

One Center City Potential Near-term Strategies



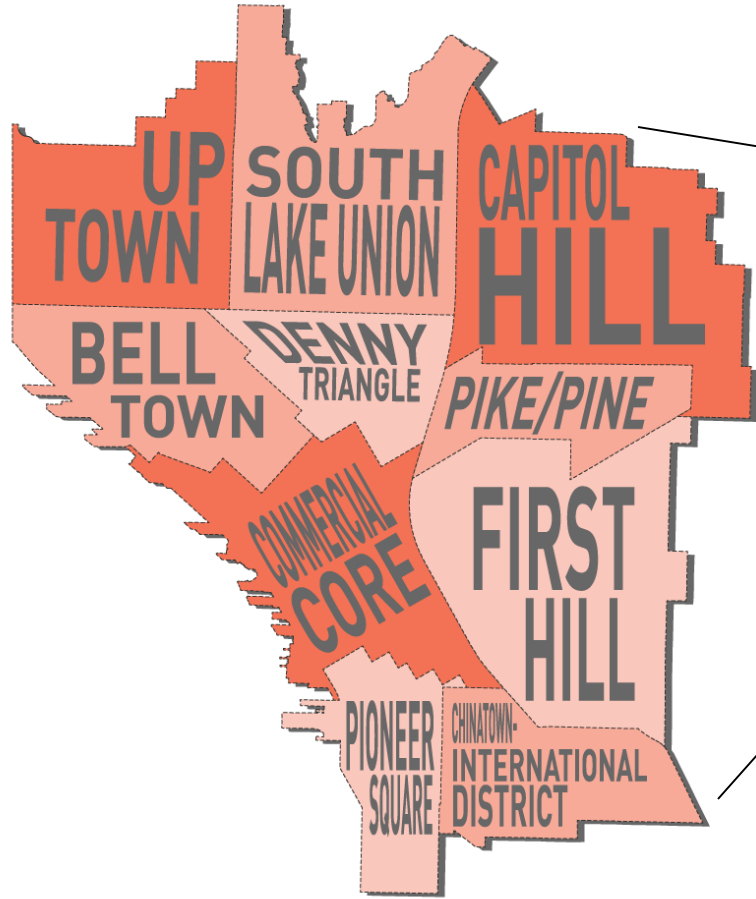
Seattle Transit Advisory Board
February 22, 2017

ONE CENTER CITY

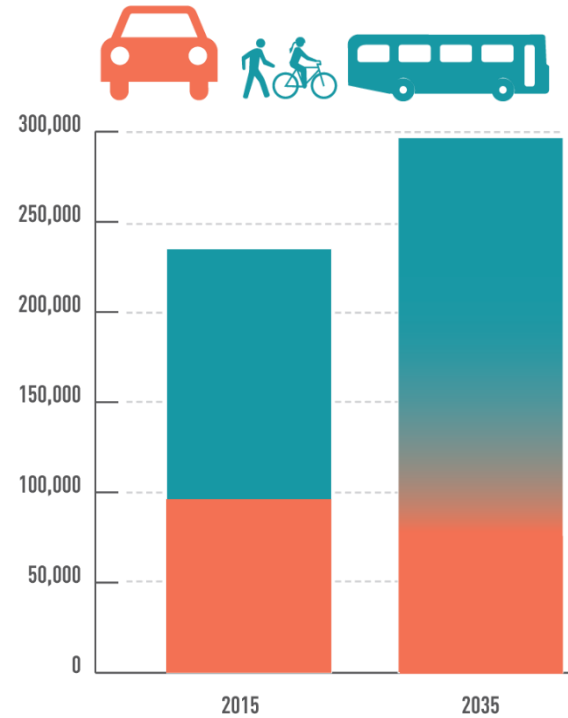
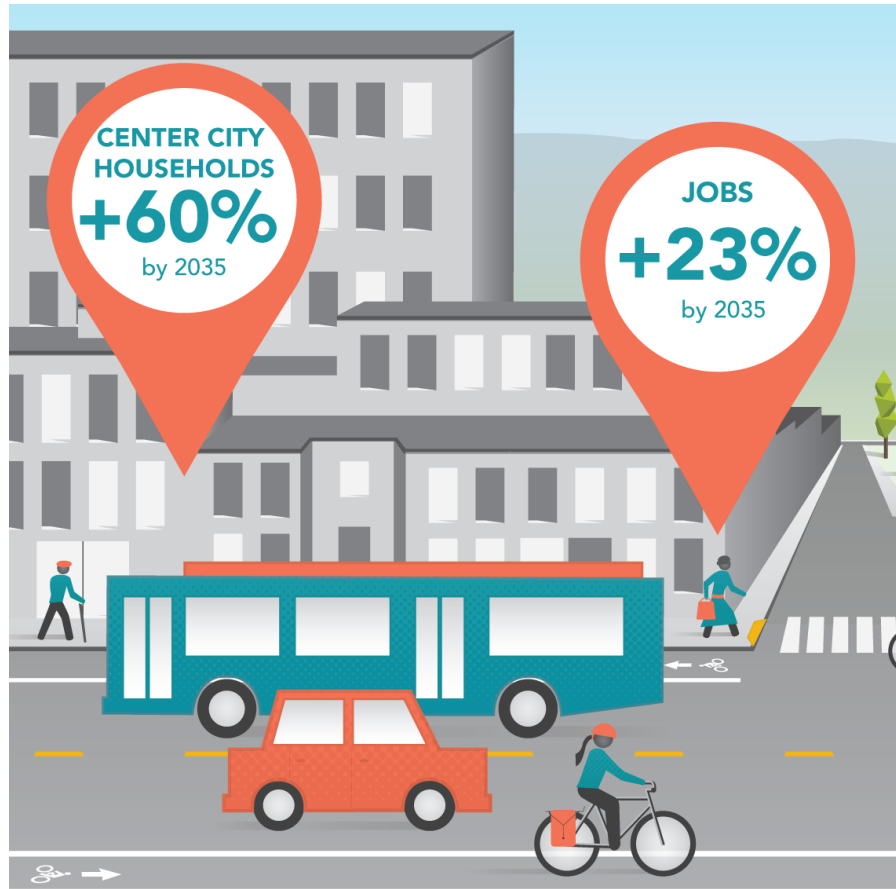
- Unified and integrated plan for how we:
 - **Move** through,
 - **Connect** to, and
 - **Experience** Center City
- Many communities, perspectives, and partners
- Project sponsors
 - City of Seattle
 - King County Metro
 - Sound Transit
 - Downtown Seattle Association
- 20-year Vision
- Action Plan for Near-Term, Mid-Term, and 20-year Horizon



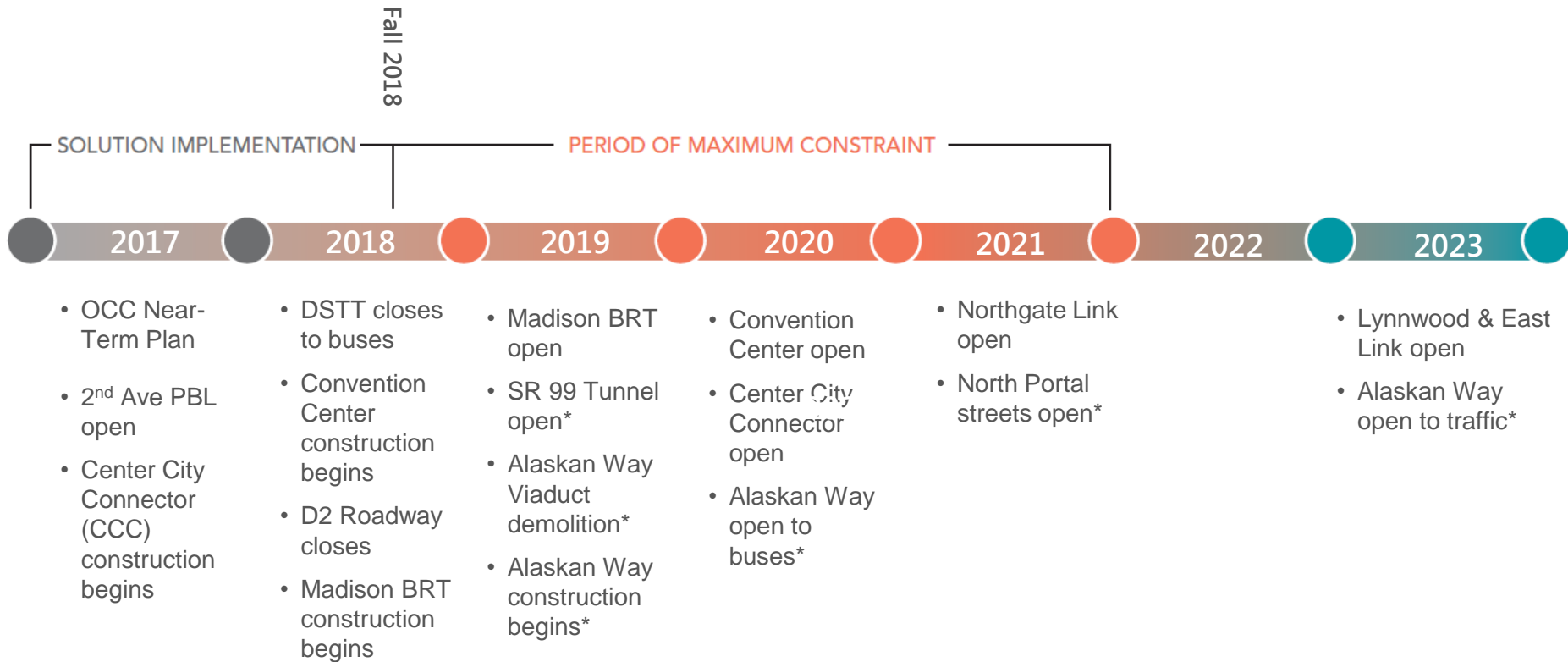
WHERE IS THE CENTER CITY?



WHY ONE CENTER CITY?



A TIMING CHALLENGE



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

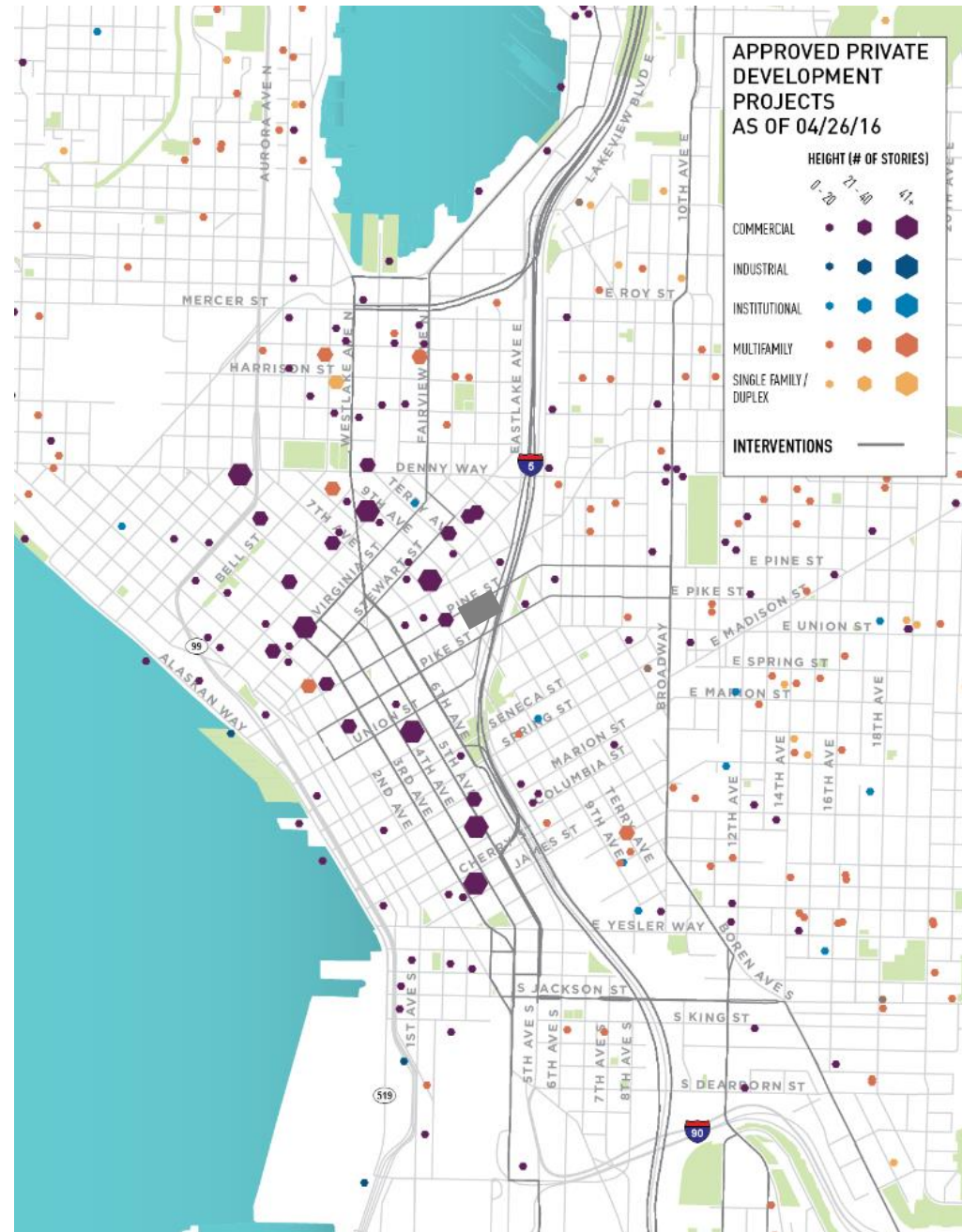
TRANSPORTATION SYSTEM CHANGES

- Light rail expansion
 - Northgate Link
 - East & Lynnwood Link
 - Federal Way Link
- SR 99 tunnel and Seattle Waterfront
- Center City Connector Streetcar
- Rapid Ride Expansion
 - 13 new corridors in King County by 2024
 - 7 of the 13 in Seattle
- Center City Bike Network



OPPORTUNITY AND GROWTH

- 10,000+ residential units under construction (June 2016)
- 11M+ square feet of institutional, office and retail space approved or under construction (June 2016)
- Convention Center Addition



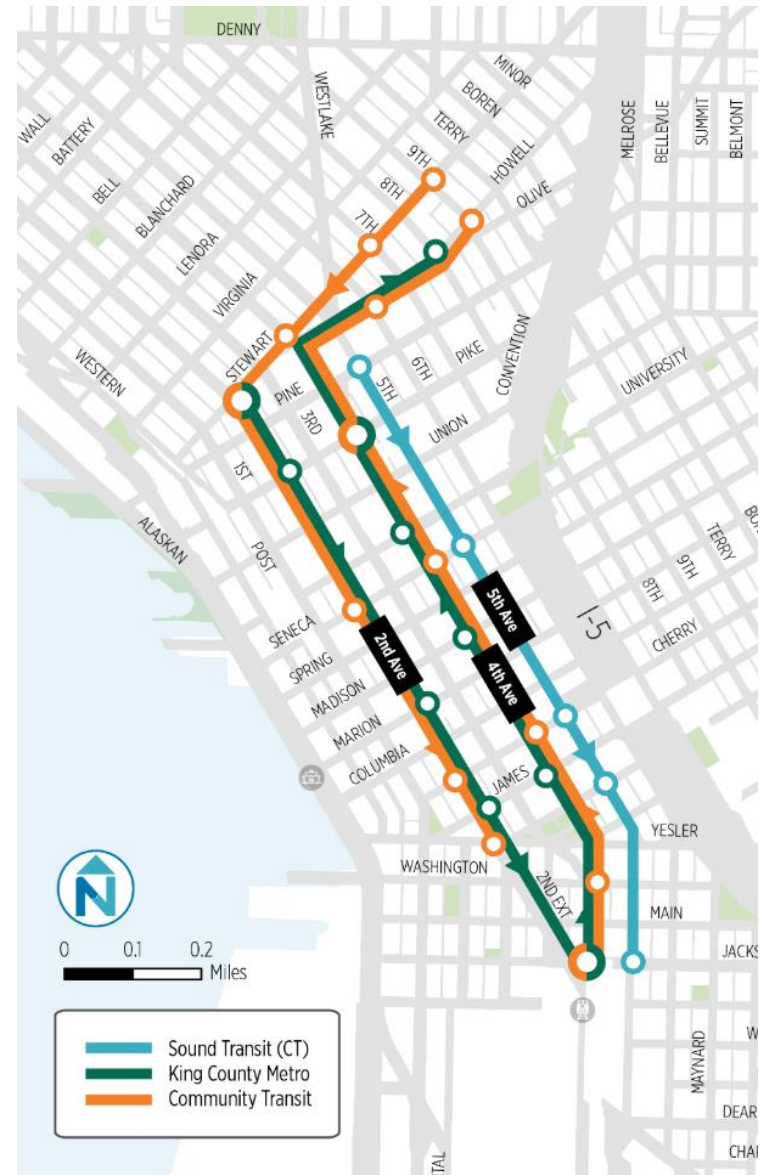
BUS OPERATIONS IN DOWNTOWN SEATTLE TRANSIT TUNNEL (DSTT)

- Seven regional routes to downtown
- 40 buses per direction during PM peak hour
- 15,000 riders during the PM peak period (3-7 PM)



NO ACTION NOT AN OPTION

- Longer travel times
- Reduced travel reliability
- More passengers waiting on sidewalks
- Less space for other uses
 - Bikes
 - Delivery vehicles
 - Service providers
 - Taxi and for-hire vehicles
- Additional cost to transit providers



POTENTIAL NEAR-TERM STRATEGIES

Surface Street
Operations



CC Bike Network
Implementation

Programs &
Management
Strategies



Pedestrian &
Public Realm



Transit Service
Restructuring

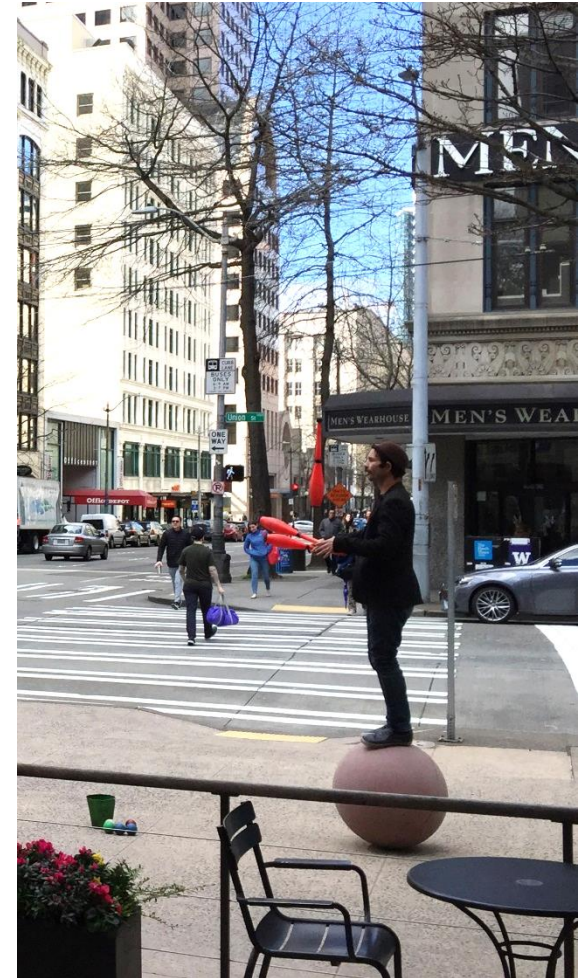
ONE CENTER CITY GUIDING PRINCIPLES

- **Flexibility:** Create flexible systems that can evolve over time by taking a system-wide view and challenging long-held assumptions.
- **User experience:** Create an easy to use and intuitive system by prioritizing accessibility, pedestrian mobility, wayfinding, and multimodal connectivity.
- **Equity:** Design for the health, safety and well-being of all who live in our community using established race and social justice guidelines.
- **Well-being:** Support social sustainability and economic prosperity for all.



ONE CENTER CITY GUIDING PRINCIPLES (CONT.)

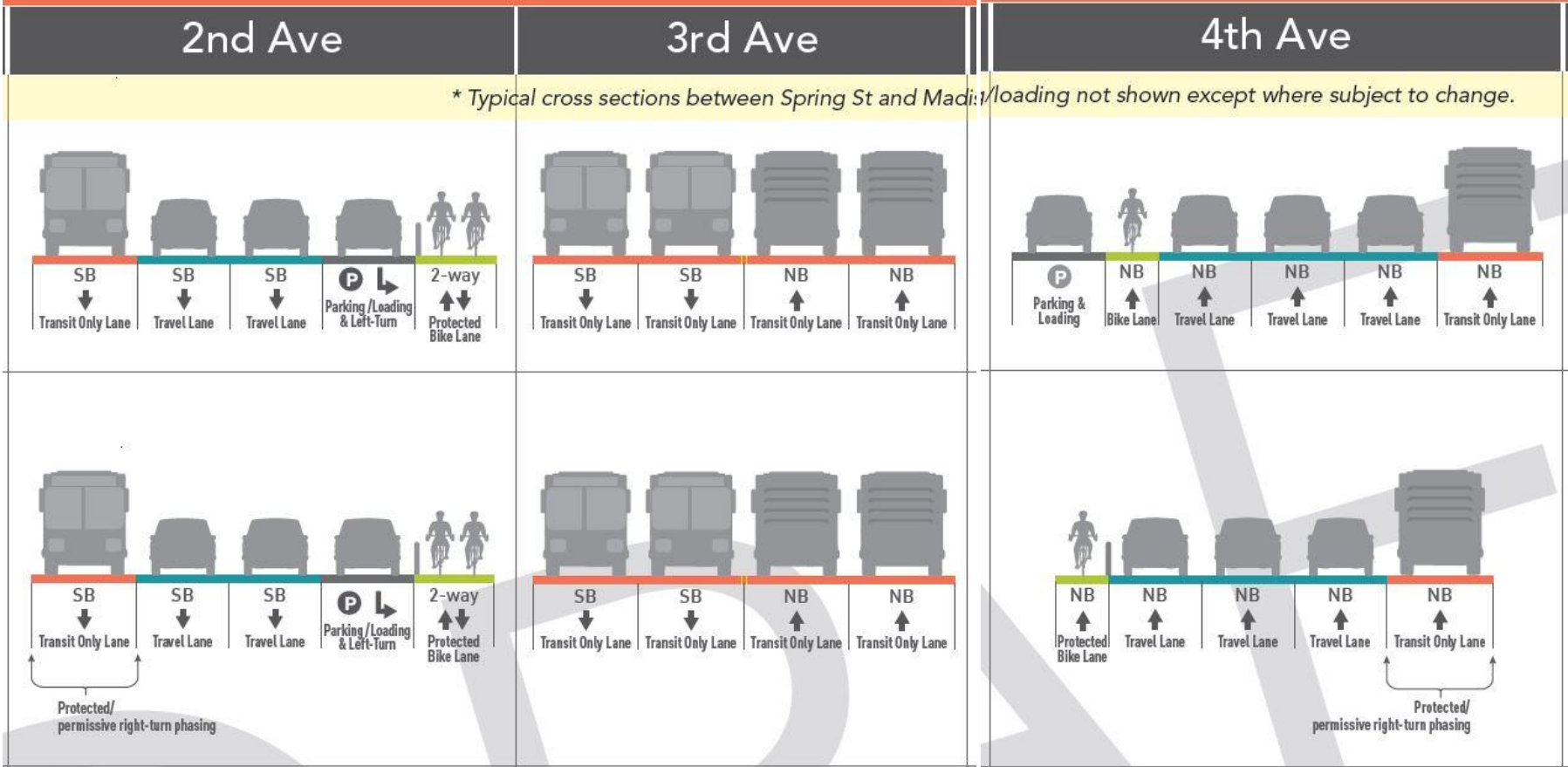
- **Optimization:** Optimize use of limited street and sidewalk space for people and goods.
- **Transportation:** Provide safe, affordable, comfortable, reliable, and convenient transportation options for all users of all abilities – daytime and nighttime, commuters and non-commuters, and those needing timely multiple connections.
- **Public space:** Design the street experience and public realm so that they are inviting, engaging, safe, and supportive of social connections and community-building.
- **Stewardship:** Reduce vehicles and emissions and use sustainable building practices.



POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option B: OPERATIONAL ENHANCEMENTS

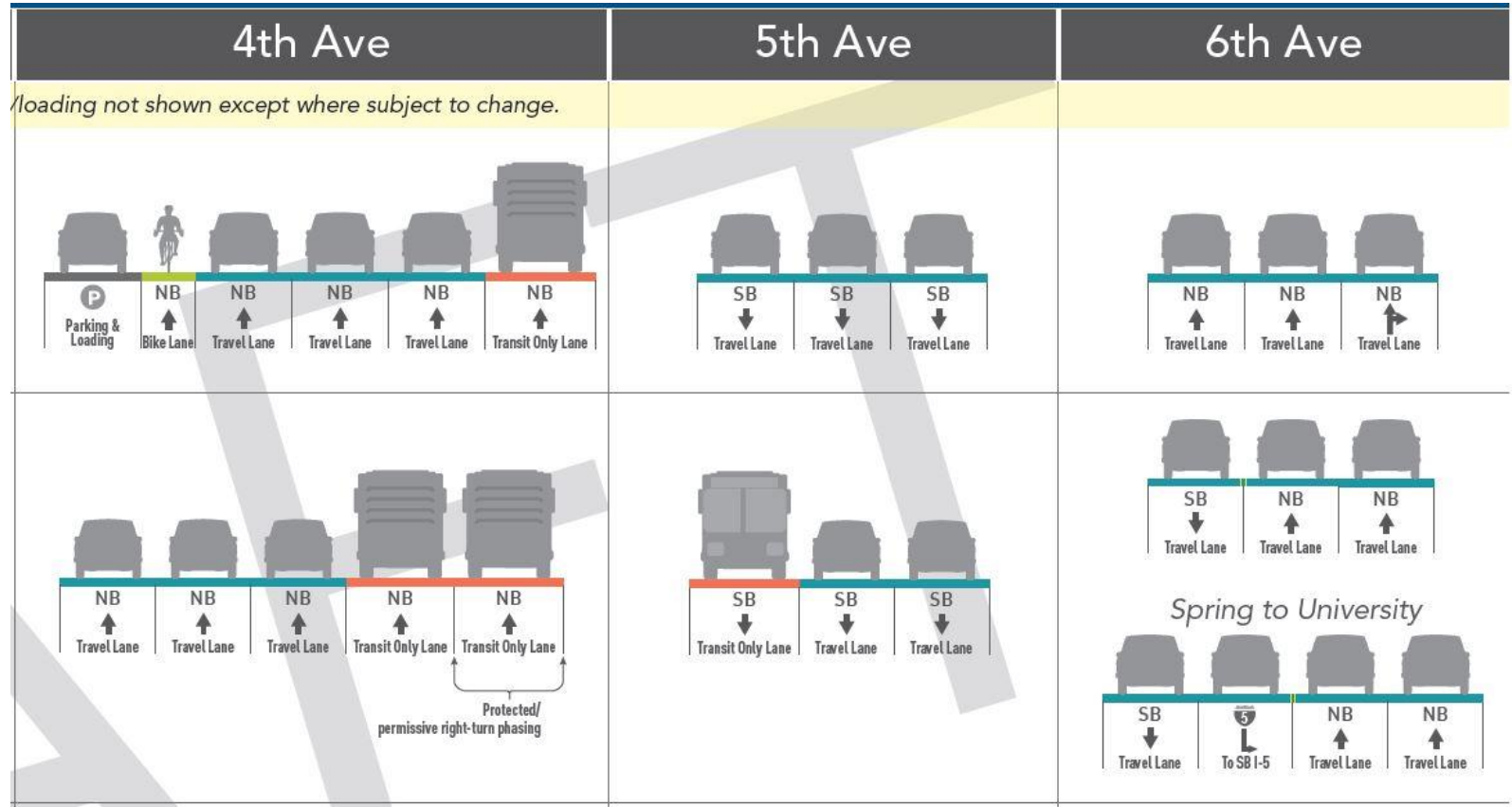
- Signal modifications
- Passenger loading enhancements
- Northbound protected bike lane on 4th Avenue; southbound on 5th Avenue



POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option C: 4TH AND 5TH AVENUES TRANSIT COUPLET

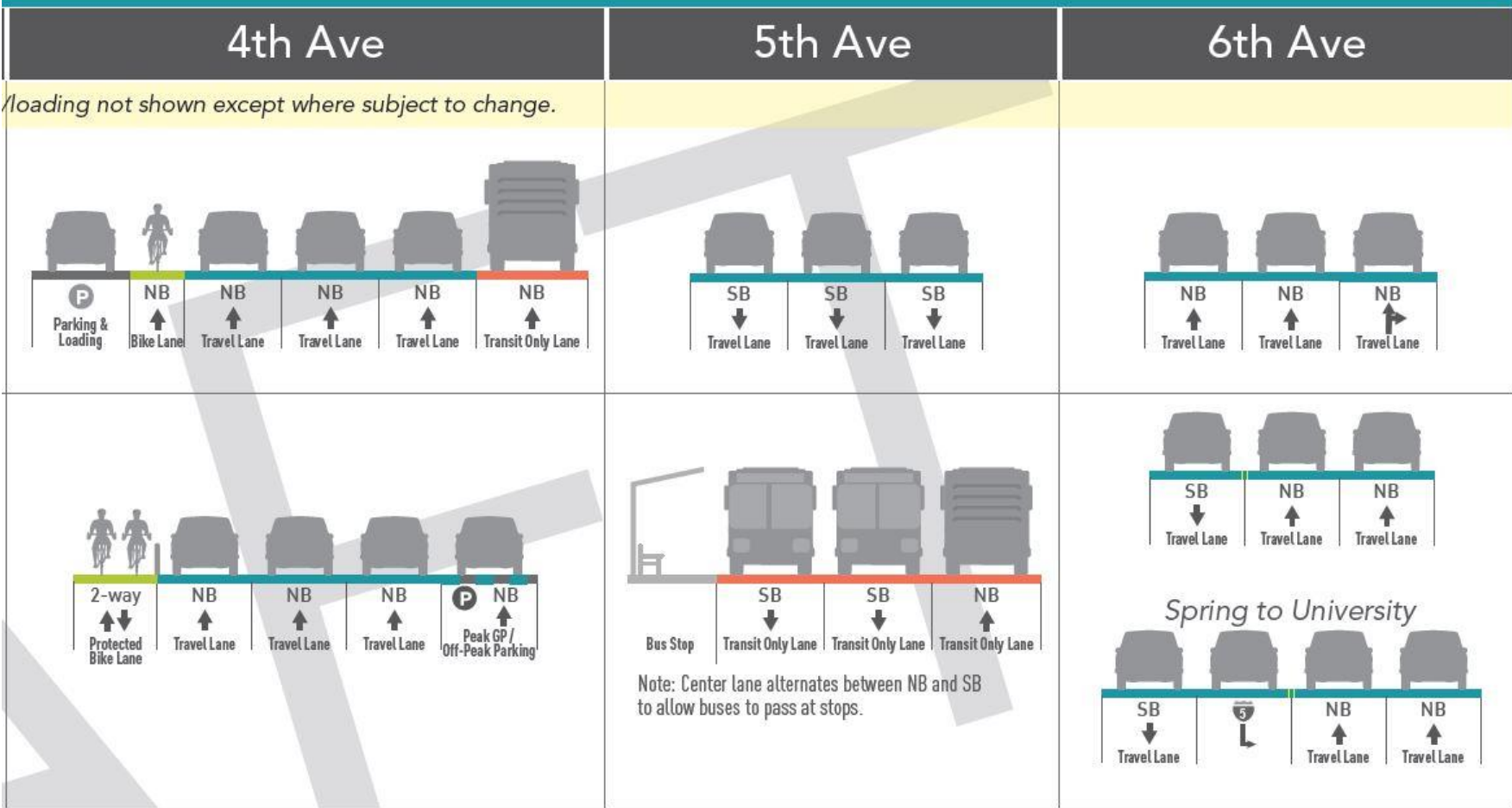
- Second NB Transit Lane on 4th
- Remove bike lane on 4th
- Southbound Transit Lane on 5th
- Two-way 6th Avenue



POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option D: 5TH AVENUE TWO-WAY TRANSIT STREET

- Two-way transit-only on 5th
- Remove bus lanes on 2nd and 4th
- Two-way protected bike lanes on 4th
- Two-way 6th Avenue



POTENTIAL SURFACE STREET OPERATIONS STRATEGIES OVERVIEW

	Change from Today				Pedestrian Experience at Hubs and Major Bus Zones	Surface Street Project Capital Cost	Opportunity to Implement Northbound and Southbound Protected Bike Lane (East of 3rd Ave)	Potential for On-Time Delivery
	Change in Transit Travel Time & Reliability (Downtown Bus Riders)	Additional Downtown Transit Operating Costs (Bus Only)	General Purpose Traffic Travel Time	Change in On-Street Parking & Loading Spaces				
Option A: 2019 Baseline	Travel Time: +3.5 min. per rider during peak period Reliability: LOW	+\$7-\$8M annually	Northbound: +0.3 min. average of 4th & 6th Ave Southbound: +3.0 min. average of 2nd, 5th, & 6th Ave	No Change	2ND 3RD 4TH 5TH	N/A	LOW	N/A
Option B: Operational Enhancements to 2nd, 3rd, 4th, & 5th	Travel Time: +1.9 min. per rider during peak period Reliability: MED	+\$1.5-\$2.5M annually	Northbound: No Change average of 4th & 6th Ave Southbound: +2.8 min. average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -1 Passenger Load Zones: -4 Parking Stalls: -25 <small>during PM peak period</small>	2ND 3RD 4TH 5TH	\$11-\$14M	MED	HIGH
Option C: 4th & 5th Avenue Transit Couplet	Travel Time: +1.7 min. per rider during peak period Reliability: MED	+\$0.5-\$1M annually	Northbound: +1.2 min. average of 4th & 6th Ave Southbound: +3.4 min. average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -6 Passenger Load Zones: -19 Parking Stalls: -45 <small>during PM peak period</small>	2ND 3RD 4TH 5TH	\$14-\$17M	LOW	MED
Option D: 5th Avenue Two-Way Transit Spine	Travel Time: No Change per rider during peak period Reliability: HIGH	+/- \$0M annually	Northbound: +0.7 min. average of 4th & 6th Ave Southbound: No Change average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -3 Passenger Load Zones: -4 Parking Stalls: -36 <small>during PM peak period</small>	2ND 3RD 4TH 5TH	\$22-\$28M	MED	LOW

PIKE & PINE SURFACE STREET STRATEGIES

- Bus lanes: 1st – 9th
- Protected bike lanes: 2nd – Broadway



Option B – PBL pair on Pike (8th-Broadway)

Option C – One-way Couplet

UNION, PIKE & PINE SURFACE STREET STRATEGIES OVERVIEW

	Change from Today						
	Transit Travel Time (Corridor Bus Riders)	Additional Downtown Transit Operating Costs (Bus Only)	General Purpose Traffic Travel Time (Between 1st Ave & Broadway)	Change in On-Street Parking and Loading Spaces	Surface Street Project Capital Cost	Pedestrian Experience at Major Bus Zones	Potential for On-Time Delivery
Option A: 2019 Baseline	+0.5 min. (2%) between 1st Ave & Broadway	No Change existing Pike/Pine bus routes -\$0.5M annually for route 41	Westbound (Pine): +1.0 min. Eastbound (Pike): No Change	No Change	N/A		
Option B: Downtown Couplet with Pike PBL Pair East of 8th Ave	+0.5 min. (2%) between 1st Ave & Broadway	No Change existing Pike/Pine bus routes -\$0.5M annually for route 41	Westbound (Pine): +0.5 min. Eastbound (Pike): +4.2 min.	Commercial Load Zones: -16 Passenger Load Zones: -22 Parking Stalls: -78	Under Development		
Option C: One-Way Couplet on Pike & Pine Streets	No Change between 1st Ave & Broadway <i>assumes parking & loading lane option on Pike & Pine - transit lane option may reduce transit travel times</i>	No Change existing Pike/Pine bus routes -\$0.5M annually for route 41	Westbound (Pine): +0.5 min. Eastbound (Pike): +3.4 min.	Commercial Load Zones: -8 Passenger Load Zones: -19 Parking Stalls: -30 <i>assumes parking & loading lane option on Pine</i>	Under Development		

POTENTIAL TRANSIT SERVICE RESTRUCTURING STRATEGIES

- Change bus routes to reduce number of bus trips going through the downtown core
- Deliver transit riders to light rail or bus routes



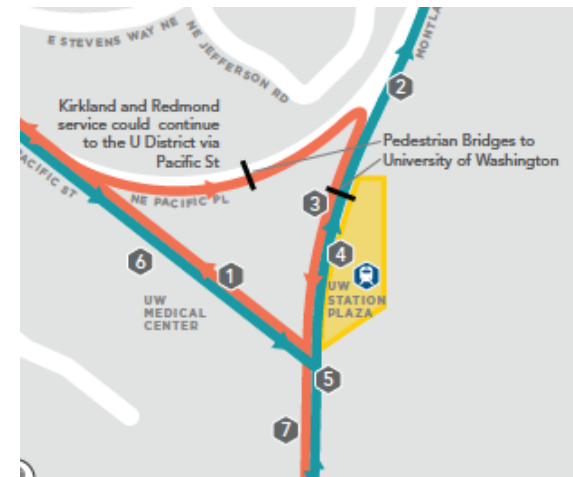


POTENTIAL PEDESTRIAN AND PUBLIC REALM STRATEGIES

- Improve pedestrian connections at transit hubs and major bus zones
- Activate public realm
- Declutter unnecessary street furniture, bus stop facilities, and signage



International District/Chinatown Station



University of Washington Station



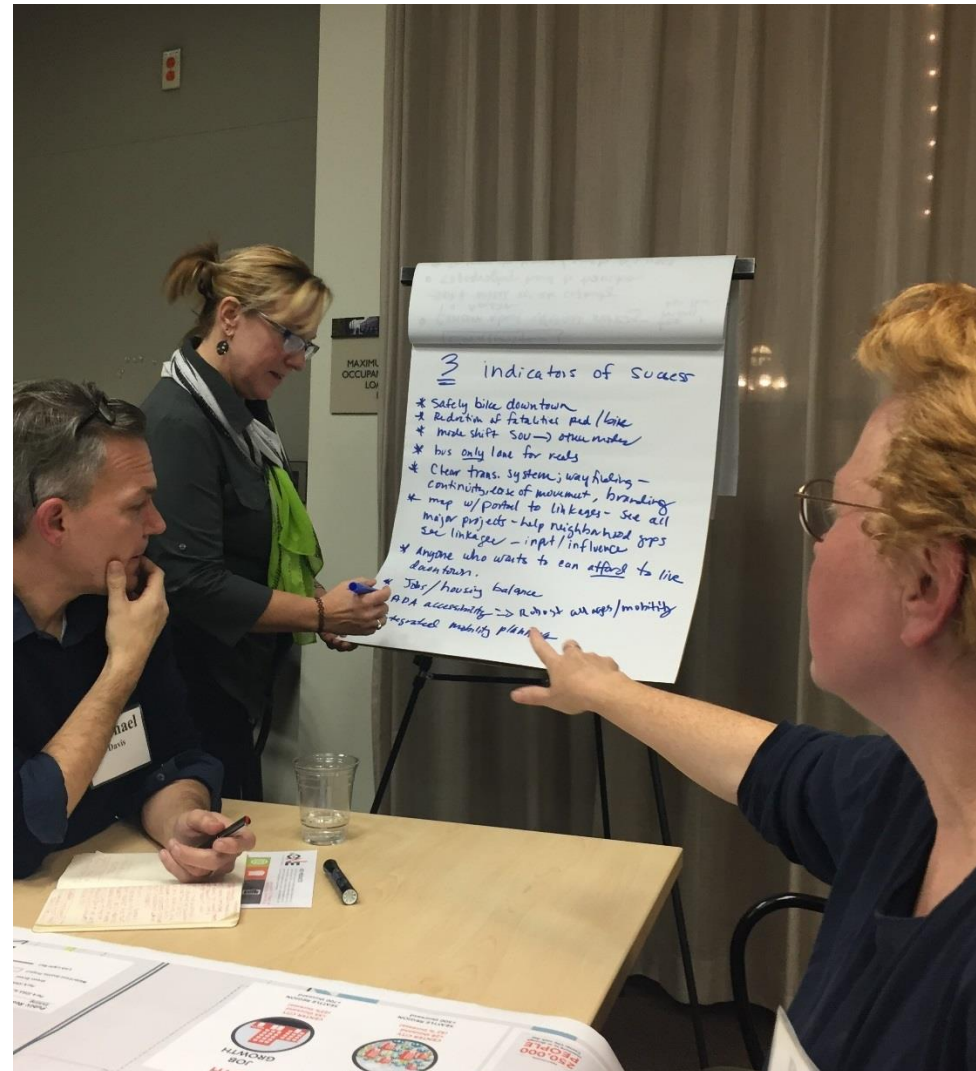
PROGRAMS AND MANAGEMENT STRATEGIES

- Parking management
- Wayfinding
- Real-time information
- Transportation demand management
- Curb management
- Shared mobility



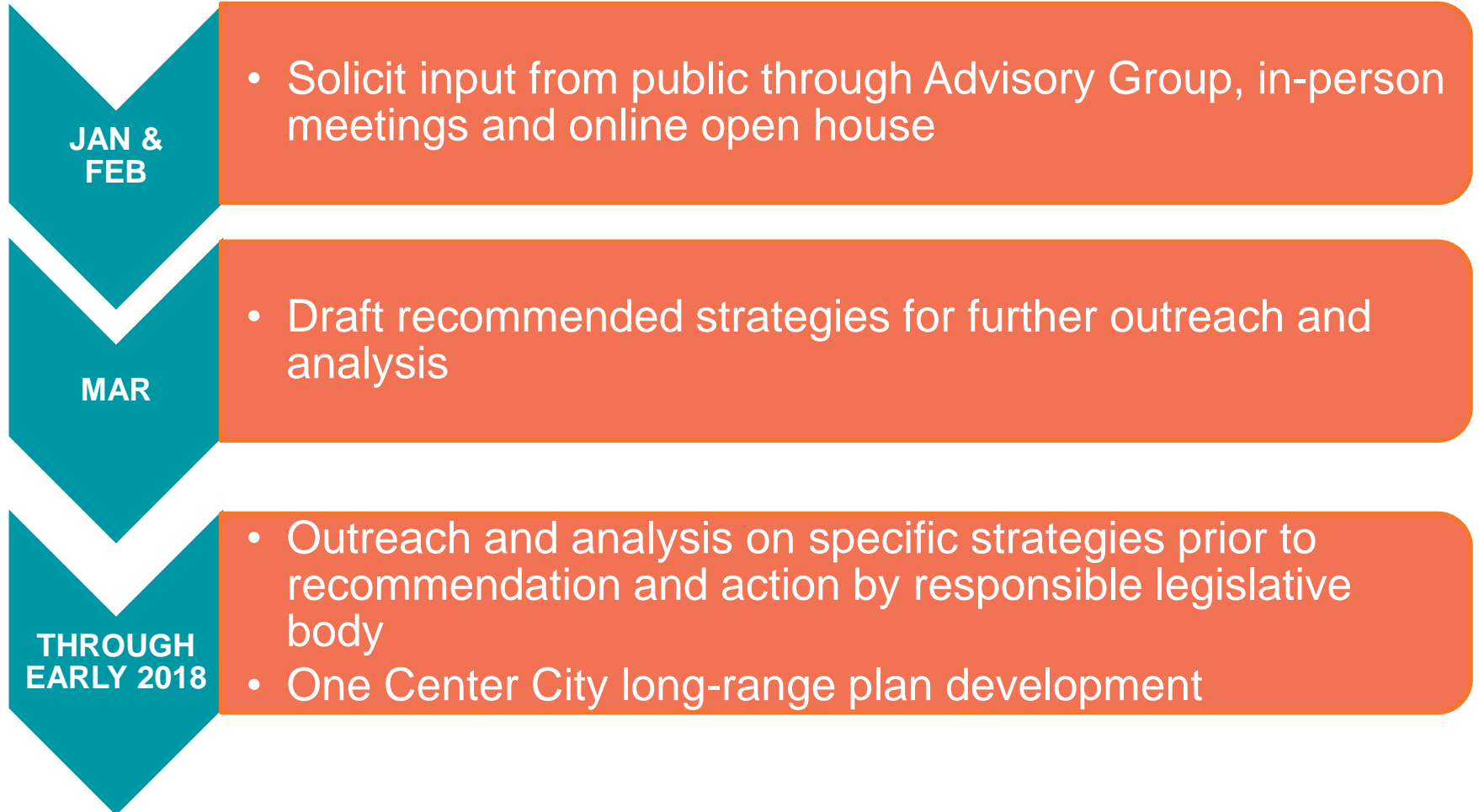
WHAT WE'VE HEARD (THUS FAR)

- Include or incorporate safety improvements
- Include TDM and other measures to reduce auto demand
- Include freight and delivery strategies
- Performance measures do not capture added capacity and safety benefits of the Center City Bike Network
- How would increased bus volumes on 5th affect retail?



NEAR-TERM STRATEGIES

DECISION ROADMAP



NEAR-TERM STRATEGIES

ONLINE OPEN HOUSE

<https://onecentercity.participate.online/>



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We're working to make it easier
to get around Center City.

[VISIT OUR ONLINE OPEN HOUSE TO LEARN MORE](#)



One Center City will bring together many communities, perspectives and partners, to create a 20-year plan for how we move through, connect to, and experience Seattle's Center City neighborhoods. It is a public/private partnership between the City of Seattle, King County, Sound Transit, and the Downtown Seattle Association.

ONE CENTER CITY NEIGHBORHOODS



QUESTIONS

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