

One Center City Near Term Strategies and Freight

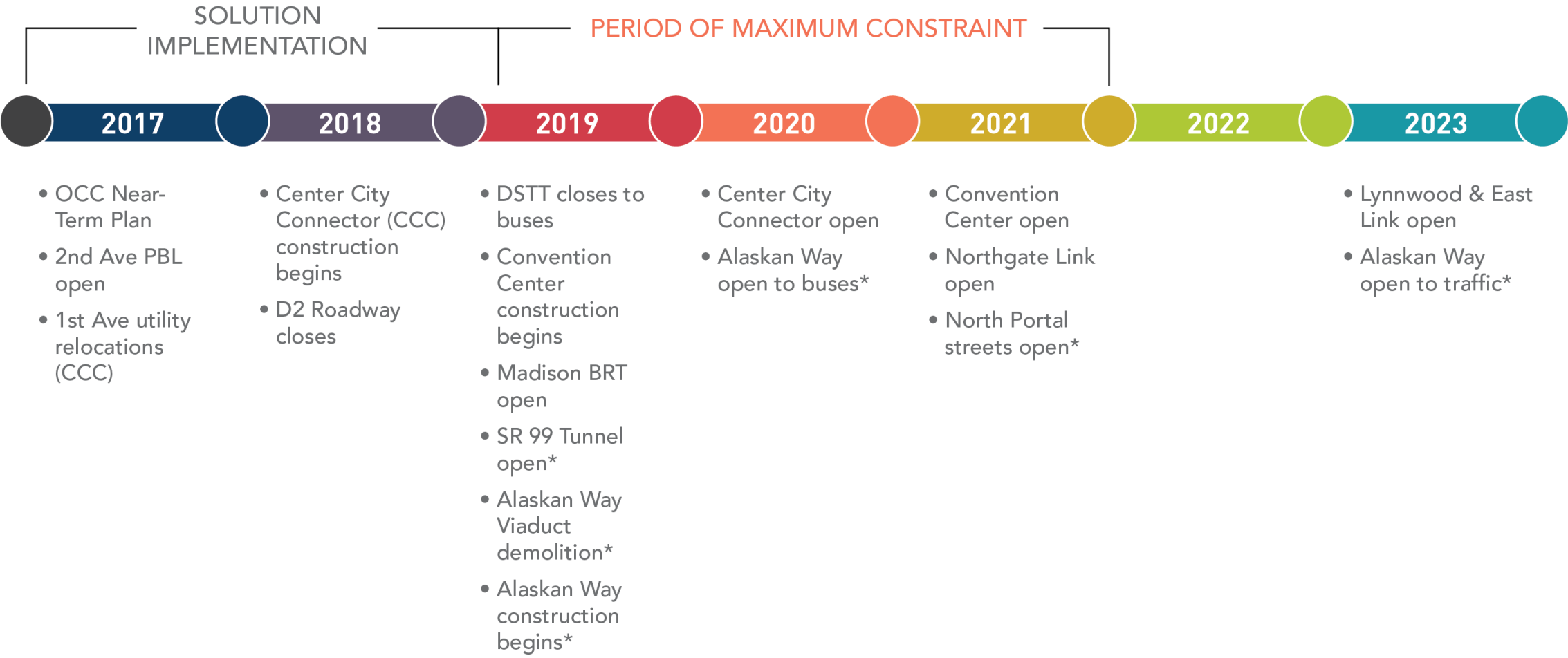
Seattle Freight Advisory Board

December 12, 2017



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

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

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



ONE CENTER CITY NEAR-TERM PROJECTS

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



NEAR-TERM STRATEGIES: SFAB CONCERNS

October SFAB concerns:

- Extent of consideration given to freight movement
 - Impact on I-5 and waterfront traffic
 - Lyft/Uber pick up and drop off
 - WSDOT Coordination
- Process & strategies to address estimated curbspace impacts
 - Coordination with UW Urban Freight Lab
- Resources for travel and mode split trends
 - Resources sent by email



ESTIMATED PARKING IMPACTS: 4TH AVE

Remove parking spaces to provide right-of-way for a two-way protected bike lane on 4th Avenue

A STEWART TO PIKE

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	0	0	0	1
Estimated	-	-	-	-

D COLUMBIA TO YESLER

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	0	5	5	7
Estimated	-	-	-	-

B PIKE TO SPRING

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	9	25	9	16
Estimated	-9	-20	-7	-15

E YESLER TO JACKSON

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	0	1	0	0
Estimated	-	-	-	-

C SPRING TO COLUMBIA

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	8	18	0	8
Estimated	-8	-7	-	-4

TOTAL

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	17	49	14	32
Estimated	-17	-27	-7	-21

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading	Existing number of spaces
Existing	10	0	5	10	
Estimated	-	-	-	-1	Estimated number of parking spaces removed



ESTIMATED PARKING IMPACTS: 5TH & 6TH AVES

Remove parking spaces on 6th Ave from Marion to Union, on Marion from 5th Ave to 6th Ave, and on 5th Ave from Cherry to Marion to provide right-of-way for the extension of the transit only lane

A 6TH - UNION TO SENECA

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	9	7	1	9
Estimated	-8	-7	-1	-5

C MARION - 5TH TO 6TH

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	17	2	0	0
Estimated	-17	-2	-	-

B 6TH - SENECA TO MARION

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	0	0	1	6
Estimated	-	-	-	-2

D 5TH - MARION TO CHERRY

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	9	0	0	3
Estimated	-9	-	-	-1

TOTAL

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading
Existing	35	9	2	18
Estimated	-33	-9	-1	-8

	All-Day	Peak Restricted	Commercial Loading	Passenger Loading	Existing number of spaces
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FREIGHT MOVEMENT

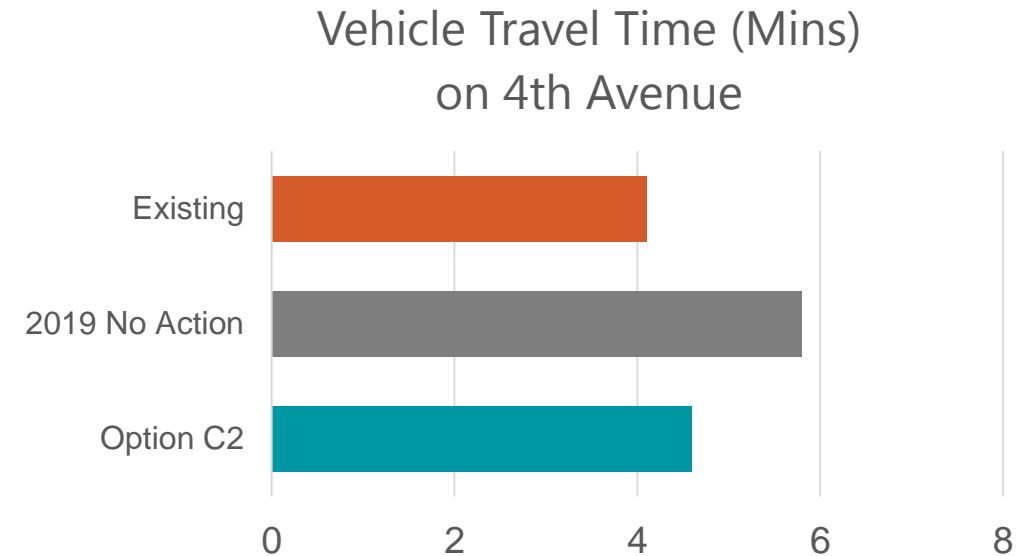
Analysis:

- Focused on downtown streets
- Included key projects operational for baseline:
 - SR-99 Tunnel open and tolls in place
 - Center City Connector Streetcar
- Increased bus volumes with DSTT closure

Future coordination

- SR-99 Tolling Diversion Study (2018)

- Freight movement
- WSDOT coordination
- Rideshare Impacts
- Curbspace impacts
- Coordination with UW Urban Freight Lab



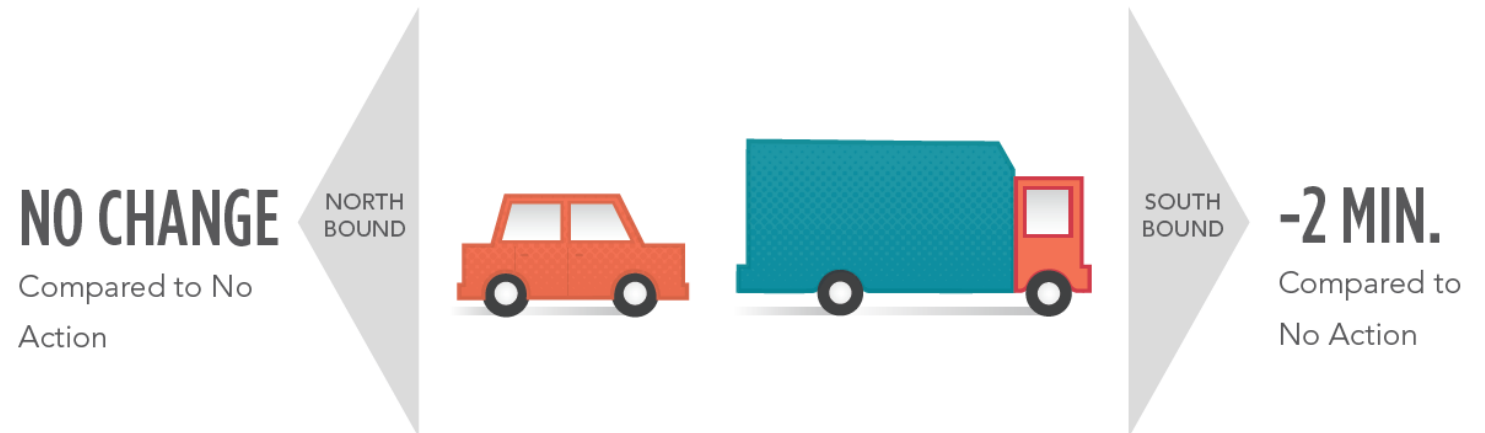
FREIGHT MOVEMENT

Aggregate Travel Time – PM Peak (2019)

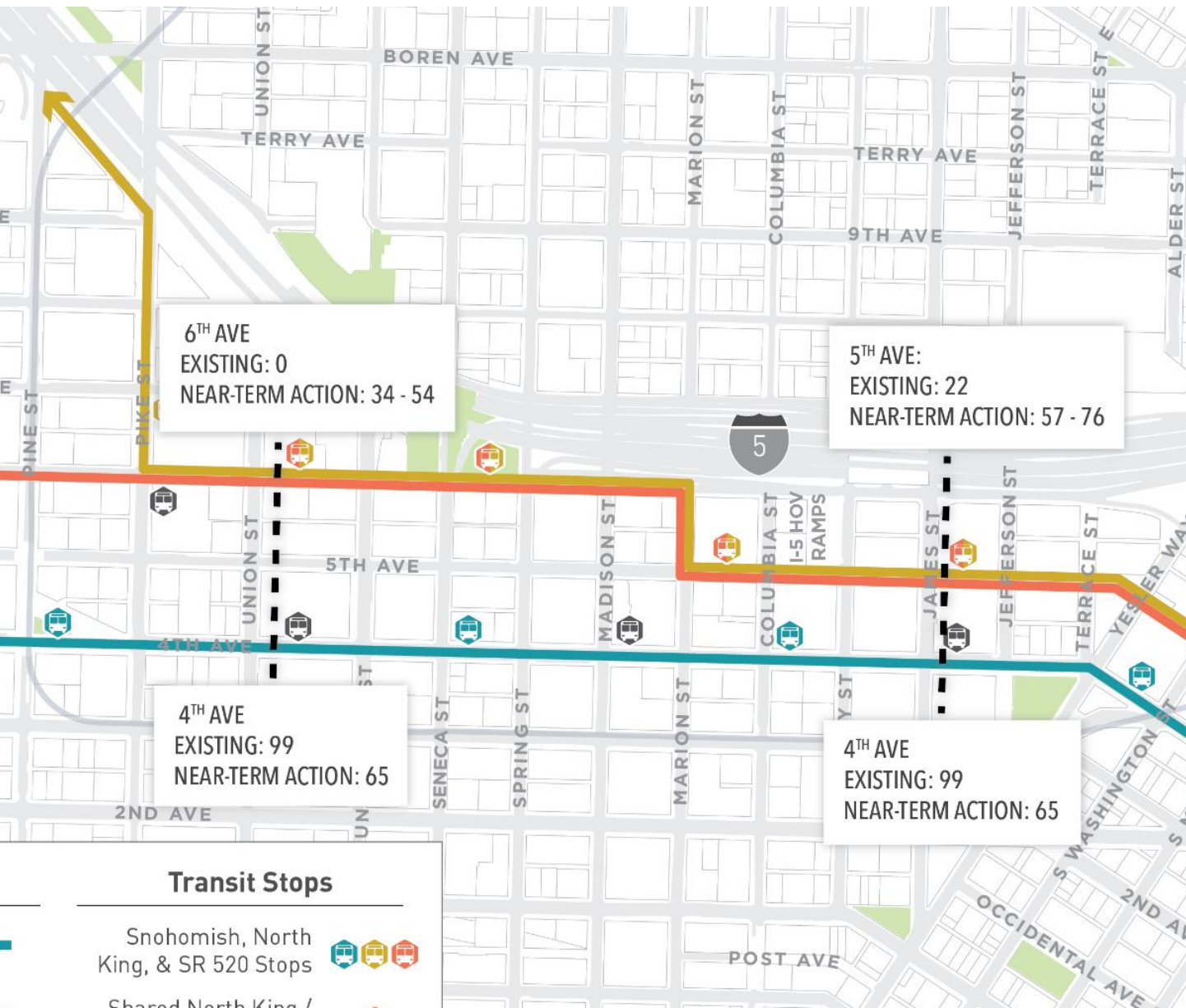


- Freight movement
- WSDOT coordination
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General Purpose Travel Time – PM Peak (2019)



COORDINATION WITH WSDOT



Transit Stops

Snohomish, North King, & SR 520 Stops



Shared North King / SR 520 Stops



RIDESHARE IMPACTS

- Increasing trips and curb space demand
- Seeking data sharing
- Intending safe, legal drop-off locations

Recommended OCC Strategy: Create Mobility Hubs

- Freight movement
- WSDOT coordination
- Rideshare Impacts
- Curb space impacts
- Coordination with UW Urban Freight Lab



CURBSPACE IMPACTS - PROCESS

- Freight movement
- WSDOT coordination
- Rideshare Impacts
- Curbspace impacts
- Coordination with UW Urban Freight Lab

Recommended OCC Strategies:

- Design capital projects to maintain or relocate CVLZs with adjacent business input
- Evaluate CVLZ Permit Program
- Invest in UFL pilot projects
 - Off-hours delivery
 - Common delivery locker package
 - Bicycle delivery

City of Seattle Curbspace Priorities

Prioritize functions in the flex lane for:

	Residential	Commercial + Mixed Use	Industrial
1.	Support for modal plan priorities	Support for modal plan priorities	Support for modal plan priorities
2.	Access for people	Access for commerce	Access for commerce
3.	Access for commerce	Access for people	Access for people
4.	Greening	Activation	Storage
5.	Storage	Greening	Activation
6.	Activation	Storage	Greening



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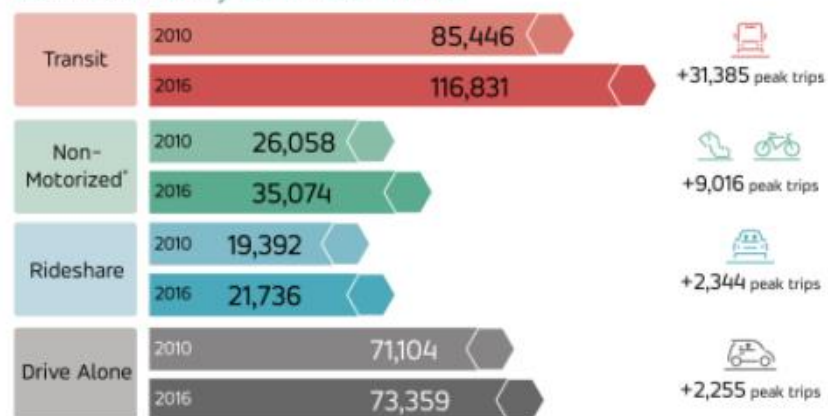
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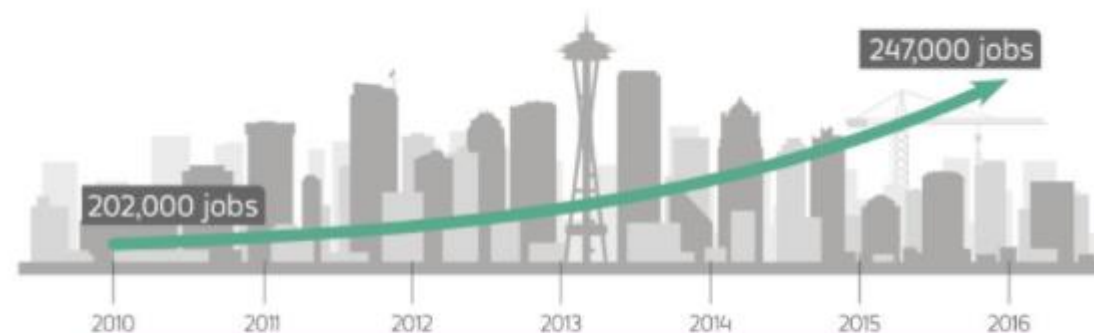
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COMMUTE TRENDS

Downtown Daily Commute Trends



* Non-motorized commuters consists of walk, bike, telework, and flex schedule



From 2010 to 2016, downtown Seattle added **45,000 jobs**. During this time, **95%** of the gain in net commute trips has been absorbed by non-drive alone modes.



Because the drive alone rate is going down

35% in 2010 to 30% in 2016.

Downtown roads have only absorbed

2,255 single occupant vehicle trips daily.



NEXT STEPS

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- WSDOT coordination
- Rideshare Impacts
- Curbspace impacts
- Coordination with UW Urban Freight Lab

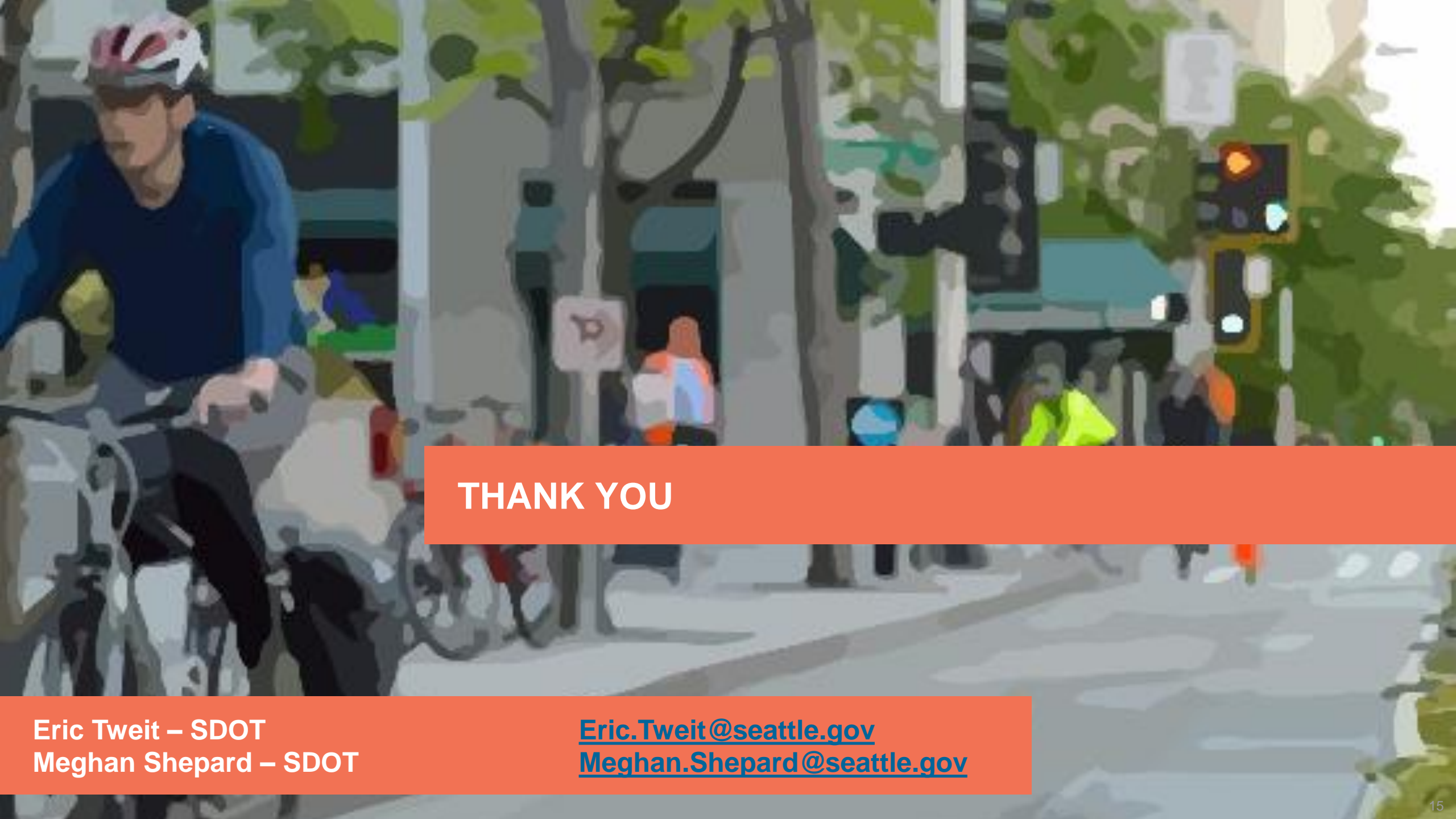


2017:
Data collection on load
zone use

2018:
Q1
Program Management Plan for OCC
Project design – curbspace outreach
WSDOT Coordination
Urban Freight Lab - Coordination

Q2
Alleys recommendations
CVLZ Permit project
Other Pilot implementation and
testing

2019:
Pilot implementation and
testing



THANK YOU

Eric Tweit – SDOT
Meghan Shepard – SDOT

Eric.Tweit@seattle.gov
Meghan.Shepard@seattle.gov