

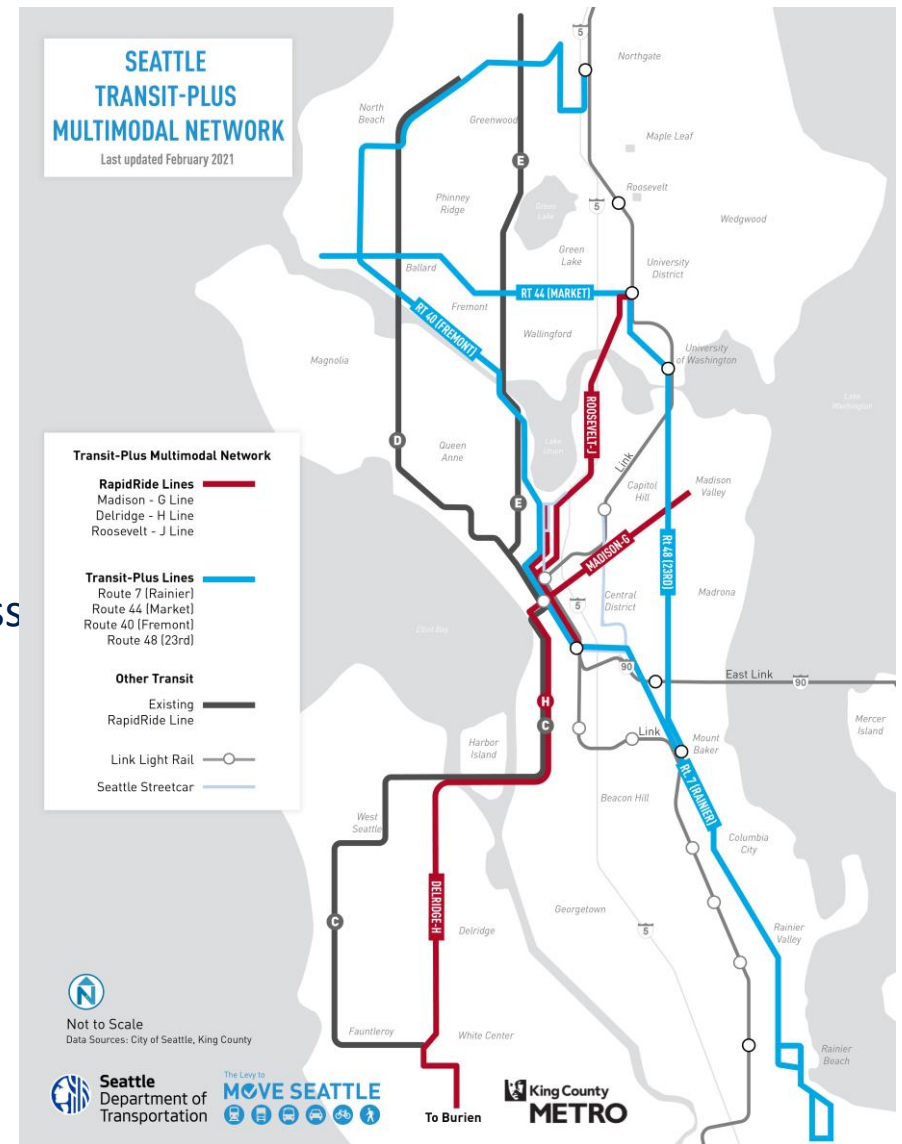


Transit-Plus Multimodal Corridor Program

Transit Advisory Board
April 27, 2022

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



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 J (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



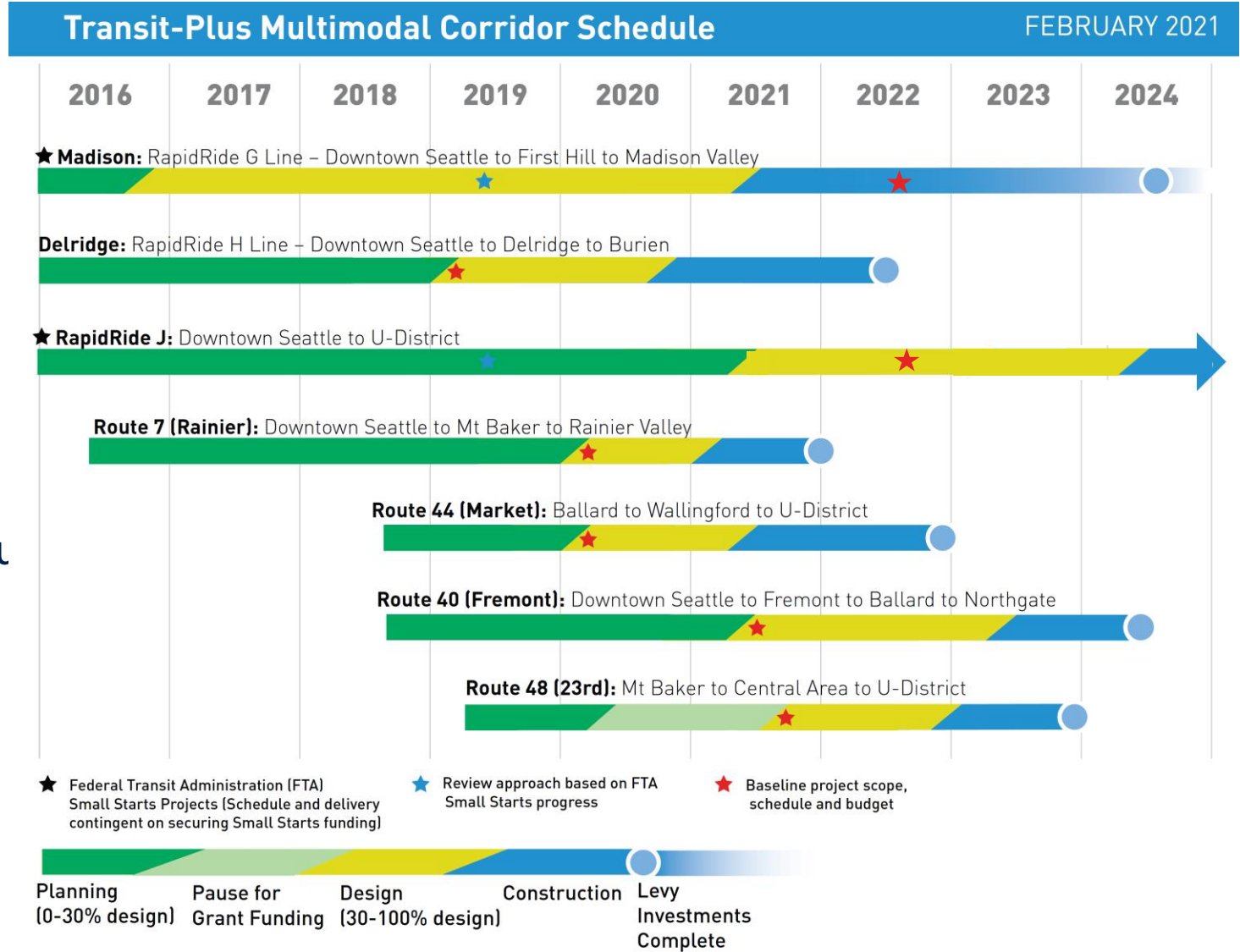
Program objectives

- Make bus trips faster and more reliable, now and in the future
- Make it safer and easier to get to and on the bus
- Respond to community needs and priorities
- Fulfill Levy to Move Seattle commitments



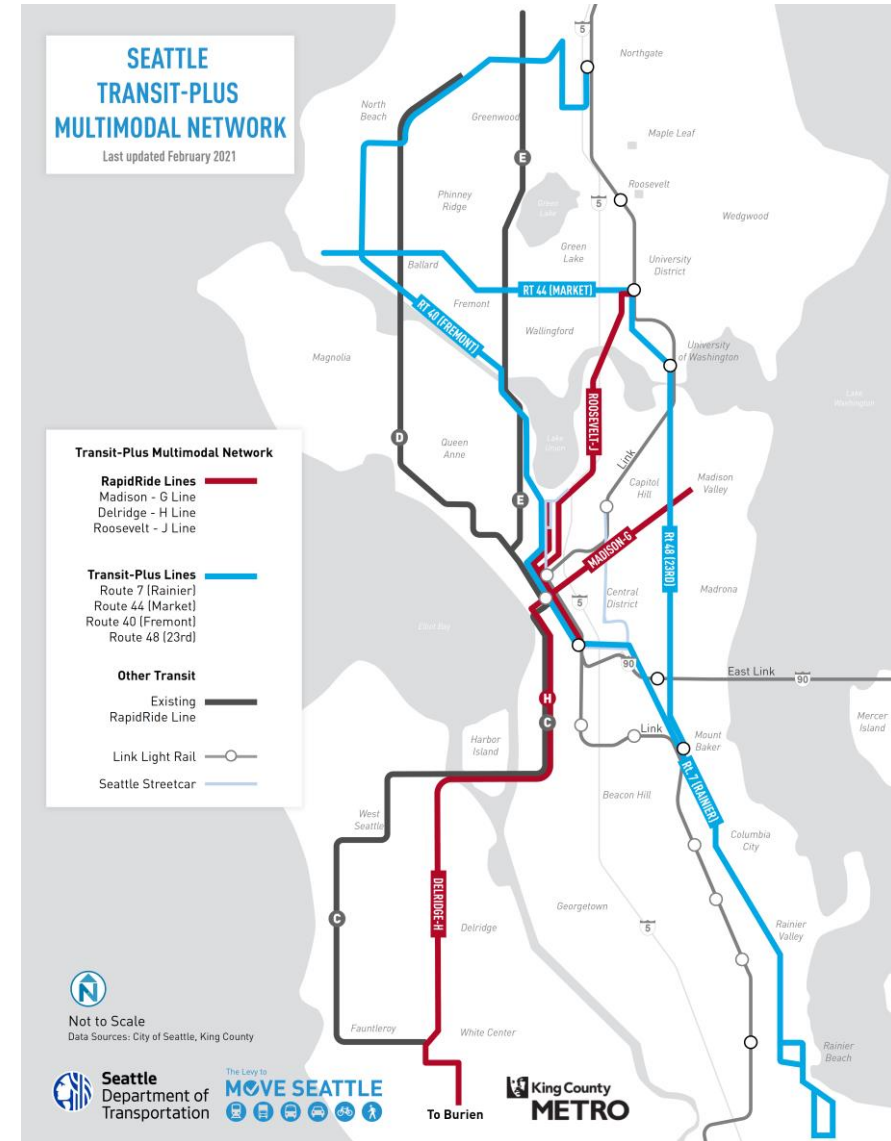
Program Updates

- Timeline updates:
 - No changes to completion dates since May 2021 briefing
 - Concrete strike may affect completion dates for projects in construction, but impacts undefined at this time



Program updates

- Major accomplishments in the last year:
 - Delridge nearing substantial completion
 - Madison construction started
 - Rt 7 and Rt 44 bid and ready for construction
 - Additional funds secured for RR J, Rt 40 and Rt 48



Madison BRT - RapidRide G Line

Construction progress

- Concrete paving has resumed from Downtown to Capitol Hill
- Continuing watermain and drainage work east of Broadway

Schedule

- Construction started in October 2021 and Substantial Completion on May 7, 2024
- Revenue Service Date September 15, 2024
 - Concrete strike did not impact substantial completion date

Total Budget	\$133.4M
Move Seattle.....	\$19.9M
Local	\$2.2M
King County	\$3.4M
CMAQ.....	\$9.7M
Connecting WA.....	\$2.5M
Sound Transit.....	\$35.8M
FTA Small Starts.....	\$59.9M
Additional resources:	
FTA ARPA funds.....	\$10.9M

2016 2017 2018 2019 2020 2021 2022 2023 2024

★ **Madison:** RapidRide G Line – Downtown Seattle to First Hill to Madison Valley

Madison BRT - RapidRide G Line



Madison & 20th



Spring Street



First Avenue

RapidRide J Line (Roosevelt)

- Funding:
 - Reflects SDOT’s U District option transit scope - Excludes all of Eastlake paving and SPU watermain.
 - Cost estimate and budget will be updated for baselining in 2022
 - \$60.1M funding recommendation (FTA Small Starts) included in FY 2023 USDOT budget (Not new funding, reflects amount requested in application)
 - \$6M RMG awarded
- Project delivery:
 - Increased timeline to assess COVID impacts, new design for U District Option, and additional environmental review
 - NEPA Environmental Determination
 - Draft Finding of No Significant Impact (FONSI) in review by FTA
 - Materials sent to FTA Project Management Oversight Consultant (PMOC)
 - Project Management Plan, Fleet Management Plan, Quality Management Plan, Safety and Security Management Plan (PHA & TVA), Risk Workshop
 - Schedule Impacts: Environmental determination and risk workshop
 - Outreach activities will increase over the next few months

Total Budget.....\$91.2M*

Move Seattle.....\$8.5M

Local\$1.7M

STP (Fairview).....\$4.03M

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

RMG (State).....\$6.0M

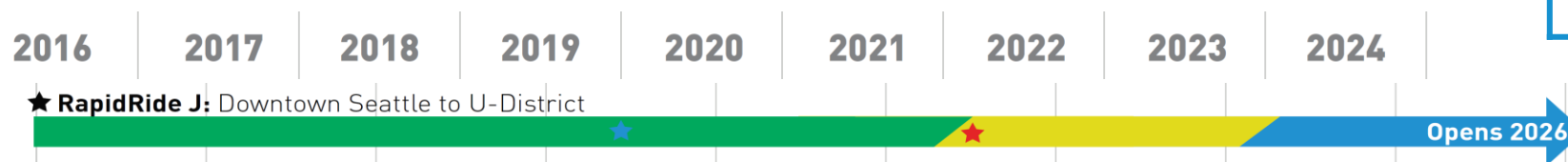
Identified Leverage

UW MIMP.....\$3.0M

FTA Small Starts.....\$60.1M

SCL.....\$3.9M

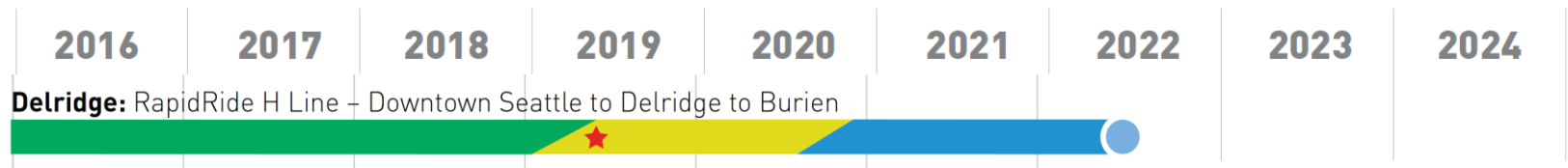
*Subject to final secured funding and baselining in 2022



Delridge Way SW - RapidRide H Line

- Funding:
 - Total project SDOT budget: \$72.3M including Arterial Asphalt & Concrete (AAC) paving project.
- Project delivery:
 - Construction began June 2020. Substantial Completion #1 issued Sept 10, 2021. Final Substantial Completion in Q1 2022.
- Other:
 - Metro’s planned H Line shifted opening March 2023
 - Kit of Parts 2 is being ordered and installed
 - Metro began construction for non-Delridge portions

Total Budget.....	\$33.8M
Move Seattle.....	\$9.5M
Local	\$0.3M
Metro.....	\$14.0M
RMG (State).....	\$10.0M



Delridge Way SW - RapidRide H Line



Route 44 TPMC Project (Market)

- Scope highlights:
 - Re-channelization, signal modifications, BAT lanes, bus stop optimizations, and pedestrian improvements for accessing transit
- Notice to proceed has been delayed until 5/31/22 due to the concrete strike
- Early implementation of BAT lanes on 15th Ave NE last year. BAT lane installation on NE 45th St scheduled for April, weather permitting
- Conditional NTP issued for potholing work

Total Budget.....	\$15.6M
Move Seattle.....	\$8.5M
Other Local	\$0.5M
RMG (State).....	\$6.0M
Metro.....	\$0.6M



Route 44 (Market): Ballard to Wallingford to U-District

Rt 44 Early Scope - BAT Lane Installation on 15th Ave NE



Route 7 TPMC Project (Rainier)

- Funding:
 - See table (no change)
- Project delivery:
 - Scope highlights: Sidewalk repair, ADA ramps, crossing improvements and signal upgrades
 - Construction Phase
 - TITAN Earthworks for contractor
 - Notice to Proceed anticipated in Q2 2022
 - Construction outreach on-going
 - Substantial Completion anticipated in Q3 2022

Total Budget.....\$8.5M

Move Seattle.....\$7.5M

Local\$1.0M



Route 40 TPMC Project (Fremont)

- Funding Update:
 - Additional RMG grant of \$6M
- Project delivery:
 - 60% design anticipated Q3 2022; scope includes:
 - Bus lanes on segments of Westlake Ave N, Fremont Ave N, N 36th Street, Leary Ave NW, NW Market St, Holman Rd NW
 - New or modified bus boarding bulbs at four bus zones and other bus zone modifications
 - Transit Signal Priority upgrades at 15 intersections
 - Pedestrian and bicycle access improvements
 - Environmental
 - NEPA Documented Categorical Exclusion (DCE) work begun
 - Outreach
 - On-going with targeted door-to-door planned

Total Budget	\$26.1M
Move Seattle.....	\$7.8M
CMAQ (FHWA/FTA).....	\$4.0M
Connecting WA.....	\$3.4M
STBD \$60 VLF.....	\$0.5M
RMG (State).....	\$6.0M
Metro.....	\$2.5M
Identified leverage	
Metro.....	\$1.9M



Route 48 TPMC Project (23rd Ave BRT)

- Funding:
 - CMAQ grant is for construction, available 2023
 - Metro plans to contribute NL3 grant funds for construction, available mid-2023 (\$500K)
- Project delivery:
 - Scope Definition Progress:
 - Moving forward with a bus lane segment, signal upgrades to support Transit Signal Priority (TSP), and targeted access improvements
 - Wrapping up Complete Streets review and coordinating with Metro/ST on Judkin Park Station access improvements
 - Aiming to reach the 30% design milestone by the end of Q2

Total Budget.....\$2.6M*

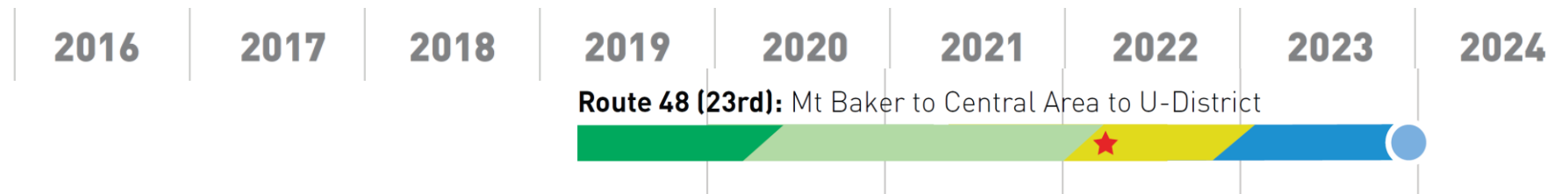
Move Seattle.....\$0.98M

CMAQ.....\$1.15M

Metro**\$0.5M

*Subject to final secured funding and baselining in 2022

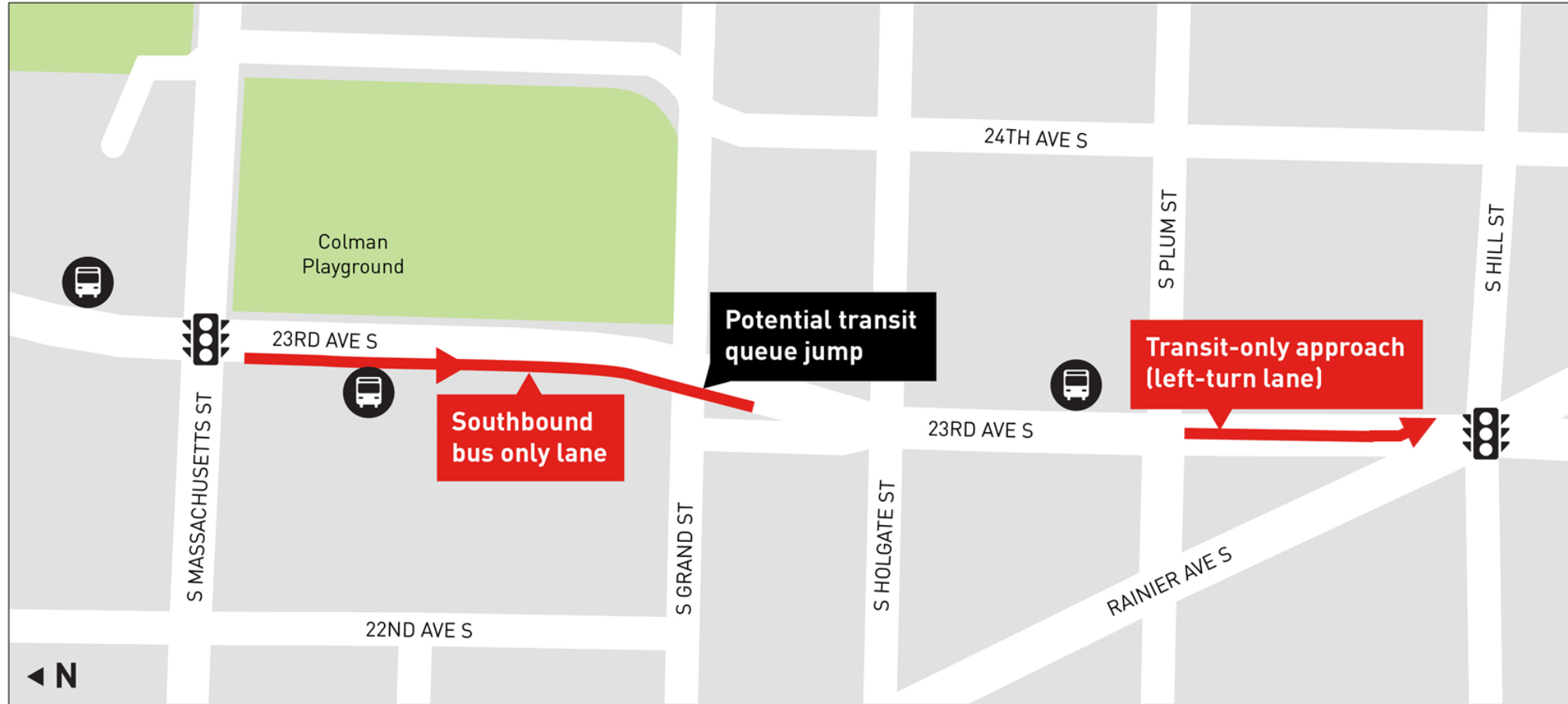
**Estimated by Metro



Bus Lane Concept



Route 48



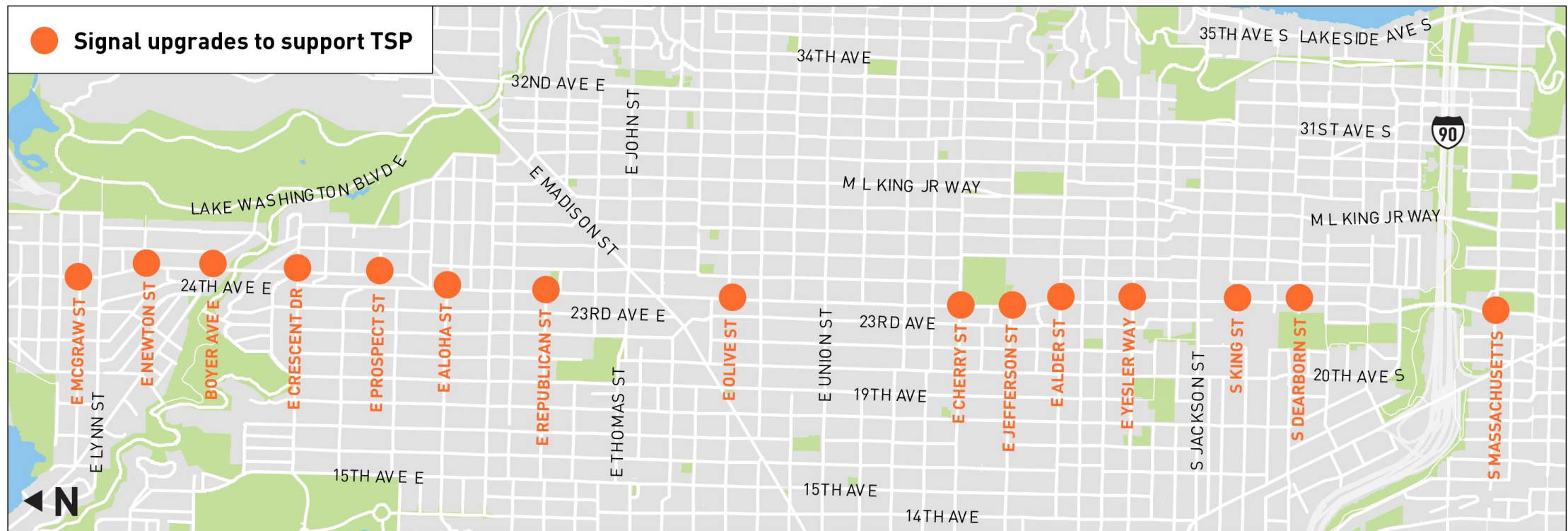
Signal Upgrades for Transit Signal Priority



Route 48



Transit Signal Priority (TSP) uses wireless communications so buses and traffic signals can ‘talk’ to each other. When the signal detects a bus approaching, it modifies the signal timing to keep transit moving.





Safety & Access Improvements at Boyer Ave

To improve safety at this location, we plan to implement:

- Protected left-turn phase to reduce conflicts with people in crosswalks
- Upgraded Accessible Pedestrian Signal (APS) and curb ramps
- Leading pedestrian intervals (LPIs)
- New signal heads for better visibility and compliance



24th Ave E and Boyer Ave E, looking south



Questions?

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