Route 36 Speed and Reliability Corridor

2020 PSRC FTA Regional Grant Application Program

Presenter: Virginie Nadimi
Total PSRC FTA Regional Funding Request: $2.5M
SPEED AND RELIABILITY CORRIDORS

• Metro program that plans and implements speed and reliability improvements on frequent transit routes in partnership with cities

• Target improvements, such as bus lanes and transit signal priority, on congested and bottleneck locations

• Goal is to improve transit speed, service quality, and increase ridership

• The Route 36 corridor is a current focus for identifying and constructing speed and reliability improvements
ROUTE 36 CORRIDOR OVERVIEW

- Trolleybus route providing frequent service between Downtown Seattle Regional Growth Centers and Othello via the Beacon Hill neighborhood

- 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

• One of Metro’s highest ridership routes
  • Accounts for 2% of all Metro’s ridership
  • 9,500 average weekday rides
  • 2 million annual rides
ROUTE 36 CORRIDOR CONGESTION

• Increased traffic congestion causes slow, unreliable transit experience
  - 40% of afternoon peak trips are late
  - Average bus speed is 12 mph during afternoon peak

• Presents a challenge in meeting growing demand for service

• Failing to meet Metro’s systemwide route performance standard of 80% on-time performance
The grant would fund the construction of transit preferential treatments and related trolley wire modifications along the Route 36, including but not limited to:

- Bus lanes
- Bus bulbs
- Queue jumps
- TSP / signal optimization
- Turn restrictions
- Bike/bus zone improvements

Trolley infrastructure modifications, channelization changes, stop relocation or consolidation, and other speed and reliability treatments will also be considered.
POTENTIAL IMPROVEMENTS

• Metro has developed *draft* list of improvements targeting congestion areas along the corridor

<table>
<thead>
<tr>
<th>Location</th>
<th>Potential Improvement*</th>
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</thead>
<tbody>
<tr>
<td>12th Ave S / S Jackson St</td>
<td>NBL transit signal</td>
</tr>
<tr>
<td>12th Ave S / S Charles St / Golf Dr S</td>
<td>SB transit queue jump</td>
</tr>
<tr>
<td>12th Ave S and 14th Ave S at: Golf Dr S, S Judkins St, S Atlantic St, S Massachusetts St</td>
<td>In-lane stops, stop optimization, or stop consolidation</td>
</tr>
<tr>
<td>Beacon Ave S (14th Ave S - S Lander St)</td>
<td>SB BAT lane</td>
</tr>
<tr>
<td>Beacon Ave S / S Bayview St</td>
<td>SB in-lane stop</td>
</tr>
<tr>
<td>Beacon Ave S / 15th Ave S</td>
<td>Transit queue jumps</td>
</tr>
<tr>
<td>Beacon Ave S / S Lander St</td>
<td>NB transit queue jump</td>
</tr>
<tr>
<td>Beacon Ave S at S Stevens St and S Hanford St</td>
<td>In-lane stop/stop rebalancing</td>
</tr>
<tr>
<td>Beacon Ave S / S Spokane St</td>
<td>NB in-lane stop</td>
</tr>
<tr>
<td>Beacon Ave S / S Spokane St</td>
<td>Transit queue jumps</td>
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<tr>
<td>Beacon Ave S / S Columbian Way</td>
<td>Transit queue jumps or signal improvements</td>
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<tr>
<td>Beacon Ave S at S Dawson St, S Brandon St, S Orcas St, S Spencer St</td>
<td>In-lane stops and/or stop rebalancing</td>
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<tr>
<td>Beacon Ave S / S Graham St</td>
<td>Transit queue jumps/phasing improvements</td>
</tr>
<tr>
<td>Beacon Ave S, S Myrtle St, and S Myrtle Pl at: S Holly St, 27th Ave S, 32nd Ave S, S Holly Park Dr</td>
<td>In-lane stops</td>
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<tr>
<td>Beacon Ave S / S Myrtle St</td>
<td>Signal phasing improvements</td>
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</table>

• Additional study including technical analysis and outreach to develop additional improvements and prioritization in 2020-2021

• Coordination with City of Seattle
ANTICIPATED BENEFITS

Improve travel time by 5-10%
2-5 minutes per trip

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

*Assumption of 0.4% ridership increase for each 1% reduction in average travel time
SUPPORTS HISTORICALLY UNDERSERVED COMMUNITIES

• Benefits diverse, transit-dependent communities in South Seattle
  • 60% minority
  • 20% households in poverty
  • 14% living with a disability
  • 37% without access to a vehicle

• Supports dense neighborhoods
  • 85,000 people and 255,000 jobs within ½ mile of the corridor
  • 2040 growth forecasts 145,000 new residents and 286,000 jobs
SUPPORTING POLICIES

• King County Metro
  • Metro CONNECTS
    o Identified as a future RapidRide corridor by 2040
    o Sets a goal of 5-20% travel time reductions with capital investments
  • Mobility Framework: Identified as a priority population route*

• City of Seattle
  • Seattle Transit Master Plan: Identifies a north-south priority bus corridor along the Route 36 corridor.
  • Seattle 2035 Comprehensive Plan: Recommends prioritizing transit investments in urban villages

*Priority routes are defined in the Mobility Framework as bus routes that had the highest proportion of priority populations (limited-English speakers; immigrants and refugees; people with disabilities; low/no income households; black, indigenous, and people of color) within their service areas.
ALIGNMENT WITH PSRC CRITERIA

Benefits Regional Growth Center Centers and locally identified centers

System Continuity/Long Term Benefits and Sustainability

Air Quality and Climate Change
FTA FUNDING GOAL

Requesting $2.5M from PSRC FTA Regional funding for construction of speed and reliability improvements in 2023 – 2024.

<table>
<thead>
<tr>
<th>Project Phase</th>
<th>Amount</th>
<th>Funding Source</th>
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<tr>
<td>PE &amp; Design (2021-2023)</td>
<td>$1,212,000</td>
<td>Local</td>
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<td>Construction (2023-2024)</td>
<td>$817,000</td>
<td>Local match</td>
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<td>$2,449,000</td>
<td>FTA grant request</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$4,478,000</strong></td>
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Project schedule

- **PLANNING** 2020-2021
- **PRELIMINARY DESIGN** 2021-2022
- **FINAL DESIGN** 2022-2023
- **CONSTRUCTION** 2023-2024
- **OPERATIONALLY COMPLETE** 2024

$2.5M requested from PSRC FTA Regional grant
Questions?

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