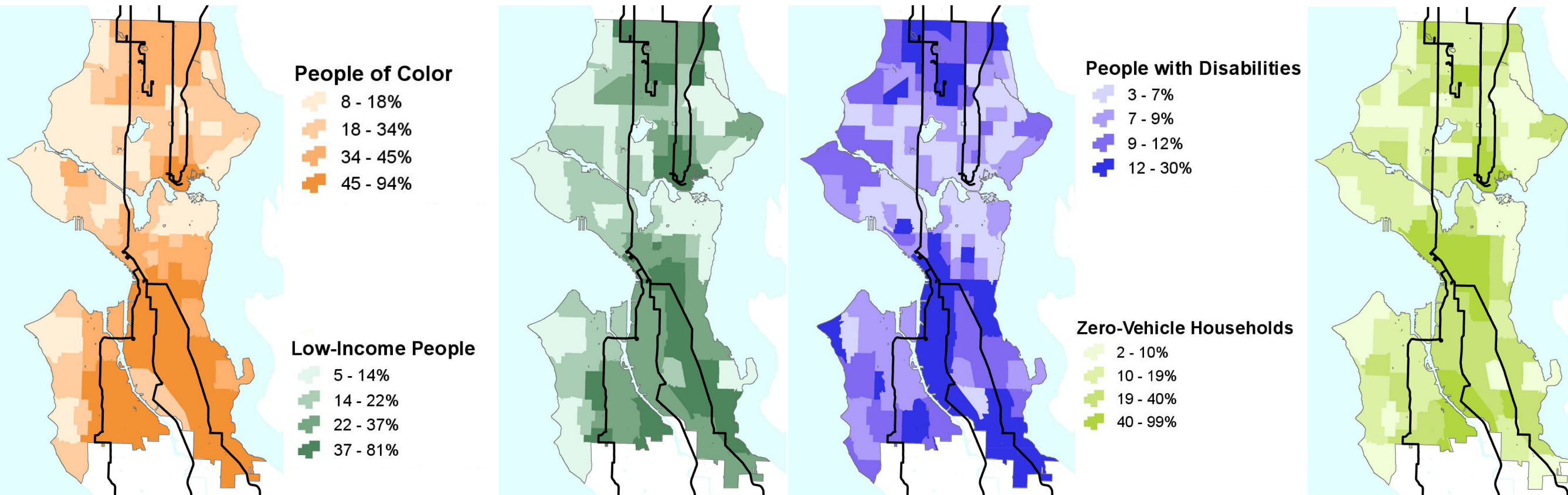


Urban Villages are served by one or more frequent routes, defined as 15-minutes or better on weekdays from 6AM – 7PM



Households have 10-minute or better service within a 10-minute walk of their home

STBD Racial Equity Analysis



STBD Racial Equity Analysis Outcome

- Racial Equity Analysis completed late 2017
- Key Finding: Seattle Routes must have 80% of their stops within the City of Seattle
 - Excludes many routes that provide service at the northern-most and southern-most edges of the city, which have higher proportions of historically disadvantaged populations.
 - Regional Partnerships require 50% partner funds
- Proposal: Revise definition of 'Seattle Routes' to better serve the populations identified in the Racial Equity Analysis and remove institutional barrier to improving transit service to these people



Expanding STBD Scope

- Spring 2018 - Material Change to the STBD Scope Proposed
 - Public Hearing: May 15, 2018
 - June 2018 – Scope Change Adopted
- Changes
 - ORCA Opportunity
 - Seattle Routes
 - Capital Investments
 - Projects focused on transit speed and reliability and passenger improvements, must be operational by December 2020.



ORCA Opportunity

- Launched in September 2018, the program provides an unlimited 12-month ORCA card to all high school students enrolled in Seattle Public Schools (SPS), income-eligible middle school students, and Seattle Promise Scholars at Seattle Community Colleges. SDOT and SPS coordinate their efforts as SPS also funds ORCA cards for students.
- SDOT and SPS's combined effort provides ORCA cards to:
 - 12,200 high school students (**79%** of eligible students have a card)
 - 2,200 income-eligible middle school students
 - 200 Seattle Promise Scholars (94% of eligible students have a card)
 - **14,400 students with an ORCA card**
- During the first semester of school, SPS students:
 - Took more than **1.5 million trips; 219,000 trips on light rail alone**
 - **Saved more than \$110 on transit**
- During 2018, Seattle Promise Scholars:
 - Took nearly **14,000 trips**
 - **Saved more than \$132 on transit**
- Ridership Trends
 - **SPS Students:** Transit ridership is driven by trips to/from school. A majority of trips are before school 7:00AM – 9:00AM and after school 3:00PM – 5:00PM; **6 of the 10 highest ridership routes serve southeast Seattle**
 - **Seattle Promise Scholars:** peaks during the mid-day, 9:00AM – 3:00PM ; **7 of the 10 highest ridership routes serve south Seattle**



Change to Seattle Routes

- Revise the Seattle Routes definition to 'Routes with at **least 65% of all stops** within the City of Seattle **AND current and future RapidRide Lines serving Seattle** that don't otherwise meet the 65% threshold.'
- Adds Routes 106, 120, 124, 345, 372, 373, and E Line
- Supports city-wide RSJI goals

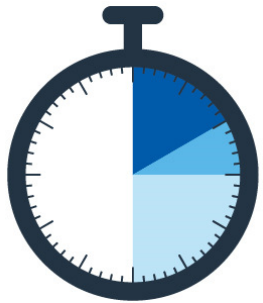


Aligning Capital Investments with Service

- 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



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

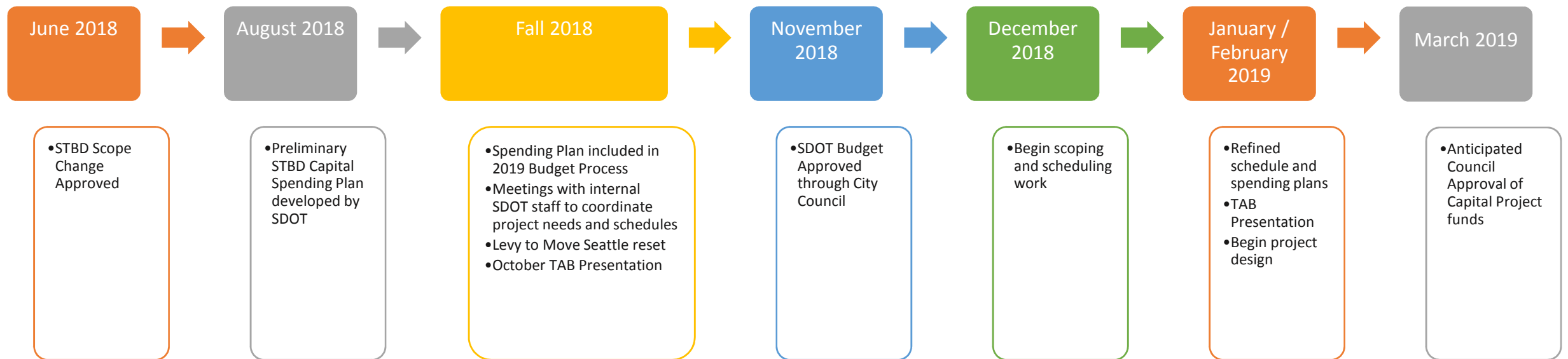
- Add service to east-west connections
- Improve 24-hour service network

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

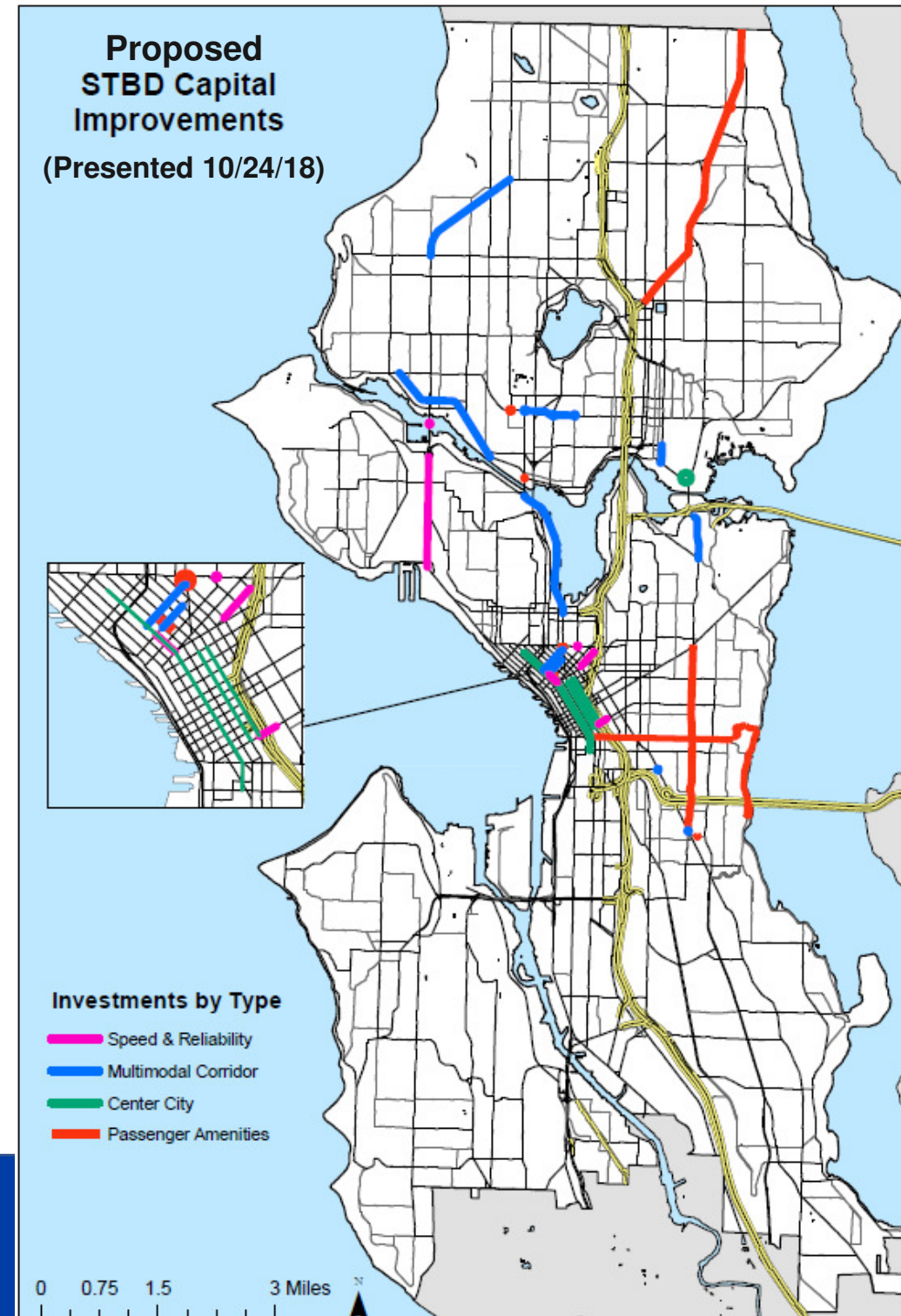


STBD Capital Investments Process



Recap of October 2018 TAB Presentation

- Objectives of STBD Capital Investments
 - Keep buses moving for faster and more reliable service
 - Transit lanes, queue jumps, transit signal priority, etc
 - Support future RapidRide Lines
 - Invest in capital improvements related to passenger amenities
 - Rider amenities such as zone improvements and all-door boarding
 - Continue to invest in transit despite fleet and operator limitations
 - Improvements complete by end of 2020
- Presented Proposed Improvements for:
 - Transit + Multimodal Corridors
 - One Center City Near Term Action Plan
 - Speed & Reliability
 - Passenger Amenities

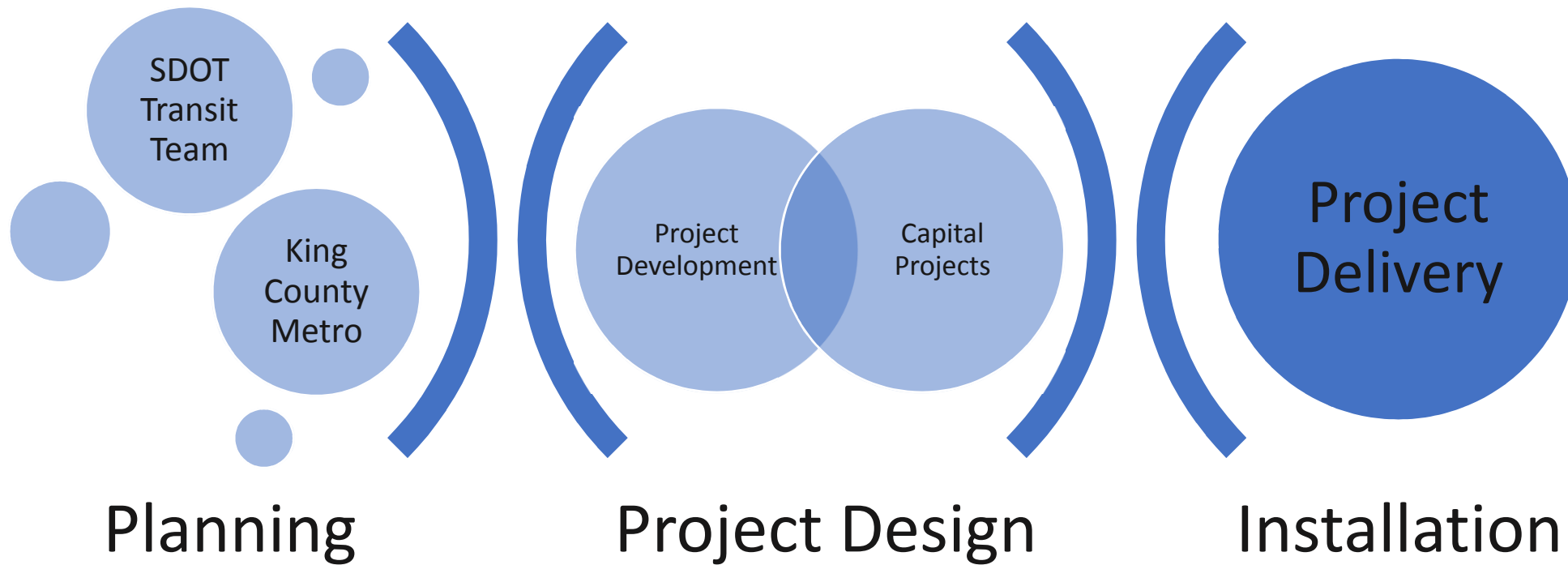


TAB Priorities and Past Feedback

- 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



SDOT Project Delivery Process



Project Delivery Constraints

- Limited SDOT staff capacity at multiple levels throughout the capital project process
 - Not enough Project Managers to oversee project design and construction
 - Not enough Project Development staff to delivery projects
 - Limited crews to deliver projects (signals, concrete, signs and markings)
- Impact on STBD
 - STBD worked quickly to ensure some projects would be completed in 2019



STBD Funded 2019 Capital Investment List

- Transit Speed & Reliability
 - Extend transit-only access to 6AM-7PM on 3rd Avenue between Stewart and Blanchard)
 - Targeted for Spring 2019



STBD Funded 2019 Capital Investment List

- One Center City Near Term Action Plan
 - 5th & 6th Avenue Transit Pathway
 - Spring 2019 Completion
 - 3rd Avenue All-Door Boarding



STBD Funded 2019 Capital Investment List

- Passenger Amenities/
Bus Zone Upgrades
 - Zone improvements at
Westlake & 9th
 - Targeted for Fall 2019
 - Zone improvements on
Lenora (between 4th &
5th Avenues)
 - Targeted for Fall 2019
 - Rear Door Bus Pads on
Routes 3 and 65
 - Targeted for Fall 2019



Feedback for 2020

- SDOT is working on addressing project delivery constraints (affects more than just STBD investments)
- Projects planned for 2020 require design work that is currently underway
- Focus Areas (dependent on design and staff availability)
 - Improvements along Rainier Ave
 - Bus zone enhancements and rear door bus pads
 - Transit lanes



Questions

