

Downtown Southend Transit Pathways

August 2012

High Transit Ridership on SR 99

- 20,000 daily riders on 10 routes use Columbia and Seneca ramps
- 45 to 50 Metro buses per peak hour
- One-fifth of the buses moving on Third Avenue
- RapidRide C and D Lines – September 2012



Pathways Eliminated

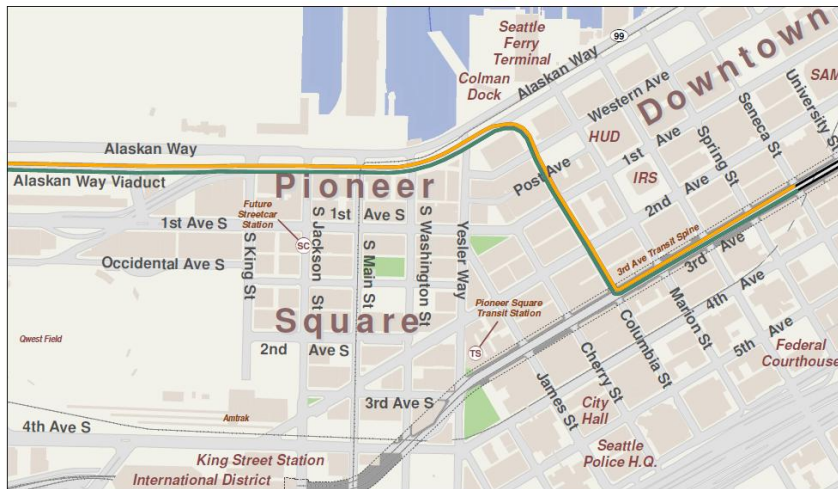
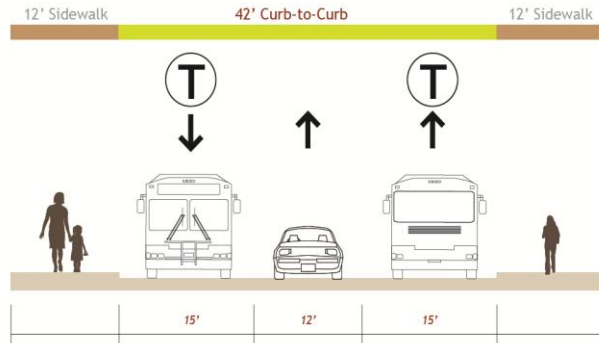
- Evaluated pathways that included surface streets, SR 99 and I-5.

Pathway	Reasons for being removed from further consideration
1st Avenue S and 4th Avenue S	<ul style="list-style-type: none"> • Poor transit reliability • Increased travel time (5-15 minutes) compared to existing Alaskan Way Viaduct pathway
Yesler Way and James Street	<ul style="list-style-type: none"> • Conflicts with ferry operations • Added delay due to turn movements • Difficult turns for buses
Jackson Street	<ul style="list-style-type: none"> • Higher traffic volumes expected on Jackson Street with surface Alaskan Way • Right-of-way constraints with the First Hill Streetcar • Increase turn movements and pedestrian conflicts • Difficult turns for buses.

Pathways Analyzed

Columbia Street

Two-way transit only with loading zones and business access



DOWNTOWN SOUTHEND TRANSIT STUDY

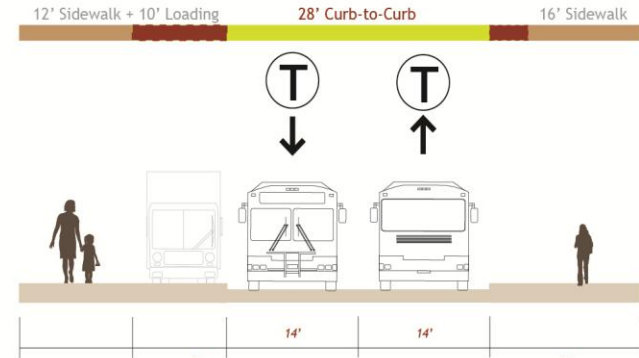


Inbound Route
 Outbound Route
 Pathway Connector

Exhibit 3-9
Pathway 5A

Main Street

Two-way transit only with loading zones and business access



DOWNTOWN SOUTHEND TRANSIT STUDY



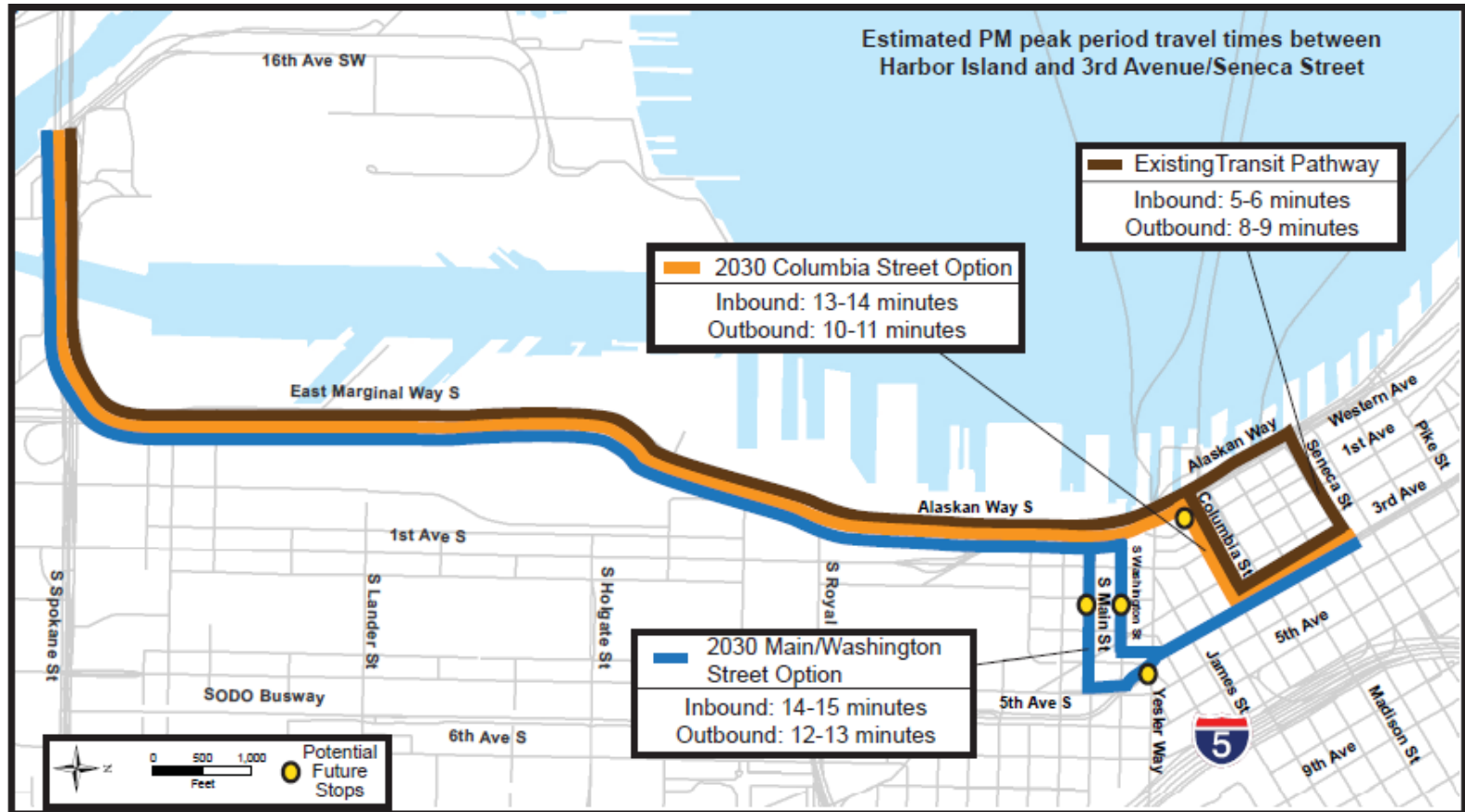
Inbound Route
 Outbound Route
 Pathway Connector

Pathway 3A

Preliminary Results

Factors	Columbia	Main/Washington
Travel Time (Weekday PM Peak)	<ul style="list-style-type: none"> • Longer travel times than existing 	<ul style="list-style-type: none"> • Longer travel times than existing
Reliability	<ul style="list-style-type: none"> • Must have transit lanes for reliability • Delays at 3rd Avenue 	<ul style="list-style-type: none"> • Must have transit lanes for reliability • Delays at 3rd Avenue/Main Street
Bus Operations	<ul style="list-style-type: none"> • Grade and intersection at 3rd Avenue 	
Grade	<ul style="list-style-type: none"> • Moderate to steep grade 	<ul style="list-style-type: none"> • Slight grade
Access and Connections	<ul style="list-style-type: none"> • Access to Colman Dock/Central Waterfront, Pioneer Square Station 	<ul style="list-style-type: none"> • Access to Pioneer Square, International District, King Street Station
Population		<ul style="list-style-type: none"> • Serves more people with two area stops • Greater density of residences
Parking	Similar levels of parking removed for two-way options; more for Main/Washington couplet.	
Neighborhood Concerns		<ul style="list-style-type: none"> • Noise and bus volumes • Historic District

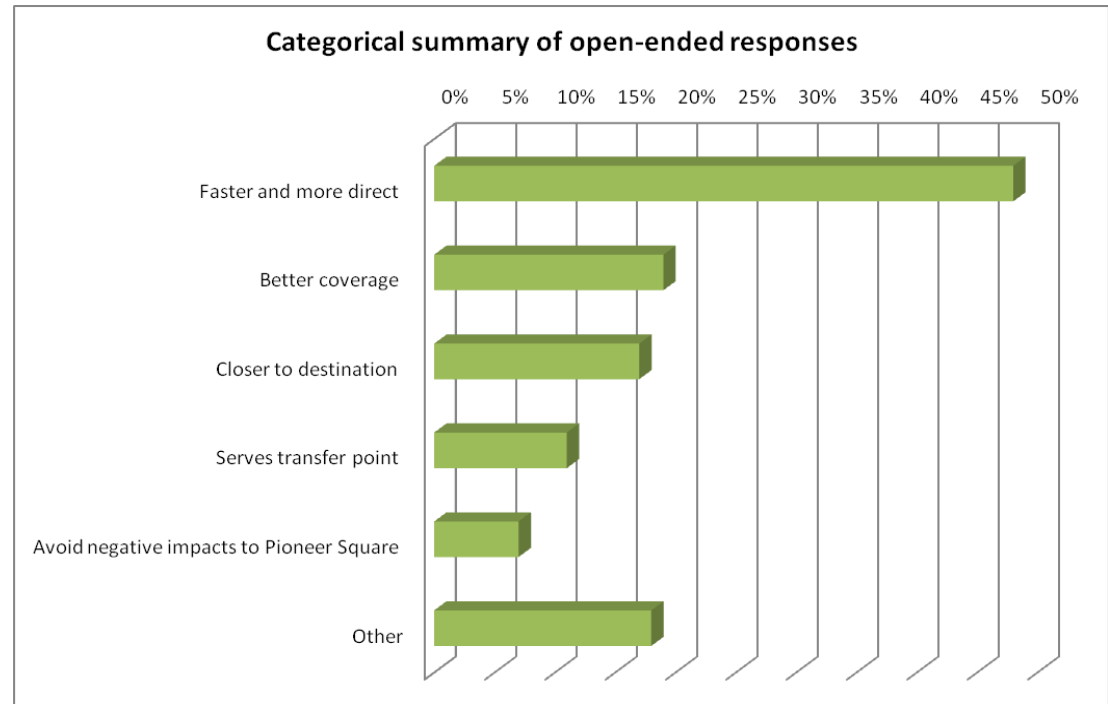
Southend Transit Pathways Project



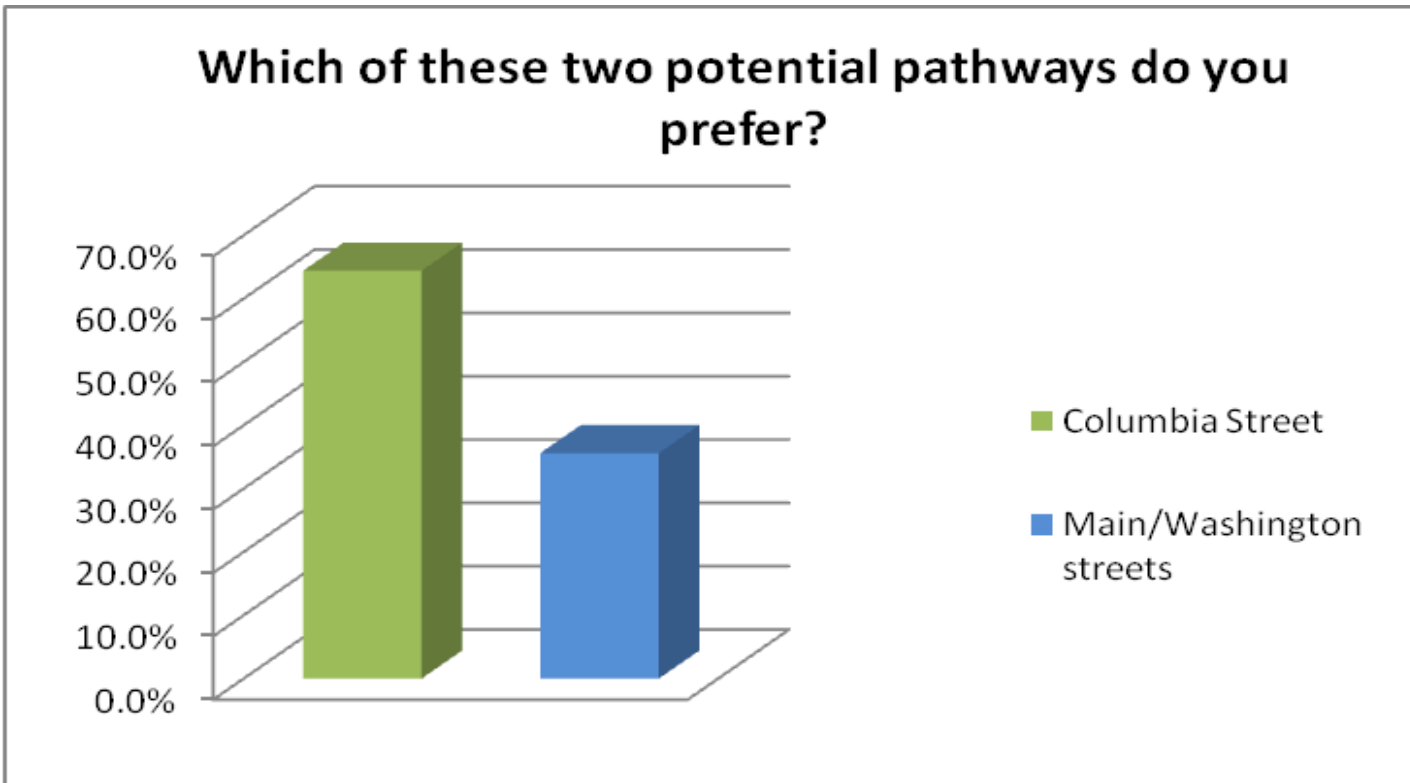
Inbound travel times increase 150%, compared to existing conditions

Pathway Survey Results

- Over 1,500 respondents
- Riders want a faster, more direct trip into downtown Seattle



Pathway Preference



- Preferred Columbia pathway
- Respondents preferred pathway most similar to their current one
 - West Seattle preferred Columbia
 - Ballard preferred Main/Washington

Additional Evaluation

- Columbia Transit Hub
 - Stop-spacing and location
- Transit Priority Treatments
 - Alaskan Way
 - Columbia Street
- Interim Construction Pathway



Next Steps

- Complete pathway evaluation
- Work with City to develop Columbia Street Transit Hub design
 - All day transit priority treatments
 - Operational Improvements
- Connect with stakeholders and riders