



FixTheL8

Nick Sattelle: FixTheL8 Lead
Presenting to the Seattle Transit Advisory Board

The Campaign



Central Seattle Greenways
(Coalition Member of Seattle Neighborhood
Greenways)



Seattle Transit Riders Union

Agenda

- 01 Campaign Background
- 02 About Route 8
- 03 Problems with Route 8
- 04 Projects in the Area

Route 8

Background

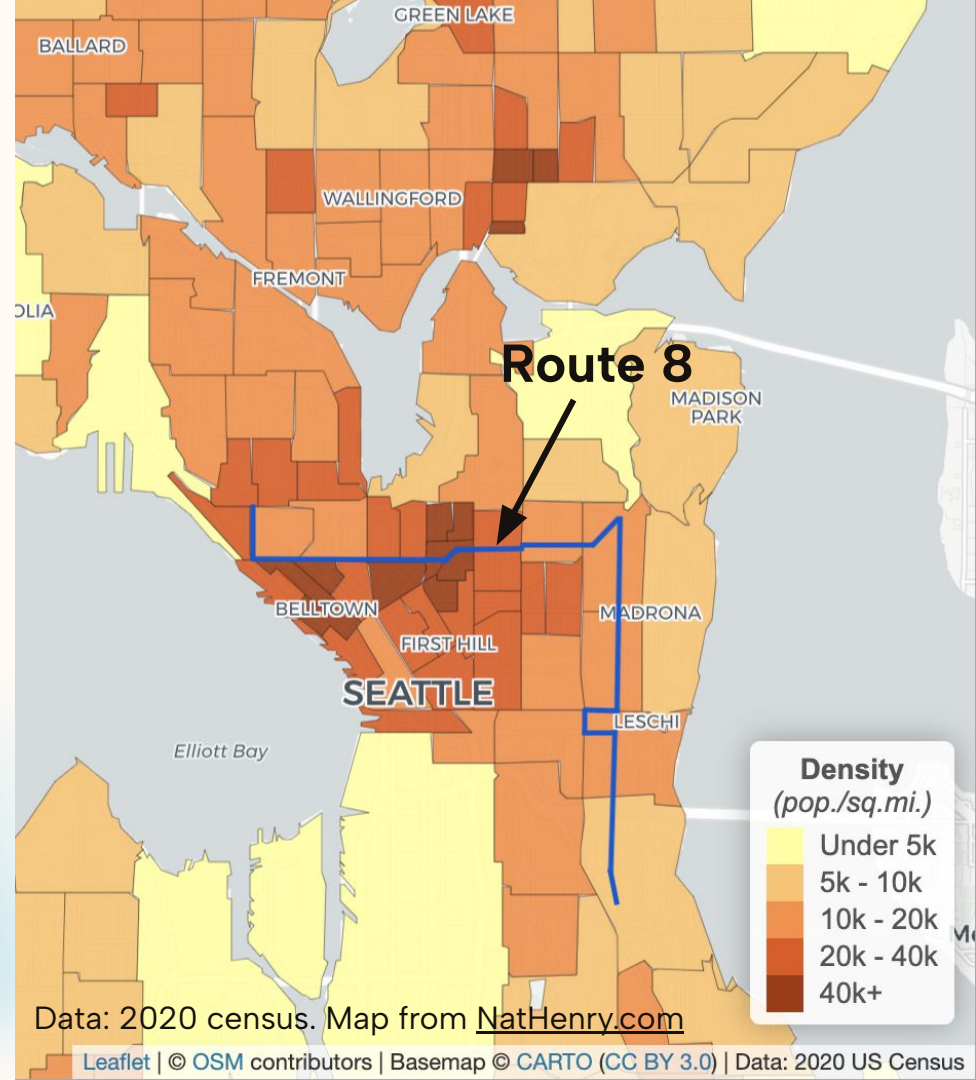
Route 8 connects really dense areas

Provides a vital cross-town connection

Link Connections:

- Capitol Hill + Mt Baker (Now)
- Judkins Park (2025)
- SLU + Uptown (2039)

Belltown and Capitol Hill are the densest neighborhoods in Central Seattle



A lot of people ride Route 8

- Ridership is skyrocketing
- Most productive route in Seattle (Peak + Sunday)

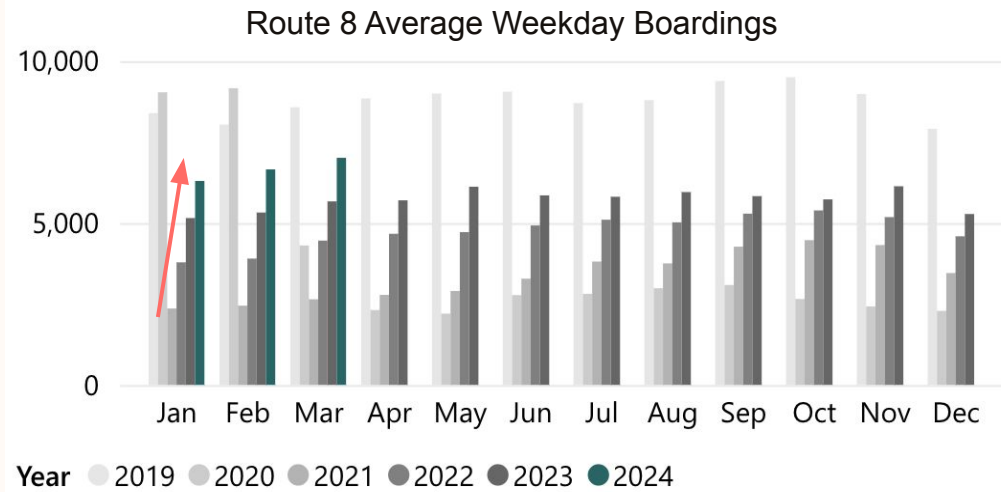


Image: [King County Metro Rider Dashboard](#)

Route	Rides per Platform Hour				
	Peak	Off-peak	Night	Saturday	Sunday
8	43.2 (1st)	39.4 (3rd)	25.6 (5th)	34.6 (4th)	35.3 (1st)
A	42.9	41.7	32.2	31.3	28.2
D	38.2	37.4	27.3	38	32.4
44	38	32.5	20.1	29.5	25.6
67	36.4	37.7	22.4	25.9	20.9
E	36.2	32	30.7	37.1	30.5
65	34.7	31.3	15.7	22.4	18.8
7	33	33.6	26.9	38.3	34.6

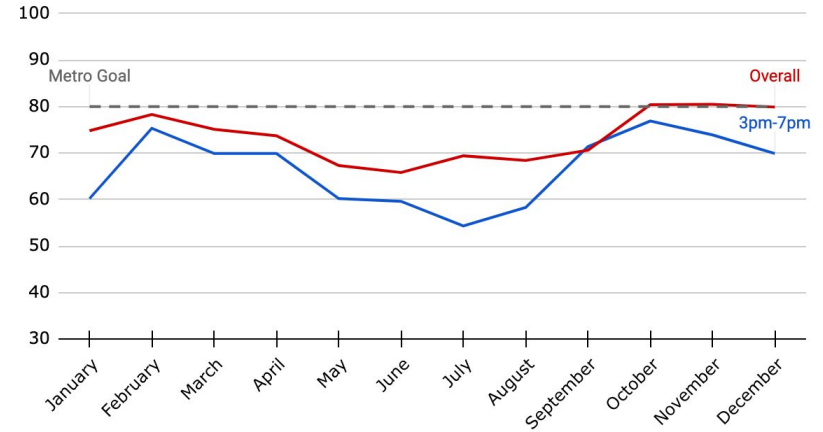
Data: 2023 Metro System Evaluation

Problems facing Route 8

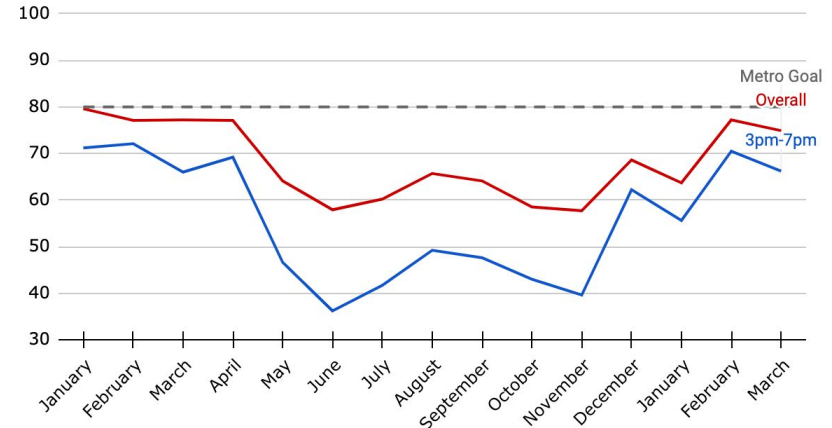
Route 8 is not reliable...at all

- Last summer was very very bad
- Summer → Winter reliability cycle
- On-time is within 5 minutes of schedule
- The schedule frequently 'inverts'
- Projects this summer won't help

Route 8 On-Time Performance 2019



Route 8 On-Time Performance 2023-2024



Data: [King County Metro Rider Dashboard](#)

Route 8 is really slow

Despite an EB bus lane installed in 2018, Route 8 travels at about a walking pace at PM rush

Midday speeds have declined ~10% since 2019

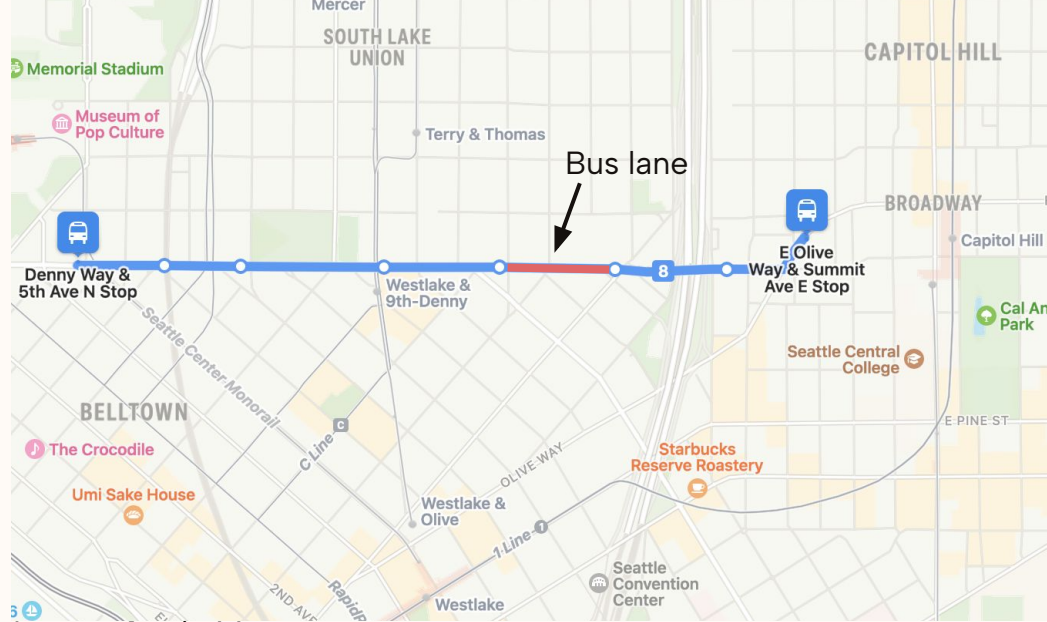


Image: Apple Maps

EB Speed between 5th and Summit (mph)		
	July 2019	July 2023
AM	7.30	7.57
Midday	6.20	5.75
PM	3.23	3.48

Data: King County Metro

In context: Zurich

Route 8 is very slow

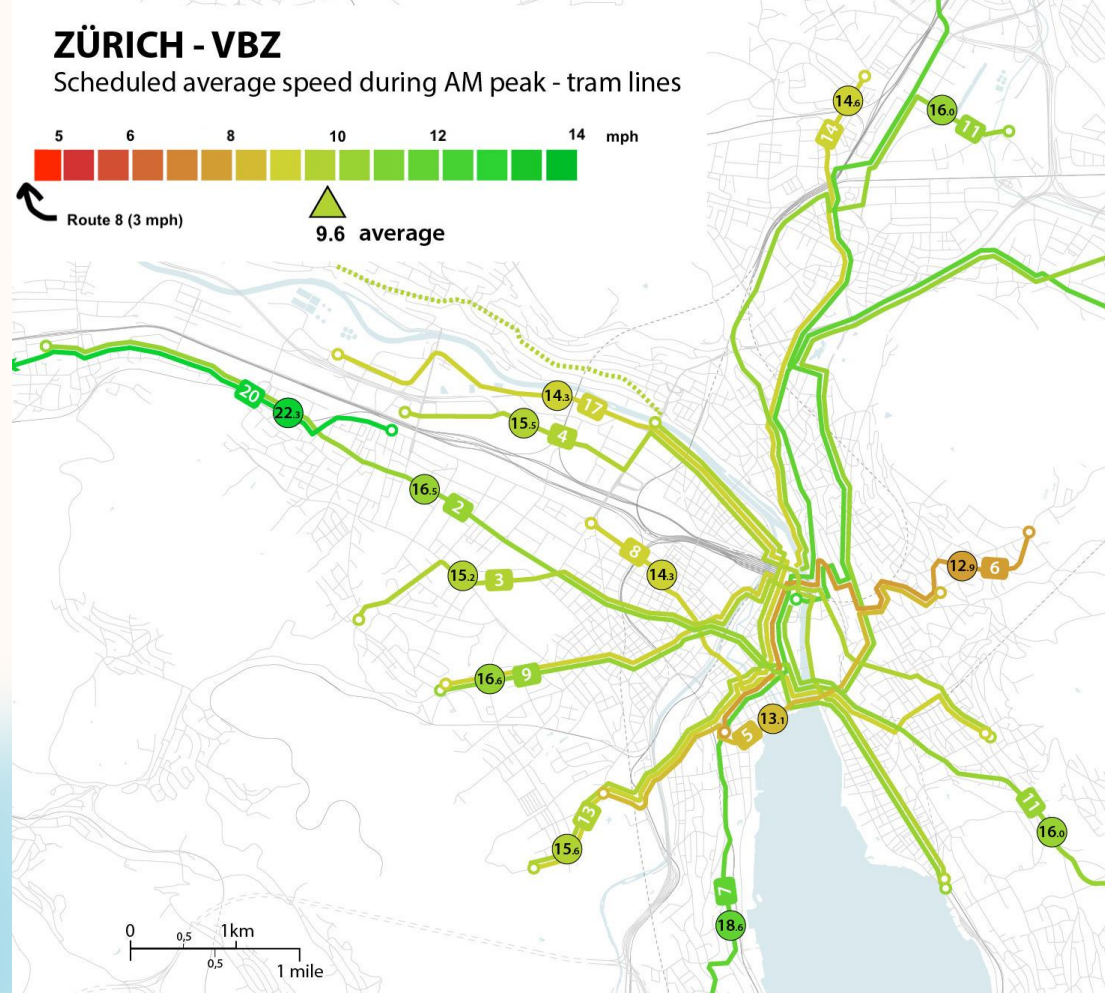


Diagram: Marco Chitti. Marked up by me

Projects in the Area

Denny Way Repaving

Denny way is being repaved this year but SDOT is not living up to the spirit of the Complete Streets Ordinance ([The Urbanist](#), [Seattle Bike Blog](#))

Construction related lane reductions probably means **reliability will be worse this summer**.

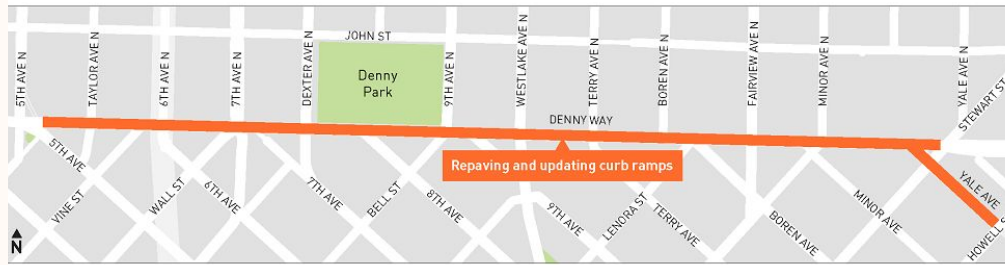
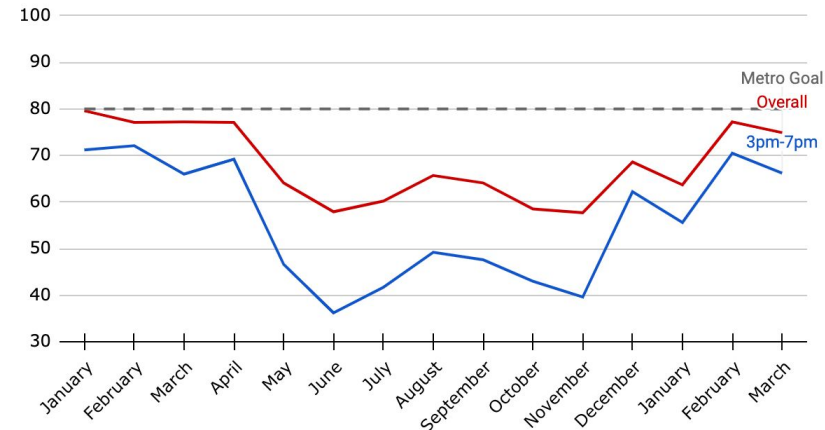


Image: Seattle Department of Transportation

Route 8 On-Time Performance 2023-2024

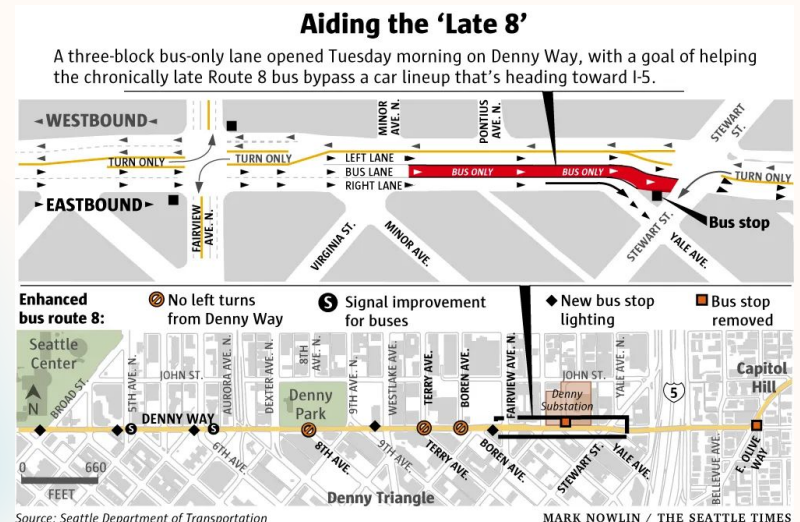
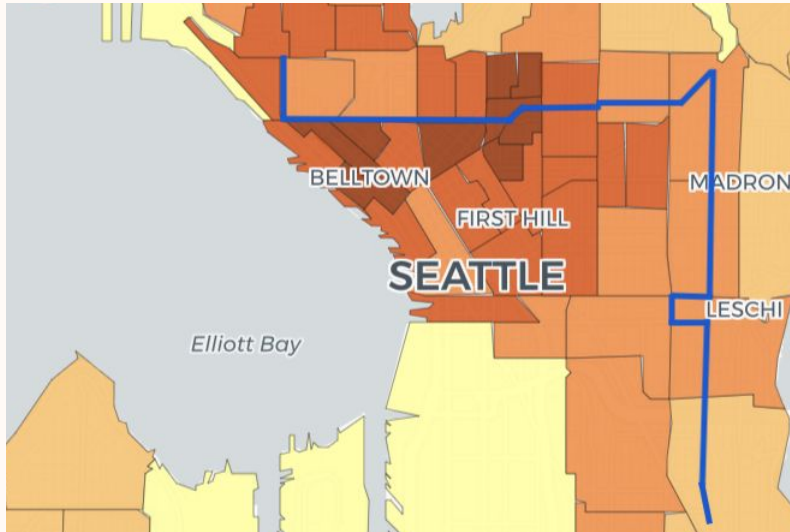


Data: [King County Metro Rider Dashboard](#)

Route 8 Traffic Analysis

SDOT has told us they're doing a corridor-wide traffic analysis for possible spot improvements in 2025

Unclear what's possible with spot improvement money. **Full bus lanes are being studied.**



Seattle Transportation Plan: Denny Way

Denny is slated for a "Large Capital Project" (>10M) in the STP

Harrison St is also

They are both 'Middle Tier' projects

City Council STP amendment: Council "anticipates [a levy to] improve on-time performance of transit in the Denny Way corridor"



Harrison Street

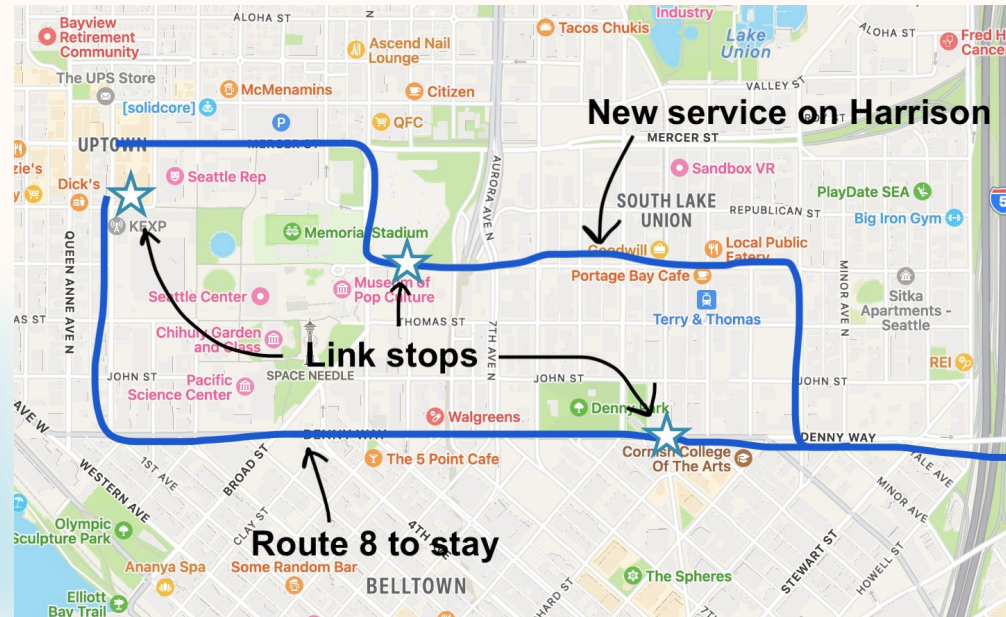


~\$30M Project to make Harrison a 'Transit Street'

- For reference, Route 40 upgrade ~\$30M
- Parking Garages make high level of service difficult
- Metro and SDOT have told us repeatedly **Route 8 is staying on Denny**
- Ideally Denny Way would be fixed

From a rider's perspective, one bus twice as frequent is better than parallel ones half as frequent.

- "routes should be no closer than ½ mile" (King County Metro)
- Harrison is ¼ mile from Denny





Questions?