Making Communities Better Through Transit
How the City of Seattle & King County Metro Delivered BRT to Amazon’s Front Door

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Presentation overview

• South Lake Union
• RapidRide (Bus Rapid Transit) to South Lake Union
• Speed and Reliability Improvements
• Results of C Line Extension
• Upcoming Challenges
Seattle No. 4 for growth

Seattle grew by 2.3 percent between 2014 and 2015, ranking fourth among the 50 largest U.S. cities, according to new census data.

Source: U.S. Census Bureau
KELLY SHEA / THE SEATTLE TIMES
South Lake Union - in context

Downtown Seattle
South Lake Union

- 2015: ~25,000 employees, ~5M sq. ft.
- By 2019, will increase to 70K, 10M sq. ft.
  - Equivalent to all jobs in Austin CBD
South Lake Union - challenges

• High drive-alone rate
• Limited transit infrastructure  
  – SLU Streetcar, north-south bus
• Intense construction
• Known as “Mercer Mess”
Seattle transit

- King County Metro
  - Bus, trolleybus, BRT

- Sound Transit
  - Light rail, bus, commuter rail

- SDOT/City of Seattle
  - Monorail, streetcar
RapidRide to SLU

• Split & extend RapidRide C & D lines
  – Improve reliability, serve new markets
  – Headways of 10 minutes during peaks
  – C line to South Lake Union
  – D line to south Downtown

• Proposition 1 (Nov. 2014) funds $45M/year service
RapidRide to SLU

- Layover first, find reliable routing to reach it
RapidRide to SLU

- **Westlake Ave**
  - Curbside transit lanes in both directions; turn restrictions
  - Expand existing streetcar/bus stops into RapidRide stations
  - Northbound queue jump around congested intersection at Mercer

- **Valley St**
  - New layover by bio-med/cancer center
RapidRide to SLU

Transit plan for South Lake Union: Drop 2 car lanes
Speed and reliability – transit lanes

- Curbside lanes for bus/streetcar with some turns
Speed and reliability – transit lanes

Remove on-street parking on west side of Westlake Ave N

New bus layover and parking removal on west side

Extend existing stop

New stop, bus layover, parking removal on north side

Extend existing stop
Speed and reliability – queue jump

• Queue jump lane and signal around congestion
Speed and reliability – transit lanes

- Remove on-street parking on west side of Westlake Ave N
- New bus layover and parking removal on west side
- Extend existing stop
- New stop, bus layover, parking removal on north side
Speed and reliability - circulation

• Clockwise turnaround to avoid peak hour queues
Results of speed and reliability

• RapidRide C line
  – Ridership up 27% (after 74% growth 2012-14)
  – On-time performance (headway adherence) from 79-83% to 89%

• South Lake Union streetcar
  – Travel time down 2 minutes
  – Weekday headway from 14 to 12 minutes [target: 10]

• Route 40 (Future RapidRide corridor)
  – Ridership up 23%
  – 5-10% decrease in travel times through SLU
Upcoming challenges

• Future growth of Amazon campus
• One center city
• Opening of the downtown SR 99 tunnel
• Future BRT lines
• What does the future hold?!?!
Questions?

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http://www.seattle.gov/transportation/transit.htm
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