



WTA RAPID TRANSIT CORRIDOR STUDY

03/16/2023 TAC Meeting 2



1. Rapid Transit Definition
2. Goals
3. Corridor Review & Opportunities
4. Near-term Improvements
5. Next Steps



RAPID TRANSIT DEFINITION

BRT FIELD TRIP



VARYING DEFINITIONS OF BRT

- Highway running mixed-traffic service, minimal performance treatments
- BAT and bus/bike lanes, queue jumps
- Dedicated median bus ways, complete street redesign, 100% level boarding



PARTNERSHIPS

- Local jurisdictions
- Contractors
- Utility Companies
- Businesses
- General Public
 - Community input
 - Education



CAPITAL EXPENDITURE

- Massive infrastructure projects
- All stops transformed into costly stations
- Street configuration adjustments
- Vandalism to stations and accompanying roadway design
- Eminent domain to meet local/federal standards



RETHINKING APPROACH TO BRT

- Capital intensive corridor projects (7-10 years) to smaller scale improvements
- Why would agencies shift their approach?
 - Extensive process and long-term projects
 - Not all corridors are suitable for BRT
- Grappling with concerns around branding consistency
 - Branded BRT with poster child projects



ROUTE 120/H LINE STREET REDESIGN



BEFORE



AFTER



BEFORE



AFTER



BEFORE



AFTER

QUESTIONS?

WTA 2040 BRT DEFINITION



**Very Frequent Service
(10 minutes or less)**



**Specialized
Vehicles**



**Efficient Boarding
Process**

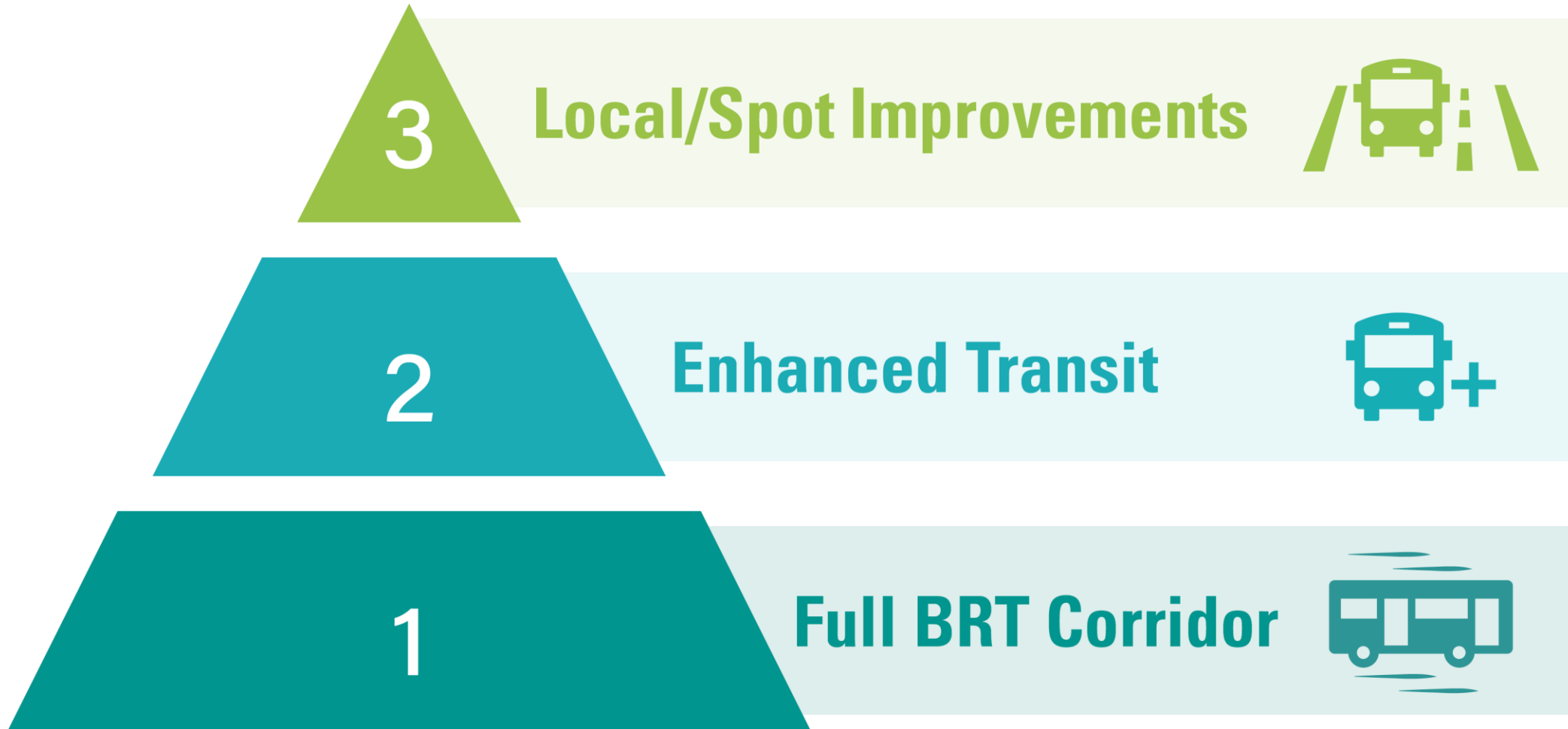


**Additional Street
System Treatments**



**Special
Branding**

TIERED BRT DEFINITION



TIER 1 – FULL BRT CORRIDOR



Service

- 10 min or less frequency weekdays
- 30 min or less on weekends
- Late night service

Route/Corridor Treatments

- Dedicated transit, BAT lanes or bus/bike lanes
- Transit signal priority & queue jumps

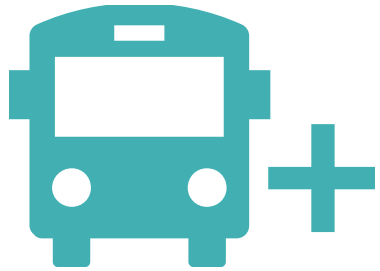
Land Use

- Mixed-Use
- Near TOD

Stops

- Optimized stop spacing
- Level boarding
- Amenities (bike lockers, bike share, pedestrian lighting, enhanced crossings, mobility hubs)
- Branded vehicles and stops
- Off-Board/No Fare Payment
- Real-time bus information

TIER 2 – ENHANCED TRANSIT



Service

- 10 minutes or less frequency for majority of the day (weekdays)

Route/Corridor Treatments

- Dedicated transit, BAT lanes or bus/bike lanes
- Transit signal priority & queue jumps

Land Use

- Mixed Use
- Near TOD

Stops

- Optimized bus stop spacing
- Enhanced pedestrian crossings
- Branded vehicles and stops
- Off-Board/No Fare or Multiple on-board readers for both door loading
- Real-time bus information

TIER 3 – LOCAL/SPOT IMPROVEMENTS



- Transit signal priority & queue jumps
- Off-Board/No Fare or Multiple on-board readers for both door loading
- Real-time bus information
- Improvements at key intersections to provide transit lanes



GROUP BREAKOUT 1

- What's most important to you within each tier?
- Why is it important?
- What other elements should be considered?

GOALS



Improve safety and comfort
for bus operations, riders
and other transportation
system users



Provide for more
efficient transit
operations along corridor

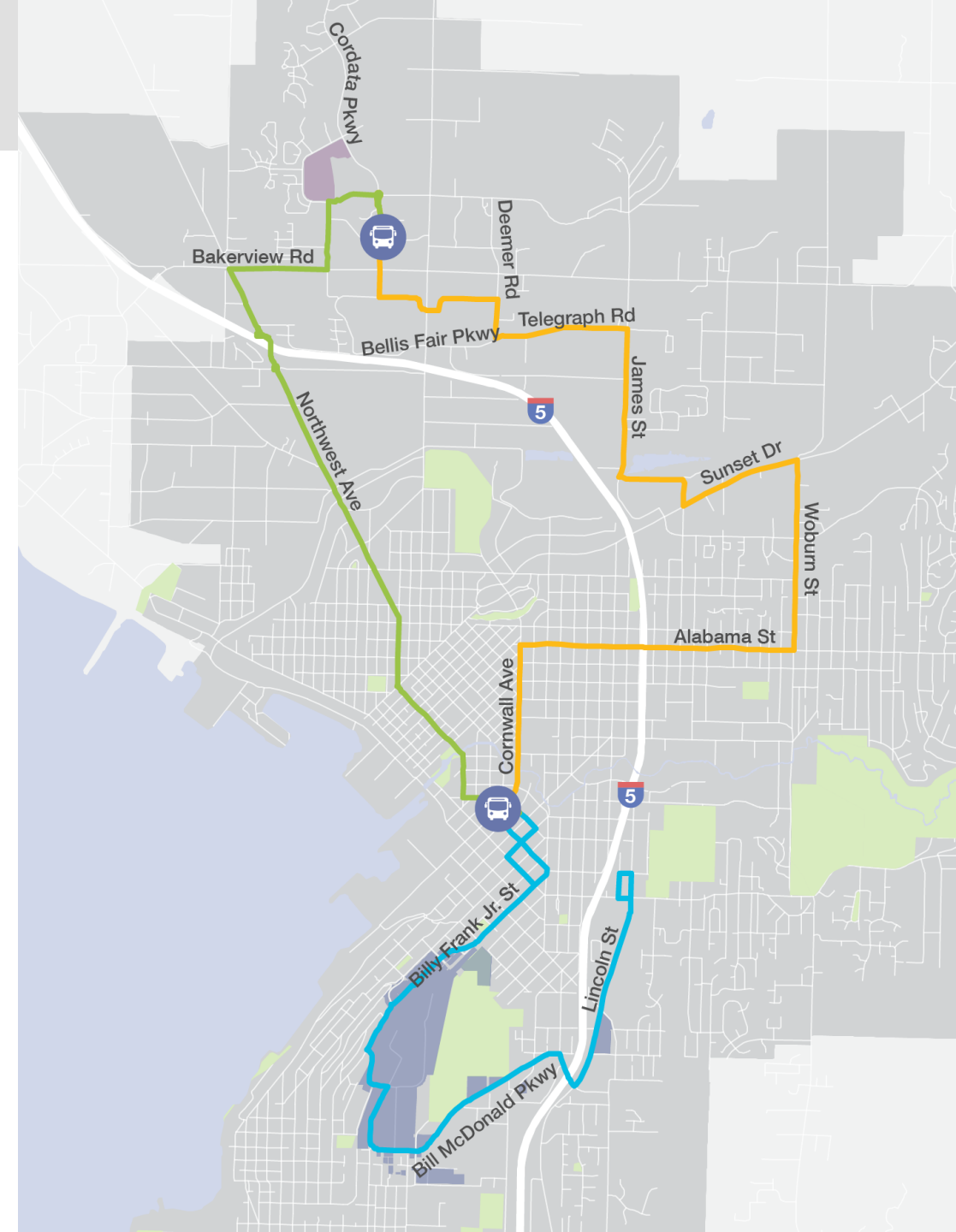


Use transit to increase
access to opportunities
along corridor

CORRIDOR REVIEW AND OPPORTUNITIES

KEY ASSUMPTIONS

- No changes to transit routing
- No right-of-way to take Gold Go Line
- Some right-of-way available Blue/Green Go Line



CORRIDOR CONDITIONS REVIEW

<https://gisdev.transpogroup.com/wtatransitcorridorstudy>

TranspoProject
TGp@ss2022!



GROUP BREAKOUT 2

- Locate hotspots
- Opportunities for improvements

NEAR-TERM IMPROVEMENTS

GROUP BREAKOUT 3

- What hotspot should be prioritized?
- Why should it have the greatest priority?
- What improvements should be considered?

NEXT STEPS

NEXT STEPS



TAC Meeting Follow-up Work

Transpo/MTA Refine Corridor
Analysis and up to 5 Near-term
improvements



TAC Coordination

Share information through webpage
Meeting 3 – Final Recommendations & Near-
term Improvements



Consultant Work

Final Alternatives analysis
Near-term Priorities & Concepts



Community Engagement