



King County  
**METRO**

*We'll Get You There*



## King County Metro Transit Transit Corridor Opportunities

---

*More than 60 percent of Metro's service and ridership is located in the City of Seattle. Maximizing the effectiveness and efficiency of this service is a priority when considering investments in the transit system. Targeted system investments in the City of Seattle can improve transit speed and reliability, while also making it more environmentally friendly, comfortable and attractive. Funding could be used to improve transit movement on Seattle streets and enhance public safety, providing better mobility options for all users of the transit system.*

***Each of the preliminary proposals below could be scaled up or down depending on the available level of investment.***

### Corridor Opportunities Include

#### **1. Transit Priority Corridors:**

Investments on priority transit corridors to improve speed and reliability while also providing improved pedestrian amenities.

#### **2. Improved Passenger Amenities and Access on Transit Corridors:**

Investments to enhance the rider experience including complete streets, wayfinding, and pedestrian/bike connections.

#### **3. Rapid Trolleybus Corridors:**

Investments in the zero emission trolleybus corridors to improve the 'look and feel' of the system.

#### **4. Transit Service Investments:**

Investments in Seattle's transit service hours to off-set possible reductions.

# 1. Transit Priority Corridors

*Investments on priority transit corridors to improve speed and reliability while also providing improved pedestrian amenities.*



Drawing from the work to-date on the Seattle Transit Master Plan and Metro's Speed and Reliability Program, Metro has identified priority corridors for speed and reliability investments. Improvements to these corridors would enhance transit

## Example Project Elements

- Transit signal priority treatments
- Business access and transit only lanes or transit bypass lanes
- In-lane stops with sidewalk extension
- On-street parking management
- Upgrade bus stop facilities
- Improve transit signs and wayfinding
- Intelligent Transportation Systems

performance and accessibility and build on planned improvements that are already underway in priority corridors such as Delridge Way, Rainier Avenue and Market Street/45th Avenue. These priority corridors (see map) are part of a network of transit connections, supporting some of the most frequent service and highest ridership routes in Seattle.

Corridor enhancements could include investments not only to the roadways, but also in passenger amenities. As a result, the transit priority corridors would provide faster, more reliable transit service in a pedestrian-friendly environment that helps revitalize the communities and business districts. Metro would work with the Seattle Department of Transportation (SDOT) to determine which improvements are most feasible and beneficial within the context of each neighborhood.

**Costs Estimates - \$50-60 million**

# 2. Improved Passenger Amenities and Access on Transit Corridors

*Investments to enhance the rider experience including complete streets, wayfinding, and pedestrian/bike connections.*



Investments in access to transit and passenger amenities would enhance the rider experience by making it easier and safer for people to get to and from transit stops and

stations, to facilitate seamless connections between modes. Metro would coordinate with SDOT to target key locations in Seattle's Pedestrian and Bicycle Master Plans.

## Costs Estimates:

- Rider information: \$5-6 million
- Physical improvements: \$3-10 million

## Example Project Elements

- Improve key transfer hubs
- Improve/add sidewalks at bus stops
- Improve shelters/awnings at bus stops
- Add pedestrian bridges
- Create more spacious waiting areas for riders
- Add more bike lockers
- Form partnerships with business districts to create promotional and advertising materials
- Improve signage to enhance transit connections to bike trails and other modes
- Improve disability access

### 3. Rapid Trolleybus Corridors

*Investments in the zero emission trolleybus corridors to improve the 'look and feel' of the system.*



Metro currently operates 14 electric trolleybus routes on 69 miles of two-way overhead wire throughout Seattle. Metro is scheduled to begin replacement of the current fleet in 2014. A new fleet of modern trolleybuses would give a 'new look and feel' to the trolleybus system, and provide an opportunity to improve upon many of the most productive, frequently-used routes in the transit system.

Strategic investments in the trolleybus infrastructure could accompany the introduction of a new trolley fleet, making the trolleybuses more efficient and effective, better connected and able to offer expanded service opportunities. The combination of these improvements could create a network of zero-emission rapid trolleybuses that effectively meets the needs of riders traveling to a number of destinations within the City of Seattle. These enhancements can be implemented together as a comprehensive package costing in a range of \$110-140 million, or as incremental investments according to resources available.

#### Example Project Elements

##### A) Developing a Rapid Trolleybus Network --

###### Initial investments in 10 corridors: \$50-55 million

These enhancements would add 'RapidRide' like elements throughout the trolleybus network to improve speeds and enhance the customer experience while increasing the visibility and accessibility of the zero-emission trolleybus network. Investments could include in-lane bus stops and upgraded, branded passenger facilities. These improvements would dramatically improve the 'look and feel' of the trolleybus system.

##### B) Trolleybus Efficiency Improvements: \$20-40 million

These investments focus on improving trolleybus circulation in the congested downtown Seattle core, thereby improving the performance of the whole system. Enhancements would speed trolleybus movement by filling in missing links to create new, less congested pathways. These investments would provide new connections and improve travel time and reliability for all downtown services.

**Example:** New Yesler Way wire could provide an alternative to James Street (a major congested pathway to I-5) increasing transit reliability on Routes 3 and 4 for 13,000 daily riders.

##### C) Trolleybus Route Extensions: \$35-50 million

Strategic extensions of trolley wire would fill in gaps in the existing system to expand zero-emission transit options. Targeted investments provide missing links to improve integration with other services such as Link light rail; create new fully 'electrified' transit corridors, allowing the conversion of key diesel routes to trolley service; and enable trolley service restructures to respond to evolving transportation system needs. These investments include the overhead infrastructure as well as additional substations needed to power service. Electrification of existing routes requires a shift in fleet from motor coaches to additional trolleybuses. Specific fleet requirements need further consideration, but an upgrade to trolleybus service on the example corridors below is estimated to cost approximately \$30 - 35 million.

**Example:** Electrification of 3 priority transit corridors in Seattle

- 1) Rainier Valley to U-District via new wire on 23rd Avenue
- 2) Queen Anne to Capitol Hill via new wire in South Lake Union
- 3) Othello-U-District Corridor via new wire across Jackson Street

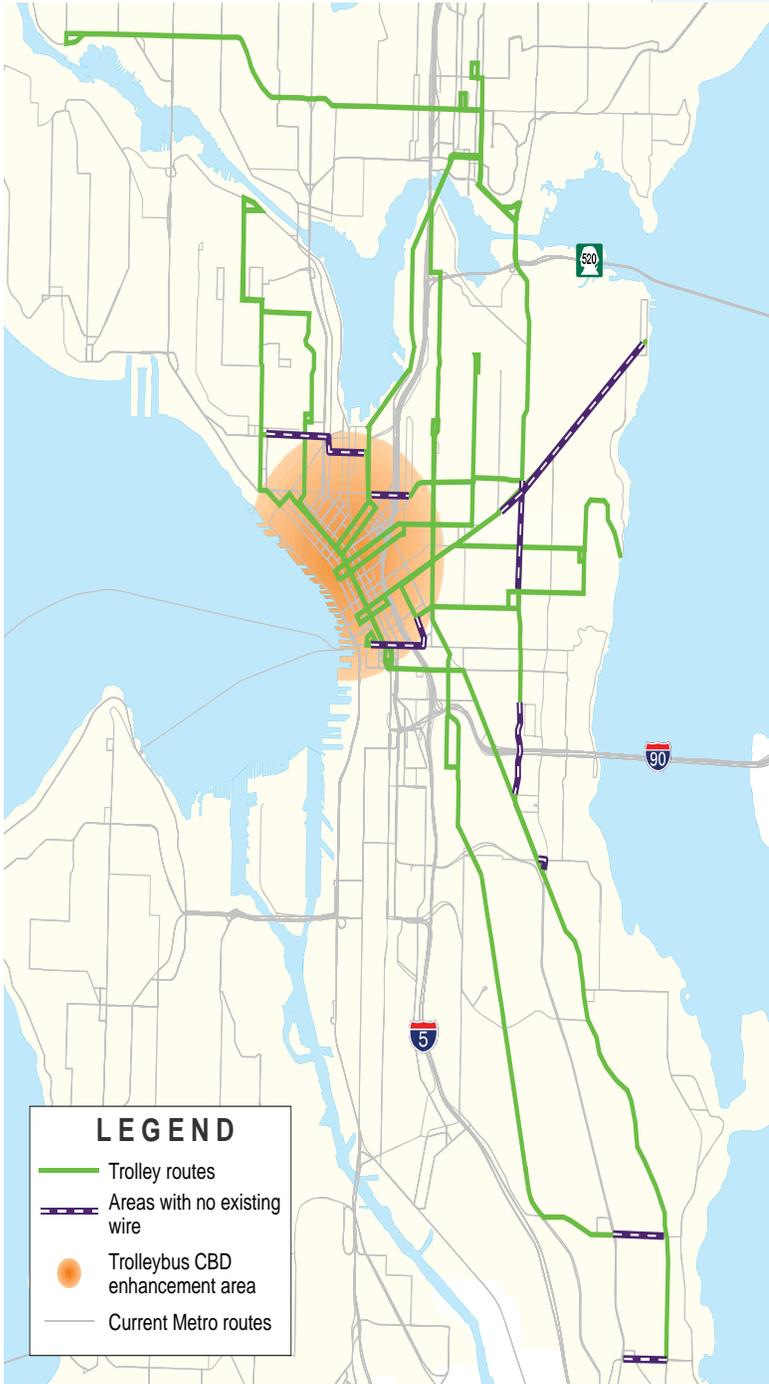
### 4. Transit Service Enhancements

*Investments in Seattle's transit service hours to off-set possible reductions.*

In the next two years, Metro either needs to find new revenue or cut transit service by 600,000 annual hours. With nearly half of those hours at risk within the City of Seattle, approximately \$30 million per year is needed to maintain the current level of transit service in Seattle. For approximately \$5 million per year, in partnership with Metro, Seattle could buy approximately 50,000 service hours which is equivalent to the Route 43 running from University District to downtown Seattle every 15 minutes, 7 days a week. Opportunities also exist to restructure the current system to allow for more efficient and effective service.

# Priority Transit Corridors

## Rapid Trolleybus Corridors



**LEGEND**

- Trolley routes
- - - Areas with no existing wire
- Trolleybus CBD enhancement area
- Current Metro routes

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

June 8, 2011



**King County**



**LEGEND**

- Priority corridors
- RapidRide corridor
- Funded/Active project corridor
- Current Metro Routes
- - - Streetcar
- - - Link
- City of Seattle