

A stylized illustration of a busy city sidewalk. In the foreground, a group of diverse people are walking, some carrying bags and backpacks. The background shows lush green trees and a utility pole with a sign. The sign has a yellow section with a water drop icon and a white section with a list of numbers. The overall style is a flat, graphic illustration with a limited color palette.

One Center City Near Term Program Implementation

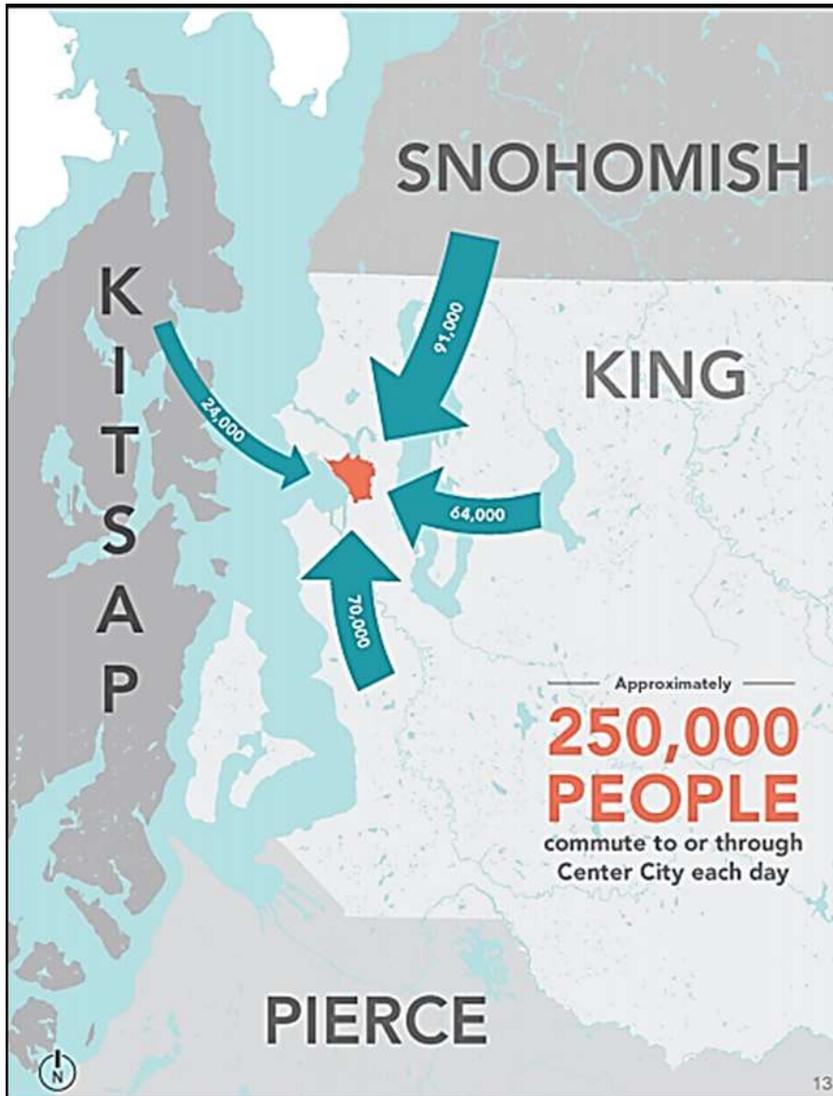
King County Council TrEE Committee
March 6, 2018

One Center City



Brings together many communities, perspectives and partners to create a unified action plan for how we move through, connect to and experience Center City.





The Region's Center

- A valued regional asset where people live, work, and play
- Heart of regional mobility systems
- Major transportation hubs for all modes
- 250,000 daily regional commute trips

A Time of Opportunity and Challenge

Major Projects in the Center City 2017 - 2024

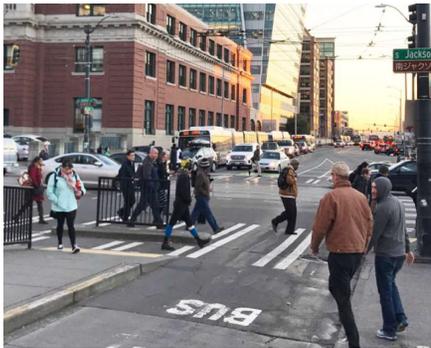


* Alaskan Way Viaduct Replacement Program – project timelines dependent on completion of the SR 99 Tunnel



Center City Mobility Challenges

The Cost of No Action



- Longer travel times and less reliable travel for bus riders and vehicle drivers
- More passengers waiting on already busy sidewalks
- Additional transit operating cost
- Impacts to everyone who comes downtown.

Types Of Near Term Solutions



Traffic Operations



Transit Speed, Reliability, & Customer Experience



Bus Service Restructures



Hub Area Improvements



Pedestrian Experience and Accessibility



Center City Bike Network Connections



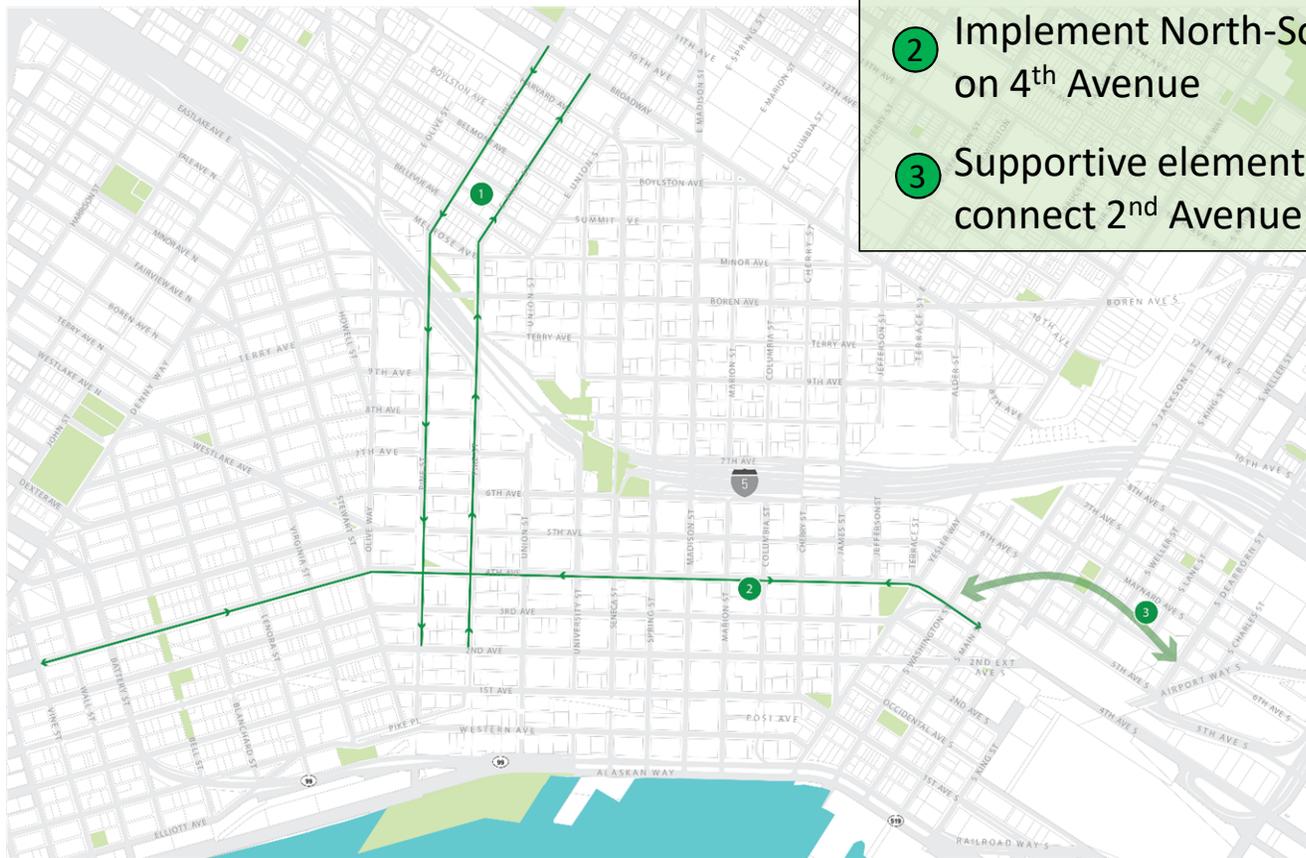
Management Strategies

What We Heard

- Prioritize safety for all users
- Design for people first
- Prioritize transit, bikes, and walking
- Make the user experience at transportation hubs safe, easy to use and comfortable



Protected Bicycle Lanes



- ① Implement Pike/Pine Protected Bicycle Lanes
- ② Implement North-South Protected Bicycle Lanes on 4th Avenue
- ③ Supportive element: advance planning to connect 2nd Avenue to Dearborn PBL

Public Realm and Management Strategies

- Shared Mobility Hubs and New Mobility Strategies
- Parking and Curb Space Management
- Piloting creative freight and delivery solutions
- Market to Mohai Pedestrian Lighting and Public Realm Improvements
- McGraw Square, Westlake and 300 Pine Street Activation

Legend

-  Expanded TDM Programming and Marketing
-  Shared Mobility Hubs
-  Dynamic Market Management
-  Urban Goods Delivery Re-imagined
-  Parking, Curb Use, and Traffic Management



One Center City | Seattle's Near-Term Action Plan DRAFT



PERFORMANCE OF RECOMMENDED NEAR-TERM ACTION PLAN

- Improves northbound transit travel time
 - 15-20 percent better than today,
 - up to 40 percent better than No Action
- Provides additional capacity for transit with a new northbound transit pathway on 5th / 6th Avenues,
- Reduces bus traffic on 4th Ave and improves operations by eliminating some stops
- Improves safety outcomes for all users



NEAR TERM ACTION PLAN

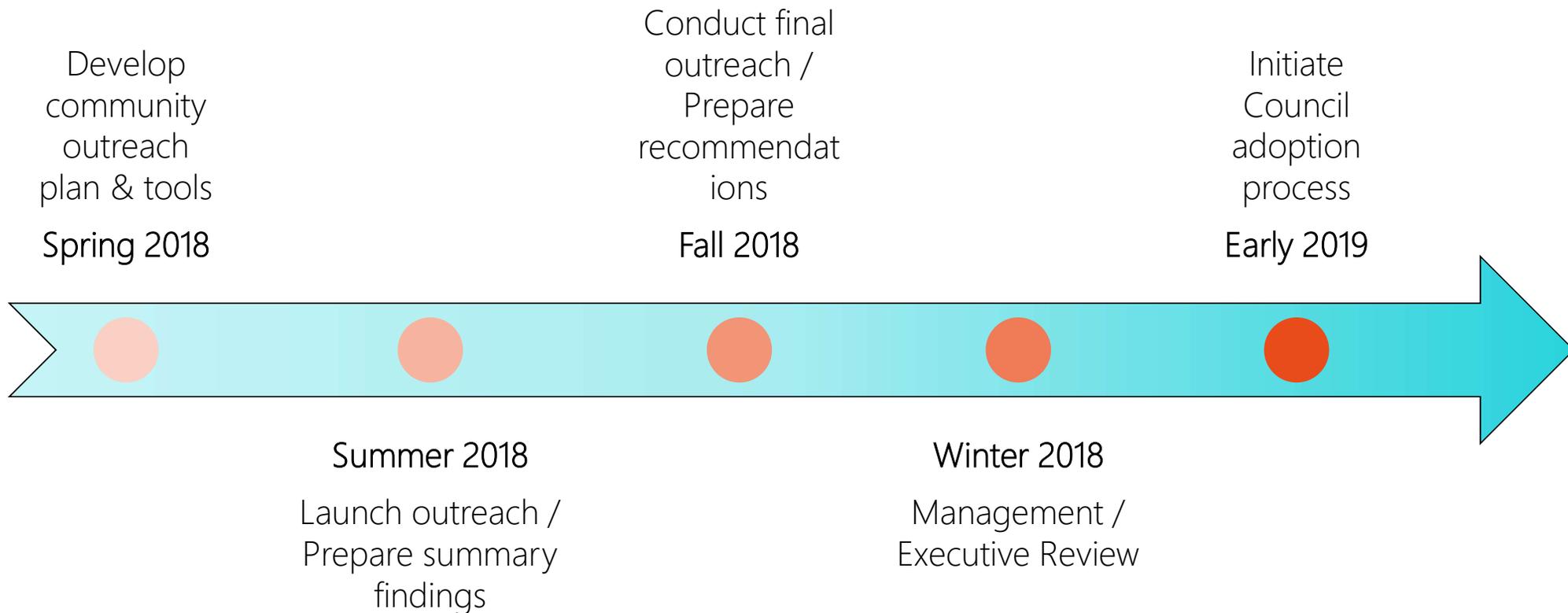
Improves person capacity and throughput during peak periods



- Near-Term Actions allow about 4,000 more bus passengers per hour to move through the heart of Downtown during PM Peak Hour
- Overall person throughput increases by up to 10,000 people per hour
- New NB transit pathways improves system resiliency

Potential Service Revision Timeline

(anticipated implementation, Sept. 2019)



Capital Costs and Funding

- Costs to be shared by partner agencies \$30 million
 - KC, ST, and SDOT each contributing \$10m
 - Capital costs and Transportation Demand Management
 - Annual Operational Costs
 - Metro Fare enforcement \$1.8 million
 - Sound Transit Fare enforcement and Link capacity increases \$1.8 – 3.7 million
-
- Protected Bicycle Lanes – fully funded by SDOT \$30.6 million

OCC Program Delivery

Program Management Plan

- Delivery Approach, Risk Management, Quality Assurance
- Currently Under Development

Design and Construction

- Agency Leads Assigned for Each Program Element
- Strong coordination among partners critical to program delivery

Funding Agreement Between Partners and Expected Council Action

- Execution of Funding Agreement by Transit General Manager
- Metro operating cost impacts anticipated in 2019-20 budget

King County OCC Project Leads

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