



King County

Department of Transportation

Metro Transit Division
General Manager's Office

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June 9, 2011

TO: Kate Joncas and Ref Lindmark, Co-Chairs, CTAC III

CC: Peter Hahn, SDOT Director, Tracy Burrows, SDOT, Bill LaBorde, City Councilmember Rasmussen's Office, David Hiller, Mayor McGinn's Office

FR: Kevin Desmond, General Manager, Metro Transit Division 

RE: Priority Transit Corridor Opportunities for City of Seattle Investment

The following information is a follow-up to the presentation Victor Obeso made to your committee on May 12, and includes a summary of priority investments to improve Metro Transit service in the City of Seattle that could be considered as part of a potential transportation ballot measure. With over 60 percent of the Metro system operating in Seattle, it is a priority for Metro to make this service work better through the congested urban areas it serves by running faster and more reliable buses with more comfortable passenger amenities.

The attached document is a high-level summary of our recommendations. Our investment recommendations are generally consistent with the work to-date on the Seattle Transit Master Plan. Each of these recommendations is scalable to the funding package you ultimately recommend.

- **Transit Priority Corridors:**

Metro has identified 6 priority corridors that are prime for speed and reliability improvements. Investments in each of these corridors would increase the level of service by making the buses faster and more reliable while also providing improved rider, pedestrian, bike and storefront amenities.

- **Rapid Trolley Bus Corridors:**

Metro has identified strategic corridor investments in the carbon-free trolley bus network to create a new 'look and feel'. These investments include possible key network expansions and many elements similar to RapidRide service, such as enhanced passenger facilities, improved stop spacing, and transit priority treatments throughout the network.

- **Improved Transit Connections and Passenger Amenities:**

These investments would enhance the rider experience. Stops will be easier and safer to access because of investments in complete streets, wayfinding, and pedestrian and bike connections.

- **Transit Service Investments**

Seattle can also directly invest in Metro service hours. As you know, sustaining the service we have is Metro's current highest priority for the whole system.

While there are many ways to improve bus service in Seattle, we believe these strategic corridor, trolley network and transit connections investments will result in the best return on each dollar spent. We would like to work with you and your committee in the next few weeks to provide additional information or refine our recommendations based on your feedback.

Attachment