

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)



Streetcar
Route
Stop

RapidRide C Line SLU Extension
Westlake - Valley Route
Layover

King County Metro Bus Routes
Metro Route 40



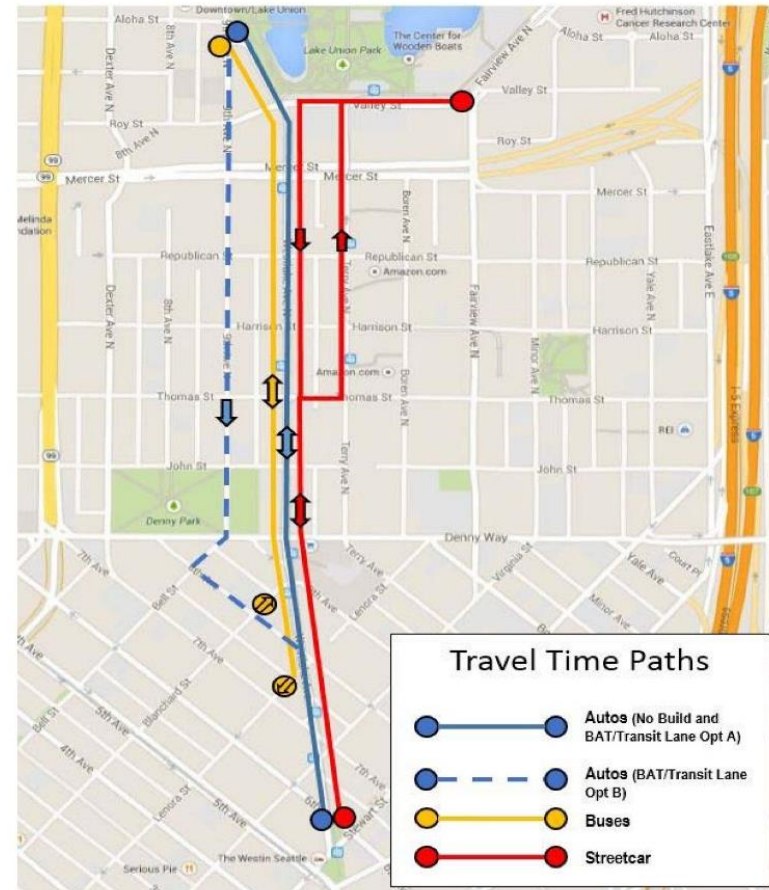
Streetcar
Route
Stop

RapidRide C Line SLU Extension
Westlake - Valley Route
Layover

King County Metro Bus Routes
Metro Route 40

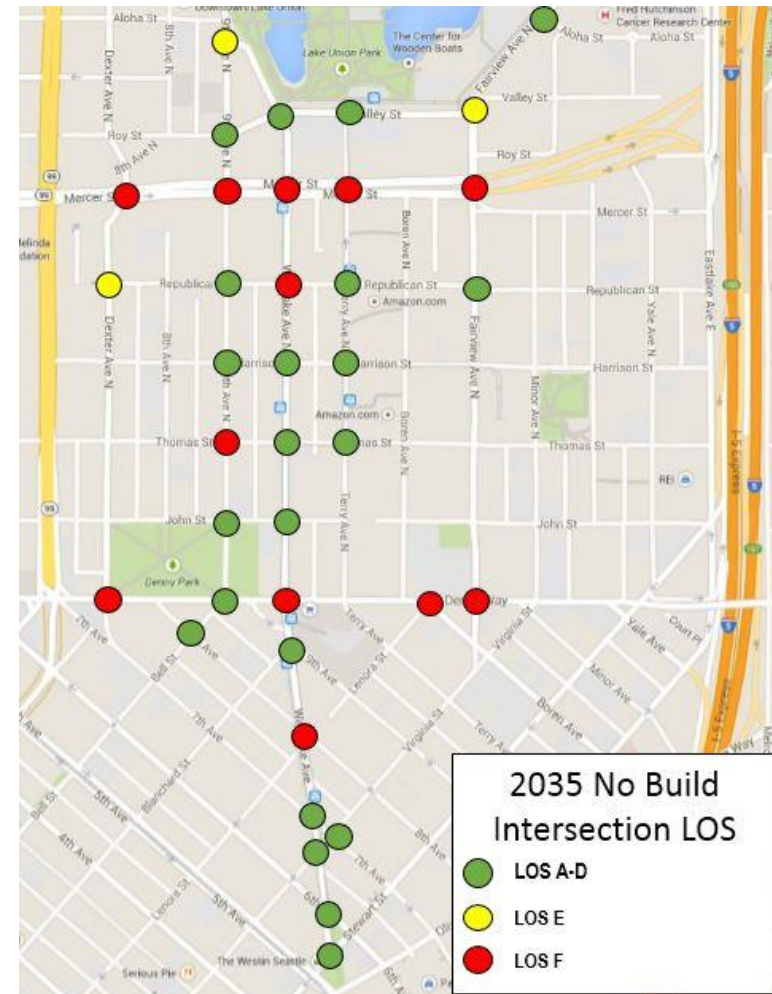
Transit Travel Time

- 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



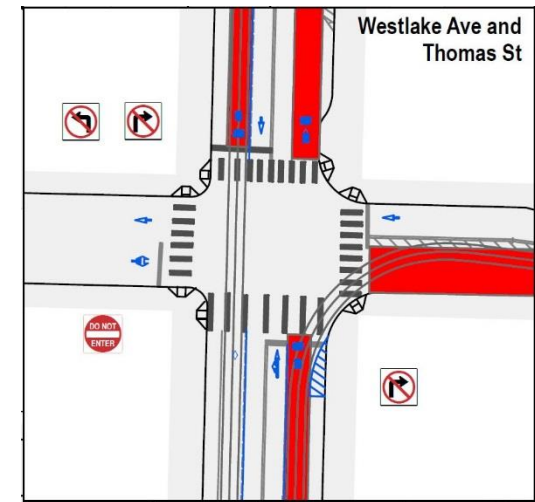
Traffic Performance

- 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



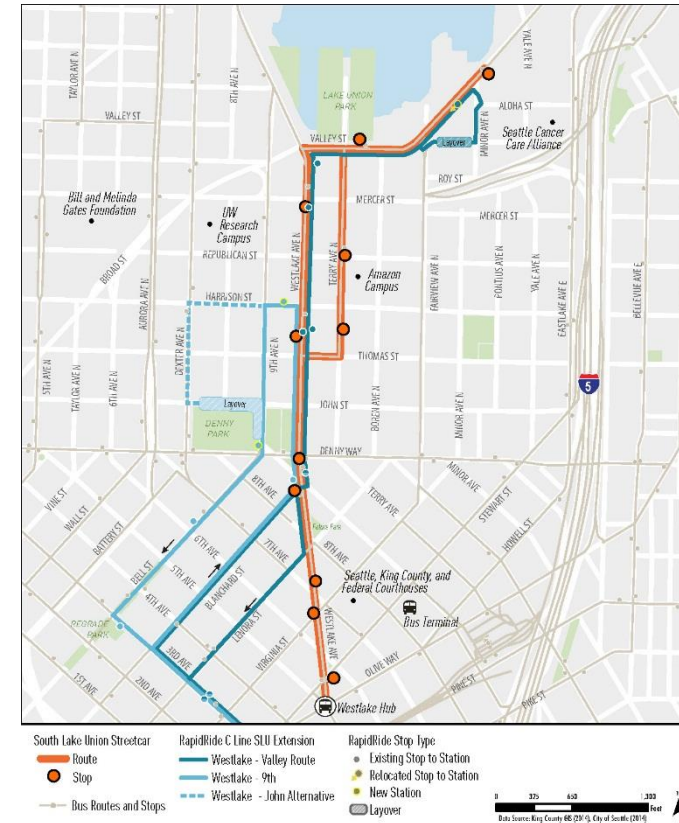
Property Access and Circulation

- 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 increase up to 10%
- Option B
 - Westlake volumes drop up to 60%
 - Westlake southbound closed between Denny and Blanchard
 - Traffic on parallel streets may increase 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

Condition	All Day Parking Spaces	Passenger Loading Zone	Commercial Loading Zone
Existing	133	2	3
No Build Alt	111	2	2
BAT/Transit Lane Alt	94	1	1
Difference from No-Build	-17	-1	-1

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