Making BRT Connections Happen
TOD and BRT
"I can get to work without using a car"

"I can run my errands without using a car"
“Frequency is Freedom”
“Be on the way”

- Low delay
- Predictability
- Span of service
- Connections to network
To be considered BRT, a corridor must:

- be at least 3km length with dedicated lanes,
- score 4 or more points in dedicated right-of-way element,
- score 4 or more points in busway alignment element; and
- score 20 or more points across all five BRT Basics element.

*See The Scorecard 2016 for more details.*
Connecting the region

**LINK connections**

**I-405 BRT**
- Redmond-Seattle-Lynnwood
  - Lynnwood City Center & Bellevue Downtown
- Issaquah-Bellevue-South Kirkland
  - Bellevue Downtown
- Everett-Seattle-West Seattle
  - Lynnwood City Center
- Ballard-Tacoma
  - Tukwila International Boulevard Station

**SR 522 BRT**
- Redmond-Seattle-Lynnwood
  - Shoreline South/145th
- Everett-Seattle-West Seattle
  - Shoreline South/145th
Fast, frequent, reliable service

Bus Rapid Transit infrastructure designed for fast, frequent and reliable service

- 10-minute peak, 15-minute off-peak frequency
- Up to 19 hours of service Monday through Saturday
- Up to 17 hours on Sunday
BRT Characteristics

- Rub rails
- Off-board fare
- Station design and branding
- BRT dedicated fleet
Sound Transit welcomes Bus Rapid Transit service

Stride

Station Design Concept

Submark

Graphic Element
“BRT Wave”

Color Palette
Primary Colors

Wave Blue
White

Secondary Colors

Golden Ticket
Soft Teal
Light Gray
TOD Planning
Kingsgate TOD Feasibility Study

Study identifies opportunities, challenges, and considerations for implementing TOD on the Kingsgate Park-and-Ride site

- 400-net new stalls
- Interagency group – WSDOT, ST, Kirkland and KCM
- 3 TOD Conceptual Scenarios
- Affordable housing and market-rate apartments
South Renton Transit Center Design

A new Transit Center, Park-and-Ride and BRT station

- 8-acre site
- Interagency group – WSDOT, ST, Renton and KCM
- 3 Design Workshops
- 3 TOD Conceptual Scenarios
- TOD Feasibility - Affordable housing, market-rate apartments and hospitality
Kenmore Park-and-Ride TOD – SR522

A new Park-and-Ride garage, layover facility and BRT

- Multiple sites
- Stakeholder group – ST, Kenmore and adjacent owners
- 3 Design Workshops
- 3 TOD Conceptual Scenarios
- TOD Feasibility - Affordable housing, market-rate apartments and hospitality
RapidRide

Bringing the Region Together: BRT - Regional TOD Event

Hannah McIntosh – King County Metro
October 4, 2019
What is RapidRide?

RapidRide brings fast, frequent, reliable service that gets you where you need to be.

Key features of RapidRide Include:

- Better service for more people
- Fast, frequent, and reliable
- Bus station upgrades and customer amenities
- Better access
- Connections to transit
- Cost-effective
- Sustainable
Key Features of Capital Investments

- Passenger facilities
- Accessibility
- Speed and reliability
- Communications and technology
- Safety, comfort, and security
- Access to transit

Conceptual design rendering of a shelter location. Actual design may vary.
RapidRide Capital Investments: Speed and Reliability

Transit signal priority

Curbside bus lane

Queue jumps

Bus station locations

Bus bulbs
RapidRide in King County

- **Six Existing Routes**
  - Carries 66,000 passengers per day
  - 1 in every 5 Metro boarding's is on a RapidRide
  - Connects 11 Regional Growth Centers
  - Up to 65% increase in ridership over existing service five years after line launch

- **Expanding to Seven New Routes By 2027**
  - Providing connections in Auburn, Burien, Bellevue, Kent, Kirkland, Renton, and Seattle
RapidRide Expansion Timeline

**2021**
- **H Line**
  - Burien-Downtown Seattle

**2022**
- **G Line**
  - Madison Valley-Downtown Seattle

**2023**
- **I Line**
  - Renton-Kent-Auburn

**2024**
- **J Line**
  - Downtown Seattle-Roosevelt

**2025**
- **K Line**
  - Totem Lake-Eastgate

**2026**
- East or South King County Line

**2027**
Any questions?

Contacts

Hannah McIntosh
RapidRide Program Director
(206) 263-9104
HMcintosh@kingcounty.gov
Swift Update

June DeVoll
Manager of Regional Programs & Projects
October 4, 2019
Swift Blue Line: 10 Year Anniv.
Building the Network

Swift BLUE LINE
AURORA VILLAGE TRANSIT CENTER - EVERETT STATION
in service since 2009

Swift GREEN LINE
CANYON PARK - BOEING/PAINE FIELD
Looking to 2019

Swift Blue Line
Continues to Aurora Village

Swift Green Line
Continued to Paine Field

Swift Station
Bus stops in both directions

Parking available

Seaway Transit Center
Kasch Park Rd
100th St SW
112th St SW
Highway 99
Gibson Rd
4th Ave W
3rd Ave SE
Dumas Rd
46th Ave SE

Trillium Blvd
MILL CREEK
153rd St SE
164th St SE
180th St SE
196th St SE
208th St SE
220th St SE
Canyon Park
Park & Ride

Swift Blue Line
Continues to Everett Station

Swif

MUKILTEO

EVERETT

BOOTHELL
Swift Green Line Launches - March 2019

Early Performance

- #2 route in system
- ~2,000 avg. weekday riders
- Doubled ridership in the corridor
- Ridership has grown 20% since launch
2024: *Swift* Orange Line & *Swift* Blue Line Extension
BRT in Right Lane Mixed Traffic
• 7.3 miles

BRT in Curbside BAT Lane
• 1.0 miles

BRT in Median Lane
• 3.6 miles

BRT in Left Lane Mixed Traffic
• 2.5 miles
WHY CONSIDER BRT FOR PACIFIC AVENUE/SR 7?

- Funding is well underway; there is already **$90 million** secured toward this **$150 million** investment along the corridor.

- The Pacific Ave./SR 7 route makes up more than 12 percent of Pierce Transit’s ridership, with over 1 million boardings per year along the BRT portion of the route.

- Approximately **55,000 residents** live within a half-mile of the corridor.

- The current 31,500 jobs located along the corridor will increase to an estimated **59,000 by 2040**.

- Approximately **11% of the people** living along the corridor are dependent on transit for their travel needs.

- The route borders on six state-recognized Opportunity Zones designed to attract investment and spur economic growth.

<table>
<thead>
<tr>
<th></th>
<th>Median HH Income</th>
<th>% Unemployed</th>
<th>% Below Poverty Level</th>
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<tbody>
<tr>
<td>Study Corridor</td>
<td>$49,911</td>
<td>6.0%</td>
<td>20.3%</td>
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<tr>
<td>Pierce County</td>
<td>$62,469</td>
<td>4.5%</td>
<td>12.4%</td>
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* Source: Pacific Ave./SR-7 High Capacity Transit Feasibility Study*
BRT WILL SERVE THESE MAJOR NEW PROJECTS

Convention Center Hotel
1500 Commerce Street, under construction
*BRT within two blocks*

Brewery District Town Center
Jefferson Ave at S. 21st to 23rd Streets,
under construction
*BRT adjacent to corridor*
BRT WILL SERVE THESE MAJOR NEW PROJECTS

Koz on Market
Market Street at S. 17th St.
Adjacent to BRT corridor

Koz on Puyallup Ave.
Puyallup Avenue at E. C St.
BRT within two blocks

Trax Project
Next to Tacoma Dome Station
BRT within one block
OTHER KEY DESTINATIONS W/IN ¼ MILE OF BRT

- Tacoma Dome Station
- Six Opportunity Zones
- University of Washington Tacoma
- Pacific Lutheran University
- Bates Technical College
- City U. of Seattle
- NW College of Art & Design
- Sprinker Recreation Center
- Pierce Co. Veterans’ Bureau
- Pierce Co. Corrections
- Pierce Co. Family Support
- Tacoma Municipal Court
- Employment Security Dept.
- Social Security Disability
- Catholic Community Services
- Guadalupe House
- Tacoma Rescue Mission
- Tacoma Public Library
- Parkland/Spanaway Library
- Tacoma Indian Center
- Lighthouse Senior Activity Ctr.
- Downtown YMCA
- Tacoma-PC Health Dept.
- Mt. Rainier Lutheran H.S.
- Stewart Middle School
- Spanaway Middle School
- Spanaway Elementary
- Lyon Elementary School
- Spanaway Food Bank
- Lighthouse Senior Center
- Several religious institutions
- Banks, drug stores, retailers
- Moore Public Library
- Fred Meyer Superstore
- Charlotte’s Blueberry Park
- Parkland Auto Licensing
- Walmart Supercenter Spanaway
- Spanaway Urgent Care Clinic
- Lake Spanaway Golf Course
- Work Source
- Home Depot
- Post offices
- Museums
- Asian Market Pacific
- Pierce Co. Sheriff’s Dept.
Current & Proposed High Capacity Transit Corridors
KITSAP TRANSIT HIGH CAPACITY TRANSIT PLANNING

Kitsap Transit
October 4, 2019
WHY HCT PLANNING NOW?

Planning for the future
- Population growing quickly due to housing shortages
- Current Population 266,000
- Projected to increase by 100,000 by 2040
Vision 2050 Transit Focused Alternative

Economic Generators Changing
- Puget Sound Naval Shipyard – 30% growth over past 7 years, not expecting to slow.
- New Technology Employers
- Hospital expansion and consolidation
- Fast Ferry Success
KT HCT CORRIDOR VISION

Identified to connect centers

- Bremerton – Silverdale
- Poulsbo – Bainbridge Island
- Port Orchard Bethel Corridor
WHAT HAVE WE DONE SO FAR?

- Long Range Plan Adopted
- Corridor Vision Map Adopted
- Conducted Coordinated Planning Studies
- Board and Public Education on HCT
- Solicit Stakeholders for Planning Team
- Constructed most recent transit center to meet future needs
- Planning new transit centers along vision corridors to meet needs
CORRIDOR STUDY MAPS

- SR 305 Corridor
- Bethel Road Corridor
- SR 303 Corridor
WHAT’S NEXT?

- Public outreach and coordination
- Transit access improvements
- Fiscal planning for HCT implementation
- Frequency improvements
- Alternatives planning / EIS development
- Jurisdictional partnerships
THANK YOU!

Questions?

Steffani Lillie
Service & Capital Development Director
Kitsap Transit
360-478-6931
SteffaniL@kitsaptransit.com