

**Everything But The Kitchen Sink:  
King County Metro and SDOT's Improvements  
in Speed & Reliability On Route 8**

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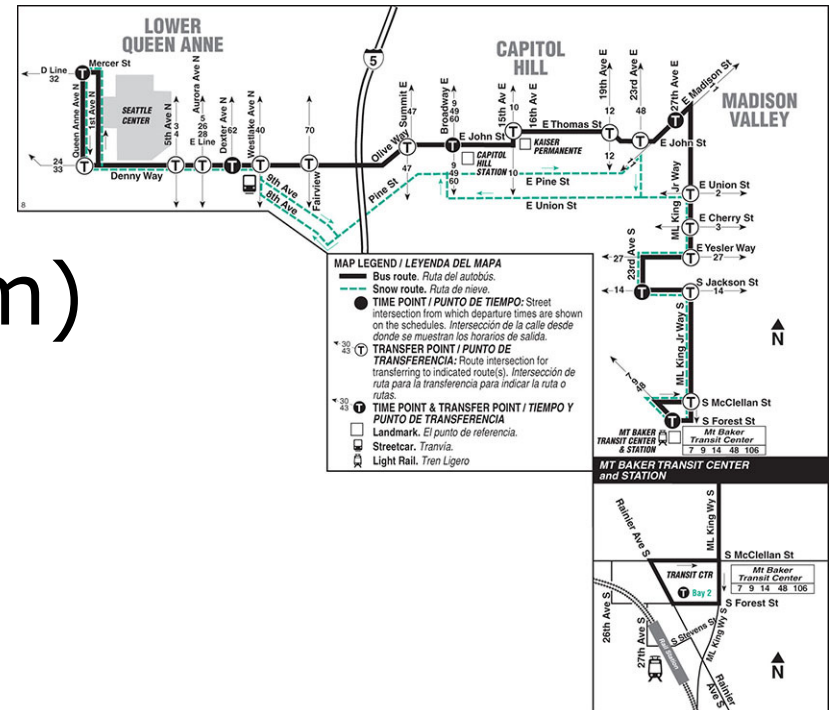
# Overview

- Background
- Challenges
- Project Approach
- Improvements
- Conclusions & Lessons Learned



# Background

- Ridership: 8,780 weekday riders
- Length: 7mi (11km)
- Frequency:
  - 10-min peak
  - 12 min off-peak
- One of Metro's least reliable routes



# Background



# Background

- Initiating the project
  - Speed & Reliability Program
  - Corridor prioritization process
  - King County / SDOT partnership
- Funding the project
  - FTA/CMAQ grant opportunity
  - US\$1.4M Grant awarded in 2014

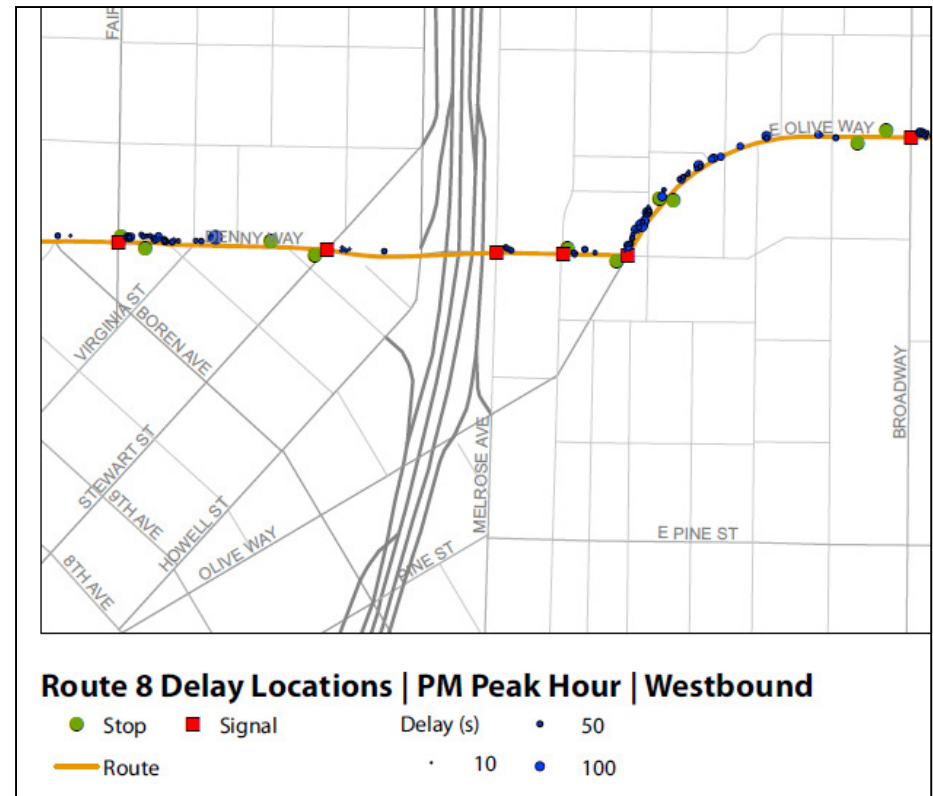
# Challenges

- South Lake Union traffic / Amazon
- Denny Way cross-section
- I-5 freeway traffic



# Project Approach

- Pre-design study
- Identification of potential improvements
- Assess impacts & benefits
  - Transit
  - Traffic



# Project Approach

- Stakeholder Outreach
- Coordination with adjacent developments
- SDOT Decision Memo



## Improvements will help make Route 8 more reliable

King County Metro Transit has received federal grants to fund improvements along Denny Way that will help make Route 8 more reliable. This busy, rapidly growing transit corridor scores high on both bus ridership and traffic congestion. Route 8 buses often run late as a result.

Metro recently divided Route 8 into two shorter routes, with the southern part splitting into a new route in March 2016. This change did help Route 8's reliability, but late buses are still a problem. The work will include changes to traffic signals, a new bus lane by the congested Yale Avenue on-ramp, parking restrictions, new expanded bus stops, and left-turn traffic restrictions (see diagram on back).

### Contact

If you have questions about this project, please contact:  
Annie Kolb-Nelson  
Community Relations Planner  
annie.kolb-nelson@kingcounty.gov  
206-477-5373

Metro will also use some of the grant funds to improve bus stop waiting areas by adding shelters, benches, and better lighting to stops along Denny Way, Olive Way, and across from the Capitol Hill Link station.

We've been planning these improvements in partnership with the Seattle Department of Transportation. We expect to finish project design early next year, and to make the improvements in phases through early 2018. Completion dates for specific improvements will depend on the type of work being done and whether we need to coordinate with other work in the area.

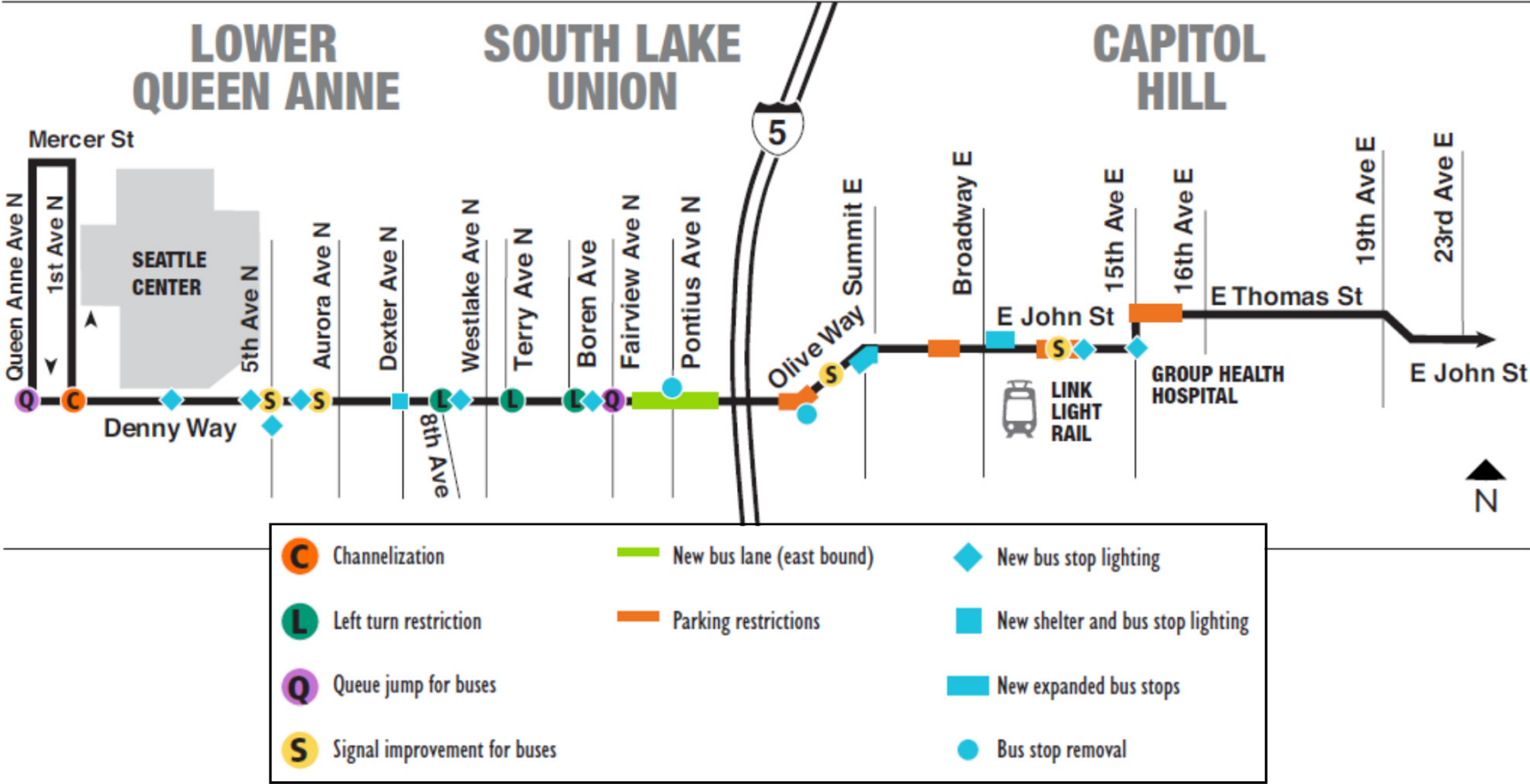
Para solicitar esta información en Español, sírvase llamar al 206-263-9988 o envíe un mensaje de correo electrónico a [annie.kolb-nelson@kingcounty.gov](mailto:annie.kolb-nelson@kingcounty.gov).

如果要索取本資訊的中文，請致電 206-263-9784 或發電郵給 [annie.kolb-nelson@kingcounty.gov](mailto:annie.kolb-nelson@kingcounty.gov).



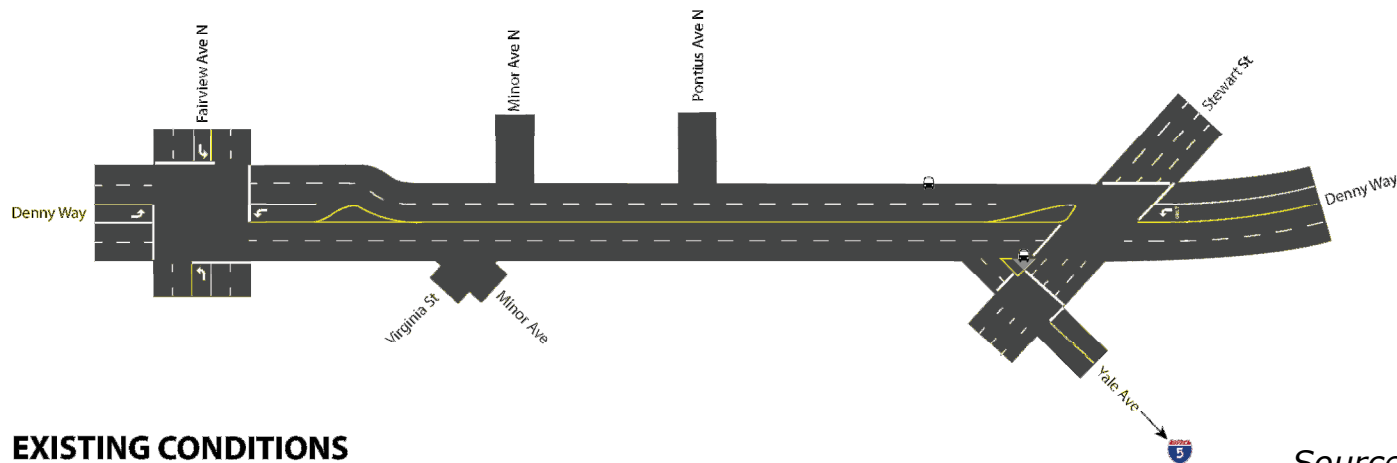


# Improvements



# Improvements - Bus Lane

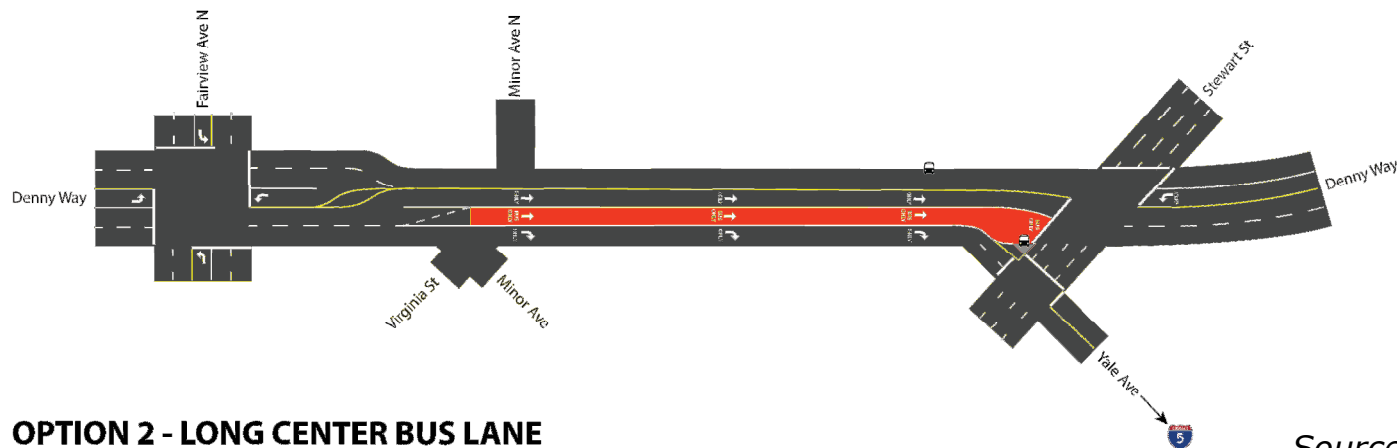
- Re-purposed underutilized capacity
- Coordination with Seattle City Light Denny Substation



Source: The Urbanist

# Improvements - Bus Lane

- Re-purposed underutilized capacity
- Coordination with Seattle City Light Denny Substation



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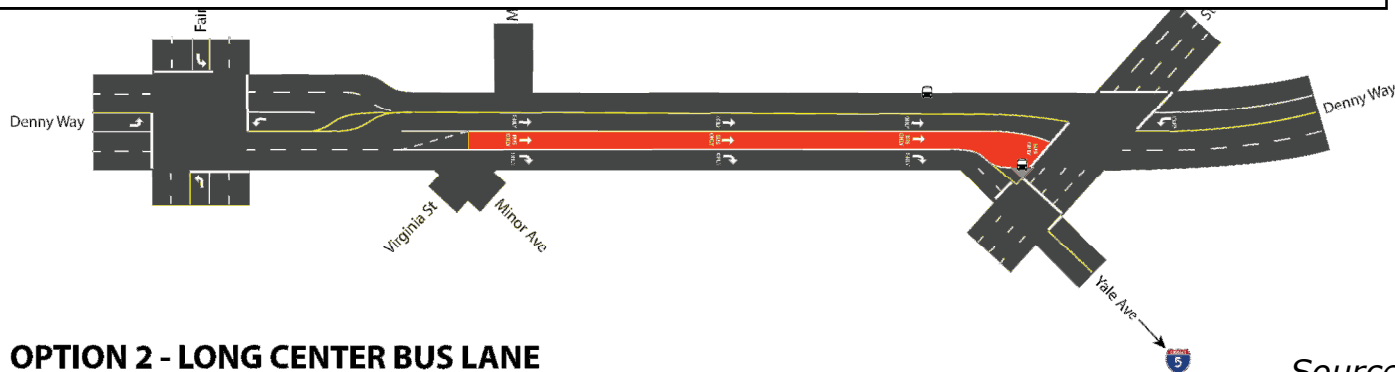
# Improvements - Bus Lane

The Seattle Times Local News | Northwest | Puget Sound | Traffic Lab

## ● Busy Denny Way will lose traffic lane ● for buses to speed up Route 8

Originally published December 14, 2016 at 6:00 am | Updated January 18, 2017 at 10:32 am

To unstick the Route 8 bus, and protect people walking, King County Metro and the city of Seattle will add a bus lane and restrict turns on

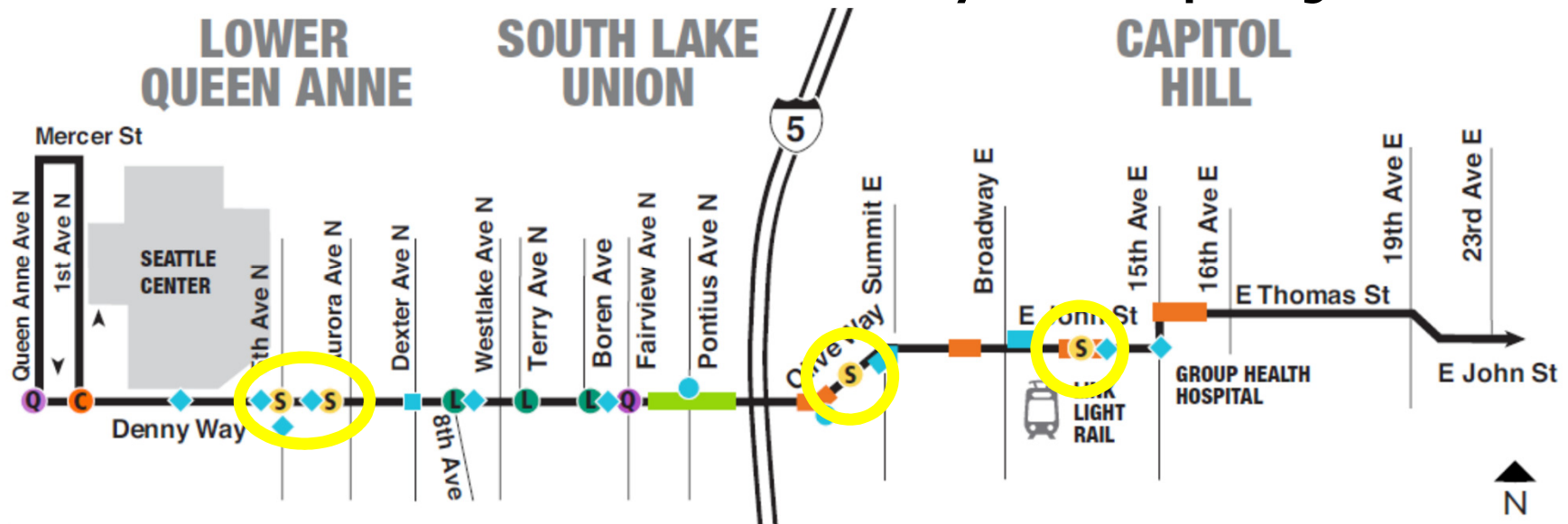


OPTION 2 - LONG CENTER BUS LANE

Source: The Urbanist

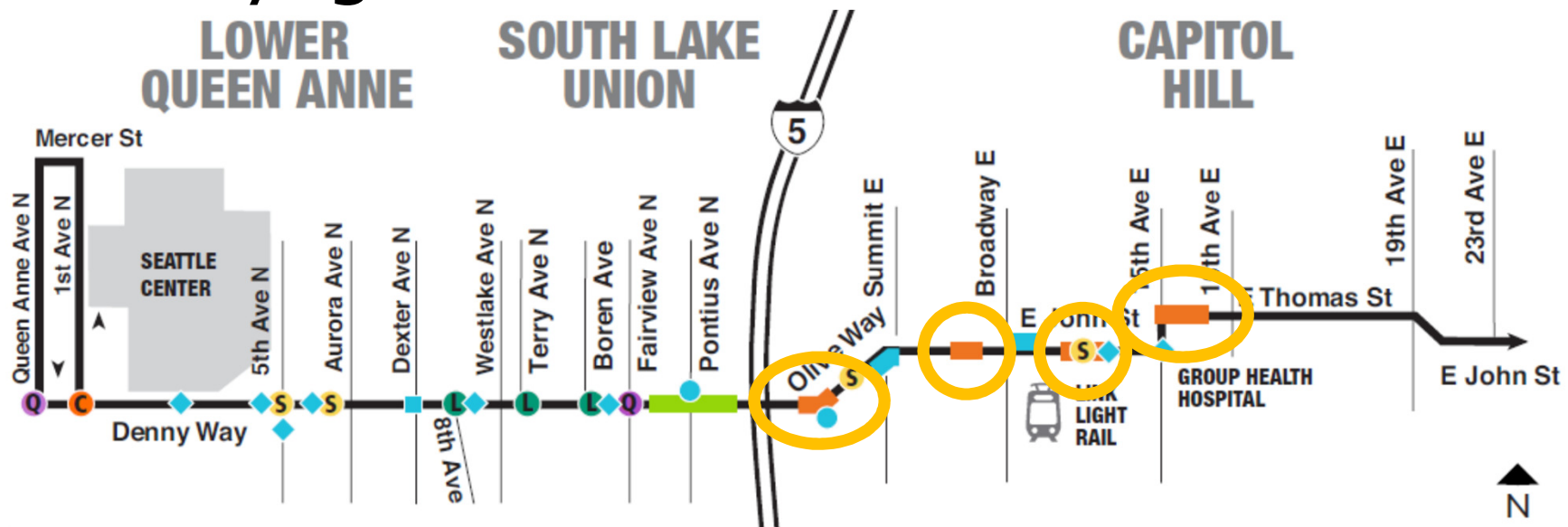
# Improvements - Signals

- Signal phasing improvements
- Coordination with City ITS project



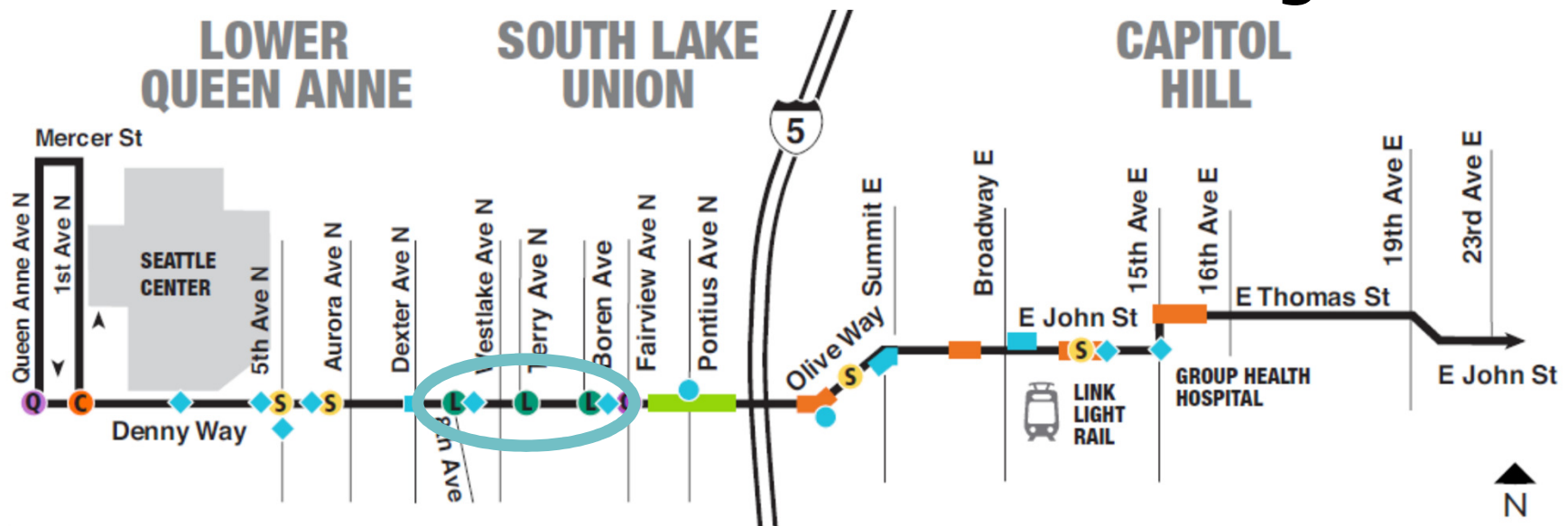
# Improvements – Parking Restrictions

- Formalize two travel lanes
- Daylight intersections



# Improvements - Turn Restrictions

- Reduce left-turning friction
- Coordinated with new crossings

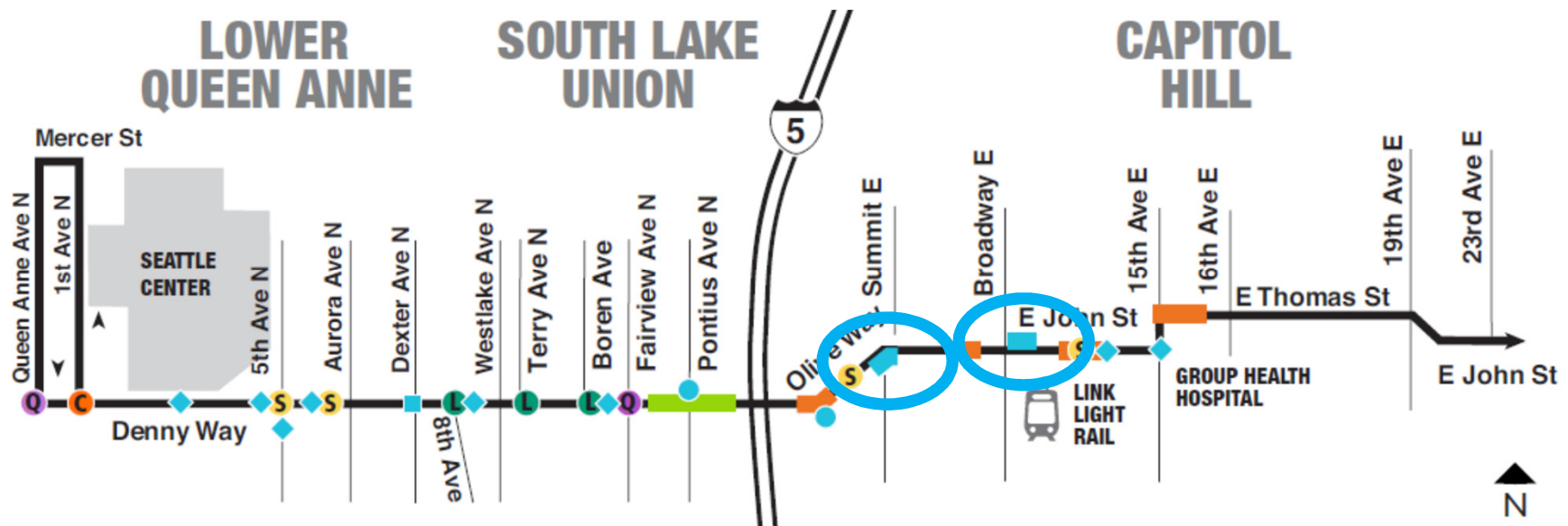






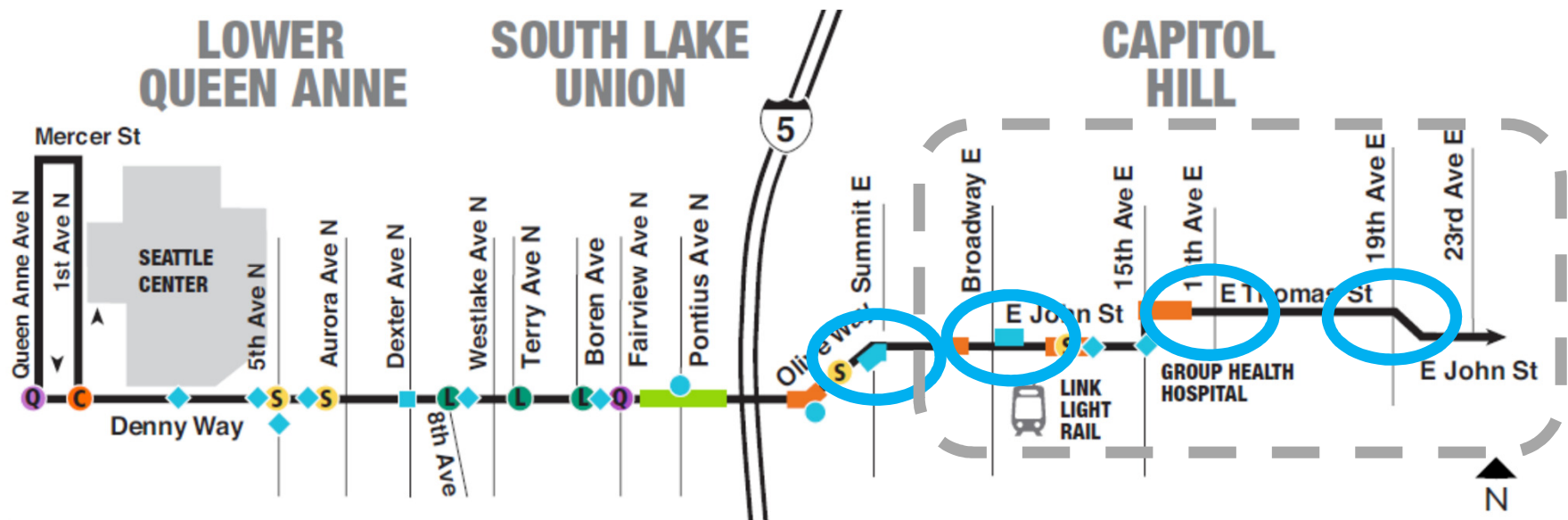
# Improvements – Bus Bulbs

- Opportunity to partner with SDOT corridor pedestrian safety project



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# Improvements – Bus Stops

- Coordination with adjacent developments' frontage
- Solar lighting improvements



## Conclusions & Lessons Learned

- Partnerships are key
- In a rapidly-developing corridor, timing is important
- Managing expectations
- Expected completion: end of 2018



## Questions?

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