

Potential Transit Building Blocks

March 27, 2008

At the March 27, 2008 Stakeholder Advisory Committee meeting, potential building blocks were presented for the Alaskan Way Viaduct along the central waterfront. These building blocks focused on the regional and local transit system, surface streets in the Center City, and the freeway and major arterial HOV system. Building blocks for the central waterfront will be discussed at the April meeting.

We want to hear from you. What other building blocks should be considered? Please send comments by e-mail to viaduct@wsdot.wa.gov by April 11. The public will be asked to comment on the complete list at the May public meetings.

New transit services

Theme: Provide new transit capacity through service expansion and speed and reliability improvements

RapidRide

Committed:

- Ballard/Uptown
- Aurora
- West Seattle
- Pacific Highway South
- Bellevue-Redmond

Potential Building Blocks:

- Delridge
- Ballard to U District
- Lake City Way

Light Rail

Committed:

- SeaTac to Downtown
- Downtown to University District
- Feed bus service to light rail lines

Potential Building Blocks:

- U District to Northgate
- Northgate to Lynwood
- Downtown to Redmond
- SeaTac to Tacoma

Surface Light Rail

Potential Building Blocks:

- Ballard (15th Ave corridor)
- West Seattle (SODO Busway or 1st Ave South)

Streetcar

Committed:

- Waterfront
- South Lake Union

Potential Building Blocks:

- SODO to Seattle Center/Uptown
- South lake Union to University District
- South Lake Union to Fremont/Ballard
- ID Station to Broadway Station/First Hill
- ID Station to 23rd Avenue

Commuter Rail

Potential Building Blocks:

- Increased frequency and extend to all day service
- Two way peak period service
- Expand park and ride facilities

Other New Bus Services

Committed:

- Transit Now service improvements on high ridership routes on the UVTN via Transit Now service partnerships

Potential Building Blocks:

- Rapid trolley network
- Peak hour express and/or new direct service in key commute markets to growing areas on fringes of Downtown (South Lake Union, Uptown, SODO, Pioneer Square, International District)
- Achieve transit frequency and span of service goals on the Urban Village Transit Network (15 minute or better frequency, minimum 18 hours per day)
- Service increases to affected Westside neighborhoods (above initial RapidRide improvements)

Waterborne Transit

Committed:

- Year round passenger service from West Seattle to Downtown
- Vashon Island passenger service
- King County Ferry District – demonstration routes planned from Shilshole, Des Moines, Kirkland, Kenmore and Renton

Potential Building Block:

- Improve transit connections at Colman Dock and Fauntleroy ferry terminals

Manage the system to keep transit moving

Theme: Increase effective transit capacity through speed and reliability improvements using system management and policy actions to and within the Center City

Committed:

- Stewart Street/Olive Way/Howell Street transit-only lanes

Potential Building Blocks:

- Achieve transit speed goals on the Urban Village Transit Network (average transit speed equal or greater than 30% the speed limit)

- Aurora Avenue transit-only lanes
- SR 99 transit or transit/HOV lanes between Spokane Street and Downtown
- Transit only lanes on Elliott Avenue/15th Avenue W/NW.
- Extend Third Avenue transit priority to Denny Way
- Extend transit-only Third Avenue to all day
- Two-way trolley service on Madison Street – Colman Dock to First Hill
- Simplify trolley network in Center City – reduce turns on Third Avenue and make stronger east-west connections between the Waterfront/First Avenue and First Hill
- Second and Fourth avenues – add second transit-only at peak periods
- Fourth Avenue South – transit-only lanes
- Convert Prefontaine Place to two way transit operations, connecting Third Avenue transit corridor to two way transit operations on Fifth Avenue South
- Direct connection between SODO busway and Airport Way/Fifth Avenue

Theme: Provide transit operational or right-of-way speed and reliability improvements

Potential Building Blocks:

- Terminate some buses at terminals on edges of downtown
- Maximize use of light rail tunnel by feeding bus service to light rail outside downtown
- Change skip stop spacing to add third group of routes
- Second downtown transit tunnel

I-5, I-90 and SR-520

Theme: Manage HOV lanes, create new direct access points for transit and consider new/changed ramp access to downtown

Potential Building Blocks:

- Manage HOV lane speeds to stated goal of average 45 MPH
- Create two-way transit/HOV priority on I-90 and SR-520
- Northbound peak period transit-only shoulder - Olive Way to SR 520
- Industrial Way direct access between I-5 and E-3 Busway
- Modify reversible ramp designations
- 3+ HOV policy
- Provide transit/HOV access at Stewart St.
- Toll reversible express lanes
- Consider removing HOV priority access at Cherry St.
- Provide two-way transit/HOV priority on I-5 express lanes

Theme: Operate limited access system more efficiently

Potential Building Blocks:

- Build off current intelligent transportation systems (active traffic management)
- Overhead gantries – variable speed limit and lane control signs
- Speed harmonization – maintain flow, reduce collision risk and provide queue warning
- Variable lane control – signals divert traffic away from trouble spots and improves emergency vehicle access
- Travel time signs – allow for better reroute decisions by travelers

- Automate reversible express lanes switch-over to reduce time of “lost capacity”
- Modify the north end of the reversible express lanes by separating HOV and general purpose lanes that merge into the mainline

Supporting transit elements

Theme: Provide system elements in or near the Center City which are required for effective operation of the transit system

Potential Building Blocks:

- Additional electric trolley and streetcar overhead infrastructure
- Additional right-of-way through parking management or removal, grade separation or lane channelization and traffic operations
- Additional bus base capacity
- Additional on street or off street passenger and bus terminals and staging areas

Supporting rideshare, pedestrian and bicycle elements

Theme: Provide high quality bicycle and pedestrian connections to and within downtown supporting dense, walkable neighborhoods and access to transit

Bicycle Connections

Potential Building Blocks:

- Second Avenue and Fourth Avenue bike lanes or sharrows
- Alaskan Way bike lanes
- Pine Street bike lanes
- Bell Street/Blanchard Street sharrows or bike lanes
- Royal Brougham Way bike lanes (railroad crossing)
- Ninth Avenue bike lanes (Valley Street to Denny Way)

Pedestrian improvements

Potential Building Blocks:

- King Street HUB – improve pedestrian connections to other modes
- Aurora Avenue – new at-grade pedestrian crossings
- Mercer Street/Valley Street – pedestrian improvements
- Denny Way – improved pedestrian crossings
- Westlake Avenue – improved pedestrian crossings
- Bell Street – pedestrian improvements
- Pedestrian improvements in transit hubs and spine
- Improve/add sidewalks over/under I-5
- New I-5 pedestrian bridge
- Alaskan Way – wider promenade and improved east-west connections to the water
- New Alaskan Way pedestrian bridges