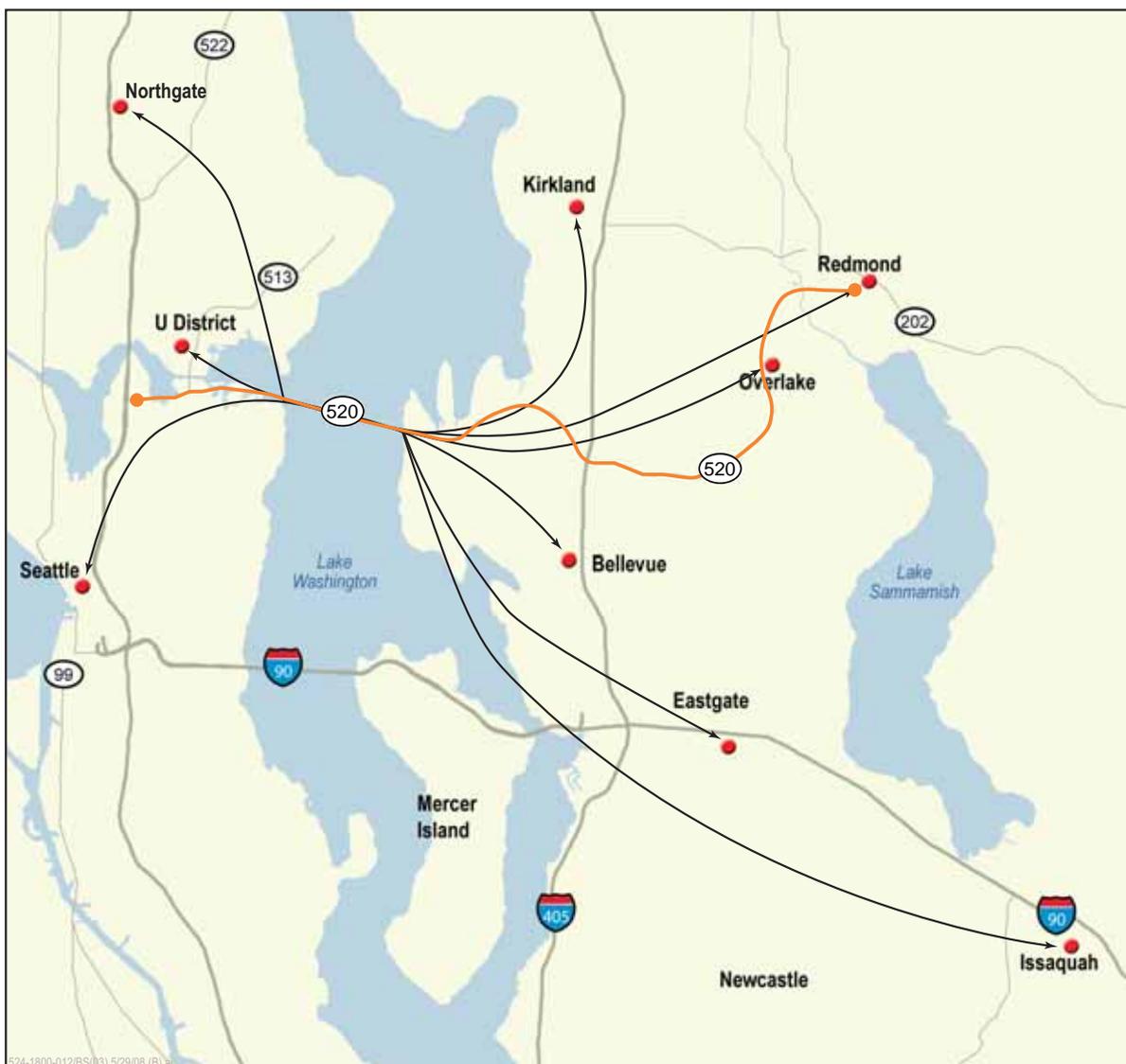


Why is SR 520 a critical transit corridor in the region?

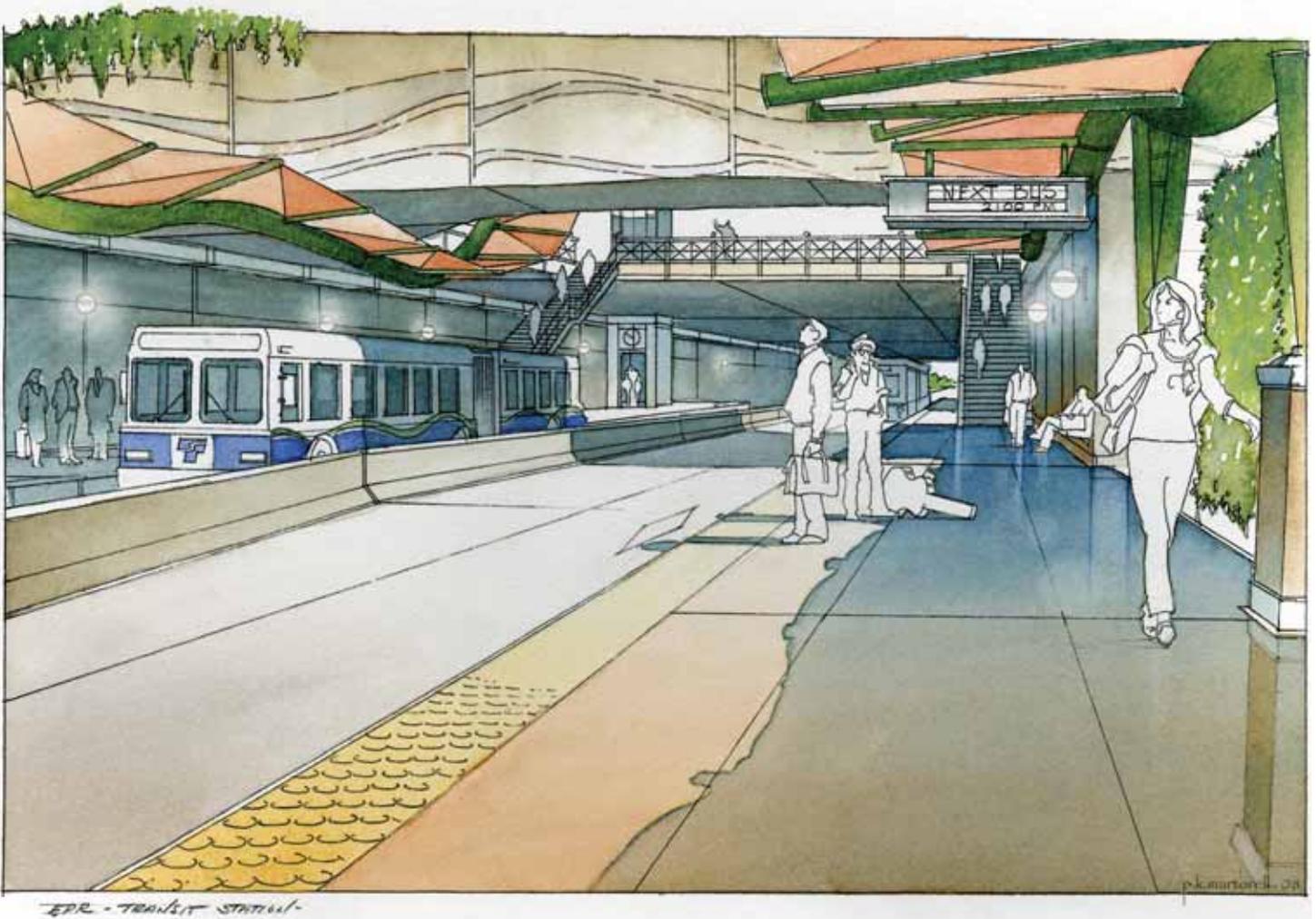
- Carries 15,000 daily transit trips, and growing rapidly.
- Transit service connects major urban centers and nearby cities, where future growth is planned.
- Future riders may find transit even more attractive than driving because of competitive travel times, higher fuel costs and tolling.



Urban and town centers linked by SR 520.

What are the goals of the High Capacity Transit (HCT) Plan?

- Describe Bus Rapid Transit (BRT) strategies to respond to projected increases in transit demand on the SR 520 corridor.
- Expand the strong transit market already in place.
- Build on speed and reliability benefits from the proposed new HOV lanes.
- Support future transit improvements beginning with BRT.



Transit station concept.
Draft - March 2008

What are potential elements of Bus Rapid Transit (BRT) on SR 520?

Expand existing bus service with BRT routes offering:

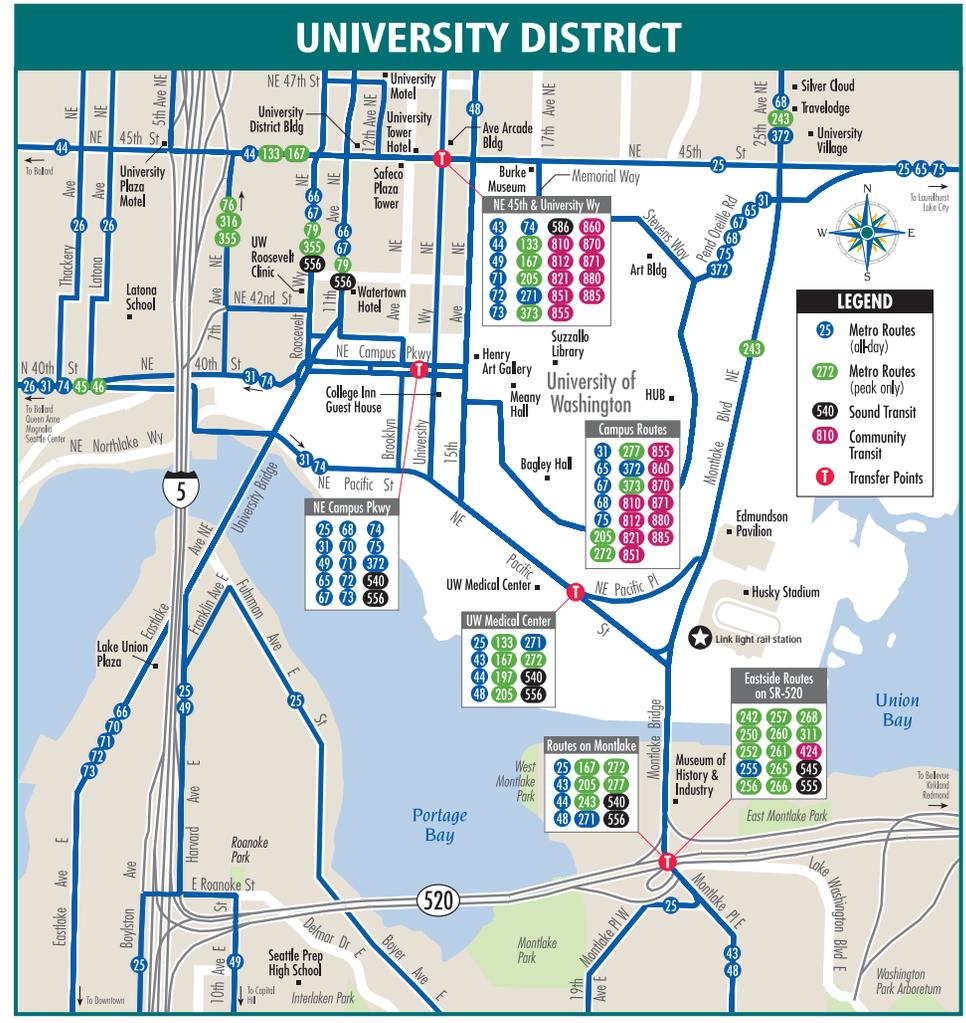
- Frequent all day “core” routes to and from major centers.
- Faster and more reliable service using HOV lanes managed for transit speed and reliability.
- New Montlake Multimodal Station connecting to UW campus and medical center, Link light rail, and local express transit.
- Expanded access to BRT service with improved transit stations and expanded park-and-rides.
- Other measures to improve transit travel service:
 - Direct access ramps and transit priority.
 - Real time rider information.
 - Local and regional partnerships.



Bus rapid transit example

Montlake Multimodal Center

- SR 520 High Capacity Transit and Bus Rapid Transit plans recognize the need for effective connections to the University of Washington campus and medical center, local bus service, the light rail station and the Montlake area.
- Bus rapid transit concepts for SR 520 consider:
 - Several alternatives for the design of the west side corridor.
 - Final design for the UW light rail station.
 - Long-range plans in development by the University of Washington, including the Rainier Vista/Triangle plan.
 - Access for Montlake area, UW and University District transit riders.



What's next for SR 520 High Capacity Transit (HCT) planning?

Summer 2008

WSDOT, Sound Transit, King County and UW are evaluating key parts of the strategy:

- Bus Rapid Transit (BRT) service concepts and options.
- Montlake Multimodal Station.
- Other facility needs.
- Cost estimates for additional services and facilities.
- Implementation planning.

Fall 2008

Recommended High Capacity Transit Plan

- Blueprint showing the recommended service levels and facilities to meet the corridor's demand.

December 2008

SR 520 High Capacity Transit Plan submitted to the governor and legislature.

