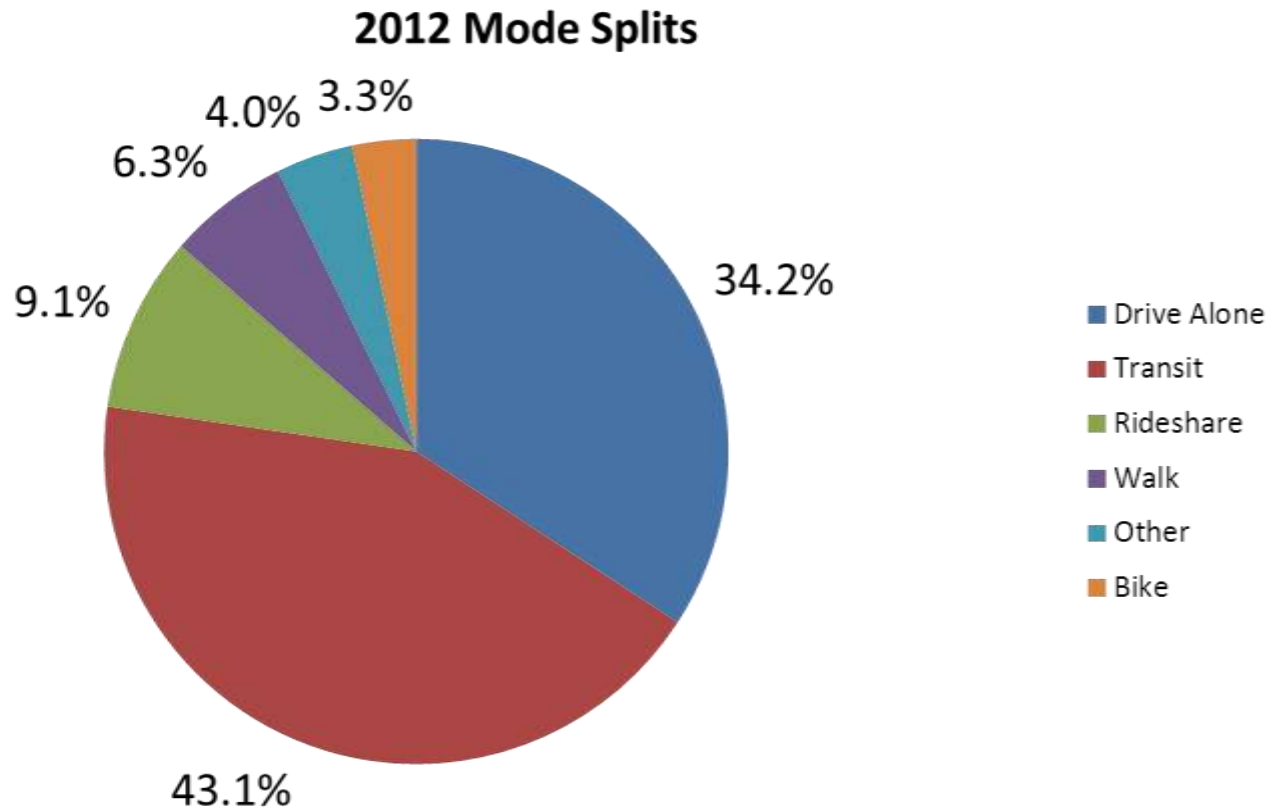


Keeping people moving in downtown Seattle

April 2013

Goal: 70% of downtown commuters do not drive alone

Two-thirds of commuters are traveling into downtown by modes other than driving alone



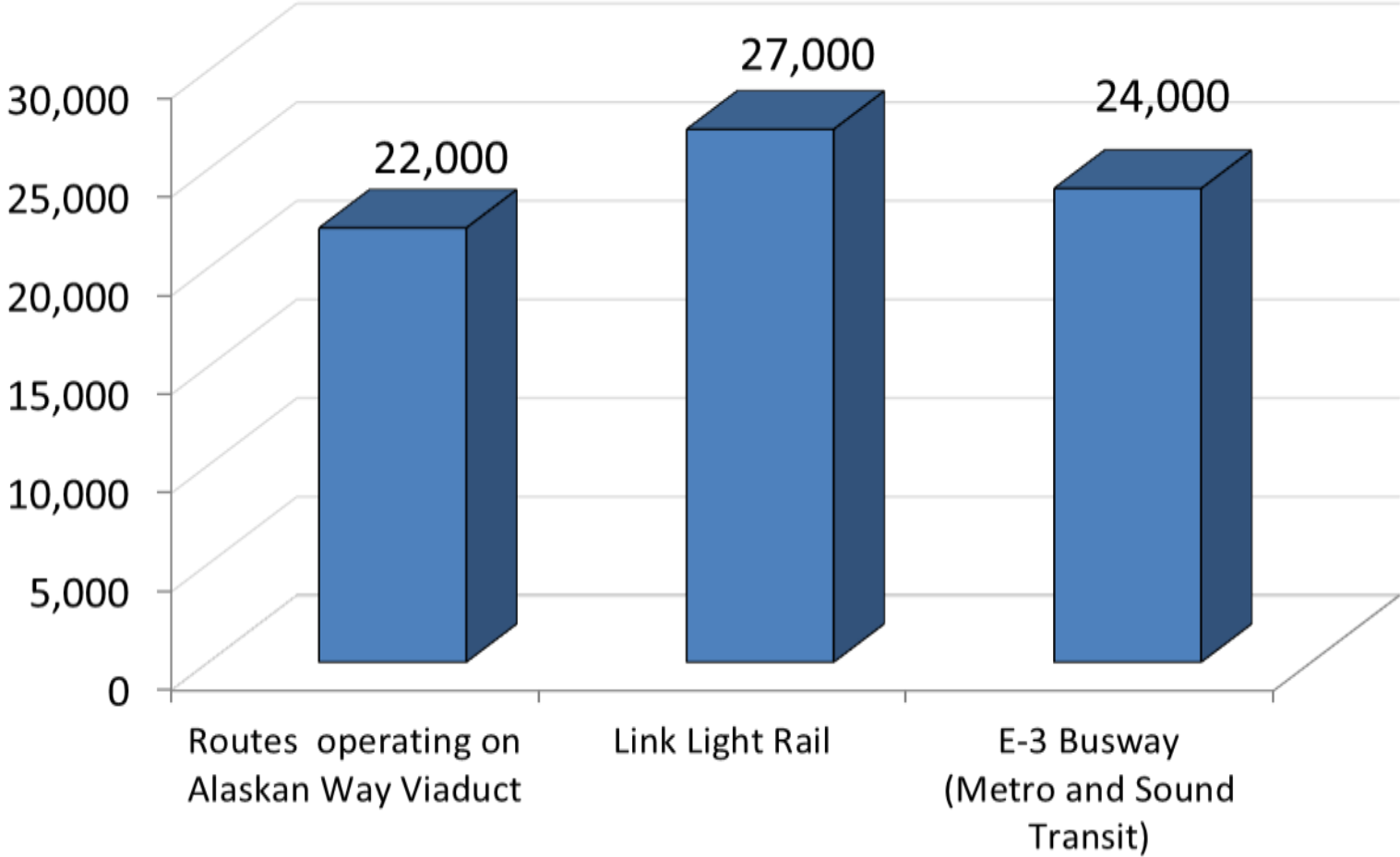
Source: Commute Seattle 2012 Center City Mode Split Survey

Downtown Mobility depends on Transit

- Nearly 60% of bus trips go through city center
- About half of Metro's ridership travels through downtown Seattle



Daily Ridership is similar to Light Rail



Alaskan Way is key transit corridor

- 22,000 riders on 12 routes rely on this corridor including RapidRide C and D Lines
- About 15% of people currently using Viaduct are on transit
- Nearly 50% of people on the Columbia Street ramp in the peak hour are on transit
- 25,000 fewer vehicles on the Viaduct

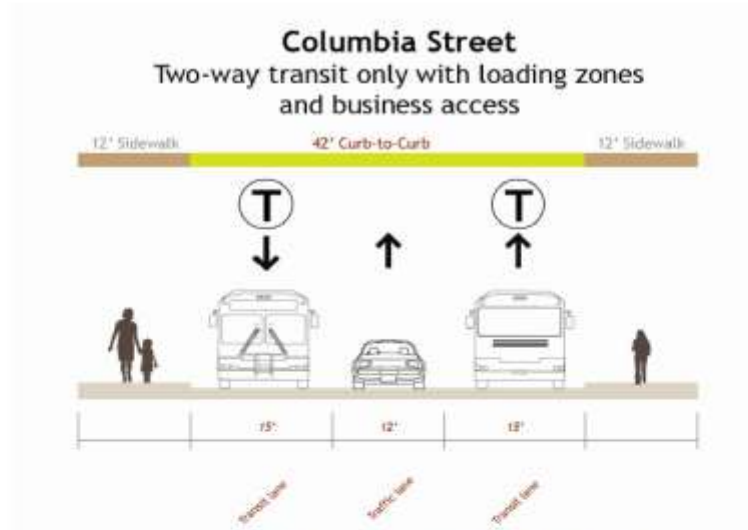


Making Transit work on the Waterfront

- Maintain and grow ridership
 - RapidRide C Line up 41%
 - RapidRide D Line is up 10%
- Fast and reliable service
 - Keeping transit competitive
 - 200 stadium events
 - Tolling on SR 99 Tunnel
 - Impact on West Seattle and Ballard riders



Columbia Street Pathway



DOWNTOWN SOUTHEAST TRANSIT STUDY



Elevated Rail
 Downtown Rapid
 Pedestrian Connection

Exhibit 3-8
Pathway 5A

Key Elements for Columbia Pathway

**Continuous Priority Pathway
(on Alaskan Way and Columbia Street)**



**Multimodal Connections
(at Colman Dock Hub)**



Enhanced Bus Stops



Next Steps

- Agreement on Columbia pathway and confirm necessary elements
- Outreach to key stakeholders and riders on pathway progress



Back Pocket Slides

Pathways Eliminated

Pathway	Reasons for being removed from further consideration
1st Avenue S and 4th Avenue S	<ul style="list-style-type: none"> • Lack of reliability, up to 20 minutes delay with train crossing • Significant travel time increase: 5-8 minutes • Poor connectivity to stadium area
Yesler Way and James Street	<ul style="list-style-type: none"> • Conflicts with ferry operations • Added delay due to turn movements • Difficult turns for buses
Jackson Street	<ul style="list-style-type: none"> • Higher traffic volumes expected on Jackson Street with surface Alaskan Way • Right-of-way constraints with the First Hill Streetcar • Increase turn movements and pedestrian conflicts • Difficult turns for buses.
Main and Washington Streets	<ul style="list-style-type: none"> • Extensive street improvements required • Neighborhood concerns over impact to historic district