

## *Southend Pathways*

# Making transit work on the waterfront

After the State Route 99 tunnel project is complete and the Columbia Street and Seneca Street ramps have been removed, Metro will need a fast, reliable transit pathway for buses to and from downtown Seattle to replace the connection provided today by the Alaskan Way Viaduct.

**We're asking the City of Seattle to provide a continuous priority pathway for transit as part of its Central Waterfront Project, with all-day, two-way bus lanes on Alaskan Way from Dearborn Street to Columbia Street and Third Avenue.**

The city faces a challenge as it tries to meet the needs of competing interests on the waterfront—including ferry lines, parking, and business access. There are limited options for prioritizing bus riders on the waterfront. But this pathway is crucial to maintaining the speed and reliability of bus service for riders from southwest and northwest Seattle neighborhoods to, from, and through downtown Seattle.

## **A fast, reliable pathway is essential to...**

**Meet the needs of thousands of transit riders who rely on service in this corridor.**

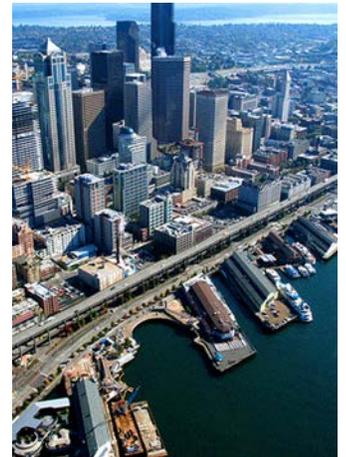
- The viaduct carries 22,000 bus riders per day. This total is similar to those for Link light rail (27,000) and the E3 Busway in SODO (24,000) – two facilities where transit is prioritized.

**Maintain and grow ridership in this corridor.**

- Use of the RapidRide C and D Lines has grown significantly since they began service in fall 2012. C Line ridership is up 33%; D Line ridership is up 9%.
- By 2016, Metro buses will carry an estimated 30,000 riders in and out of downtown on the new Alaskan Way surface street—a number equal to the anticipated number of vehicles making the same commute.

**Ensure transit service is not only fast, but reliable.**

- With more than 200 stadium events each year (and perhaps more in the future), transit reliability could be greatly affected without priority through this corridor.
- Higher levels of traffic and congestion are also expected when tolling begins on SR-99 in 2016, and will directly affect transit service in this corridor.
- Delays and congestion through this corridor would deteriorate service reliability, not just for southwest Seattle riders but also for those also traveling to northwest Seattle communities such as Ballard, Queen Anne, and Interbay on connected bus corridors.



**Meet the goal of having 70% of downtown commuters not driving alone.**

- The proportion of trips made by transit has grown 13% since 2000. Today, nearly 43% of people already use transit to get to and from downtown Seattle.
- Regional plans expect transit to accommodate the majority of future trip growth to and from downtown Seattle.

**What it will take to make Columbia Street a priority pathway for transit...**

