



WTA RAPID TRANSIT CORRIDOR STUDY

Board Presentation
September 7, 2023



BUS RAPID TRANSIT BUILDS COMMUNITY



“Rail on Wheels”

- Fast, reliable & frequent
- Attracts a wider range of riders
- Supports high density housing
- Economic driver
- Expands capacity of transportation system

STUDY AREA & NEED



- Go-Lines getting slower & less reliable
- Community priority for better service
- WTA 2040's Three Pillars: Equity-Efficiency-Environment
- Strengthen transit backbone

STUDY OBJECTIVES



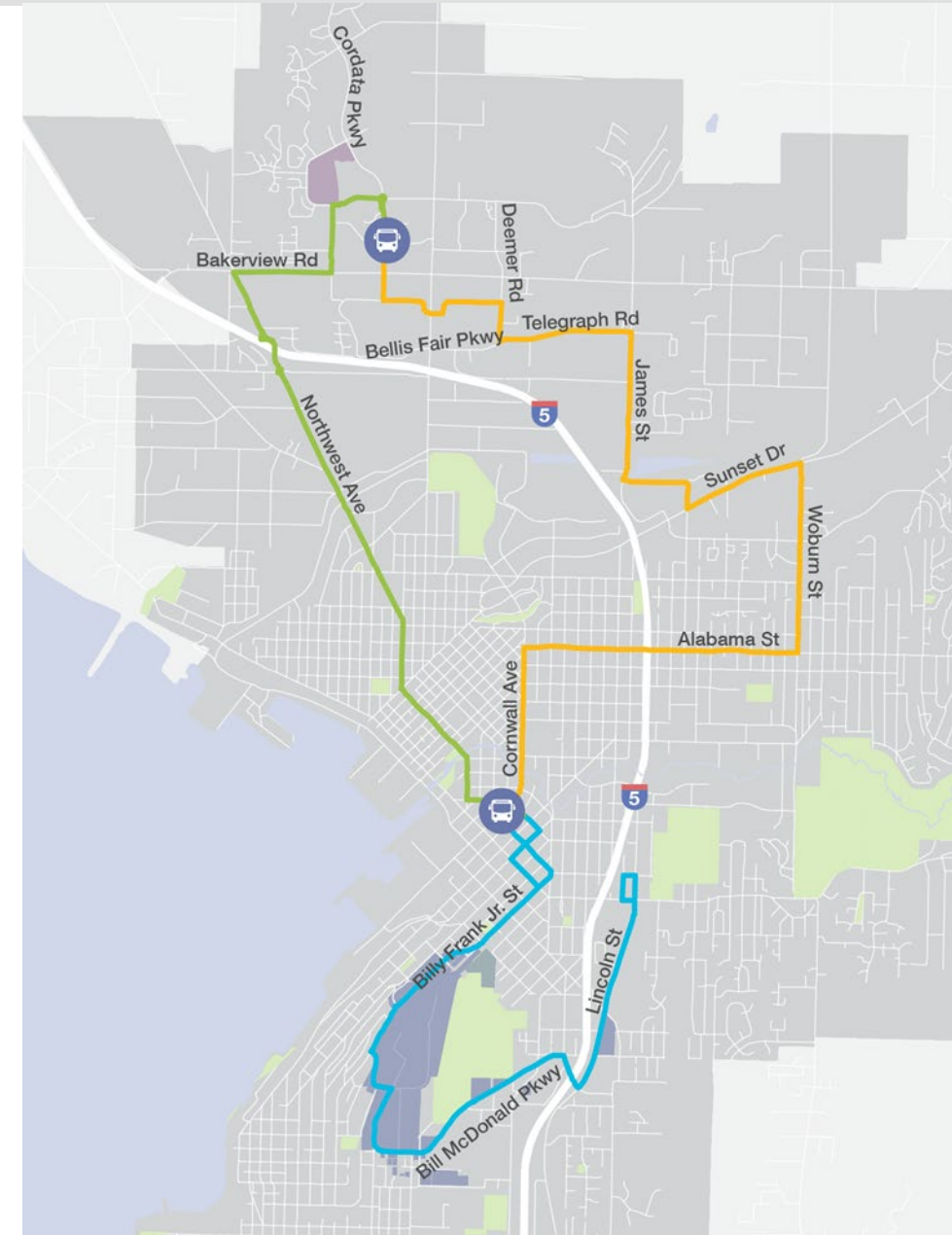
Evaluate and compare two corridors and determine feasibility of Rapid Transit



Identify key elements and infrastructure improvements to enhance service



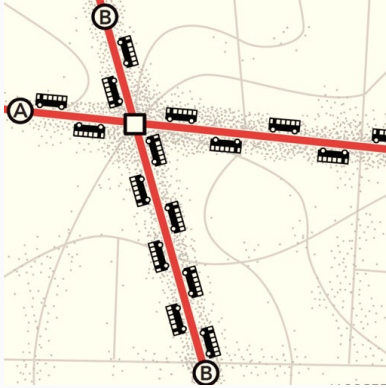
Prepare work to enable WTA to obtain local, state and federal funding



RAPID TRANSIT PROJECT STEPS

- ✓ Prepare Study
- ✓ Recommended Locally Preferred Alternative (LPA)
 - Engagement/Outreach
 - Board & Stakeholders Decision on LPA
 - 30% Design and NEPA Analysis
 - FTA Approval for Project Development

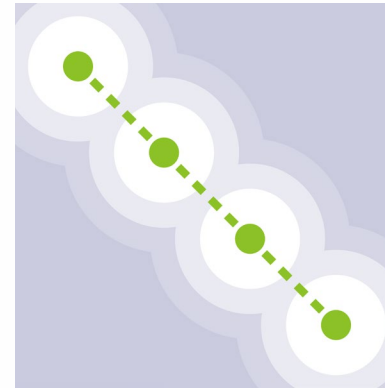
TIER 1 - FULL RAPID TRANSIT: KEY ELEMENTS



10+ MINUTE HEADWAYS



ENHANCED STOPS



1/2 MILE STOP SPACING
(5-MINUTE WALK)



SIGNAL IMPROVEMENTS



TRANSIT-SUPPORTIVE
LAND USE

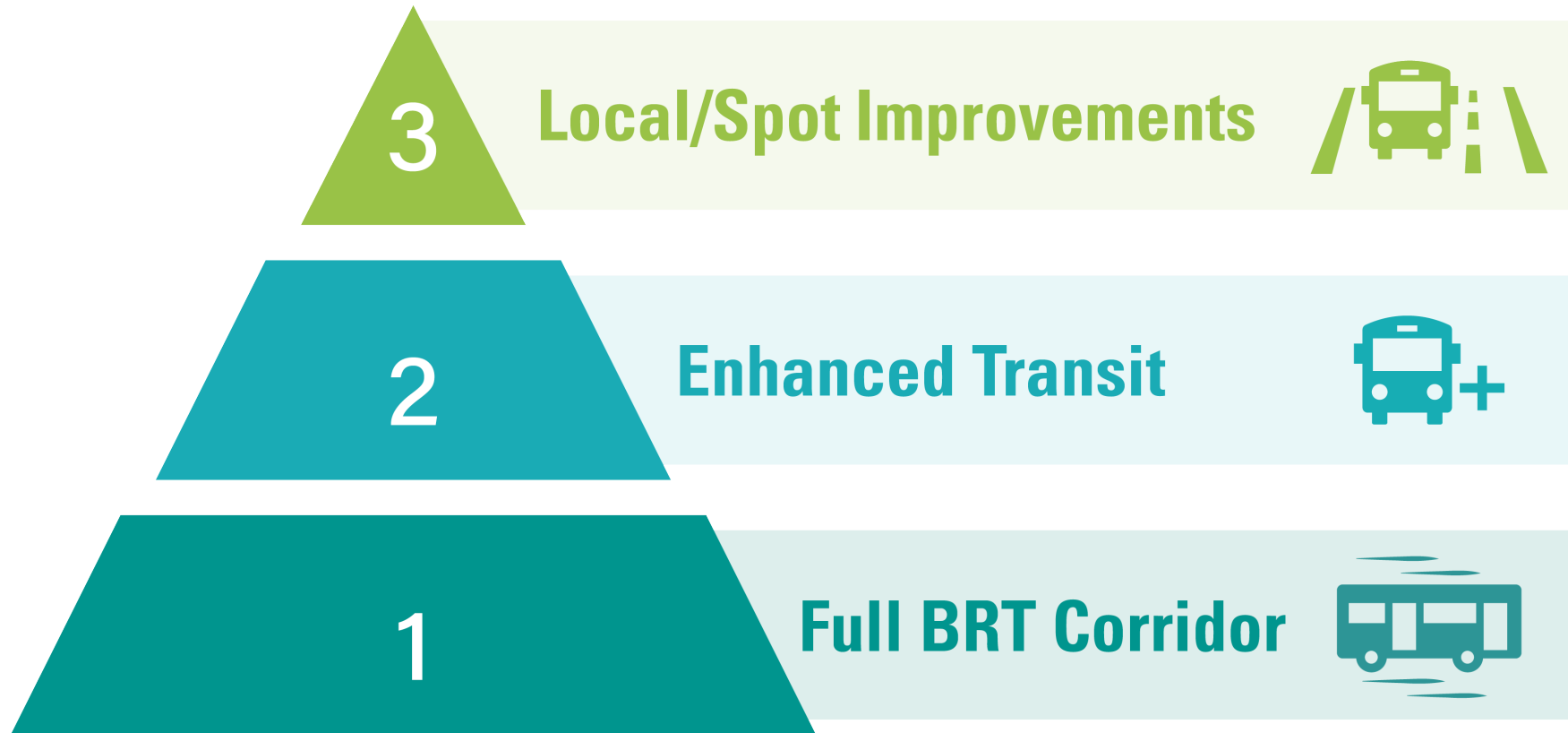


TRANSIT LANES



BRANDED BUSES

RAPID TRANSIT DEFINITION: THREE TIERS



GOALS AND EVALUATION MEASURES



Improve safety and comfort

- Reduce Conflicts with Other Modes
- Pedestrian Access



Provide more efficient transit operation

- Increase Transit Speed
- Reduce Running Time



Increase access to opportunity

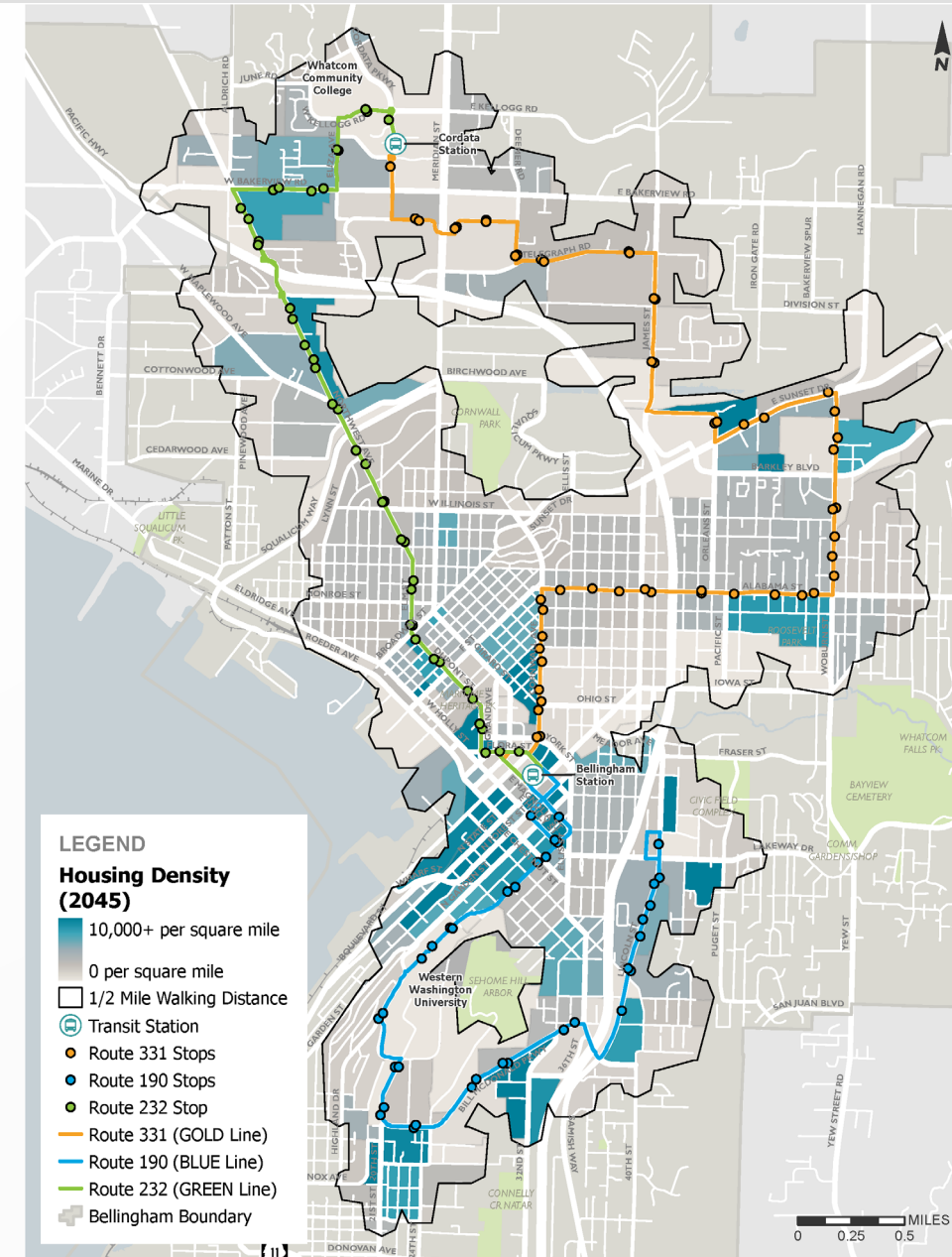
- Increase Ridership
- Transit-Supportive Land Use
- Non-Motorized Oriented Design

STUDY CONCLUSIONS – RAPID TRANSIT IS FEASIBLE







Future land use estimates support rapid transit

Corridor	Future Density*
Minimum	17
Gold	22
Green/Blue	26

* Persons (population + employment) per acre

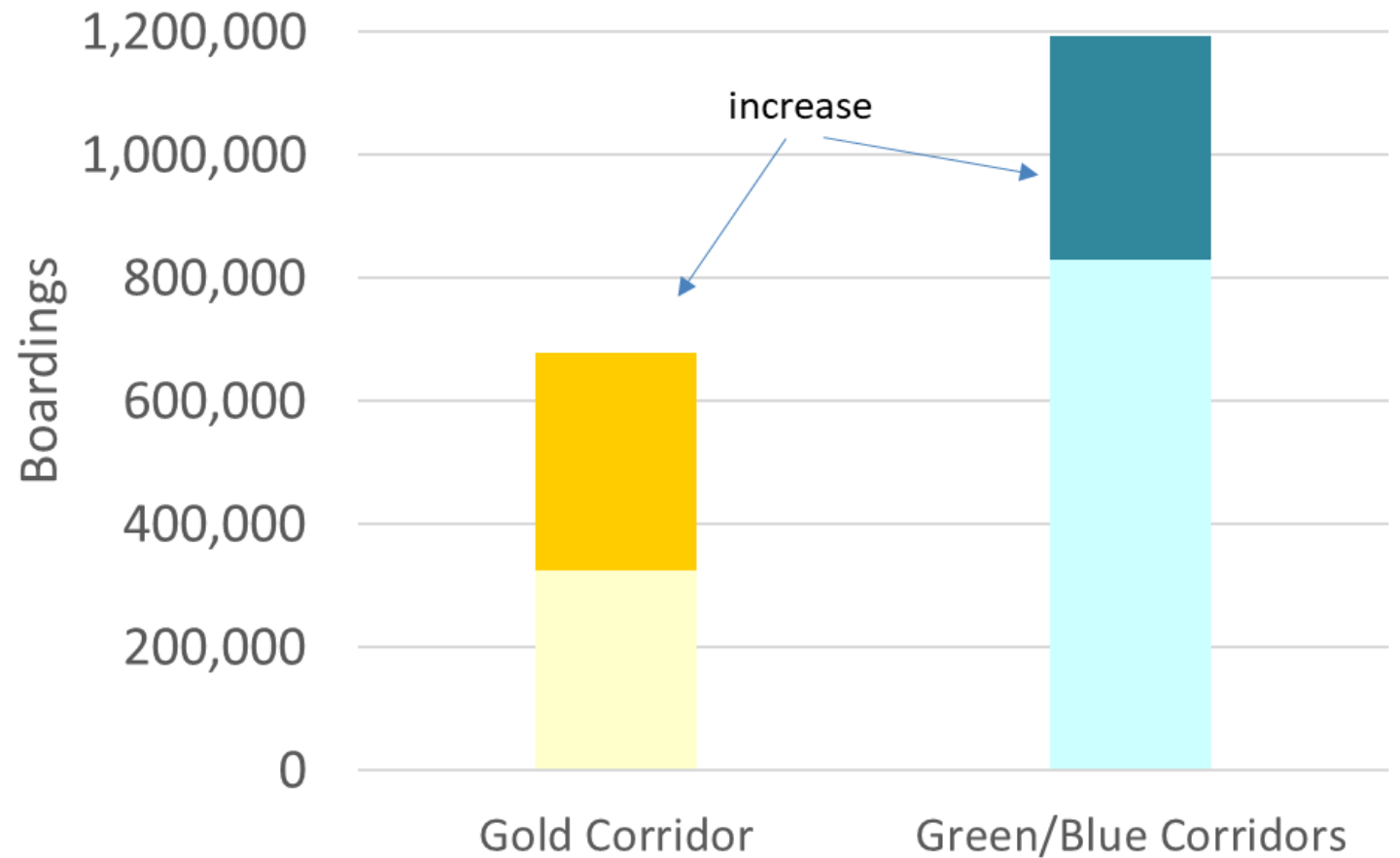


SUMMARY OF EVALUATION

MEASURE	GOLD			GREEN/BLUE		
	1	2	3	1	2	3
 Reduce Transit Conflicts with Other Modes	★			★	★	★
 Pedestrian Access	★			★	★	★
 Increase Transit Speed and Reduce Run Time	★	★		★	★	★
 Increase Ridership	★	★		★	★	★
 Transit-Supportive Land Use	★	★	★	★	★	
 Non-Motorized Oriented Design	★	★	★	★	★	
	11.3 TOTAL			14 TOTAL		

STUDY CONCLUSIONS – RAPID TRANSIT IS FEASIBLE

**Rapid Transit Will
Attract More Riders**



STUDY CONCLUSIONS – RAPID TRANSIT IS FEASIBLE



Effective Rapid Transit Requires Infrastructure

- Key “Hot Spot” locations delay buses
- Improvements help maintain transit speeds and ensuring reliability
- Queue jump lanes, BAT lanes, Bus/Bike lanes, Transit Signal Priority

RECOMMENDED CORRIDOR

Start with the Green/Blue Line

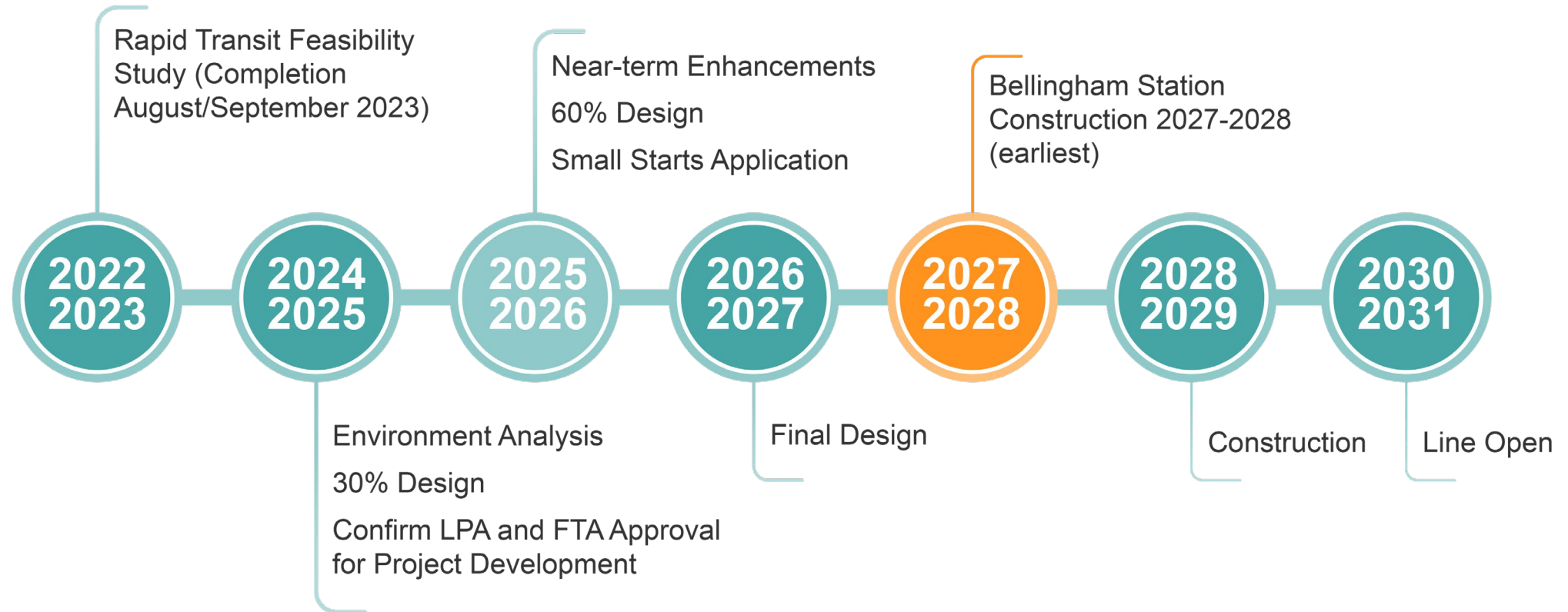
Green/Blue Corridor

- ✓ Overall better score using project criteria
- ✓ More direct (therefore, more intuitive for riders)
- ✓ WWU is the big destination
- ✗ Green Line portion has less potential ridership

Gold Corridor

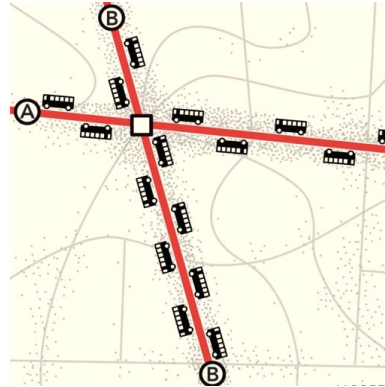
- ✓ Scores higher on transit-supportive land use criteria
- ✓ Contains Barkley Village & Bellis Fair Mall
- ✗ Circuitous routing

PROJECT TIMELINE (LONG-TERM)



SHORT-TERM ACTIONS

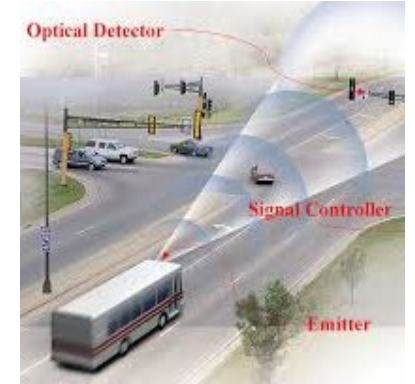
- Phased approach
- Prepare for a future Small Starts grant application
- 2024/2025 tasks:
 - service planning
 - focused infrastructure work
 - land use policy



SERVICE
PLANNING



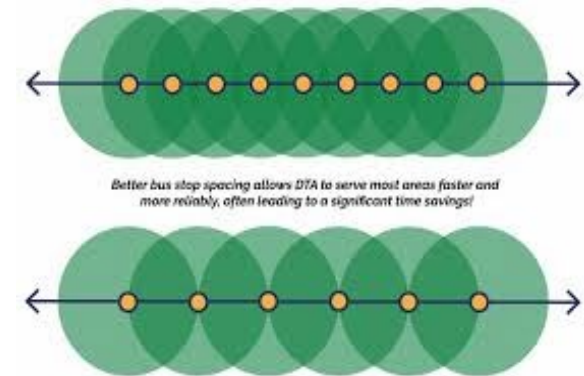
DEVELOP ALTERNATIVES
FOR HOT SPOTS



SIGNAL
IMPROVEMENTS



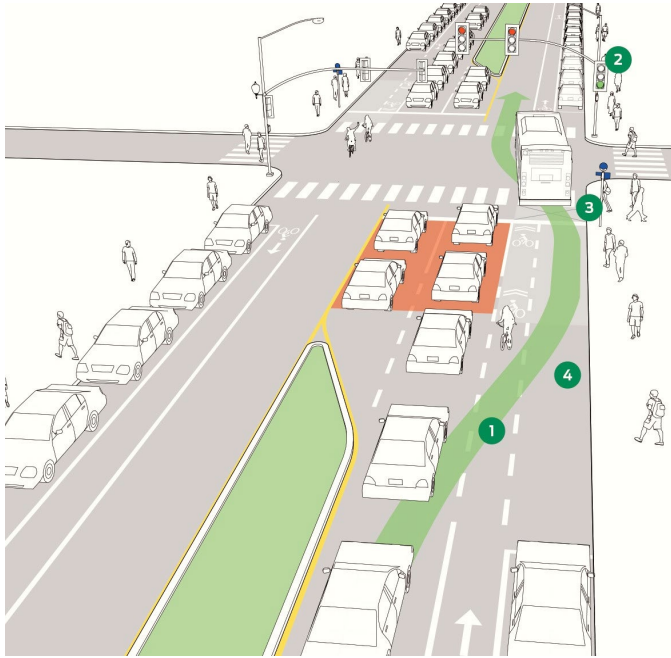
ENSURE LAND-USE PLANS
SUPPORT CORRIDOR TOD



CONSOLIDATE STOPS

QUESTIONS?

TRANSIT LANES



QUEUE JUMP LANE



**BUSINESS ACCESS/
TRANSIT LANE**



SHARED BUS/BIKE LANE

TRANSIT LANES



Bus Only Lanes