



Route 48



Route 48 Transit-Plus Multimodal Corridor Project (TPMC)

Seattle Pedestrian Advisory Board
April 13, 2022



Agenda

1. Introductions & Overview
2. Program & Project Background
3. Scope Overview
4. Next steps



Route 48



Presenters



Route 48



Jeff Bender
SDOT Program Owner
Representative



Iona McKenzie
SDOT Project
Manager



Elisabeth Wooton
SDOT Project
Developer

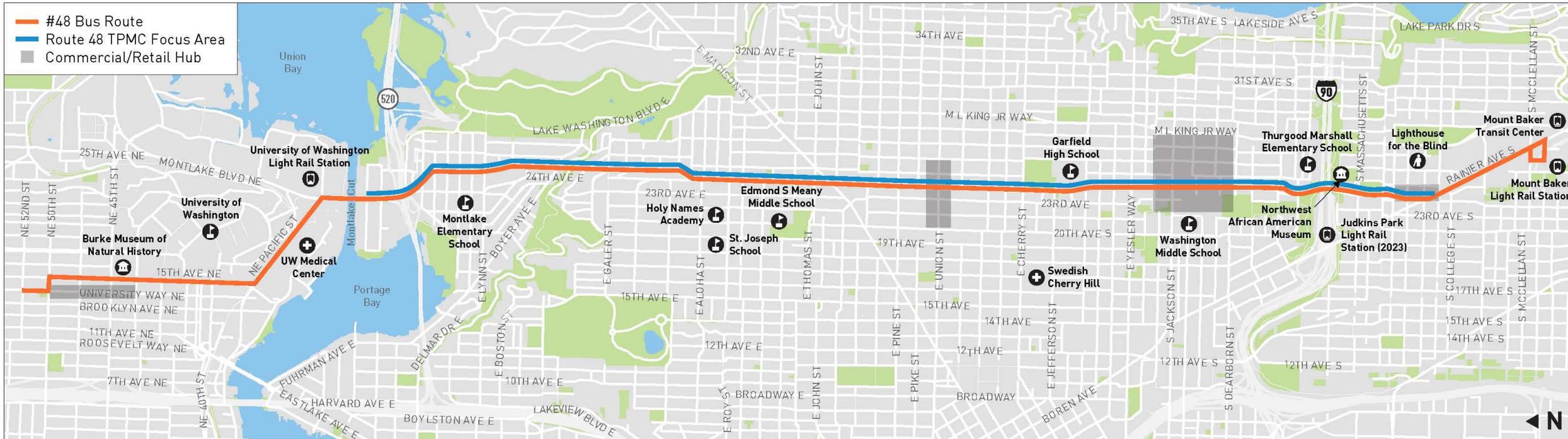


Ching Chan
Communications Lead

Corridor Overview



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Project Coordination



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Expected Project Timeframe	Project Name
Under Construction Now	<ul style="list-style-type: none"> 23rd Ave E Vision Zero (SDOT) RapidRide G Line (SDOT)
Complete prior to Route 48 TPMC	<ul style="list-style-type: none"> Route 44 Transit-Plus Multimodal Corridor (SDOT) Route 7 Transit-Plus Multimodal Corridor (SDOT)
Concurrent with Route 48 TPMC	<ul style="list-style-type: none"> Judkins Park Station Access (SDOT) Judkins Park Station; East Link (Sound Transit) East Link Connections (Metro)
After Route 48 TPMC	<ul style="list-style-type: none"> Route 48 Electrification (Metro)

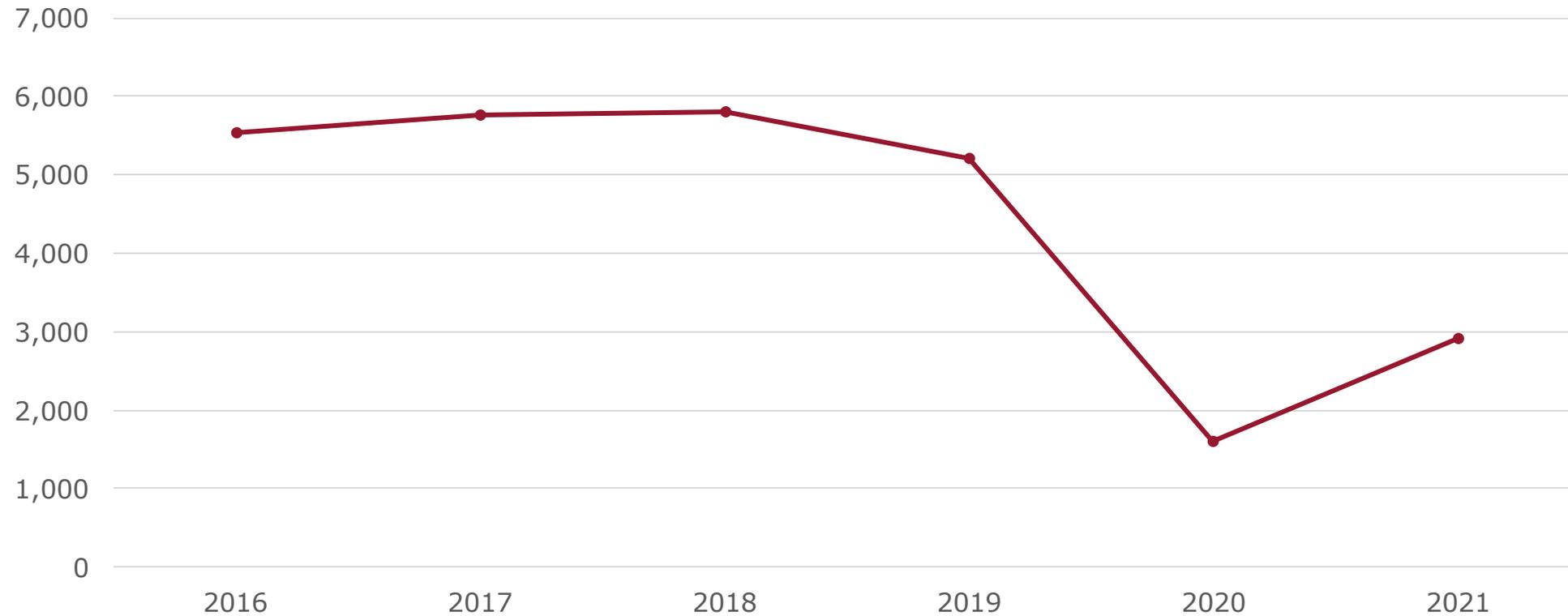
Ridership Trends



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Route 48 Average Weekday Ridership (Fall)



Route Demographics



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Characteristic	Census tracts on Route 48 corridor	City of Seattle
Community members who speak English less than "very well"	10%	9%
Community members who identify as Black, Indigenous, or People of Color	46%	37%
Households with no vehicle	24%	18%
Renter-occupied households	61%	55%
Community members with incomes below 200% of the federal poverty level	28%	19%

Project Purpose & Goals



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- Make bus trips faster and more reliable
- Make it safer and easier to get to and on the bus
- Advance program objectives in a way that responds to community needs and priorities
- Fulfill Levy to Move Seattle commitments



Project Schedule



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Project Funding



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Funding Source	Amount
Levy to Move Seattle	\$985,000
Federal Highways Administration (FHWA) Congestion Mitigation & Air Quality (CMAQ) Grant	\$1,153,000
Metro NL3 Grant (State)	\$500,000
Total Funding	\$2,638,000

Scope Overview



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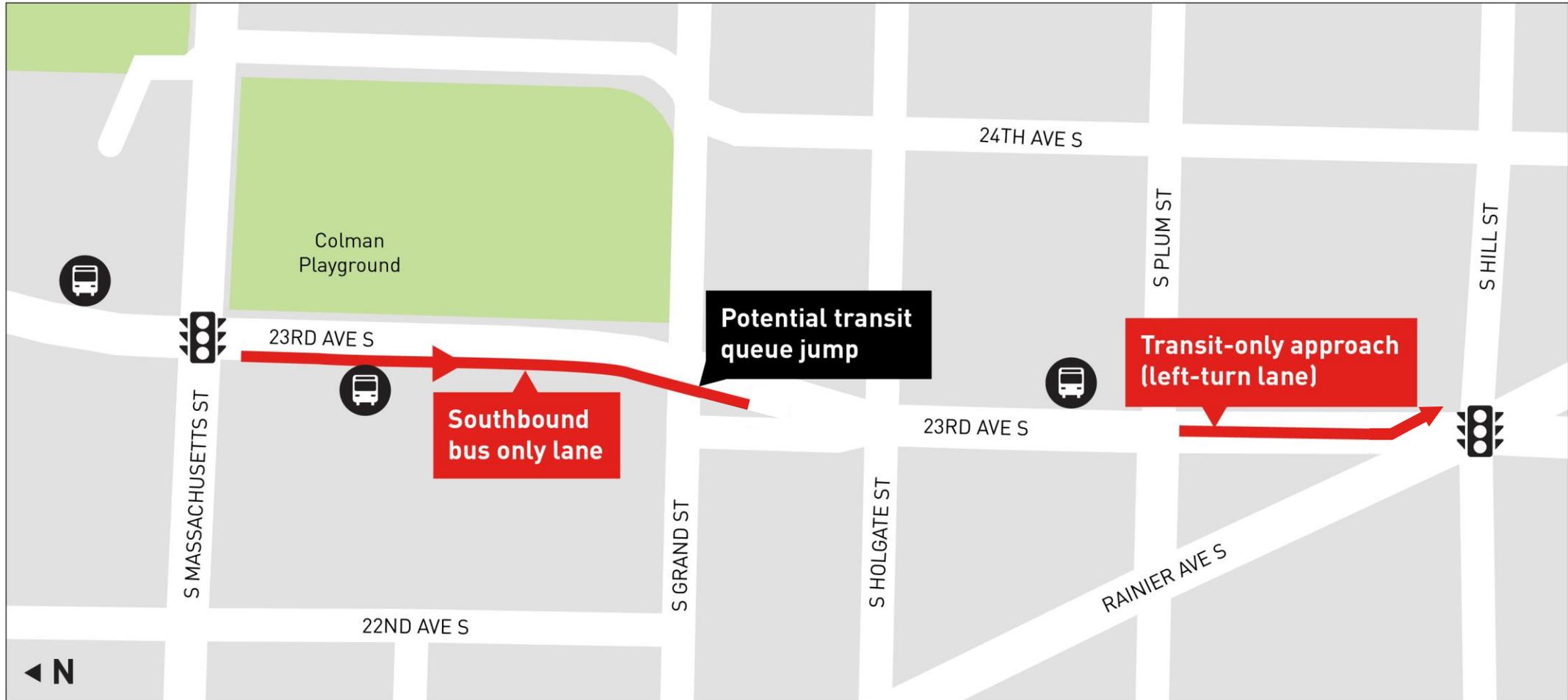


- Bus Lane
- Signal Upgrades for Transit Signal Priority (TSP)
- Safety and Access Improvements

Bus Lane Concept



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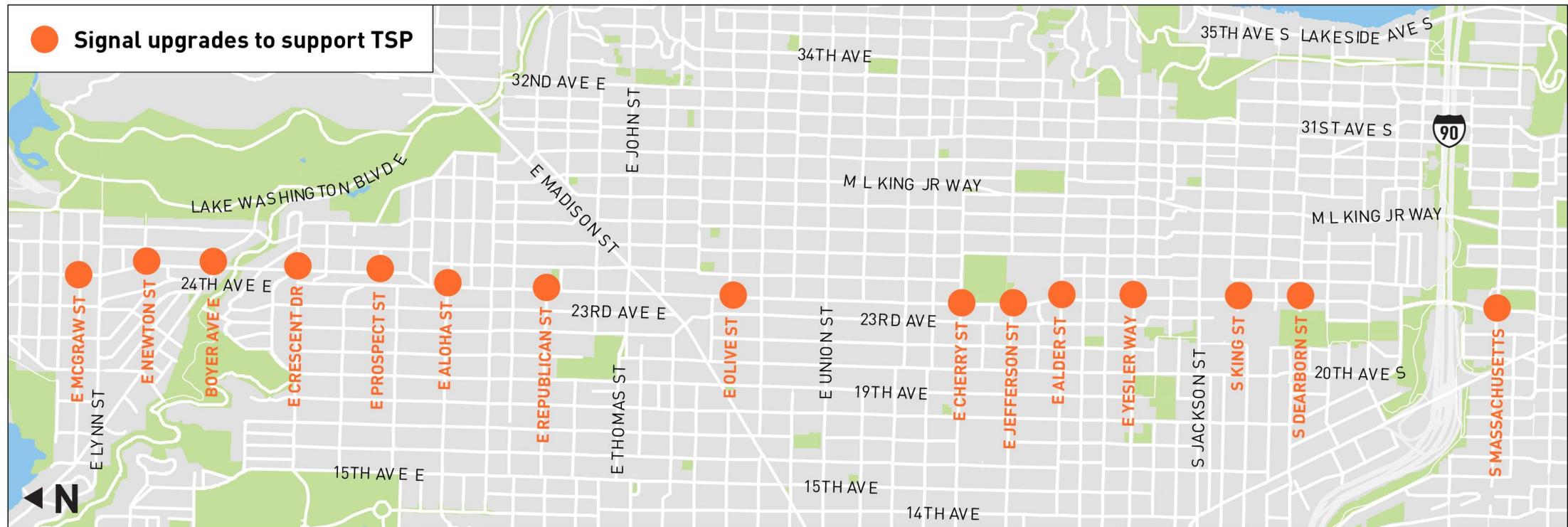
Signal Upgrades for Transit Signal Priority



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- 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



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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

Next Steps



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- Modal advisory board presentations – Spring
- 30% design and estimate – Targeting July
- Broader public outreach – Summer/Fall



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Comments/Questions?

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