

Route 7 Transit-Plus Multimodal Corridor Transit Advisory Board

May 22, 2019

Seattle Department of
Transportation



City of Seattle

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**



Transit-Plus delivery approach

RapidRide lines (with Metro)

- G Line (Madison)
- H Line (Delridge)
- Roosevelt

Transit-Plus lines (SDOT)

- Route 7 (Rainier)
- Route 44 (Market)
- Route 40 (Fremont/Ballard)
- Route 48 (23rd Ave)

Route 7 Transit-Plus Multimodal Corridor

- A series of investments along Rainier Ave S that will make buses more reliable, make it safer and easier to get to bus stops, and respond to community needs and priorities
- Early design elements at a glance:
 - Dedicated bus lanes at various locations
 - Better pedestrian crossings including new traffic signals, curb bulbs, and curb ramps
 - Sidewalk and pavement repair
 - Better connections for people biking at spot locations
- Reviewing design elements and locations to determine feasibility, cost/benefit, and community priorities
- Implementation: 2019-2022



Route 7 and Rainier Ave S today

- High-ridership route: more than 11,000 daily riders
- Scheduled every 10 minutes or better though most of the day
- Frequently delayed by congestion
- Rainier Ave S: highest crash corridor in the in the city
- Survey found riders use the 7 to get to destinations like grocery stores and community centers – more so than as a commuter route



Project status update

- Transit-Plus program included in 2015 Levy to Move Seattle
- 2016-17: Partnership with King County Metro for “RapidRide Expansion Program”
- 2018 Levy assessment: Change in approach to focus on transit speed and reliability investments and access to transit
- Currently assessing potential improvements and moving towards 30% design in Fall 2019

Rainier transit partnership and coordination

SDOT

- Develop transit priority and access investment concepts
- Partner with other Levy projects for phased delivery
- Route 7 Transit-Plus to be complete in 2022

King County Metro

- Update Route 7 to RapidRide
- Update stations, service, and speed
- Open in 2024

Potential project elements (currently in early design)

	Element	Description/Benefit
1	Channelization/Queue jumps (Jackson St to Massachusetts St)	Improves bus speed/reliability
2	New northside intersection crossing at eastbound I-90 off-ramp	Improves pedestrian access
3	Northbound bus lane between Massachusetts and Bayview	Improves bus speed/reliability in high congestion location; Potential left-turn restriction
4	New signal at S Grand St*	Improves pedestrian access; facilitates left turns
5	Curb bulb on west side of 21st Ave/Grand St	Improves safety; bus speed and reliability
6	New signal at S College St	Improves pedestrian access; facilitates left turns
7	Bus lanes near MLK/Rainier intersection	Improves bus speed/reliability
8	Protected left turns at Walden	Addresses crash pattern
9	Prevent mid-block turns between Charlestown and Andover (near Safeway)	Addresses crash pattern
	<i>*anticipate significant funding contribution from another program</i>	



Potential project elements (currently in early design)

	Element	Description/Benefit
10	New pedestrian signal at S Adams St*	Improves pedestrian access near Food Bank
11	Rainier Valley Neighborhood Greenway routing improvement at Alaska*	Improves bike & ped access
12	Refresh existing “paint/post” center median at 39th	Improves pedestrian safety
13	Curb bulbs at Brandon	Improves pedestrian safety
14	Refresh existing “paint/post” curb bulbs and median at Findlay	Improves pedestrian safety
15	Neighborhood Greenway Connection across Rainier at Mead*	Improves bike & ped access
16	Refresh existing “paint/post” curb bulbs and median at Mead	Improves pedestrian safety
17	Refresh existing “paint/post” curb bulbs and median at Findlay	Improves pedestrian safety
18	New north crossing at eastbound I-90 off-ramp	Improves pedestrian safety
	<i>*anticipate significant funding contribution from another program</i>	

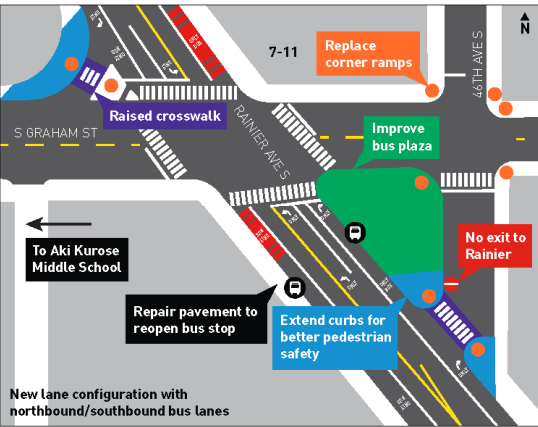
Rainier corridor projects and partnerships

- ITS (signal) upgrades in 2019
- Vision Zero Phase 2 (intersection improvements in 2019 and new bus lanes in 2020 between Kenny and Henderson)
- King County Metro and the RapidRide Rainier project
- Seattle Transportation Benefit District (STBD)
- Accessible Mt Baker
- Safe Routes to School
- Pedestrian Master Plan
- Bicycle Master Plan

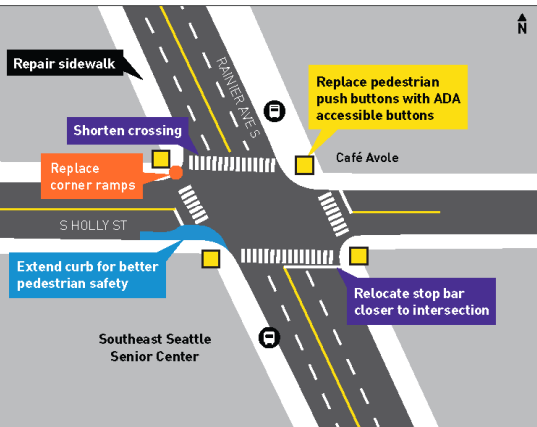


Rainier Vision Zero – Intersection improvements and bus lanes in sections in 2019

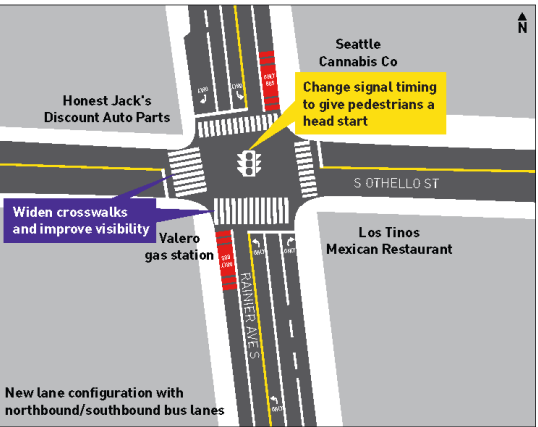
1 Rainier & Graham Safe Routes to School



2 Rainier & Holly



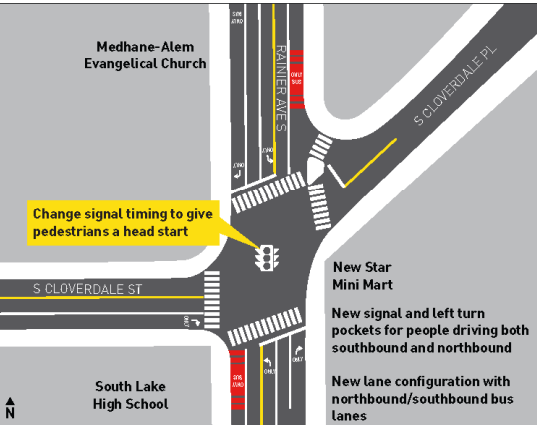
3 Rainier & Othello



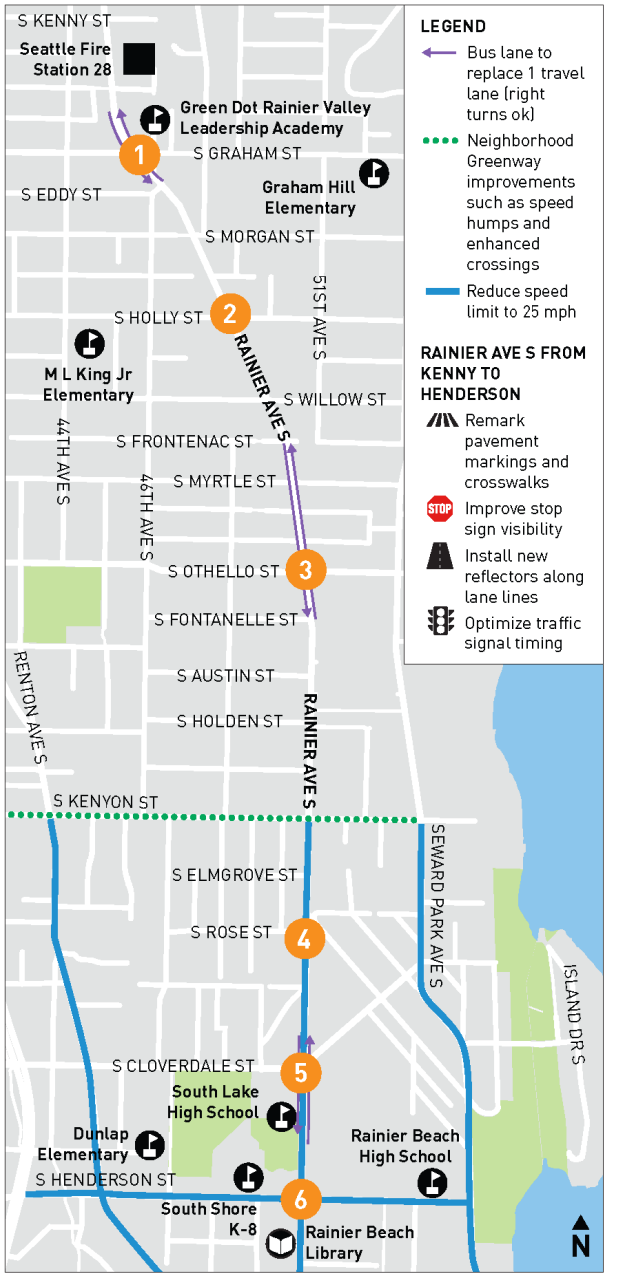
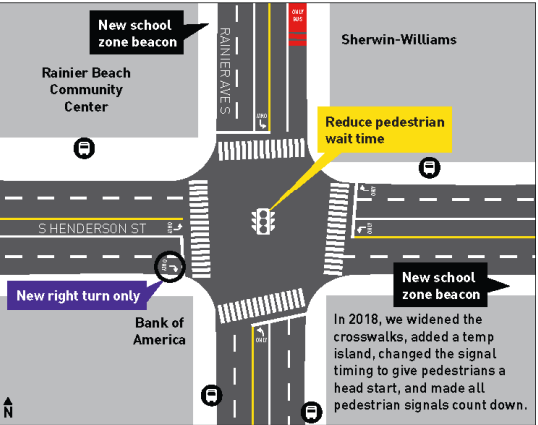
4 Rainier & Rose



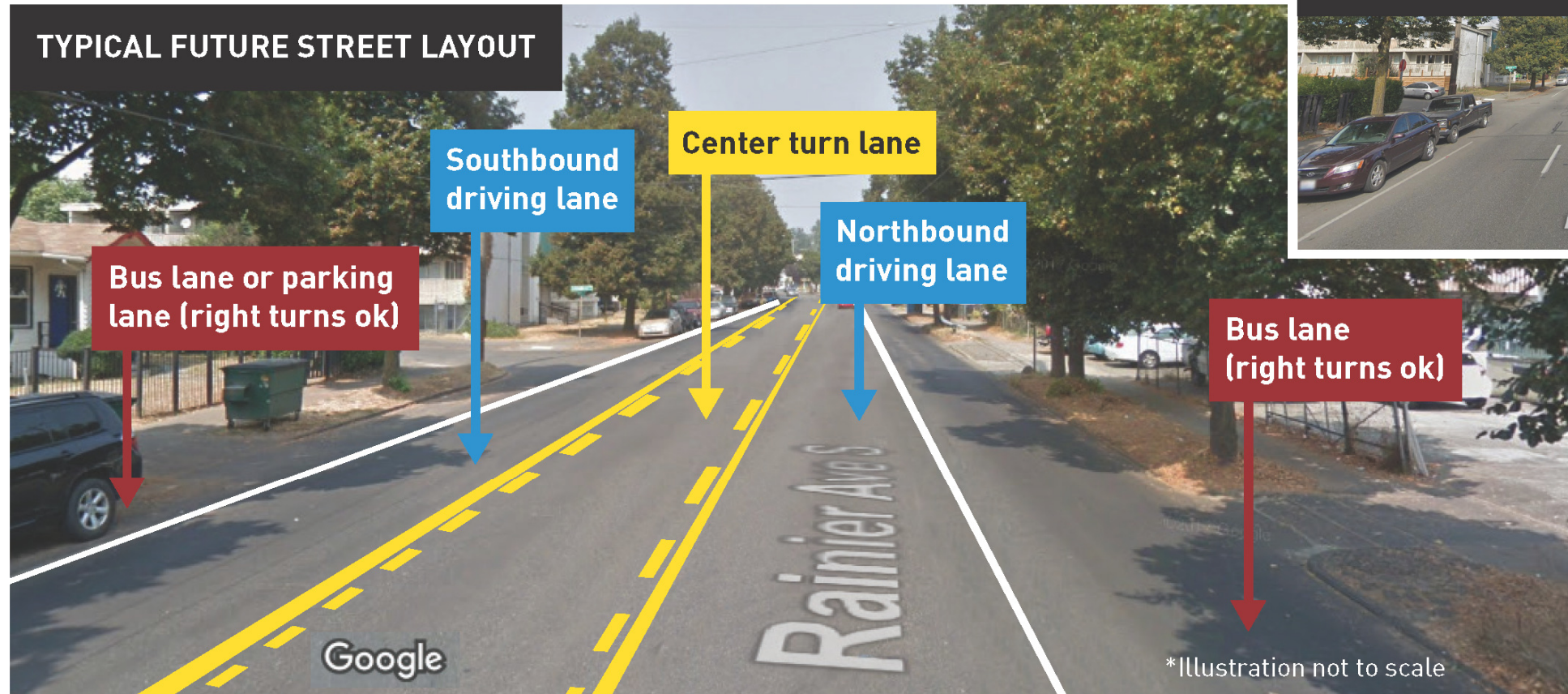
5 Rainier & Cloverdale



6 Rainier & Henderson



Rainier Vision Zero – Full rechannelization in 2020



Current schedule

2019	2020	2021	2022	2023	2024
<p>Vision Zero safety and bus improvements between Kenny/Henderson</p> <p>Study Transit-Plus design concepts</p>	<p>Vision Zero bus lanes between Kenny/Henderson</p> <p>STBD transit spot improvements</p> <p>Finalize Transit-Plus design concepts</p>	<p>Transit-Plus builds project elements throughout Rainier corridor</p>		<p>Sound Transit opens Judkins Park Light Rail station (planned)</p>	<p>King County Metro begins RapidRide Rainier service (planned)</p> <p>Accessible Mt. Baker near terms improvements (planned)</p>
Ongoing community outreach					

Keep in touch

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www.seattle.gov/transportation/RainierTransitPlus

