

# STBD Update and Capital Investment Discussion

Transit Advisory Board

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10/24/2018

Department of Transportation



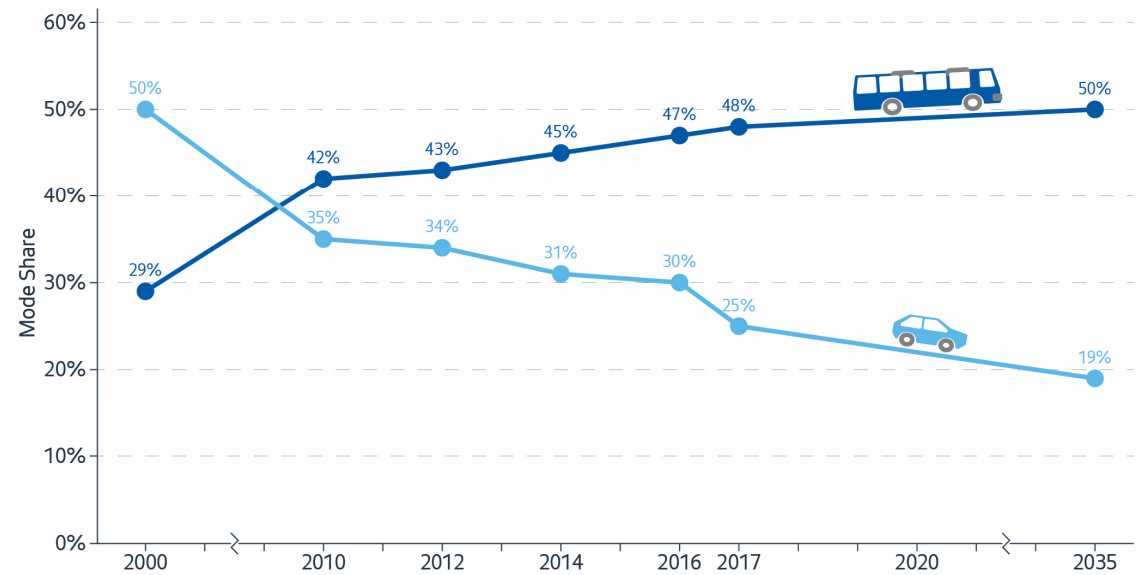
City of Seattle

# Presentation Outline

- STBD Report Review
  - Introduction
  - Financials
  - Transit Service Investments
  - Transit Performance
  - Transportation Access
- STBD Capital Investments
  - STBD Service Investments Goals
  - Proposed Investments
- First Mile/ Last Mile Service

# Continued Transit Growth in Seattle

Transit and Single Occupancy Vehicle (SOV) Mode Share to Downtown Seattle 2010 - 2017 & 2035 Goal

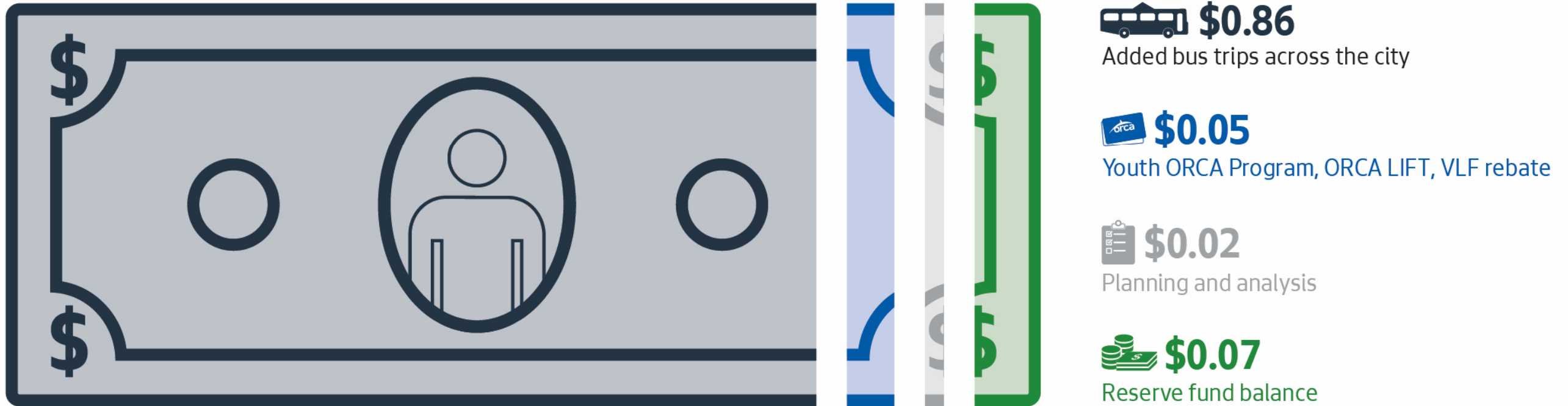


Source: Commute Seattle Center City Commuter Mode Split Survey

- Seattle continues to grow
  - Jobs up 19% since 2010
  - Population up 20% since 2010
  - Home prices up 85% since 2012
- Transit mode share up to 48% in 2017

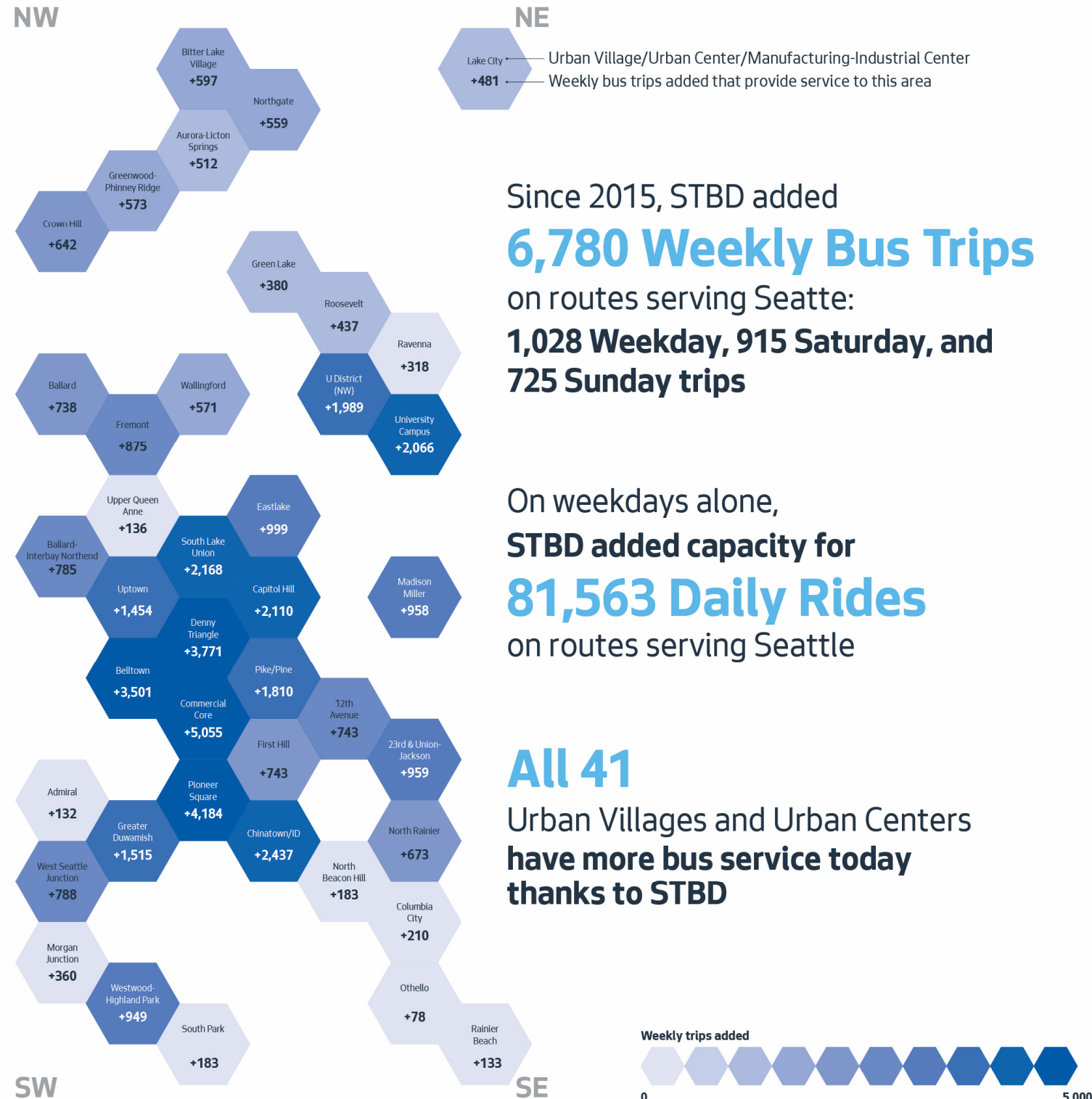
# Where do STBD dollars go?

For every dollar collected, STBD spends **\$0.91** directly on improving transit service and access in Seattle



# Adding Trips Across the City

- Critical relationship between transportation and land use
- Does not include level of service provided by King County Metro or Sound Transit



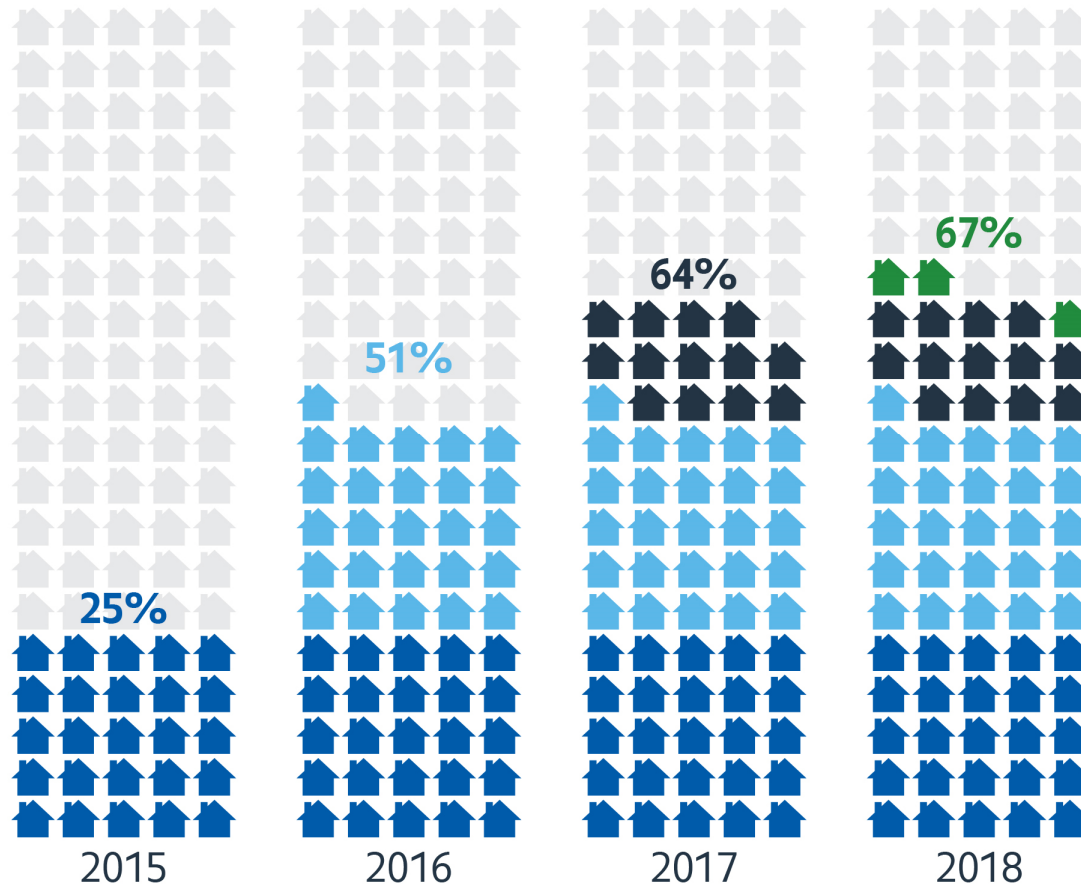
Since 2015, STBD added **6,780 Weekly Bus Trips** on routes serving Seattle: **1,028 Weekday, 915 Saturday, and 725 Sunday trips**

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

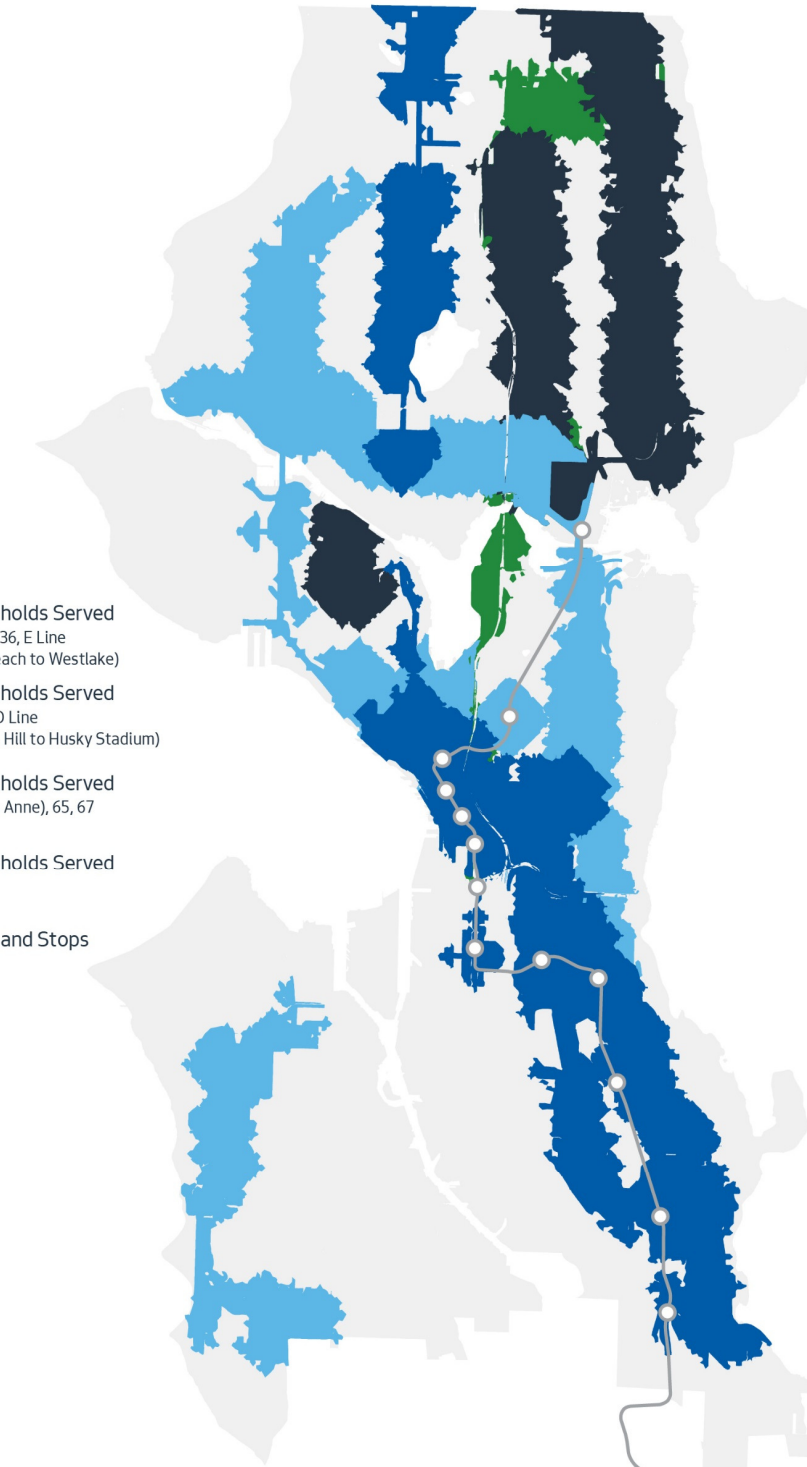
**All 41** Urban Villages and Urban Centers **have more bus service today thanks to STBD**

# Expansion of 10-Minute Network

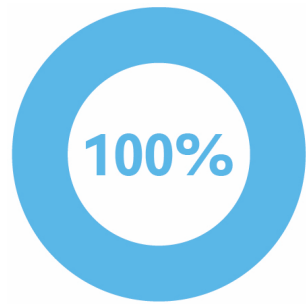
Percent of Households within a 10-minute Walk of Very Frequent Transit 2015 - 2018 & 2025 Goal



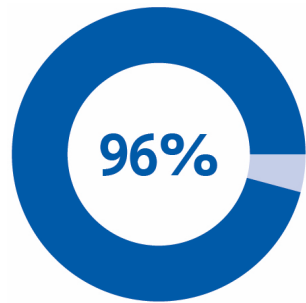
-  **2015 Routes & Households Served**  
Routes: 3/4 (South), 7, 36, E Line  
Central Link (Rainier Beach to Westlake)
-  **2016 Routes & Households Served**  
Routes: 44, 48, C Line, D Line  
University Link (Capitol Hill to Husky Stadium)
-  **2017 Routes & Households Served**  
Routes: 3/4/13 (Queen Anne), 65, 67
-  **2018 Routes & Households Served**  
Routes: 41, 70
-  **Link Light Rail Route and Stops**



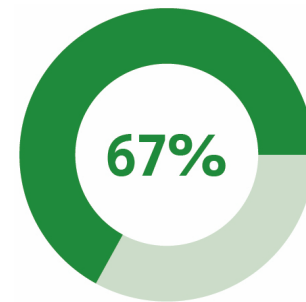
# Frequent Transit Network



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



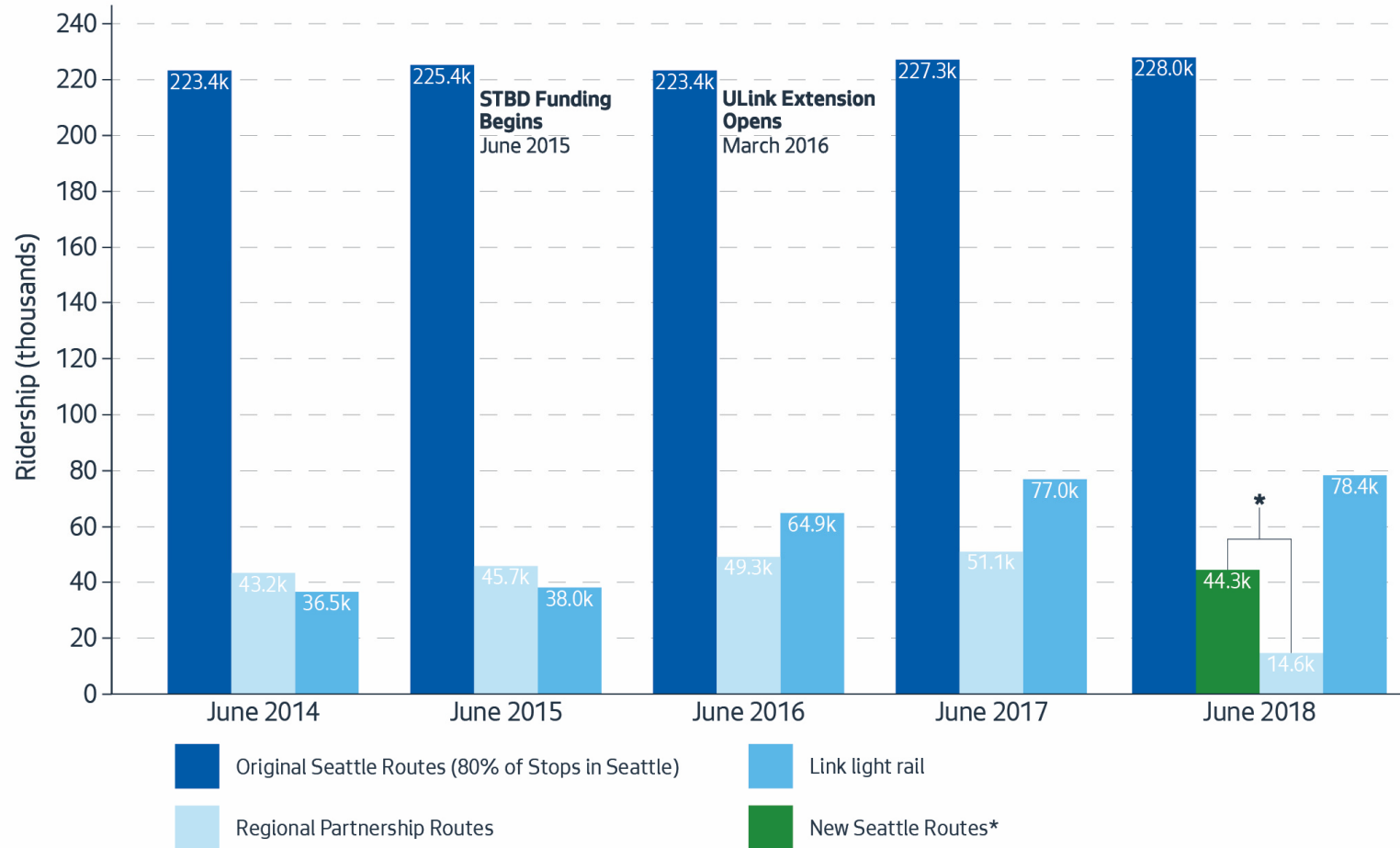
Urban Villages are served by one or more frequent routes, defined as 15-minutes or better on weekdays from 6AM – 7PM



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

# Ridership

Average Daily Ridership June 2014 - June 2018



Seattle Routes with Largest Ridership Growth  
Top 5, June 2017 to June 2018

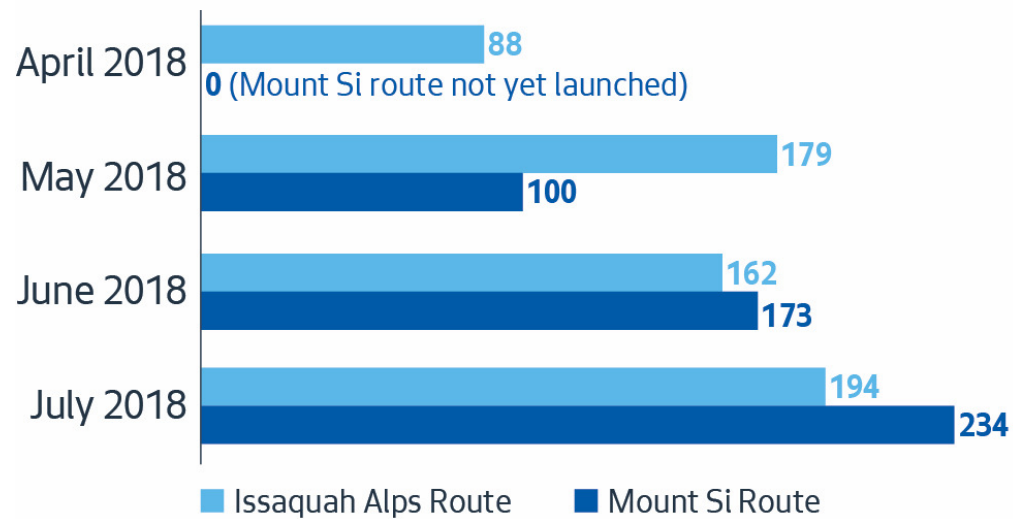
- RapidRide C Line:** +1,100  
 Average Weekday Daily Rides  
 Westwood Village to South Lake Union
- Route 65:** +800  
 Average Weekday Daily Rides  
 Jackson Park to Lake City to University District
- Route 67:** +700  
 Average Weekday Daily Rides  
 Northgate to University District to Children's Hospital
- Route 60:** +700  
 Average Weekday Daily Rides  
 Westwood Village to Georgetown to Beacon Hill to Broadway
- Route 40:** +500  
 Average Weekday Daily Rides  
 Northgate to Ballard to Fremont to Westlake to Downtown Seattle





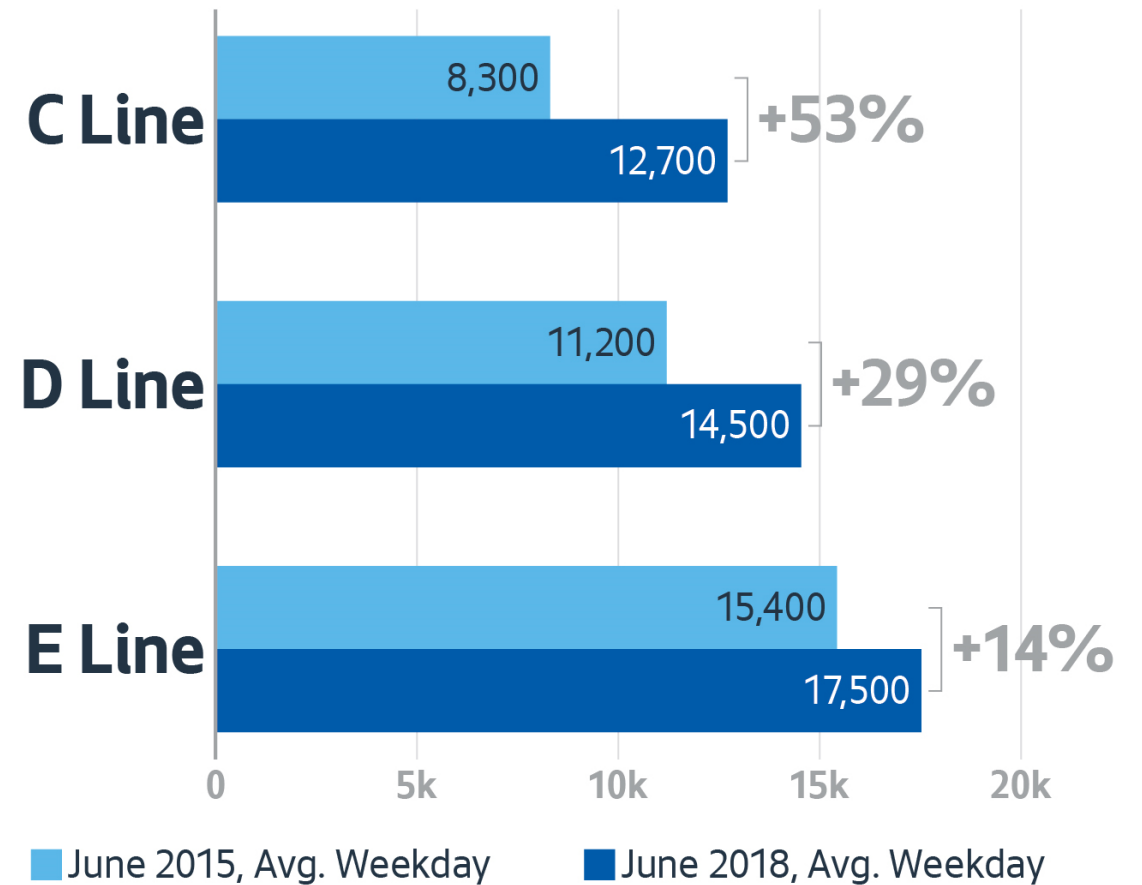
# Ridership

## Trailhead Direct Average Daily\* Ridership 2018



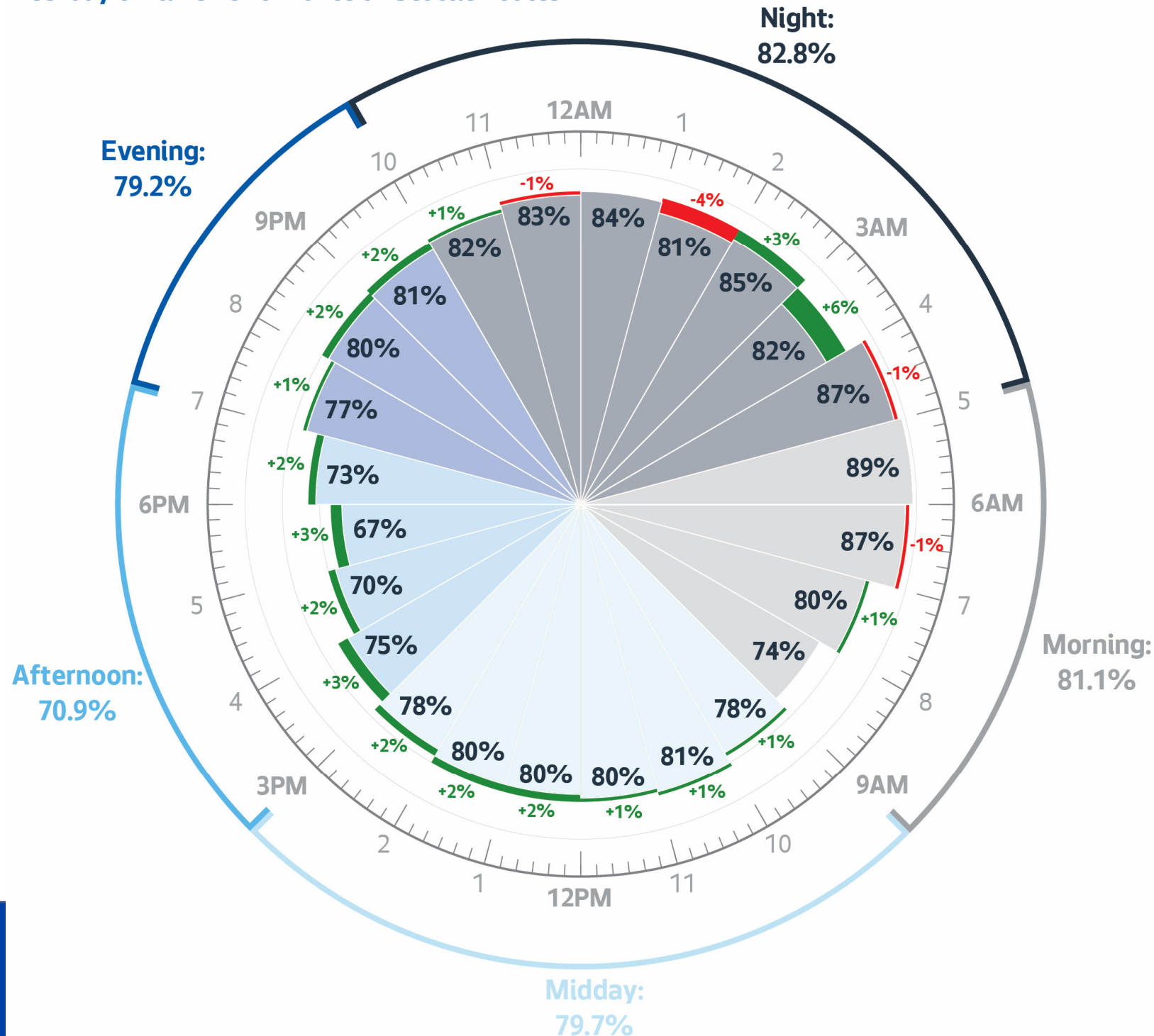
\*Trailhead Direct service only operates on weekends and select holidays.

## Seattle RapidRide Ridership June 2015 - June 2018



# On-Time Performance

- Shows on-time performance by hour for the last year
- **Green/red** shows difference from previous year



# Low Income Access to Transportation

## ORCA LIFT Pre-Loaded Cards

- 9,260 pre-loaded ORCA LIFT cards distributed (since start of program)
- 41% reloaded (3,823) for continued use
  - Since 2016, these cards have generated 1,226,707 boardings on all ORCA services, with 958,668 boardings on King County Metro alone.

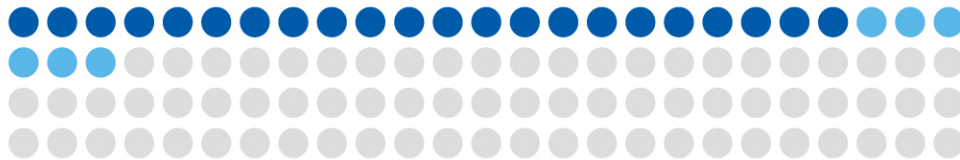
## Education & Engagement

- 22 events
- 9+ languages represented
  - 2,300+ people reached
  - 170+ mobility surveys collected

## Vehicle License Fee Rebate

- Year 1: 4,909 rebates issued
- Year 2: 4,152 rebates issued
- **Year 3: 5,186 rebates issued**

ORCA  
LIFT



**40,000 Eligible Seattleites**  
Enrolled (**9,300** from Pre-loaded cards)  
(28% of eligible population)

VLF  
Rebate



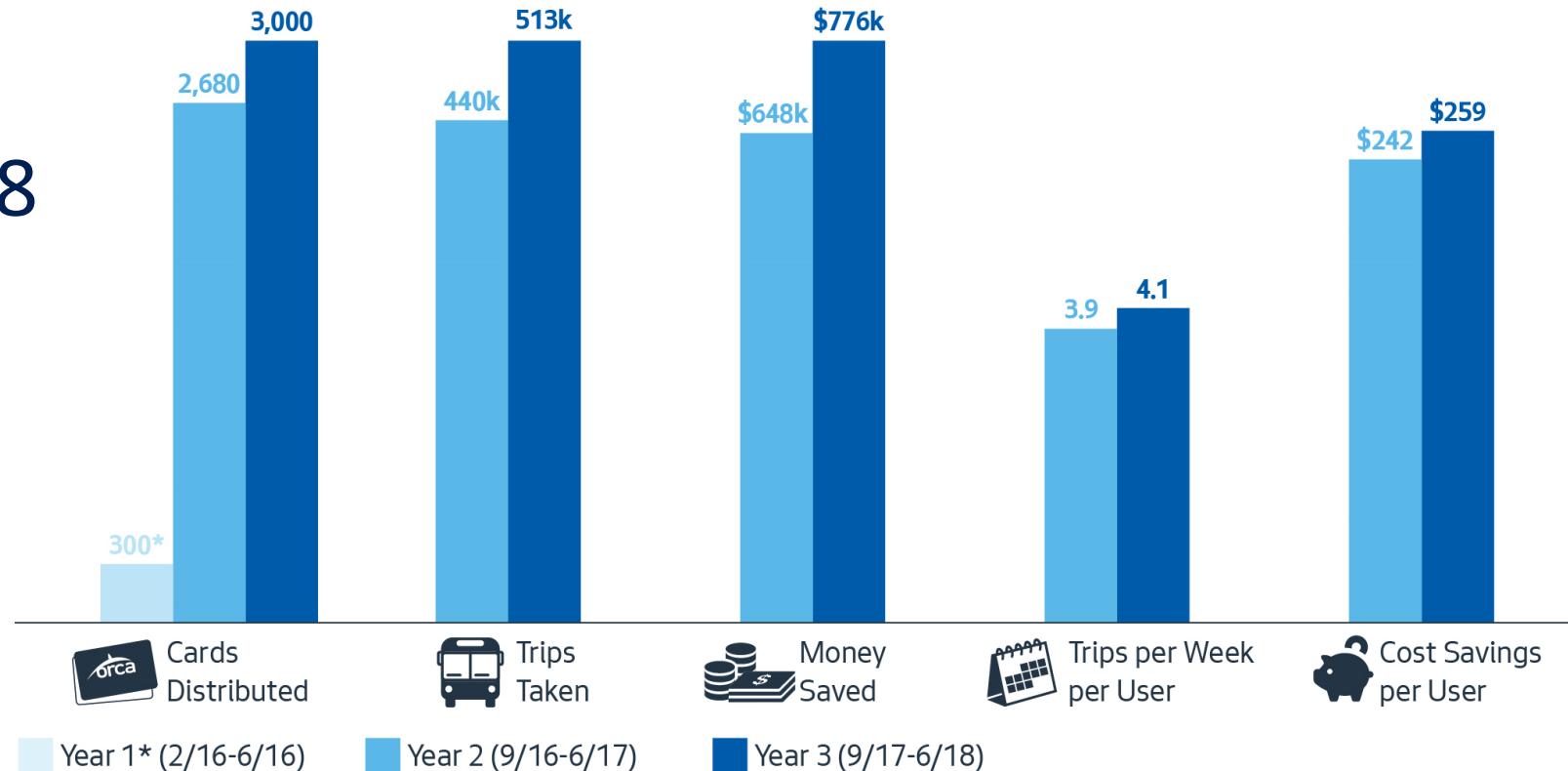
**5,186 Rebates**  
Issued



# Youth ORCA

- 3,000 cards distributed in 2017-18 school year
  - 1,614 high school
  - 386 middle school
- \$776,000 saved
- 513,000 trips take

Youth ORCA Program Performance 2016 - 2018

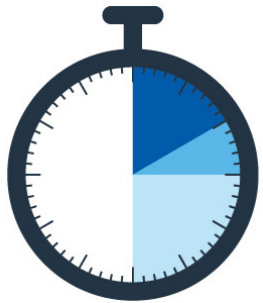


# ORCA Opportunity

- Announced February 2018
- Provides free ORCA card to all Seattle Public Schools high school students for 12 months
  - New card to 10,200 high school students, most of whom have never received an ORCA card
  - Expanded summer card coverage to 6,800 high school students, all of whom have previously received a 10-month ORCA card from Seattle Public Schools
  - Provide ORCA cards to 300 Seattle Promise participants, which provides free tuition to graduates of Seattle Public Schools at the Seattle Colleges
- Continue to provide 500 income-eligible SPS middle school student cards



# 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

# 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



# Proposed Future Transit + Multimodal Corridors

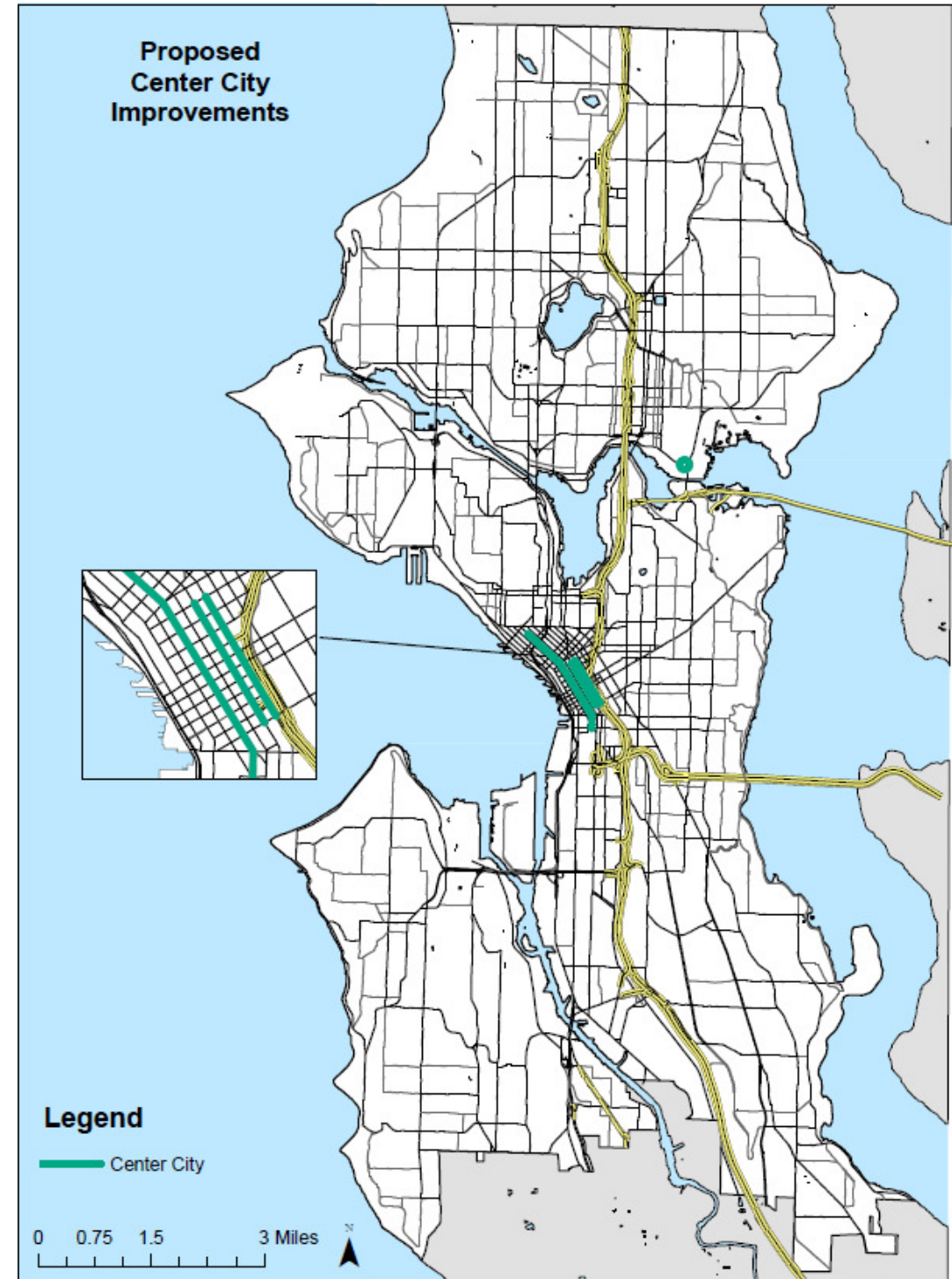
- Transit Lanes
  - Rainier Ave Queue Jump and Transit Lane Refresh
  - SLU Transit Lane Expansion (Blanchard/Lenora)
  - 24th Ave E Bus Lane
  - Leary Way Bus Lane
  - Westlake Ave Transit Lane Expansion
  - Holman Rd/ 15th Ave NW Bus Lane
- Transit Signals and Striping
  - 15th Ave NE Bus Lane and Signal Timing
  - North 45th/46th St Signal and Lane Modifications





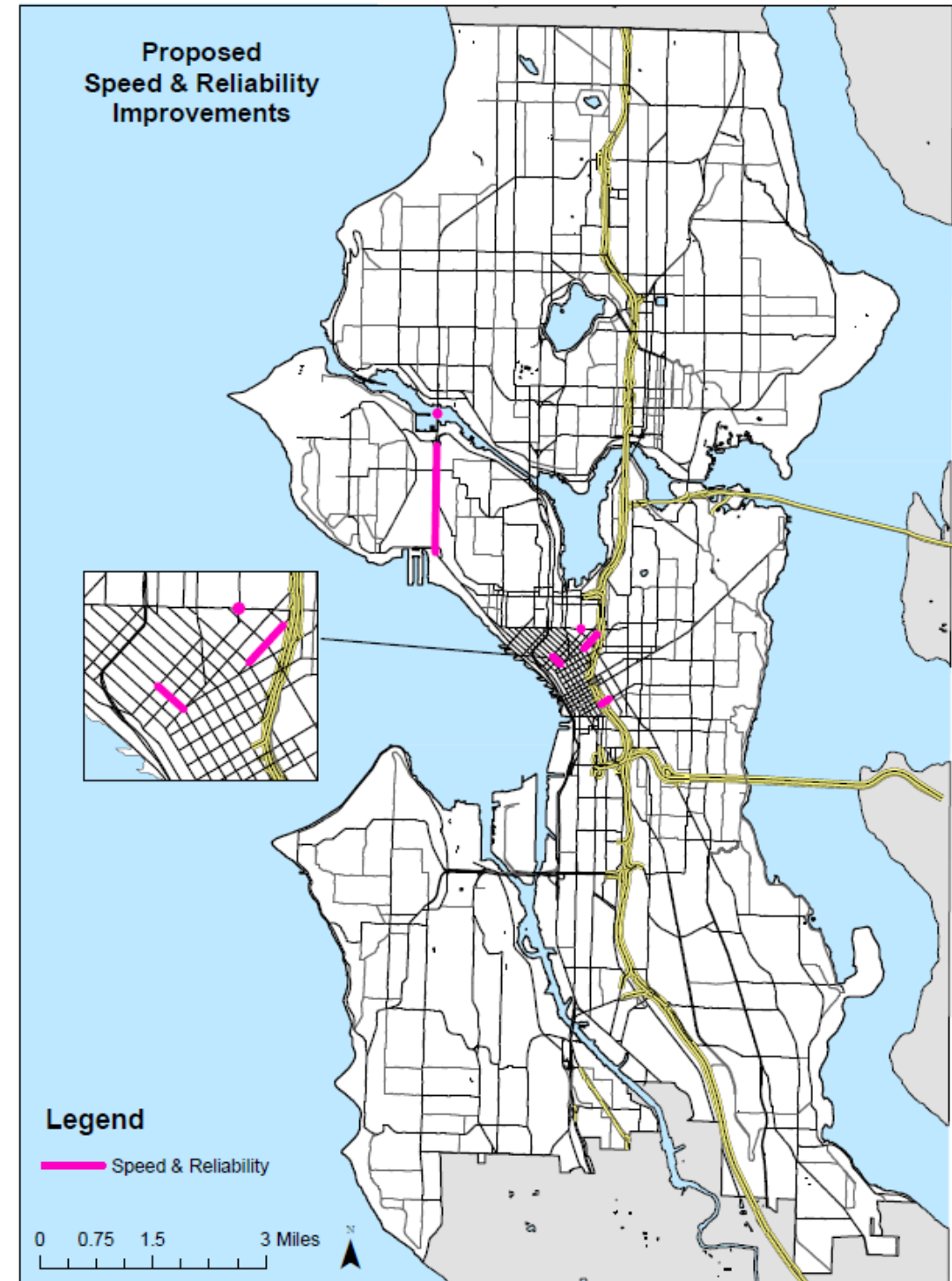
# Proposed Projects in One Center City Near Term Action Plan

- 5th & 6th Avenue Transit Pathway
- 3rd Avenue All Door Boarding
- Montlake Triangle Improvements
- Bus Layover Bays



# Proposed Transit Speed & Reliability

- 3rd Avenue Transit Only Extension
- Howell/ Yale/ 9th Queue Jumps + Transit Lane
- James Street/ Route 3 & 4 Spot Improvements
- SLU Transit Signal Retiming
- Ballard Bridge Queue Jump
- 15th Ave W Transit Lane & Zone Improvements



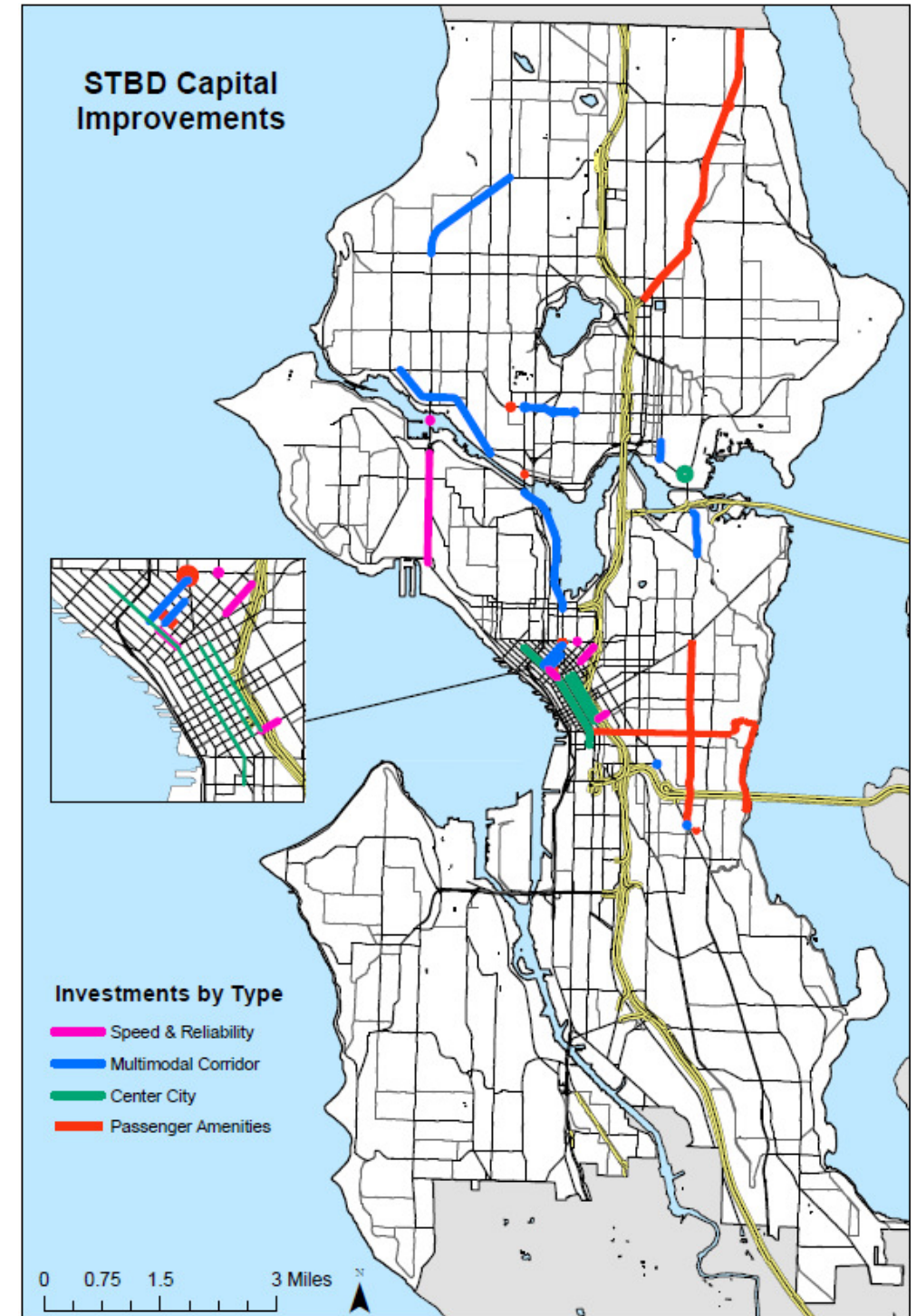
# Proposed Passenger Amenities

- Bus Zone Enhancements/Upgrades
  - Westlake & 9th Avenue (southbound)
  - Lenora (b/w 4th & 5th)
  - 23rd Ave (b/w Rainier and Madison)
  - Fremont Av & N 34th St
  - 25th Ave & Walker
  - Lake City Way & NE 125th St (northbound)
  - Phinney Ave N & N 46th St
  - Rt 27 Rear Door Pads
- Real Time Information
  - Route 36
  - Lake City Way



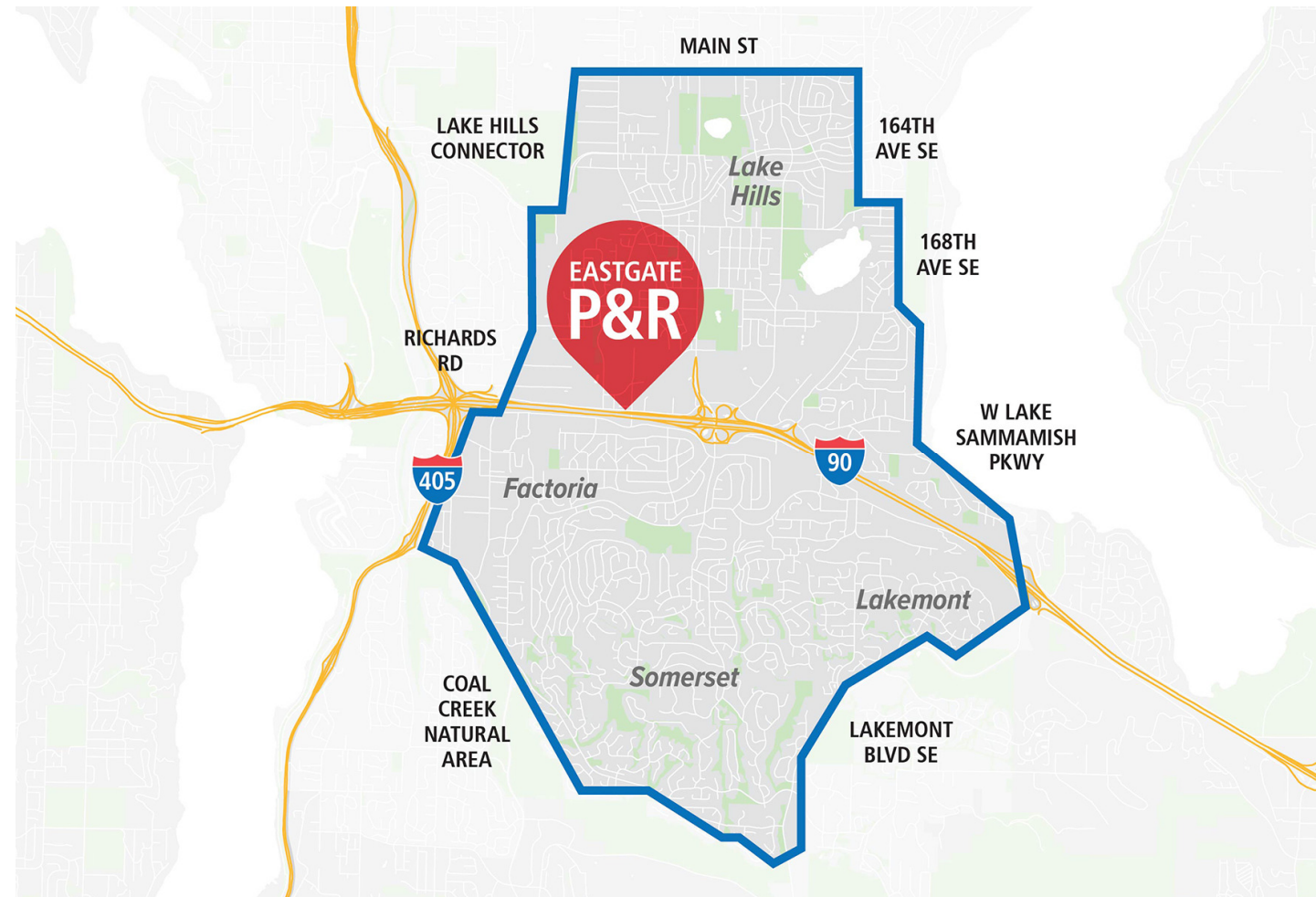
# Objectives of STBD Capital Investments

- 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



# First Mile/ Last Mile Connections

- King County Metro Ride2 service
  - First program launches in Eastgate on 10/23 (map)
- SDOT working with Metro to improve mobility for Period of Maximum Constraint and expand access to high capacity transit



# Questions

