

Building Blocks	I-5, Surface and Transit Hybrid Scenario	SR 99 Elevated Bypass Hybrid Scenario
SR 99		
Central Waterfront configuration and lanes	3 lanes SB on Alaskan Way; 3 lanes NB on Western Ave.	4-lane elevated road; 4-lane surface street
Number of lanes at Jackson St	8 lanes (3 general purpose lanes and one transit lane northbound, 3 general purpose lanes, one transit lane southbound)	6 lanes (3 general purpose lanes NB, 3 general purpose lanes SB)
Central waterfront promenade/public space	104 feet	68 feet
Connections to Elliott and Western avenues	Signalized intersections to Alaskan/Western couplet	Ramps to and from elevated structure over Elliott and Western
Freight routes	Surface Alaskan Way and Western Ave.	Elevated road and surface Alaskan Way
HOV/BAT/Transit Lanes	Aloha St to N. 85 th St, Spokane to Main NB, and Washington to Royal Brougham SB	Aloha St to N. 85 th St. and Spokane to Dearborn NB only
Marion St. Pedestrian Bridge Replacement	Yes	Yes
New surface street connection between Belltown and the waterfront with sidewalks	Yes	No
New pedestrian signal on Western Ave at Pine Street	Yes	No
Improved east-west pedestrian connections to waterfront	Yes	Yes
New or improved pedestrian connections across Aurora Ave. north of Denny Way	6	2
Improved pedestrian connection on Bell St. between First and Elliott	Yes	Yes
Bike lanes/trails on Alaskan Way and/or Western Ave. between Broad and King Streets.	Yes	Yes
Bike lanes/trails connecting Alaskan Way to East Marginal Way lane and Mountain to Sound Greenway trail	Yes	Yes
New surface street connection between Belltown and the waterfront with bike lanes	Yes	No
Seawall Replacement		
Rebuild seawall from Washington to Pine (Phase 1)	Yes	Yes
I-5		
Active traffic management, automate reversible lanes	Yes	Yes
Complete ramp meters and integrate signals	Yes	Yes
Northbound mainline	Add managed lane from Seneca St. to SR 520	No
Southbound HOV lane from Mercer to Spokane Street	Convert to managed lane	Convert to managed lane
Stewart Street and Cherry/Columbia Streets reversible ramps	Convert Stewart to HOV and Cherry/Columbia to general purpose traffic	Convert Stewart to HOV and Cherry/Columbia to general purpose traffic
Industrial Way transit ramps	Northbound only	No
Surface Streets		
Two-way Mercer Street from I-5 to Elliott Avenue	4-lane or 6-lane SR 99 underpass (TBD)	6-lane SR 99 underpass
Aurora Avenue crossings	Signalized crossings at Thomas, Harrison, Republican, Roy, Valley	Republican Street underpass
Transit lanes on Stewart, Olive, Howell, Pike/Pine, Battery, Wall, Madison and Elliott/15 th Ave. NW	Yes	Yes
Transit lanes in Fourth Ave S/Fifth Ave S. corridor	New connection from E3 Busway to Fifth Ave and Airport Way; Transit lanes on Fifth Ave	Transit lanes on Fourth Ave S from Royal Brougham to Jackson
Other street and roadway improvements	Spokane St. Viaduct, SR 519, East Marginal Way Ramps	Spokane St. Viaduct, SR 519, East Marginal Way Ramps
Second and Fourth Avenue. from Pike to Jackson Street	3 general purpose lanes, 1 transit lane, and one flexible general purpose/transit lane	3 general purpose lanes, 1 transit lane, and one flexible general purpose/transit lane
Third Ave. through traffic restrictions all day	Yes	Yes
Convert east-west streets between Union and Cherry to three lanes	Yes	No
Convert First Ave. to four lanes during peak periods	King to Cherry Streets	King to Cherry Streets
Transit		
Improve service to waterfront on Madison St., simplify downtown network, reduce traffic conflicts with stops	Yes	Yes

Building Blocks	I-5, Surface and Transit Hybrid Scenario	SR 99 Elevated Bypass Hybrid Scenario
Rapid trolleybus network improvements Ballard/Uptown, Aurora, West Seattle RapidRide	High (8 new or modified lines with 10-minute or better frequency 18 hours per day) Enhanced service	Low (4 new or modified lines with 15-minute or better frequency 18 hours per day) Enhanced service (to a lesser degree than in Surface and Transit Hybrid)
Pacific Hwy South RapidRide	No change	No change
New Delridge RapidRide	Yes	Yes (but with less service than in Surface and Transit Hybrid)
New Ballard to UW RapidRide	Included in the Rapid Trolleybus package	Included in the Rapid Trolleybus package
New Lake City Way RapidRide	Yes	No
Alaskan Way streetcar	No	No
First Avenue streetcar	Yes	Yes
New peak express service to South Lake Union	Yes	Yes
West Seattle water transit	No change to planned King County Ferry District service levels	No change to planned King County Ferry District service levels
Burien, White Center, Shoreline park and ride expansion	Yes	Yes
Policies and Management		
Transportation System Management		
Parking Management (such as variable meter pricing, reduce long term parking incentives, enforcement, vanpool/loading priority, parking user fee)	Yes	Yes
Traffic Management (such as incident management, special event management, "smart"/adaptive signals and transit/loading zone enforcement)	Yes	Yes
Consumer Information (such as expanded 511 and transit arrival data)	Yes	Yes
Transportation Demand Management		
Parking Management (such as advance parking guidance systems and swapping long term on-street spaces for short term)	Yes	Yes
Incentives for Alternative Commutes (such as incentives & promotion for ridesharing and transit, expanding KCM vanpool program, expanding bike stations and encouraging ped/bike options)	Yes	Yes
Employer Base Outreach & Assistance (such as telecommuting, flextime, employer outreach in untapped areas of Center City, employer grants to reduce SOV trips, employee transportation coordinators, expand growth and transportation efficiency centers (GTEC) program)	Yes	Yes
Employee Outreach & Promotion (such as plan your commute, Go Local, green commute competitions and residential outreach)	Yes	Yes
Strategic Plan and Measurement (such as performance measurement of management efforts during construction and after operation to ensure results and productivity of investments)	Yes	Yes
Pricing and tolling	Consider as part of regional tolling system, with possible phased implementation. post 2015	