PROJECT DESCRIPTION

This proposed project will construct and implement transit speed and reliability improvements on congested segments and bottlenecks along Metro Route 36, a trolleybus route operating between the Othello Link Light Rail Station and Downtown Seattle via Beacon Hill. The Route 36 carries over 9,800 weekday riders and is one of Metro’s highest ridership routes. The route serves multiple designated Regional Growth Centers, local centers, and significant numbers of transit dependent populations.

WHAT WILL THE FTA REGIONAL GRANT DO?

The requested grant funding of $2.5 million would fund the construction of transit preferential treatments on congested segments along the Route 36 corridor.

Transit preferential improvements identified through Metro’s Speed and Reliability Program will include but are not limited:

- Construct new bus lanes
- Install transit signal queue jumps
- Bus bulbs
- Signal timing optimization
- Bus stop spacing management
- Passenger facilities improvements
- Transit signal priority (TSP)
- Off-board fare collection at selected locations if appropriate
- Channelization improvements
- Access to bus stops and layover improvements if needed to enhance bus operations
- Trolley OCS infrastructure modifications

WHAT ARE THE BENEFITS?

- **Reduce congestion and improve transit service speed and reliability.** This route is one of Metro’s least reliable routes in Seattle. This project will improve the reliability of service in these corridors and improve transit travel time.

- **Provides transit speed and reliability, overall improving transit service to designated regional and local centers.** The Route 36 provide high-frequency service to the Downtown Seattle and First Hill/Capitol Hill Regional Growth Centers. Additionally, the Route 36 connects to local centers, including the North Beacon Hill and Othello urban villages and Metro designated transit activity centers at the Beacon Hill and Othello Link light rail stations.

- **Serves a dense, transit dependent area of Seattle experiencing high population and employment growth.** This steady population and employment growth have increased demand for transit service.

- **Meet the transportation needs of historically underserved communities.** The Route 36 corridor serve areas where needs are the greatest and is identified as priority population route in King County Metro’s Mobility Framework.

- **Improves air quality and reduce greenhouse gas emissions.**

BY THE NUMBERS

- **85,000** People who live or work within a half mile of the corridor will have improved access
- **255,000** Jobs are being served by the corridor (within half a mile)
- **12,000** Kg of CO2 reduction annually
- **2-5** Minutes transit travel time reduction
- **6** Regional and local centers connected

TOTAL PSRC FUNDING REQUEST: $2,500,000
Benefits to Regional Growth or Manufacturing Industrial Centers

REGIONAL CONNECTIONS – The Route 36 provides direct, frequent service to multiple regional and local centers including the Seattle Downtown and First Hill/Capitol Hill Regional Growth Centers; Seattle’s designated local centers at the North Beacon Hill Residential Urban Village and Othello Residential Urban Village; and King County Metro local centers at the Beacon Hill Station and Othello Station.

ECONOMIC GROWTH – Encourages growth by helping people easily and reliably get to and from the 255,000 jobs within a half mile of the corridor and major destinations, employment centers, parks and recreational facilities, and more.

ACTIVE TRANSPORTATION – Improves public health by building infrastructure that will make it easier for people to walk or ride their bikes to and from the bus, and it will help connect people to regional trails such as the Chief Sealth Trail and I-90 Trail.

ACCESS – Improves access to jobs, community services, educational opportunities and more for people who are historically transit-dependent and majority minority populations.

System Continuity/Long Term Benefits and Sustainability

RIDERSHIP – The Route 36 project will add 200-400 new weekday riders, or 80,000 annual riders, as area residents view taking transit as an attractive alternative to driving alone.

TRAVEL TIME – Riders will save between 2-5 minutes per trip, a 5-10% reduction in peak hour travel times.

TRANSIT CONNECTIONS – This project will improve the speed and reliability of transit connections to other modes of high capacity transit services and expand mobility to the regional transportation system including to the Sound Transit LINK Light Rail System the Beacon Hill and Othello LINK Light Rail Stations, Sound Transit Sounder Rail, Seattle’s First Hill Streetcar, and Metro RapidRide C Line service.

Air Quality and Climate Change

AIR QUALITY – Increasing ridership will take single-occupant vehicles off congested roads and highways and decrease greenhouse gas emissions and other air pollution.

VMT AND FUEL USE REDUCTION – The project will save approximately 8,000 gallons of fuel per year from the traffic operations improvements, reduce CO2 emissions by 12,000 kg per year, and decrease single-occupant vehicles as people switch to transit.