

2018

Waterfront & North Belltown Transit Study

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Executive summary

In fall 2017, the King County Council passed Council Motion 14970, sponsored by Councilmember Jeanne Kohl-Welles, requiring Metro to create a report with strategies to address transit needs along the downtown Seattle waterfront and in northwest Belltown once major construction projects in these areas are finished.

This report outlines strategies that could be implemented in 2021 or later, when several major construction project are expected to be at or near completion. While the focus of the report is 2021 and later, as we developed this report, we heard a high level of concern from stakeholders about near-term strategies, so we also include some strategies that respond to the planned closure of the Alaskan Way Viaduct in fall 2018.

We developed these strategies in collaboration with the Seattle Office of the Waterfront and the Seattle Department of Transportation (SDOT), and with guidance from a Waterfront Advisory Group. The group was made up of stakeholders representing businesses, employers, and residents of both the Alaskan Way and First Avenue corridors.

Key themes identified with our partner agencies and advisory group

Short-term priorities: first- and last-mile connections for employees, visitors, and tourists, especially during demolition of the Alaskan Way Viaduct and the period of maximum constraint—when the cumulative effects of several major projects are greatest.

Long-term priorities: connections along Alaskan Way to waterfront destinations and employers; First Avenue transit service and connections; east-west connections to downtown transit corridors; connections to the Colman Dock Ferry Terminal.

Strategies identified to address transportation needs on the waterfront and in northwest Belltown

Long-term (2021 or later)

- Route 125 extension
- New waterfront route
- Trolley wire extension on First Avenue to serve routes 1 and 14; move routes from Third Avenue to First Avenue

Near-term (present-2021)

- Employer Shared Shuttle
- Enhanced outreach, wayfinding, marketing during viaduct closure

The next steps for development of transit options in this area include further work to refine cost estimates and to identify potential funding sources for planning, engineering (in cases where needed), and operations, including potential partnership opportunities.

Introduction

The Seattle waterfront is a bustling thoroughfare that hosts residential and commercial activities as well as tourism. The waterfront area includes some of the city’s densest neighborhoods, including parts of Belltown, Pioneer Square, and downtown Seattle—and is host to the famed Pike Place Market. There are also many construction projects currently underway or planned for the near future on the waterfront and in north Belltown. This makes travel in the area difficult, especially for those who rely on transit. For these reasons, King County—in partnership with the City of Seattle—is creating a plan outlining the future of transit in the corridors serving the waterfront and north Belltown.



Downtown Seattle waterfront, view from Belltown

To inform these planning efforts, Metro formed a Waterfront Advisory Committee to ensure consistency with key partners’ broader vision of the area. Committee members included representatives of the following stakeholders: Metro, the Seattle Department of Transportation, Office of the Waterfront, Belltown Business Association, Alliance for Pioneer Square, Victoria Clipper, Martin Smith Inc., Commute Seattle, Port of Seattle, Seattle Aquarium, Seattle City Councilmember Sally Bagshaw’s office, and King County Councilmember Jeanne Kohl-Welles.

The Waterfront Advisory Committee was formed in response to King County Council Motion 14970 sponsored by Councilmember Jeanne Kohl-Welles requesting options for improving service in northwest Belltown and on the waterfront north of Columbia Street; route alignments and other public transportation options that can

address multiple goals including travel by residents, employees, and visitors; and partnership opportunities for making these improvements.

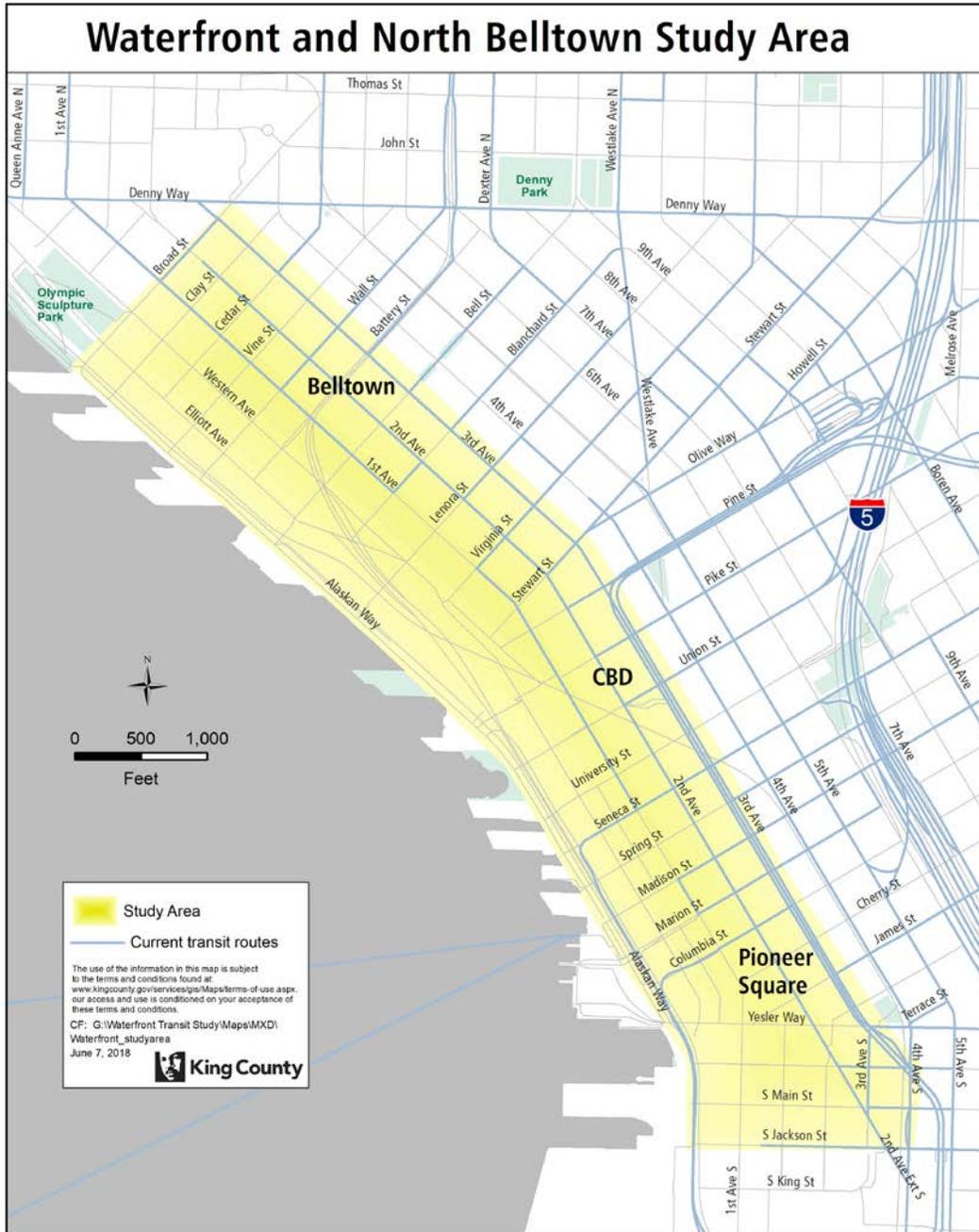
The purpose of this report is to provide potential strategies and plans for public transportation to these areas as successive phases of construction are completed. This report is not prescriptive and is intended to lay groundwork for more detailed consideration of the strategies and concepts included within.

Study area & context

Several factors make this area a unique environment for transit operations. The following section outlines the study area, several major issues affecting transit operations, and a brief history of waterfront transit and recent developments.

In order to consider transit options that could integrate into the existing transit network, and to ensure a holistic view of the various waterfront neighborhoods, including north Belltown, the study area for this report followed these general boundaries: Broad Street on the north, Second Avenue on the east, S Jackson Street on the south, and the shoreline on the west (see map).

The study area includes steep east-west inclines, especially in the north end of the study area. Additionally, railroad tracks run parallel to Alaskan Way from the north border of the study area at Broad Street, before entering a tunnel near Virginia Street, with pedestrian crossings only at Wall, Vine, Clay, and Broad Streets. The frequent passage of trains creates a pedestrian and operational barrier at times, making travel throughout the north of the study area difficult at times.



The two primary corridors within the study area are First Avenue and the new Alaskan Way, which will be reconstructed as a wider surface road after the Alaskan Way Viaduct is demolished. We examined these two corridors as separate and distinct from one another. Strategies that are specific to one corridor are not expected to address transportation needs in the other. While some solutions could operate on either Alaskan Way or First Avenue, those solutions would be accompanied by tradeoffs for serving one corridor or the other, and would need to be evaluated further before implementation.

History

The Seattle Waterfront Streetcar, often referred to as the “George Benson Streetcar,” was a vintage streetcar that operated along a former freight rail right-of-way parallel to Alaskan Way, between Broad Street on the north and Main Street on the south. The streetcar began operation in 1982.

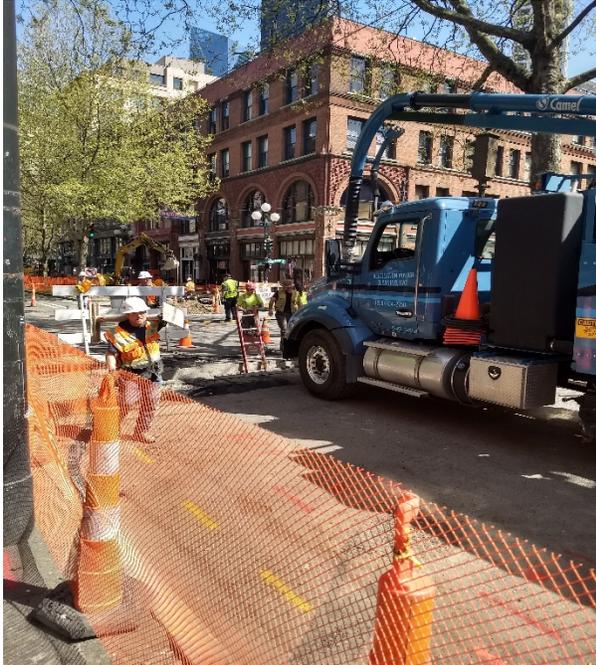
In 2005, the streetcar barn at the north end of the route was demolished for construction of Seattle’s Olympic Sculpture Park. The George Benson Streetcar line was replaced with rubber-tired Metro bus Route 99, which used buses that were “wrapped” to resemble the vintage streetcars that previously operated along the waterfront.

Metro changed Route 99 in February 2011 as part of the effort to keep people moving during construction for the Alaskan Way Viaduct and Seawall replacement projects. Northbound service on Route 99 shifted from Alaskan Way to First Avenue. Southbound service was later also consolidated to First Avenue as viaduct replacement construction affected the southbound pathway.

In March 2018, Metro deleted Route 99 due to the cumulative impacts of numerous construction projects (described in the following section). In order to maintain a connection for riders between Belltown and Pioneer Square during peak commute hours, Metro added a new pair of bus stops on Route 29, on Broad Street at First Avenue northbound and on Second Avenue southbound. Ultimately, Metro is committed to providing service along the waterfront and northwest Belltown upon the completion of major infrastructure projects in the area.

Construction Projects & Current Conditions

Numerous construction projects along the waterfront and First Avenue are significantly limiting our ability to maintain a predictable and reliable pathway for transit operations—at least until 2021, and likely beyond. This set of projects is anchored by the planned demolition and replacement of the Alaskan Way Viaduct, an elevated state highway that runs along the waterfront between Dearborn Street in the SODO district and Battery Street in Belltown. As part of this project, Alaskan Way will be reconstructed as a surface-level road along the waterfront in areas that are currently under the viaduct. Together, these projects have impacts that will last until at least 2021 and be felt by pedestrians, bicyclists, and vehicles in the form of lane and sidewalk closures.



First Avenue & Washington Street, April 2018



First Avenue between Washington & King Streets

Other major projects include the Waterfront Promenade, the Seawall Project, the Columbia Street Two-Way Transit Corridor, the Center City Connector streetcar, and the Seattle Multimodal Terminal reconstruction at Colman Dock. Together, these projects limit our ability to ensure reliable and unimpeded transit pathways to, from, and through the waterfront and Belltown areas that could be served with 40-ft. or 60-ft. transit vehicles. They also limit our ability to establish bus stops and bus staging (layover) areas, and may cause detours, reroutes, and closures that make transit service unpredictable.

Many of these projects are planned to reach substantial or total completion in 2021, so that year is the primary starting point for implementing the recommendations described in this report. While we will need to ensure access to transit before 2021, the actions we take to do so will likely be shorter term, need to be adjusted easily and rapidly, and address more specific and acute needs that are created by construction impacts. So this report focuses on post-construction solutions, while briefly acknowledging some nearer-term strategies.

The following tables summarize construction activities affecting the Seattle waterfront area now and in the next few years.

Current Construction Projects on the Waterfront

Timeline	Project Name	Agency	Scope
Dec 2017-Dec 2019	Railroad Way	Seattle City Light	Distribution and duct banks for Alaskan Way Viaduct
Sept 2013–Dec 2018	Seawall Project	SDOT/Seattle Public Utilities	Replace 1930s seawall between Washington and Virginia Streets
2019-2023	Promenade	Office of the Waterfront	
June 2017–April 2019	Waterfront Park	City of Seattle Parks & Recreation	Seismic upgrades and access improvements
Dec 2015-Dec 2019	Union Street	SDOT	Bus stop relocation and closures between Second and Sixth Avenues
Aug 2015-Aug 2023	Seattle Aquarium Expansion	City of Seattle Parks & Rec	Pier 59 & 60 improvements. Visitor capacity additions
June 2016-June 2020	Seattle Aquarium	City of Seattle Parks & Recreation	Major building maintenance
Sept 2017-Dec 2019	Pier 62 & 63 floating dock	SDOT	Demolition, construction, roadway, utilities, surface, seawall
Aug 2017-Sept 2018	Center City Connector Streetcar	SDOT	Advanced utility package #1
Oct 2017–June 2018	Center City Connector Streetcar	PSE	Gas line relocation, 3 phases
Dec 2017-Dec 2019	Center City Connector Streetcar	SDOT	Advanced utility package #2 on Stewart Street
Nov 2011-Dec 2018	SR-99 Tunnel	WSDOT	Tunnel construction
May 2017-Oct 2019	SR 99 South Tunnel	WSDOT	Connection between bored tunnel and south on/off ramps in SODO district
Dec 2017-Mar 2019	First Avenue and Spring Street	SDOT	Bus lane, signage improvements, traffic signal
2017-2023	Coleman Dock Pier 52	WSDOT	Rebuild ferry dock

Planned construction projects

Timeline	Project Name	Agency	Scope
Sept 2018-Oct 2018	Tunnel Connections	WSDOT	Connect streets to the new tunnel
2018-2020	Viaduct & Ramp Demolition	WSDOT	Removal of the Viaduct/SR-99
2019-2023	Alaska Way/Elliott Way	Washington State Ferries; Seattle Office of the Waterfront	Rebuilding Colman Dock; Central Transmission Line Relocation Project

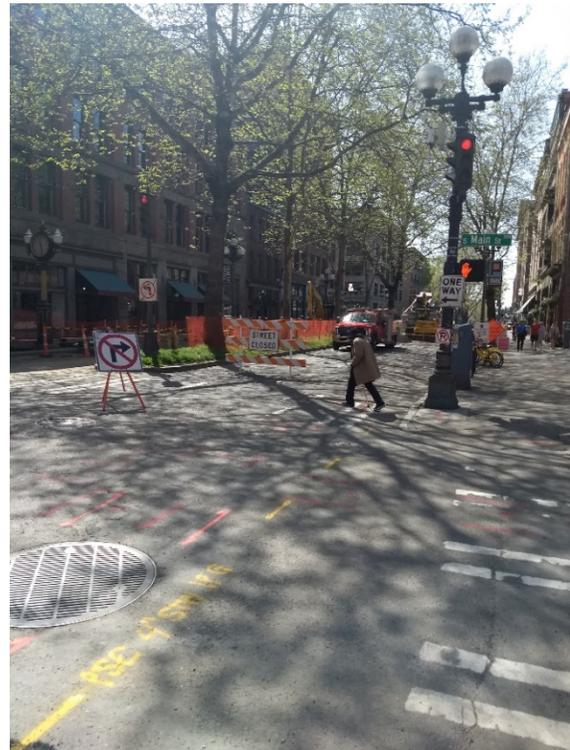
2020-2021	Pike/Pine Renaissance Act 1	Seattle Office of the Waterfront	Enhancing the public realm and pedestrian experience
2021-2022	Bell Street Park Extension	Seattle Office of the Waterfront	Between First Avenue and Elliott Way: adding landscaping, lighting and public space
2021-2022	Overlook Walk (Pike)	Office of the Waterfront	Provides pedestrian access from waterfront to Pike Market

Recent developments

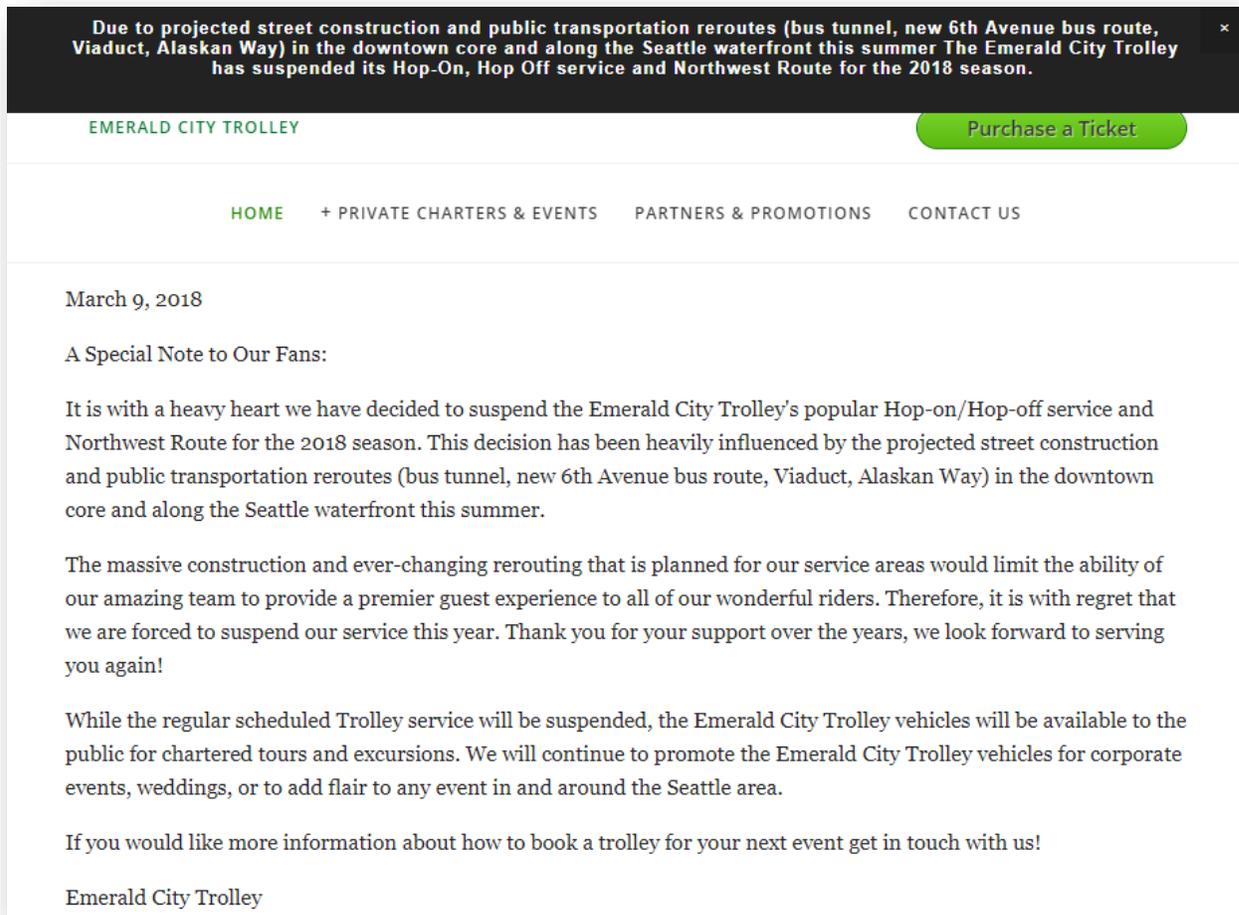
Several issues related to transportation along First Avenue and the waterfront arose in spring 2018. In March 2018, Seattle Mayor Jenny Durkan announced that the city was suspending work on the Center City Connector streetcar project, pending an independent audit of its financial impacts.

Ongoing utility work continued along First Avenue with full closures in sections, which continued to limit our ability to operate transit on that pathway. As of this writing, no decision has been made regarding the outcome of the streetcar audit. While the timing of some strategies presented in this report may be affected by the outcome of the audit, this report includes some options and strategies that are designed to address needs in the First Avenue corridor between Pioneer Square and north Belltown that are *not precluded* by the presence or absence of the Center City Connector streetcar.

Also in March 2018, The Emerald City Trolley announced on its website that it was suspending its Hop-On, Hop-Off service for the 2018 season due to projected construction and public transportation reroutes (see screenshot below).



Utility construction at First Avenue and Main Street



Screenshot from: <http://www.emeraldcitytrolley.com/>(June 5, 2018)

It's noteworthy that Emerald City Trolley cited construction impacts as the primary reason to suspend service. The construction impacts of projects along the waterfront create a difficult environment for larger vehicles to operate. Larger vehicles, such as buses and trolleys, require larger turning radiuses, clearance to approach curbside stops, and a reliable pathway.

Seattle Waterfront Connex was a pilot program running from July to September 2017, providing an express east-west connection between the waterfront and downtown Seattle. Connex vehicles looped from waterfront businesses, attractions and ferries to the Convention Center and Westlake Center transit hub, seven days per week, 13+ hours per day and charged a fare of \$3 per ride—however the fare system was independent from agency-specific or regional fare media like ORCA. It was operated privately by the Emerald City Trolley owners in a public-private collaboration with local community and business leaders. The goal of the project was to learn more about the mobility needs of commuters and visitors who travel between waterfront businesses and attractions and the rest of the city.

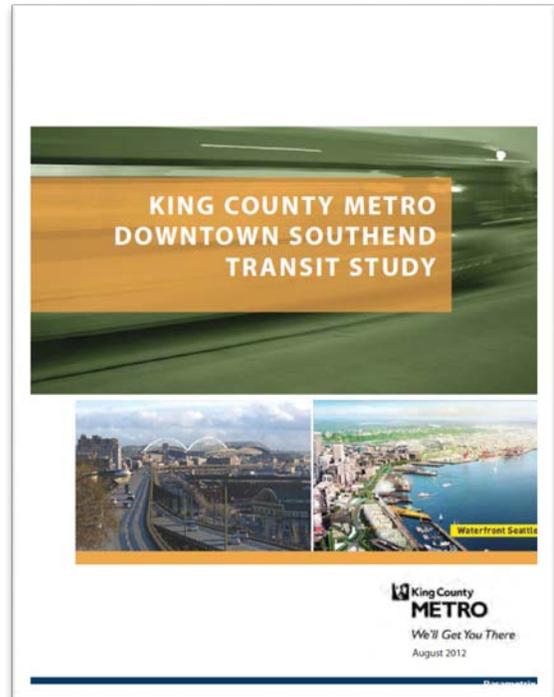


Seattle Waterfront Connex map

Previous Studies

King County Metro Downtown Southend Transit Study (completed September 2012)

The project study area was focused in the south end of downtown Seattle and extended north from Spokane Street/the West Seattle Bridge to Seneca Street, and east from Alaskan Way/State Route 99 to Interstate 5. The primary purpose of the study was to evaluate and select a dedicated transit pathway to Third Avenue to replace the Alaskan Way Viaduct pathway. The study presented options for a reliable transit pathway after the viaduct is demolished, helping inform development of the final Alaskan Way transit pathway and the Two-Way Columbia project.



Local Waterfront Transit Report (completed December 2014)

This study analyzed three different options for operating transit on the waterfront. They included a historic streetcar, a modern streetcar, and a rubber-tired bus route. The report evaluated the capital and operating costs of each option, and included service details with each concept. The rubber-tired option is described in more detail later in this report.

Outreach Activities

Waterfront Advisory Group

In spring 2018, Metro convened a Waterfront Advisory Group made up of stakeholders representing businesses, employers, and residents in the waterfront and north Belltown corridor, as well as staff members from our partner agencies. The group had two 90-minute meetings on the waterfront in March and May, and follow-up conversations with individual stakeholders to gather more detailed input between meetings.

Stakeholders: Belltown Community Council, Seattle Aquarium, Port of Seattle, Zulily, Downtown Seattle Association, Commute Seattle, Alliance for Pioneer Square, Martin Smith Inc., Seattle Historic Waterfront Association, Victoria Clipper, Edgewater Hotel, Ivar's Acres of Clams

Meeting #1 (March 13, 2018)

Metro introduced the Waterfront Transit Study and described its purpose, scope, and timeline. Then the staff members from the Office of the Waterfront provided an overview of major planned construction projects, including the Alaskan Way Viaduct demolition and construction of the new Alaskan Way.

Metro then opened the meeting up to a needs assessment discussion among stakeholders to learn more about their priorities for the future mobility in north Belltown and the waterfront corridor. Representatives from the following stakeholders were in attendance and contributed to the discussion: the Belltown Community Council, Seattle Aquarium, Port of Seattle, Downtown Seattle Association, Commute Seattle, the Alliance for Pioneer Square, Martin Smith Inc., the Seattle Historic Waterfront Association, and the Victoria Clipper.

Metro learned about the complexity and diversity of mobility needs in this corridor. Needs described by stakeholders include those of employees working daytime hours at area businesses and agencies as well as those who work early morning or late night shifts and commute from throughout the county and region. Visitors in the area include local residents who visit waterfront destinations often with children and strollers on weekdays and weekends and have varying degrees of familiarity with the transit network; tourists embarking or disembarking cruise ships and passenger ferries—often thousands at a time—with heavy luggage; and residents who live in the corridor and need to connect with the transit corridors downtown to commute to work and destinations throughout the county.

Follow-up stakeholder discussions

Metro staff members reached out to the stakeholders and arranged follow-up conversations to learn more about their individual perspectives and preview concepts that were being considered by Metro for the Waterfront Transit Study. These conversations and meetings involved representatives of the Seattle Aquarium, the Alliance for Pioneer Square, Martin Smith Inc., and Commute Seattle, and one meeting with the North Waterfront Neighbors included

representatives from the Port of Seattle, Zulily, the Miller Nash/Graham & Dunn law firm, and the Edgewater Hotel.

Through these discussions we learned more about what the stakeholders prioritized for near- and short-term strategies. Concepts like a Shared Shuttle that is sponsored by multiple employers to provide first- and last-mile connections between employers and downtown transit corridors and other transit modes were a higher priority to some stakeholders, while others were more interested in short-term strategies that helped to assure visitors and customers that they would still be able to access waterfront destinations while the viaduct is demolished and Alaskan Way is rebuilt.

Since news broke after the March meeting that Seattle was pausing construction of the Center City Connector Streetcar, we've heard about a need for transit options that serve both Alaskan Way and First Avenue, and a need for east-west connections that provide mobility on the hill climb from the waterfront. Some comments addressed the possibility of the Madison RapidRide service connecting to the waterfront instead of terminating at First Avenue.

Meeting #2 (May 10, 2018)

Metro reviewed the project and outreach to date and described several draft concepts that were being considered for the Waterfront Transit Study. Attendees included representatives from the Seattle Aquarium, Commute Seattle, the Alliance for Pioneer Square, Martin Smith Inc., the Seattle Historic Waterfront Association/Ivar's Acres of Clams as well as staff members from partner agencies.

The conversation focused on longer-term strategies such as extending Route 125 along First Avenue, extending the trolley wire infrastructure on First Avenue to allow for routes 1 and 14 to potentially serve that corridor, and the development of a new Waterfront route serving Alaskan Way and connecting to the First Avenue transit corridor. The concepts were received well as solutions that would meet the needs as stated in the first meeting, with some discussion and questions and answers for clarification. There were also comments from stakeholders reiterating the importance of identifying and implementing short and long term solutions and highlighting the extent to which the Waterfront is a key regional destination yet both transit and parking are increasingly limited due to construction which is making it increasingly difficult to access.

Metro reviewed short term solutions including the Shared Shuttle option for Waterfront employers as well as enhanced communications, marketing, signage, and wayfinding during Alaskan Way Viaduct demolition and Alaskan Way construction to ensure visitors are aware of their options for getting to Waterfront businesses and destinations.

Waterfront transit strategies

The strategies and options described in the following sections emphasize long-term (2021 and beyond) solutions that could be successful after completion of major infrastructure projects in the area. By the end of 2018, the Alaskan Way Viaduct will be closed to all traffic and demolition will be underway. Near-term (2018-2020) strategies for addressing transportation needs have been part of other planning processes such as the Alaskan Way Viaduct Maintenance of Traffic and Communications working groups, and through agency- and organization-specific administration of construction mitigation funds awarded by WSDOT. Some near-term strategies are highlighted in this report to both add special emphasis to those options and to note where near-term strategies could extend beyond 2020.

Three distinct long-term strategies and two short-term strategies are outlined in this section. Each addresses a subset of needs identified during planning and outreach. We treated Alaskan Way and First Avenue as separate and distinct corridors. No single strategy is meant to address all identified needs in both corridors. Those that address needs on First Avenue may not address needs on Alaskan Way, and vice-versa. No strategy precludes another, so it's possible to consider and implement multiple strategies at once to address the needs of both corridors.

Summary of transit service concepts

Long-term concepts (post-construction)	Added ongoing Metro operating cost	One-time Metro capital cost	New Metro vehicles	Partner project
1. New waterfront battery bus route	X*	X*	X*	Potential partner(s) to be identified
2. Move routes 1 and 14 (Queen Anne/Seattle Center/Mt. Baker) from Third Avenue to First Avenue; new trolley wire needed		X		Potential partner(s) to be identified
3. Route 125 (Delridge) extension	X	X	X	Potential partner(s) to be identified
Near-term concepts				
1. Employer Shared Shuttle				X
2. Enhanced outreach, wayfinding, marketing during viaduct closure	X	X		X

*Impacts to Metro are dependent on whether Metro operates a new waterfront route

Long-term, post-construction strategies (2021 and later)

The focus of this report is to identify transit options for the downtown Seattle waterfront and north Belltown area along two major corridors—First Avenue and the new Alaskan Way. Major construction projects will limit the availability of transit along these corridors until 2021, when the removal of the Alaskan Way Viaduct and construction of the new surface Alaskan Way are expected to be finished. Also, the Center City Connector streetcar is expected to be finished on First Avenue by 2021. While several other projects will continue to impact the waterfront and north Belltown beyond 2021, they will generally have only minor effects on transit operations in these corridors.

These strategies rely on partnerships to succeed. Partners will be needed to fund, operate, or construct components of each strategy. Whether it's operating new vehicles, funding service hours, or building bus stops or accommodating curbside usage, these strategies will require partnerships between Metro, the City of Seattle, the Port of Seattle, and waterfront and First Avenue businesses and institutions.

Additionally, while some long-term strategies in part or in whole are not included in Metro's long range plan, METRO CONNECTS, which covers planning horizons to 2025 and 2040, the long-range plan does allow for flexibility to adapt to specific needs of areas such as the waterfront and north Belltown as these areas are studied more closely. The recommendations for the First Avenue and Alaskan Way corridors are such examples.

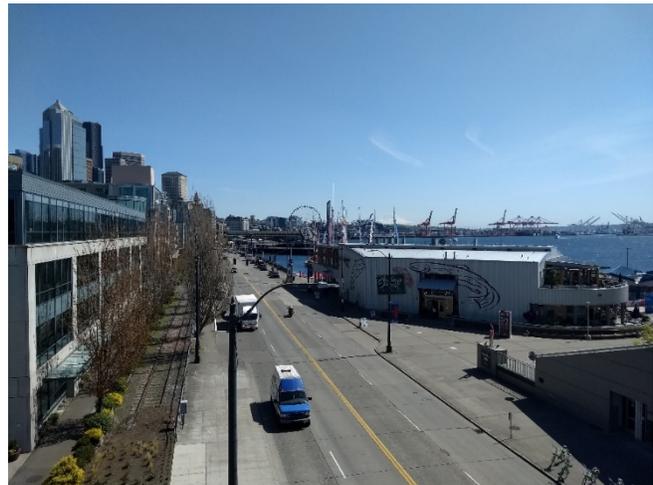
New waterfront bus route

As described in our 2014 Waterfront Transit Report, Metro or a transportation partner could create a rubber-tire bus route that serves Pioneer Square. It would go from First Avenue and Main Street up to Second Avenue, then south to South Jackson Street, west to First Avenue, north up Alaskan Way to Broad and John Streets, and loop around Thomas and Broad Streets.

The service design included six proposed waterfront stops: Marion Street, Spring Street, Pike Street, Bell Street, Vine Street, and Broad Street at the Olympic Sculpture Park. The actual stop locations would be subject to further analysis before implementation. The the 2014 report recommended a service frequency of every 10 minutes.

This proposed route would require the completion of the surface Alaskan Way and the construction of bus stops along its pathway. It could be operated with battery electric buses—the preferred rubber-tired mode identified in the 2014 Waterfront Transit Report—which would also require charging infrastructure but would showcase the latest zero-emissions technology.

The service could be operated by Metro or another provider. Metro would work with the Seattle Department of Transportation and other potential providers to make sure the service complements existing public transit options. Costs could vary depending on the operator, but a general cost estimate is included below.



Route would operate via surface Alaskan Way

This route would be an opportunity to implement a service in partnership with multiple stakeholders, including Metro, Seattle, the Port of Seattle, and organizations representing waterfront interests. Before implementation, Metro could facilitate a partnership process that could be the operating model for the service. The service could be delivered through either a public or private operator. More work is needed to design and ensure a successful partnership model.

- **Capital cost:** \$6.3 million (\$900,000 x 7 battery electric buses)
- **Operations cost:** Varies depending upon operator
- **Service frequency:** Every 10 minutes all day
- **Corridor:** Alaskan Way



New rubber-tired route via Alaskan Way

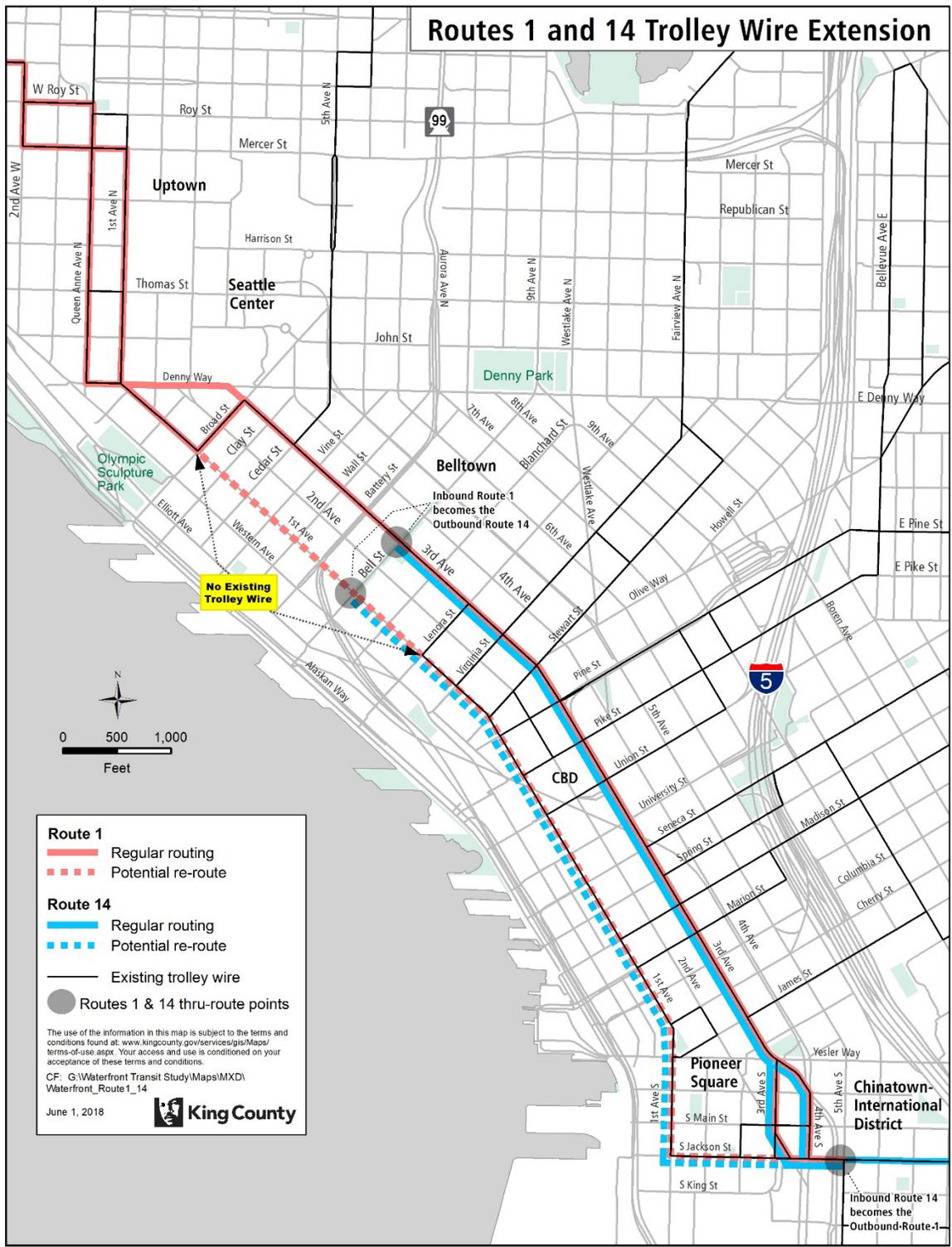
Trolley wire extension

Today, Metro operates electric trolley bus service through downtown Seattle along Third Avenue. Some trolley routes used to operate out of service along sections of First Avenue, between South Jackson Street and Virginia Street. In early 2018, that out-of-service routing, also known as “deadhead” routing, was consolidated to Third Avenue for a long-term reroute due to construction along First Avenue.

Routes 1 and 14 are trolley routes that operate seven days a week. They operate every 15 minutes during peak periods and every 20-30 minutes during off-peak times. As part of a future trolley alignment, Metro could consider shifting trolley routes 1 and 14 from Third Avenue to First Avenue between South Jackson Street and Denny Way. However, this would also require construction of additional Overhead Catenary System (OCS) wires in both northbound and southbound directions along First Avenue between Virginia Street and Denny Way.

Approximately 0.6 miles of new OCS wire would need to be constructed to ensure a continuous trolley pathway along First Avenue between South Jackson Street and Denny Way. This option would require further engineering feasibility analysis and development of capital cost estimates, given the extensive capital investment in OCS wire. Costs can vary widely for trolley projects because they can involve several complex elements, including new or upgraded electrical substations, OCS switches, and reinforced OCS wire supports. Typical projects of this scale can range from \$1 million to \$4 million. Metro would need to identify additional resources to do the necessary analysis and then construct the new OCS wire.

- **Capital cost:** Ranges from \$1-4 million for planning, design and construction
- **Operations cost:** Marginal to no change in operational cost
- **Service frequency:** Every 15 minutes during peak periods; every 20-30 minutes off-peak
- **Corridor:** First Avenue



First Avenue trolley wire extension between Virginia Street and Broad Street

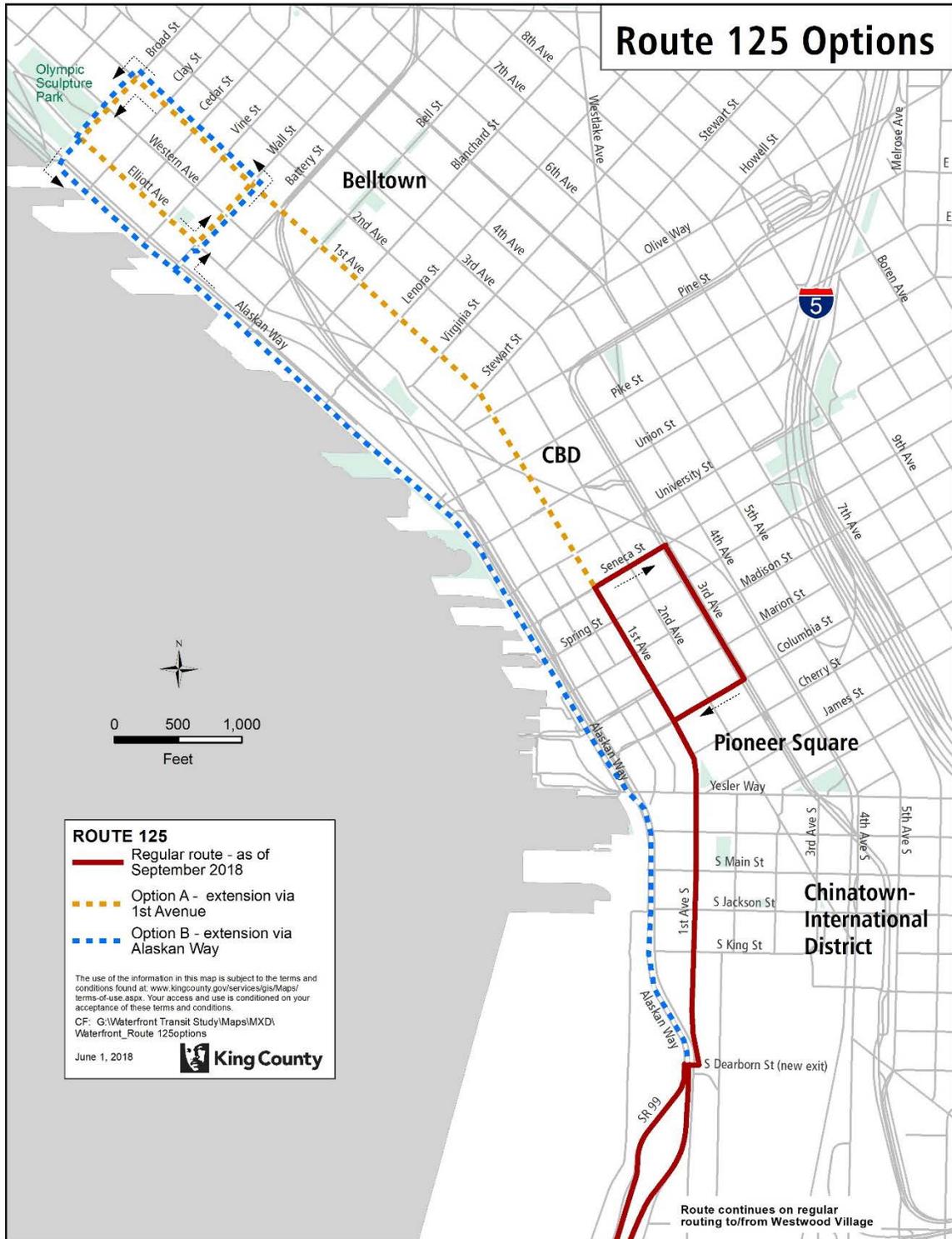
Route 125 reroute

Metro's Route 125 provides two-way, all-day service seven days a week between downtown Seattle and Westwood Village in southwest Seattle. Route 125 travels to and from downtown Seattle via the Alaskan Way Viaduct. Beginning in September 2018, it will use interim routing to downtown via the SODO district until it can operate on a new permanent pathway on the new surface Alaskan Way.

Metro could reroute and extend Route 125 to serve the north waterfront and Belltown via either First Avenue or the new surface Alaskan Way. This new routing would be dependent on completion of the new surface Alaskan Way. In advance of such a change to the route, Metro would do public and stakeholder outreach to gather feedback on a preferred alignment for the route—i.e., surface Alaskan Way or First Avenue. Metro would also do more technical analysis to see if any infrastructure changes beyond those already planned would be needed.

This option would require First Avenue to be available for transit, and the timeline directly depends on the status of the Center City Connector streetcar construction project. This option also requires additional service hours and an additional bus available during peak periods. Approximately 3,400 annual service hours would be needed to support an extension of the route north to Broad Street with existing service levels. This amounts to \$515,000 annually, plus the cost of providing the additional peak vehicle from Metro's bus fleet.

- **Capital cost:** Approximately \$750,000 for additional bus
- **Operations cost:** Approximately \$515,000 annually
- **Service frequency:** Every 15 minutes during peak periods; every 20-30 minutes off-peak
- **Corridor:** Alaskan Way or First Avenue



Route 125 could be extended via surface Alaskan Way or First Avenue

Near-term strategies (present-2021)

While the initial focus of this report is to explore strategies for serving the waterfront and north Belltown in the timeframe of 2021 and beyond, we also explored some near-term options as a result of feedback we heard during outreach for this study. Near-term strategies were largely driven by the timing of the Alaskan Way Viaduct closure in fall 2018. Outlined below are two near-term strategies meant to address how commuters could maintain access to north Belltown employers and ensure that transit riders are informed of construction impacts and understand routing and bus stop changes during demolition of the viaduct.

Employer Shared Shuttle program

Employers along the waterfront may develop shuttle services for their employees as an alternative benefit to attract talent from a wider area and save employees the costs and stress of driving alone and parking every day. Large employers (those with 100 employees or more) may find employer shuttle services to be an efficient strategy to meet their Commute Trip Reduction requirements under RCW 70.94.52. These shuttle services are offered by numerous transportation providers in King County, with a wide variety of vehicles and complementary offerings.



Employers along the waterfront and in northwest Belltown may find it advantageous to share employer shuttle services among companies. This would reduce costs to any one individual employer and improve coverage and service frequency. For example, shared employer shuttles could offer connections from the waterfront to transit hubs like Colman Dock, King Street Station (Amtrak and Sounder trains), or the International District/Chinatown light rail station. Shared employer shuttles could also offer connections from the waterfront directly to key residential areas in the region.

To develop a shared employer shuttle service, interested employers need to submit a proposal to Metro for approval under our Shared Employer Authorization Program. Metro's authorization is a requirement under RCW 35.58.250, to ensure that these new services are provided safely and equitably and complement existing transit services in the region. Proposals need to specify the following elements: 1) participating employers and provider; 2) proposed route, stop locations, and schedule; 3) proposed vehicle fleet, driver roster, and corresponding license information; 4) accessibility solution to comply with Americans with Disabilities Act requirements; and 5) commitment to Metro's data sharing protocol.

More information on Metro's Shared Employer Authorization Program is available on the program website: <https://kingcounty.gov/metro/sharedshuttles>

Enhanced outreach, wayfinding, and marketing during viaduct closure

Demolition of the Alaskan Way Viaduct is expected to begin in fall 2018. Metro and its partners at the Washington State and Seattle departments of transportation and the Port of Seattle are planning for extensive communications and outreach before and during this demolition. Many stakeholders have voiced concern about waterfront access between the viaduct demolition and completion of the new surface Alaskan Way, and when it would be feasible to implement post-construction transit options. Metro's Alaskan Way Viaduct closure outreach efforts will focus not only on closure mitigation but also on accessibility throughout the demolition period. This includes mapping and signage to direct riders to alternate bus stops and help riders stay up to date with construction reroutes.

Metro is also investing substantial operating resources to maintain service frequencies on routes affected by the viaduct demolition, even as travel times increase. We'll work with the Seattle Department of Transit to maintain accessible pathways to and from bus stops for routes near the waterfront and northwest Belltown. Metro will also continue to work with waterfront and north Belltown business and institutions to provide clear information about specific transit options, levels of service, and ways to access stops (sample included in Appendix).

Other opportunities

Successful partnerships are a key to implementation of the strategies identified in this report. Early identification and engagement of stakeholders will ensure the readiness of these long-term strategies once substantial construction of major infrastructure projects is at or near completion.

Metro is committed to exploring and identifying both funding partnerships and operating partnerships to make sure the waterfront and northwest Belltown have robust transportation options. Metro has a number of funding partnership throughout the county and could replicate similar partnership funding models for a waterfront transit service. We also support partnerships through options like the Employee Shared Shuttle (described in the previous section).

The Seattle Department of Transportation and the Seattle Office of the Waterfront also continue to plan roadway improvements that are compatible with and support transit operations along the waterfront. Metro's close partnership with these agencies will ensure that any of the options in this report would be technically feasible to operate.

Other partnership models could also extend to planning, funding, and operating new services. The new Waterfront bus route described in this report could be funded by multiple stakeholders and operated by either a public or private operator, and serve stops that would be developed in conjunction with the Seattle Department of Transportation.

Next steps & conclusion

This report outlines Metro’s recommended long-term strategies that could be implemented as soon as 2021. While our next steps will depend on construction timelines, there are several steps we can take to ensure that upon the timely completion of major infrastructure projects, Metro and our partners are positioned to advance these recommendations.

This report is a part of ongoing work to provide improved, robust transit options for the waterfront and northwest Belltown. Metro recommends that it be used for consideration in the development of future capital planning and service-hour budgeting, and as guidance for identifying and establishing partnerships for delivering the service concepts it outlines.

Appendix

- A. Waterfront meeting agendas
- B. Waterfront Advisory Group meeting notes
- C. Council motion
- D. Sample transit options material

Appendix A

King County Metro Transit Waterfront Advisory Group



Meeting #1

March 13, 2018

9:30-11:00 a.m.

Ivar's Banquet Room

Pier 54, 1001 Alaskan Way, Seattle, WA 98104

Agenda

- 9:30 a.m. **Welcome and Introductions**
- Bill Bryant, Service Development Managing Director, King County Metro
- 9:40 a.m. **Background on Waterfront/North Belltown Transit Work Plan**
- Councilmember Kohl-Welles, King County Council, District 4
- 9:50 a.m. **History of Waterfront and North Belltown Transit**
- Bill Bryant, Service Development Managing Director, King County Metro
 - David VanderZee, Transit Service Planner, King County Metro
- 10:05 a.m. **Overview of Large Public Projects in Waterfront/North Belltown Area**
- Marshall Foster, Office of the Waterfront
- 10:15 a.m. **Mobility Needs Assessment**
- Group discussion
- 10:50 a.m. **Next Steps**
- Bill Bryant, Service Development Managing Director, King County Metro
- 11:00 a.m. **Adjourn**

DRAFT 05-09-18

King County Metro Transit Waterfront Advisory Group



Meeting #2

May 10, 2018

9:00-10:30 a.m.

Ivar's Banquet Room

Pier 54, 1001 Alaskan Way, Seattle, WA 98104

Agenda

- 9:00 a.m. **Welcome and Introductions**
- Bill Bryant, Service Development Managing Director, King County Metro
- 9:10 a.m. **Waterfront/North Belltown Transit Work Plan**
- Councilmember Kohl-Welles, King County Council, District 4
- 9:15 a.m. **Update on Waterfront Projects**
- Steve Pearce, Office of the Waterfront
 - Curtis Ailes, Center City Connector Streetcar
- 9:25 a.m. **Summary of Outreach**
- Tristan Cook, Community Relations, King County Metro
- 9:30 a.m. **Presentation and discussion of long-term strategies**
- David VanderZee, Service Planning, King County Metro
- 10:00 a.m. **Brief presentation and discussion of short-term strategies**
- David VanderZee, Service Planning, King County Metro
 - Jean Paul Velez, Market Development, King County Metro
- 10:20 a.m. **Next Steps**
- Bill Bryant, Service Development Managing Director, King County Metro
- 10:30 a.m. **Adjourn**

Appendix B

King County Metro Transit Waterfront Advisory Group



Meeting #1 Notes

March 13, 2018

9:30-11:00 a.m.

Ivar's Banquet Room

Pier 54, 1001 Alaskan Way, Seattle, WA 98104

Attendees

King County Councilmember Jeanne Kohl-Welles

Jon Fowler, Legislative Aide to Councilmember Kohl-Welles

Dan Strauss, Legislative Aide to Seattle City Councilmember Sally Bagshaw

Jesse Phillips-Kress, Seattle Aquarium

Geri Poor, Port of Seattle

Billy Duss, Commute Seattle

Ryan Smith, Martin Smith Inc.

David Gudgel, Victoria Clipper

Carl Leighty, Alliance for Pioneer Square

Jim Miller, Belltown Business Association

Marshall Foster, Office of the Waterfront

Steve Pearce, Office of the Waterfront

Jessica Murphy, Office of the Waterfront

Rachel VerBoort, SDOT

Curtis Ailes, SDOT

Greg Lerner, King County Water Taxi

Bill Bryant, King County Metro

Stephanie Pure, King County Metro

David VanderZee, King County Metro

Megan Johnson, King County Metro

Tristan Cook, King County Metro

Meeting Notes

Welcome and Introductions

- Bill Bryant, Service Development Managing Director, King County Metro, opened the meeting and attendees introduced themselves.

Background on Waterfront/North Belltown Transit Work Plan

- Councilmember Kohl-Welles, King County Council, District 4, expressed her concern about the loss of Route 99 transit service this month on the Waterfront and north Belltown. The route was re-routed to 3rd Avenue in the fall of 2017 due to construction on 1st Ave then deleted in March 2018. Transit will return to 1st Avenue when the Center City Connector Streetcar begins service in 2020. She mentioned that Metro added a bus stop at 1st & Broad to help improve north Belltown access to route 29.
- Councilmember Kohl-Welles sponsored a proviso that directs Metro to develop a transit work plan that identified near term and long term mobility solutions for the Waterfront and north Belltown. She is very interested in ensuring that the plan is done right and transit access is provided for the area.
- Access is critical for residence, visitors, and an estimated 2,500 employees between Colman Dock and Pier 70. She mentioned that Bob Donegan, Seattle Aquarium Board member, says the average user of the facility is mothers with young children and strollers to illustrate the unique needs of Waterfront visitors.

History of Waterfront and North Belltown Transit

- **Bill Bryant** gave a brief overview of transit in the area, starting with the waterfront streetcar which was replaced with service on Route 99. Route 99 was moved to 1st Ave. With the Center City Connector Streetcar construction the route had to be moved to 3rd Avenue (September 2017) and then deleted (March 2018). Transit service will be replaced on 1st Ave when the streetcar begins service in 2020.
- The Emerald City Trolley provided a service geared to tourists who could purchase an all-day pass for hop-on, hop-off service that included Waterfront and other destinations, but was not a service that met the needs of non-tourists. Emerald City Trolley just announced that due to constraints of construction around the city they will not operate service the service during the summer 2018 season.
- [Waterfront Connex](#), a partnership between Emerald City Trolley and several other entities operated a pilot service for three months during the summer of 2017. Metro was not involved or aware of the program. The shuttles provided east-west connections between the waterfront and downtown. The pilot program ended and will not be offered again this year due to low ridership.
- Bill commented that while the Waterfront Streetcar and Route 99 were seen as marginal services, that is not what Metro sees for the future of service in this growing and increasingly dense area.
- **Steve Pearce** suggested we start by providing a baseline for what service exists or is planned for the area and identify gaps from there.
- **Marshall Foster**, Office of the Waterfront described partnering with Metro for a reliable, fast, frequent service. Focus on user experience and meeting needs of the dynamic mix of residence, employees, Port of Seattle, visitor community. Connecting Seattle center, north downtown, waterfront and Pioneer Square into future waterfront service.

- Solutions must consider parking resources and how people access transit; needs to be flexible and adaptive given the shifts that are occurring in the city. Solutions in the interim is inevitably a work in progress with trial and error.

Overview of Large Public Projects in Waterfront/North Belltown Area

- Marshall Foster provided an overview of major elements of waterfront program with input from Jessica Murphy.
- The public planning process that occurred between 2010-2013 identified a vision for the Waterfront that still provides a basis for the vision today. Metro was part of that process to include transit as an important part of the user experience. The transit solution should connect the area from Pioneer Square to north Belltown. It should consider parking resources and access to transit. It should be flexible and be adaptable to respond to customer's needs throughout construction.
 - Demolition of the viaduct lead by WSDOT- will begin as soon as the tunnel opens to traffic. Some early demo work will begin in late 2018.
 - Construction of Alaskan Way lead by Office of the Waterfront- early 2019 through Memorial Day 2019
 - Link to Office of the Waterfront website showing sequence of construction
 - Elliot Way (battery street exit) mid 2019-2021
 - SPU work on this as well
 - Post 2021 shift to park features
 - Public promenade
 - Waterfront park
 - Overlook walk – connects aquarium with pike place
 - All construction slated for completion in 2023
 - What's underway now
 - Pier 62 rebuilding through 2019
 - Utility relocations, moving from viaduct to surface streets, where angled parking is now going through summer 2018
 - Re-routing transit service for about a year on Columbia street starting Sept 2019 to bring service back after ramps to viaduct are gone
 - Interactive timeline is available in construction portal on office of the waterfront site <https://waterfrontconstruction.org/>
 - There will be a 3 week period when the viaduct is gone and the tunnel not yet open.
 - Transit that uses the viaduct will take an alternate path for about a year.
 - There is a viaduct demo outreach program through WSDOT. Waterfront Connex- last summer (the green shuttle).

Mobility Needs Assessment

- Q: Why didn't the Connex shuttle program work out and could Metro could be a potential partner for a service like it in the future? How quickly could something be implemented?
- Bill: State law identified Metro as the primary transit provider in King County and it must give permission to private entities operating transit. Metro is currently identifying ways to open the door for employers to team up and offer shuttles to employees. Need more public – private opportunities.
- The timeline for this process is to have a plan to deliver to KC council in July that outlines a short and long term solutions.
- David VanderZee- We need to consider both short term timelines and think about solutions that could work several years from now. What would work in the short term may not be the solution for the long term.
- Commute Seattle – need a shuttle that services King Street Center and the Ferry terminals. Wondered if it could be a shared shuttle.
- Possible evening service for restaurants
- Aquarium perspective – viaduct demolition will cut off parking facilities. Aquarium feels they will be disconnected. Want transit that comes down that sends a message that people can still get down to waterfront. Zullily is running an employee shuttle to Link and either Coleman Dock or the Sounder.
- Victoria Clipper: 3000 season ticket holders come into Seattle from Victoria. Employees coming 5:30-6 AM and leaving as late as 10 PM. Employees who work those shifts don't have transit options available. Big concern with the tunnel and losing the downtown exits. The waterfront is not currently pedestrian/bicycle friendly and that is a concern. Emerald City Trolley stopping service was a detriment. Loss of Emerald City Trolley was a loss to Clipper, was included in marketing and travel packages. Need a connection to downtown either transit or walkability.
- Trains stopping provide an extra challenge to circulation in the area including pedestrians. One issue is the crossing of the railroad tracks east of Alaskan Way, when trains are blocking the crossing.
- Belltown Business Association- parking, business displacement, concern that streetcar will reduce foot traffic people near businesses. Concerned that streetcar will simply bring people past businesses and that they will not stop there.
- Q: Many visitors have heavy luggage and rely on TNC's and cabs to get to their destinations. Where will these passengers get picked up/dropped off?
- Could we divert some transit service coming from NW Seattle to serve north waterfront – not getting focused on one solution.
- Commute Seattle – has data on zip codes of where people are originating from who use employer shuttles.
- Could Metro get bikeshare data to look at travel patterns—Spin, Limebike, etc?

- Q: Why didn't the Connex shuttle program work out and could Metro could be a potential partner for a service like it in the future? How quickly could something be implemented?
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- Commute Seattle – has data on zip codes of where people are originating from who use employer shuttles.
- Could Metro get bikeshare data to look at travel patterns—Spin, Limebike, etc?
- Q: Are there plans for transit priority along the Waterfront and north Belltown. Could there be a circulator service that has its own lane. A: traffic models show that traffic will move well through the area. Transit priority not considered at this time.

- Q: Why isn't Madison BRT continuing all the way to 1st Ave to connect to Streetcare. This seems like a missed opportunity for a connection.
- At Broad and 1st there is a pedestrian bridge but if it's after hours an announcement tells pedestrians that they are not permitted to enter. Limits foot traffic over train tracks.
- Suggestion for a campaign that provides material that can support travelers, tourists or people trying to navigate the area. Interest in messaging tools for getting around during construction.

Next Steps

- Next meeting will be scheduled for May (date is TBD)
- Metro will bring routing concepts, a range of operating costs, and ideas for how partnerships could play a role in the plan
- We'll seek your input on these concepts to help shape the final plan that the Executive will review and submit to King County Council by July 31st.

King County Metro Transit Waterfront Advisory Group



Meeting #2 Notes

May 10, 2018

9:00-10:30 a.m.

Ivar's Banquet Room

Pier 54, 1001 Alaskan Way, Seattle, WA 98104

Attendees

King County Councilmember Jeanne Kohl-Welles

Jon Fowler, Legislative Aide to Councilmember Kohl-Welles

Dan Strauss, Legislative Aide to Seattle City Councilmember Sally Bagshaw

Bob Donegan, Ivar's and Seattle Historic Waterfront Association

Jesse Phillips-Kress, Seattle Aquarium

Carl Leighty, Alliance for Pioneer Square

Steve Pearce, Office of the Waterfront

Rachel VerBoort, SDOT

Chris Eilerman, SDOT

Bill Bryant, King County Metro

Stephanie Pure, King County Metro

David VanderZee, King County Metro

Megan Johnson, King County Metro

Tristan Cook, King County Metro

Welcome and Introductions

- Councilmember Kohl-Welles: disappointed more business stakeholders aren't at the meeting, and wants their input. Encouraged by the recommendations of shared partnerships, shuttles, things like this will be helpful but being mindful that waterfront merchants have been negatively impacted. Hoping city council resolves the issue with head tax. Let her office know if there is a determination to extend time frame of report past July 31st
- Bill: Reviewed news of streetcar project delays since the first Waterfront Advisory Group meeting in March.

Update on Waterfront Projects

- Steve Pearce: look at scenarios with/without streetcar. Released 30% design plans for overlook walk – pedestrian connected from Pikes place to waterfront. Expect in long run any transit on the waterfront will have good speed and reliability.

- Chris: working with mayor's office to ensure project is on schedule. Timeline to start construction in June starting in Pioneer Square and move traffic from viaduct to 1st Avenue is delayed. When construction starts is up in the air. Possibly late 2018, likely 2019. 1st Ave utility construction expected until October, the second utility construction has been put on hold with possible termination. Wouldn't expect much more construction on 1st Ave after the fall.
- CM Kohl-Welles: Any discussion that can be brought about if mayor decides to not go forward?
- Chris: Winding things down on contractual obligations. No alternative discussed yet. Return to status quo of 2 other streetcar lines continue running.
- Rachel: G Line/Madison BRT is in developed phase. Looking at fleet options and how that impacts the operating environment. Proposal includes joint streetcar stop and having doors on both sides of bus.
- Chris: concern regarding G line and the common terminal with streetcar. G line has a substantial design, and expects it to move faster than streetcar.
- Bill: looking at battery bus options due to the operating environment.

Outreach Summary:

- Tristan: Recap of individual stakeholder meetings following the first meeting. Heard variety of needs, complexity, varying employee schedules, resident and tourist concerns. Strong interest in short term first mile, last mile connections. Employees use transit to get to work using various methods but last mile connection difficulties. Period of maximum constraint: communicating, marketing, wayfinding. Long term: connections along Alaskan way, east-west connections. Could G line provide east-west connection?
- Jon Fowler: asked if we have kept communication with stakeholders.

Presentation and discussion of long-term strategies

Route 125 Extension:

- Dave: Why look at 125: service levels on 125 are an improvement over route 99. Already portion of route that uses 1st ave. Bill: there are a couple of dozen routes that could be candidates, a vast majority of the routes provide major complications. Annual service hours about 3500-4000 service hours and additional bus.

New Waterfront Route:

- Steve: doesn't see a problem at Virginia area
- CM Kohl-Welles: would like to see the maps on power point slide to be printed larger
- Rachel: Is there existing layover options? Do we need to look at this option
- Dave: yes need curb space for layover.
- Bill: Will need half a block for parking at either both ends but at least one end.
- Steve: looking at battery powered vehicle, would need to have ability to charge, end of route issue to consider. Ideally this option is a quiet vehicle, a waterfront brand, low floor, more standing room than seats due to short trip duration. Looked at terminating at pier 70 but folks are concerned with hill climb to Seattle Center. Activity centers would benefit from being connected.
- CM Kohl-Welles: appreciates this idea.

- Rachel: are stop locations flexible from what is on the map?
- Dan Strauss: There is a right of way being unused near Broad

Trolley Wire Connection on First Ave:

- Jon: capital costs of option 3 to option 1
- Dave operating costs of option 3 a lifetime cycle cost of capital required, a capital cost associated with option 1 due to need for another bus.
- Bill the second option of a battery bus would also have a capital cost, maybe a five year pay back.
- Jon: Would envision detailed costs in the report?
- Dave: yes do envision next level of cost detail for these strategies.

Short term strategies

Shared Shuttle:

- Bob: three more connection 1,134 parking spaces have gone away. When viaduct comes down another 143 parking spaces go away. When streetcar construction gets to waterfront another 194 spaces go away. No transit. Parking shuttle that connects with local parking. 7 million people came to waterfront last year via car. Numbers come from people who have made a purchase along the waterfront. 3.5 million People come to waterfront stay at downtown hotel but can't get back to hotel due to the hill. Shared shuttle is an option. Do we have any bids?
- Jean Paul: No bids.
- Bill: confirmed
- Bob: used \$30 million to secure parking and build a lot but can't build it. May 30th largest cruise ship will be docking here.
- Seattle sightseeing tours, running double decker buses when cruise ships come. The tunnel deal in 2009 agreement stated there would be transit on waterfront. \$190 million for capital to Metro

Enhanced marketing, communications

- Bob: Maritime association, Matt Nickels has been asked to consider building ferries to connect Tacoma, Des Moines, and Expedia campus. The new terminal is already at capacity, there is ability for additional slip. Concerning.
- Bill: stated had heard the terminal already at capacity.

Next Steps

Complete draft on June 5th, June 12th submitting to code advisor. Not sure if there is a clear benefit of extending deadline, would like to stay on track.



Signature Report

October 10, 2017

Motion 14970

Proposed No. 2017-0419.1

Sponsors Kohl-Welles

1 A MOTION requiring the executive to report on plans to
2 provide public transportation service to the waterfront and
3 northwest Belltown as successive phases of construction
4 are completed on projects including, but not limited to, the
5 city of Seattle Alaskan Way, Promenade and Overlook
6 project and Center City Connector Streetcar project, and
7 the Washington state Department of Transportation projects
8 related to the Alaskan Way Viaduct demolition and
9 replacement.

10 WHEREAS, the executive has indicated that the Route 99 will need to be rerouted
11 due to construction projects, using Second and Third Avenues in downtown Seattle, and

12 WHEREAS, in 2017, King County Metro Transit, conducted public outreach
13 concerning proposed changes to service on First Avenue in downtown Seattle provided
14 by Route 99, which identified public support for the Route 99 and transit service for the
15 waterfront and northwest Belltown, and

16 WHEREAS, the executive has proposed to discontinue Route 99 with the March
17 2018 service change, has proposed a related administrative service change that would
18 revise Route 29 to provide northbound and southbound service on First Avenue between
19 Denny Way and Lenora Street and has committed to work with the city of Seattle to seek

20 approval of a southbound stop at First Avenue and Broad Street, and

21 WHEREAS, following completion of construction on the waterfront and the
22 Center City Connector Streetcar, Metro Transit intends to work with the city of Seattle
23 and other partners to provide equal or better than current transit service to northwest
24 Belltown, to other areas served by the Route 99 and to the waterfront, and

25 WHEREAS, this service is valuable to residents, workers and visitors to
26 downtown Seattle in providing access between the waterfront, northwest Belltown and
27 the central business district of downtown Seattle;

28 NOW, THEREFORE, BE IT MOVED by the Council of King County:

29 A. The executive shall submit a report and a motion that approves the report on
30 plans to provide public transportation service to the waterfront and northwest Belltown as
31 successive phases of construction are completed on projects including, but not limited to,
32 the city of Seattle Alaskan Way, Promenade and Overlook project and Center City
33 Connector Streetcar project, and the Washington state Department of Transportation
34 projects related to the Alaskan Way Viaduct demolition and replacement.

35 B. The report shall include, but not be limited to:

36 1. Options for improving service in the area of northwest Belltown currently
37 served by Route 99 and the waterfront north of Columbia Street;

38 2. Route alignments and other public transportation options that can address
39 multiple goals including travel by residents, employees and visitors; and

40 3. Partnership opportunities for implementing these improvements.

41 C. The executive should file the report and a motion required by this section by
42 July 31, 2018, in the form of a paper original and an electronic copy with the clerk of the

43 council, who shall retain the original and provide an electronic copy to all
44 councilmembers, the council chief of staff, the chief policy officer and the lead staff for
45 the transportation, economy and environment committee, or its successor.
46

Motion 14970 was introduced on 10/9/2017 and passed by the Metropolitan King
County Council on 10/9/2017, by the following vote:

Yes: 9 - Mr. von Reichbauer, Mr. Gossett, Ms. Lambert, Mr. Dunn,
Mr. McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles
and Ms. Balducci
No: 0
Excused: 0

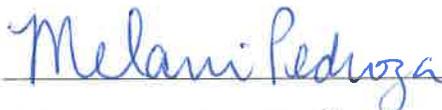
KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



J. Joseph McDermott, Chair



ATTEST:



Melani Pedroza, Clerk of the Council

Attachments: None

Appendix D

Transit Access to North Waterfront Employers

Outlined below are several transit options to access North Waterfront employers. While Route 99 will be eliminated effective in March 2018, multiple other Metro routes serve stops within less than ½ mile from several North Waterfront employers. Several options operate seven days a week.

Route 1

(daily, all-day, every 15 minutes during weekday peak period)

The primary route for commuters travelling from Pioneer Square, International District and King Street Station is Route 1. This route also provides a connection from Pioneer Square for passengers transferring from King Street Station, with a northbound stop at S Jackson St/5th Ave S, and a southbound stop at 3rd Ave S/S Main St. Route 1 serves the southbound stop at 3rd Ave/Cedar St, where passengers can walk approximately 0.4 mile to/from this stops to/from North Waterfront employers. Route 1 also serves a northbound stop at 1st Ave/Broad St where passengers can walk approximately 0.3 mile to/from this stops to/from North Waterfront employers.

Routes 2 and 13

(daily, all-day, combined frequency of 15 minutes or better during weekday peak period)

The primary routes for commuters travelling from West/Upper Queen Anne are Routes 2 and 13. Routes 2 and 13 serve the southbound stop at 3rd Ave/Cedar St, where passengers can walk approximately 0.4 mile to/from this stops to/from North Waterfront employers. Route 2 also serves a northbound stop at 1st Ave/Broad St where passengers can walk approximately 0.3 mile to/from this stops to/from North Waterfront employers.

Routes 19

(weekdays-only, peak-only, every 20-30 minutes)

Route 24

(daily, all-day, every ~30 minutes; improvement to 15 minute AM peak service coming in March 2018)

The primary routes for commuters travelling from Magnolia and Lower Queen Anne are Routes 19 and 24. These routes also provide a connection from Pioneer Square for passengers transferring from King Street Station, with a northbound stop at 4th Ave S/S Jackson St and a southbound stop at 3rd Ave S/S Main St. Both routes serve the southbound stop at 3rd Ave/Cedar St, and a northbound stop at 3rd Ave/Vine St. Passengers can walk approximately 0.4 mile to/from these stops to/from North Waterfront employers.

Route 29

(weekdays-only, peak-only, every ~15 minutes)

The primary route for commuters travelling from Ballard and Upper Queen Anne is Routes 29. Beginning in March 2018, Route 29 will have a new pair of bus stops, on Broad St/1st Ave northbound and on 2nd Ave/Broad St southbound. Along with existing routes operating on 3rd Ave, these additions to Route 29 would provide a similar connection to Route 99 to serve the Belltown area near North Waterfront employers.

Route 33

(daily, all-day, every 15 minutes during weekday peak period)

The primary route for commuters travelling to/from Magnolia is Route 33. This route also provides a connection from Pioneer Square for passengers transferring from King Street Station, with a northbound stop at S Jackson St/4th Ave S, and a southbound stop at 3rd Ave S/S Main St. Route 33 serves the southbound stop at 3rd Ave/Cedar St, where passengers can walk approximately 0.4 mile to/from this stops to/from North Waterfront Employers. Route 33 also serves a northbound stop at 1st Ave/Broad St where passengers can walk approximately 0.3 mile to/from this stops to/from North Waterfront employers.

Metro Transit Service to North Waterfront Employers

DRAFT Feb. 2018

