

RapidRide in Rainier Valley



Jenna Franklin, Alex Kiheri, Dawn Schellenberg, Alison Townsend, James Le
Seattle Transit Advisory Board
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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**

Presentation overview

1. RapidRide overview
2. RapidRide Rainier options
3. Next steps

Metro RapidRide brand

- Launched 2010
- Best of Metro
 - Simple
 - Frequent service
 - Always there
- 6 current lines
- 13 new lines planned
 - 7 in Seattle
 - 6 in suburban King County
 - All open by 2025
- Even more lines by 2040

Current **RAPIDRIDE** system



RAPIDRIDE

Frequent – Fast – Easy

COMMUNITY INVOLVEMENT

GETTING TO THE BUS

STOPS AND STATIONS

MORE SERVICE

FREQUENT, FAST, EASY

Next Arrival Information

Maps

Orca Card

FREE Wi-Fi

AIR CONDITIONING

NEXT STOP DESTINATION SIGNS

FAST BOARDING

BIKE RACKS

EASY ACCESSIBLE DESIGN

ONLY BUS

RapidRide FEATURES

MOBILE SERVICE

MOBILE TRIPS

ADDED SECURITY

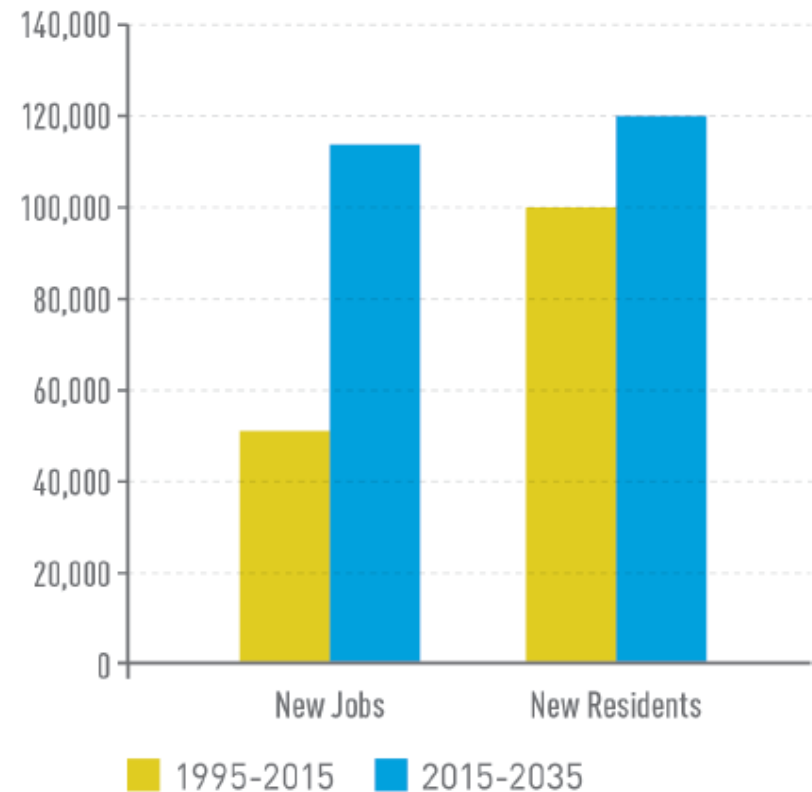
TRAFFIC PRIORITY

IMPROVED ACCESS

Why RapidRide?

- Improve/preserve today's travel times
 - Keep bus travel fast and reliable as the region grows
- Population and employment growing
- In next 20 years:
 - 120,000 new residents
 - 115,000 new jobs

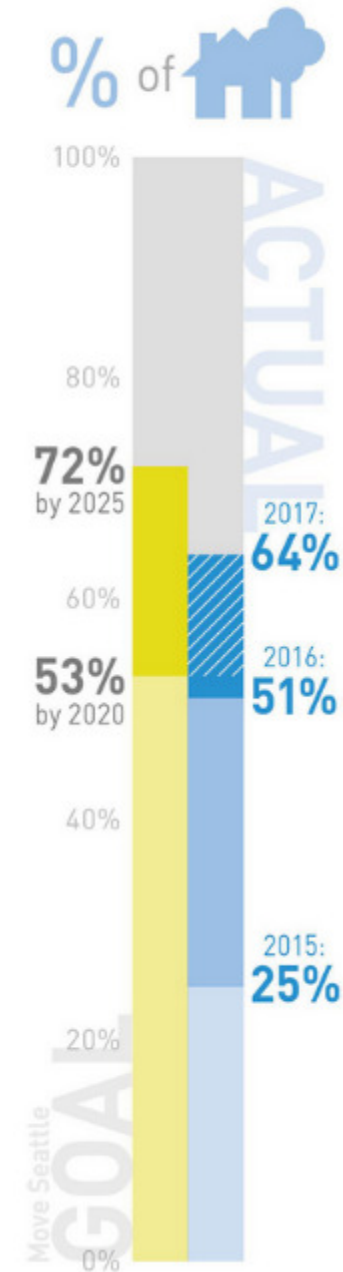
Population and Employment Growth



Why RapidRide?

Achieves promise of *Move Seattle*:

- 72% of households with 10-minute all-day service within a 10-minute walk from their home



RapidRide in Seattle: Performance goals



Metro Route 7

- Downtown Seattle to Rainier Beach
- One of highest ridership routes
- 11,000 riders a day
- 7.5 miles long, 76 bus stops*
- Average travel time: ~75 min in PM peak, ~53 min during day
- On-time arrival: ~80%

* 1.6 miles, 16 stops, 30 minute headways in the Prentice Loop

Upgrading Route 7 to RapidRide

Metro and Seattle are teaming up to improve Route 7 to become a RapidRide Line.



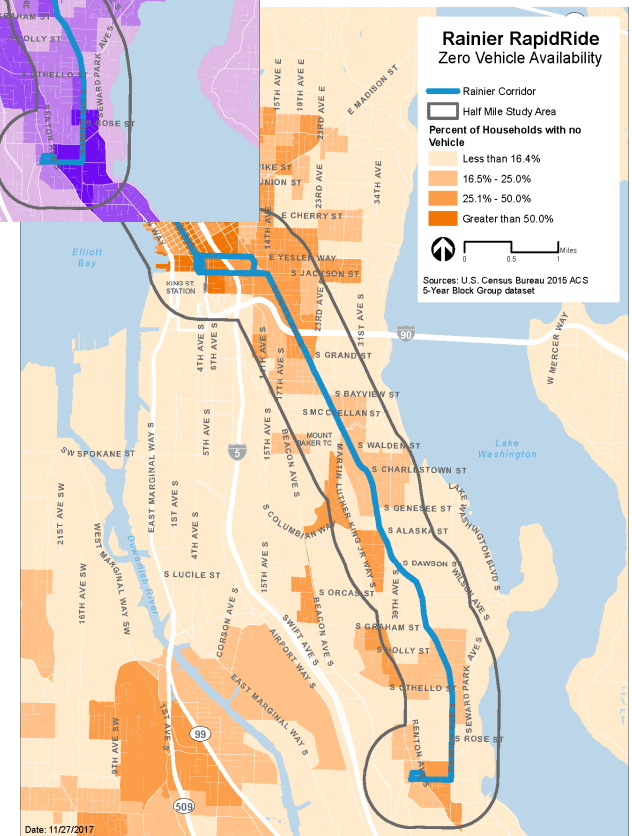
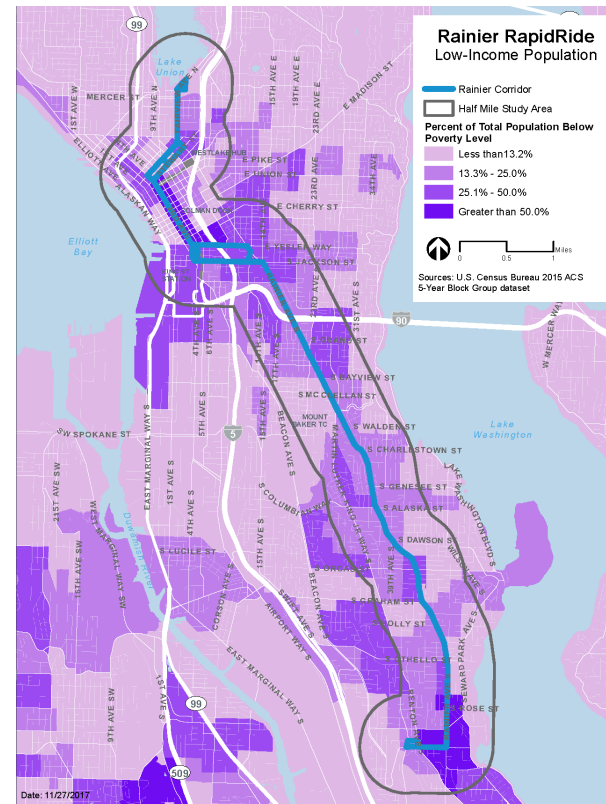
Assumptions

- RapidRide in Seattle's performance measures
- 25,000 ADT upper threshold for lane reduction
- 11' travel lanes preferred for freight and transit
- Existing pedestrian zones preserved
- Continuous bike facilities along corridor

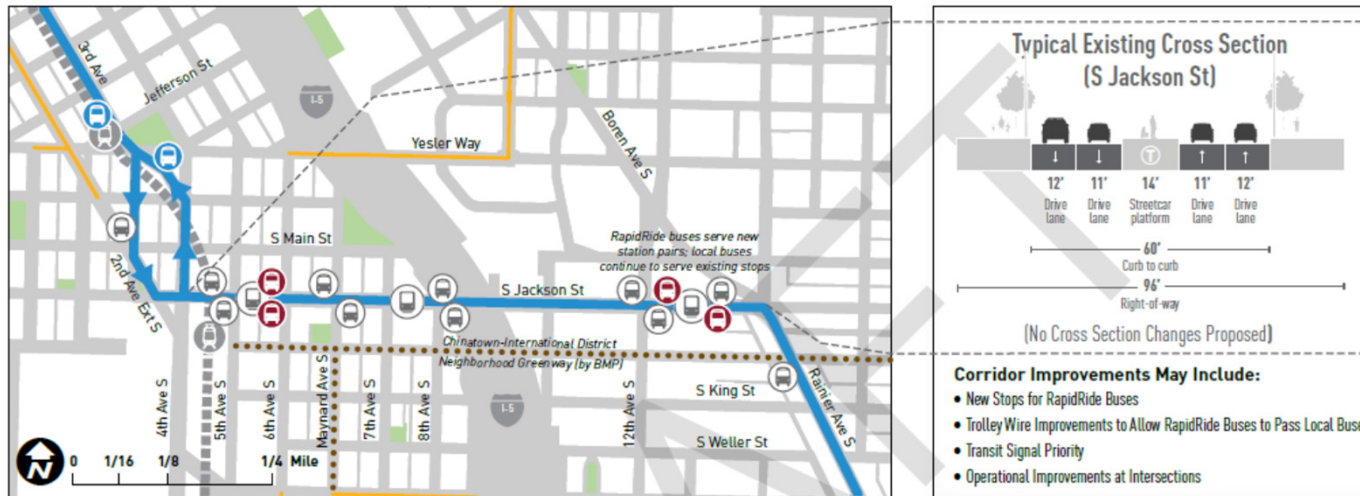


Assumptions

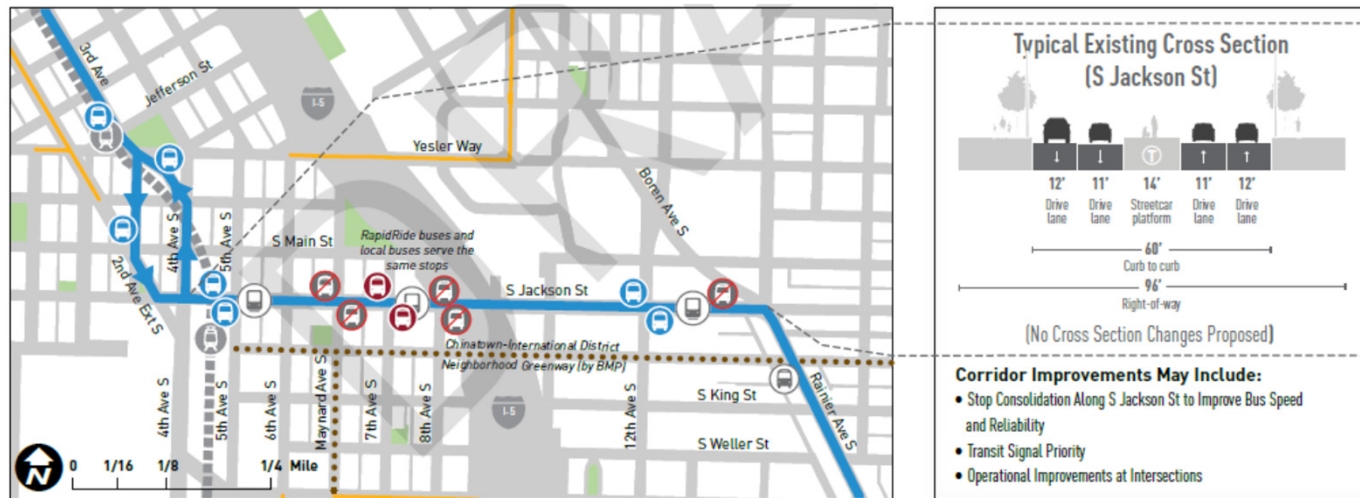
- Vision Zero 2030 goal
- No right-of-way purchases
- Demographics
- Project coordination (Mt. Baker, Judkins Park Station Access Study, etc.)
- Move Seattle Levy reset considerations



Chinatown/International District

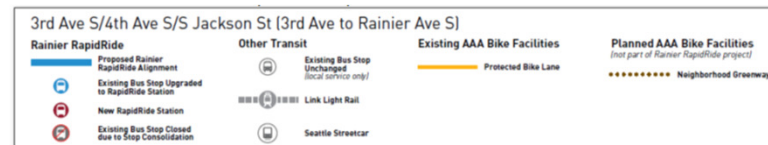


Option 1 - New RapidRide-Only Stops on S Jackson St



Option 2 - Stop Consolidation On S Jackson St

DRAFT 03/07/2018



Chinatown/International District to Columbia City

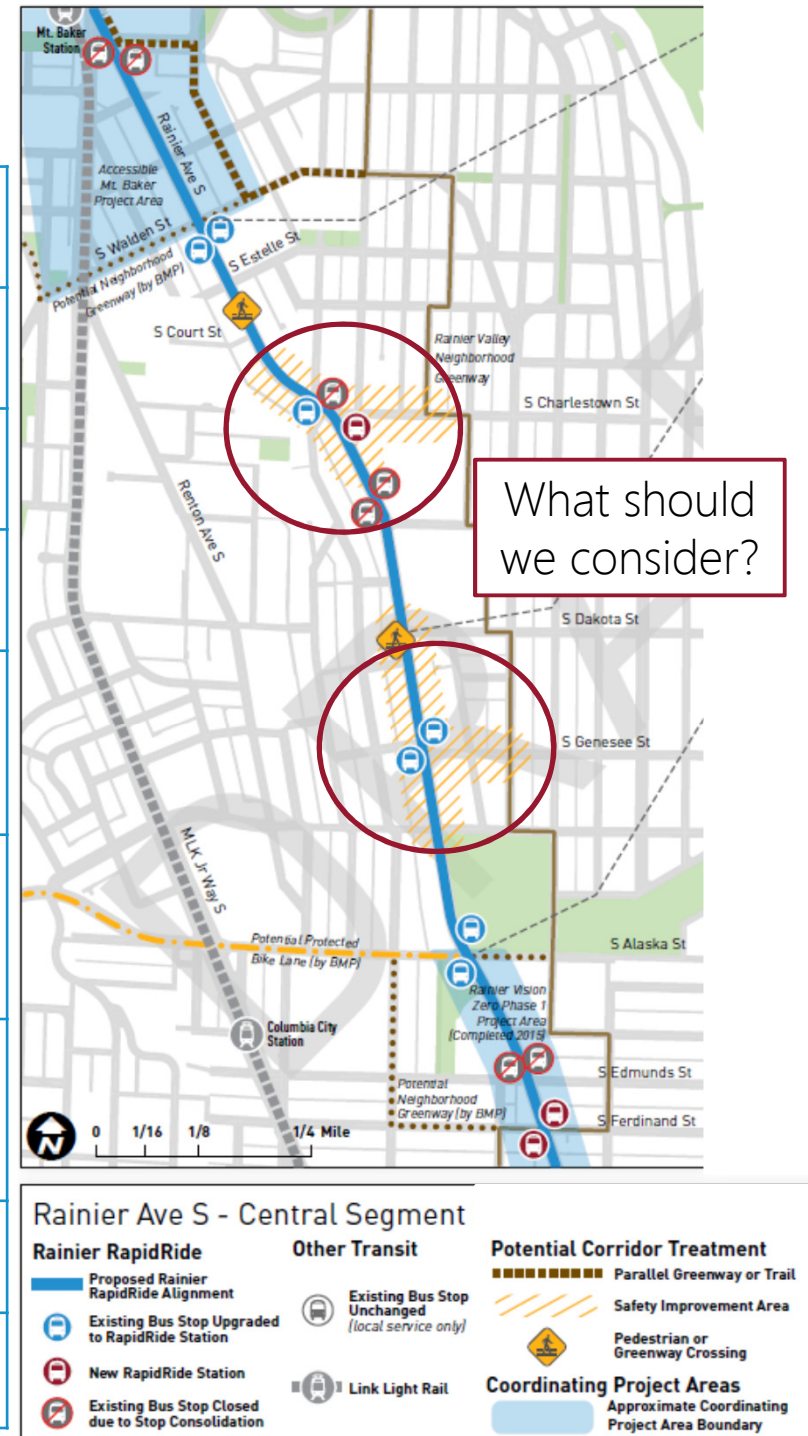
Jackson to Bayview

Numbers are based on concepts and subject to change

	Option 1	Option 2	Option 3
Bus travel time Northbound PM peak	Up to 4 min faster	Up to 2 min slower	Up to 3 min faster
Bus travel time Southbound PM peak	Up to 1 min faster	Up to 2 min slower	Up to 2 min slower
Bus reliability	Improved	Little or no change	Improved
Traffic travel time PM peak, both directions	Up to 2 min slower	Up to 2 min slower	Up to 2 min slower
Pedestrian improvements	S Plum St crossing, bus stop, other improvements	S Grand, S Plum, S College St crossings, bus stop, other improvements	S Plum St crossing, bus stop, other improvements
All ages and abilities bike facility	Yes	Yes, except College to Bayview — unbuffered	Yes
Left turn access	Restricted/no turn lane (some flexibility)	Restricted/no turn lane	Restricted/no turn lane (some flexibility)
Freight access	10.5 feet	11 feet	10.5 feet
Safety considerations	Preferred lane width for freight is 11 feet; left turn restrictions could cause diversion to neighborhood streets	Two uncontrolled freeway ramp bike crossings; left turn restrictions could cause diversion to neighborhood streets; mixing of passengers and people biking at RapidRide stations	One uncontrolled freeway ramp bike crossings; Preferred lane width for freight is 11 feet; left turn restrictions could cause diversion to neighborhood streets; mixing of passengers and people biking at RapidRide stations

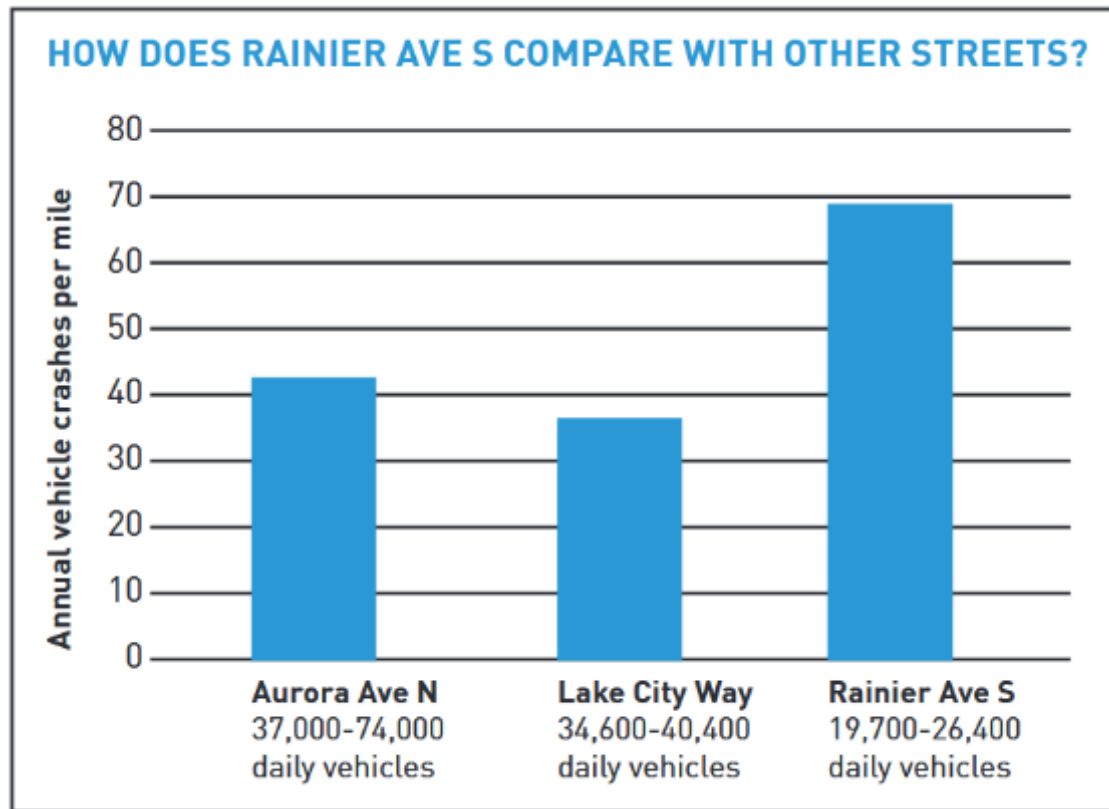
Walden to Alaska

Bus travel time PM peak for northbound	Up to 2 min faster
Bus travel time PM peak for southbound	Up to 2 min faster
Bus reliability	Improved
Traffic travel time PM peak both directions	Little or no change
Pedestrian improvements	S Court and S Dakota St
All ages and abilities bike facility	Existing neighborhood greenway
Left turn access	Similar to today (some possible restrictions)
Freight access	No change
Safety considerations	Improved crossings, operational upgrades



Columbia City to Rainier Beach Vision Zero Phase 1 & 2

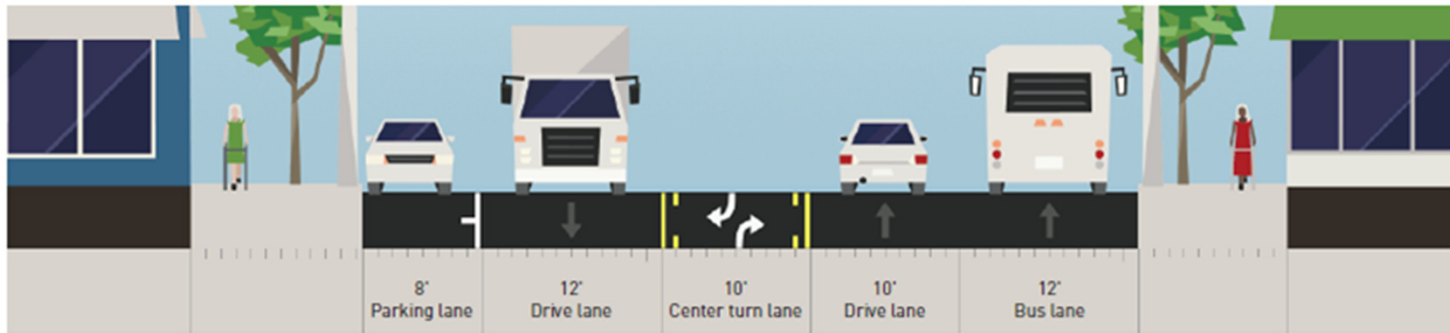
Vision Zero & Rainier Ave S



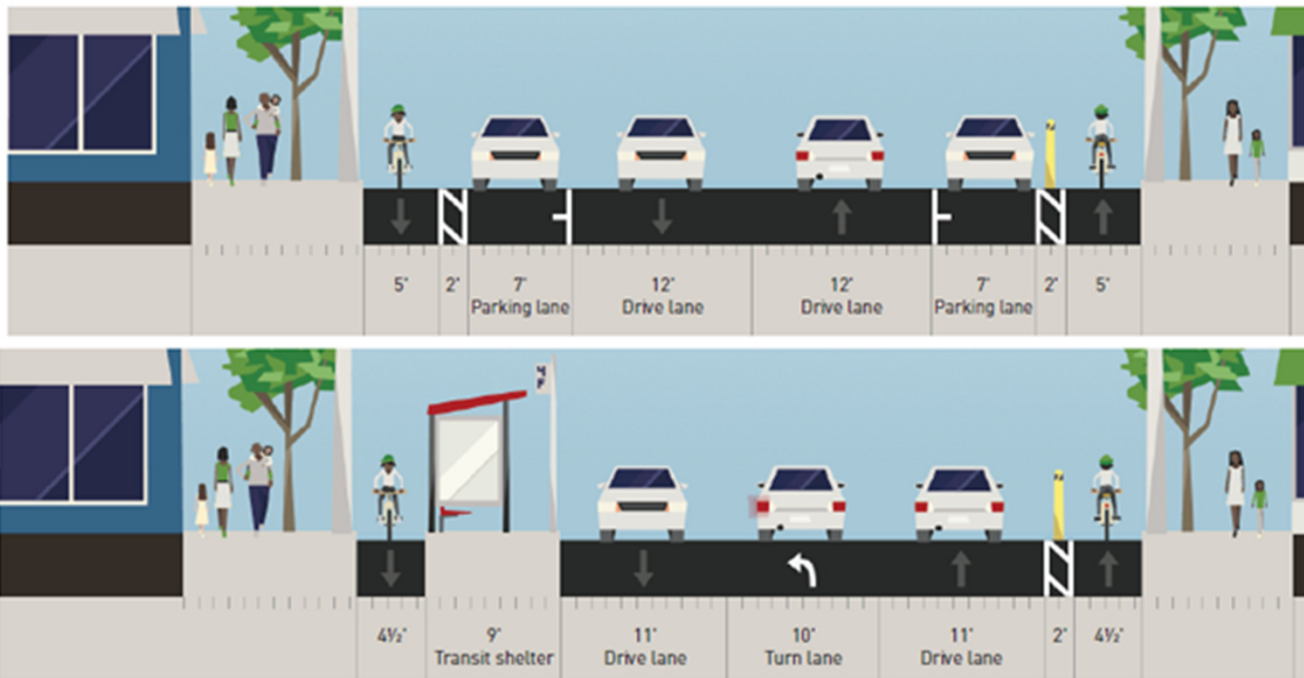
- 3,600 collisions in 10 years
- Average 1 crash per day taking 45 minutes to clear

Rainier Phase 2 - alternatives

Alternative 1 – Northbound BAT lane



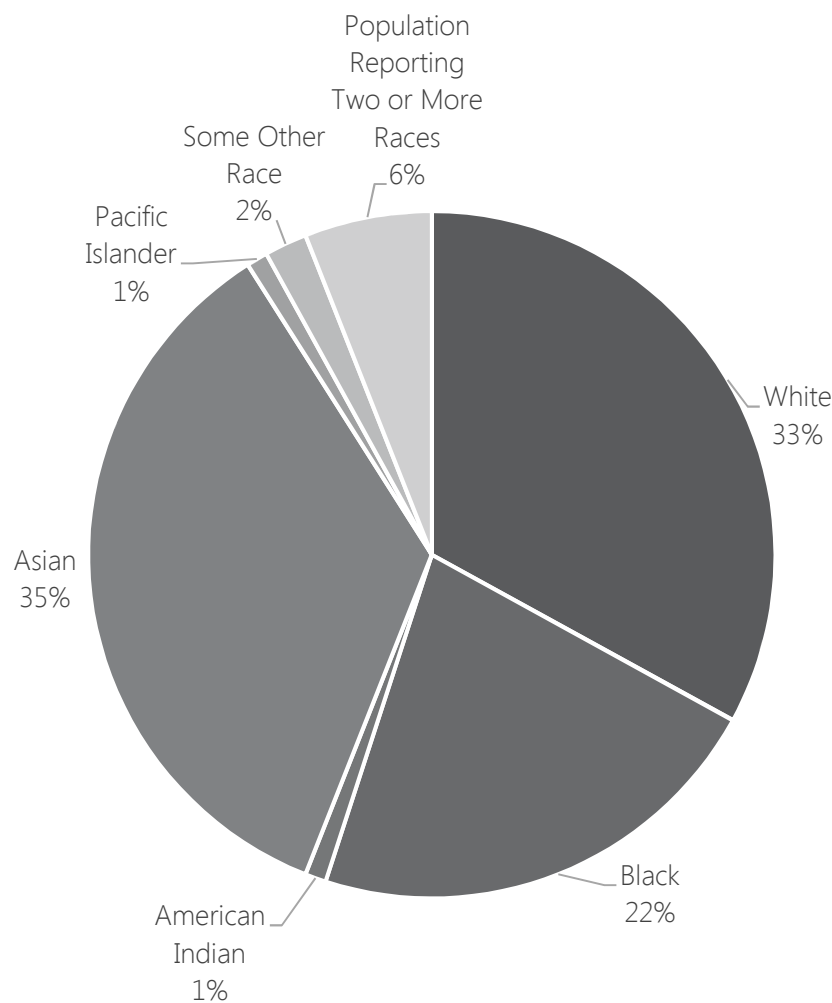
Alternative 2 – Protected Bike Lanes



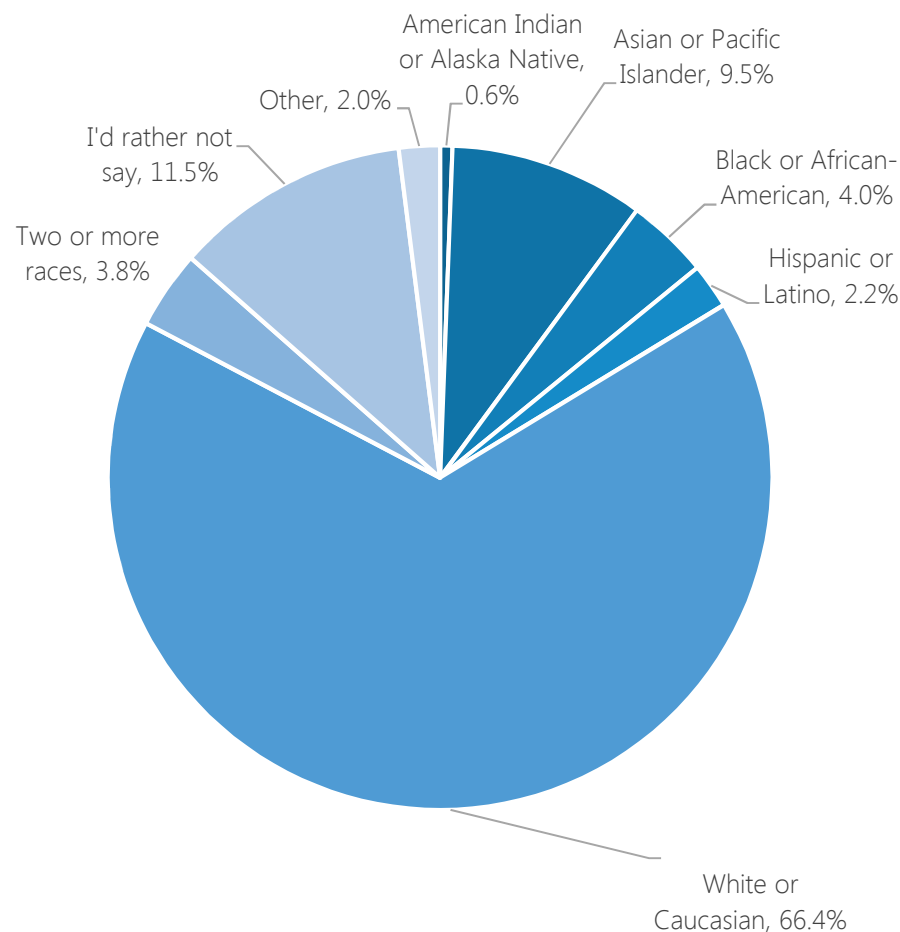
Cross section
between major
intersections

Cross section at
major intersections

Rainier Phase 2 – Survey outreach



Rainier Valley demographics
(ACS 2010-2014)



Who we heard from
(SurveyMonkey Q1 2017)

Rainier Phase 2 - results

Outreach

- Responses vary depending on outreach method

Operations

- Alternative 1 – some traffic delay, particularly southbound
- Alternative 2 – significant traffic delay
- Center turn lane important due to side street access demand



Rainier Ave S between Hillman City and Rainier Beach

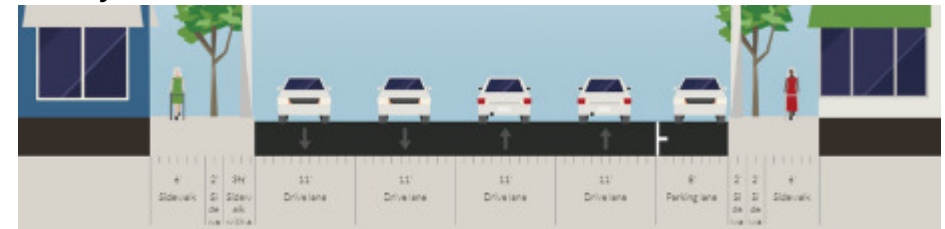
Completed in 2016
Alaska to Kenny



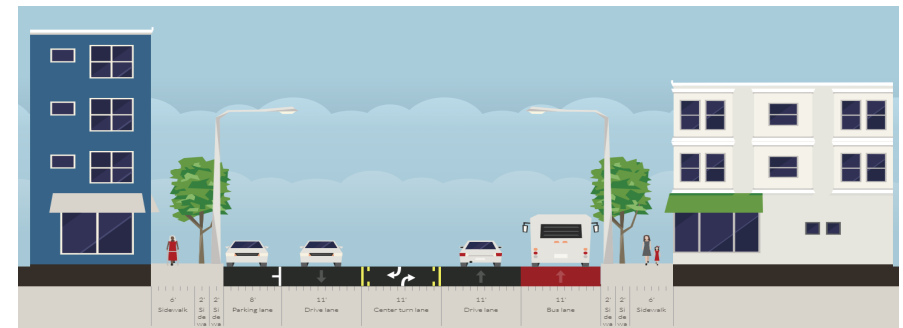
Installation Fall 2018

Kenny to Henderson

Today



Future

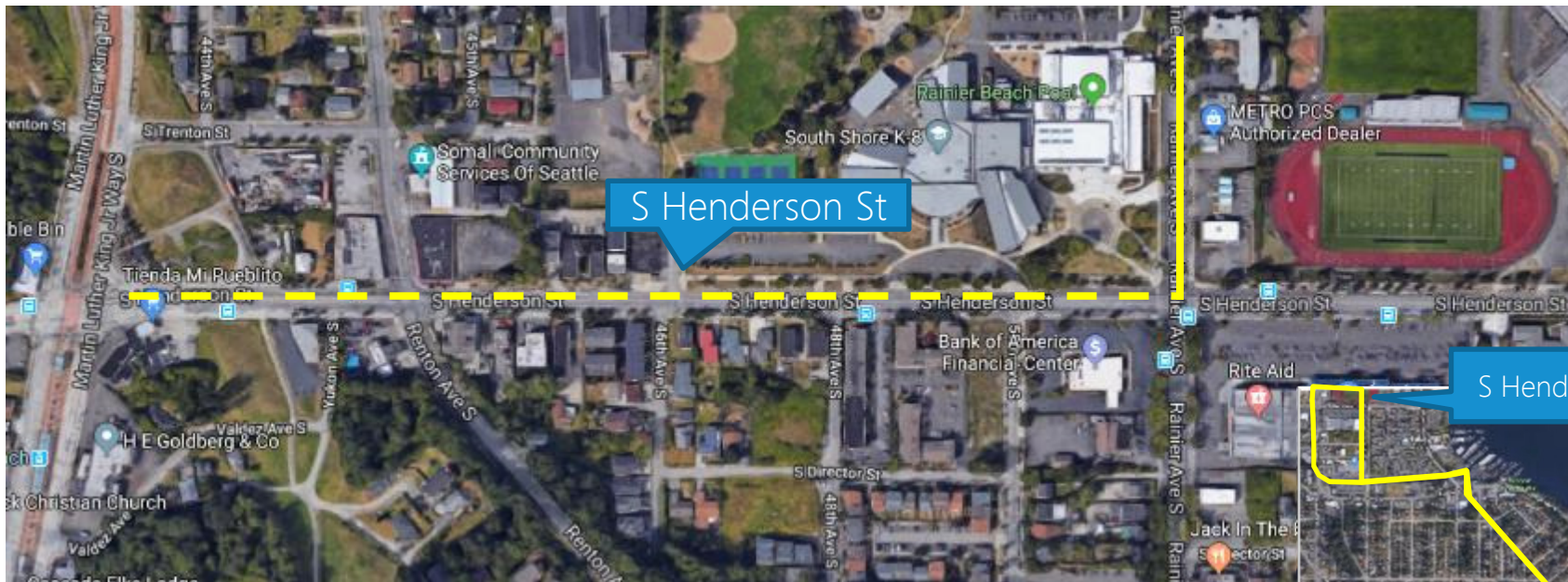


RapidRide will include station and other possible civil enhancements;
and may consider additional transit improvements

Rainier Beach—Henderson St

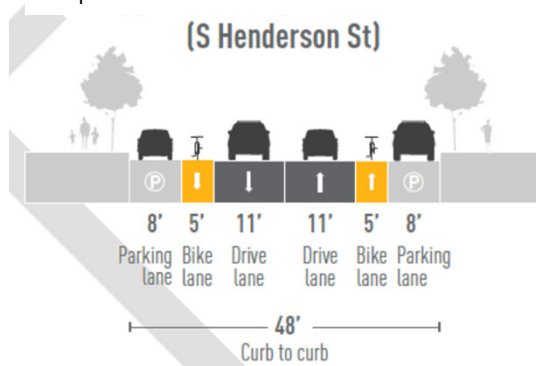
Possible route change

Reroute line to Rainier Beach Light Rail Station, install overhead wire and consider upgrading bike lanes

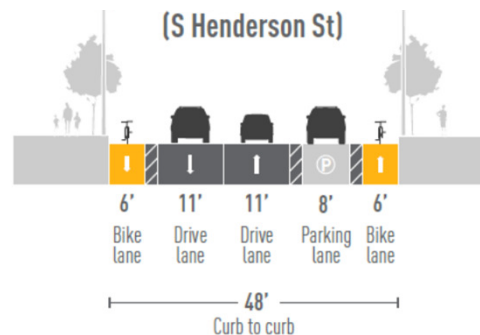


Current route

Option 1- Leave the same
(S Henderson St)



Option 2 – Add protected bike lanes
(S Henderson St)



Outcomes—S Henderson St

	Option 1	Option 2
Bus travel time PM peak for northbound	Currently no Rte 7 service	Currently no Rte 7 service
Bus travel time PM peak for southbound	Currently no Rte 7 service	Currently no Rte 7 service
Bus reliability	Currently no Rte 7 service	Currently no Rte 7 service
Traffic travel time PM peak both directions	No expected change	No expected change
Pedestrian improvements	Potential improvements in station areas	Potential improvements in station areas
All ages and abilities bike facility	Bike lanes, no buffer	Protected bike lanes
On-Street parking changes	No change	Preserves about 50%
Freight access (Minor truck street)	11' lanes	11' lanes

Numbers are based on concepts and subject to change

Bus stops

- Balance desire for fast and on-time bus service with concerns about increased walking distances
- Stops go from an average of 0.2 to 0.3 miles apart
- Adds about 2-minutes to walk times*
- Typical RapidRide stop distance about 0.5 miles
- Go from 29 pairs of stops to 19

See map handout

Next steps

Date	Schedule
March 19	Launch Rainier online open house, tabling, briefings
April 8	Rainier comment period closes
Spring to Fall 2018	Options recommended for design announced
Fall 2018	Install Vision Zero changes between Kenny & Henderson
As soon as 2021	Rainier Line opens

Questions?

RapidRide@seattle.gov | (206) 684-5189

<http://www.seattle.gov/transportation/southeastseattle.htm>

