SEATTLE & KING COUNTY
New B-Lines in 2019
BIG THEMES

- Moving more people in the same space

- Corridors or spots (also, Go big or go quick?)

- Building support (hint, it’s not all about transit) performance)
MANAGING GROWTH
Today, the Central City is home to:

30,000 households

|= 3,000 households

130,000 jobs

|= 3,000 jobs

By 2035 the Central City will be home to:

70,000 households

|= 3,000 households

180,000 jobs

|= 3,000 jobs
Today

39% of the Central City’s land is public right of way (streets, sidewalks)

1% is dedicated buses and MAX

3% is dedicated to bicycle transportation and new mobility options

20,328 curb zone spaces for parking and loading

After Central City in Motion

39% of the Central City’s land is public right of way (streets, sidewalks)

2% is dedicated buses and MAX

4% is dedicated to bicycle transportation and new mobility options

19,328 curb zone spaces for parking and loading
2% of street space delivers potential for 25% change in mode share.
REDESIGNED STREETS CAN ACCOMMODATE A GROWING CENTRAL CITY

W Burnside: new bus and protected bike lanes will increase the people moving capacity of the street
SEATTLE MADISON BRT

TWO GENERAL PURPOSE LANES WITH LOCAL BUS IN MIXED TRAFFIC

Repurposing a general purpose travel lane to a transit only lane (TOL) or business access transit (BAT) lane is justified where it increases the person carrying capacity of the roadway and improves the average person travel time in the corridor.

Transit only lanes (TOL) or business access transit lanes (BAT) are critical to ensuring rapid, reliable transit operations. The extent and exclusivity of these lanes helps to dictate the quality of the service and protect operational reliability as traffic congestion increases.

ONE GENERAL PURPOSE LANE, ONE TOL WITH FREQUENT BRT SERVICE

1,200 persons during peak hour (2018)
7.1 minutes average person travel time (2015)

1,750 persons during peak hour (2018)
5.3 minutes average person travel time (2015)
Dedicated Transit Lanes

126 People move through this roadway during each light cycle. **80 in transit.**

235 People on a road with transit-only lanes move through this roadway during each light cycle. **204 in transit.**

Source: Capital Metro/Nelson/Nygaard
Being a busy vehicle and transit corridor, Bus Routes 41 and 43 have the following characteristics when averaged over the year. During peak times, the conditions are likely worse.

<table>
<thead>
<tr>
<th>Bus</th>
<th>Speed</th>
<th>Overcrowding</th>
<th>Bunching</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus 41</td>
<td>21km/h</td>
<td>17%</td>
<td>8%</td>
</tr>
<tr>
<td>Bus 43</td>
<td>24km/h</td>
<td>11%</td>
<td>3%</td>
</tr>
</tbody>
</table>

Did you know?
During peak times, transit carries 40-60% of people travelling on 41st Avenue between Dunbar and Granville.

Transit Ridership within the City and Region
Transit ridership continues to increase within Metro Vancouver and the City. Vancouver has one of the busiest transit systems in North America and is continually growing. To the right, ridership trends are shown.
Benefits

50% less waiting than the 43 every 3-6 minutes during peak

33% more people moving capacity less crowding

Frequent service at night a bus every 15 minutes until 1 a.m.

41 becomes trolley local service provided by electric bus

Proposed changes to local service

Along with the new B-Line, TransLink is proposing some changes to local bus service. These changes enable the high frequency of the B-Line, and adjust local routes to maintain connections to communities.

- Route 43 replaced with new B-Line
- Route 41 changed to run between Crown Street and Joyce Station
- Route 49 will provide frequent service in UBC’s Wesbrook Village from 5 a.m. to 2 a.m., with more capacity than today’s 41
- Route 41 frequency reduced
CORRIDORS OR HOT SPOTS (OR BOTH)
SEATTLE DOT

SPOT IMPROVEMENTS

CORRIDOR PROGRAM

Broadway Turn Restrictions
- Existing Turn Restriction
- New Turn Restriction

SDOT RECOMMENDATIONS
- Retime traffic signals for all lanes to keep Streetcar and vehicles moving.
- Implement southbound business access and transit-only lane: all day/7 days a week between Pine Street and Madison Street.
- Restrict vehicle turning movements on E Pine, E Pike, E Union and E Madison Streets

RapidRide

Frequent service all day, evening, weekend
10-15% faster bus travel times
10-min or better
15-30 min or better
+50% ridership within 5 years
85% on-time scheduled bus arrival
Initial Network of Enhanced Transit Corridors: Where there is most need and potential now

Notes:
1. The Methodology Total Score reports an aggregated index score comprising transit performance, future growth, and equity indicators. Five percentile breaks were identified for each indicator, based on the indicator values for all ETC segments. Each ETC segment received a score between 1 and 5, depending on where the performance indicator fell within the percentile breaks. Scores for each indicator were then aggregated for each ETC segment to produce a Total Score.

2. A higher score indicates greater transit performance deficiency and a greater need for improvement based on future growth and equity considerations.
Why BRT On Colfax?

**DEMAND:** Colfax Avenue has the highest bus ridership of all RTD routes. The 15/15L routes combined see 7 million annual boardings - over 22,000 per weekday.

**ACCESS/DESTINATIONS:** Provides access to nearly 280,000 jobs while serving Downtown, Auraria Campus, Anschutz Medical Campus, and nearly 50 schools.

**MOBILITY:** Provides more reliable service, decreases travel time by up to 15 minutes, and provides connections to 3 RTD rail stations and 16 bus routes.

**SAFETY:** Supports Vision Zero through shorter pedestrian crossings with less exposure to vehicle traffic, reduction of conflicts and driver expectations.

**PLACEMAKING:** Increases investment by attracting new residential and commercial development.

**EQUITY AND AFFORDABILITY:** Provides affordable access to jobs and services and reduces household transportation cost burden.

In 2035:

- **Up to 50,000 daily riders**
- **Access to 280,000 Jobs**
- **Up to 15 minute transit travel time improvement**
MADISON BRT: PEDESTRIAN ENVIRONMENT