

# One Center City Update on Near-term Projects

Seattle Transit Advisory Board

September 27, 2017



A bus stop shelter with a route list and a map. The route list includes the following numbers:

41	422
252	424
257	510
268	511
311	512
402	513
405	545
410	
415	
417	





**NEAR-TERM PROJECTS (2017-2023)**

## TYPES OF NEAR-TERM SOLUTIONS



Traffic Operations



Transit Speed, Reliability, & Customer Experience



Bus Service Restructures



Hub Area Improvements



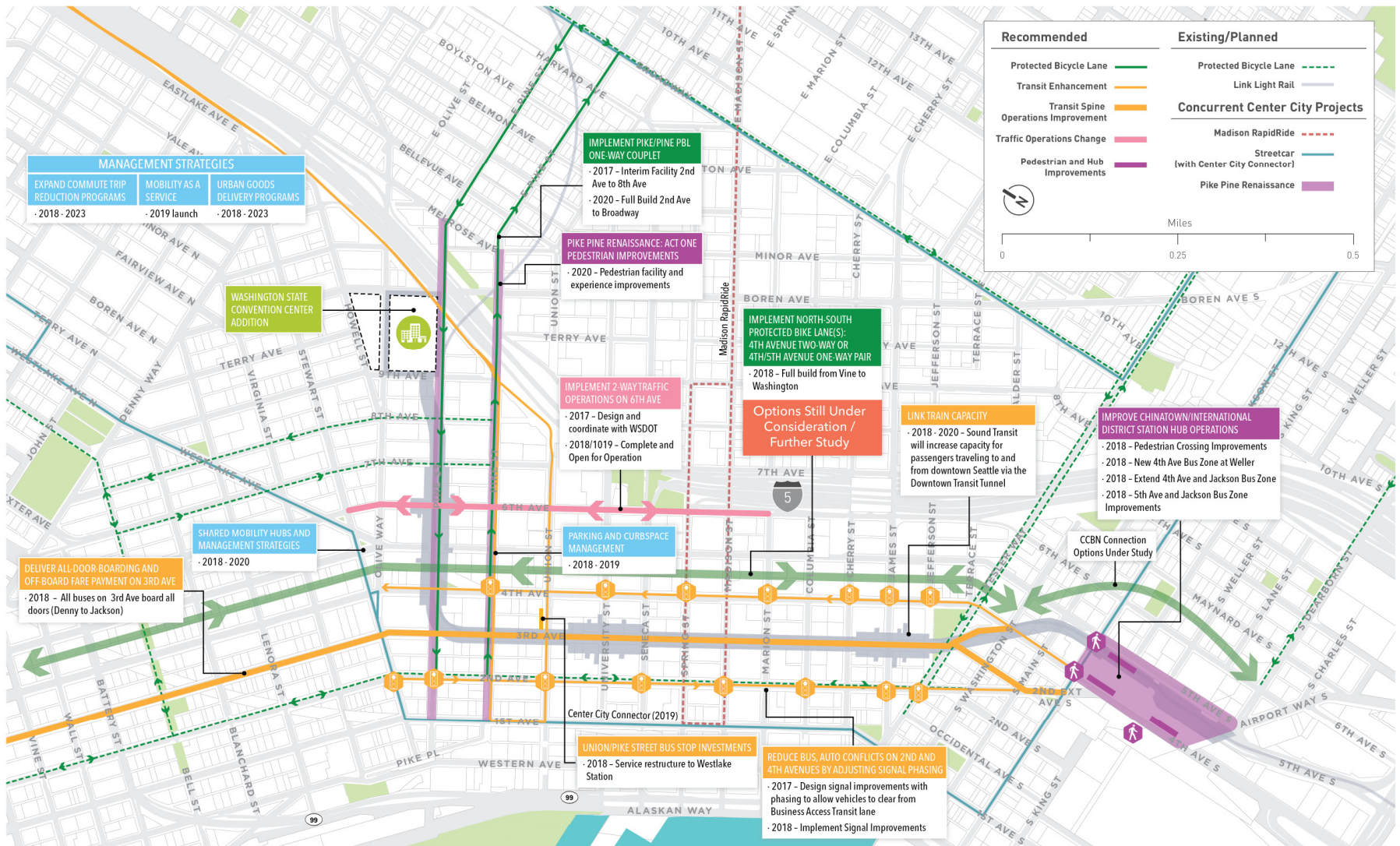
Pedestrian Experience and Accessibility



Center City Bike Network Connections



Management Strategies

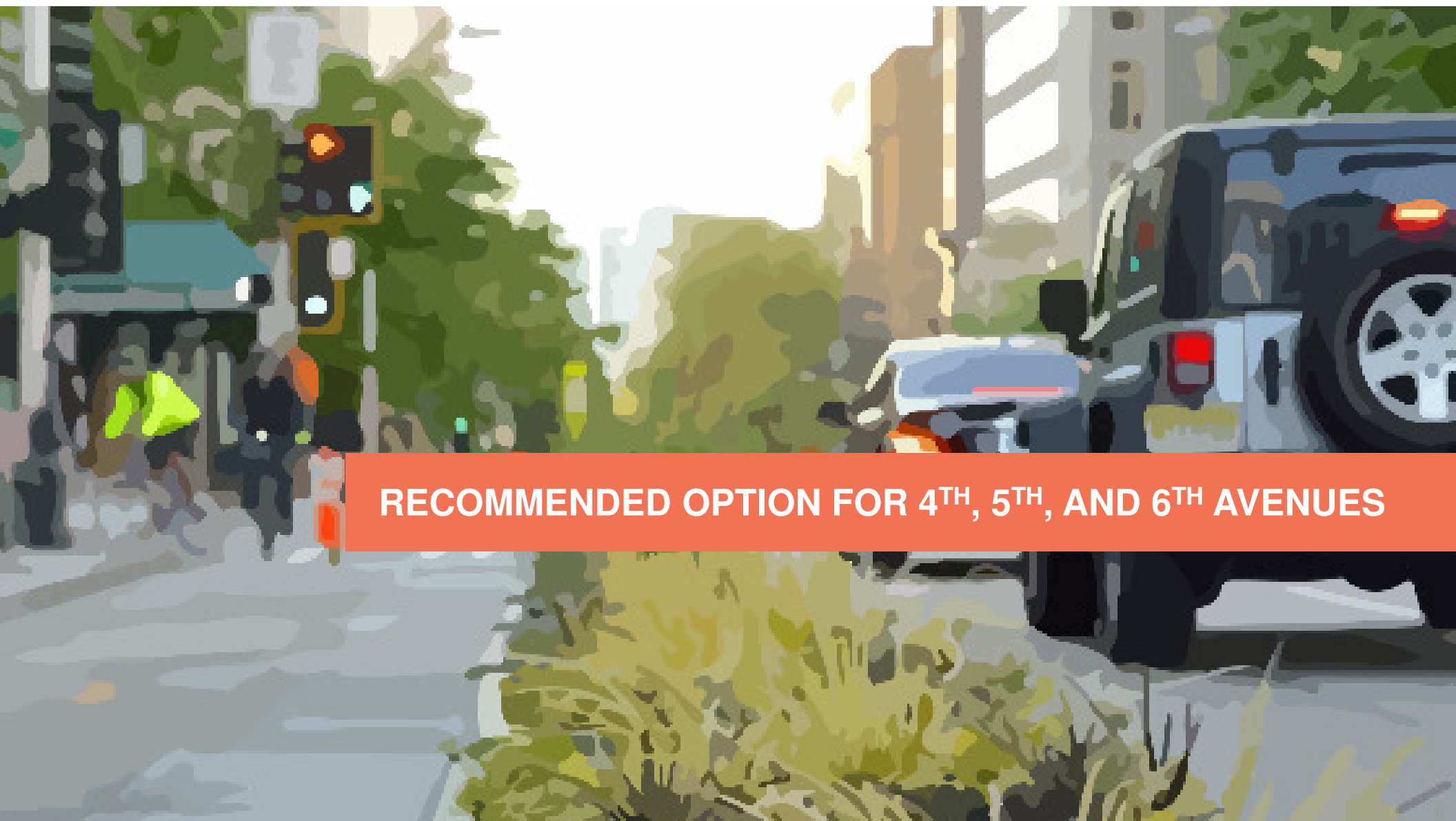


## NEAR-TERM MOBILITY CAPITAL PROJECTS (JUNE 2016)

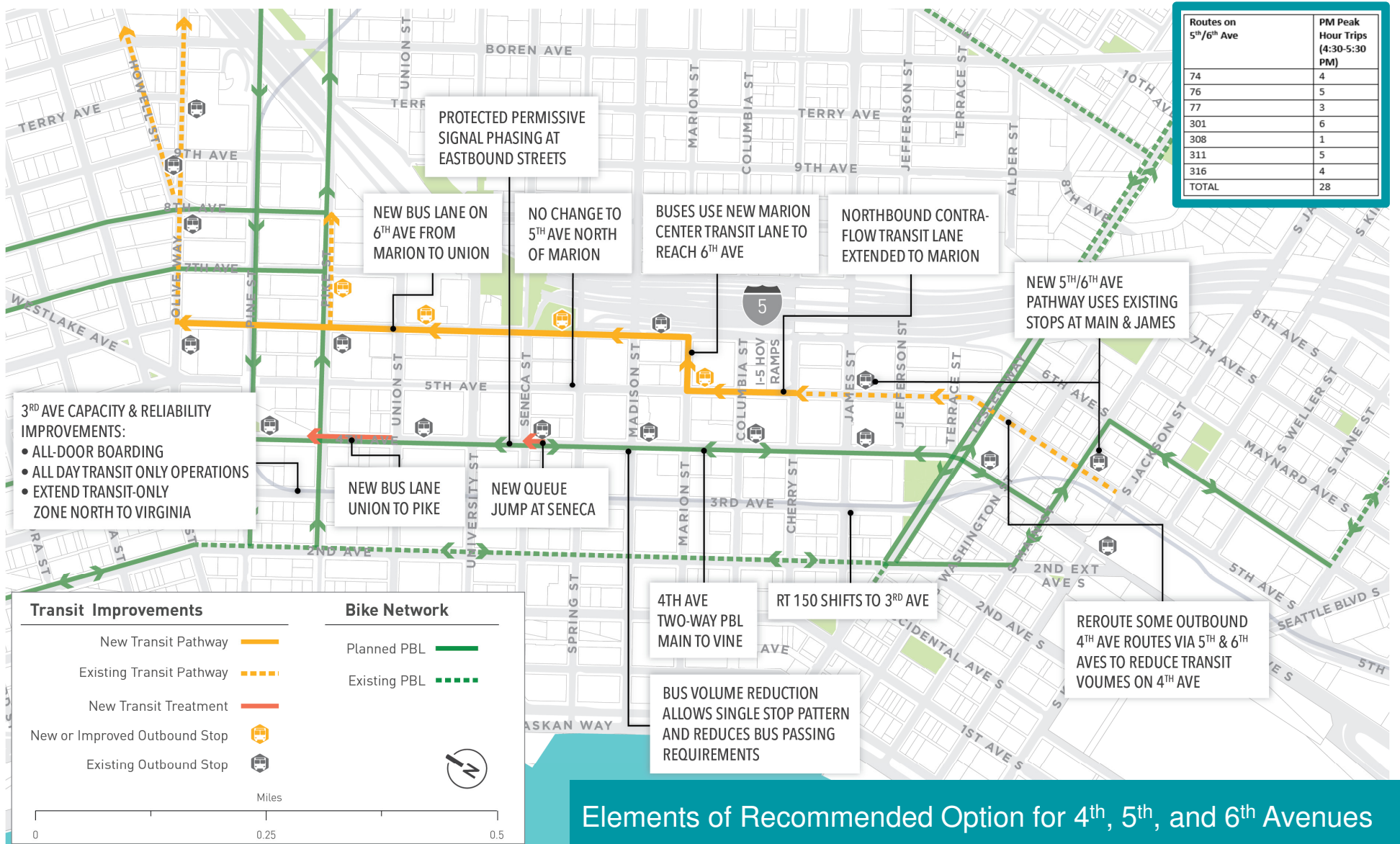
## OBJECTIVES FOR 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> AVENUES CORRIDOR

- Improve safety for all users
- Keep transit moving at speeds close to or better than existing
- Deliver a safe, all ages and ability protected bicycle lane east of 3<sup>rd</sup> Ave from Vine to Main Streets
- Provide a safe transit operating environment that accounts for passing needs (if skip stop operation is maintained)
- Improve the pedestrian experience and the public realm





**RECOMMENDED OPTION FOR 4<sup>TH</sup>, 5<sup>TH</sup>, AND 6<sup>TH</sup> AVENUES**



## Elements of Recommended Option for 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> Avenues

## PERFORMANCE OF RECOMMENDED PACKAGE FOR 4<sup>TH</sup>, 5<sup>TH</sup>, AND 6<sup>TH</sup> AVENUES

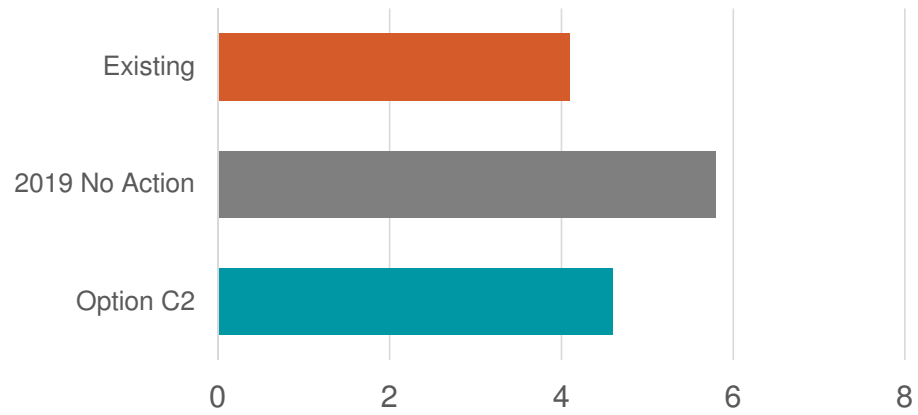
- Improves safety outcomes for all users
- Improves northbound transit travel time by 15% to 20% vs. today; up to 40% vs 2019 No Action
- Delivers key CCBN connection (4<sup>th</sup> Ave 2-Way PBL from Main to Vine)
- Reduces bus traffic on 4<sup>th</sup> Ave by about 30% and eliminates stops on 4<sup>th</sup> Ave
- Reduces public realm and pedestrian impacts in retail core
- Improves N-S person capacity & throughput during peak period



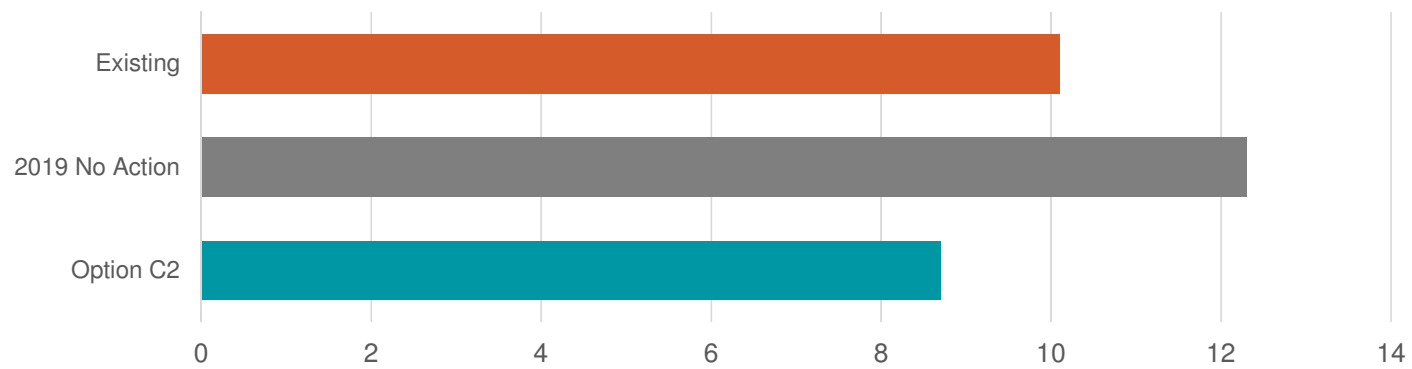


## 4<sup>TH</sup> AVENUE TRAVEL TIME

### Auto Travel Time (Mins)



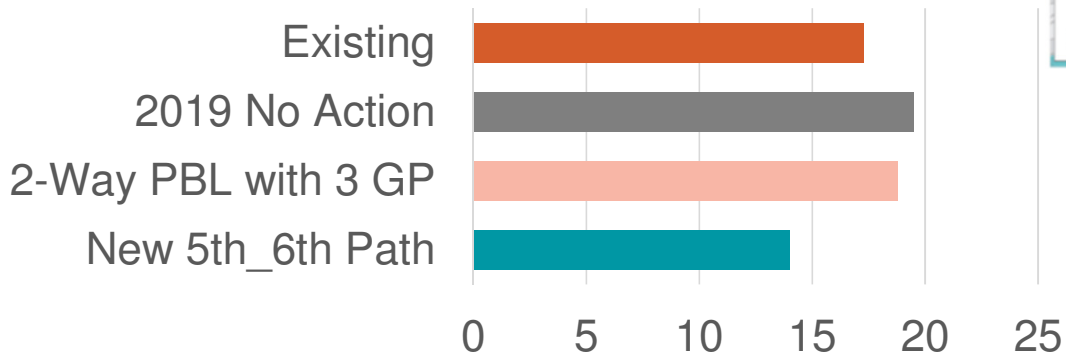
### Transit Travel Time (Mins)



## 5<sup>TH</sup> & 6<sup>TH</sup> AVENUE PATHWAY VS. 4<sup>TH</sup> AVENUE PATHWAY TRANSIT TRAVEL TIME

- The 5<sup>th</sup> Ave and 6<sup>th</sup> Ave Pathway provides a transit travel time benefit over 4<sup>th</sup> Ave pathway options, even compared to existing:

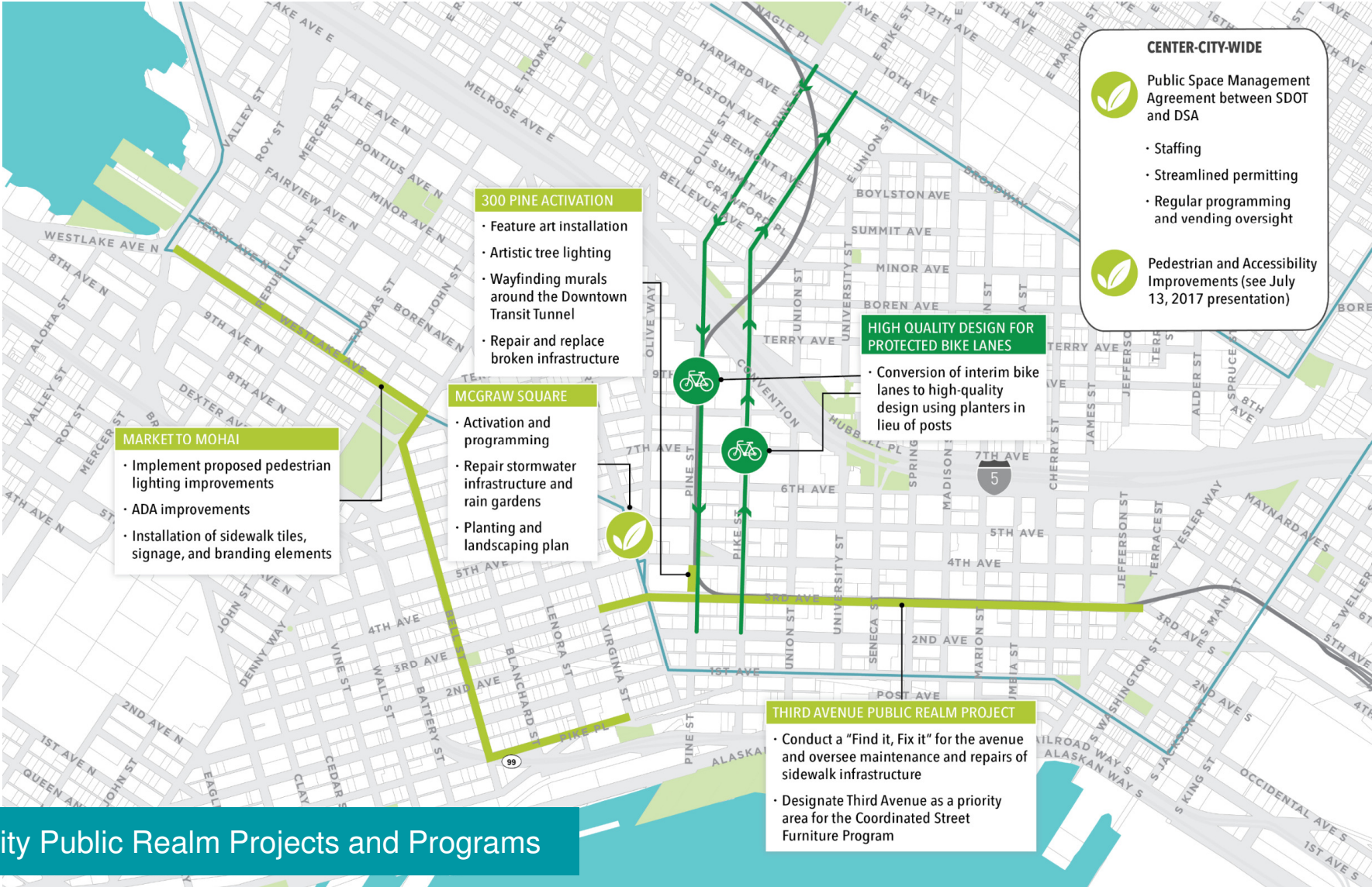
Transit Travel Time (Min)





**ALL NEAR-TERM PROJECTS (2017-2023)**

# Priority Public Realm Projects and Programs



## NEAR-TERM ACTION PLAN PERFORMANCE EXPECTATIONS

### SAFETY



**7%** DECREASE IN TOTAL COLLISIONS  
FOR ALL STREET USERS



**18%** DECREASE IN ALL  
BICYCLE COLLISIONS



**10%** DECREASE IN REPORTED  
PEDESTRIAN COLLISIONS



**REDUCED** BUS PASSING REQUIREMENTS ON 4TH AVE  
IMPROVES TRANSIT OPERATIONS SAFETY

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Near-Term Actions  
Improve Safety  
Outcomes for All  
Street Users

Safety  
Improvements  
Implemented at All  
of the Highest Risk  
Collision Locations

## NEAR-TERM ACTION PLAN PERFORMANCE EXPECTATIONS PERSON TRAVEL TIME

Near-Term Actions keep people moving to and through downtown at speeds better than the No-Action Scenario

### Aggregate User Travel Time-PM Peak

**-30 SEC.**

Compared to  
No Action

NORTH  
BOUND



SOUTH  
BOUND

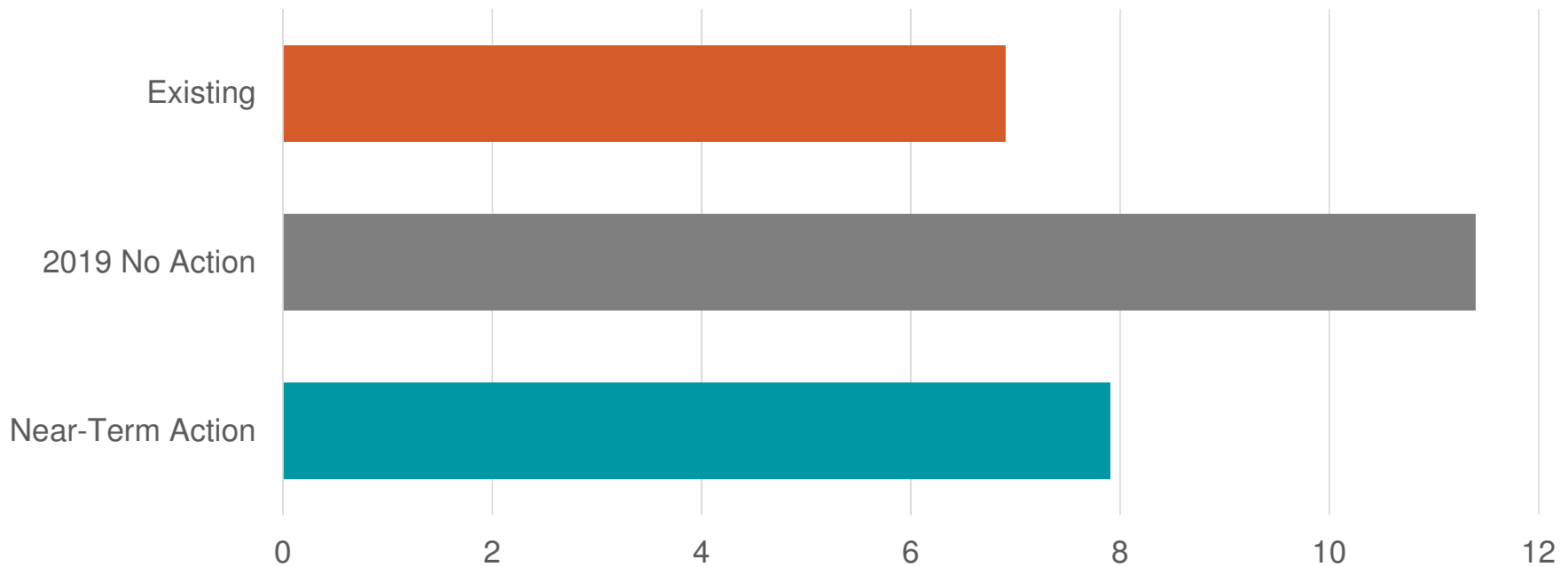
**-1 MIN.**

Compared to  
No Action

## **NEAR-TERM ACTION PLAN PERFORMANCE EXPECTATIONS** **ANNUAL PERSON HOURS IN TRANSIT DOWNTOWN (MILLIONS)**

Near-Term OCC actions will save bus passengers 2.5 million hours each year stuck in transit congestion on downtown streets

Annual Person Hours in Transit Downtown  
(Millions)



# NEAR-TERM ACTION PLAN PERFORMANCE EXPECTATIONS

## CENTER CITY PROJECTED BICYCLE RIDERSHIP GROWTH

A completed Center City Bike Network can more than double bicycle trips taken in the Center City

TODAY:

**42,500**

Current daily bike trips in the Center City

+ growth & better facilities



**85,000** + **25,000** = **110,000**

Bike share trips generated (based on estimated system growth and trips per bike)

Total trips on CCBN

**IN 2023**



\* Based on current bike counts, historic ridership gains from new facilities (before and after studies), benefit if destination connectivity, and free floating bike share usage. Assumes free floating bike share program remains in place.



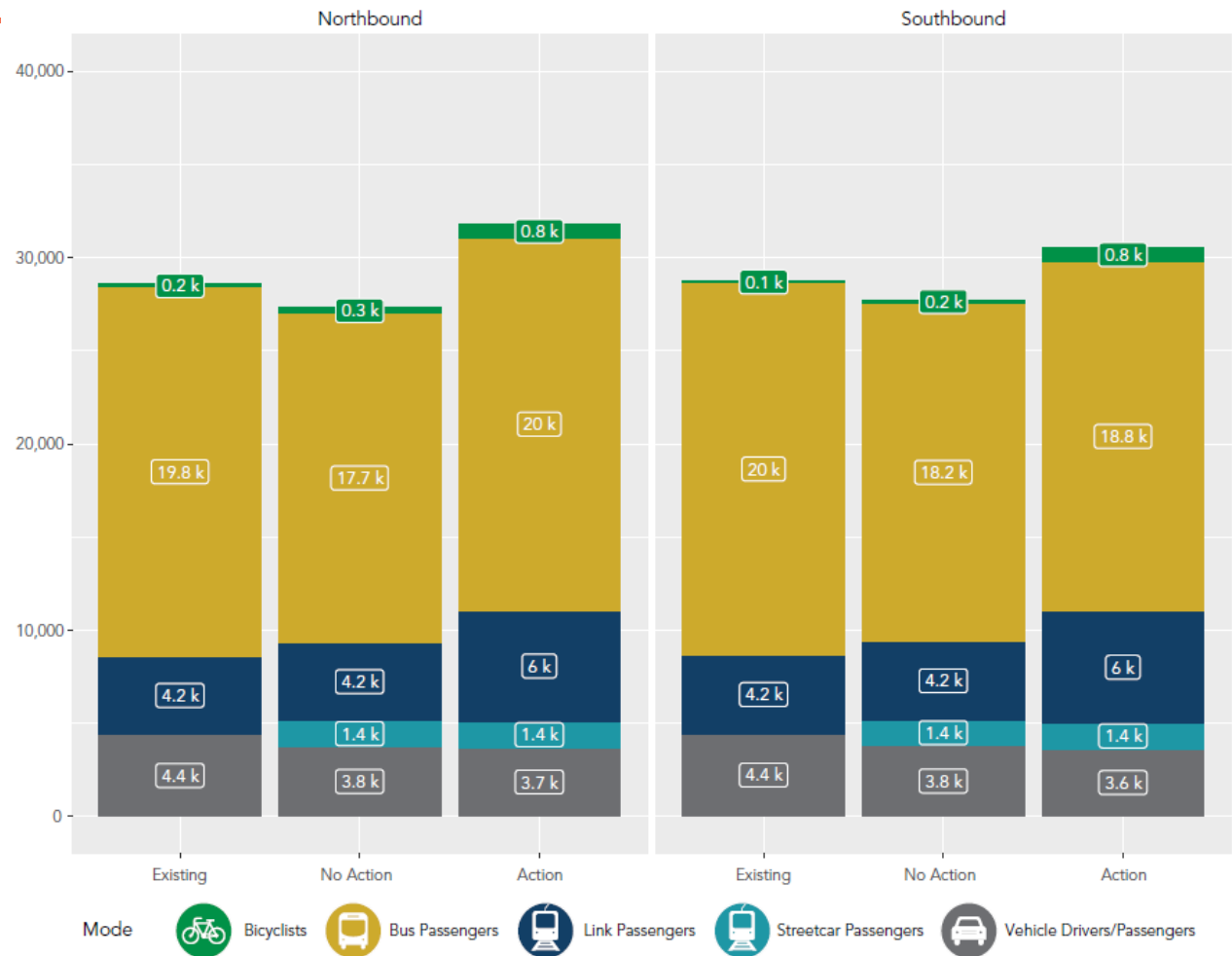
# NEAR-TERM ACTION PLAN PERFORMANCE EXPECTATIONS

## PERSON THROUGHPUT

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



## CRITICAL ACTIONS FOR IMPLEMENTATION PHASES

- Address transit accessibility, particularly where grades are a factor
- Advance wayfinding and public information
- Consider phasing of key interrelated Near-Term actions and projects (i.e., transit and bike improvements)
- Develop monitoring program and track key metrics





THANK YOU

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