



King County Route 8 Speed & Reliability Improvements

Denny Way, Belltown & South Lake Union



Seattle
Department of
Transportation

DKS

Outline

1. Route 8 Background
2. Current Denny Way Operations
3. Improvements We Tested
4. Our Takeaways
5. What Happened Next



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Route 8 Background

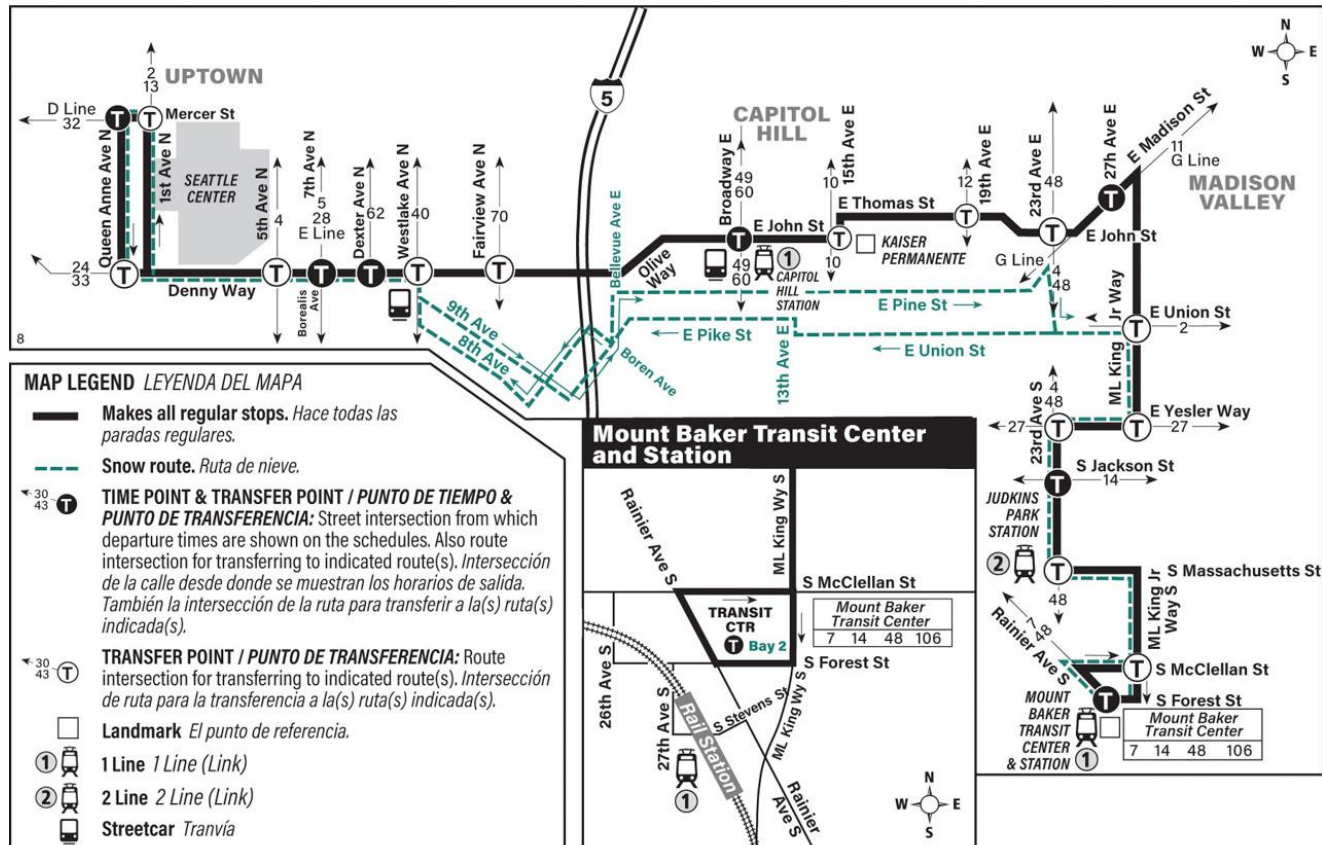


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Route 8 Background

Route 8



- Connects Uptown, Capitol Hill, Central District, & Mount Baker
- Headways:
 - 12 minutes during weekday peaks
 - 15 minutes midday, weekends
 - 30 minutes early morning, night



Current Denny Way Operations



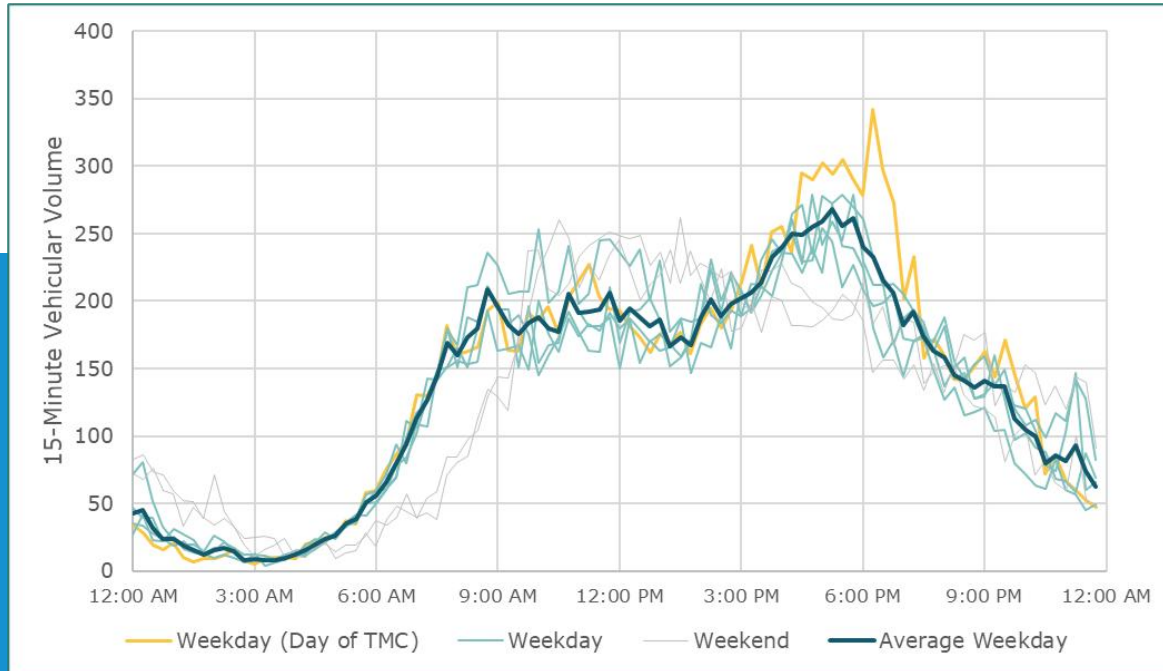
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Traffic Volume along Denny Way

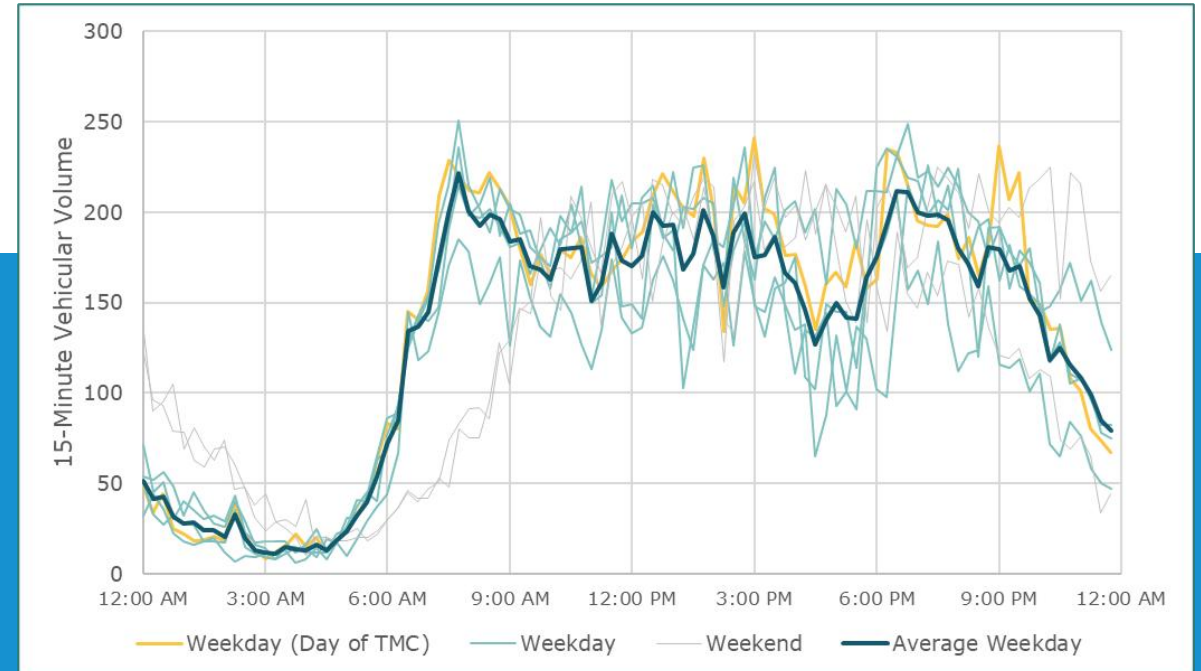
Denny Way, E of 2nd Ave

going westbound



Denny Way, E of Terry Ave

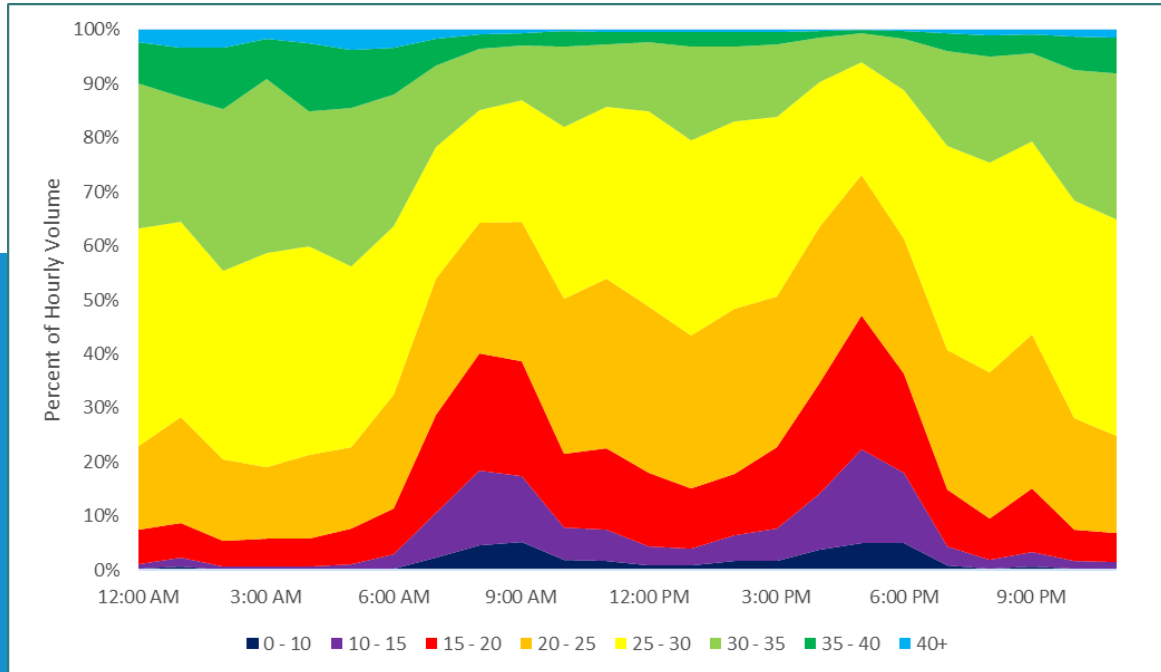
going eastbound



Speed/Congestion along Denny Way

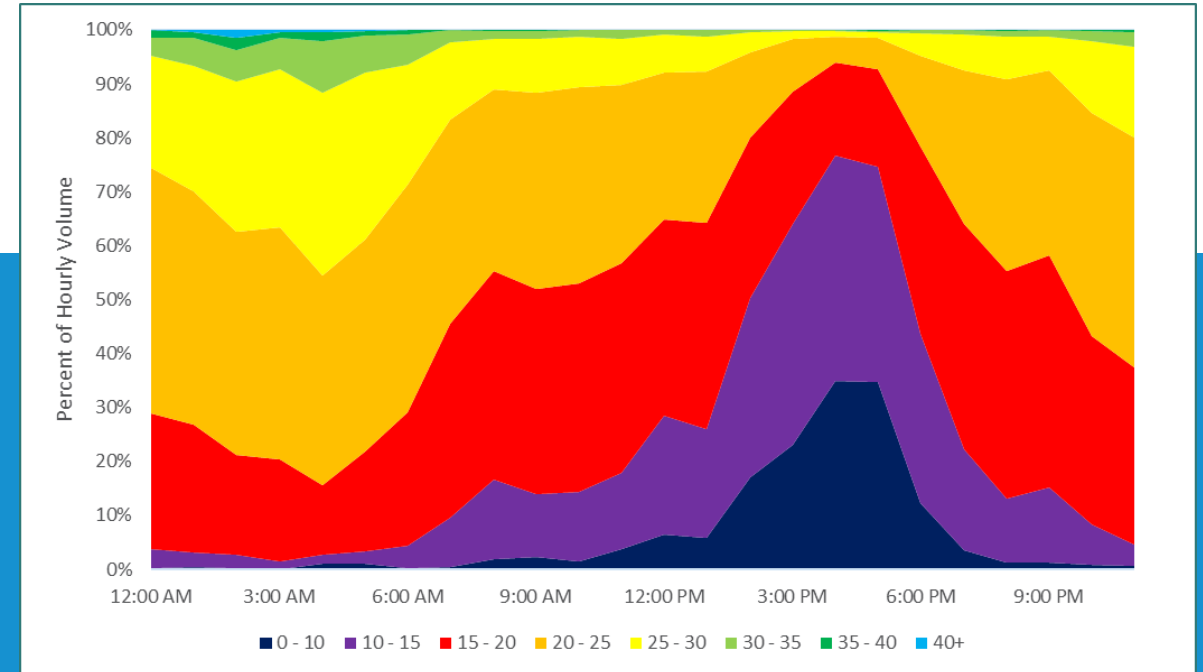
Denny Way, E of 2nd Ave

going westbound



Denny Way, E of Terry Ave

going eastbound



Ridership

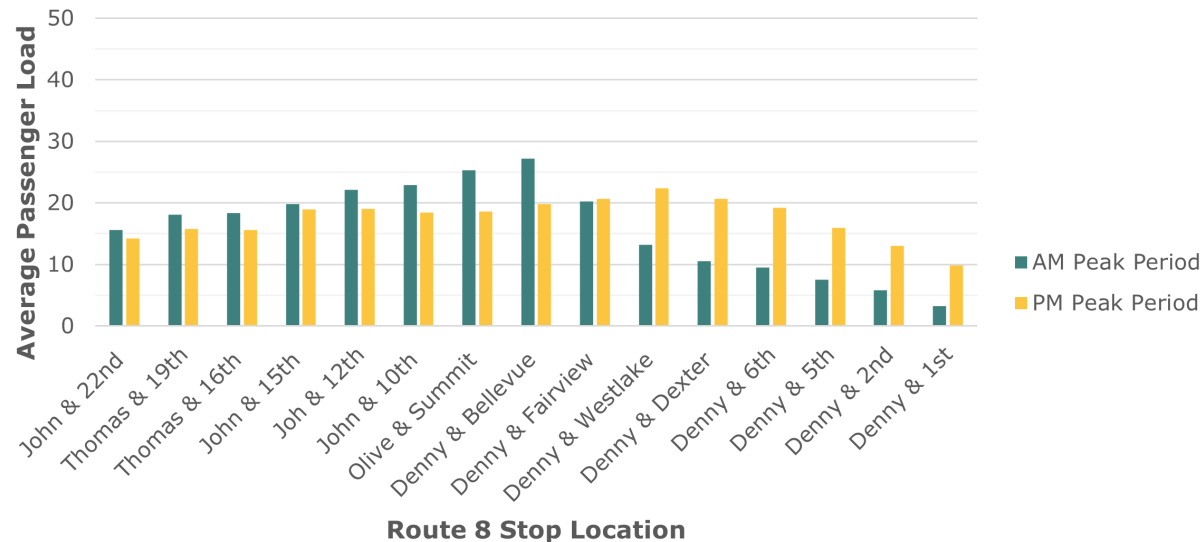
Afternoons going eastbound most critical

Denny/Fairview,
Denny/Westlake highest activity

Average Departing Load by Stop - Eastbound
Spring 2024

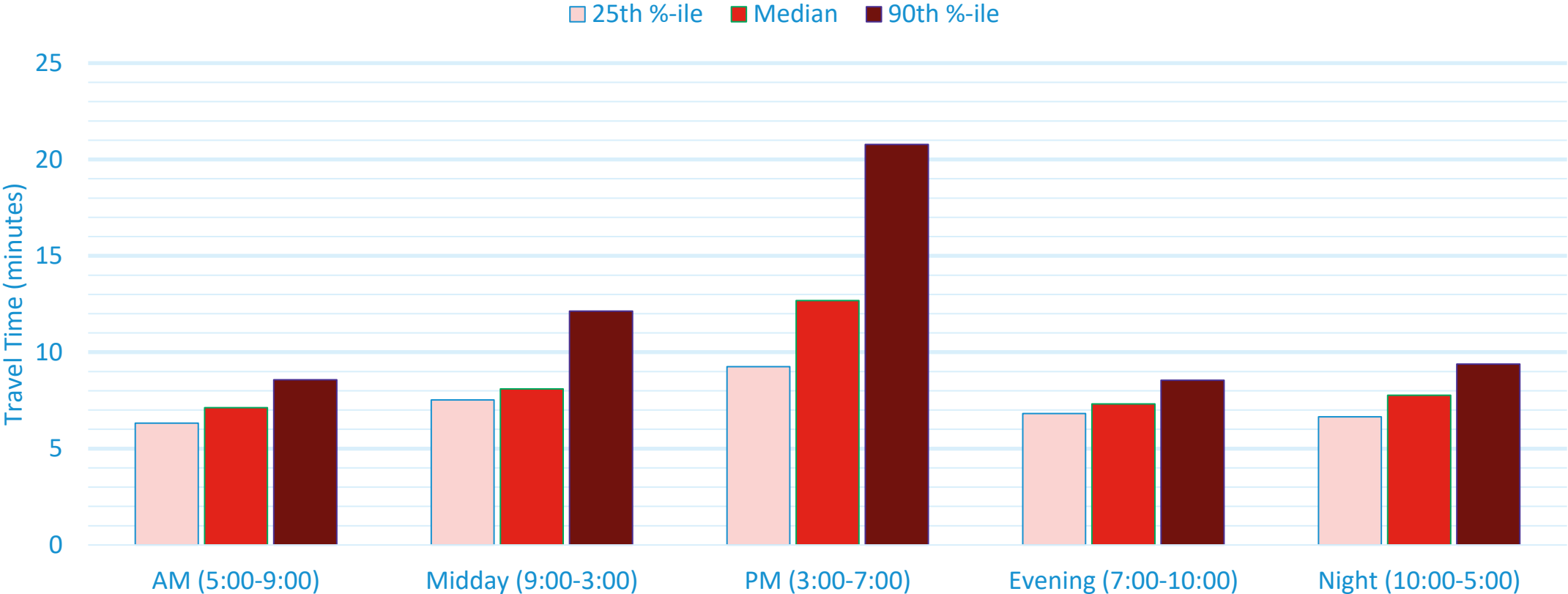


Average Departing Load by Stop - Westbound
Spring 2024



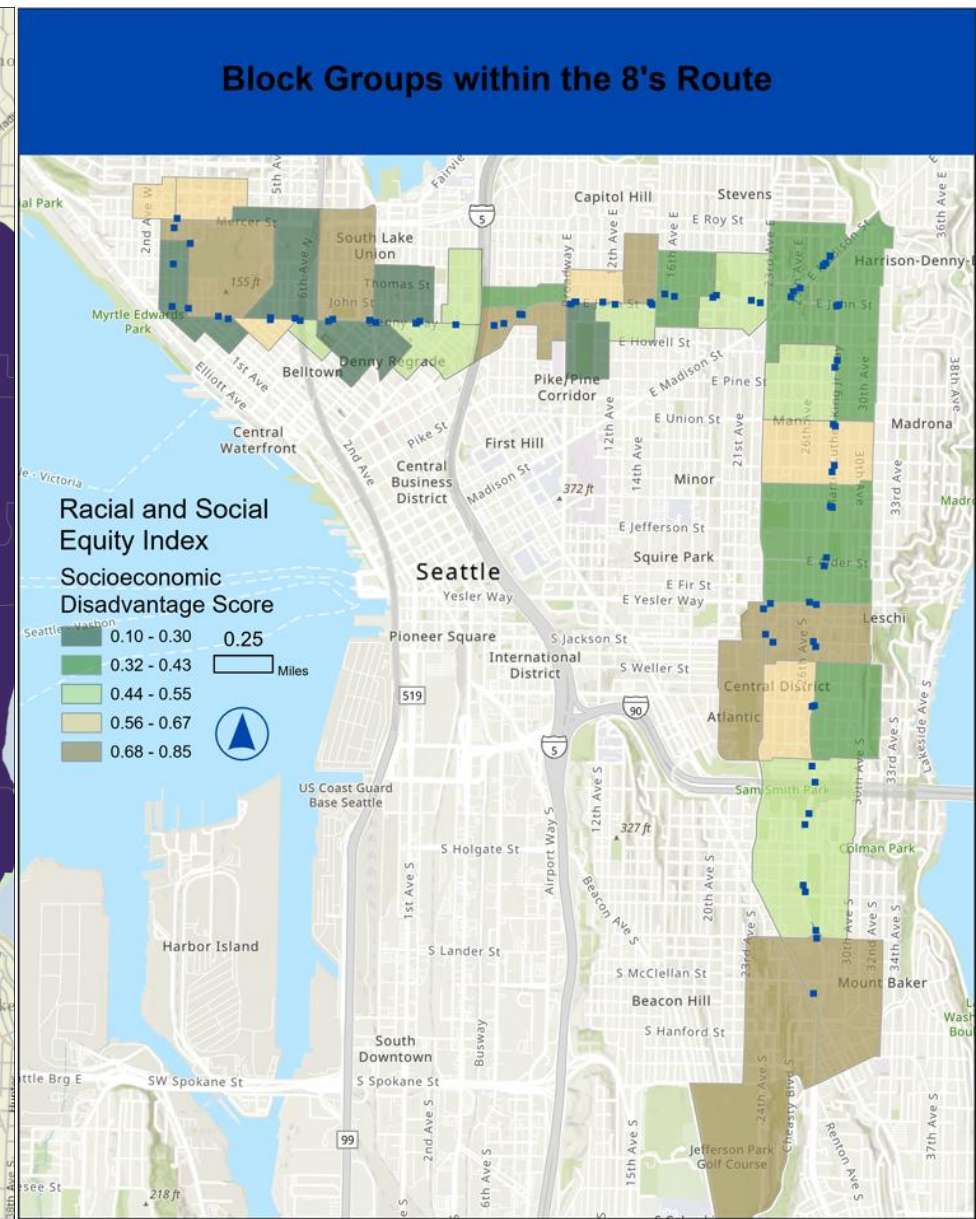
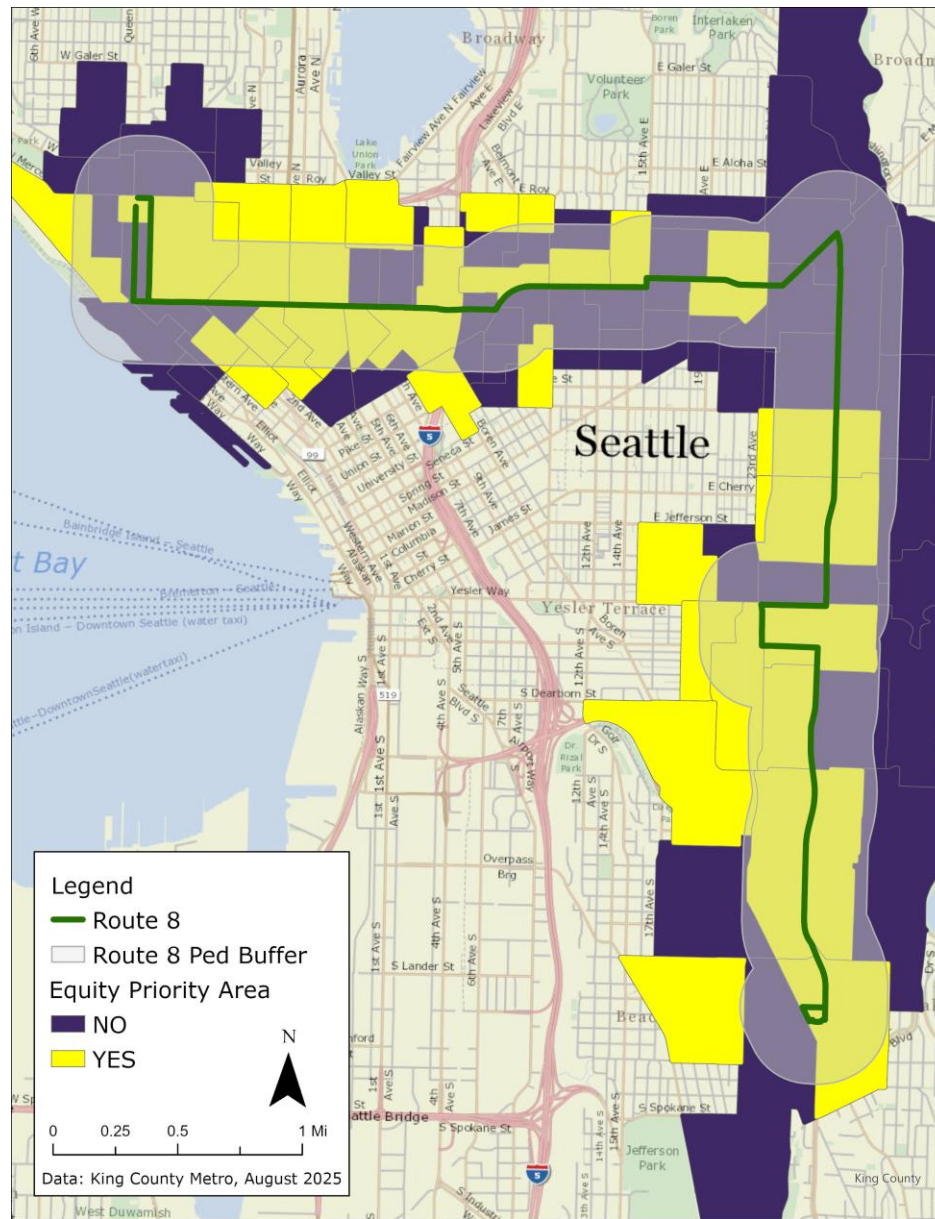
Route 8 Travel Time: Queen Anne & John to Denny & Melrose

July 2023 | not including dwell



Equity

Route 8 serves
a large and
diverse
population





WE NEED YOUR HELP TO

FIX ROUTE 8

After 3PM, Route 8 is by far the **least reliable bus route** in Seattle. It's late 60% of the time!

The city has no plans to fix this despite Route 8 being one of the 10 most popular buses.

Tell Seattle: the 8 is too slow and unreliable and the city needs to do something NOW.

TELL THE CITY: ADD BUS LANES IN SLU



bit.ly/FixTheL8

www.FixTheL8.com

@FixTheL8

A collaboration between
Central Seattle Greenways and the
Seattle Transit Riders Union



Improvements We Tested



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Methodology

Modeled in Synchro/SimTraffic

Goal to gauge transit operations vs. general-purpose traffic



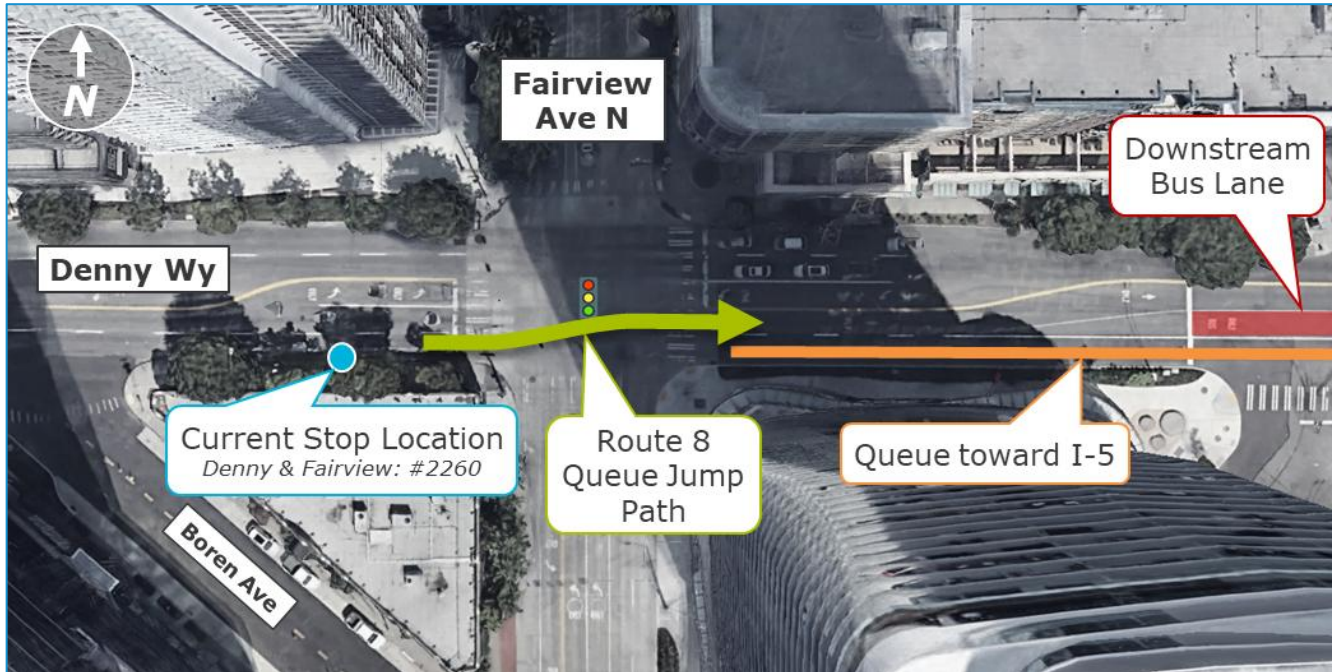
- Includes:

- intersection capacity
- overall delay
- bus delay (kind of)

- Doesn't Include:

- corridor travel times
- stop-to-stop delay
- effects of I-5 queues

Fairview Ave Queue Jump



- Synchro says this works OK
 - Really means, a queue jump likely doesn't impact traffic much
- Current stop location move back from stop bar
- Unlikely Route 8 can use this queue jump often

Dexter Ave Left Turn Restriction

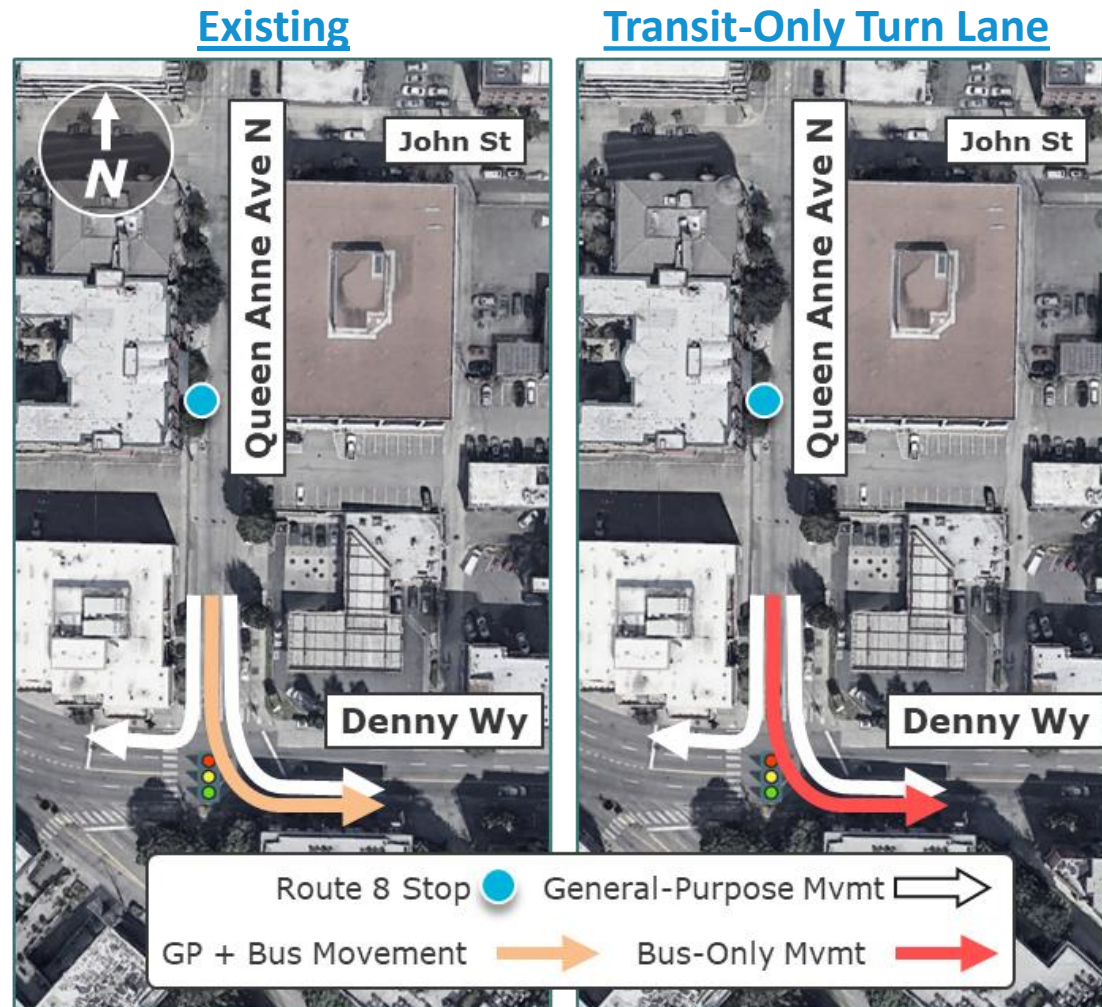


- Cars turn left onto 6th Ave instead of Dexter
 - Use John St or Harrison St to turn back onto Dexter
- Removes protected left-turn phase at Denny/Dexter
- Significant improvement at Dexter, while 6th Ave can handle extra left turns

Eastbound Left Turn	Before (current)	After
PM Volume [vph]	131	253
Delay [s] (LOS)	53 (D)	54 (D)
v/c Ratio	0.68	0.81

Full Intersection	Before (current)	After
Delay [s] (LOS)	58 (E)	16 (B)
v/c Ratio	0.99	0.61

Queen Anne Ave & Denny Way



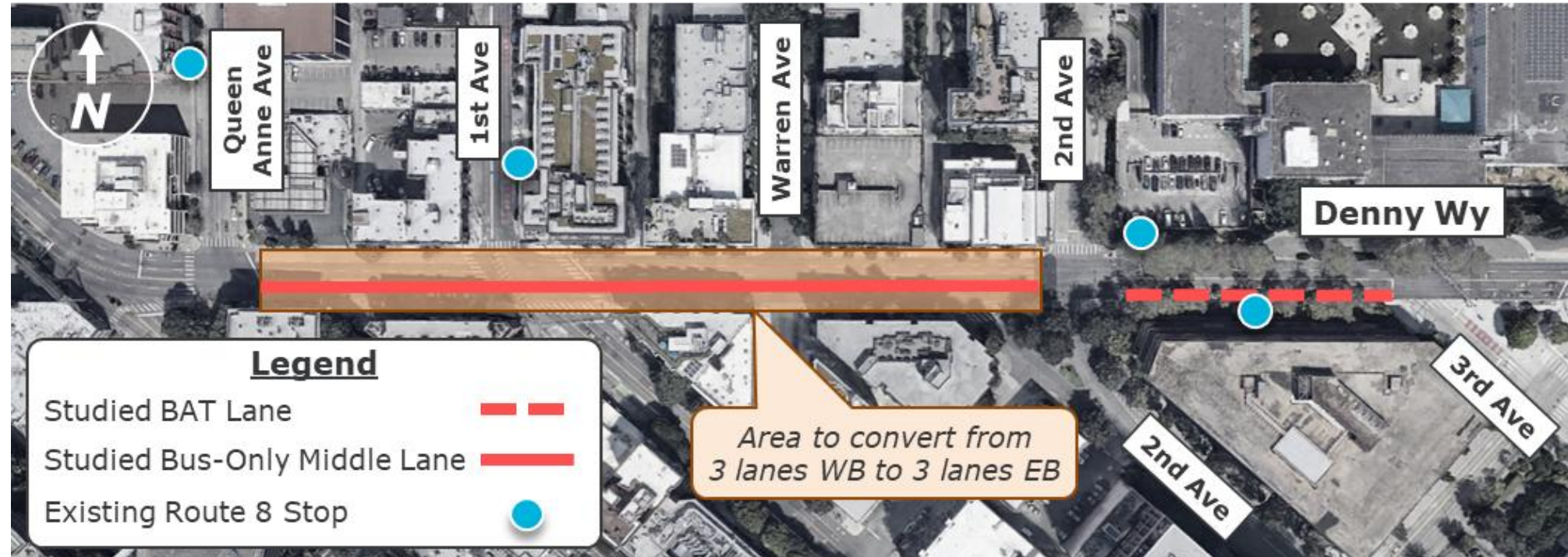
Southbound Left-Turn Performance*

General Vehicles	AM Peak: Before (current)	AM Peak: After	PM Peak: Before (current)	PM Peak: After
Delay [s] (LOS)	30 (C)	37 (D)	28 (C)	33 (C)
v/c Ratio	0.46	0.74	0.31	0.55

Buses	AM Peak: Before (current)	AM Peak: After	PM Peak: Before (current)	PM Peak: After
Delay [s] (LOS)	30 (C)	22 (C)	28 (C)	24 (C)
v/c Ratio	0.46	0.04	0.31	0.04

**Does not account for downstream congestion along Denny Way*

Eastbound BAT Lane (from Queen Anne Ave)



Eastbound BAT Lane (from Queen Anne Ave)



Eastbound BAT Lane (9th to Fairview)

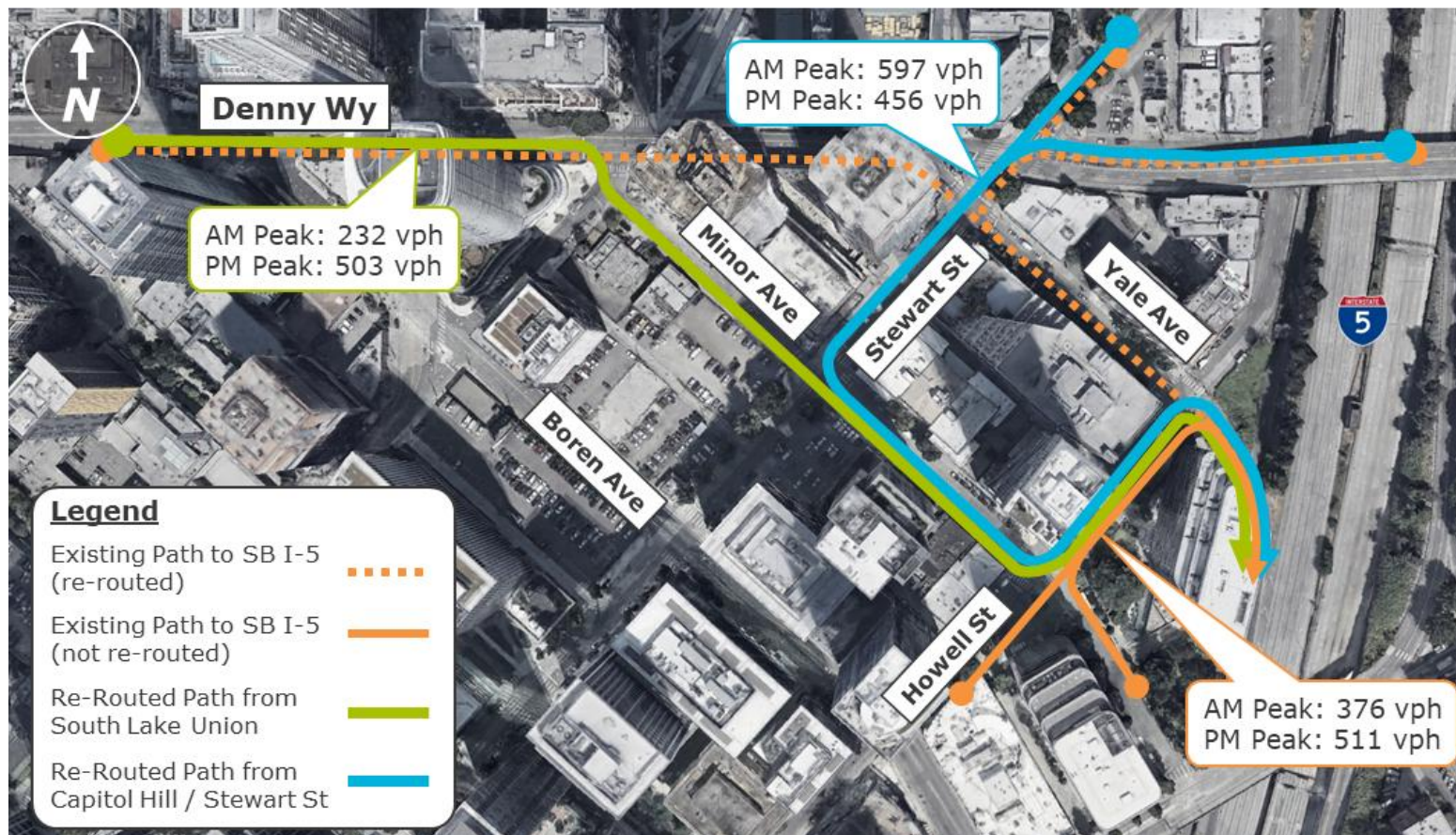


PM Peak Volumes:

→ 800 vph
↘ 20 vph

→ 940 vph
↘ 50 vph

→ 760 vph
↘ 200 vph



Minor Ave Re-Route

- All demand toward I-5 shifts to Howell
- Still need to accommodate ped crossing at Yale Ave
- Denny Way -> Minor Ave may be tricky for high volume

Traffic Volume Re-Routed	AM Peak (veh/hr)	PM Peak (veh/hr)
Eastbound Denny Wy Traffic Re-Routed to Minor Ave	232	503
Westbound Denny Way and Southbound Stewart St Traffic Re-Routed to Minor Ave	597	456
Howell St Traffic to I-5 (not re-routed)	376	511
Total Traffic Turning onto Southbound I-5 Ramp from Howell St	1,205	1,470

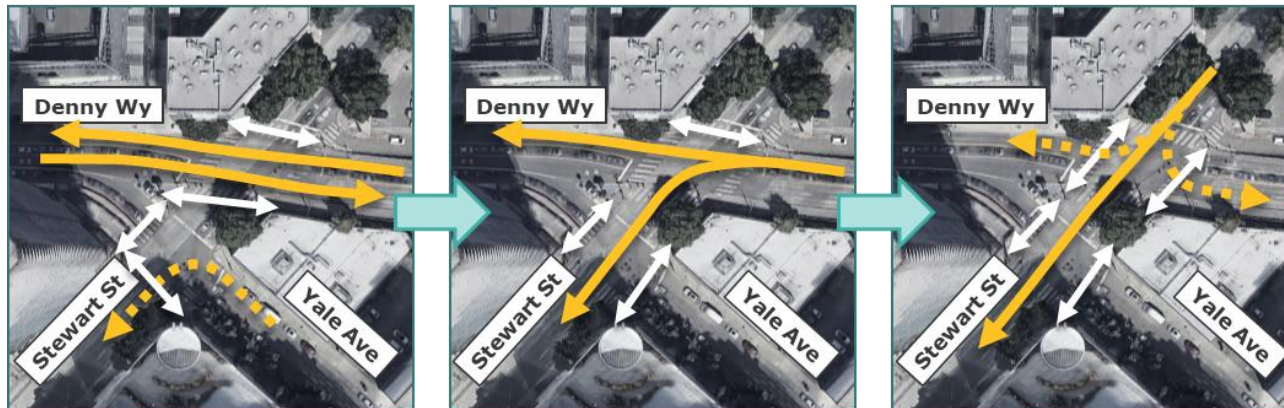
Minor Ave Re-Route



33 seconds

27 seconds

30 seconds



Protected Vehicle Mvmt → Permissive Vehicle Mvmt → Pedestrian Crossing ↔

- Opportunity to improve Denny & Stewart/Yale
- Signal timing for vehicles
 - AM peak: more flexibility
 - PM peak: little change
- Better pedestrian experience
 - Opens the station area, not on an island
 - Safer Yale Ave crossing
 - Less likely this is a 2-stage crossing

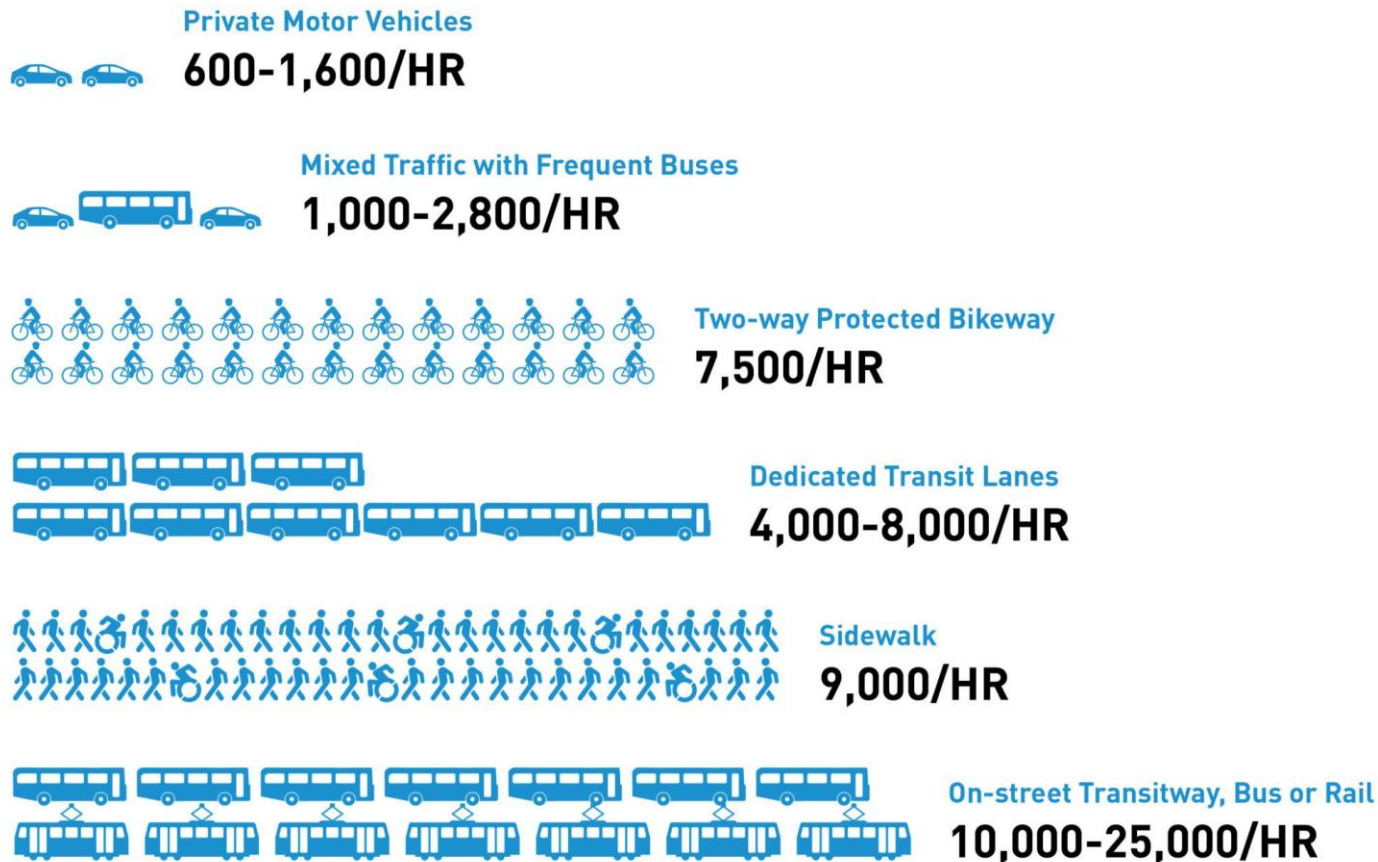
Our Takeaways



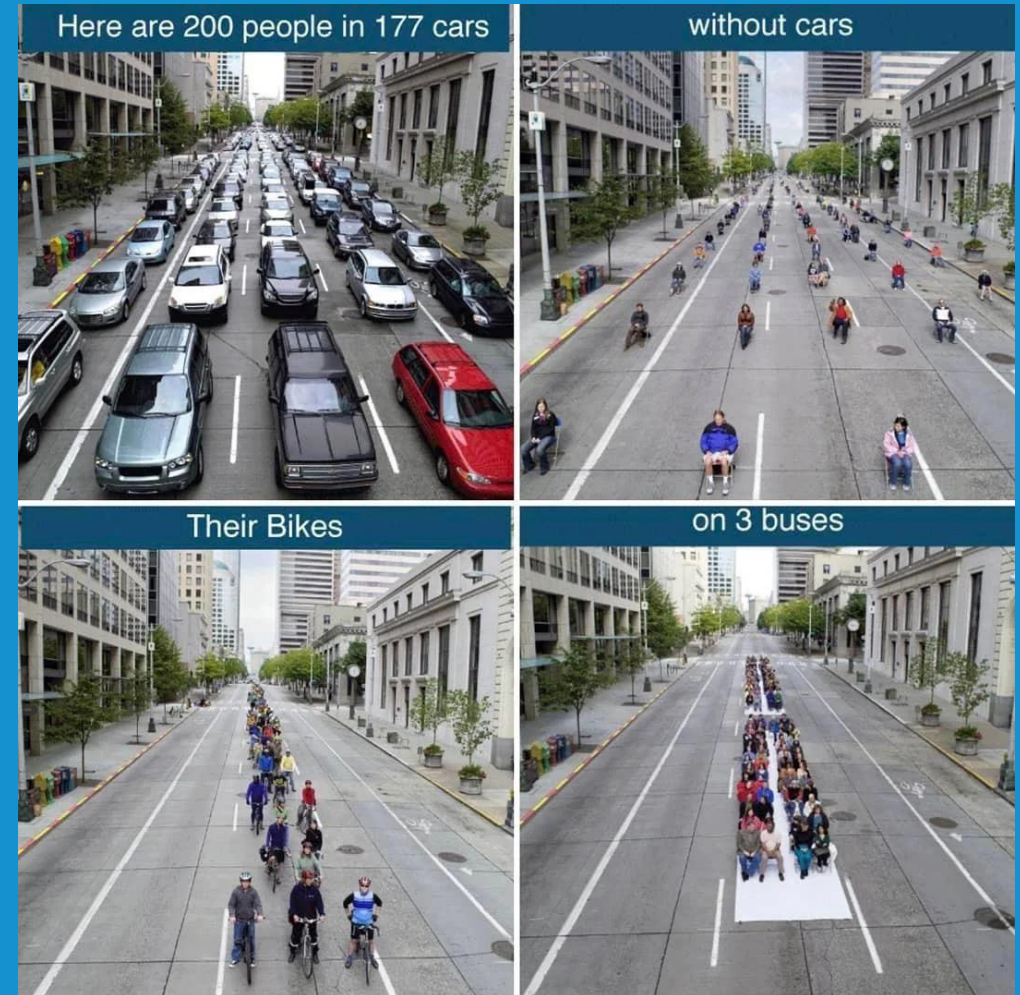
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Buses on dedicated transit lanes are far more efficient at moving people than cars.



Yes, BUT...



Per-Lane: Denny Way at Westlake Ave

- *Going eastbound through the intersection*
- *afternoon peak commuting hour*

Cars:

800 vehicles / hour
2 lanes
1.2 people / vehicle

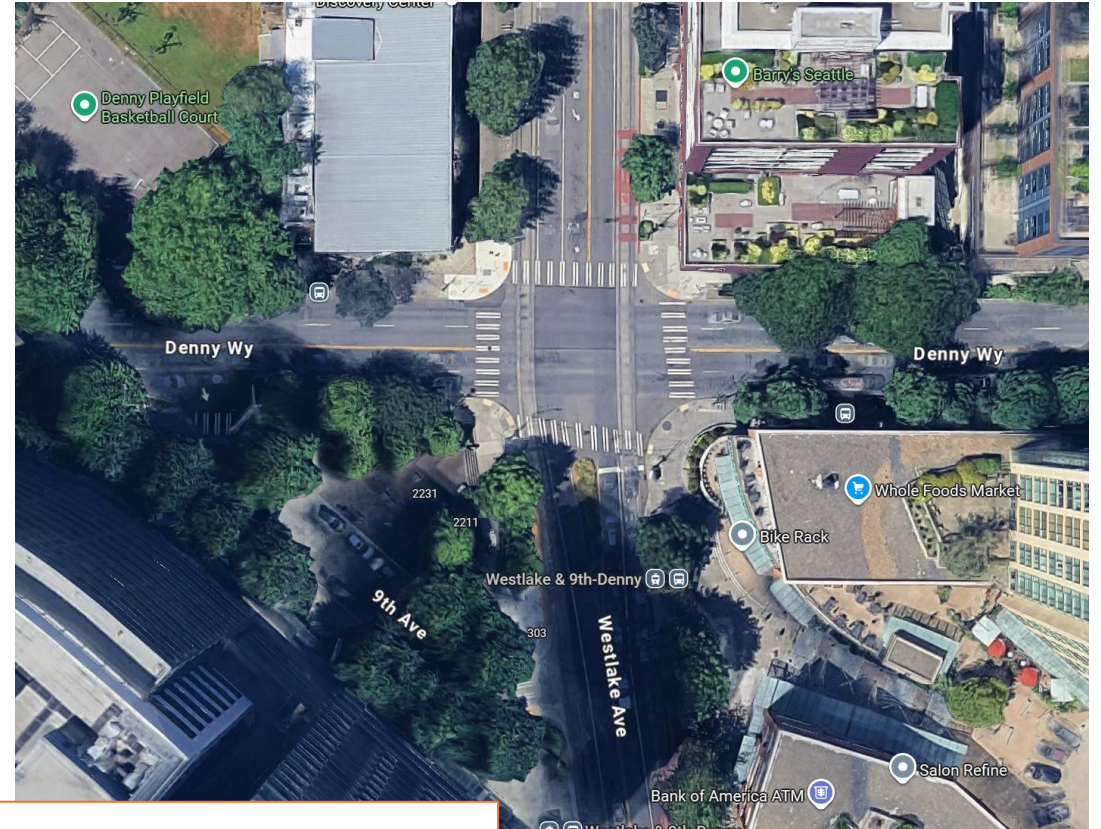
~480 people per lane



Buses:

5 buses / hour
45 people / bus

~225 people per lane



Did **not** account for:

- People walking/using scooter because it's faster
- Induced demand from better transit operations
- Weighing transit riders favorably (SDOT climate goals, "transit first" policy, etc.)

**Queen Anne
at Denny Bus
Turn Bay**

**Denny Way
Bus Lane to
2nd Ave**

**Bus Lane from
5th Ave to
Fairview Ave**

**Fairview Ave
Queue Jump**

**Re-Route
along Minor
Ave to I-5**

**Dexter Ave
Left Turn
Restriction**

Green

- Improves Transit
- Minor/Manageable Impacts

Yellow

- Improves Transit
- High Impact

Red

- No Noticeable Improvement
- Still Some Impact



What Happened Next

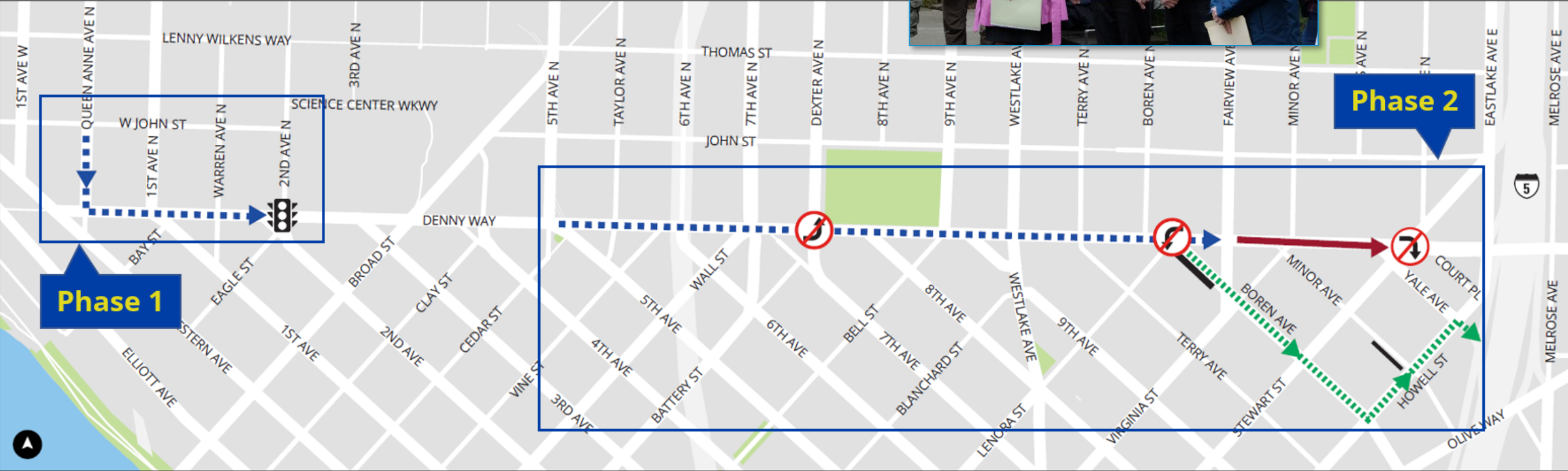


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Mayor Katie Wilson celebrates new Denny Way bus reliability project to improve Route 8

by [Office of the Mayor](#) on April 22, 2026

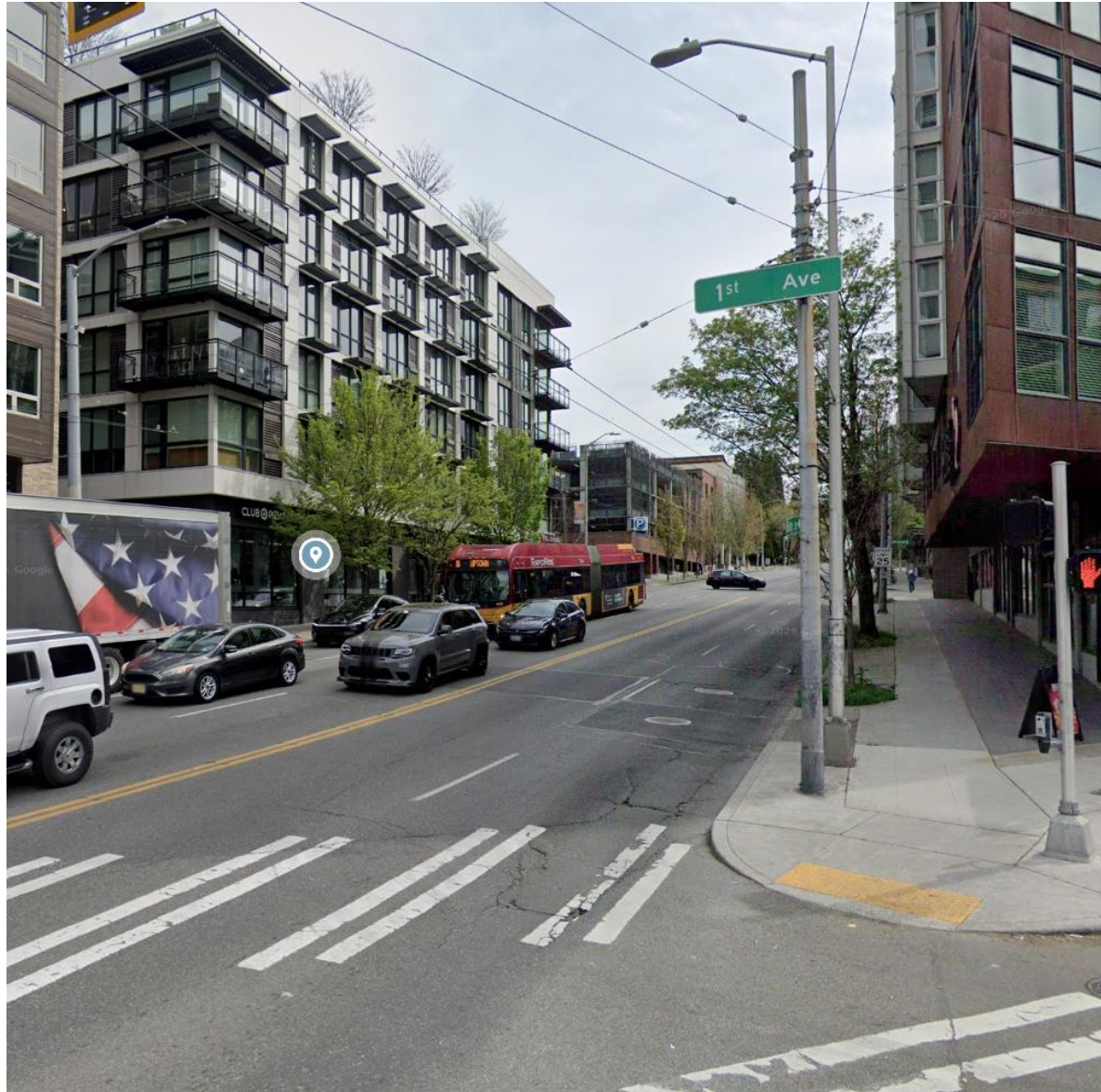


- ■ ■ New Business Access and Transit Lane
- 🚦 New Bus Priority Signal
- 🚫 New Turn Restriction
- Parking Removal
- ▬▬▬ New Access Route to I-5 South
- Reconfigured Bus Lane

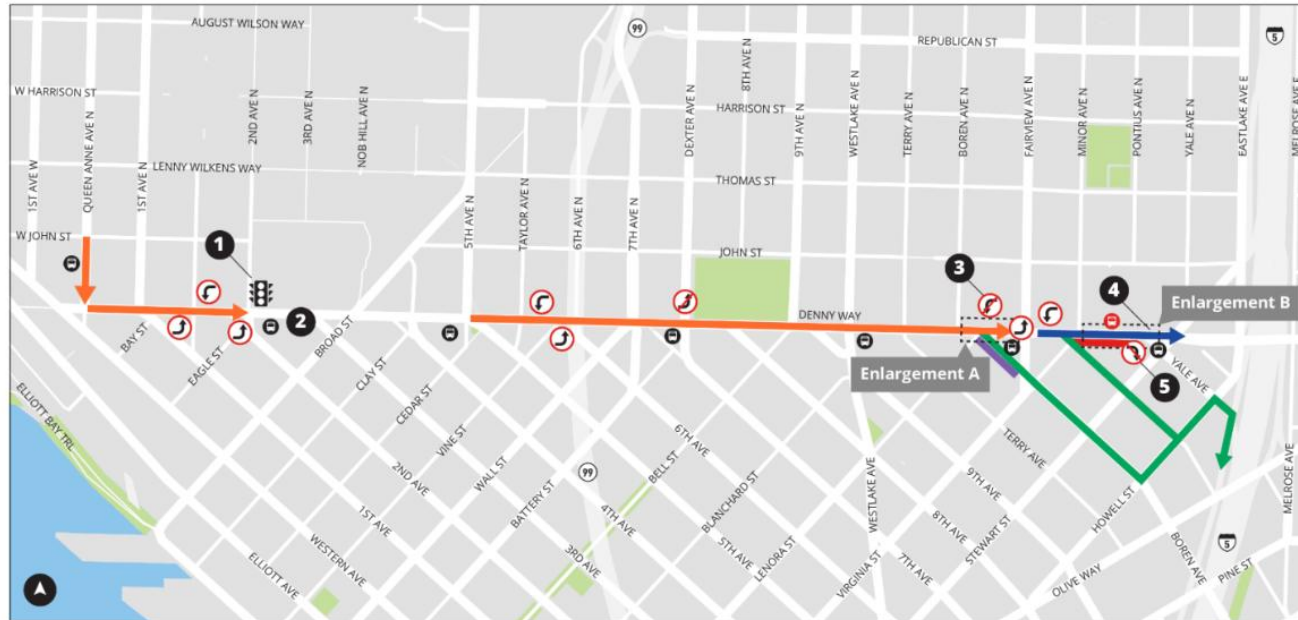
Queen Anne Ave at Denny Way



Denny Way at 1st Ave



Re-Route to I-5



Denny Way Bus Lane: Scope of Work

- New business access and transit lane (eastbound)
- Existing bus lane (eastbound)
- Turn lane removal (eastbound) and travel lane addition (westbound)
- On-street parking removal
- Existing Rt 8 stop (eastbound)
- New Rt 8 stop (westbound)
- New bus queue jump signal (eastbound)
- New turn restriction
- Left turns allowed
- New I-5 local access updates

- 1 Add EB queue jump at 2nd Ave
- 2 Transition segment from 5-lane to 4-lane cross section; 30% to 40% of EB vehicles turn right at 5th Ave, allowing for ideal location to end GP lane; not precluded from adding bus lane in future
- 3 Restrict WB left onto both SB Lenora and Boren
- 4 Reconfigure EB bus lane to be curb side between Fairview and Stewart, allows for two WB GP lanes
- 5 Restrict EB right onto Yale and Stewart

Enlargement A: Denny/Boren/Lenora Intersection



Enlargement B: Minor Ave to Stewart St



Thank you!