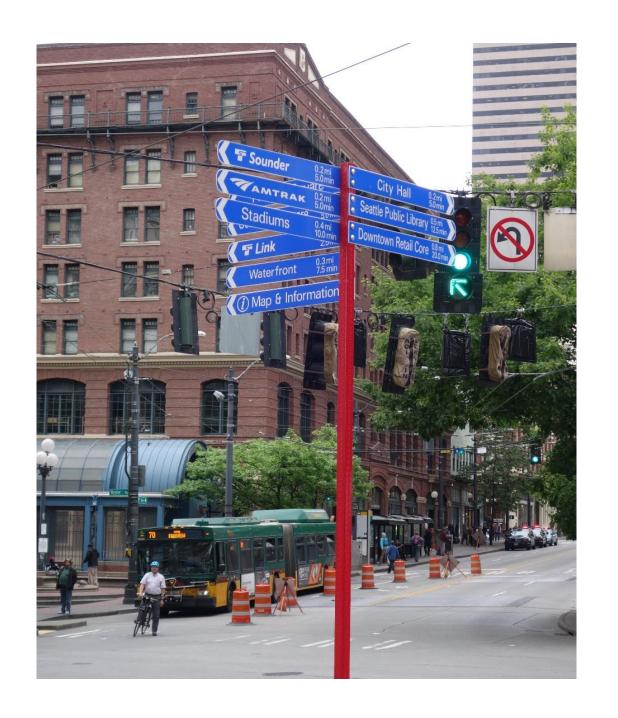


OVERVIEW

Need for Near-Term Action

Decision Process

 Recommended Near-Term Projects, Programs, and Strategies





A TIME OF OPPORTUNITY AND CHALLENGE

WE HAVE:

- Rapid growth, including near-term private and public projects
- Regional transit system expansion
- Technological change

WE WANT:

- Safe, affordable, reliable and efficient transportation options
- Inviting and engaging public realms that support social connections and community-building
- Visible and equitable benefit from our public investments



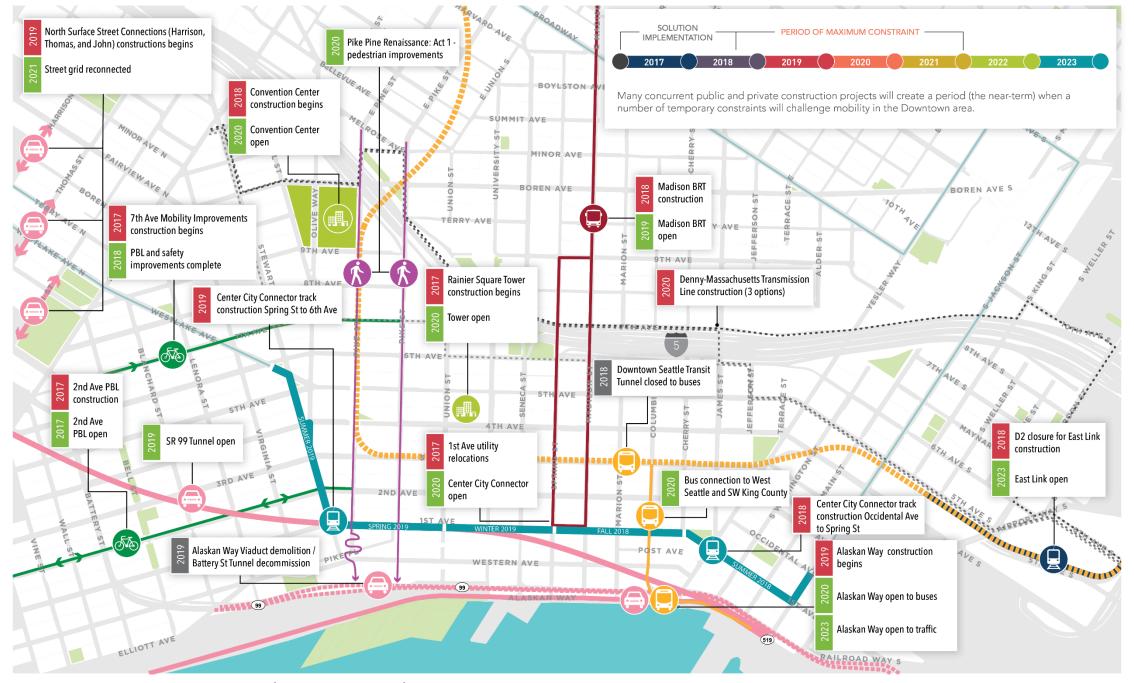
- OCC Near-Term Plan
- 2nd Ave PBL open
- 1st Ave utility relocations (CCC)
- Center City
 Connector (CCC)
 construction
 begins
- D2 Roadway closes

- DSTT closes to buses
- Convention Center construction begins
- Madison BRT open
- SR 99 Tunnel open*
- Alaskan Way Viaduct demolition*
- Alaskan Way construction begins*

- Center City
 Connector open
- Alaskan Way open to buses*
- Convention Center open
- Northgate Link open
- North Portal streets open*

- Lynnwood & East Link open
- Alaskan Way open to traffic*

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



CENTER CITY PROJECTS (2017 - 2023)

NO ACTION IS NOT AN OPTION

Doing nothing impacts:

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



~ 23%

Decrease in PM peak bus speed on 2nd Ave **▼43**%

Decrease in PM peak bus speed on 4th Ave



3.5+

Minutes per afternoon commute ^2,500

Hours of additional bus passenger travel time each weekday



▲\$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



SELECTING NEAR-TERM PROJECTS, PROGRAMS, AND STRATEGIES

- Value based [support Guiding Principles]
- Data driven
- Outreach informed





























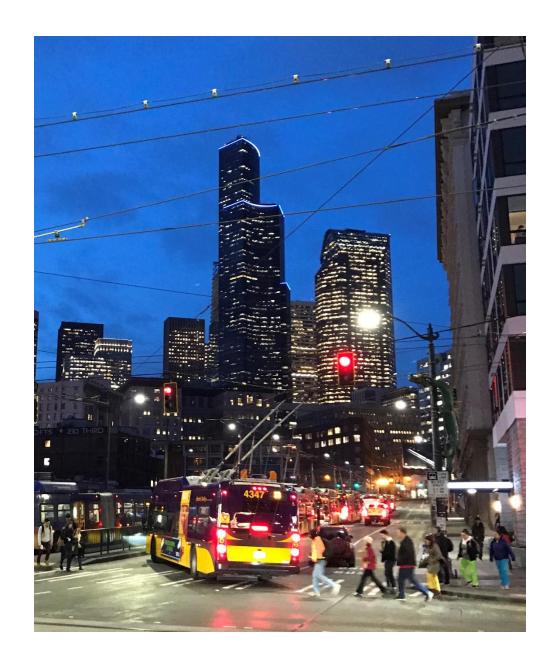
TECHNICAL ANALYSIS

GUIDING PRINCIPLES

STAKEHOLDER, PUBLIC INPUT

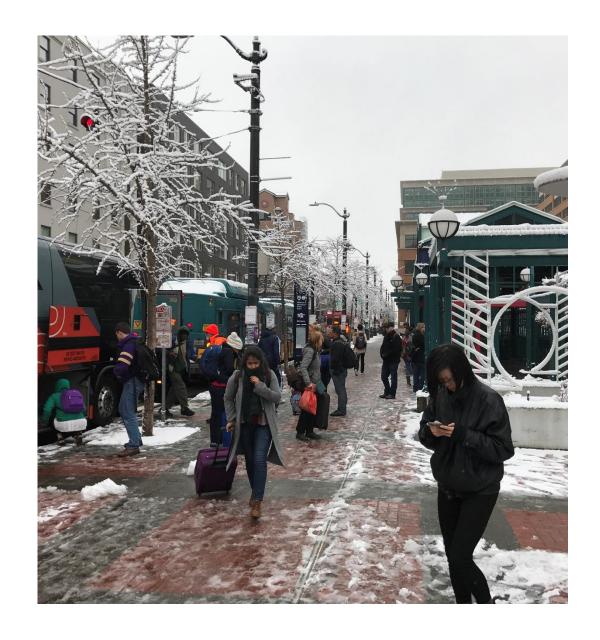
WHAT WE HEARD:

- Prioritize safety
- Design for people first
- Prioritize and balance the needs of people riding transit, on bikes, and walking
- Optimize the transit user experience (regional commuters, people making transfers, people with disabilities)
- Prioritize completion of the Center City
 Bike Network



WHAT WE HEARD:

- Make the hub area transfer experience safe, easy, and comfortable
- Carefully consider potential impacts to the existing public realm and retail environment
- Explore innovative and creative solutions
- Mitigate impacts to business access, goods delivery, etc.
- Consider impacts to regional travel



KEY TAKEAWAYS:

- Short timeline favors many targeted interventions
- Near-term challenges should not halt progress on building a complete multimodal system
- Important to advance key elements of the Center City Bike Network
- Near-term actions should maintain flexibility for mid- and long-term improvements



REMOVED FROM NEAR-TERM CONSIDERATION

- Sound Transit 550 Restructure
- New South Downtown Transit Hubs (i.e., @ Stadium or SODO Stations)
- 5th Avenue 2-Way Transit Spine





EVERY PARTNER TAKING ACTIONS











TYPES OF NEAR-TERM SOLUTIONS



Traffic Operations



Transit Speed, Reliability, & Customer Experience



Bus Service Restructures



Hub Area Improvements



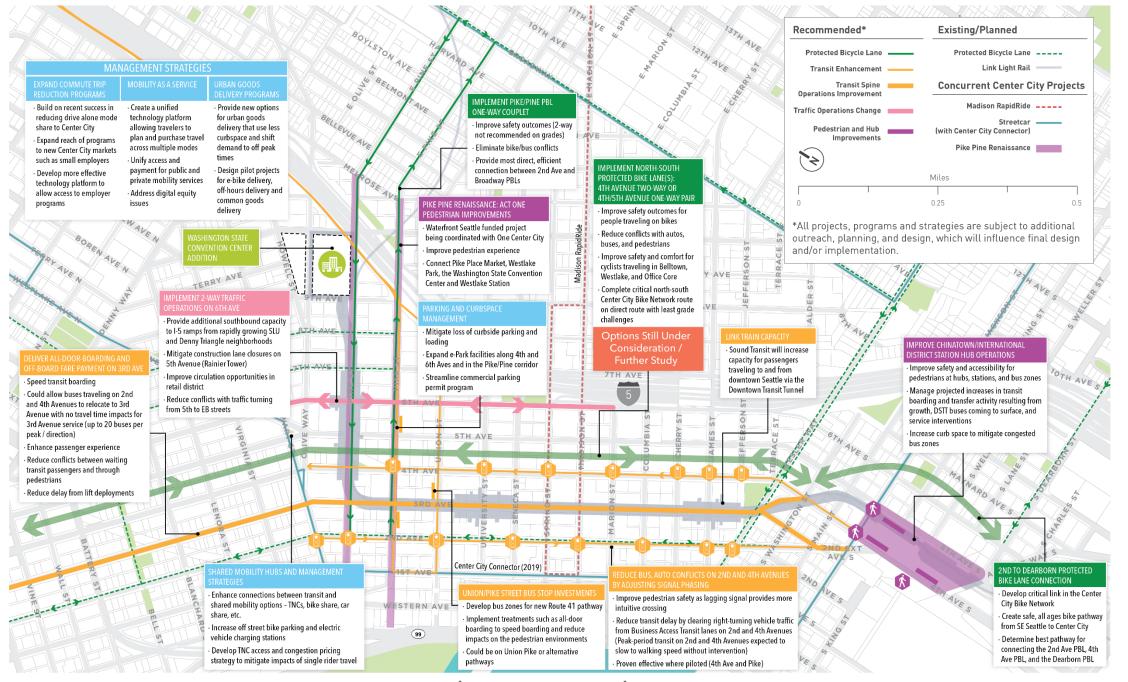
Pedestrian Experience and Accessibility



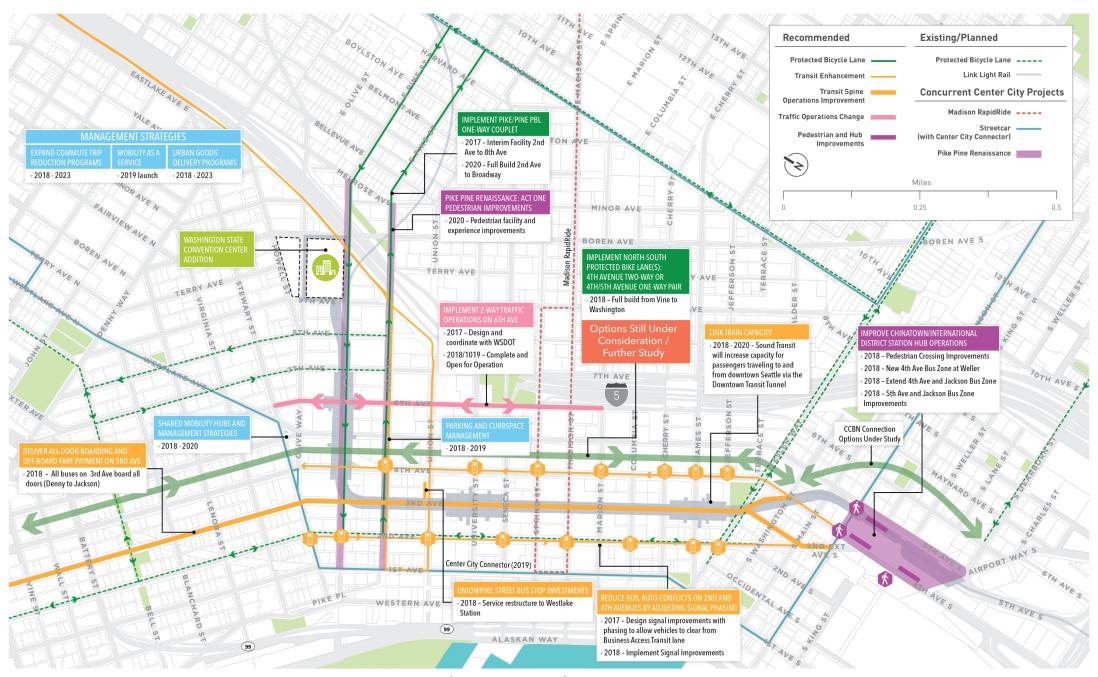
Center City Bike Network Connections



Management Strategies



NEAR-TERM MOBILITY CAPITAL PROJECTS (JUSTIFICATION)



NEAR-TERM MOBILITY CAPITAL PROJECTS (SCHEDULE)

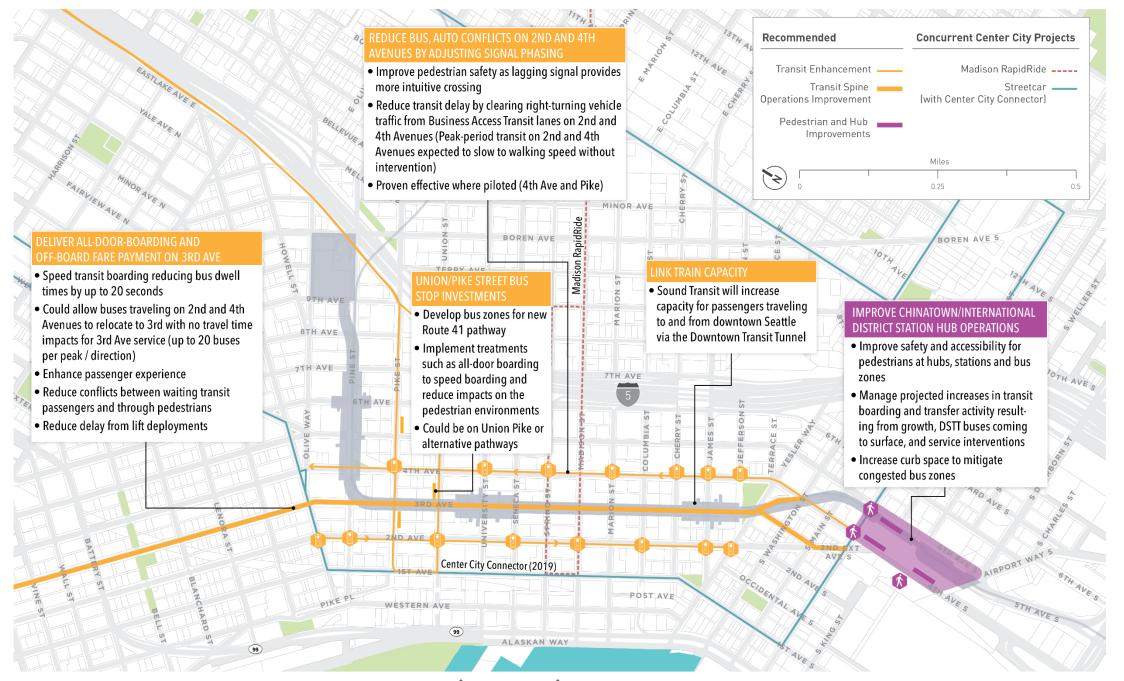


TRANSIT SPEED, RELIABILITY, & CUSTOMER EXPERIENCE

- Keep buses moving on 2nd Ave and 4th Ave by reducing conflicts with turning traffic and maintaining capacity
- Improve 3rd Ave bus speed, reliability, and customer experience by providing all-door boardings for all buses, all times of day
- Stop improvements for proposed service changes (ie. Route 41, SR 520, routes, etc.) including facilities and alldoor boarding







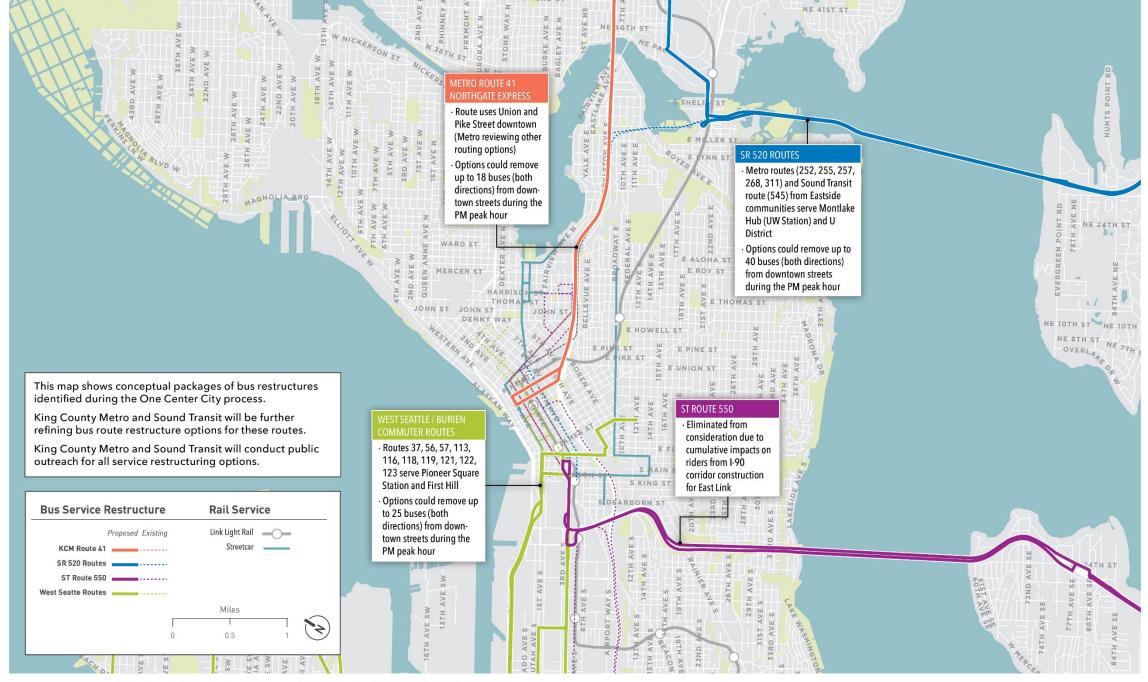


BUS SERVICE RESTRUCTURES

- Changes to bus services to reduce number of trips going through key "points of constraint"
- Optimize use of transit hubs and light rail capacity
- Tier 1 Bus Service Restructure
 options being carried through public
 process by King County Metro and
 Sound Transit



Metro and Sound Transit are already reaching out to transit riders and communities to get input on transit service in the State Route 520 corridor.



SR 520 LINK CONNECTIONS

- King County Metro & Sound Transit joint outreach and service planning effort
- ST Express routes: 540, 541, 542, 545
- King County Metro routes: 252, 255, 257, 268, 277,
 311
- 24,500 riders per weekday









SERVICE PLANNING APPROACH

- Public feedback drives service planning concepts organized into three themes:
 - Option A: Future Conditions, Existing Service
 - Option B: Structure changes, re-investments focus on Frequency
 - Option C: Structure changes, re-investments focus on New Connections
- Input will help develop a single service change proposal for another round of outreach in the fall



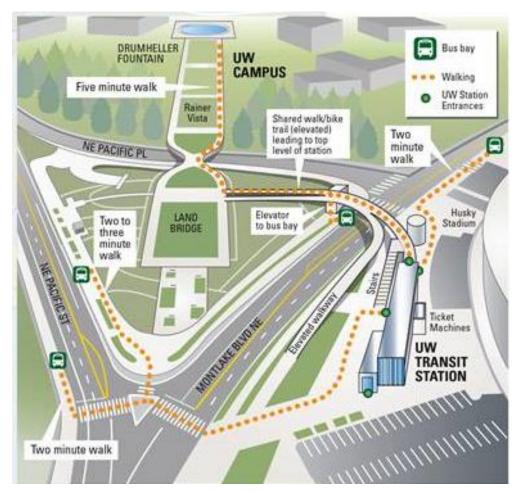






HUB AREA IMPROVEMENTS

- Enhanced bus stops and passenger amenities
- Improved transfer environment
- Treatments to speed boarding
- Pedestrian safety and accessibility
- Traffic operations to manage additional bus volumes



Metro is developing pre-design plans for improved bus connections to UW Station at the Montlake Hub



CHINATOWN / INTERNATIONAL DISTRICT HUB

- OPCD, SDOT, Sound Transit, DSA, and Metro participation
- Agencies will coordinate with C/ID and Pioneer Square stakeholders in design process
- Potential capital improvements include:
 - Pedestrian safety improvements
 - Remove 4th Avenue railing to extend bus zone
 - Add new 4th Avenue northbound bus zone south of Weller
 - Improve 5th Avenue southbound bus zone at Jackson
 - Remove abandoned trolley stop at 5th Avenue
 - Wayfinding and public realm improvements



Conceptual improvements at the Chinatown/International District Hub Area



PEDESTRIAN EXPERIENCE AND ACCESSIBILITY

- Improve pedestrian connections, legibility and wayfinding in Center City, at transit hubs and major bus zones
- Activate public realm and hub areas with existing and new programs
- Provide age-friendly improvements including updating curb ramps and installing benches
- Implement near-term opportunities identified in street concept plans









Many Center City projects and programs are improving the public realm



PROGRAMS & MANGEMENT STRATEGIES



Expand Commute Planning and Mobility

- Expand CTR outreach to new Center City markets and broaden suite of personalized commute planning and tax benefit consultation
- Promote Mobility as a Service to provide tailor-made mobility solutions
- Create network of Shared Mobility Hubs that provide seamless transfers between transit and alternative travel modes





+9,016 peak trips



+2,344 peak trips



+2,255 peak trips

Since 2010 the majority of net new commute trips are on transit and by walk/bike





PROGRAMS & MANGEMENT STRATEGIES

Proactively Manage Parking and Curbspace Impacts

- Continued investment in successful e-Park and Downtown Seattle Parking programs
- Explore off-street opportunities to co-locate TNC staging areas, bike storage and charging stations, and goods delivery staging



Minimize impacts to dwindling curbspace availability



Innovate Urban Goods Delivery

- Reduce curbside conflicts
- Partner with UW Urban Freight Lab and design pilot projects such as:
 - E-bike delivery
 - Off-hours delivery
 - Common delivery lockers
- Analyze Commercial Parking Permit Program

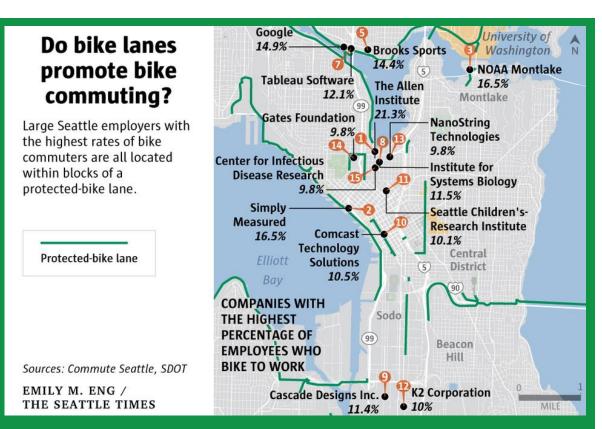


Cities from Portland to Paris are using electric tricycles for urban goods delivery

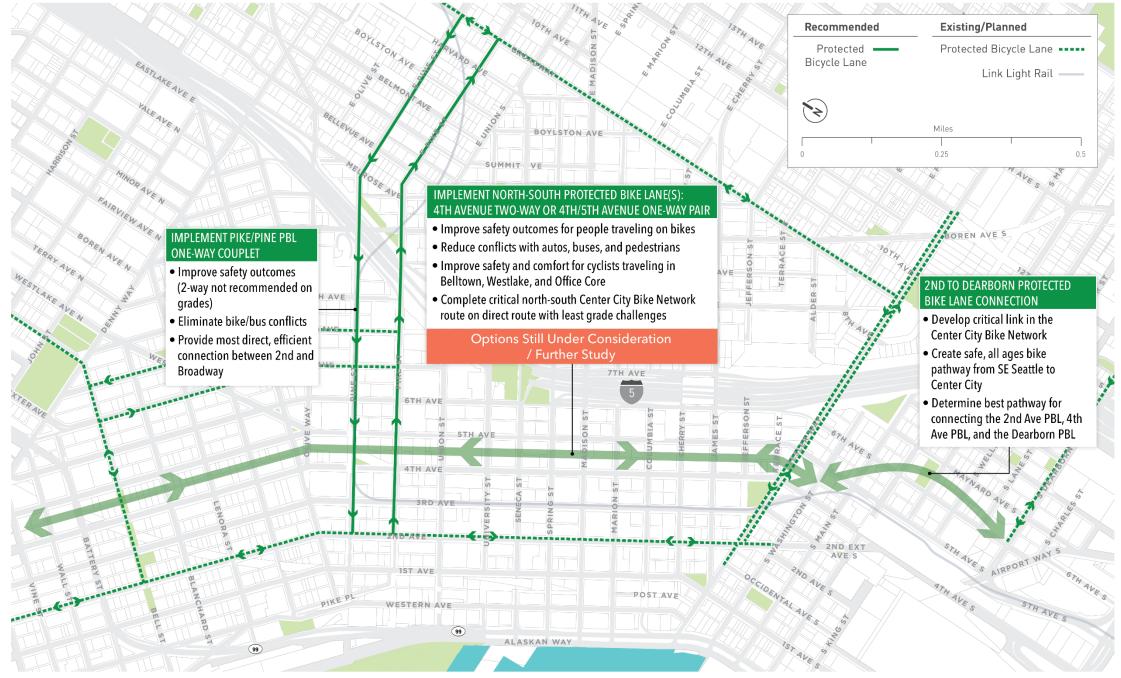


CENTER CITY BICYLE NETWORK

- Connect the Center City
 Bike Network
- Implement interim protected bike lanes on Pike – Pine operating as one-way couplet
- Continue analysis of northsouth PBL options on 4th Ave and 5th Ave
- Interim facilities by 2018



Recent survey work by Commute Seattle shows large employers near protected bike facilities have much higher than average rates of bicycle commuting



NEAR-TERM MOBILITY CAPITAL PROJECTS (BICYCLE)



PROJECT DEVELOPMENT AND IMPLEMENTATION

- SDOT, King County Metro, and Sound Transit are moving forward with planning, predesign, and project development activities
- Now: outreach begins on proposed projects and service changes

Project	Project Development Lead(S)	Current Actions	Implementation Date (Target)
TRANSIT SPEED, RELIA	BILITY, AND CU	JSTOMER EXPERIENCE	
Bus Layover Bays (10 Additional)	KCM	Dependent of service restructures	Q3 2018
2nd Avenue Signal Improvements	SDOT	SDOT leading project development and design	Q2 2018
4th Avenue Signal Improvements	SDOT	SDOT leading project development and design	Q2 2018
3rd Avenue - All Door Boarding	KCM	King County Metro leading project development and procurement of equipment	Q3/Q4 2018
Additional Capital Improvements to Support Service Restructures	KCM/ST/ SDOT	TBD depending on needs	As Needed
BUS SERVICE RESTRUC	CTURING		
SR 520 Service Restructure (SR 520 Link Connections)	KCM/ST	KCM and ST conducting joint public outreach process (SR 520 Link Connections)	2018
West Seattle – Burien Service Restructure	ксм	KCM to commence public outreach process in 2017	2018
Route 41 Service Restructure	KCM	KCM to commence public outreach process in 2017	2018
Route 550 Service Restructure	ST	• ??	2018
TRANSIT OPERATIONS			
Link Capacity Operating & Maintenance	ST	KCM and ST conducting joint public outreach process (SR 520 Link Connections)	2018 - (As needed)
Additional Fare Enforcement	ST and KCM	KCM preparing fare enforcement strategy for 3rd Ave and service restructures ST budgeting for additional fare enforcement with expanded LRT capacity and service restructures	2018 -
Net New Bus Operating & Maintenance Costs	ST and KCM	 KCM and ST have budget in anticipation of increased operating costs to maintain service levels in downtown 	2018 -
TRAFFIC OPERATION			
6th Avenue - Two-Way Operations	SDOT	SDOT leading project development and design	2018/2019

Project	Project Development Lead(S)	Current Actions	Implementation Date (Target)
HUB AREA AND STOP IN	IPROVEMENTS		
•		SDOT leading project development and design	
Chinatown / International District Hub Improvements	SDOT/OPCD/ ST/DSA	OPCD providing coordination with Chinatown/International District Neighborhood interests	Q3/Q4 2018
		DSA coordinating on activation opportunities	
5th Ave Trolley Stop Removal (C/ IDS)	SDOT/ST	• ????	Q2 2018
Montlake Hub Improvements	KCM	King County Metro currently conducting pre-design study	Q3 2018
KCM Route 41 Stop Improvements	КСМ	King County Metro leading project development and procurement of equipment	Q3 2018
€ CENTER CITY BICYCLE N	IETWORK CON	NECTIONS	
4th Avenue - Protected Bike Lane	SDOT	SDOT leading project development and design	2017/2018
Pike – Pine Protected Bike Lanes (2nd - Bellevue)	SDOT	SDOT leading project development and design	2018
		Coordinating with Pike Pine Renaissance and Washington State Convention Center Addition	
Pike - Protected Bike Lane (Bellevue - Broadway)	SDOT	SDOT leading project development and design	2020
PROGRAMS AND MANA			
Expanded CTR Programming	SDOT/ Commute Seattle	SDOT and Commute Seattle developing CTR strategy that will guide most effective investments	2018 - 2023
Shared Mobility Hubs	SDOT	SDOT developing Shared Mobility Hub designs and coordinating with transit agency and shared mobility companies	2018 - 2020
Urban Goods Delivery	SDOT	SDOT developing pilot programs in consultation with University of Washington	2018 -
Parking and Curbspace Management	SDOT	SDOT and DSA would lead program expansions	2018 - 2019
Mobility as a Service	SDOT/KCM	SDOT leading regional partnership to develop	2019 -

One Center City agencies are moving forward planning, pre-design, and project development activities

