



# One Center City Near Term Program Implementation

Regional Transit Committee  
March 21, 2018

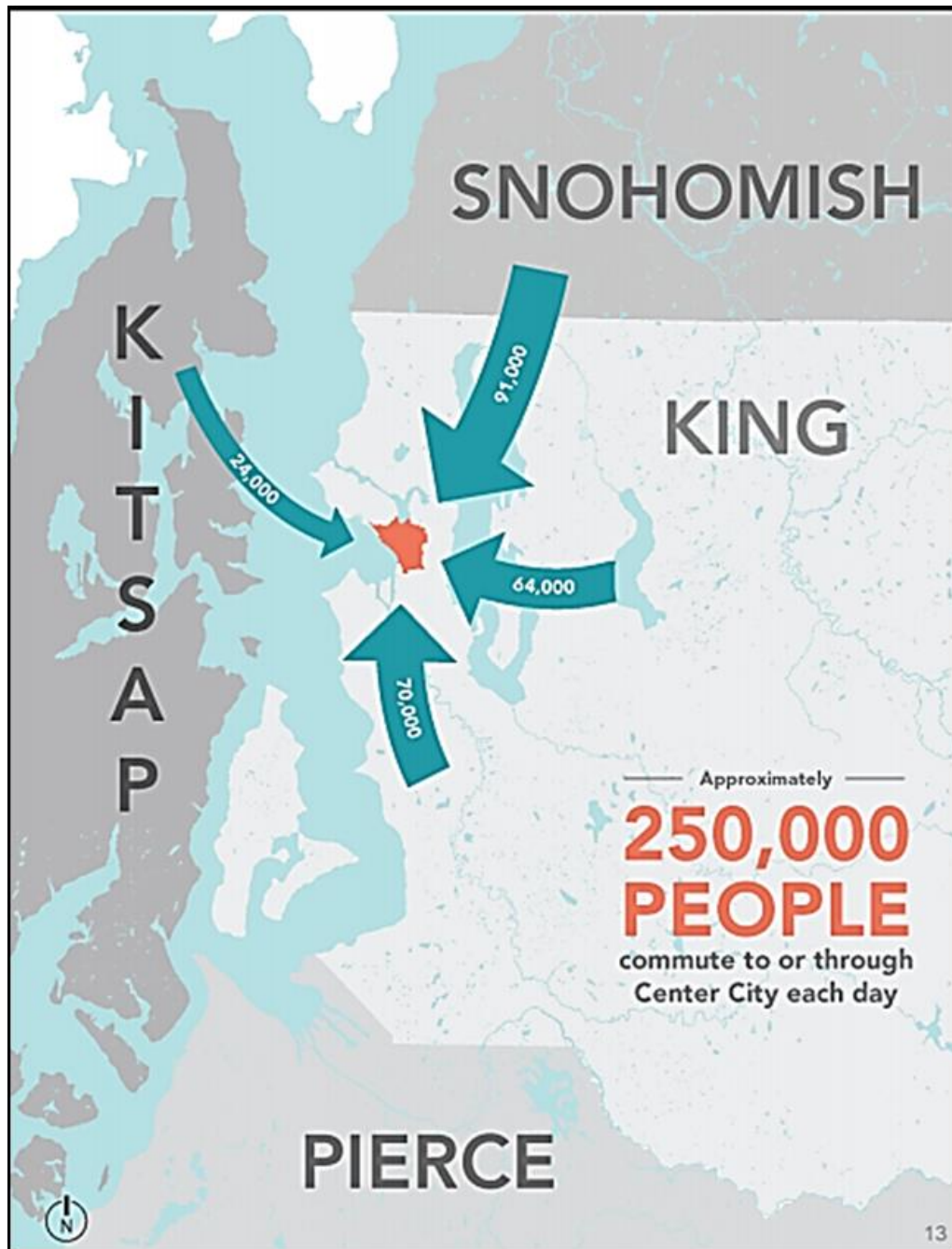


# One Center City



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



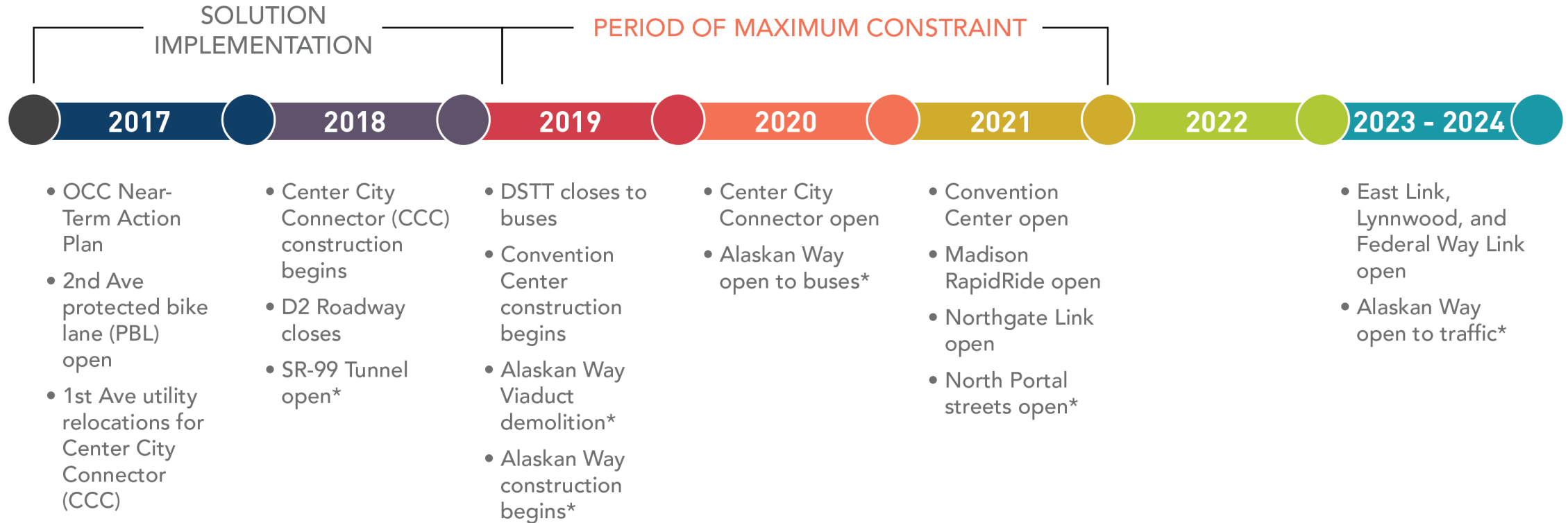


# The Region's Center

- 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

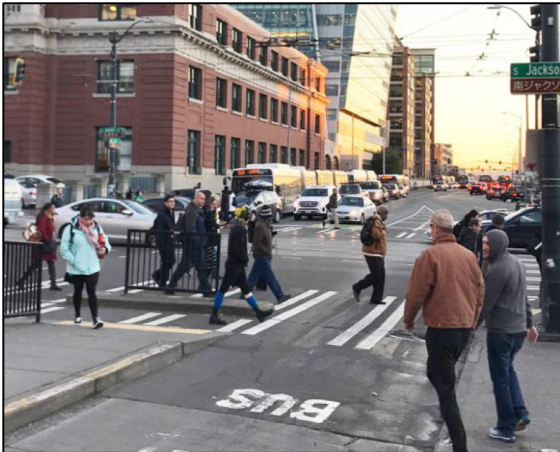
\* Alaskan Way Viaduct Replacement Program – project timelines dependent on completion of the SR 99 Tunnel





# 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

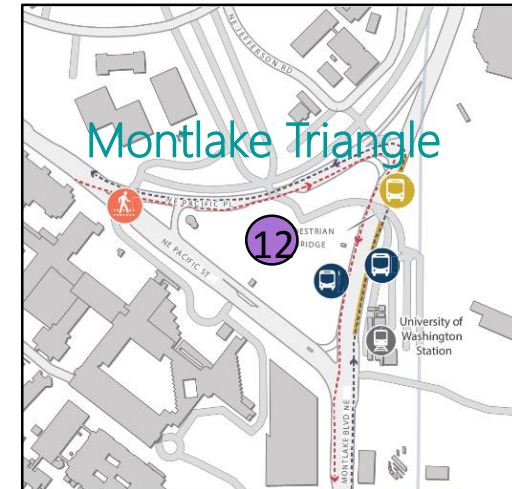
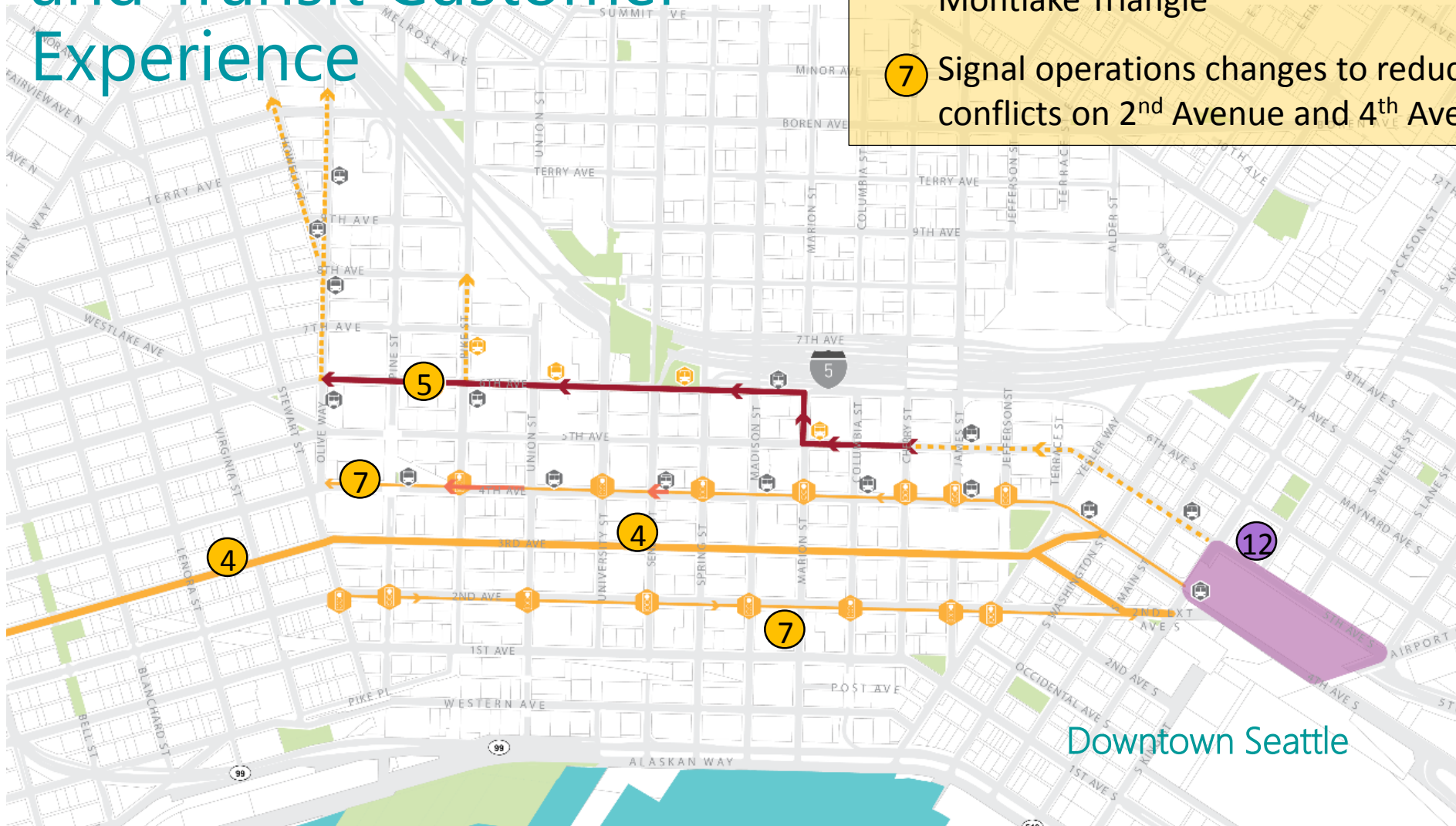
- Prioritize safety for all users
- Design for people first
- Prioritize transit, bikes, and walking
- Make the user experience at transportation hubs safe, easy to use and comfortable





# Transit Speed, Reliability, Operations, and Transit Customer Experience

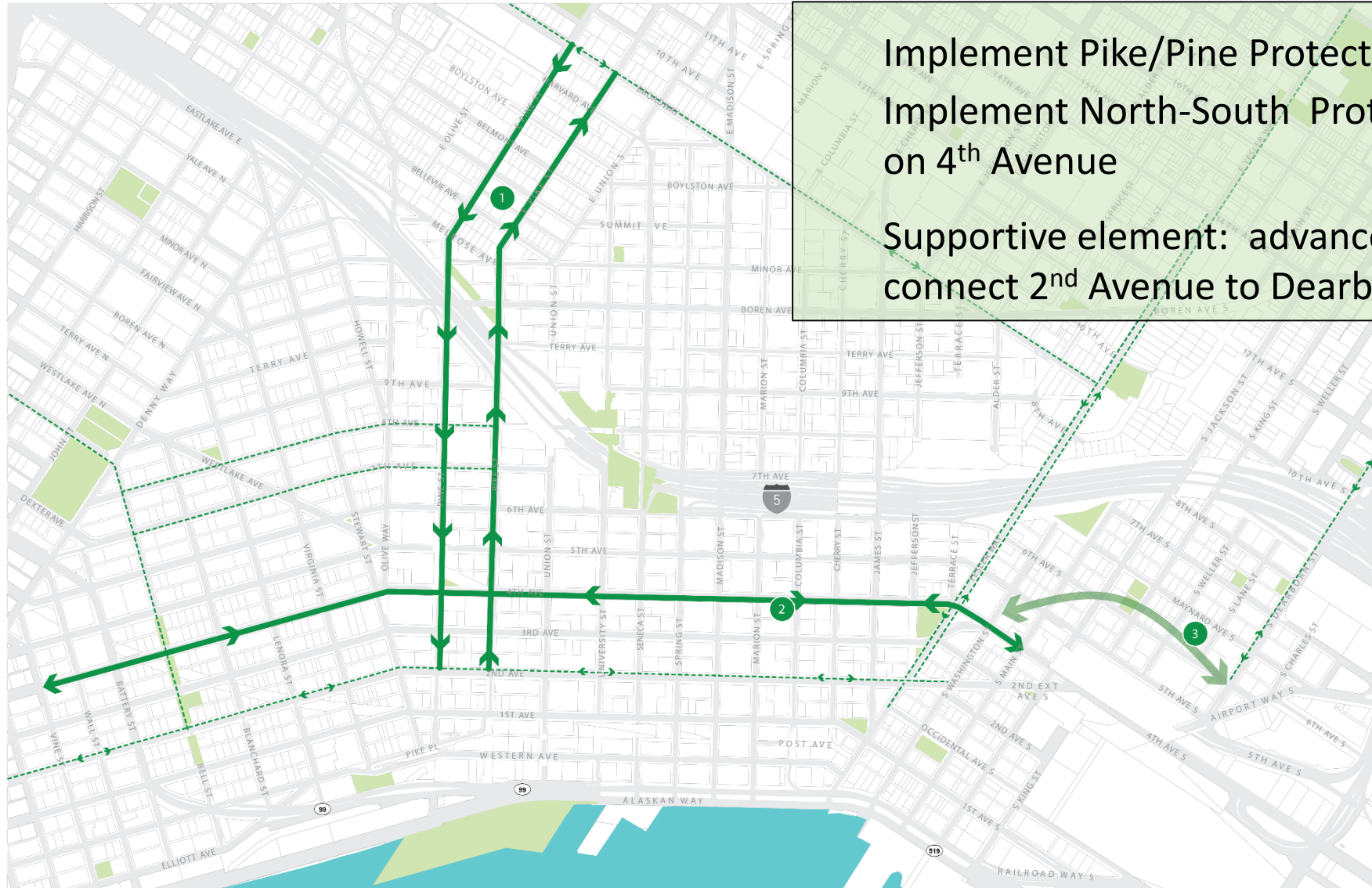
- ④ All Door Boarding and Off-Board Fare Payment on 3<sup>rd</sup> Avenue
- ⑤ New Transit Pathway on 5<sup>th</sup> and 6<sup>th</sup> Avenues
- ⑫ Improvements at key transit hubs: IDS/Chinatown and Montlake Triangle
- ⑦ Signal operations changes to reduce bus, auto and pedestrian conflicts on 2<sup>nd</sup> Avenue and 4<sup>th</sup> Avenue



Downtown Seattle



# Protected Bicycle Lanes



Implement Pike/Pine Protected Bicycle Lanes  
Implement North-South Protected Bicycle Lanes  
on 4<sup>th</sup> Avenue

Supportive element: advance planning to  
connect 2<sup>nd</sup> 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

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

**Legend**

Expanded TDM Programming and Marketing

Shared Mobility Hubs

Dynamic Market Management

Urban Goods Delivery Re-imagined

Parking, Curb Use, and Traffic Management

Source: Nelson\Nygaard

Source: Nelson\Nygaard

Source: Mark Gambo, Bike Portland

Source: SDOF

Source: SDOF

Source: Nelson\Nygaard

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# 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 5<sup>th</sup> / 6<sup>th</sup> Avenues,
- Reduces bus traffic on 4<sup>th</sup> 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 Transit Service Revisions

Improve regional access

Improve mobility and the transit rider experience

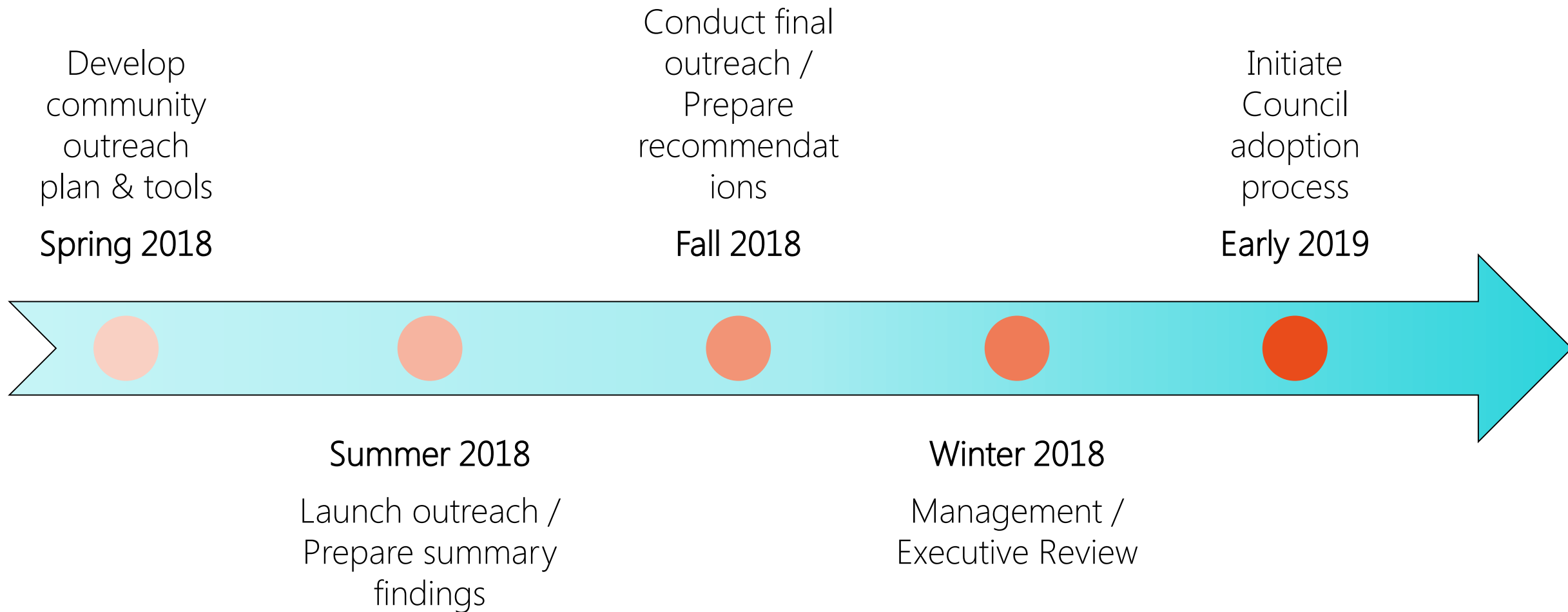
- Take advantage of light rail reliability and capacity
- Opportunity to improve transit hubs

Maximize investment in Transit Speed and Reliability improvements

# North Eastside

formerly SR 520 Restructure

Moving ahead for Spring 2018 Public Outreach





# Potential OCC Service Revisions

- SW King County

Planning and analysis under way:

- Feasibility, including various service routing options
- Customer benefit and transfer opportunities
- Cost – total service hours available

- Bus route assignments to Downtown surface streets

- Balance bus volumes across available transit pathways
- Maximize use of paths that have the most transit priority

# 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 potential 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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