

# Route 36 Speed and Reliability Corridor

2022 PSRC Regional FHWA Grant Program

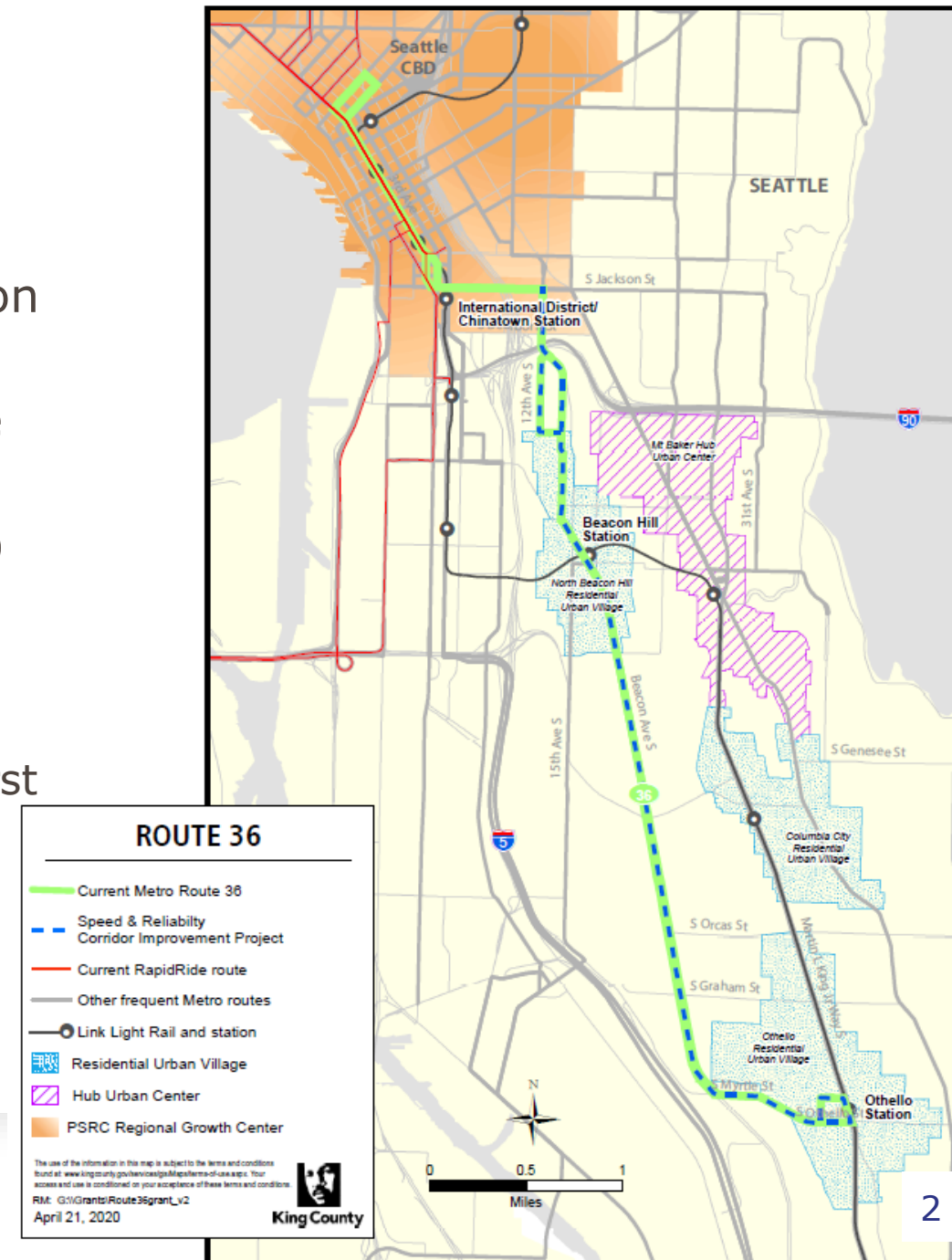
Presenter: Matthew Crane

Total PSRC Regional FHWA Request: \$3.0M (STP)

Corridors Connecting Centers

# ROUTE 36 CORRIDOR OVERVIEW

- Trolley bus route providing frequent, all-day service between Downtown Seattle and Othello via the Beacon Hill neighborhood
- 85,000 people and 255,000 jobs within ½ mile of the corridor today
- 2040 growth forecasts 65,000 new residents (+70%) and 31,000 new jobs (+12%)
- Supports multiple centers
  - **Regional Growth Centers:** Seattle Downtown and First Hill/Capitol Hill
  - **Local Centers:** North Beacon Hill and Othello Residential Urban Villages
  - Metro **local transit centers:** Beacon Hill and Othello Link Light Rail Stations



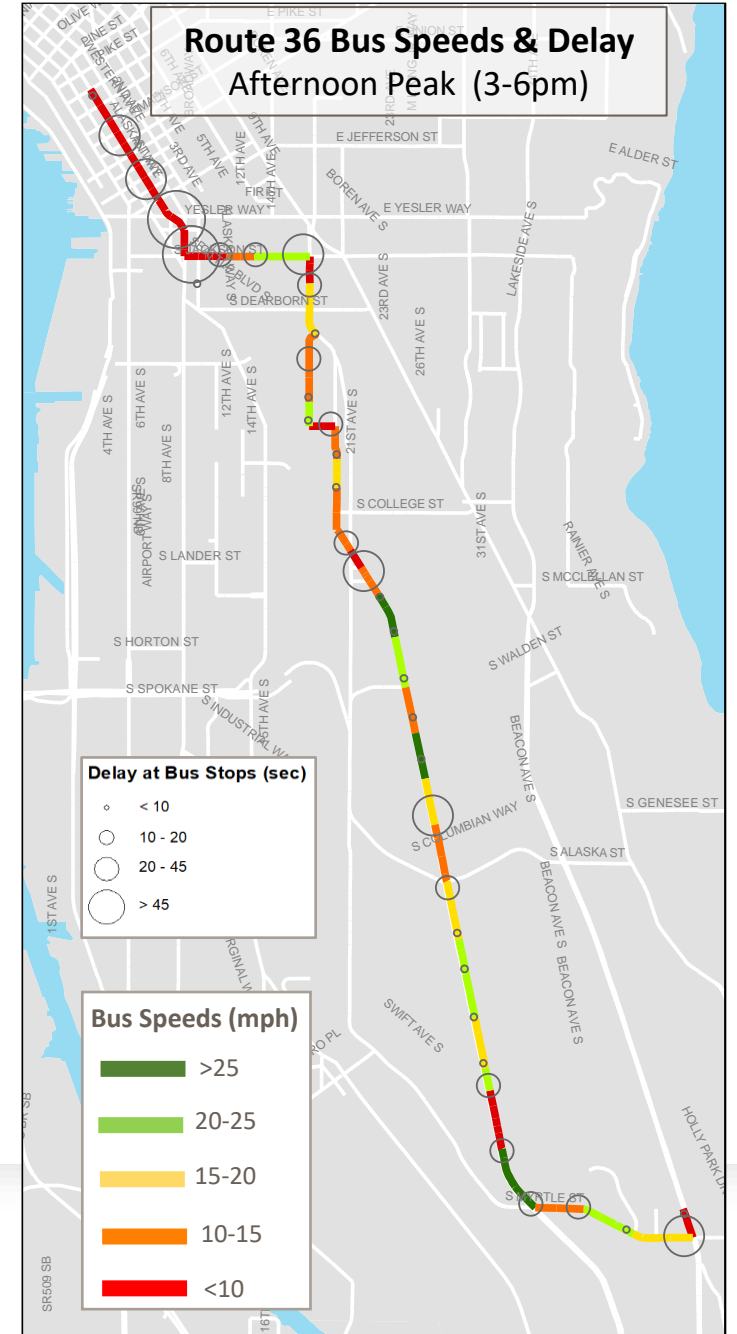
# ROUTE 36 RIDERSHIP

- Serves diverse communities in South Seattle that rely on transit to travel
  - 60% in minority demographic
  - 20% households in poverty
  - 14% living with a disability
  - 37% without access to a vehicle
- One of Metro's highest ridership routes through COVID-19 pandemic
  - Fall 2019: 9,200 weekday boardings (#6)
  - Fall 2021: 5,400 weekday boardings (#6)
  - Accounts for 2% of all Metro's ridership



# ROUTE 36 CORRIDOR CONGESTION

- Increased traffic congestion causes slow, unreliable transit experience (Fall 2019)
  - **40%** of afternoon peak period trips are late
  - Average bus speed is **12** mph during afternoon peak
  - **72%** on-time performance
- Project goals
  - Improve peak period travel times by up 10% (5 min faster)
  - Improve on-time performance to meet target 80%
  - Resulting increased ridership





# POTENTIAL IMPROVEMENTS

- Metro has developed *draft* list of improvements targeting congested areas along the corridor
- Additional study in 2022-2023 will perform technical analysis and outreach to develop additional improvements and prioritization
- Coordination with City of Seattle for compatibility with Beacon Hill Bike Project



Potential Improvement	Location
Next-Gen Transit Signal Priority	Up to 30 signalized intersections along project corridor
BAT Lane (NB direction only); transit queue jumps + signal phasing improvements	Beacon Ave S / 15th Ave S
Bus zone bulb-outs and/or stop rebalancing	12th Ave S and 14th Ave S at: Golf Dr S, S Judkins St, S Atlantic St, S Massachusetts St
BAT Lanes (both directions); phasing improvements + queue jumps	Beacon Ave S / S Columbian Way
SB bus zone bulb-out	Beacon Ave S / S Bayview St
SB BAT lane	Beacon Ave S (14th Ave S - S Lander St)
BAT Lanes (both directions); transit queue jumps + signal phasing improvements	Beacon Ave S / S Spokane St
Bus zone bulb-outs and/or stop rebalancing	Beacon Ave S at: S Stevens St, S Hanford St
NB bus zone bulb-out	Beacon Ave S / S Spokane St
BAT lane (NB only); transit queue jumps + signal phasing improvements	Beacon Ave S / S Graham St
NB transit queue jump	Beacon Ave S / S Lander St
Bus zone bulb-outs and/or stop rebalancing	Beacon Ave S at: S Dawson St, S Brandon St, S Orcas St, S Spencer St
In-lane stops	Beacon Ave S, S Myrtle St, and S Myrtle Pl at: S Holly St, 27th Ave S, 32nd Ave S, S Holly Park Dr
Signal phasing improvements	Beacon Ave S / S Myrtle St

# ANTICIPATED BENEFITS



## **Faster & more reliable transit trips**

Access to more jobs and opportunities

Higher person-capacity on corridor



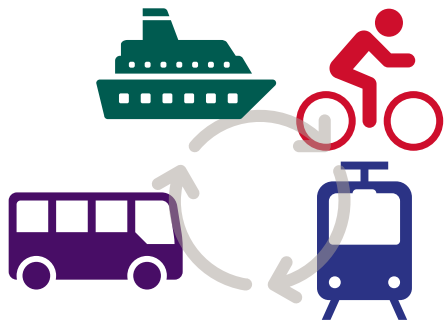
## **Increase ridership by 2-4%**

80,000 new riders per year\*



## **Save 12,000 kg CO per**

**year** 8,000 gallons of fuel per year



## **Improve connections to regional transportation network**

- Improves intermodal connections to Sound Transit Link light rail, Sounder Rail, Seattle Streetcar, downtown ferry/water taxi, bikeways and regional trails
- Improves mobility to Downtown Seattle Regional Growth Centers, Seattle urban villages, and Metro transit activity centers

# FUNDING GOAL

Project Phase	Amount	Funding Source
PE & Design (2024-2026)	\$1,176,000	Local
Construction (2026)	\$1,188,145	Local match
	<b>\$3,000,000</b>	<b>STP Funds</b>
TOTAL	\$5,364,590	

**Requesting \$3.0M** from PSRC FHWA grant funding (Surface Transportation Program) for **construction** of speed and reliability improvements in 2026.

## Project schedule



# Questions?



## **Matthew Crane**

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