ROUTE 60 CORRIDOR STUDY

PROJECT SUMMARY

Route 60 is a frequent, all-day bus route that provides connections between Capitol Hill/First Hill and Westwood Village via the Chinatown-International District, Beacon Hill, Georgetown, and South Park neighborhoods. Route 60 has been prioritized for speed and reliability investment because it has high ridership, high equity need, and high passenger delay. The future of the route also focuses on enhancing conditions for all roadway users and building a more connected community. Based on Fall 2021-2022 ridership numbers, Route 60 is in the top 15 countywide and top 5 in the planning region. This data also revealed over 52,000 hours of daily passenger delay in the PM peak in Fall 2022.

In 2025, King County Metro initiated the Route 60 Corridor Study. This study identified and evaluated preliminary improvements, assessed potential investments for their efficacy in improving transit travel times and reliability, and prepared concept plans (10% design level) and cost estimates of the selected transit priority improvements along the corridor.

This folio summarizes the concepts in the study's final package of improvements; it includes both recommended as well as contingency concepts (pending sufficient budget or other reason). This folio identifies the estimated transit travel time savings associated with each concept, their respective costs, and 10% design plans.

- 9 TSP Intersections
- 6 Bus Stop Relocations or Removals
- 5 Changes to Intersection Control or Phasing
- 2 Minor Reroutes
- 9 Channelization Changes
- 5 In-lane Bus Stops
- 4 BAT Lanes/Bus-only Lanes



BUS DELAY SAVINGS

Package	AM Peak Transit Travel Time Savings (minutes/%Diff)		PM Peak Transit Travel Time Savings (minutes/%Diff)	
	Inbound (Northbound)	Outbound (Southbound)	Inbound (Northbound)	Outbound (Southbound)
Recommended	3.3 min / 4%	2.6 min / 4%	3.5 min / 4%	4.1 min / 5%
Contingency	0.1 min / <1%	2.6 min / 4%	0.4 min / 1%	2.0 min / 2%
Total Package	**3.4 min / 4%**	**5.2 min / 8%**	**3.9 min / 5%**	**6.1 min / 7%**

COST ESTIMATE (10% DESIGN LEVEL)

Concept Status	Concept Numbers	Total Order of Magnitude Cost
Recommended	1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12, 13, 15, 19, 20, 23, 24, 29, 35, 38	$10,630,000
Contingency	14, 27, 28, 37, 39	$3,461,000
Total Package Cost		**$14,091,000**

CONCEPT 1

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Signal Modification/TSP

DESCRIPTION: Install Transit Signal Priority at select signals

LOCATION: Intersections at 15th Avenue S/S Spokane Street; 15th Avenue S/S Columbian Way; 15th Avenue S/S Dakota Street; 15th Avenue S/S Columbian Way/S Oregon Street and 15th Avenue S/S Oregon Street/S Columbian Way; 15th Avenue S/S Lucile Street; Swift Avenue S/S Albro Place; S Albro Place/Corgiat Drive S; S Albro Place/Stanley Avenue S; Olson Place SW/Myers Way S/1st Avenue

STATUS: Recommended

TIME SAVINGS (sec): AM: -11 inbound, -11 outbound; PM: -12 inbound, -11 outbound

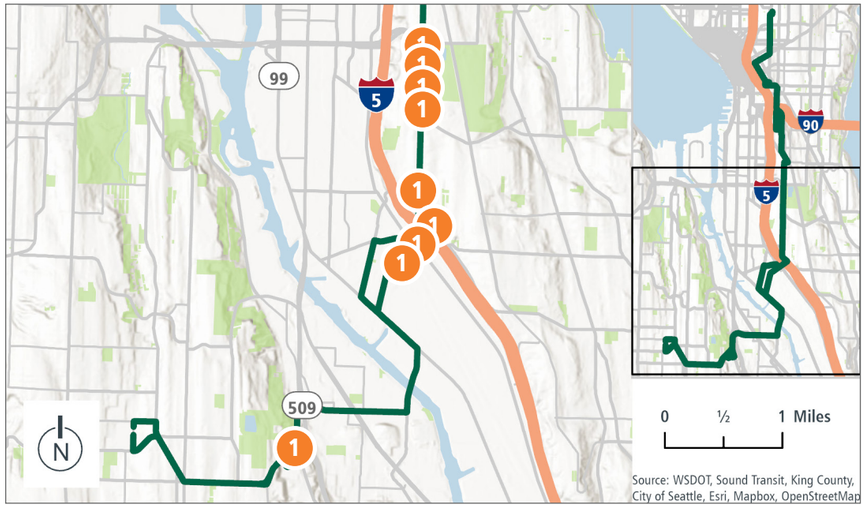
OTHER BENEFITS: Provide improved reliability via TSP

NOTES FOR FUTURE PROJECT PHASE: Coordinate with other adjacent/overlapping projects in Georgetown and Beacon Hill which are planning to activate TSP at additional intersections that Route 60 passes through

10% COST ESTIMATE

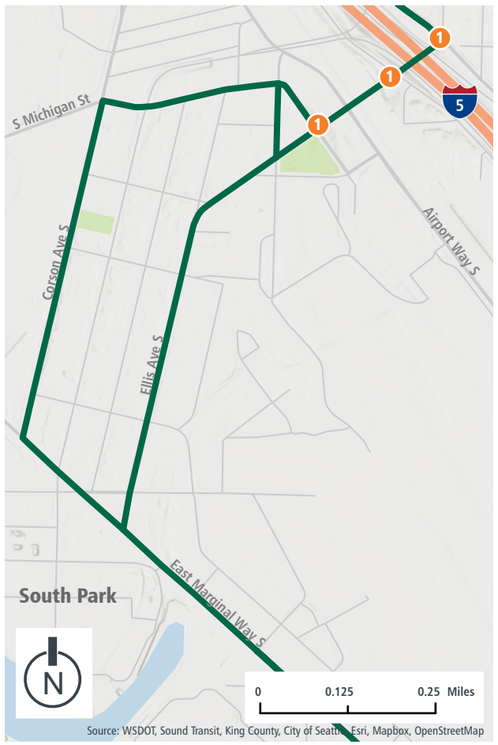
Cost Type	Amount
Construction	$1,225,000
Soft	$553,000
Risk/Contingency	$490,000
Total	**$2,268,000**

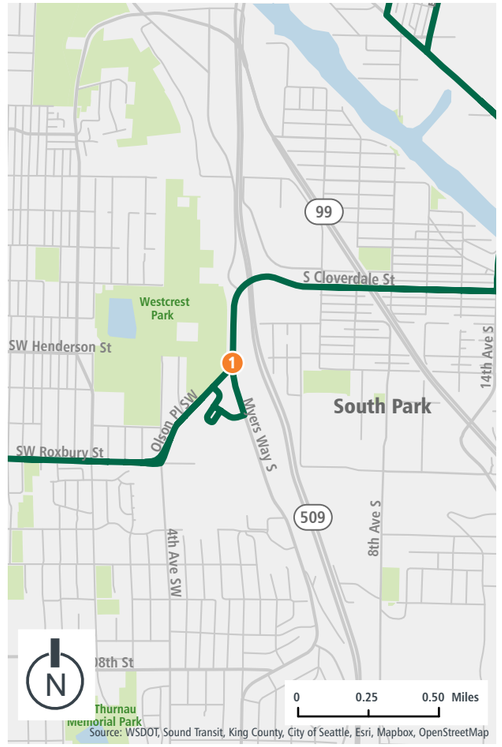
CONCEPT LOCATION



CONCEPT LOCATION CONT.







10% DESIGN PLANS

No design plans prepared for this concept.

CONCEPT 2

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): In-lane Bus Stop

DESCRIPTION: Install bus bulb to create an in-lane farside southbound stop at Broadway E and E Thomas Street

LOCATION: Broadway E/E Thomas Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -21 outbound; PM: -57 outbound

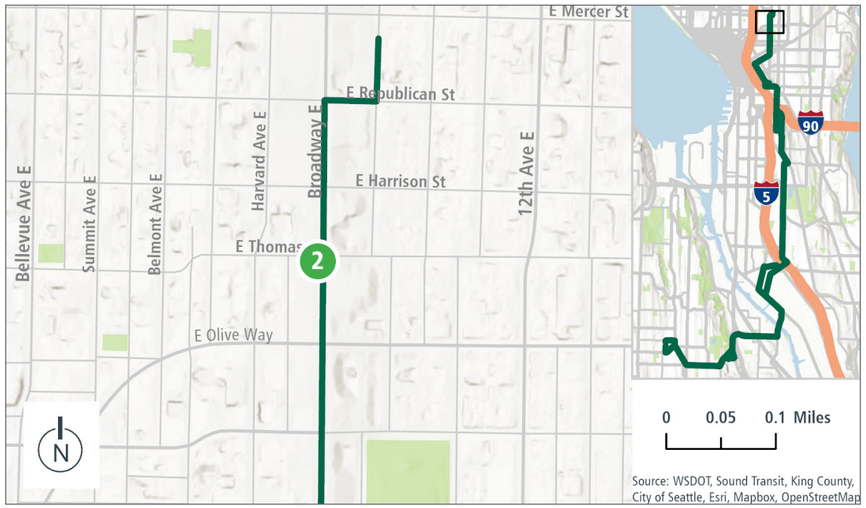
OTHER BENEFITS: Provide new bus zone amenities; provide wider sidewalk for pedestrians and waiting passengers; improve the longevity of the roadway life through installation of a concrete bus pad

NOTES FOR FUTURE PROJECT PHASE: n/a

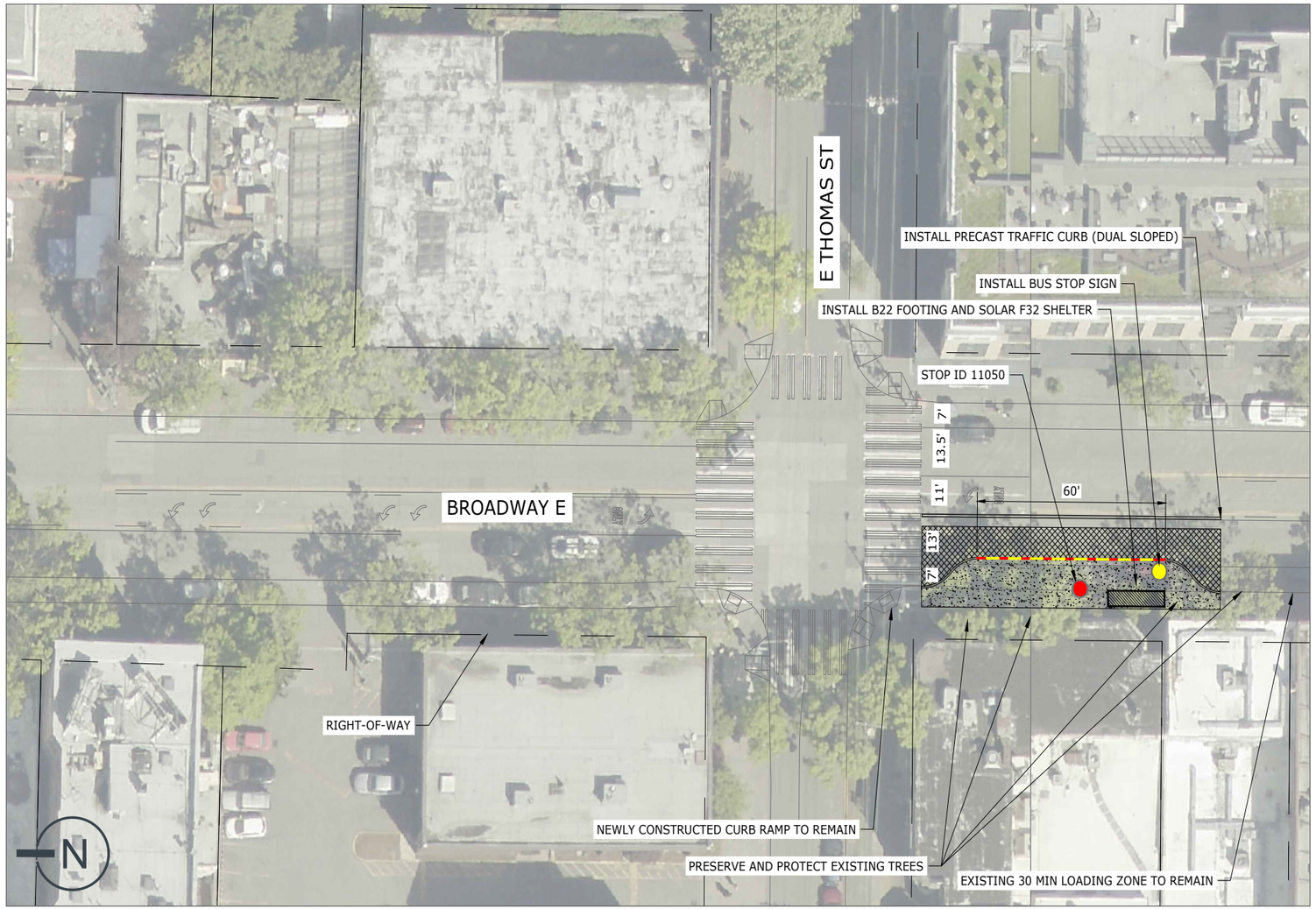
10% COST ESTIMATE

Cost Type	Amount
Construction	$371,000
Soft	$167,000
Risk/Contingency	$111,000
Total	**$649,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 3

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Channelization

DESCRIPTION: Add southbound right turn pocket

LOCATION: Broadway E/E John Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -4 outbound; PM: -14 outbound

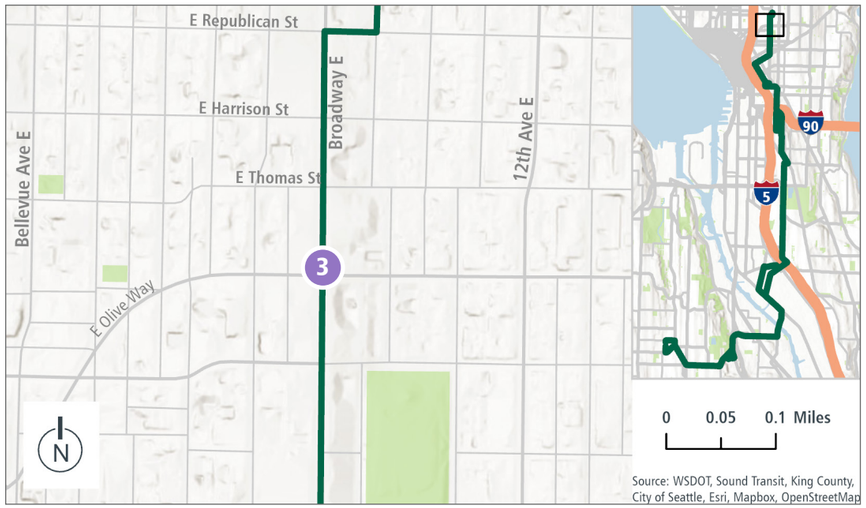
OTHER BENEFITS: Reduce general purpose traffic delay

NOTES FOR FUTURE PROJECT PHASE: Perform additional traffic analysis for the southbound right turns from Broadway Avenue E to E Olive Way to confirm storage length needed

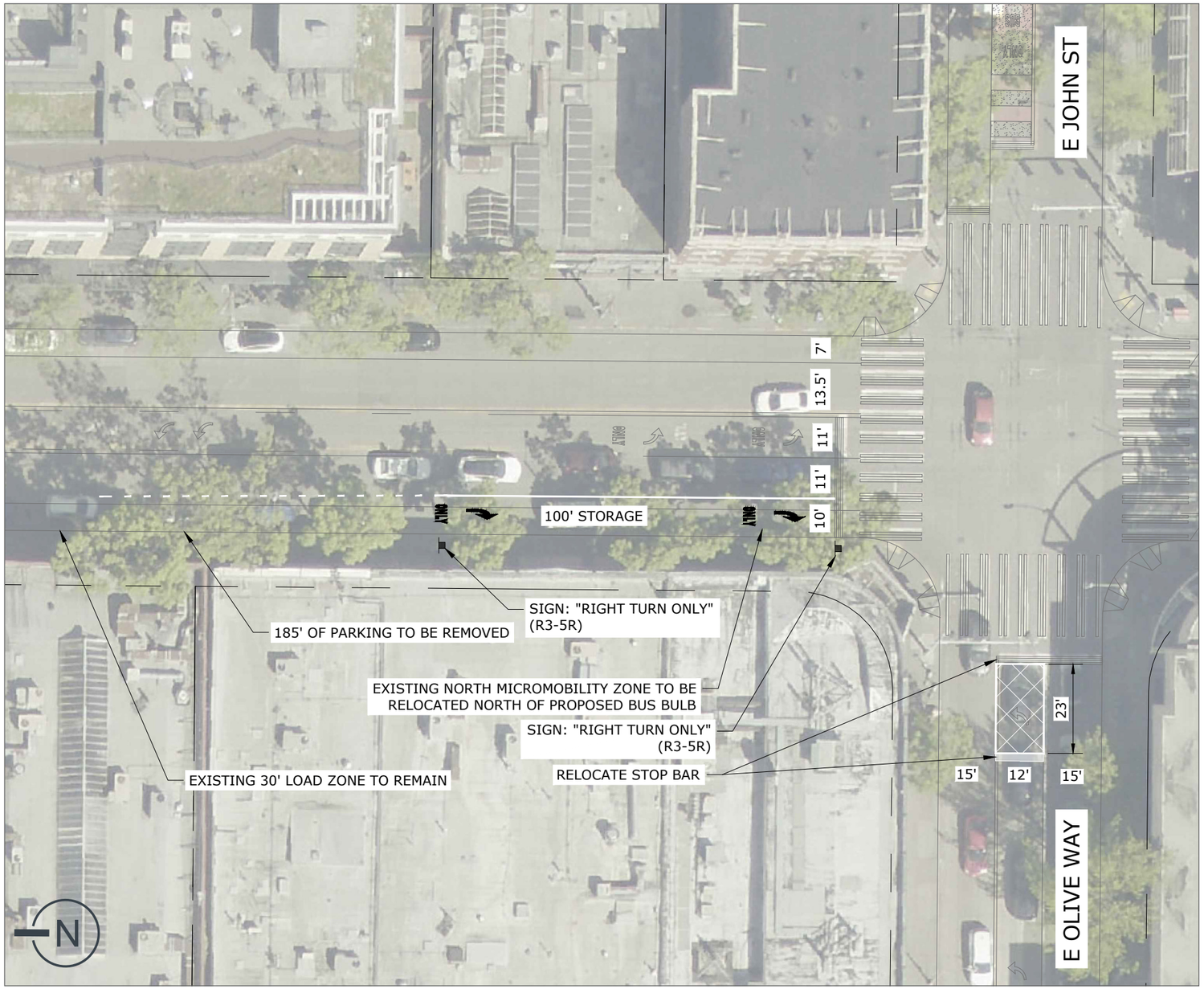
10% COST ESTIMATE

Cost Type	Amount
Construction	$44,000
Soft	$19,000
Risk/Contingency	$9,000
Total	**$72,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 4

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): In-lane Bus Stop

DESCRIPTION: Install bus bulb to create an in-lane nearside northbound stop

LOCATION: Broadway E/E John Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -7 inbound; PM: -9 inbound

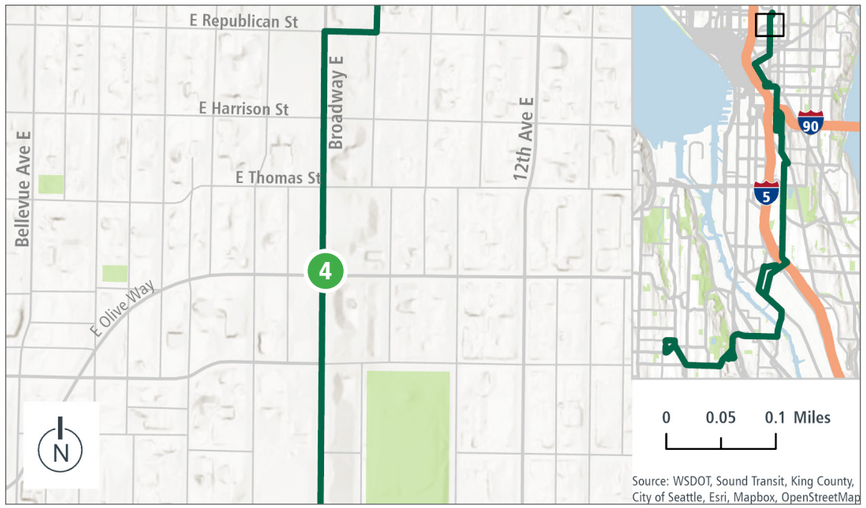
OTHER BENEFITS: Provide new bus zone amenities; provide wider sidewalk for pedestrians and waiting passengers; improve the longevity of the roadway life through installation of a concrete bus pad; create an improved transfer environment between bus and light rail

NOTES FOR FUTURE PROJECT PHASE: n/a

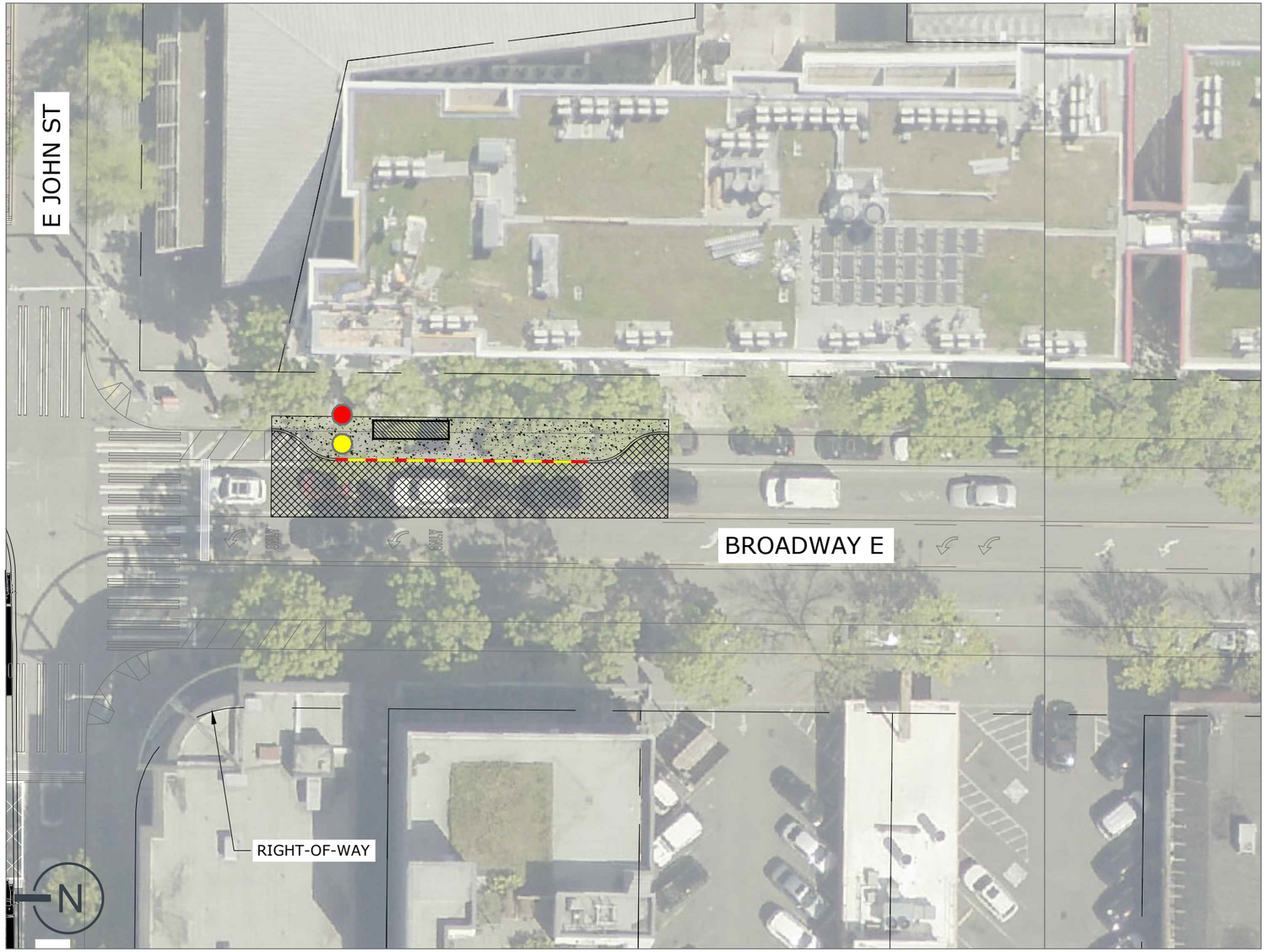
10% COST ESTIMATE

Cost Type	Amount
Construction	$481,000
Soft	$216,000
Risk/Contingency	$144,000
Total	**$841,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 5

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): In-lane Bus Stop

DESCRIPTION: Install bus bulb to create an in-lane farside southbound stop

LOCATION: Broadway/Denny Way

STATUS: Recommended

TIME SAVINGS (sec): AM: -6 outbound; PM: -12 outbound

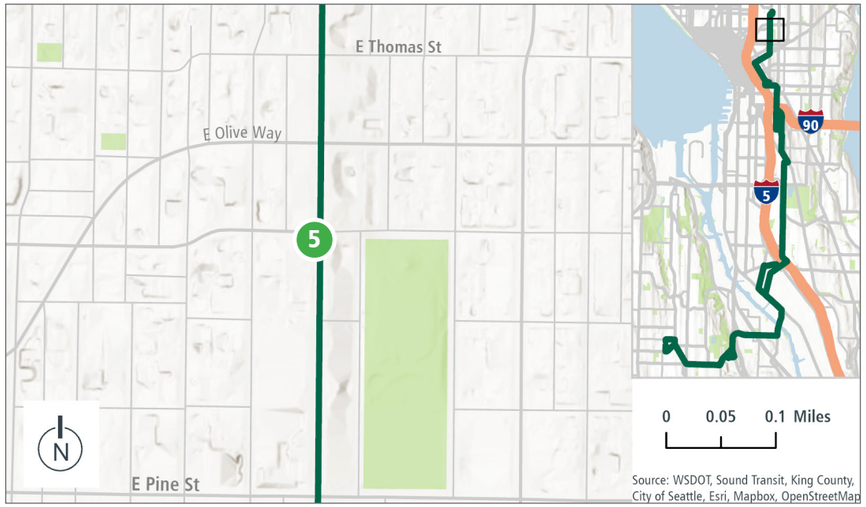
OTHER BENEFITS: Provide new bus zone amenities; provide wider sidewalk for pedestrians and waiting passengers; improve the longevity of the roadway life through installation of a concrete bus pad

NOTES FOR FUTURE PROJECT PHASE: n/a

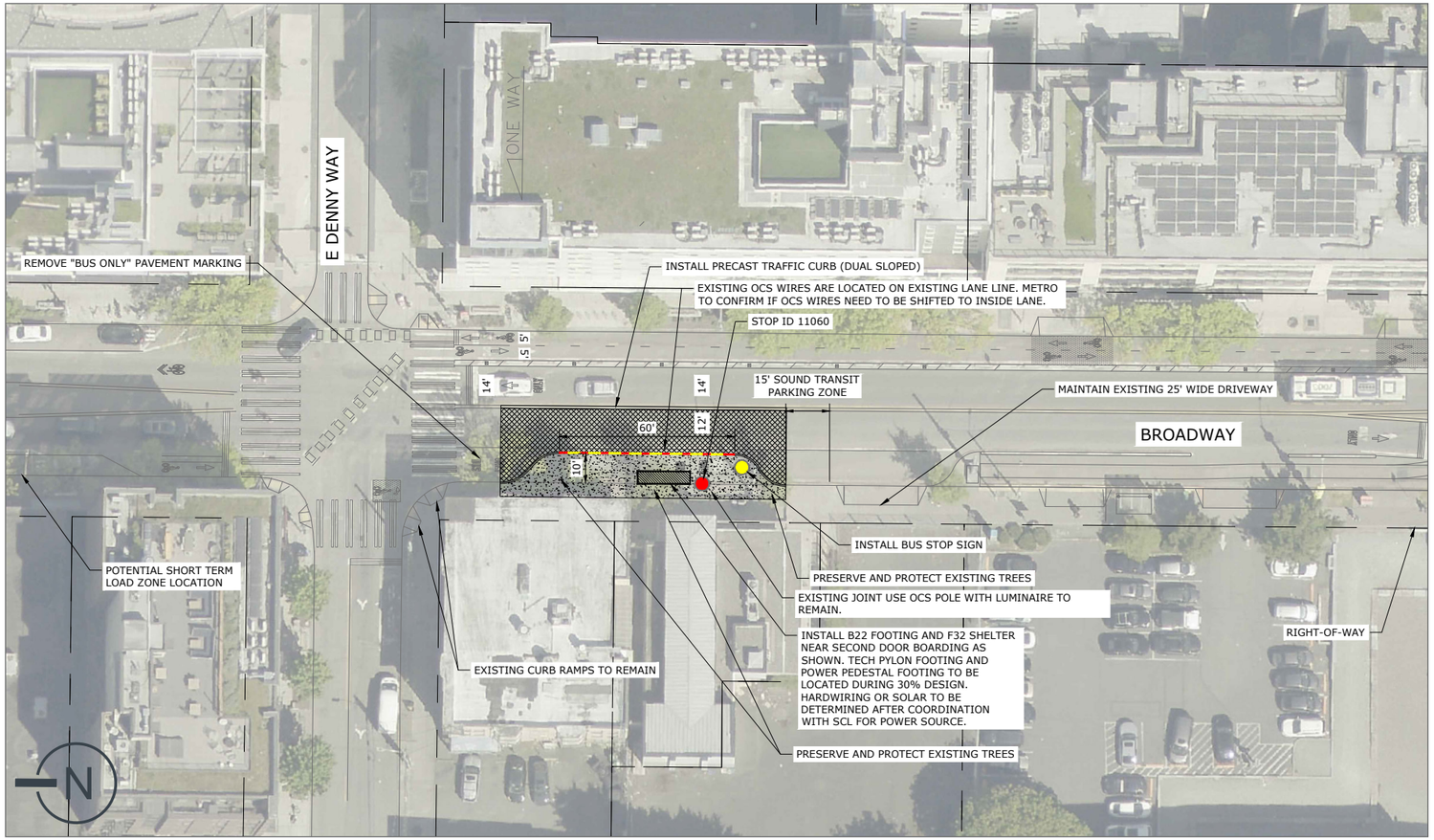
10% COST ESTIMATE

Cost Type	Amount
Construction	$568,000
Soft	$255,000
Risk/Contingency	$199,000
Total	**$1,022,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 6

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Channelization

DESCRIPTION: Add northbound right turn lane

LOCATION: 9th Avenue/Madison Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -15 inbound; PM: -13 inbound

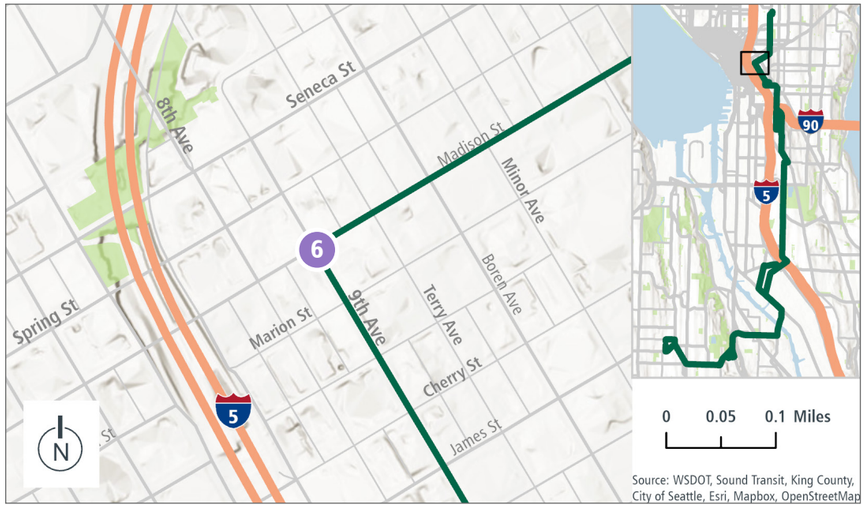
OTHER BENEFITS: n/a

NOTES FOR FUTURE PROJECT PHASE: n/a

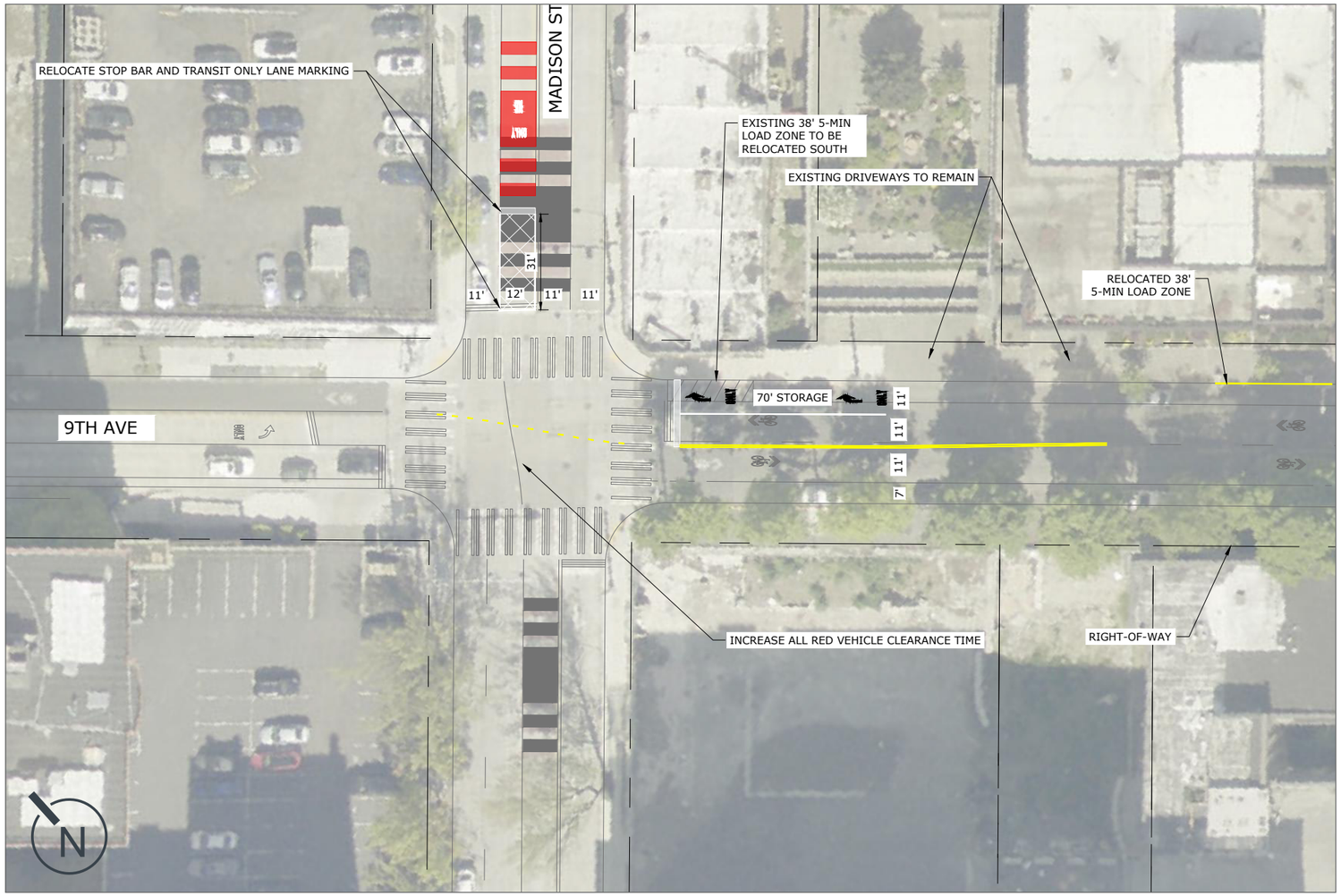
10% COST ESTIMATE

Cost Type	Amount
Construction	$51,000
Soft	$24,000
Risk/Contingency	$10,000
Total	**$85,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 8

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Channelization; Bus Stop Relocation or Removal

DESCRIPTION: Add a southbound right turn lane at 9th Avenue/James Street; move southbound 9th Avenue/Cherry Street bus zone from farside to nearside

LOCATION: 9th Avenue/James Street

STATUS: Recommended

TIME SAVINGS (sec): AM -5 outbound; PM: -18 outbound

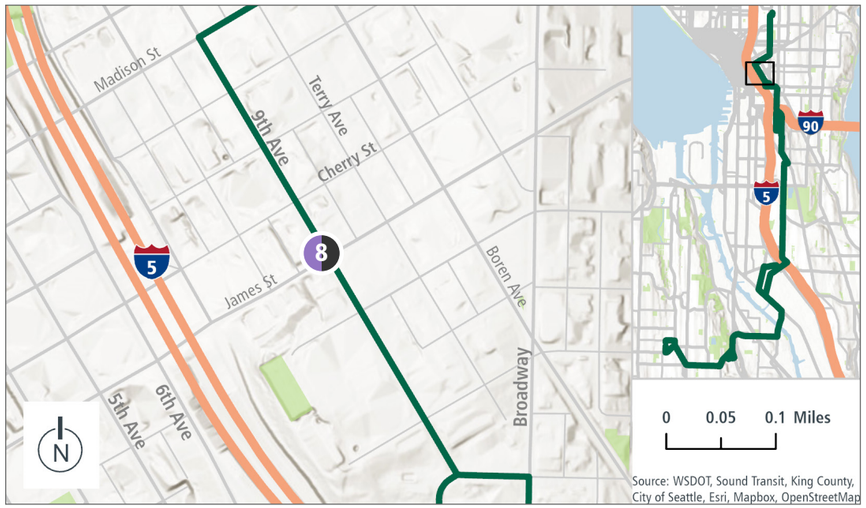
OTHER BENEFITS: Provide new bus zone amenities; provide wider sidewalk for pedestrians and waiting passengers; improve the longevity of the roadway life through installation of a concrete bus pad; retain loading zones in front of childcare center

NOTES FOR FUTURE PROJECT PHASE: n/a

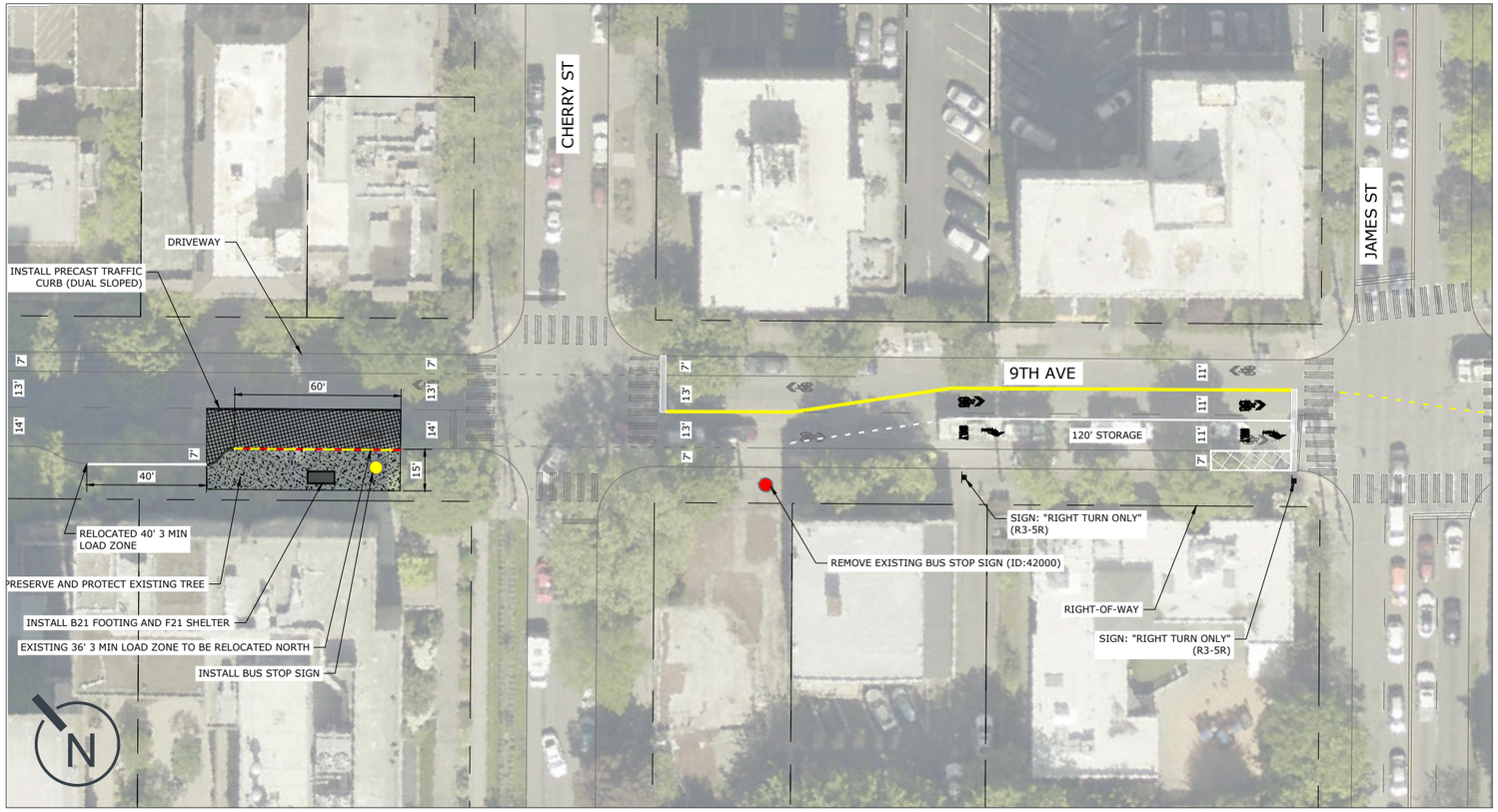
10% COST ESTIMATE

Cost Type	Amount
Construction	$323,000
Soft	$144,000
Risk/Contingency	$97,000
Total	**$564,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 9

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Bus Stop Relocation or Removal

DESCRIPTION: Close nearside southbound stop at 9th Avenue/Jefferson Street; establish new bus stop eastbound farside on Jefferson Street/9th Avenue for bus routes that continue on Jefferson St

LOCATION: 9th Avenue/Jefferson Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -41 outbound; PM: -53 outbound

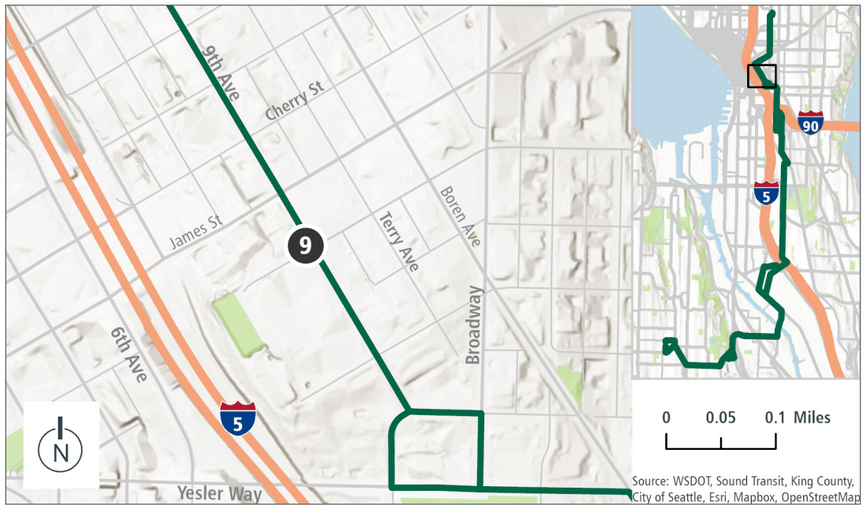
OTHER BENEFITS: Create more loading space for ADA shuttles and reduce associated congestion from improperly parked vehicles; improve the longevity of the roadway life through installation of a concrete bus pad

NOTES FOR FUTURE PROJECT PHASE: Coordinate with planned intersection signalization of 9th Avenue/Jefferson Street as part of Harborview Medical Center Improvements

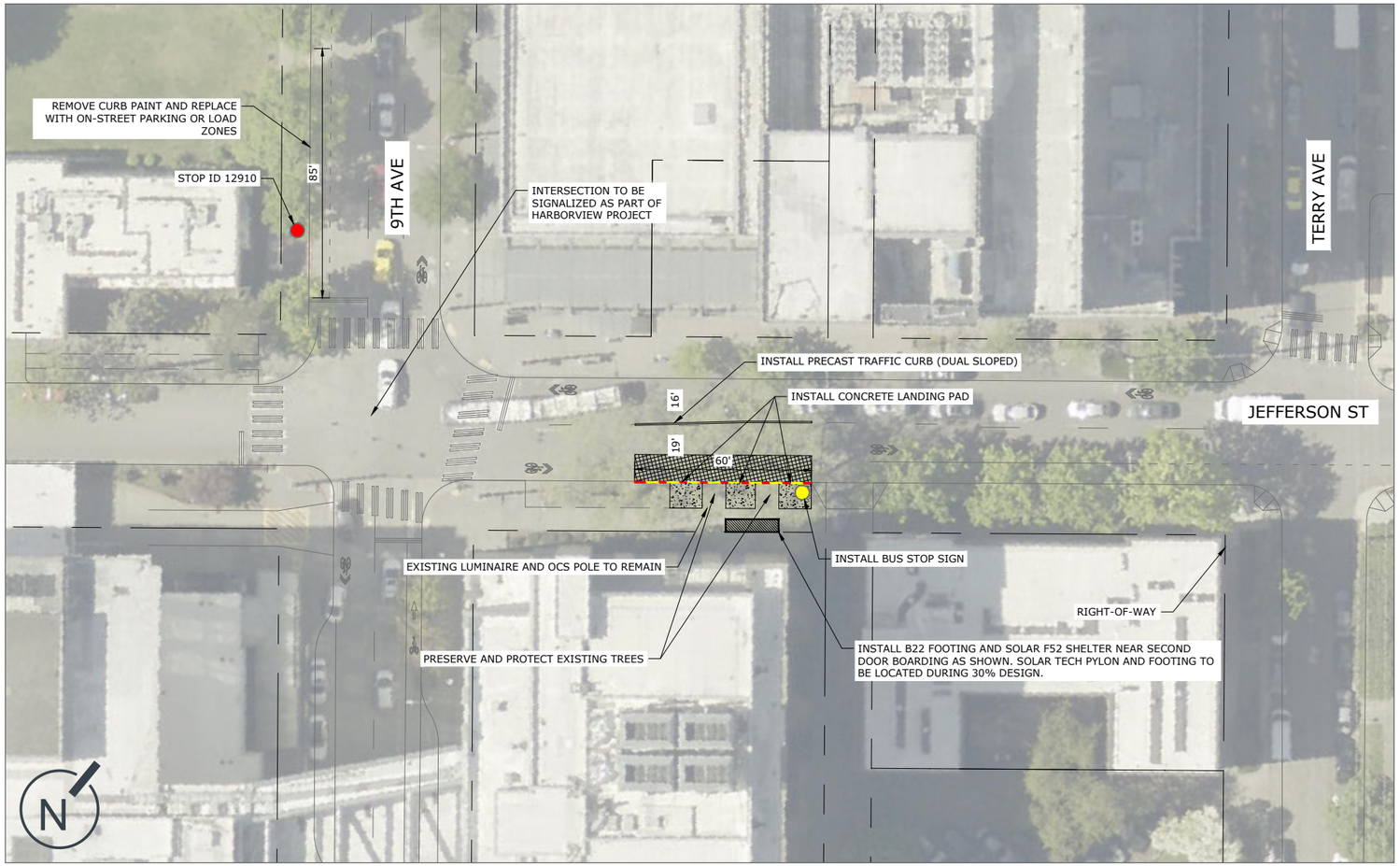
10% COST ESTIMATE

Cost Type	Amount
Construction	$361,000
Soft	$136,000
Risk/Contingency	$31,000
Total	**$528,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 10

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): In-lane Bus Stop

DESCRIPTION: Install bus bulb to create an in-lane northbound stop

LOCATION: 9th Avenue/Alder Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -24 outbound; PM: -41 outbound

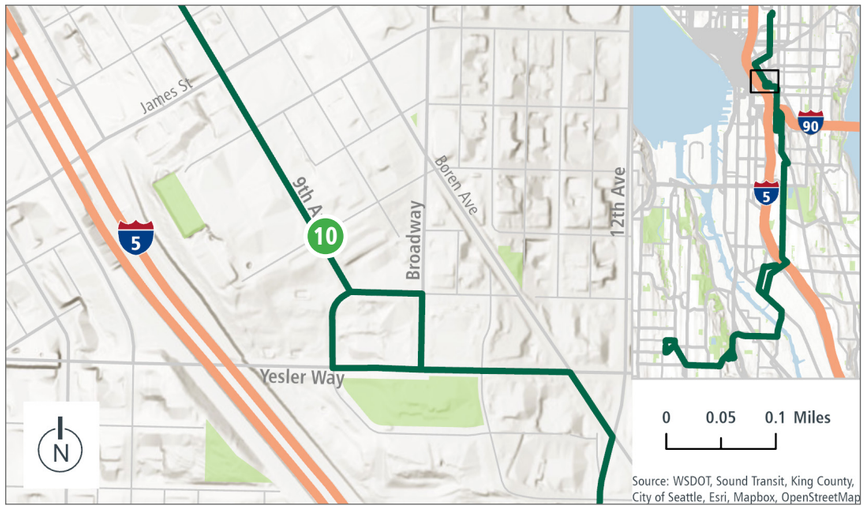
OTHER BENEFITS: Provide new bus zone amenities; provide wider sidewalk for pedestrians and waiting passengers; improve the longevity of the roadway life through installation of a concrete bus pad; better define Route 60 bus zones and reduce potential for improper use by shuttles or passenger vehicles

NOTES FOR FUTURE PROJECT PHASE: Conduct focused engagement with Harborview Medical Center on design and implementation of this concept

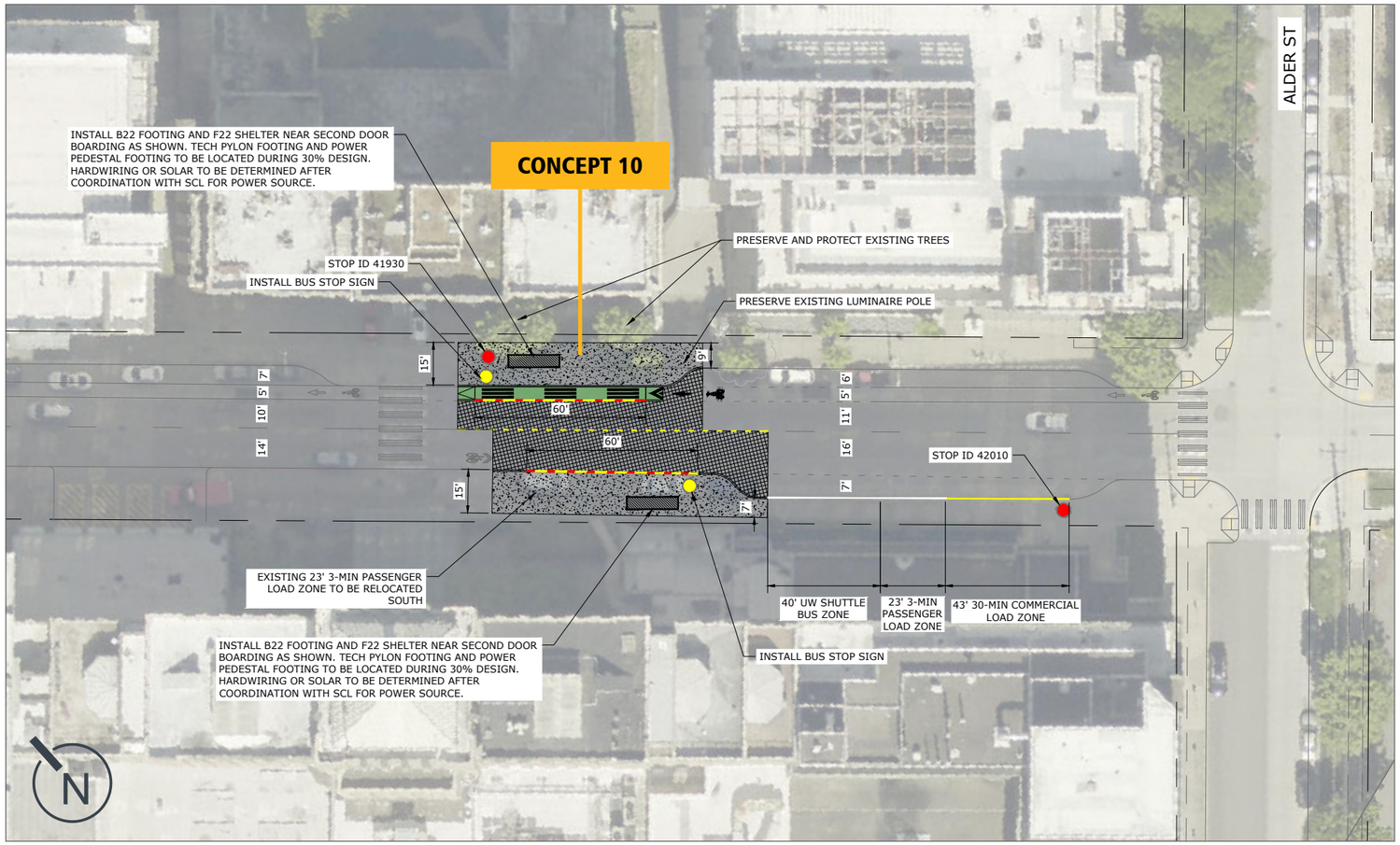
10% COST ESTIMATE

Cost Type	Amount
Construction	$517,000
Soft	$234,000
Risk/Contingency	$155,000
Total	**$906,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 11

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): In-lane Bus Stop

DESCRIPTION: Install bus bulb to create an in-lane mid-block southbound stop

LOCATION: 9th Avenue/Alder Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -12 outbound; PM: -11 outbound

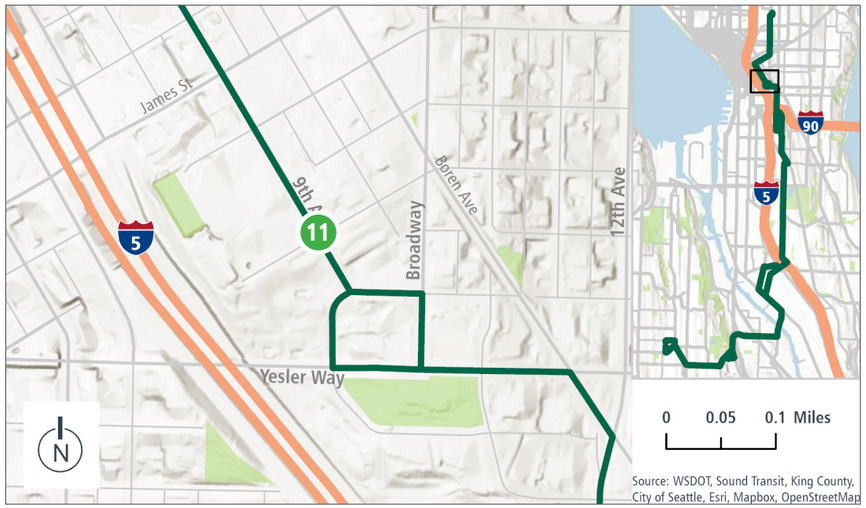
OTHER BENEFITS: Provide new bus zone amenities; provide wider sidewalk for pedestrians and waiting passengers; improve the longevity of the roadway life through installation of a concrete bus pad; better define Route 60 bus zones and reduce potential for improper use by shuttles or passenger vehicles

NOTES FOR FUTURE PROJECT PHASE: Conduct focused engagement with Harborview Medical Center on design and implementation of this concept

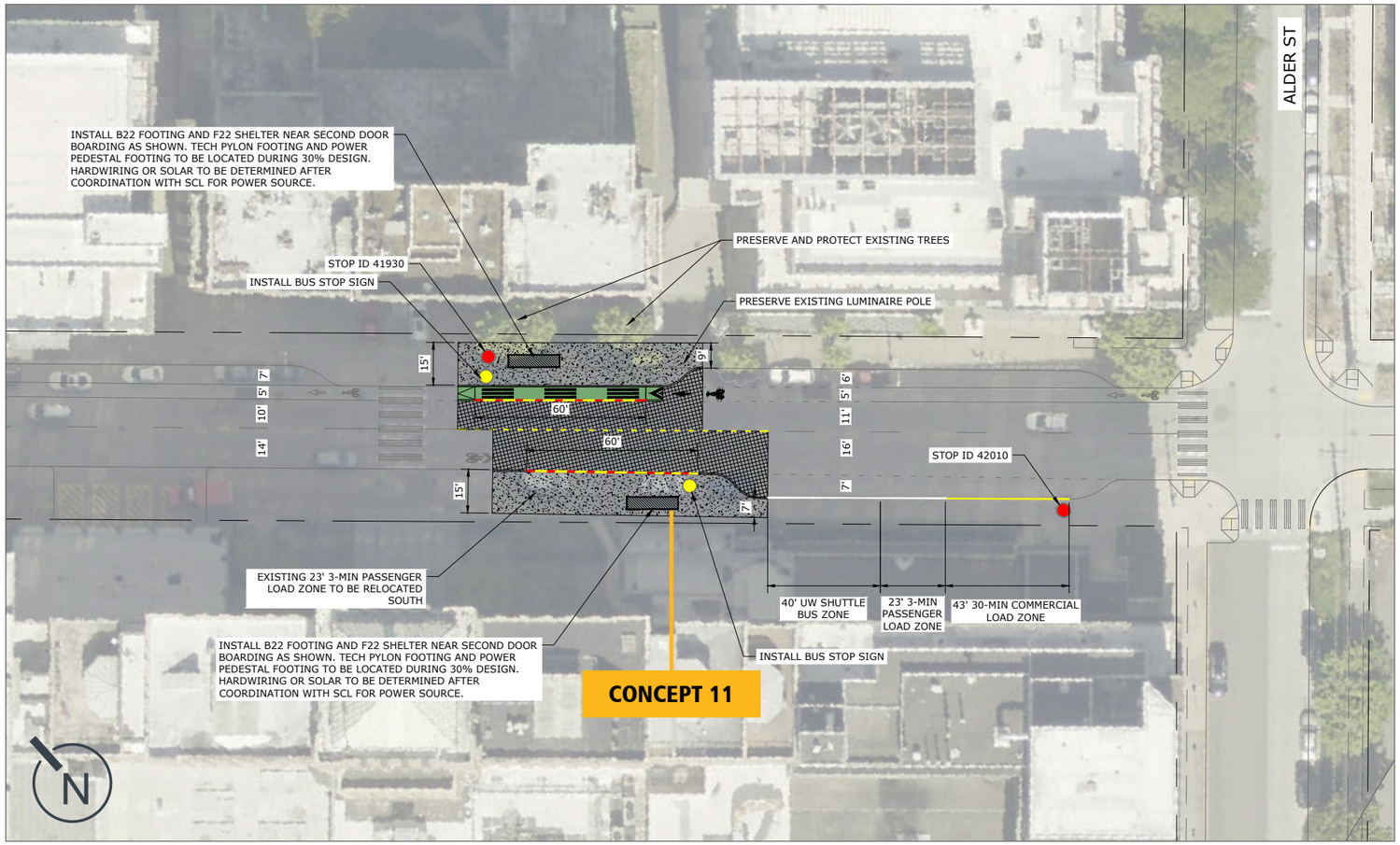
10% COST ESTIMATE

Cost Type	Amount
Construction	$503,000
Soft	$225,000
Risk/Contingency	$151,000
Total	**$879,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 12

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Channelization

DESCRIPTION: Relocate stop bar on 8th Avenue northbound approach to better accommodate southbound right turn

LOCATION: 9th Avenue to 8th Avenue

STATUS: Recommended

TIME SAVINGS (sec): AM: n/a; PM: n/a

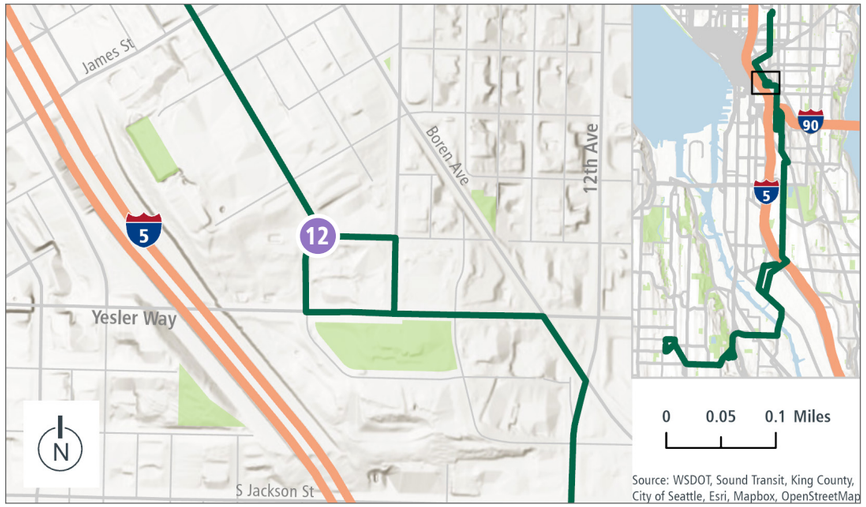
OTHER BENEFITS: Improve the reliability of this turn by eliminating potential blockages by parked vehicles

NOTES FOR FUTURE PROJECT PHASE: n/a

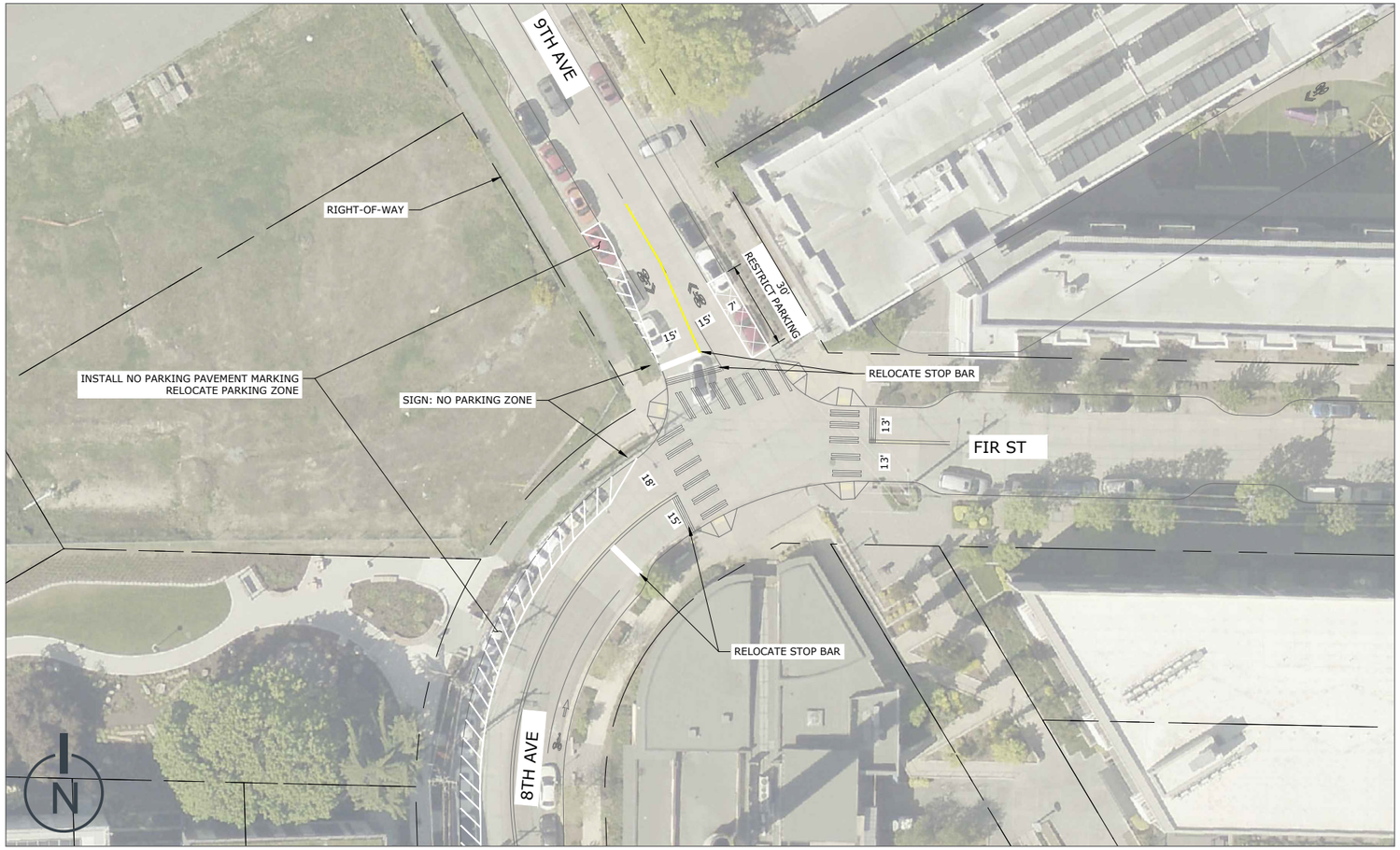
10% COST ESTIMATE

Cost Type	Amount
Construction	$24,000
Soft	$10,500
Risk/Contingency	$7,000
Total	**$42,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 13

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Reroute

DESCRIPTION: Reroute on Yesler Way and 8th Avenue rather than Fir Street

LOCATION: Yesler Way to 8th Avenue

STATUS: Recommended

TIME SAVINGS (sec): AM: -2 inbound; PM: 0 inbound

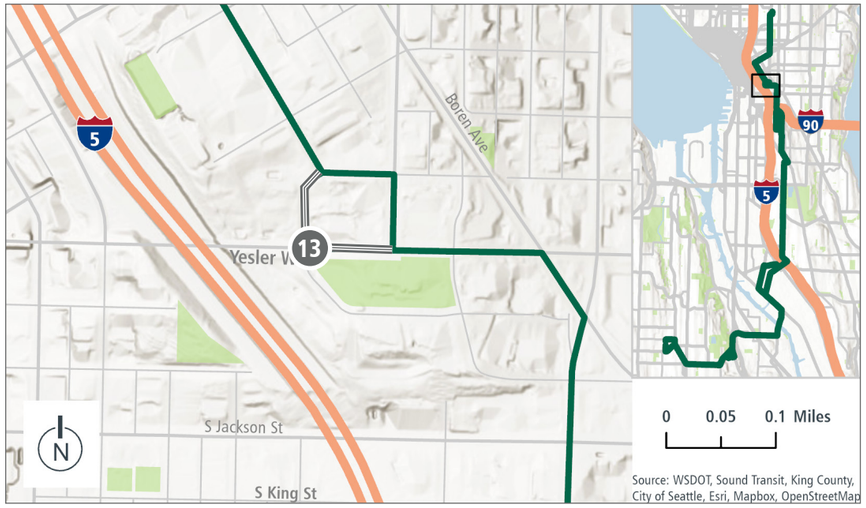
OTHER BENEFITS: Avoid blockages on Fir Street due to narrow roadway and competing loading issues

NOTES FOR FUTURE PROJECT PHASE: n/a

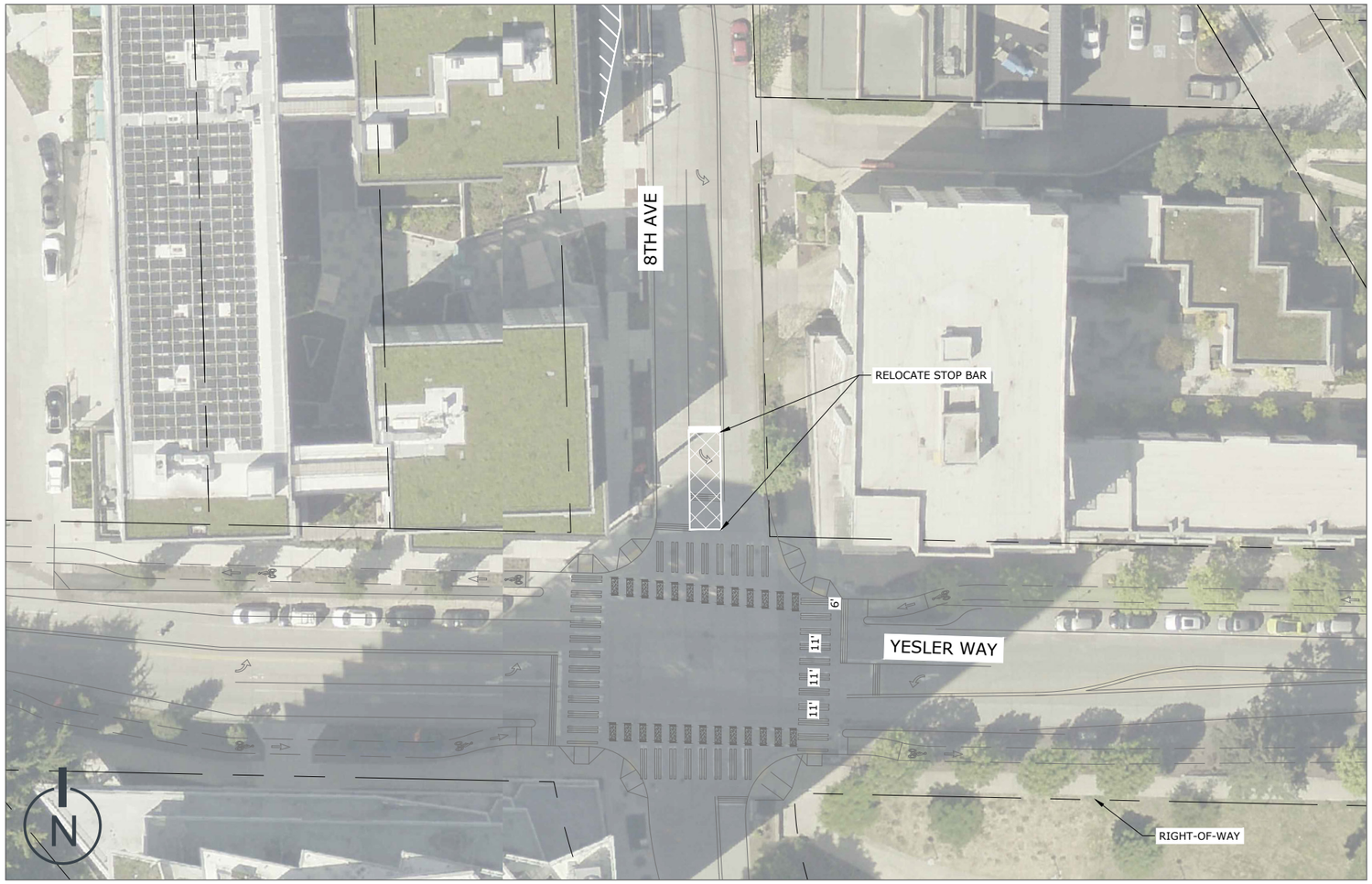
10% COST ESTIMATE

Cost Type	Amount
Construction	$5,000
Soft	$3,300
Risk/Contingency	$2,000
Total	**$10,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 14

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Channelization

DESCRIPTION: Add eastbound left turn pocket and/or leading eastbound left protected and permissive turn

LOCATION: Broadway and Yesler Way

STATUS: Contingency

TIME SAVINGS (sec): AM: +39 inbound, -42 outbound; PM: +23 inbound, -21 outbound

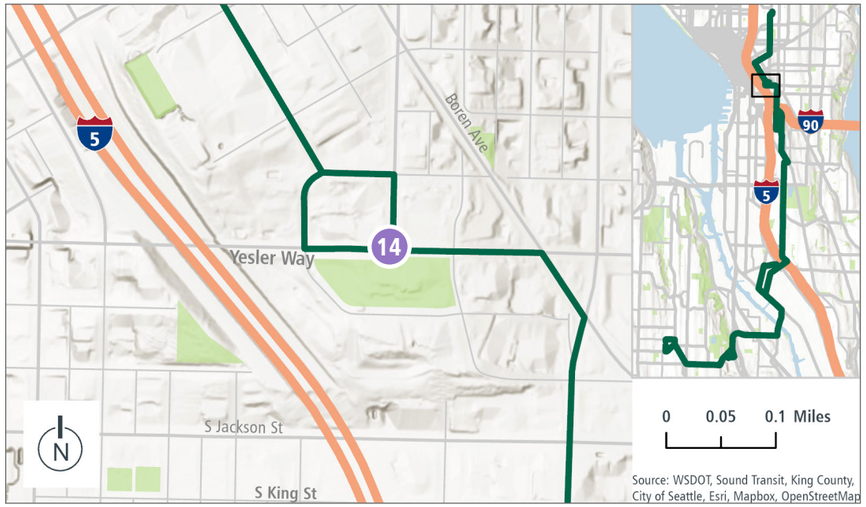
OTHER BENEFITS: Reduce general purpose traffic delay

NOTES FOR FUTURE PROJECT PHASE: Perform additional traffic analysis for the eastbound left turns from Yesler Way to Broadway to confirm storage length and signal phasing needed. SDOT will need to approve widening of road to accommodate turn pocket and may have additional analysis or community engagement requirements. SDOT does not currently support widening the roadway here

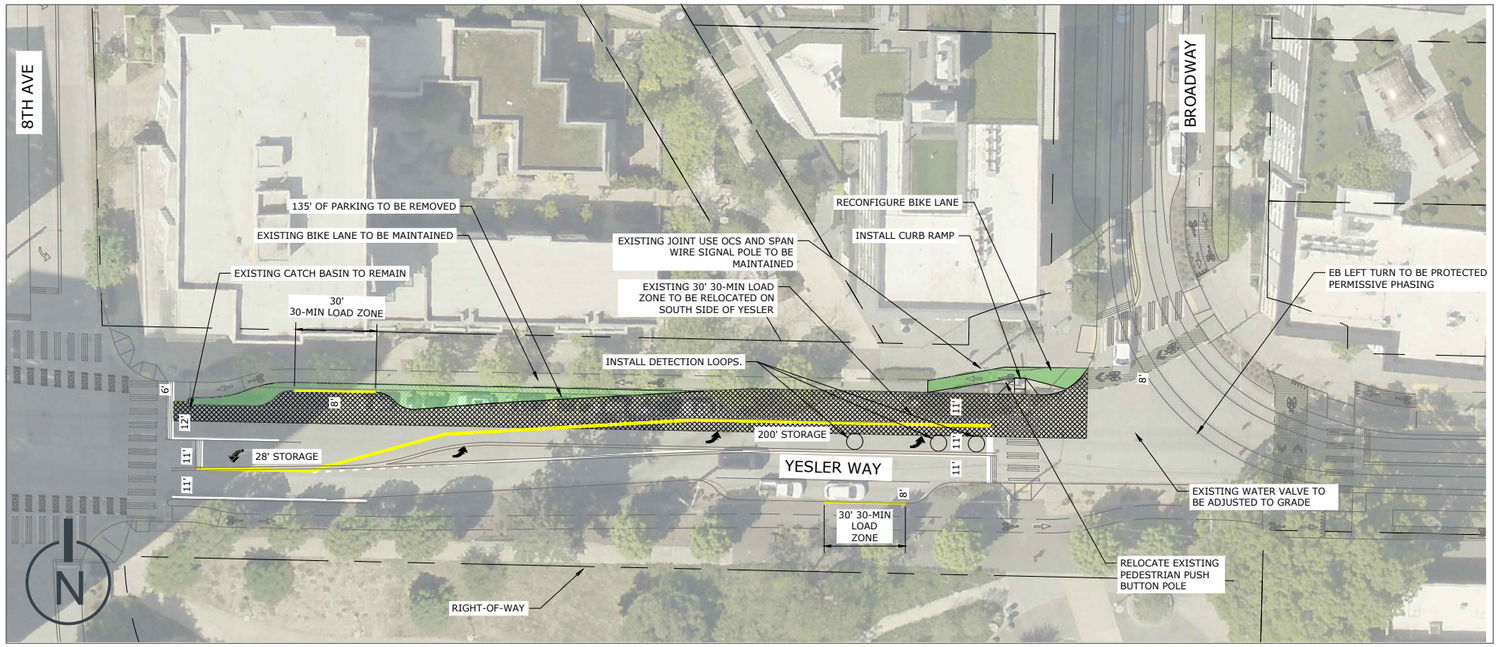
10% COST ESTIMATE

Cost Type	Amount
Construction	$712,000
Soft	$320,000
Risk/Contingency	$213,000
Total	**$1,245,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 15

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Channelization and/or Change to Intersection Phasing

DESCRIPTION: Provide signal overlap for northbound left/eastbound right; install bike lane behind curb

LOCATION: Boren Avenue/E Yesler Way

STATUS: Recommended

TIME SAVINGS (sec): AM: -14 outbound; PM: -28 outbound

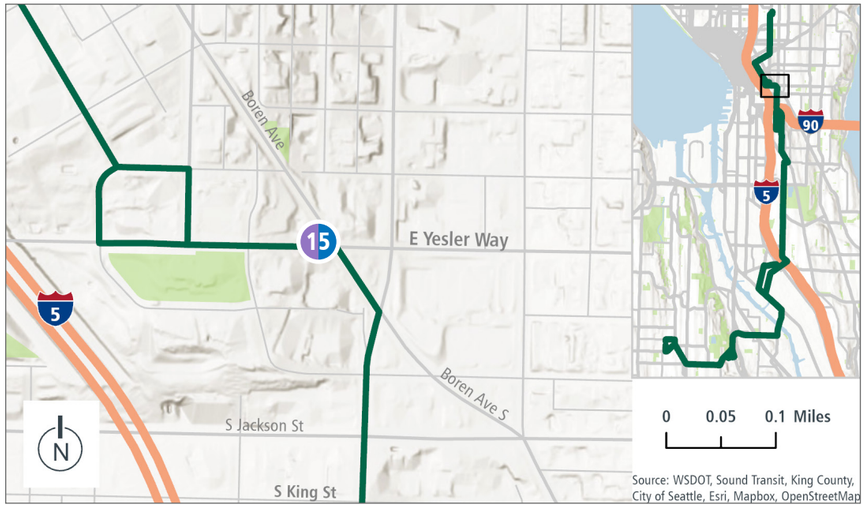
OTHER BENEFITS: Enhance bicycle infrastructure; reduce general purpose traffic delay

NOTES FOR FUTURE PROJECT PHASE: Consult with an arborist and complete alternative analysis of ways to mitigate damage to mature trees and incorporate widened shared use path or bike lane adjacent to sidewalk

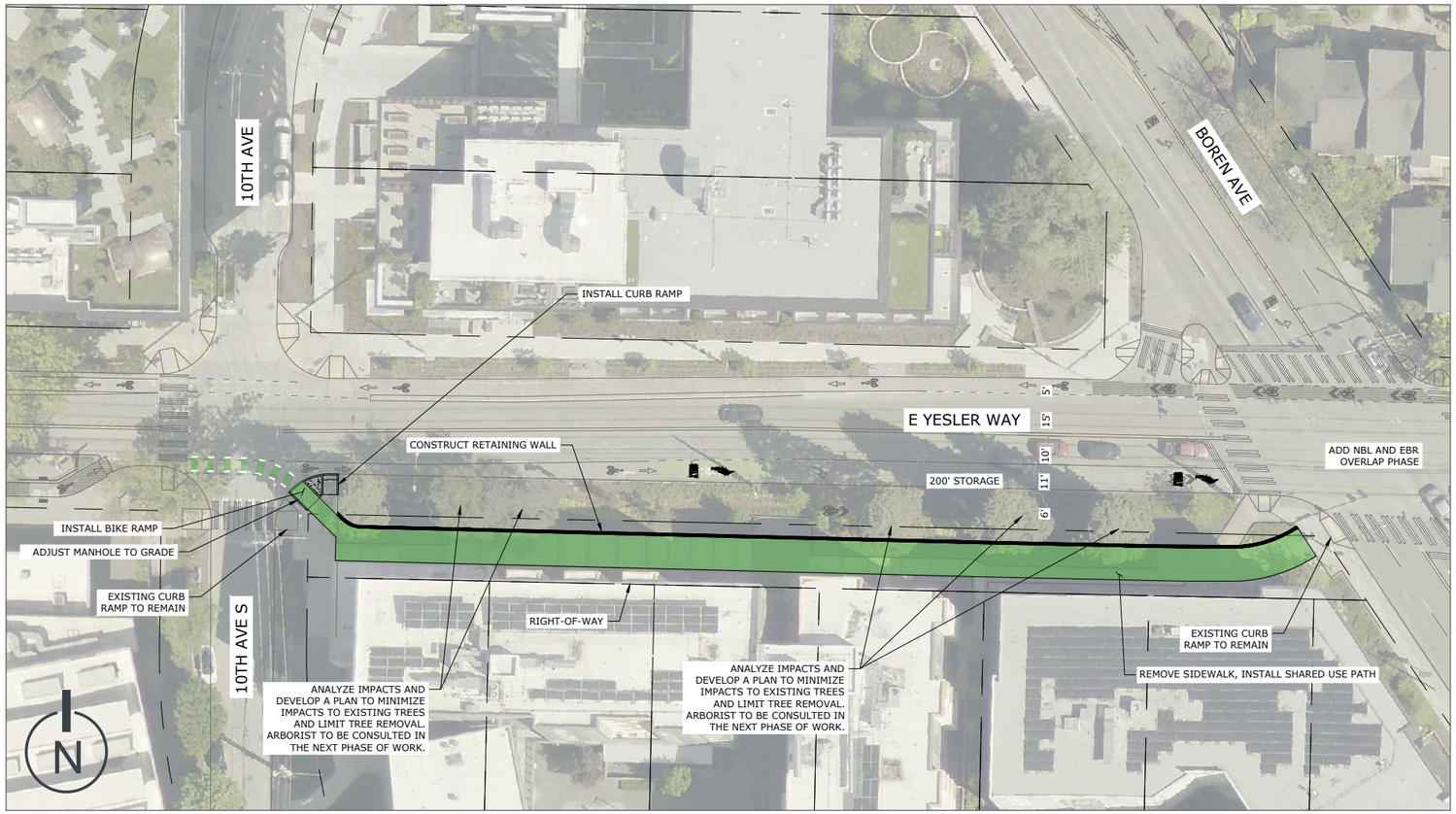
10% COST ESTIMATE

Cost Type	Amount
Construction	$497,000
Soft	$225,000
Risk/Contingency	$198,000
Total	**$920,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 19

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Channelization, Change to Intersection Control

DESCRIPTION: Add eastbound left turn pocket and eastbound left protected turn for buses only

LOCATION: Beacon Avenue S/S McClellan Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -23 inbound; PM: -25 inbound

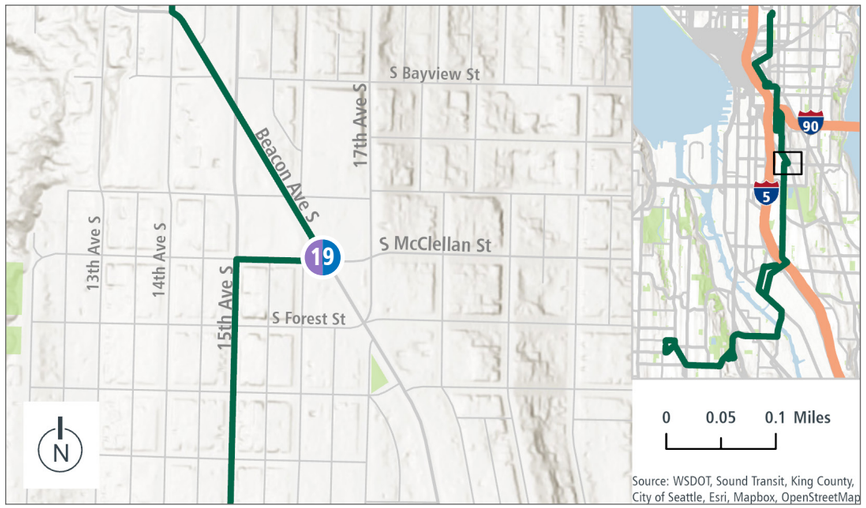
OTHER BENEFITS: n/a

NOTES FOR FUTURE PROJECT PHASE: Perform additional traffic analysis to assess impacts on southbound queues from stop bar set back and ensure sidewalk meets SDOT minimum width standards for light rail station area

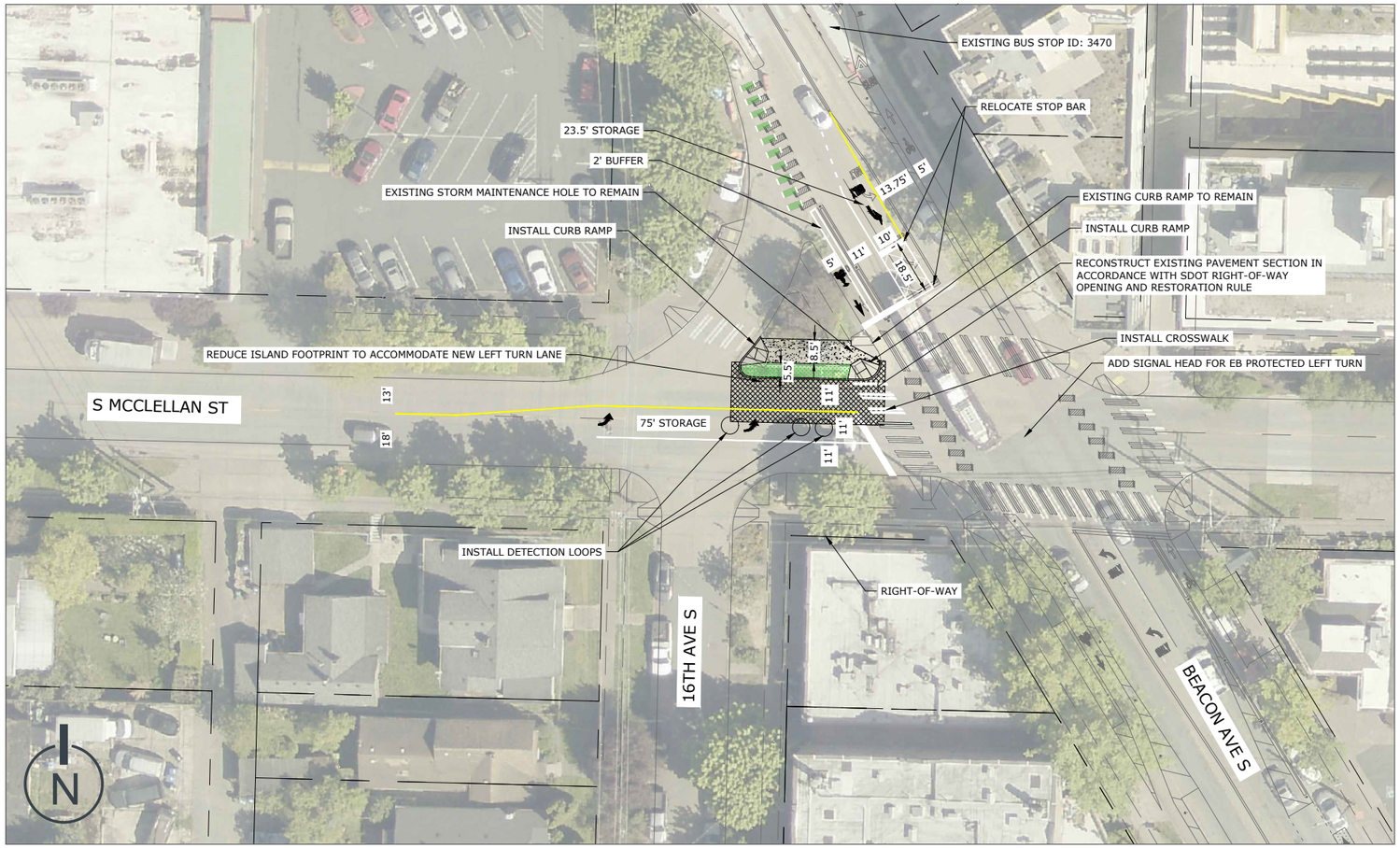
10% COST ESTIMATE

Cost Type	Amount
Construction	$245,000
Soft	$111,000
Risk/Contingency	$86,000
Total	**$442,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 20

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Bus Stop Relocation or Removal

DESCRIPTION: Close S Stevens Street stop pair

LOCATION: 15th Avenue S/S Stevens Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -13 inbound, -12 outbound; PM: -12 inbound, -14 outbound

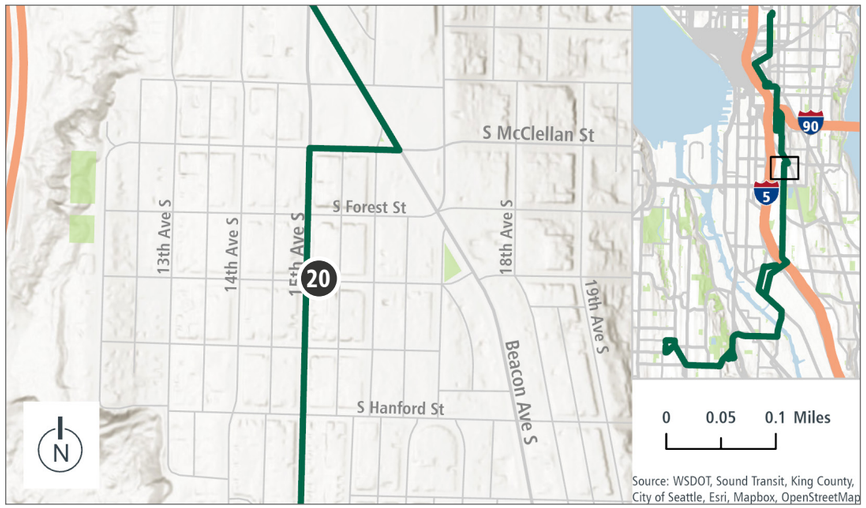
OTHER BENEFITS: n/a

NOTES FOR FUTURE PROJECT PHASE: n/a

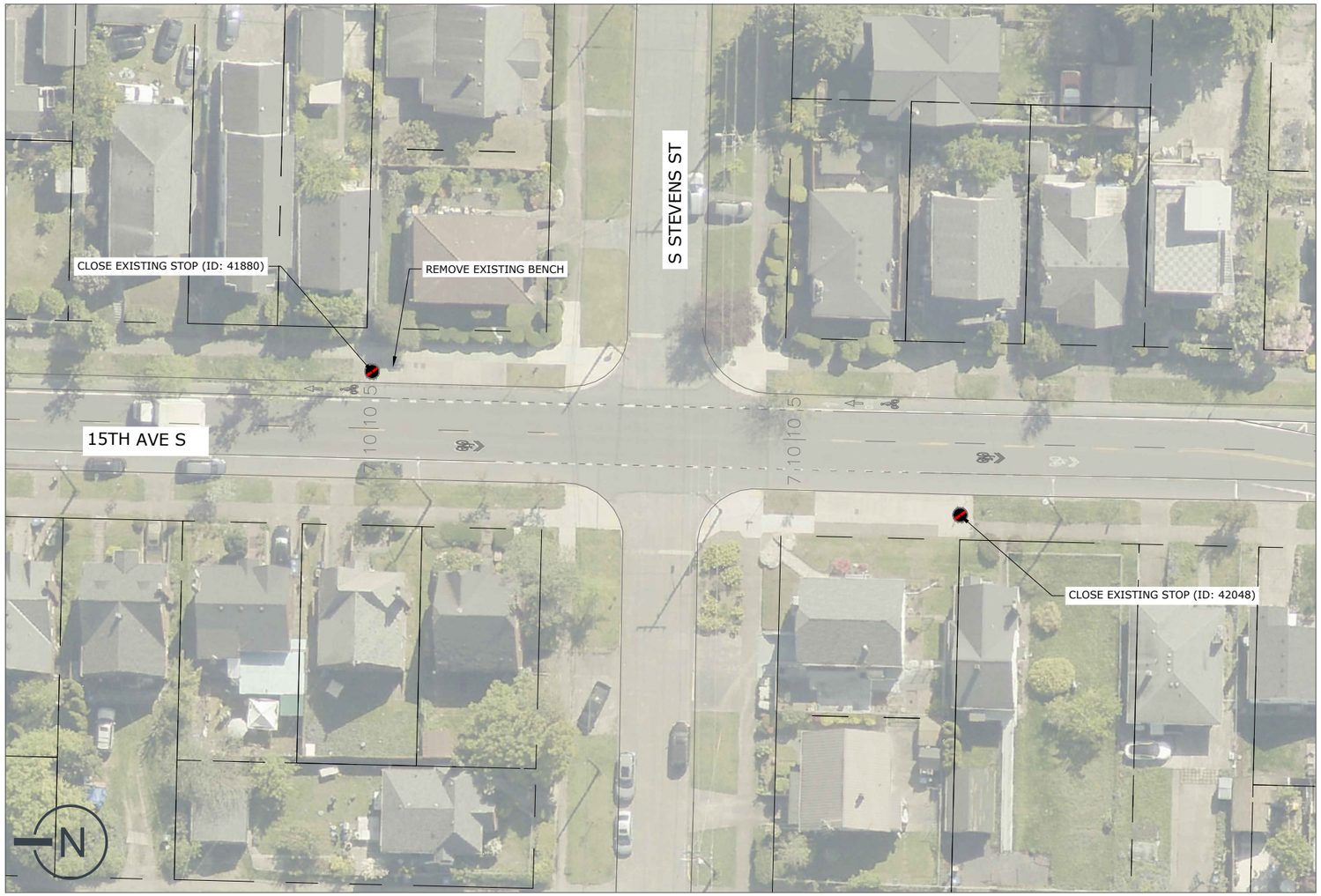
10% COST ESTIMATE

Cost Type	Amount
Construction	$1,000
Soft	$450
Risk/Contingency	$200
Total	**$2,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 23

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): BAT Lane/Bus-Only Lane

DESCRIPTION: Add northbound BAT lane on 15th Avenue S approaching S Columbian Way/S Oregon Street intersection

LOCATION: 15th Avenue S/S Columbian Way

STATUS: Recommended

TIME SAVINGS (sec): AM: -35 inbound; PM: -65 inbound

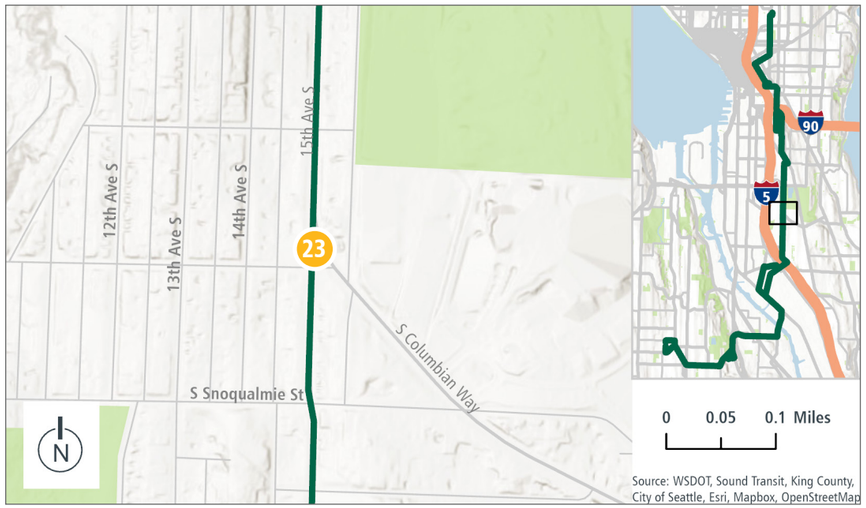
OTHER BENEFITS: Maintain loading zone on east side of street

NOTES FOR FUTURE PROJECT PHASE: Perform additional traffic analysis as the V/C ratio is in excess of 1.6 and the delays are above 300 sec/veh for this concept

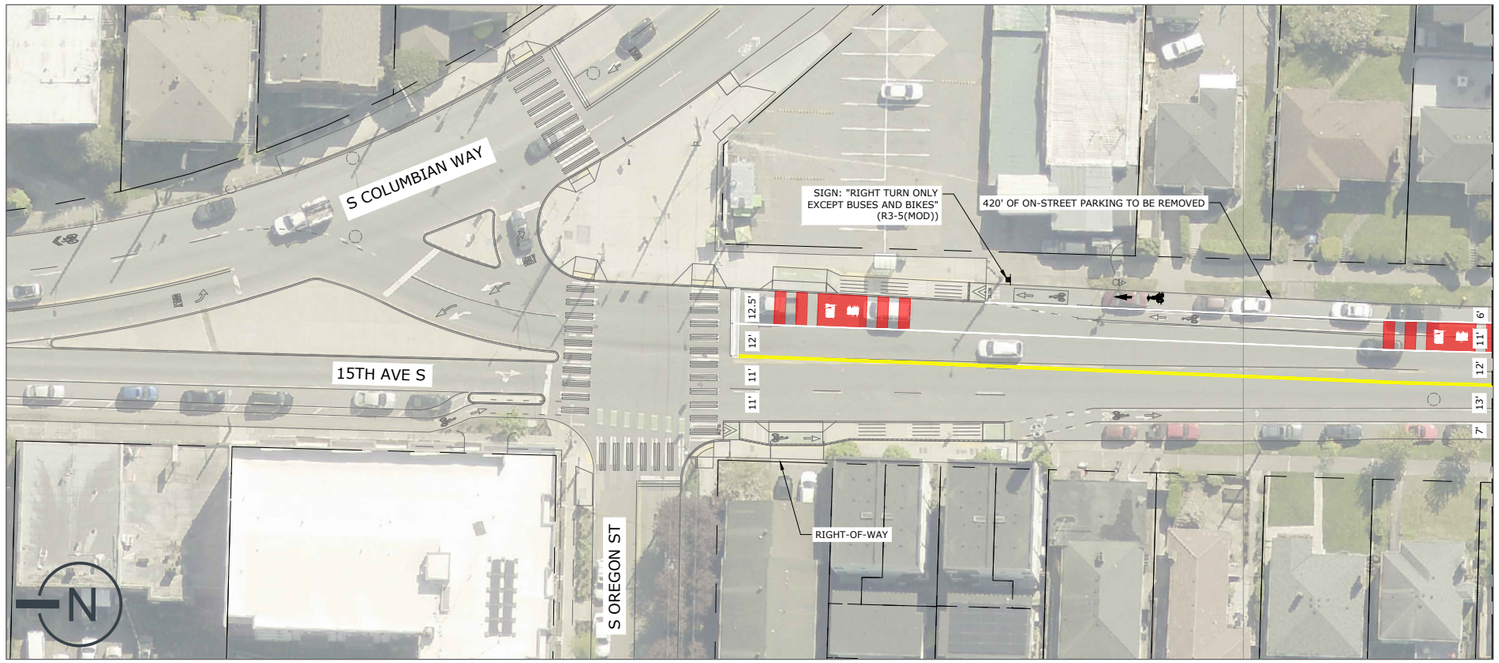
10% COST ESTIMATE

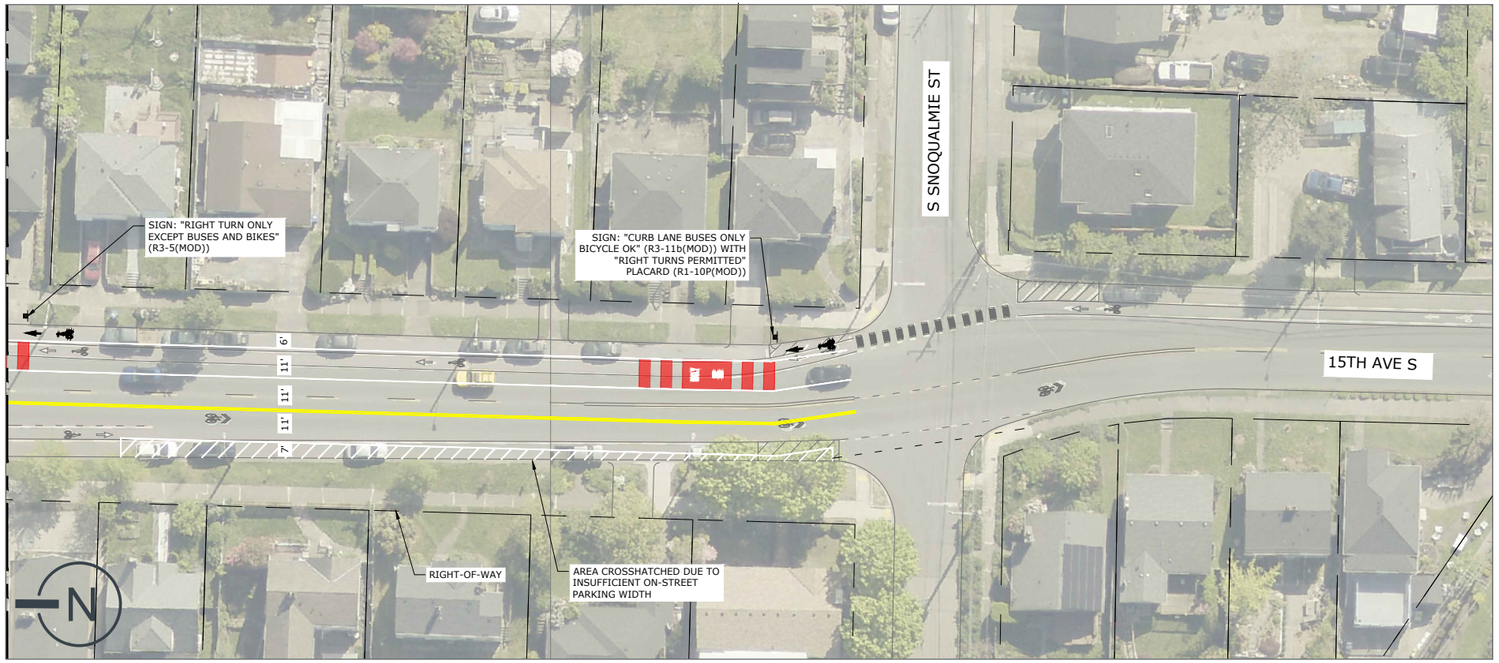
Cost Type	Amount
Construction	$156,000
Soft	$71,000
Risk/Contingency	$62,000
Total	**$289,000**

CONCEPT LOCATION



10% DESIGN PLANS





CONCEPT 24

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Channelization, Change to Intersection Control

DESCRIPTION: Add northbound left turn lane and protected northbound left phase

LOCATION: 15th Avenue S/S Lucile Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -13 inbound; PM: -27 inbound

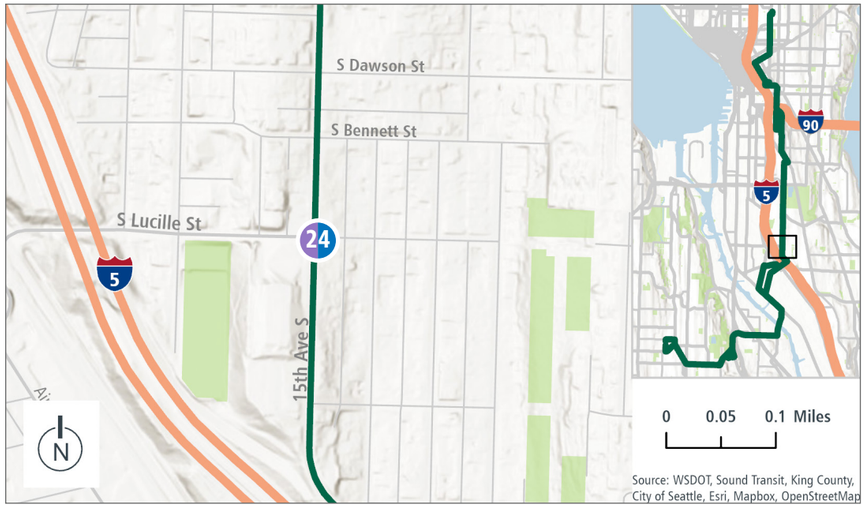
OTHER BENEFITS: Improve safety of northbound left turn

NOTES FOR FUTURE PROJECT PHASE: Perform additional traffic analysis for the northbound left turns from 15th Avenue S to S Lucile Street to confirm storage length needed

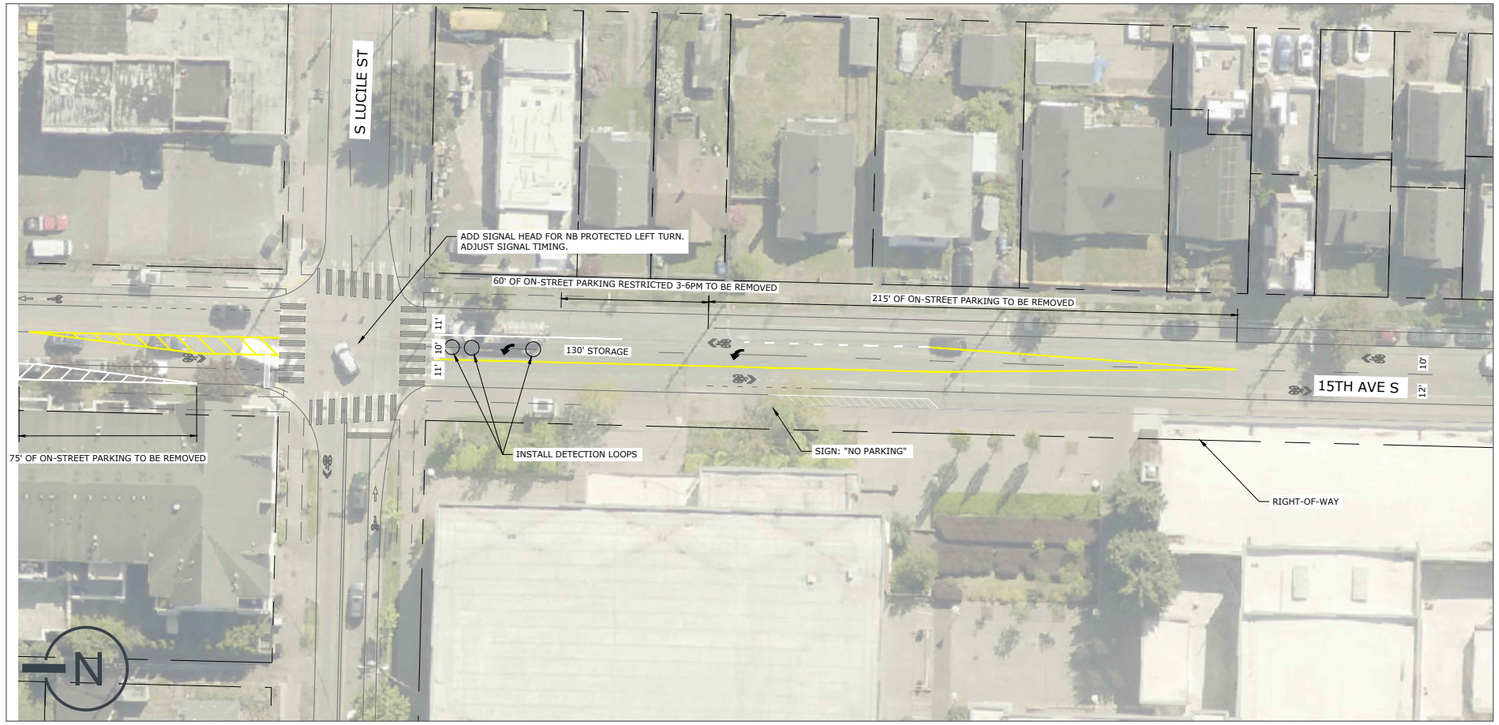
10% COST ESTIMATE

Cost Type	Amount
Construction	$91,000
Soft	$42,000
Risk/Contingency	$27,000
Total	**$160,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 27

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): BAT Lane/Bus-Only Lane

DESCRIPTION: Convert northbound center lane on S Albro Place to bus-only lane

LOCATION: Albro Way-Stanley Avenue S to Corgiat Drive S

STATUS: Contingency

TIME SAVINGS (sec): AM: -17 inbound; PM: -22 inbound

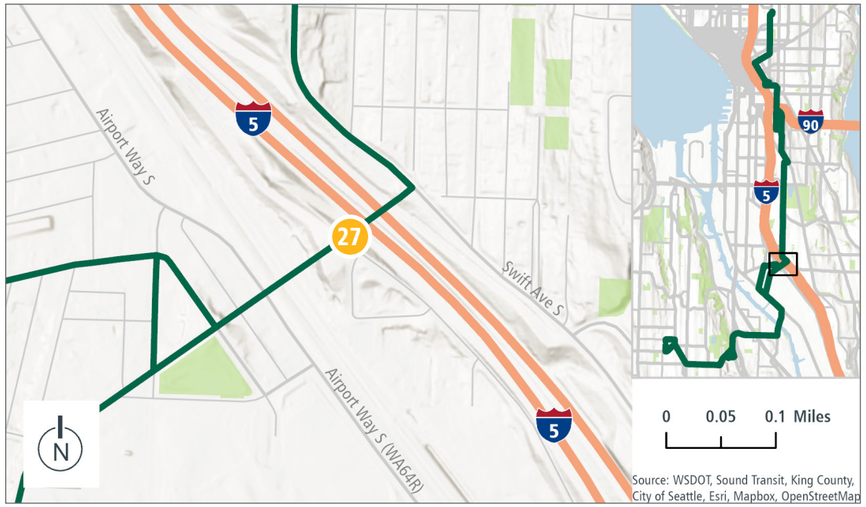
OTHER BENEFITS: n/a

NOTES FOR FUTURE PROJECT PHASE: Perform additional traffic analysis to review the impacts for general purpose traffic at the intersection of S Albro Place and Stanley Avenue S; contingent on implementation of a northbound Ellis Ave pathway re-route

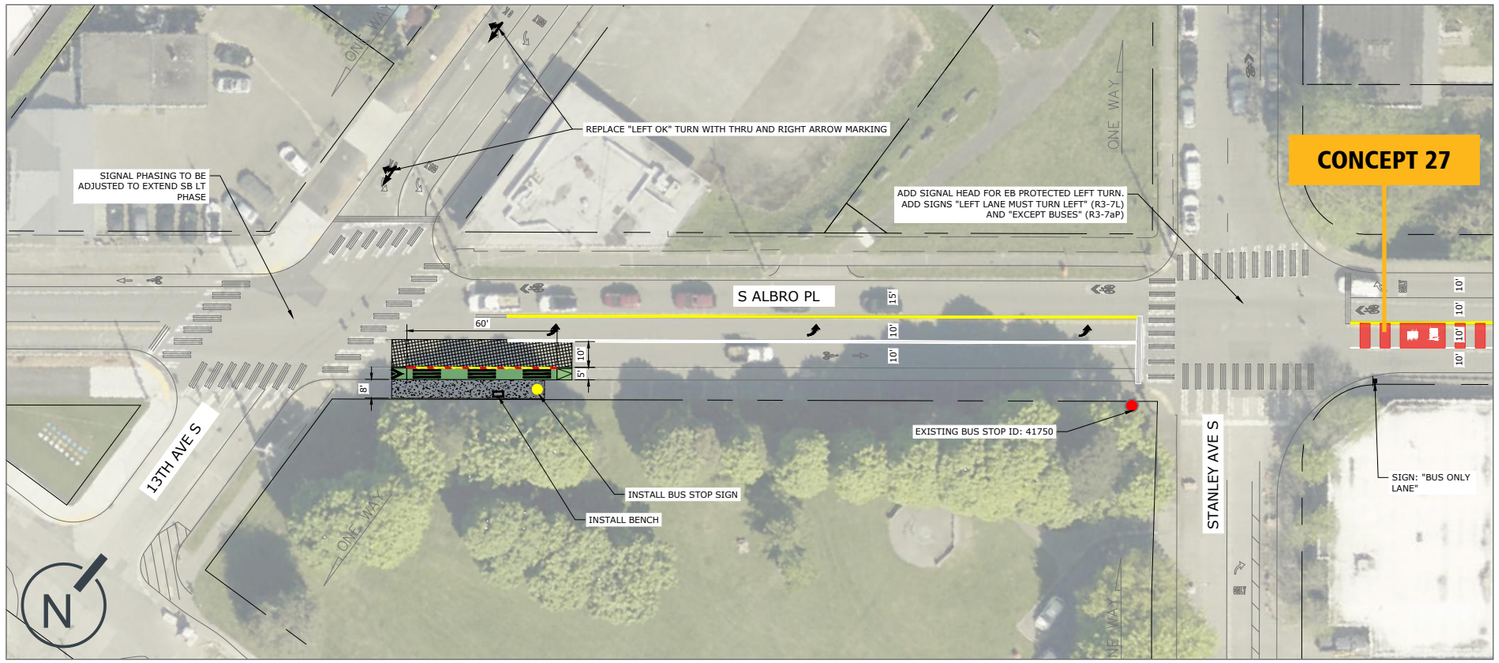
10% COST ESTIMATE

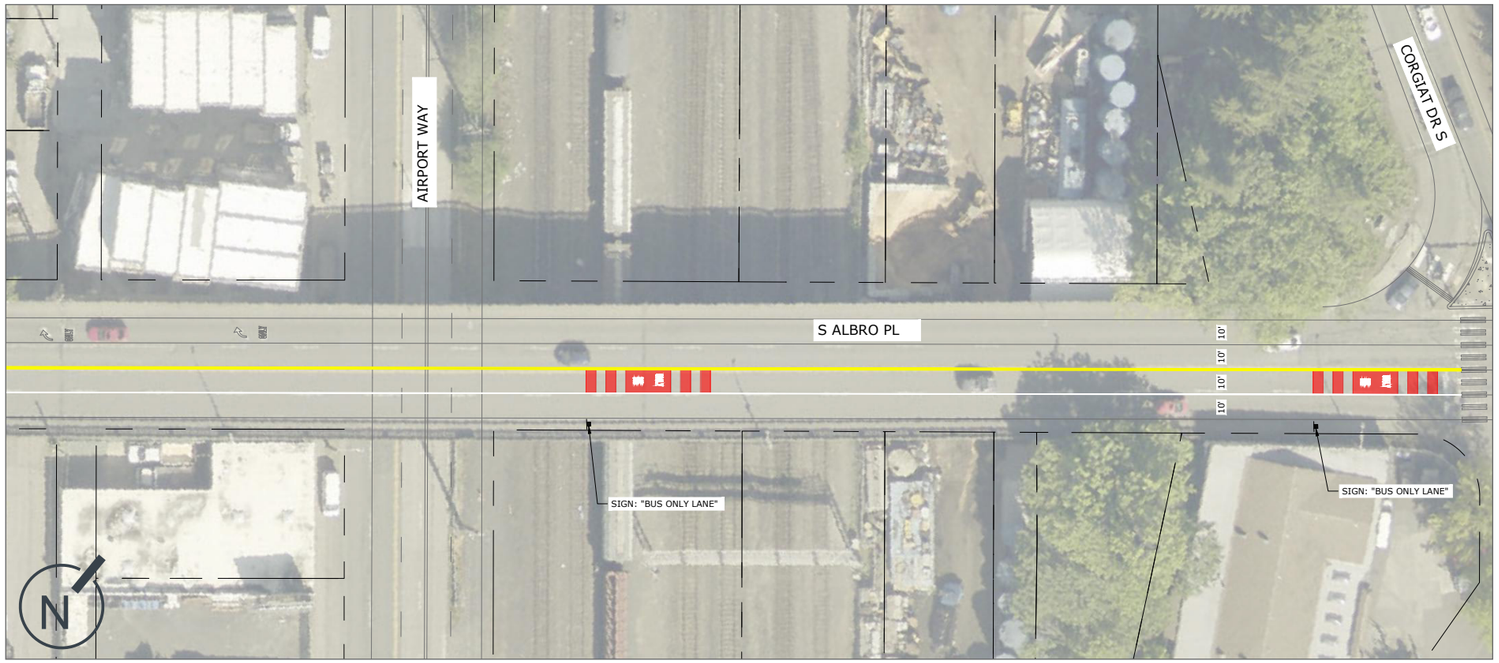
Cost Type	Amount
Construction	$175,000
Soft	$80,000
Risk/Contingency	$61,000
Total	**$316,000**

CONCEPT LOCATION



10% DESIGN PLANS





CONCEPT 28

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Bus Stop Relocation or Removal

DESCRIPTION: Close northbound nearside stop on S Albro Place at Stanley Avenue S and relocate to farside at S Albro Place and 13th Avenue S

LOCATION: Albro Way/Stanley Avenue S

STATUS: Contingency

TIME SAVINGS (sec): AM: -12 inbound; PM: -15 inbound

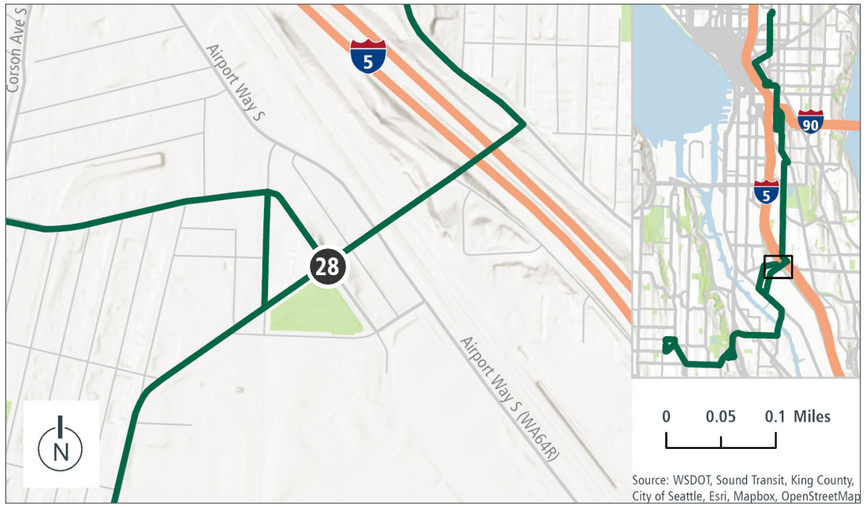
OTHER BENEFITS: Create more space for sidewalk users and reduced associated congestion from in-lane bus loading/unloading; improve the longevity of the roadway life through installation of a concrete bus pad; contingent on implementation of a northbound Ellis Ave pathway re-route

NOTES FOR FUTURE PROJECT PHASE: n/a

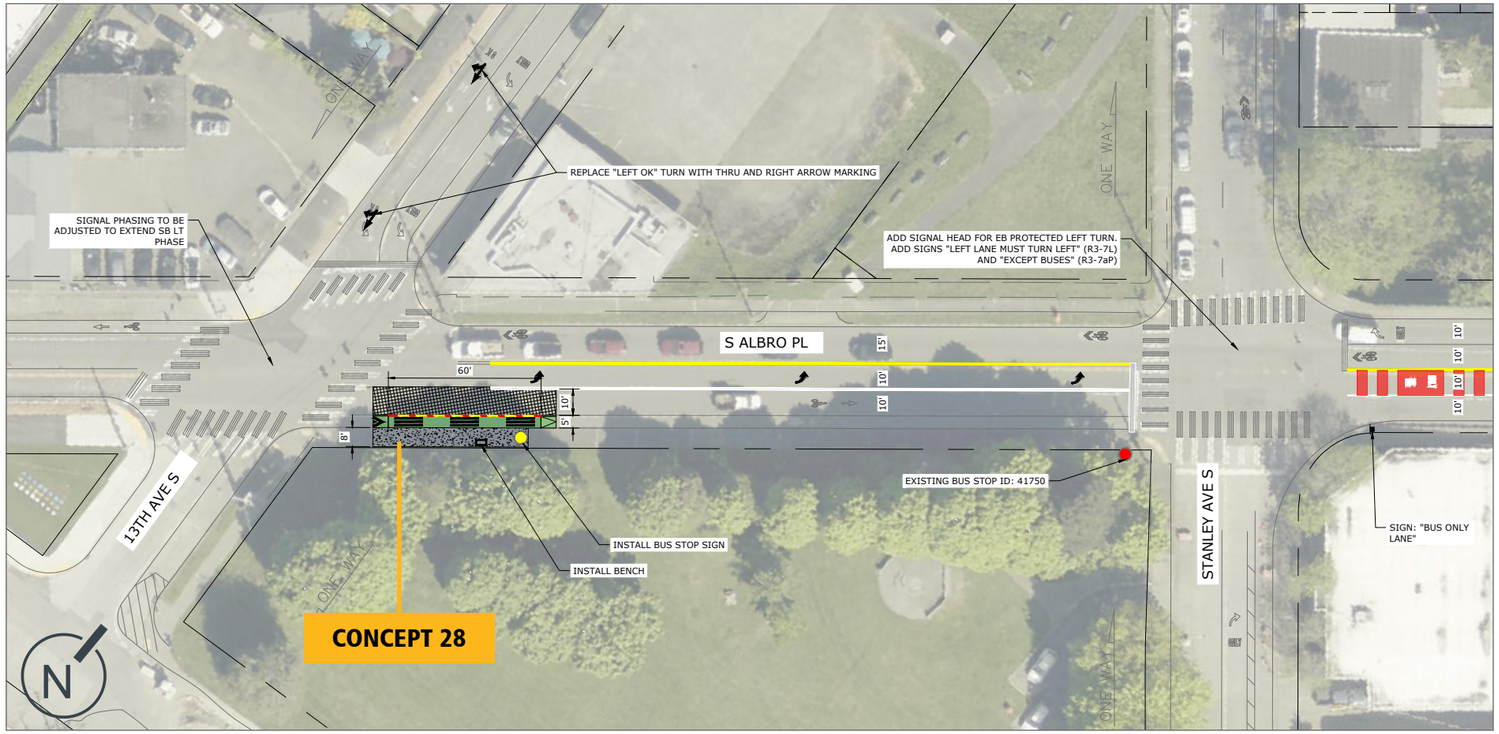
10% COST ESTIMATE

Cost Type	Amount
Construction	$225,000
Soft	$103,000
Risk/Contingency	$68,000
Total	**$396,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 29

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Bus Stop Relocation or Removal, Reroute

DESCRIPTION: Revise southbound alignment to remain on Albro Place; install a new farside stop at S Albro Place/13th Avenue S

LOCATION: S Albro Place/Stanley Avenue S/13th Avenue S

STATUS: Recommended

TIME SAVINGS (sec): AM: -30 outbound; PM: -25 outbound

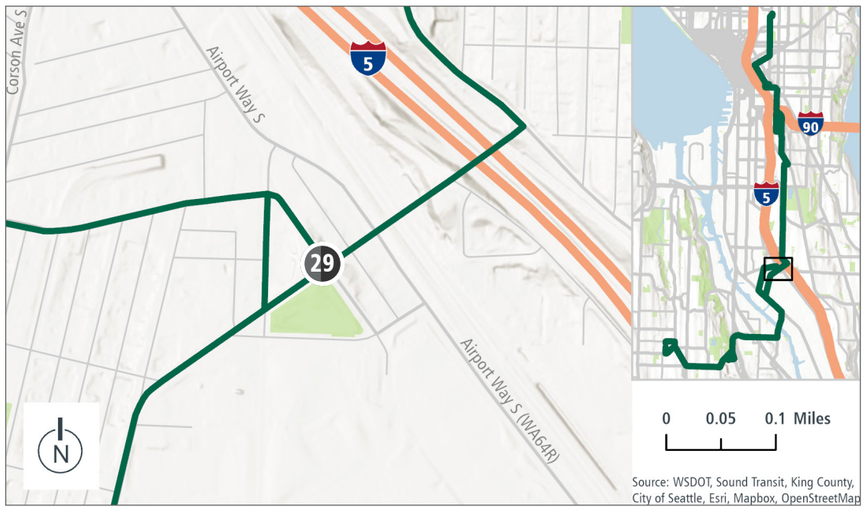
OTHER BENEFITS: Provide new bus zone amenities; provide wider sidewalk for pedestrians and waiting passengers; improve the longevity of the roadway life through installation of a concrete bus pad; eliminate confusion associated with co-location of northbound and southbound stops

NOTES FOR FUTURE PROJECT PHASE: n/a

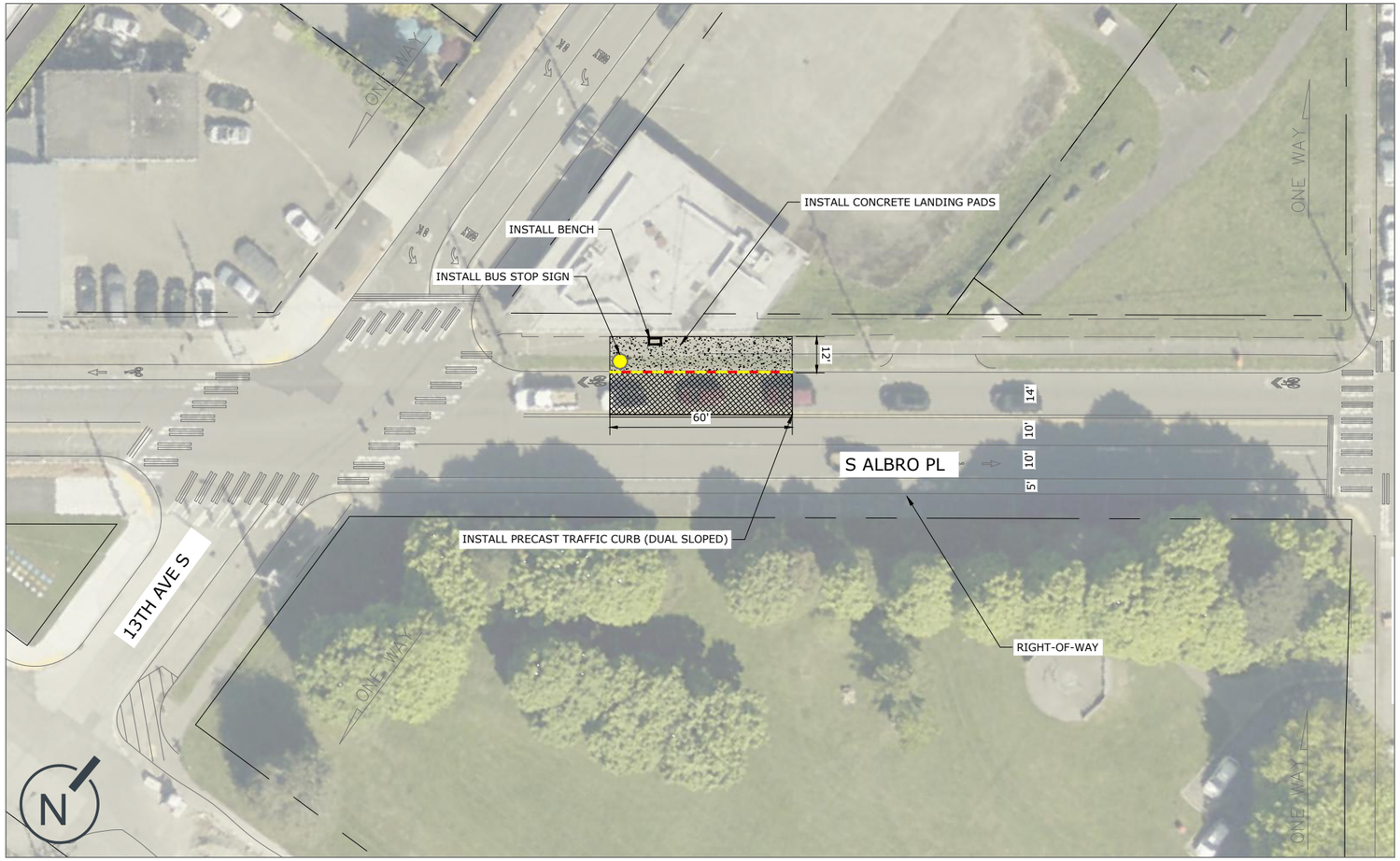
10% COST ESTIMATE

Cost Type	Amount
Construction	$178,000
Soft	$81,000
Risk/Contingency	$36,000
Total	**$295,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 34

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): BAT Lane/Bus-Only Lane

DESCRIPTION: Convert the middle left turn lane to a bus-only lane

LOCATION: E Marginal Way S/16th Avenue S

STATUS: Contingency

TIME SAVINGS (sec): AM: -15 inbound; PM: -10 inbound

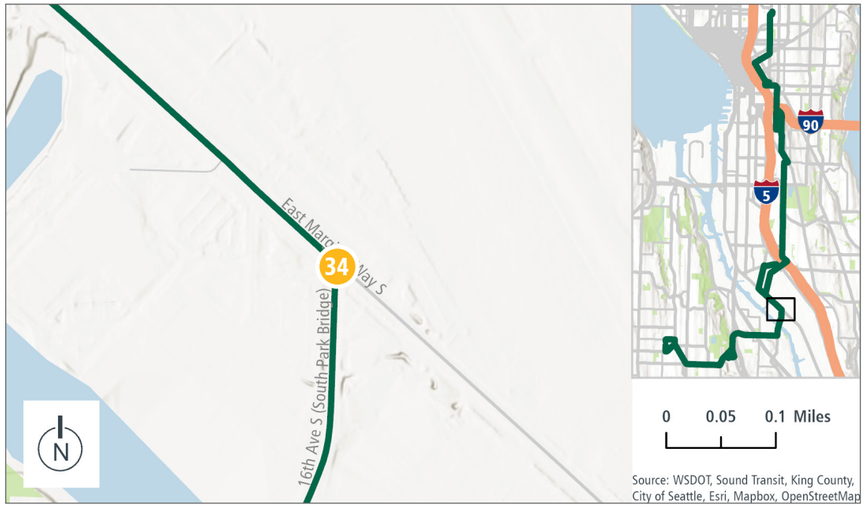
OTHER BENEFITS: n/a

NOTES FOR FUTURE PROJECT PHASE: Perform additional traffic analysis (SimTraffic or VISSIM) to review the transit priority lane on northbound 16th Avenue S to westbound E Marginal Way S to better estimate delay and queuing impacts for general purpose vehicles

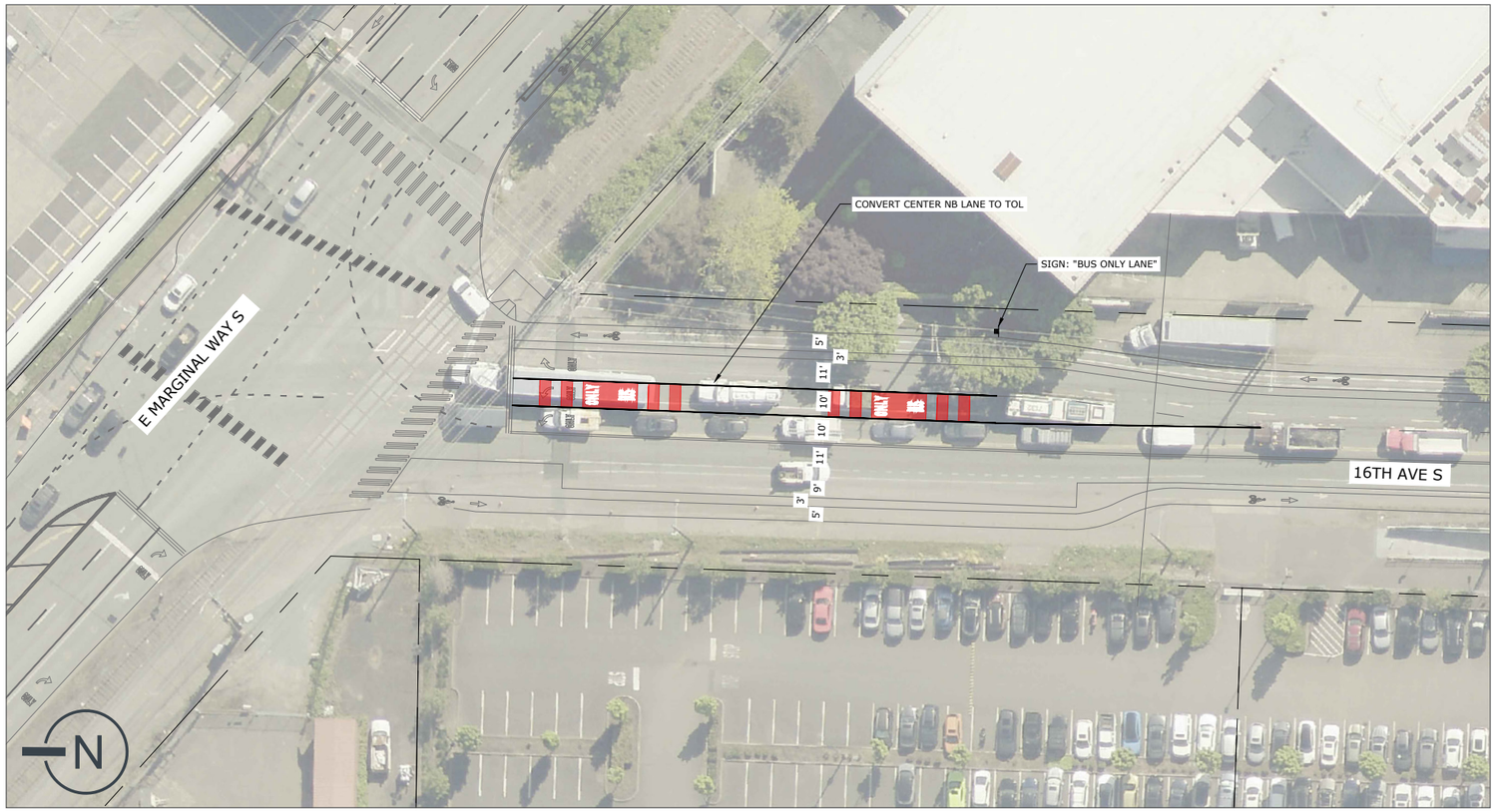
10% COST ESTIMATE

Cost Type	Amount
Construction	$54,000
Soft	$24,000
Risk/Contingency	$16,000
Total	**$94,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 35

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): BAT Lane/Bus-Only Lane, Channelization

DESCRIPTION: Convert curb lane to shared thru/right for general purpose traffic with exception for buses to make eastbound left; Convert on-street parking between 12th Avenue S and 14th Avenue S to eastbound BAT lane

LOCATION: 14th Avenue S/S Cloverdale Street

STATUS: Recommended

TIME SAVINGS (sec): AM: -39 inbound; PM: +11 inbound

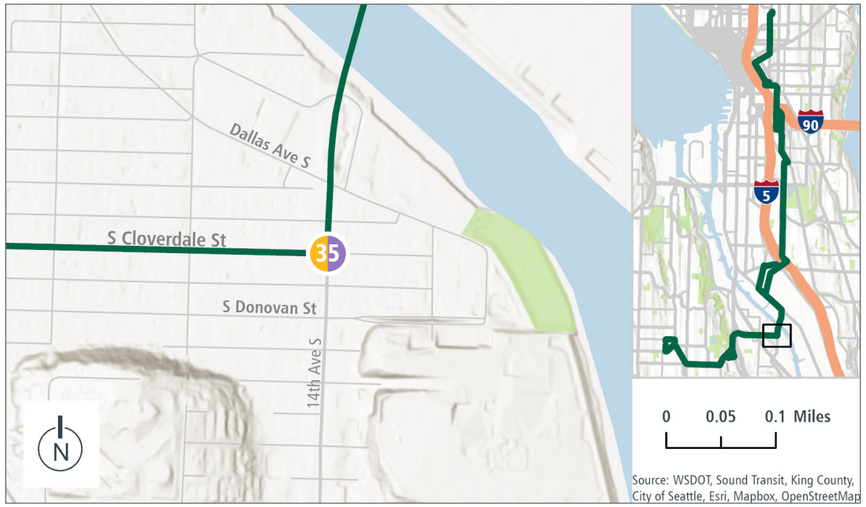
OTHER BENEFITS: n/a

NOTES FOR FUTURE PROJECT PHASE: Perform additional traffic analysis to review the east-bound lane configurations along S Cloverdale Street at 14th Avenue S. Maintain coordination with SDOT's 14th Avenue Reimagined project

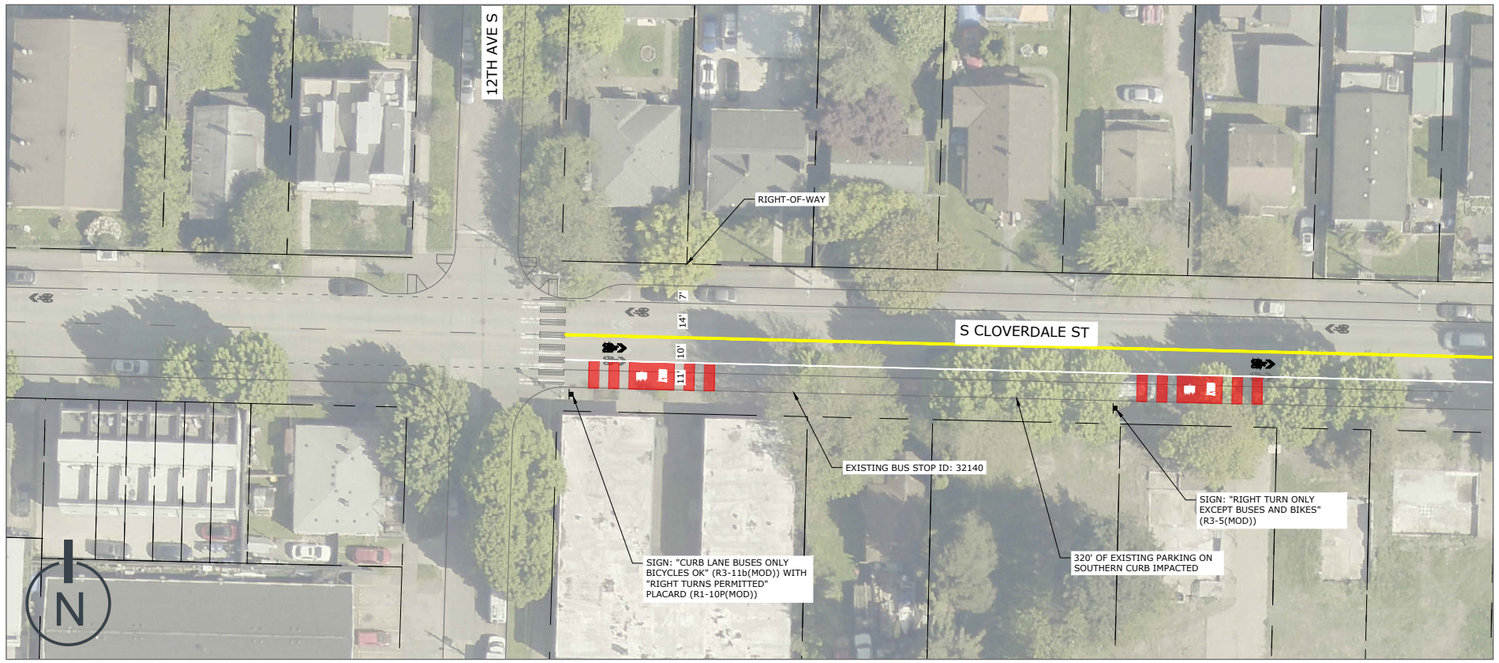
10% COST ESTIMATE

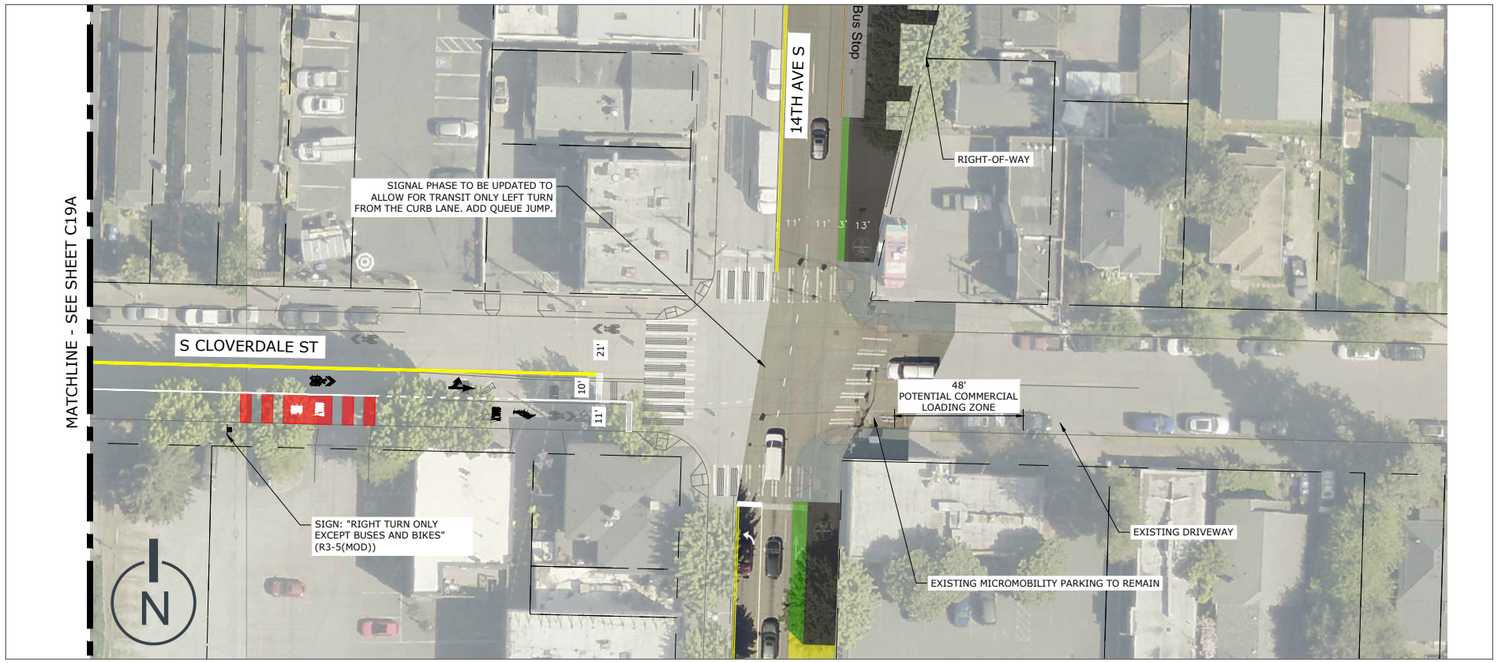
Cost Type	Amount
Construction	$187,000
Soft	$85,000
Risk/Contingency	$65,000
Total	**$337,000**

CONCEPT LOCATION



10% DESIGN PLANS





CONCEPT 37

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Change to Intersection Control

DESCRIPTION: Install a traffic signal at 2nd Avenue SW/Olson Place SW; revise southbound alignment to turn left out of 2nd Avenue SW

LOCATION: Olson/Myers Park & Ride

STATUS: Contingency

TIME SAVINGS (sec): AM: -116 outbound; PM: -104 outbound

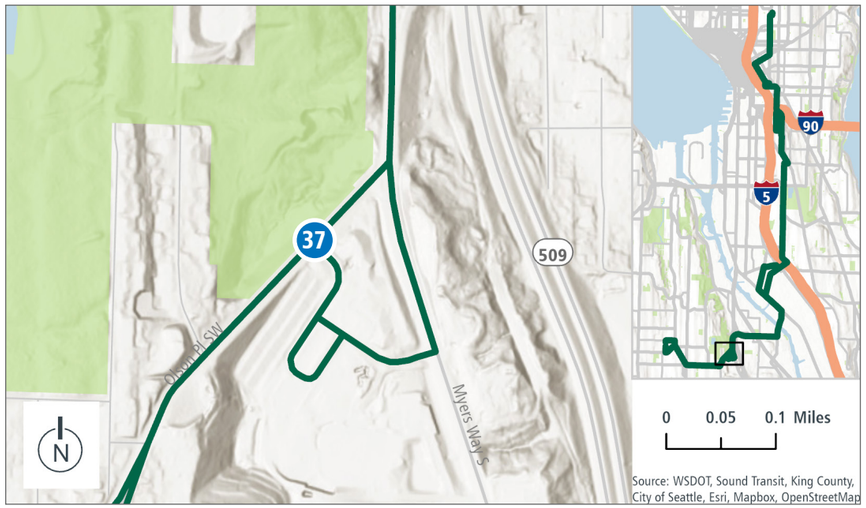
OTHER BENEFITS: Provide a signalized pedestrian crossing; provides for signalized left turns from 2nd Avenue SW to Olson Place SW for general purpose vehicles

NOTES FOR FUTURE PROJECT PHASE: Perform signal warrant analysis to confirm that the 2nd Avenue SW/Olson Place SW intersection can be changed from side-street stop-controlled to a signal

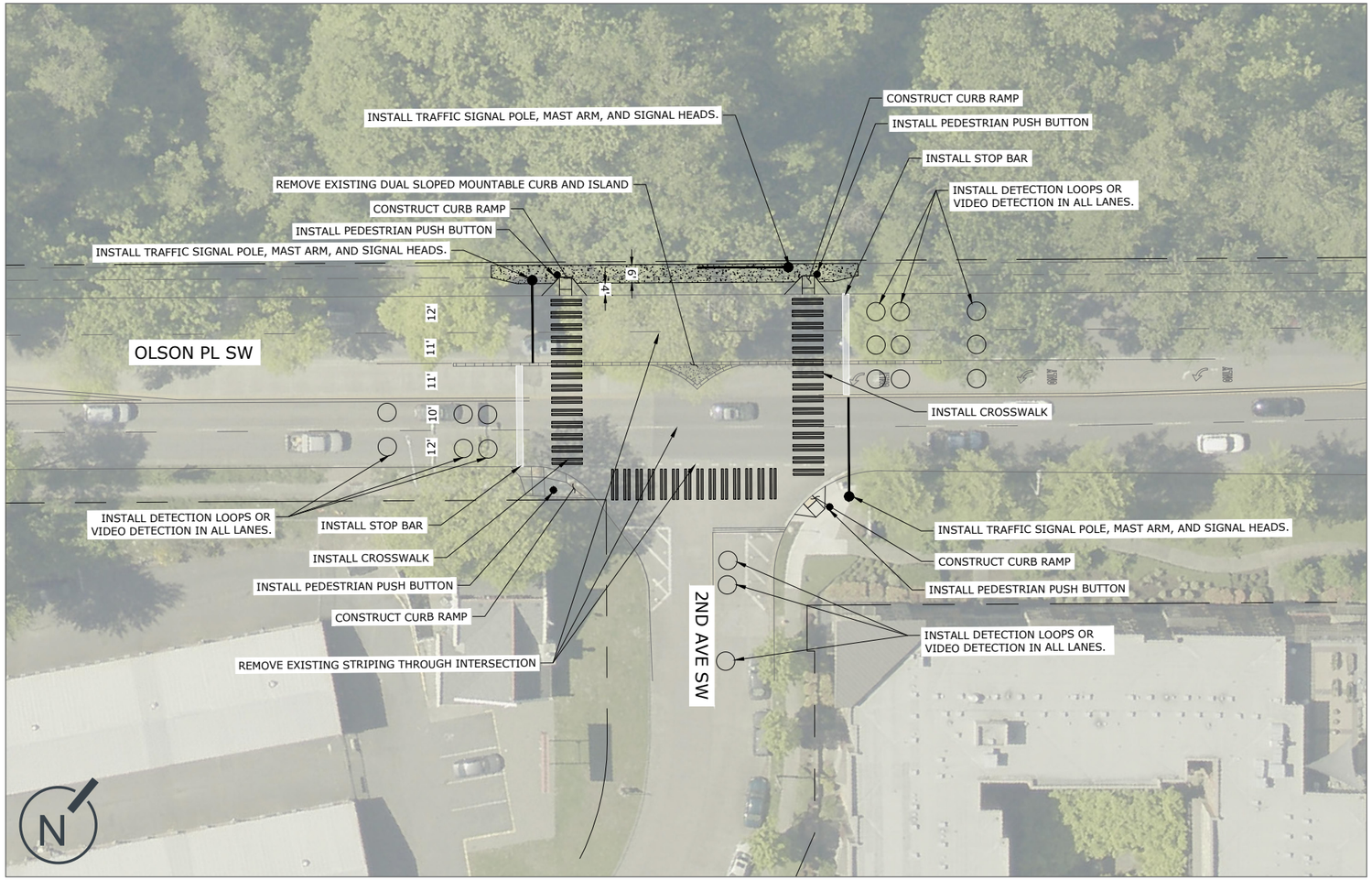
10% COST ESTIMATE

Cost Type	Amount
Construction	$793,000
Soft	$357,000
Risk/Contingency	$318,000
Total	**$1,468,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 38

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Bus Stop Relocation or Removal

DESCRIPTION: Close eastbound/northbound stop on SW Barton Place and add a new stop on eastbound SW Henderson Street (farside) to serve Route 125

LOCATION: 22nd Avenue SW/SW Barton Place

STATUS: Recommended

TIME SAVINGS (sec): AM: -17 inbound; PM: -14 inbound

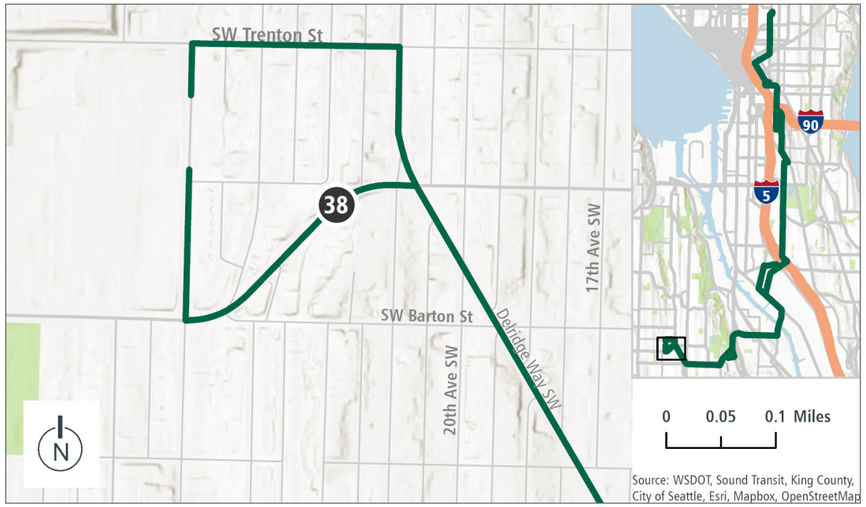
OTHER BENEFITS: Provide new bus zone amenities for Route 125 riders; provide wider sidewalk for pedestrians and waiting Route 125 passengers; improve the longevity of the roadway life through installation of a concrete bus pad

NOTES FOR FUTURE PROJECT PHASE: n/a

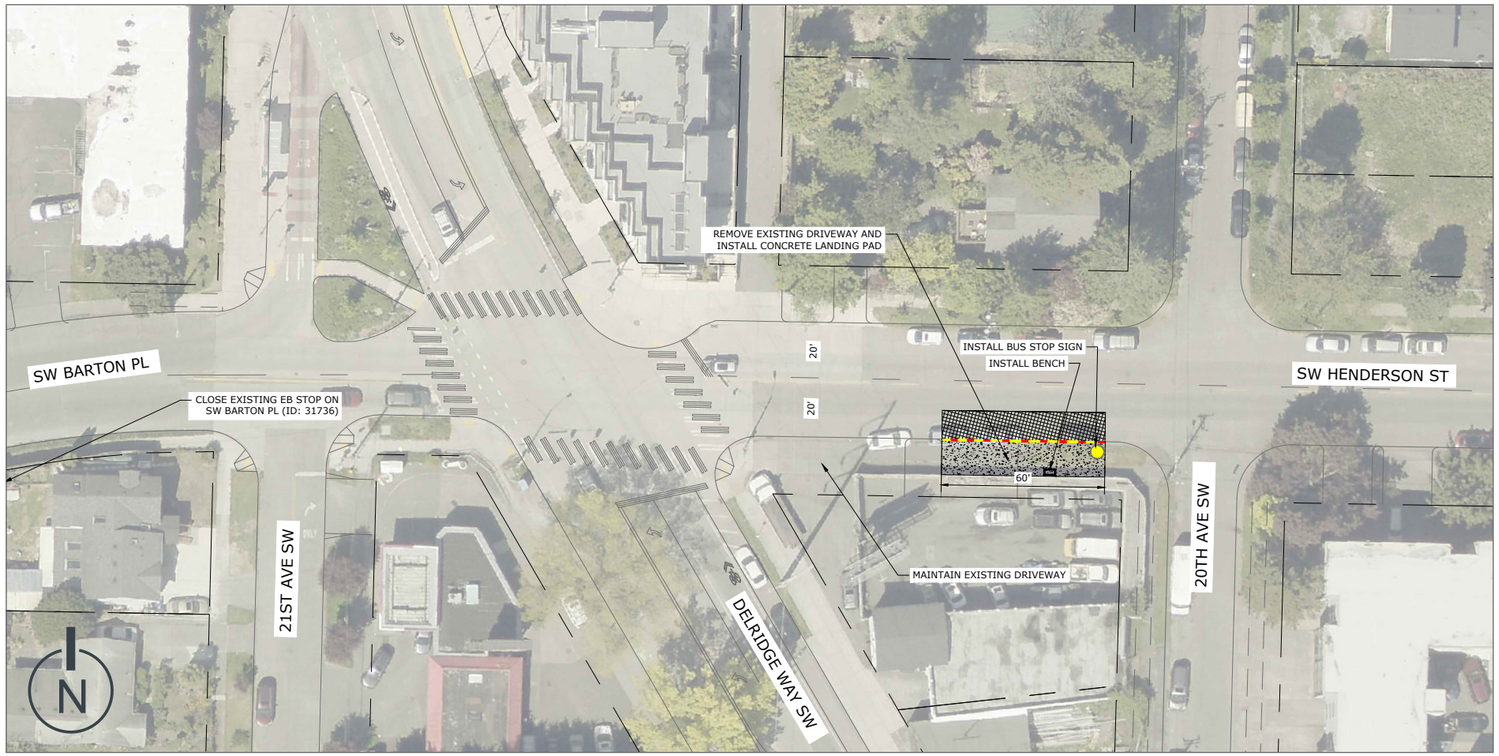
10% COST ESTIMATE

Cost Type	Amount
Construction	$128,000
Soft	$58,000
Risk/Contingency	$39,000
Total	**$225,000**

CONCEPT LOCATION



10% DESIGN PLANS



CONCEPT 39

CONCEPT SUMMARY

KEY IMPROVEMENT ELEMENT(S): Change to Intersection Control

DESCRIPTION: Convert intersection to all way stop control

LOCATION: 25th Avenue SW/SW Barton Street

STATUS: Contingency

TIME SAVINGS (sec): Travel time savings were not modeled as part of this study

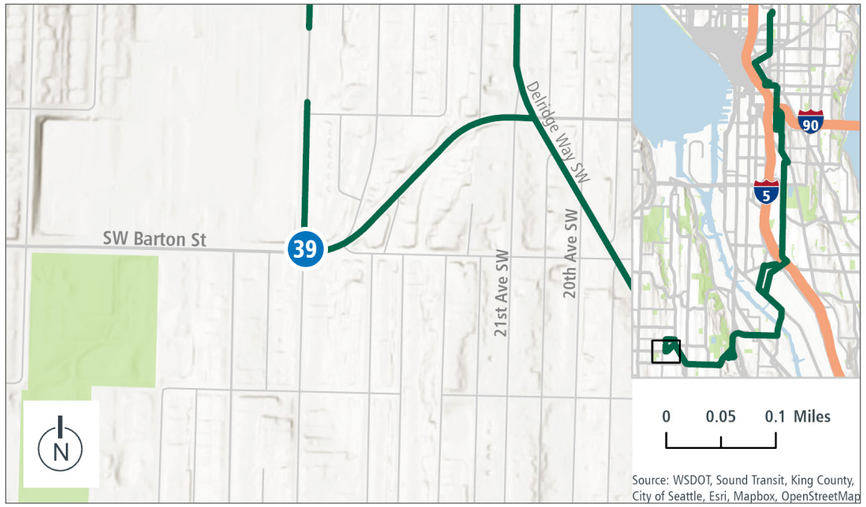
OTHER BENEFITS: Provide more consistent gaps for southbound buses to make left turns; improve safety

NOTES FOR FUTURE PROJECT PHASE: Perform an all way stop control warrant analysis to determine if the intersection of SW Barton Street and 25th Avenue SW can be an all way stop. Additional traffic analysis will be performed to see how the all way stop control operates with the traffic signal just west of the SW Barton Street and 25th Avenue SW intersection

10% COST ESTIMATE

Cost Type	Amount
Construction	$20,000
Soft	$9,400
Risk/Contingency	$7,000
Total	**$36,000**

CONCEPT LOCATION



10% DESIGN PLANS

