

One Center City 5th and 6th Aves Transit Pathway

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

Seattle Transit Advisory Board

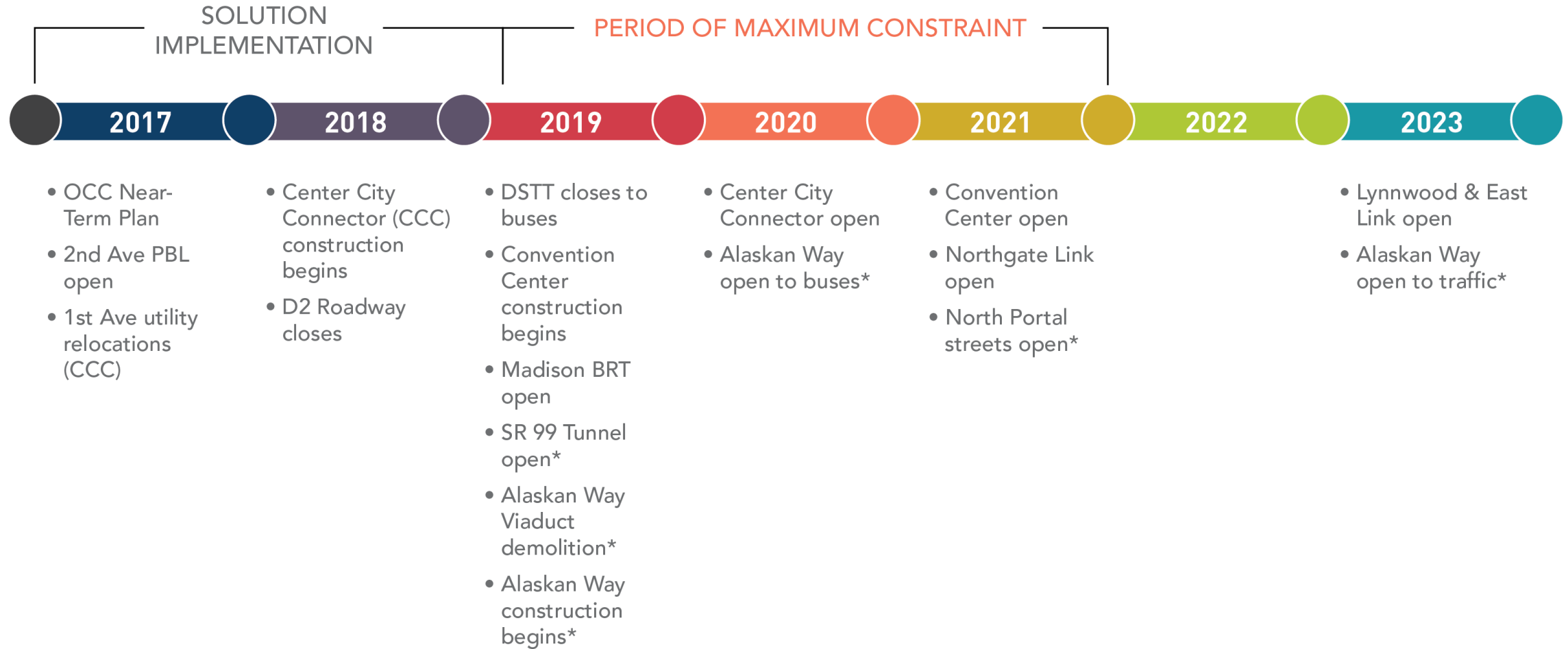
November 29, 2017



Seattle Transit Advisory Board Presentation Outline

- Near-term key challenges and opportunities
- Addressing October 18 TAB concerns
- Key input for best implementation

One Center City Near-Term Action Plan Need: Challenges



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

One Center City Near-Term Action Plan Need: Challenges

2019 No Action

- DSTT closed to buses, private construction, street car construction, viaduct removal, Convention Center construction = Period of Maximum Constraint

Impacts:

- Pedestrians
- Transit customers
- Cyclists
- Deliveries
- Businesses
- Residents
- Everyone who comes downtown



SLOWER TRAVEL SPEEDS

▼ **23%**

Decrease in PM peak bus speed on 2nd Ave

▼ **43%**

Decrease in PM peak bus speed on 4th Ave



INCREASED TRAVEL TIME

▲ **3.5+**

Minutes per afternoon commute

▲ **2,500**

Hours of additional bus passenger travel time each weekday



INCREASED COST

▲ **\$6-7M***

Additional annual operating cost to maintain current level of service

▲ **15+**

Additional transit vehicles needed to maintain current frequencies

*Estimate does not include all potential cost increases associated with operational changes in downtown such as the D-2 roadway closure



NEAR-TERM STRATEGIES: Benefits for All Users

Objectives for Near-Term Strategies

Five Key Moves:

- Keep people moving on Downtown streets
- Improve safety and security for all users
- Enhance public and pedestrian spaces
- Use limited street space wisely
- Provide efficient travel options



Near-Term Strategies Addressed:



Traffic Operations



Transit Speed, Reliability, & Customer Experience



Potential Bus Service Restructures



Hub Area Improvements



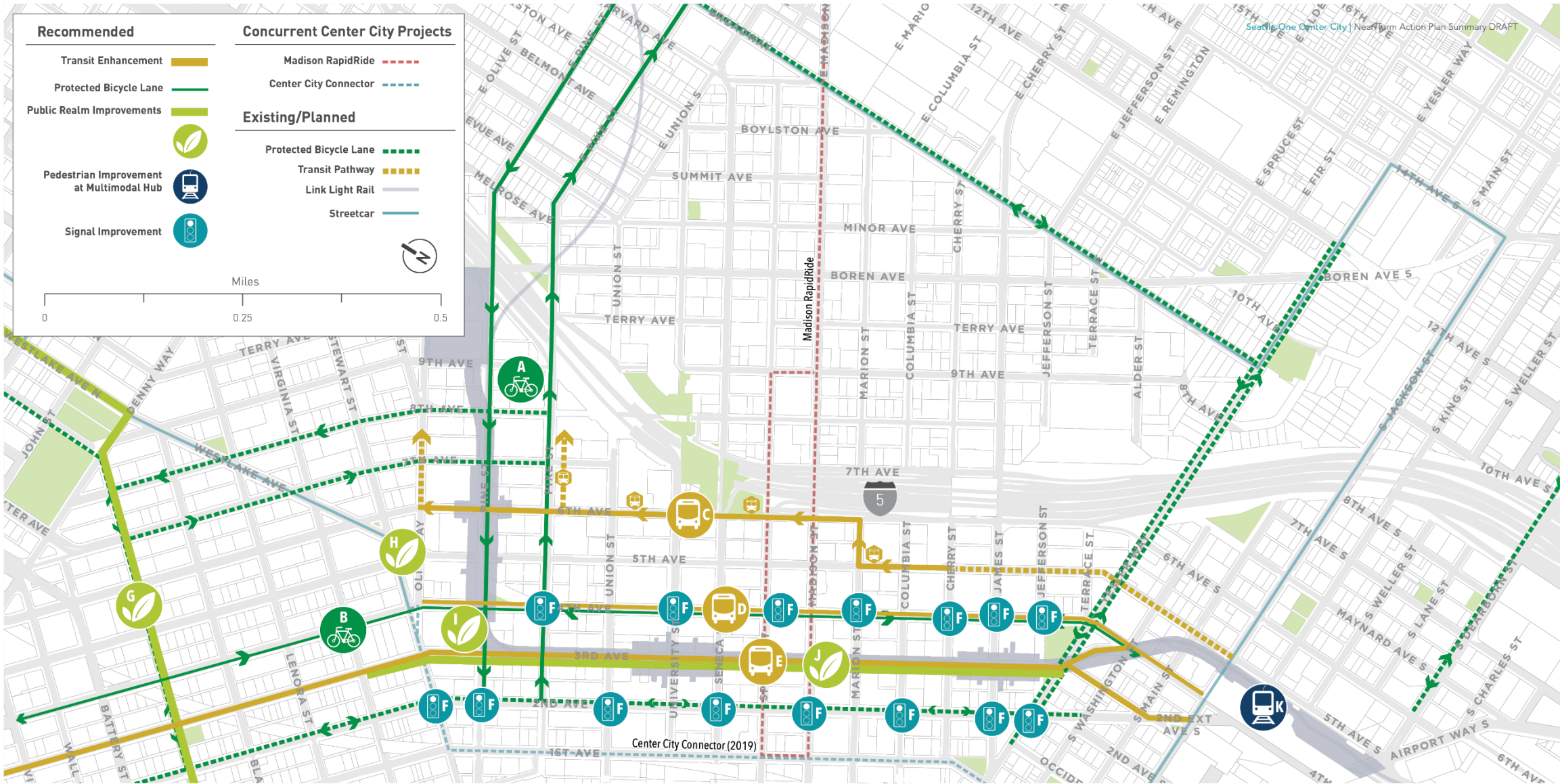
Pedestrian Experience and Accessibility



Center City Bike Network Connections



Management Strategies



ONE CENTER CITY NEAR-TERM PROJECTS

- | | | |
|--|---|--|
| A Pike/Pine Street Protected Bike Lanes | E 3rd Avenue - All Door Boarding and Extended Transit Priority Hours | I 300 Pine Activation |
| B 4th Avenue Two-Way Protected Bike Lane | F 2nd and 4th Avenue Signal Improvements | J 3rd Avenue Maintenance and Repairs |
| C 5th and 6th Avenue Northbound Transit Pathway | G Market to MOHAI | K Chinatown/International District Station Hub Improvements |
| D 4th Avenue Transit Lane and Stop Improvements | H McGraw Square Activation | |



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NEAR-TERM STRATEGIES TAB CONCERNS: Transit Pathway on 5th and 6th Ave

October 18 TAB concerns:

- Legibility of Transit Network
- Cuts walkshed in half because of I-5 as pedestrian barrier
- Steep east-west downtown streets
- Prioritizes vehicle throughput, not people
- Mode split goals? Why is auto travel so good?



TAB Members:

Marci Carpenter
Carla Chávez
Jennifer Malley
Andrew Martin
Ron Posthuma
Carla Sautler
Michelle Tang
Erin Tighe
Katie Wilson

The Seattle Transit Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City on matters related to transit and the possible and actual impact of actions by the City upon all forms of public transportation.

The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to transit capital improvements, transit mobility, and transit operations throughout the City...

The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help ensure a functioning and coordinated transit system throughout the City and region.

The Board shall function as the public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1, as described in Resolution 12 of the STBD...

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

*City Council Resolution
31572*

Date: October 18, 2017

To: One Center City Project Team

Subject: One Center City Update on Near-term Projects

The Seattle Transit Advisory Board thanks SDOT and King County Metro for keeping us informed about the evolution of One Center City near-term plans. We appreciate the continued opportunity to provide feedback on the project team's recommendations. The comments outlined below are based on the One Center City near-term project updates we received during our September board meeting.

First, we want to share **our strong support for the project team's current recommended treatments to 3rd Avenue**, including expanding transit priority northward to Virginia, extending the span of transit-only operations to 24/7, and implementing all-door boarding by installing new fixed ORCA readers along this important transit corridor. We encourage the team to consider extending transit-priority even further along 3rd Avenue to Blanchard, to connect to existing South Lake Union transit lanes serving the C line and Route 40, or better yet, to Denny, to provide a protected path for Queen Anne, Ballard, and Magnolia routes. Similarly, we were pleased to learn that a transit queue jump at Seneca, a new bus lane from Union to Pike, an extended northbound contraflow transit lane on 5th (albeit just to Marion), longer pedestrian signals, and protected, all ages, North-South bike lanes (on 4th or on 4th/5th) are part of the project team's near-term recommendations for Center City.

While we applaud the decision to implement these aforementioned improvements that will serve those choosing to travel on foot, by bike, and on transit better, **we do not support the current near-term proposal to separate northbound bus routes onto 6th and 4th Avenues respectively between Marion and Olive Way**. We believe this separation will greatly reduce the legibility of the transit network in Center City, reduce the attractiveness of riding public transit downtown for those who have a choice, and disproportionately negatively impact those who are unable to walk the steep east-west downtown streets. The series of escalators and elevators that connect these streets are not easy to navigate, not available at all hours, and would present real and perceived safety concerns for the individuals using them. In addition, pushing routes to the eastern edge of downtown cuts these routes' walk sheds in half, as 6th Avenue abuts I-5 and is not a pedestrian-friendly destination.

Transit Advisory Board Concerns

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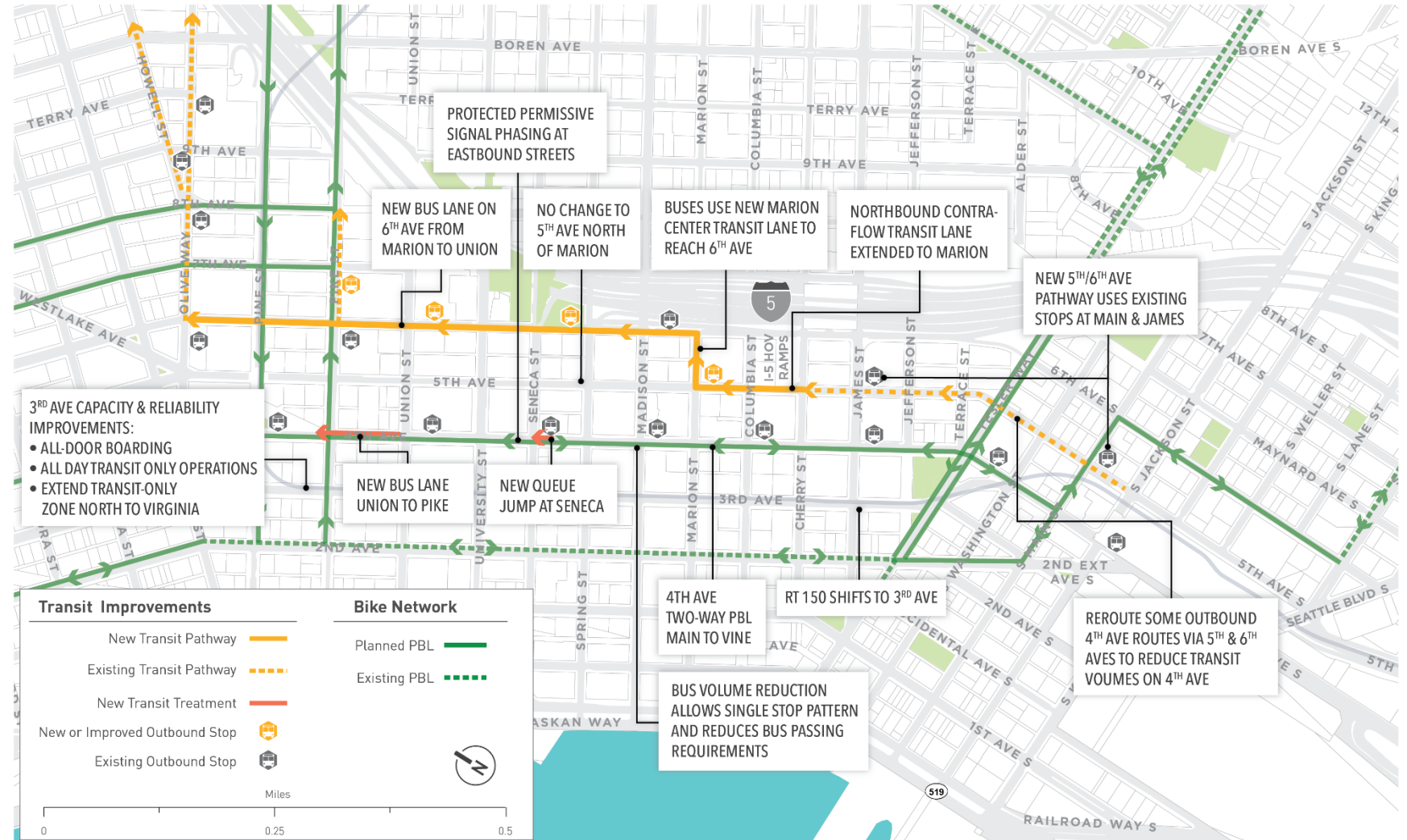
- All service restructures will go through King County Metro outreach like any other service change



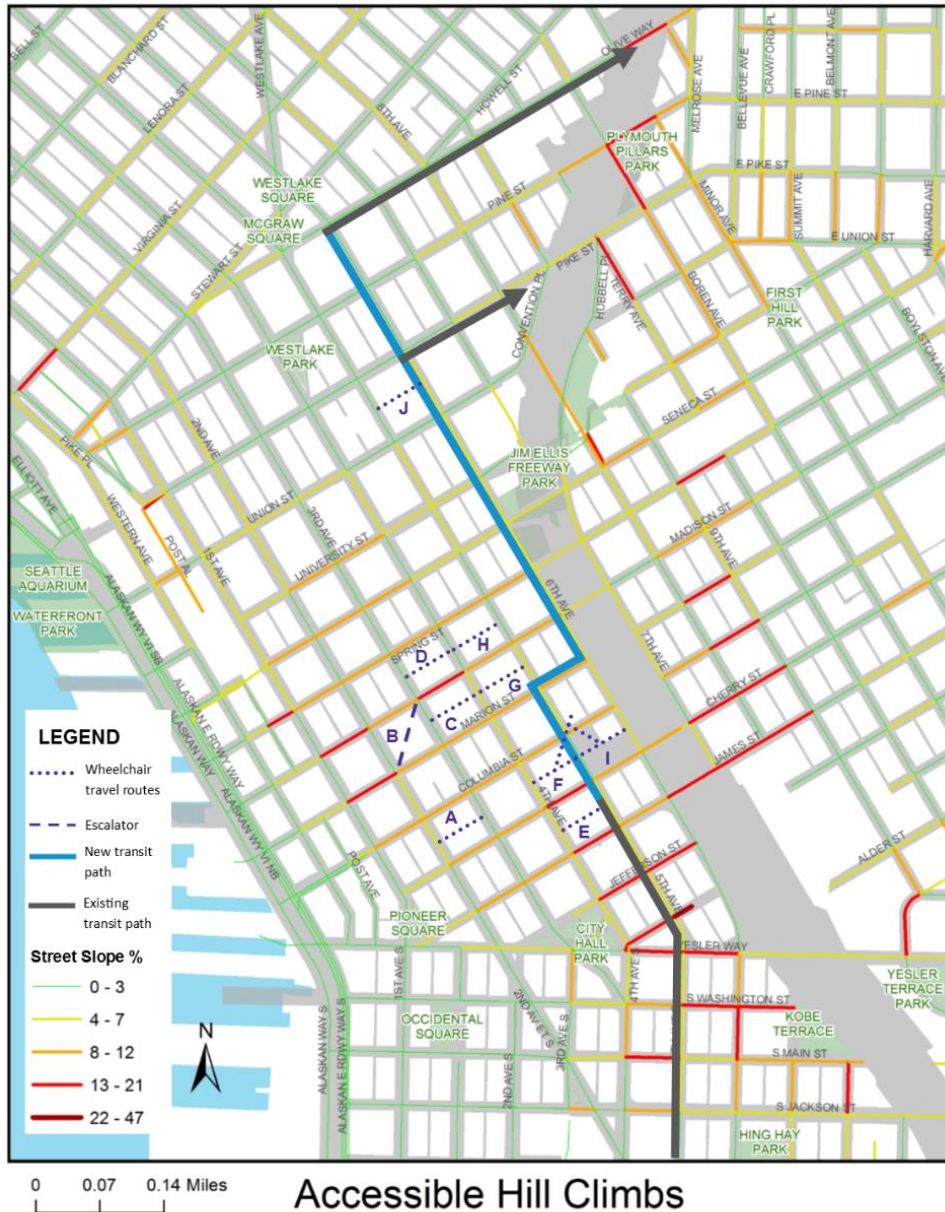
Transit Advisory Board Concerns

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- Will still be bus service on 2nd, 3rd, and 4th Aves.



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- Advance wayfinding and public information for accessible hill climbs
- Truth testing for locations and building hours

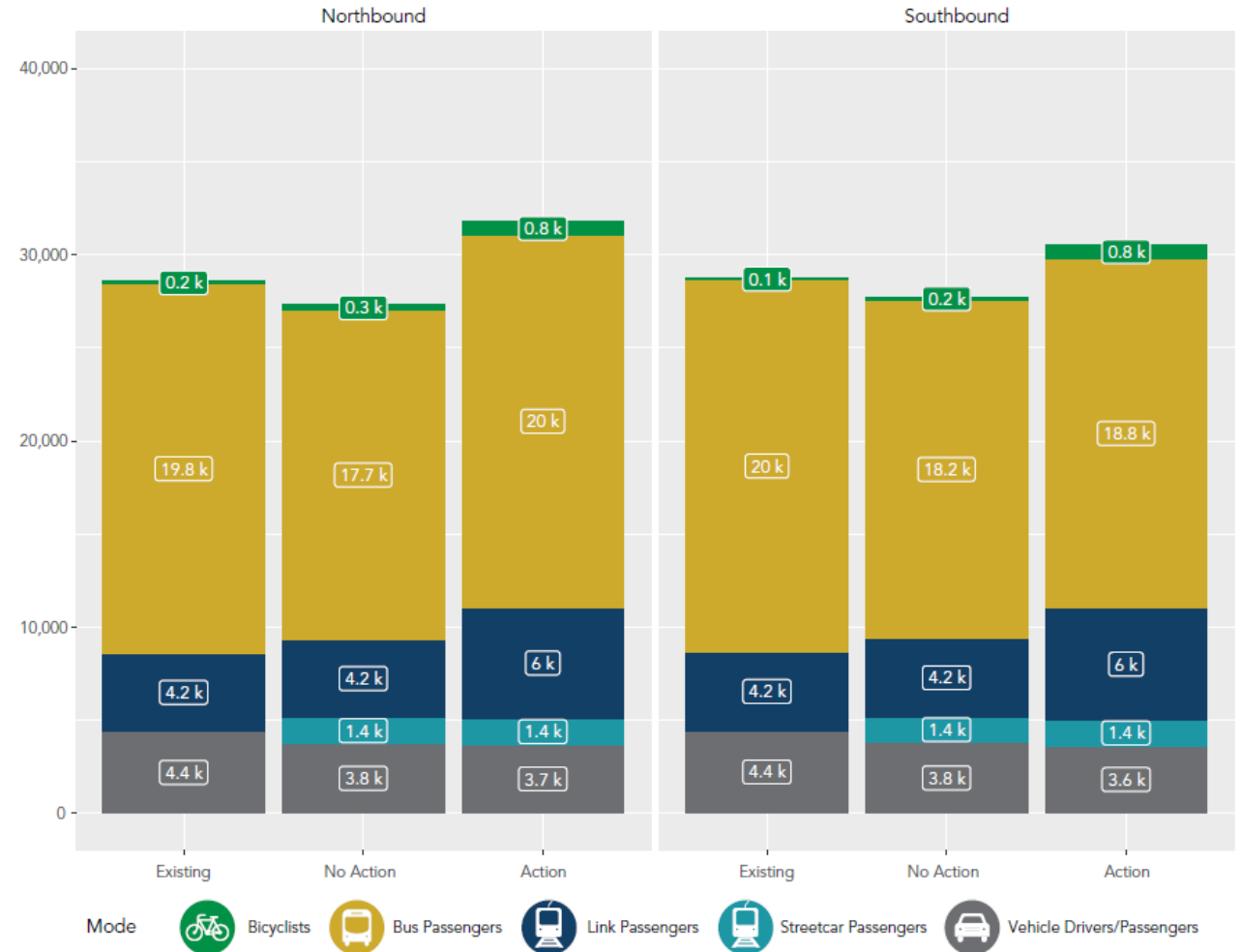
Transit Advisory Board Concerns

- Address people through:
 - Safety analysis
 - Person hours and travel time (PM) on downtown streets
 - Person throughput

- Vehicles important for:
 - Goods delivery
 - Ride share/pick up and drop off with Accessible vehicles

- Model does not address:
 - Analysis of people walking to new bus location with employment density

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*Bike growth numbers from all 10 Center City Neighborhoods

Transit Advisory Board Concerns

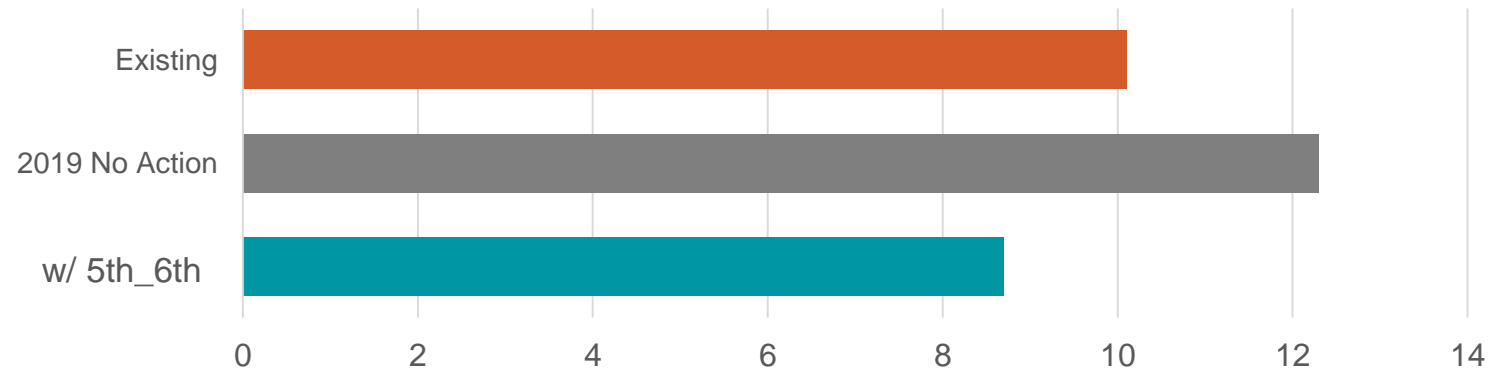
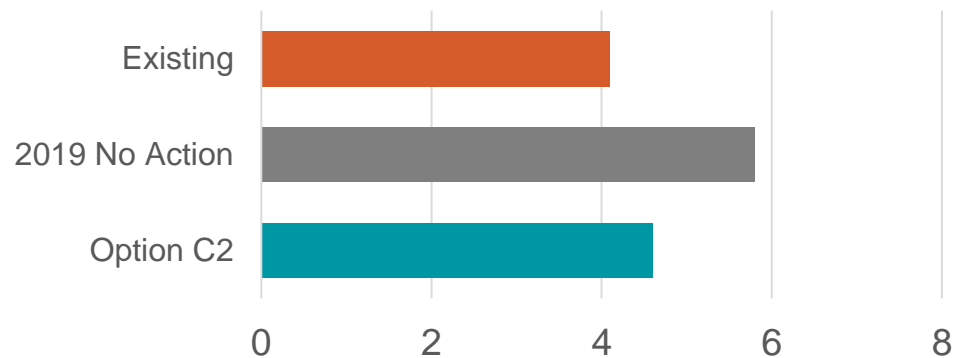
- Transit travel time is very important - improvement over existing travel time on 4th Ave
- Auto travel time important for efficient and reliable goods delivery and rideshare pick up and drop off

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4th Ave Travel Time

Vehicle Travel Time (Mins)

Transit Travel Time (Mins)



(Jackson St/4th to Stewart/4th)

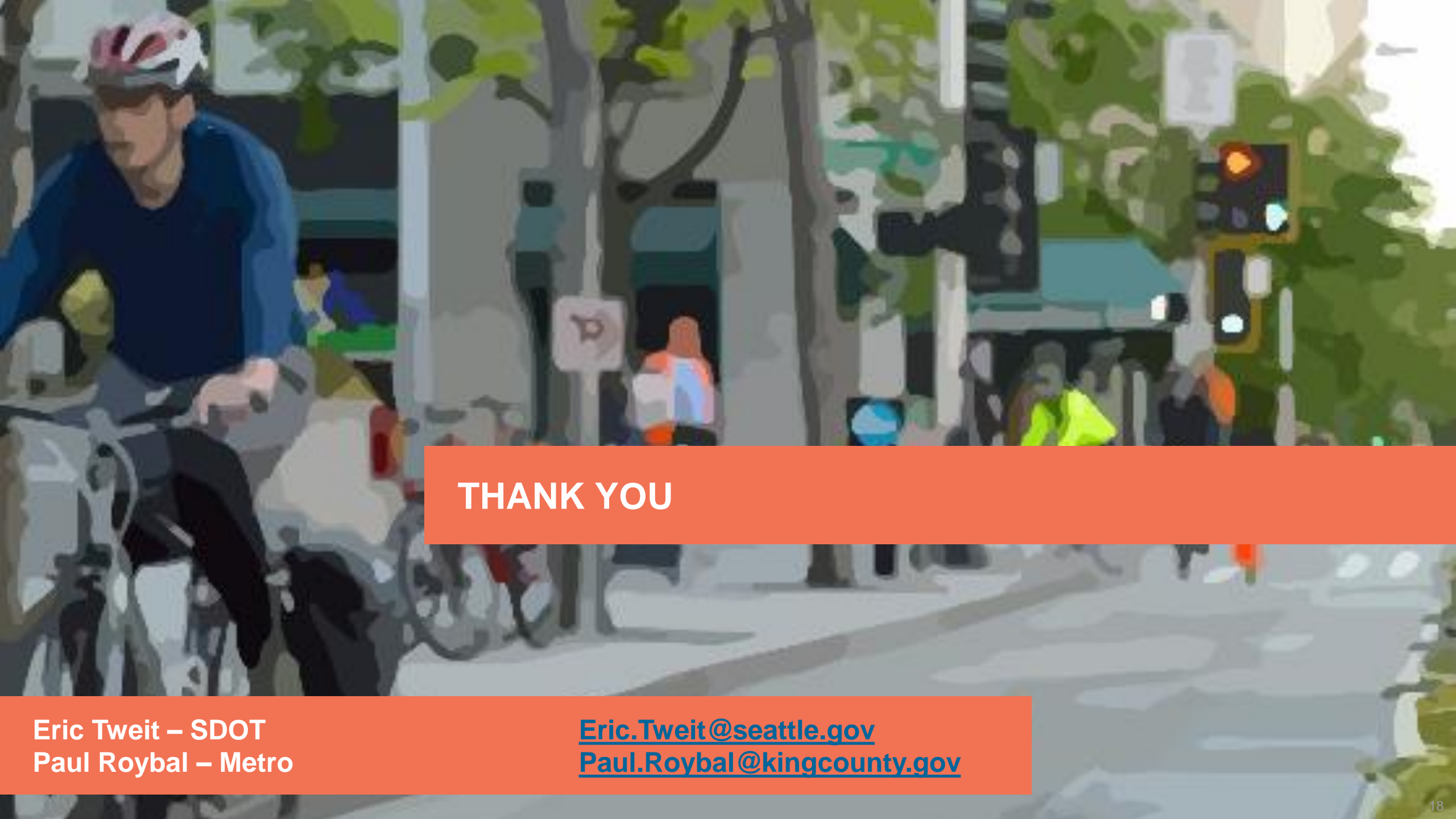


NEXT STEPS: Project Development

5th and 6th Aves Transit Pathway: Next Steps

- Service Plan development (Agency led)
 - Routes
 - Bus stop locations
- Pedestrian experience
 - Wayfinding
 - Vertical Accessibility
- Impacts to and from other users
 - Curbspace changes
 - Freeway access
- Monitoring and reevaluation
- Other considerations?





THANK YOU

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