



Increased Metro service keeps Seattle moving during Alaskan Way Viaduct construction

As work continues on replacement of the Alaskan Way Viaduct (AWV), enhanced Metro Transit service is reducing congestion in the SR-99 corridor and giving thousands of people reliable transportation to and from downtown Seattle. But funding for this critically important service runs out in 2014 — when several more years of construction and the start of tolling lie ahead. Loss of the service will mean more crowded buses, fewer options for commuters, heavier traffic congestion and longer delays.



Transit is crucial to the successful function of the SR-99 corridor

- 12 bus routes provide 22,000 passenger trips daily on the AWV corridor to and from downtown Seattle.
- Nearly 50 percent of people on the Columbia Street ramp in the peak hour are on buses.

Additional service has resulted in more riders, fewer vehicles

- The additional service has attracted about 17,000 new riders (22 percent increase)
- 25,000 fewer vehicles per day are using the viaduct (23 percent decrease) since the additional transit service began.
- Ridership on the RapidRide C and D lines (between West Seattle, downtown and Ballard) also has grown: C Line ridership is up 50 percent, D Line ridership is up 15 percent—more than 14,000 total riders every weekday.

Enhanced transit service has resulted in 17,000 more bus riders (22% increase) and 25,000 fewer vehicles (23% decrease) in the SR-99 corridor

Mitigation funding is supporting enhanced bus service

- WSDOT provided \$32 million for enhanced transit service on the AWV or nearby corridors to reduce construction impacts.
- In 2010, Metro added trips to 22 routes between these neighborhoods and downtown (see map on reverse):
 - West Seattle
 - SODO/Georgetown
 - Ballard/Magnolia
 - Aurora
- Funding expires in June 2014, years before viaduct and waterfront construction are complete.

What will happen if funding for enhanced bus service is not continued?

- 120 to 130 daily bus trips and 7,500 daily transit seats will be eliminated.
- Buses will get more crowded and fall behind schedule.
- Ripple effects of traffic slowdowns will be felt throughout the region as vehicles divert to I-5 and other arterials to avoid construction delays.
- More impacts will come as the tunnel is bored, the viaduct is demolished, and construction continues for several years on the Alaskan Way waterfront.

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Transit Corridors Receiving Mitigation Service

