

Signal Optimization Program



- 150/year
- 7 year cycle
- 3 year cycle is recommended (356 per year)
- 200 downtown signals on one pattern

2013 Optimization Corridors



- Broadway
- Jackson Street
- Lake City Way
- 35 Ave NE (part)
- Delridge Way SW
- E Madison Street
- 12th/15th Ave E
- 24 Ave NW
- W Mercer Street
- W Dravus Street
- NE 50 Street
- S Dearborn Street

Transit Signal Priority



Light Rail Trains along Martin Luther King Jr Way S

- Goal is to travel station to station without stopping
- Pedestrian “walk” not skipped twice in a row

Streetcars

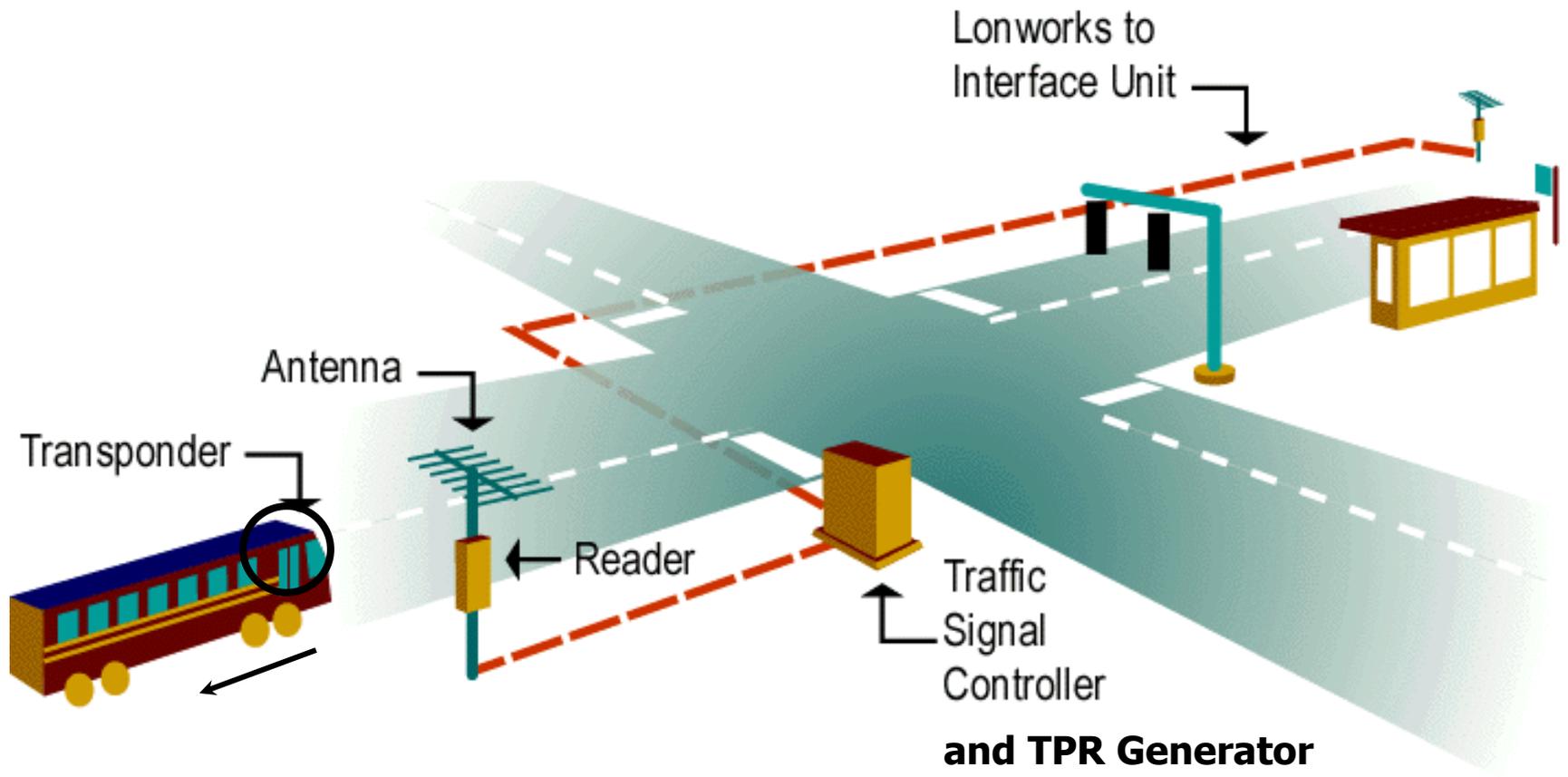
- Special signal phase sometimes needed
- Priority sometimes provided

Buses

- Partial priority is the most typical choice
- Rapid Ride may receive higher priority

ITS Key Arterial Network

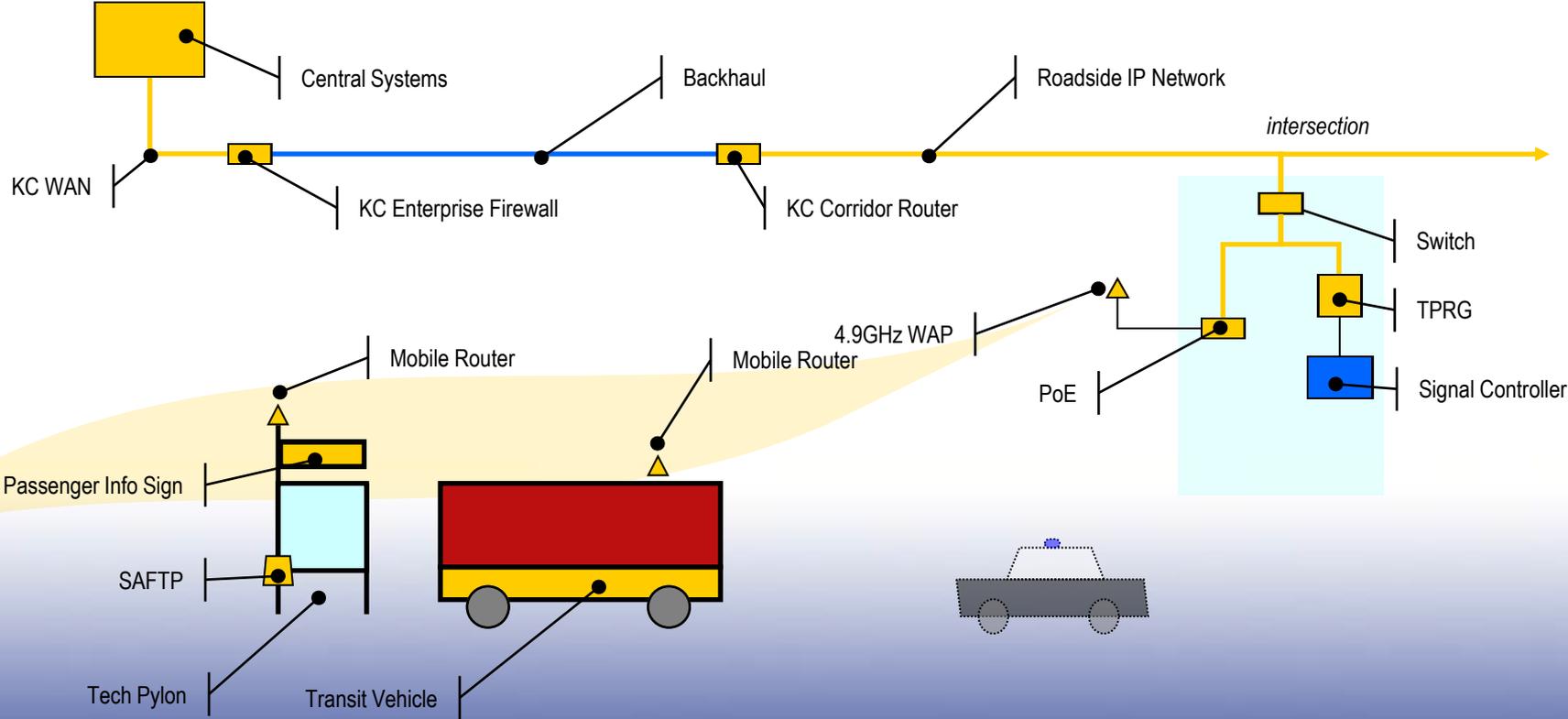




KC Metro Transit ITS Architecture

Connected Vehicle Network

RapidRide ITS Architecture



Intersection Equipment for LRT

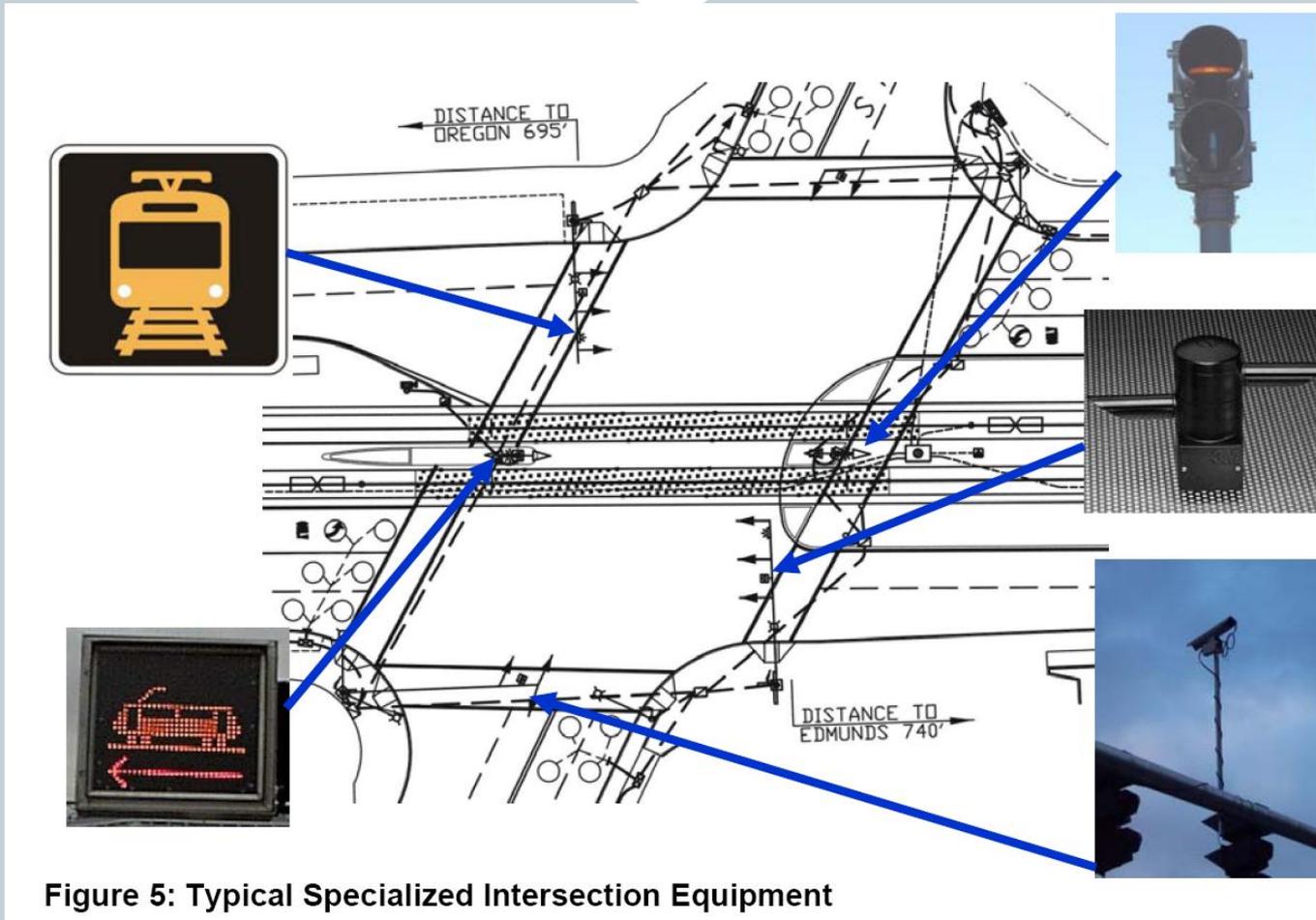


Figure 5: Typical Specialized Intersection Equipment

