



SEATTLE CITY COUNCIL

Legislative Summary

Res 31761

Record No.: Res 31761

Type: Resolution (Res)

Status: Adopted

Version: 2

Ord. no:

In Control: City Clerk

File Created: 07/07/2017

Final Action: 08/02/2017

Title: A RESOLUTION relating to the Roosevelt RapidRide Project; adopting the Roosevelt RapidRide Locally Preferred Alternative (LPA); endorsing efforts to pursue federal and regional funding for the Roosevelt RapidRide Project; and committing to fully funding the Project Development phase at \$4.3 million in 2017.

Notes:

Date
Filed with City Clerk: 8/2/2017

Mayor's Signature: 7/28/2017

Sponsors: O'Brien

Vetoed by Mayor:

Veto Overridden:

Veto Sustained:

Attachments: Att A - Roosevelt RapidRide Corridor LPA

Drafter: adam.schaefer@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File

Legal Notice Published: Yes No

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Mayor	07/13/2017	Mayor's leg transmitted to Council	City Clerk			
	Action Text:	The Resolution (Res) was Mayor's leg transmitted to Council. to the City Clerk					
	Notes:						
1	City Clerk	07/13/2017	sent for review	Council President's Office			
	Action Text:	The Resolution (Res) was sent for review. to the Council President's Office					
	Notes:						
1	Council President's Office	07/13/2017	sent for review	Sustainability and Transportation Committee			
	Action Text:	The Resolution (Res) was sent for review. to the Sustainability and Transportation Committee					
	Notes:						

Legislative Summary Continued (Res 31761)

1	Full Council	07/17/2017	referred	Sustainability and Transportation Committee	
1	Sustainability and Transportation Committee	07/18/2017	adopt as amended		Pass
	Action Text:	The Committee recommends that Full Council adopt as amended the Resolution (Res).			
	Notes:	In Favor: 2 Chair O'Brien, Vice Chair Johnson			
		Opposed: 0			
2	Full Council	07/24/2017	adopted		Pass
	Action Text:	The Resolution (Res) was adopted by the following vote, and the President signed the Resolution:			
		In Favor: 7 Councilmember Bagshaw, Councilmember Burgess, Councilmember González , Council President Harrell, Councilmember Herbold, Councilmember Johnson, Councilmember Sawant			
		Opposed: 0			
2	City Clerk	07/25/2017	submitted for Mayor's signature	Mayor	
2	Mayor	07/28/2017	Signed		
2	Mayor	08/02/2017	returned	City Clerk	
2	City Clerk	08/02/2017	attested by City Clerk		
	Action Text:	The Resolution (Res) was attested by City Clerk.			
	Notes:				

CITY OF SEATTLE

RESOLUTION 31761

A RESOLUTION relating to the Roosevelt RapidRide Project; adopting the Roosevelt RapidRide Locally Preferred Alternative (LPA); endorsing efforts to pursue federal and regional funding for the Roosevelt RapidRide Project; and committing to fully funding the Project Development phase at \$4.3 million in 2017.

WHEREAS, on April 16, 2012, the Seattle City Council unanimously adopted Resolution 31367, adopting the Seattle Transit Master Plan; and

WHEREAS, on February 1, 2016, the Seattle City Council unanimously adopted Resolution 31648, amending the Seattle Transit Master Plan to reflect the Move Seattle 10-year strategic vision and the transportation improvements supported by the voters in the November 2015 Levy to Move Seattle; and

WHEREAS, the Roosevelt corridor was identified in the 2012 Seattle Transit Master Plan as one of four corridors warranting high capacity transit, based on growing demand, as a streetcar or bus rapid transit corridor; and

WHEREAS, the goals of the Roosevelt RapidRide Project are to connect the Northgate, Roosevelt, University District, and Eastlake neighborhoods to Downtown via South Lake Union with fast, reliable, frequent, all-day high capacity transit service; and improve connections to major transit investments made in RapidRide, streetcar, and Link light rail for people living, working, and visiting in these neighborhoods; and

WHEREAS, the current transit network does not provide a direct and rapid all-day connection from North Seattle to South Lake Union, a rapidly growing employment and housing market; and

1 WHEREAS, following adoption of the 2012 Seattle Transit Master Plan, the City Council
2 dedicated resources for a conceptual design study to analyze alternatives and identify a
3 preferred alternative for the Roosevelt RapidRide Project; and

4 WHEREAS, the Seattle Department of Transportation (SDOT) has conducted a comprehensive
5 analysis of modes and street design alternatives; and

6 WHEREAS, project screening criteria included ridership potential, transit integration and
7 reliability, cost effectiveness, traffic and parking impacts, bicycle and pedestrian
8 connections, and public support; and

9 WHEREAS, in addition to technical analysis, SDOT conducted three rounds of outreach during
10 the study, including stakeholder interviews and forums, open houses, neighborhood
11 briefings and design workshops, online surveys, and presentations to community groups;
12 and

13 WHEREAS, community input revealed a desire for frequent, fast, and reliable transit through
14 and connecting South Lake Union, Eastlake, the University District, Roosevelt, and
15 Northgate neighborhoods; and

16 WHEREAS, based upon technical analysis and the community engagement process, SDOT has
17 developed a preferred alignment, as shown in Attachment A to this resolution, for
18 RapidRide service initially up to the Roosevelt Link Station with a future service
19 extension to the Northgate Transit Center, offering dedicated transit lanes and queue
20 jumps that respond to the unique transportation and community needs for each
21 neighborhood; and

22 WHEREAS, SDOT recommends a targeted investment approach that includes dedicated transit
23 lanes, queue jumps, in-lane transit stations, high-frequency all-day service, transit signal

1 priority, and off-board fare payment to deliver the transit capacity, reliability, travel time
2 performance, and ridership projections, while maintaining overall mobility throughout
3 the corridor; and because the analysis shows that these improvements will enhance transit
4 performance; and

5 WHEREAS, SDOT has included protected bicycle lanes in the transit facility design between
6 Fairview Avenue and Valley through NE 65th Street and 11th and 12th Avenues NE and
7 utilized existing or planned off-corridor bike facilities through South Lake Union; and

8 WHEREAS, SDOT has determined that, given the dedicated transit lanes and high-frequency
9 service described above and shown in Attachment A to this resolution, the 6,300 daily
10 boardings today would increase to 15,500 in 2035; and

11 WHEREAS, an assessment of Federal Transit Administration (FTA) funding criteria and review
12 of other FTA-funded projects indicates the Roosevelt RapidRide would compete strongly
13 for future federal funds; and

14 WHEREAS, the project is included in King County's Metro Connects long-range plan, and
15 funding could come, in part, from King County Metro, a partner in delivering the project
16 as part of the RapidRide network; and

17 WHEREAS, The City of Seattle has prioritized this corridor in the RapidRide Expansion
18 Program; and

19 WHEREAS, City Council adoption of an LPA positions the Roosevelt RapidRide Project to
20 progress through the FTA project development phase, including environmental
21 assessment, preliminary engineering, and development of an implementation and funding
22 strategy; NOW, THEREFORE,

1 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
2 **MAYOR CONCURRING, THAT:**

3 Section 1. The Roosevelt RapidRide Project Locally Preferred Alternative (LPA), as
4 shown in Attachment A to this resolution, is hereby approved.

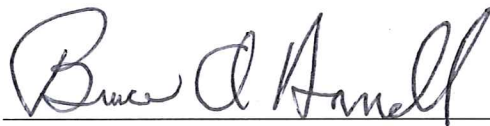
5 Section 2. The City Council endorses efforts to pursue funding partnerships for the
6 Roosevelt RapidRide Project, including progressing through the Project Development phase of
7 the Federal Transit Administration's Small Starts program, pursuing regional and state grant
8 funds, and partnering with King County Metro to fund, design, and deliver this as a RapidRide
9 corridor.

10 Section 3. The City Council commits \$4.3 million of Move Seattle Levy funds in 2017
11 to fully fund the Project Development phase of the Roosevelt RapidRide project.

12 Section 4. The City Council requests that SDOT explore corridor design treatments and
13 funding options for extending Roosevelt RapidRide service to the Northgate Transit Center by
14 2021. The City Council requests that SDOT submit a written report on these options to the
15 Sustainability and Transportation Committee by December 15, 2017.

16

1 Adopted by the City Council the 24th day of July, 2017,
2 and signed by me in open session in authentication of its adoption this 24th day of
3 July, 2017.

4 

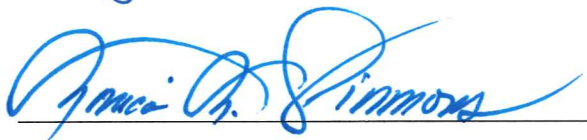
5 President _____ of the City Council

6 The Mayor concurred the 28th day of July, 2017.

7 

8 Edward B. Murray, Mayor

9 Filed by me this 2nd day of AUGUST, 2017.

10 

11 Monica Martinez Simmons, City Clerk

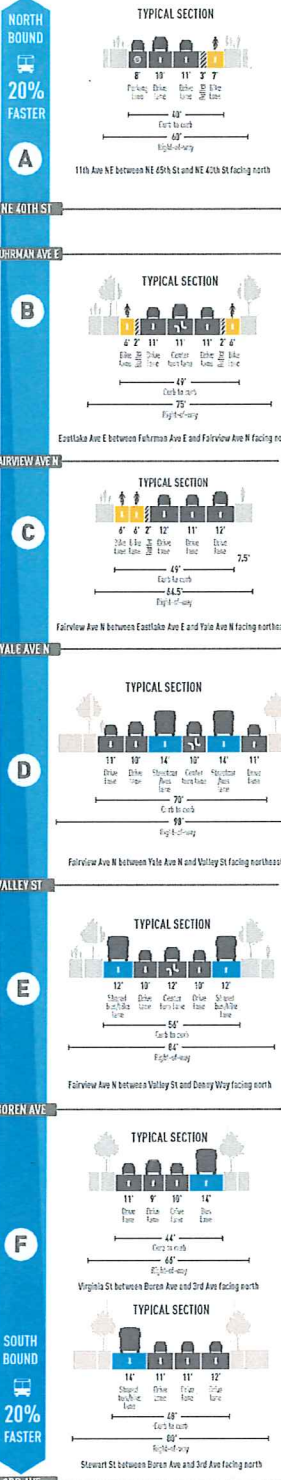
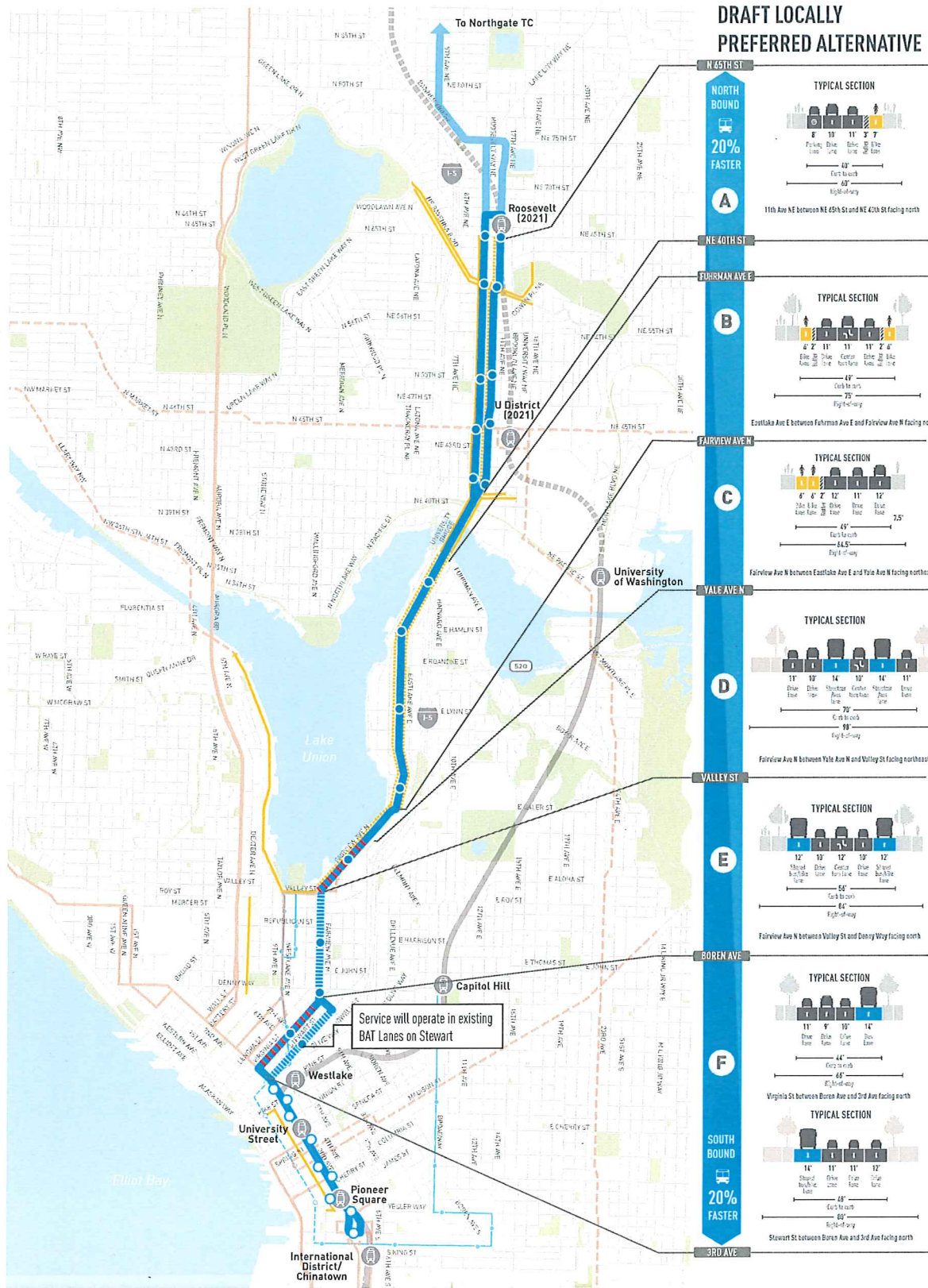
12 (Seal)

13
14
15
16
17 Attachments:

18 Attachment A – Roosevelt RapidRide Corridor Locally Preferred Alternative

ROOSEVELT RAPIDRIDE CORRIDOR DOWNTOWN TO ROOSEVELT VIA EASTLAKE

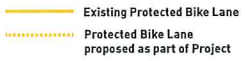
DRAFT LOCALLY
PREFERRED ALTERNATIVE



Corridor Treatment



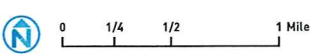
Bike Improvements



Other Transit Facilities



Service will operate in existing BAT Lanes on Stewart



Corridor improvements include stop consolidation, transit signal priority and transit queue jumps.

ROOSEVELT RAPIDRIDE CORRIDOR

DOWNTOWN TO ROOSEVELT VIA EASTLAKE

DRAFT LOCALLY PREFERRED ALTERNATIVE

OPERATING PLAN

The Roosevelt RapidRide line will provide high-frequency, all-day service between Downtown Seattle and the Roosevelt Link Light Rail station in Northeast Seattle, as shown on the accompanying map. Major destinations served include:

- Roosevelt
- The University District
- Eastlake
- South Lake Union
- Downtown
- The International District

PROJECT NEED

- Transit travel time in the corridor is up to 50% longer than driving, with buses traveling at 7.0 mph during peak hours
- Over 30% of transit trips in the corridor run late during morning and evening peak periods
- Overcrowding occurs on 32% of trips throughout the day and 63% of trips during the morning peak period
- The corridor includes a high concentration of residential and employment density and is experiencing rapid growth

SERVICE CHARACTERISTICS

DAILY SPAN OF SERVICE

- 24 hours per day, seven days per week

FREQUENCY

- 10 min: 6 am to 7 pm weekdays
- 15 to 30 min: early morning, evenings and weekends
- Hourly: overnight - 1 am to 5 am

PERFORMANCE CHARACTERISTICS

- Transit travel time from 65th Street to 3rd Avenue to decrease up to 20%
- Improved reliability
- Up to 50% increase in ridership

FUNDING PLAN

The Levy to Move Seattle includes \$13.7 million in funding for capital investments in the Downtown Seattle to Roosevelt transit corridor. SDOT is seeking federal grant funds, as well as state and regional partnerships, to cover the remainder of the project's total estimated \$70 million cost.

CAPITAL ELEMENTS

RUNNING WAY

RapidRide service will keep buses moving with:

- Dedicated transit lanes along Virginia Street in Downtown Seattle and along Fairview Avenue in South Lake Union
- Transit signal priority at most intersections from South Lake Union to Roosevelt

STATIONS

RapidRide stations will feature:

- Real-time transit arrival information
- Off-board payment
- Enhanced shelters

MULTIMODAL OPPORTUNITIES

There are opportunities to make improvements for people walking and biking in the Roosevelt corridor:

- Several intersections have above-average rates of bicycle and pedestrian collisions
- The corridor serves as the primary bicycle route between Northeast Seattle and Downtown, but lacks adequate facilities

The Roosevelt RapidRide corridor project will provide the following multimodal improvements:

- Protected bicycle lanes along 11th/12th Avenue, Eastlake Avenue, and Fairview Avenue, connecting to existing bike facilities in South Lake Union
- Streetscape improvements
- ADA-compliant curb ramps
- Intersection improvements to improve comfort and safety for people walking



Seattle
Department of
Transportation

The Levy to

MOVE SEATTLE



King County
METRO