WESTLAKE TRANSIT IMPROVEMENTS

Seattle Freight Advisory Board

July 21, 2015
Transit on Westlake
Stewart to Valley

• By March 2016
  – Metro Route 40
  – RapidRide C-10 Minute Headways
  – Streetcar-10 Minute Headways
Proposed Transit Improvements

• **BAT/Transit Lane Hybrid**
  – Mix of “Transit & Right Turn Only” (BAT) and transit-only lanes that maintains key access
  – Denny Design Option A: NB RT restricted at Denny/Westlake. This retains two-way flow on Westlake
  – Denny Design Option B: NB RT allowed with SB restricted between Denny and Blanchard
Proposed Improvements (Option A & B)
Transit Travel Time

• No-Build
  – Up to 22 minutes for Streetcar to travel between SLU and Westlake Hub

• BAT/Transit Lane
  – Northbound has 35%-40% savings in both options
  – Opt B provides slightly more travel time savings (26%-28%) than Opt A (21%-23%) in southbound
  – Most of savings in both directions occurs at Denny/Blanchard and Mercer
Traffic Performance

• No Build:
  – Westlake NB: 20 mins. (6th – Valley)
  – Westlake SB: 15 mins. (Valley – Stewart)
  – 15 LOS E/F ints. in study area

• BAT/Transit Lane:
  – Westlake travel times and intersection LOS similar to No Build
  – Option A: 2% increase in delay with 18 LOS E/F intersections
  – Option B: 9% increase in delay with 19 LOS E/F intersections
Property Access and Circulation

- No impacts to driveways along Westlake
  - 9th Ave between Westlake and Denny would be changed from right-out to left-out in Opt. B

- Thomas and Republican One-Way Conversion
  - Driveway movements would be changed to accommodate one-way flow

- 20 percent of turns restricted compared to No Build

- Opt. A restricts NB right at Denny

- Opt. B restricts SB through at Denny and SB left at Blanchard
Travel Patterns

• Option A
  – Westlake volumes drop up to 40%
  – Traffic on parallel streets may increases up to 10%

• Option B
  – Westlake volumes drop up to 60%
  – Westlake southbound closed between Denny and Blanchard
  – Traffic on parallel streets may increases up to 25%
On-Street Parking and Loading

• No-Build:
  • 4 all-day stall and 1 CVLZ on Republican eliminated
  • Westlake bus zone extensions may remove 18 spaces
  • 9th may regain parking with KCM 40 route changes

  – BAT/Transit Lane:
    – Loss of 17 on-street spaces, 1 PVLZ, and 1 CVLZ
    – CVLZ eliminated on south side of Thomas is signed for shuttle bus

<table>
<thead>
<tr>
<th>Condition</th>
<th>All Day Parking Spaces</th>
<th>Passenger Loading Zone</th>
<th>Commercial Loading Zone</th>
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</thead>
<tbody>
<tr>
<td>Existing</td>
<td>133</td>
<td>2</td>
<td>3</td>
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<tr>
<td>No Build Alt</td>
<td>111</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>BAT/Transit Lane Alt</td>
<td>94</td>
<td>1</td>
<td>1</td>
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<tr>
<td>Difference from No-Build</td>
<td>-17</td>
<td>-1</td>
<td>-1</td>
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Roads inventoried include Westlake (Stewart to Valley), Republican (Terry – Westlake); Thomas (Westlake – Terry), Terry (Republican-Mercer)
Westlake Transit Study Alternatives

- Other transit alternatives considered and screened:
  - BAT Lane Alternative
    - Low benefit to transit
  - Transit Lane Alternative
    - Westlake 2-way Traffic Option: signal operations, traffic congestion and safety concerns
    - Westlake/9th 1-way Traffic Option: implementation challenges and stakeholder support for SLU Transportation Plan