

One Center City Update on Near-term Projects

Seattle Pedestrian Advisory Board

September 13, 2017

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



OVERVIEW

- Need for Near-Term Action
- Decision Process
- Recommended Near-Term Projects, Programs, and Strategies





RAPIDRIDE

SPECIAL

NEED FOR NEAR-TERM ACTION (2017-2023)

6000

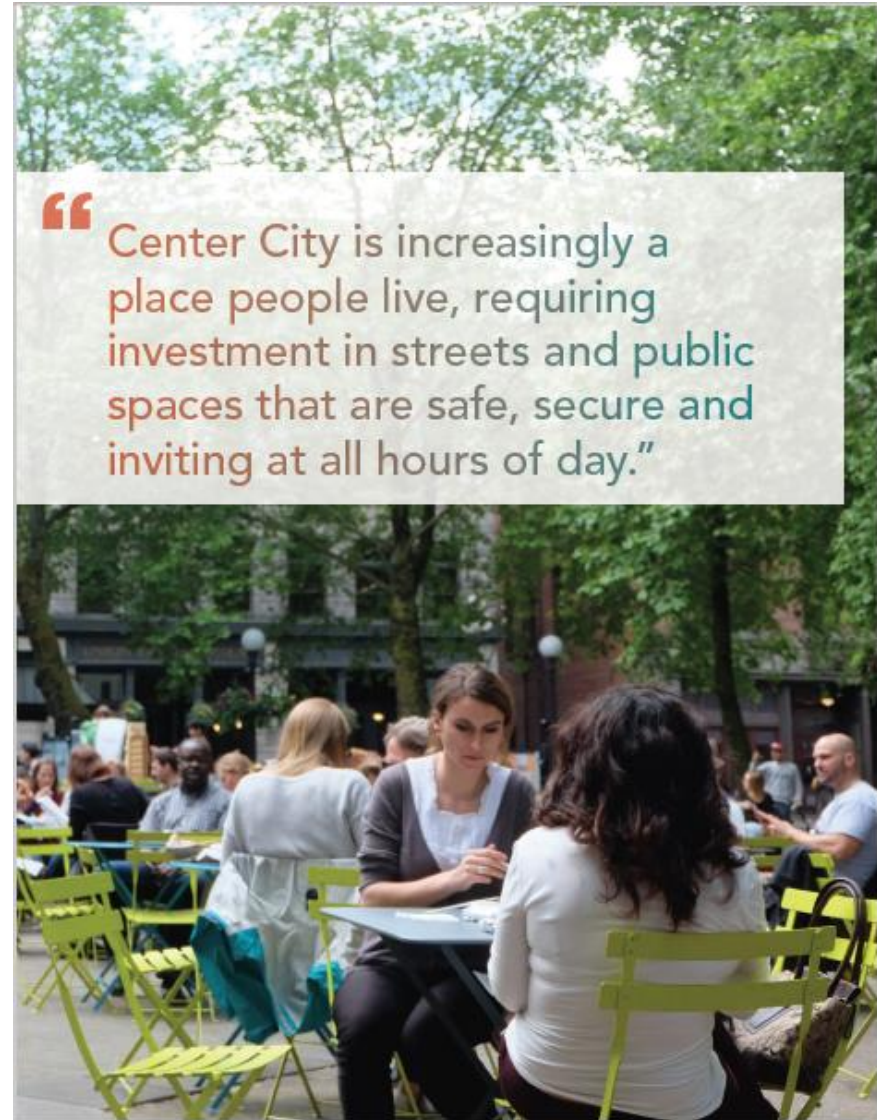
A TIME OF OPPORTUNITY AND CHALLENGE

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



SOLUTION IMPLEMENTATION

PERIOD OF MAXIMUM CONSTRAINT



- 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

NO ACTION IS NOT AN OPTION

Doing nothing impacts:

- Pedestrians
- Transit customers
- Cyclists
- 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



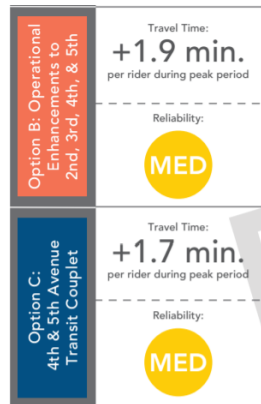
DECISION PROCESS

SELECTING NEAR-TERM PROJECTS, PROGRAMS, AND STRATEGIES

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



IDEA
GENERATION



TECHNICAL
ANALYSIS



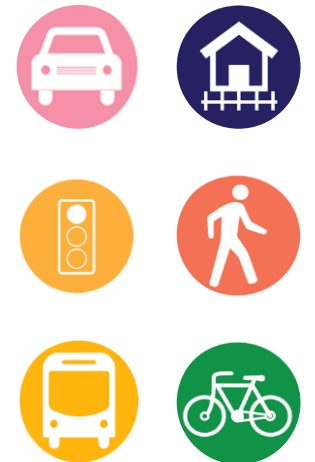
GUIDING
PRINCIPLES



STAKEHOLDER,
PUBLIC INPUT

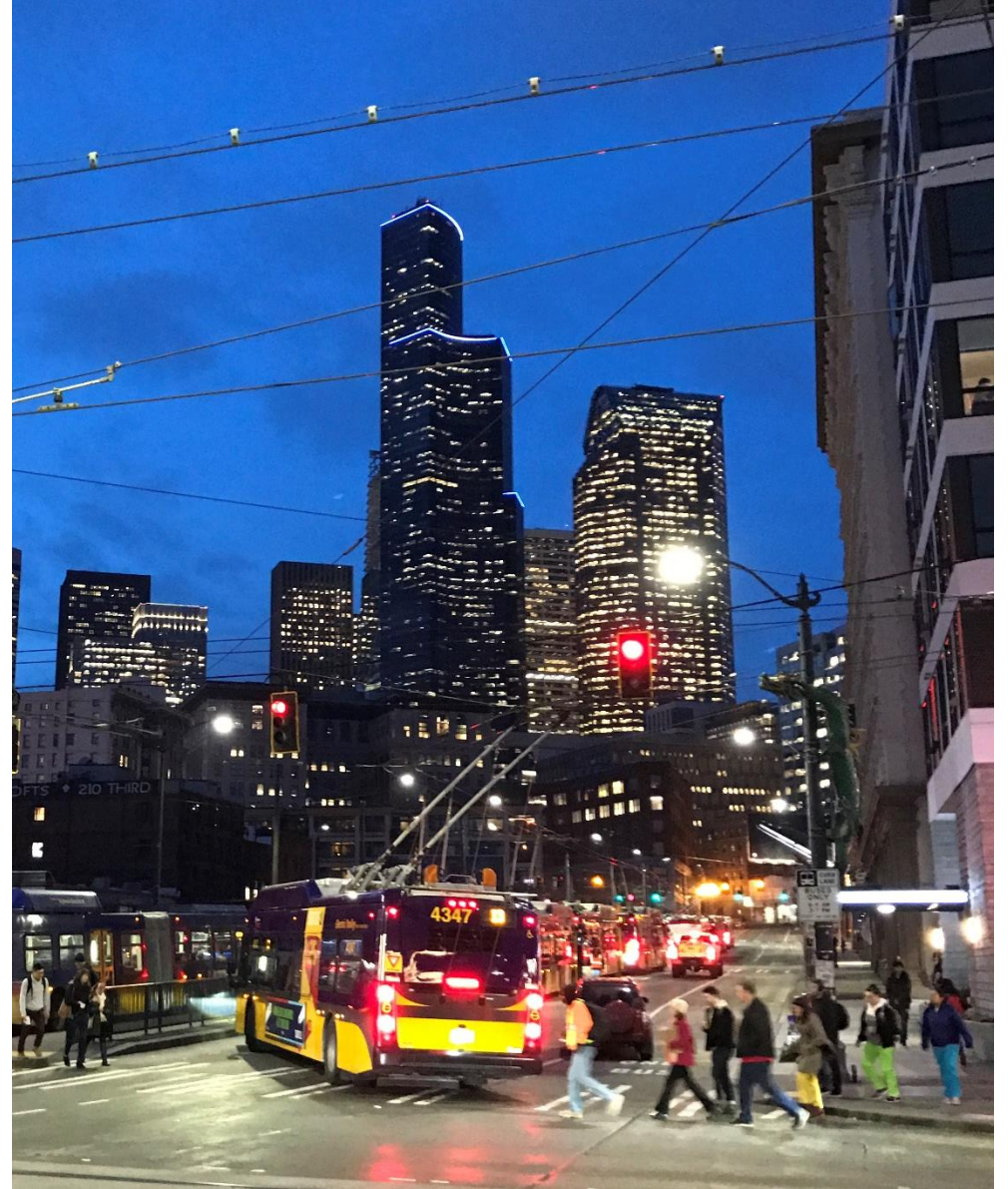


NEAR-TERM
PROJECTS,
PROGRAMS, &
STRATEGIES



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





RECOMMENDED PROJECTS, PROGRAMS, AND STRATEGIES

EVERY PARTNER TAKING ACTIONS



Downtown
Seattle
Association



Seattle
Department of
Transportation



King County
METRO



Seattle
Office of Planning &
Community Development

TYPES OF NEAR-TERM SOLUTIONS



Traffic Operations



Transit Speed, Reliability, & Customer Experience



Bus Service Restructures



Hub Area Improvements



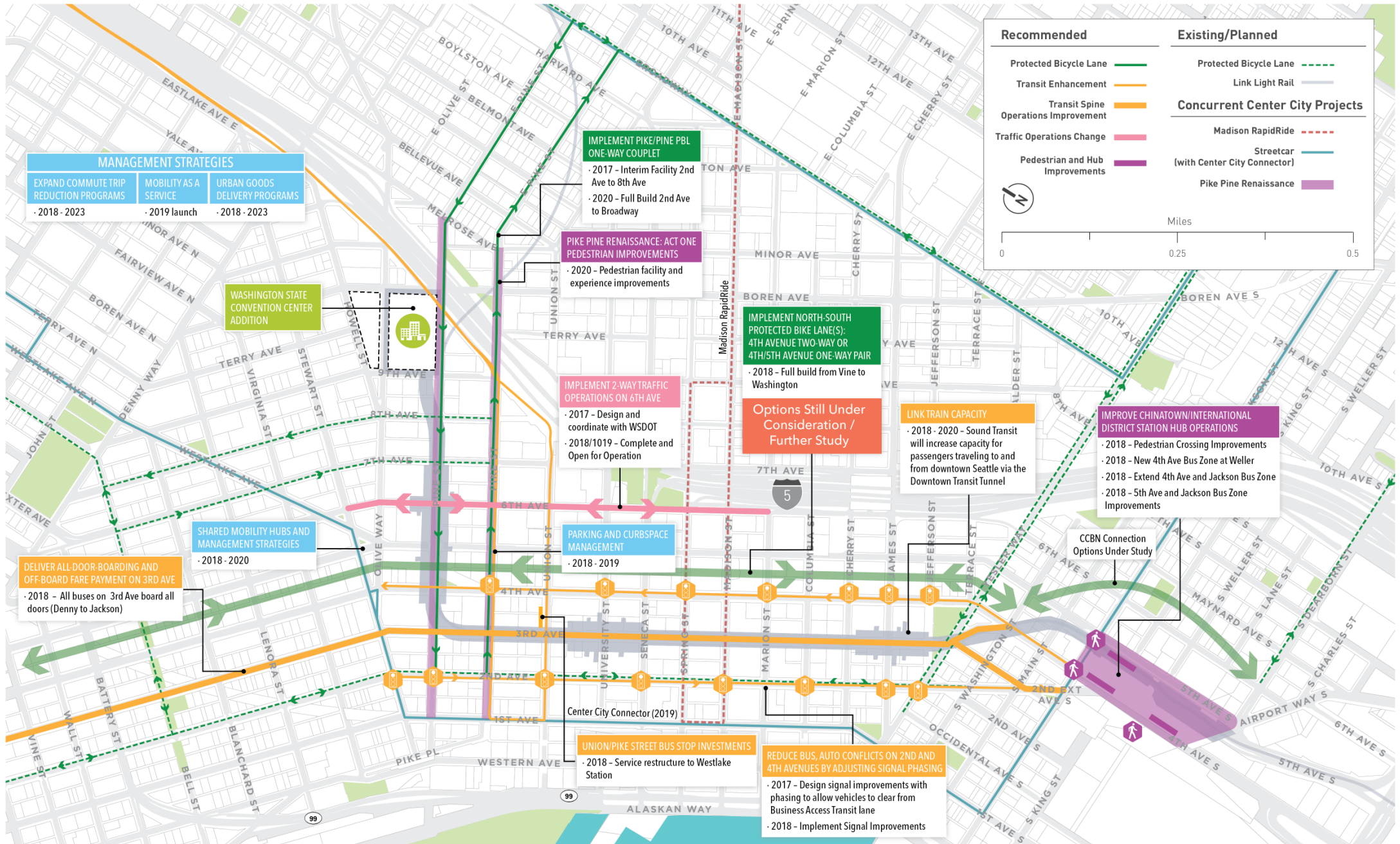
Pedestrian Experience and Accessibility



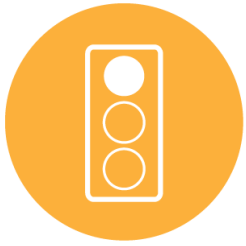
Center City Bike Network Connections



Management Strategies



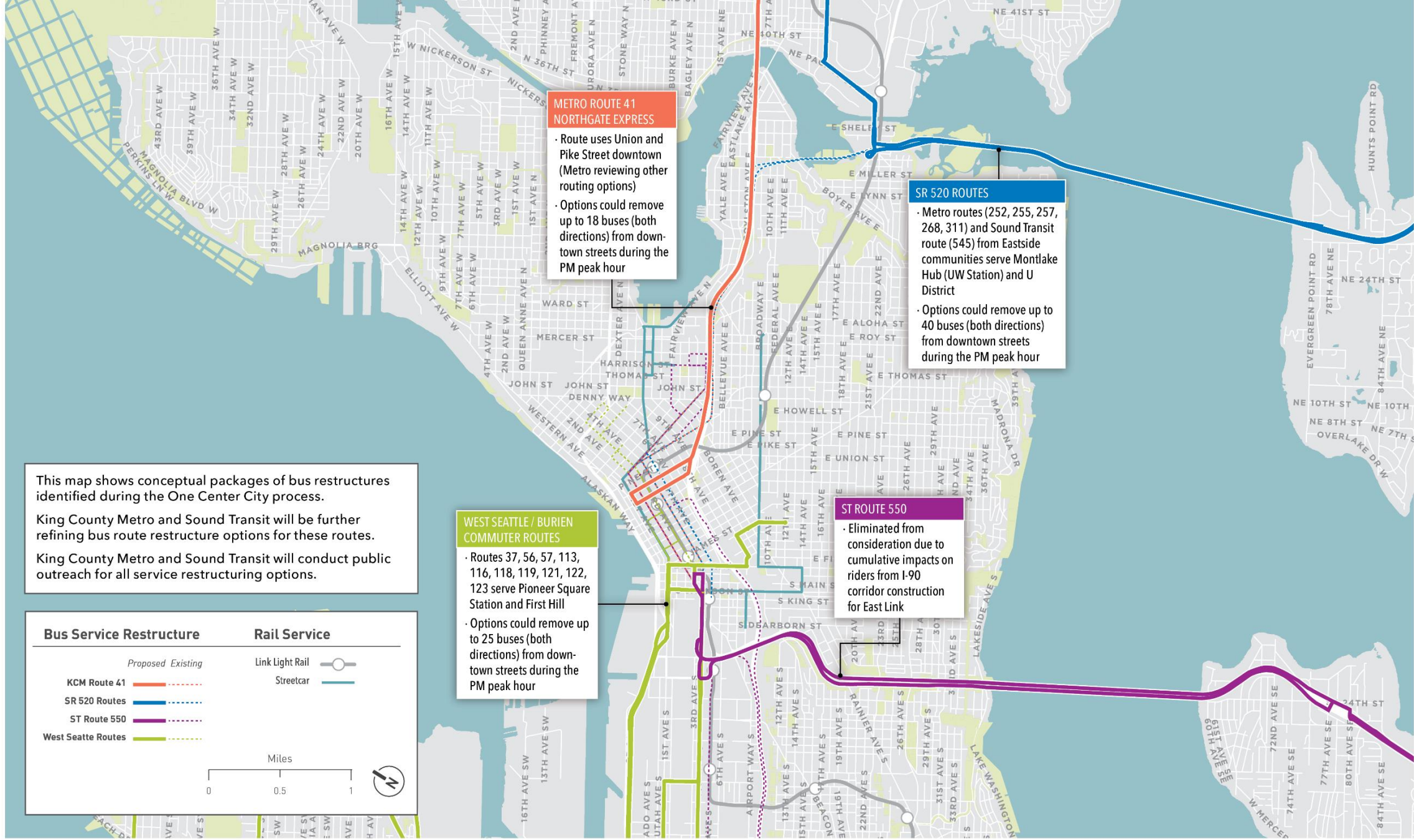
NEAR-TERM MOBILITY CAPITAL PROJECTS (SCHEDULE)



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 all-door boarding





TRANSIT SERVICE RESTRUCTURE OPTIONS



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, accessibility and wayfinding through capital projects in the Center City
- **Activate** public realm with programming and small scale interventions to create new social spaces
- **Provide** age-friendly improvements including updating curb ramps and installing benches
- **Implement** near-term opportunities identified in street concept plans
- **Measure** public life using new data protocol



Many Center City projects and programs are improving the public realm



PROGRAMS & MANAGEMENT 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



+31,385 peak trips



+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 & MANAGEMENT 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

Find Parking Faster

E-PARK IS SEATTLE'S ELECTRONIC PARKING GUIDANCE SYSTEM that helps you find parking faster at participating garages.

GET WHERE YOU NEED TO GO— whether it's your favorite restaurants, theatre shows, or downtown shops.

SNAP THE CODE for real-time parking availability or visit seattle.gov/epark

Location	Open Spaces
← Pacific Place	248
↑ 3rd & Stewart	137
↑ Pike Place Market	88
← Convention Center	656

seattle.gov/epark

Minimize impacts to dwindling curbspace availability



PROGRAMS & MANAGEMENT STRATEGIES

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 BICYCLE NETWORK

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

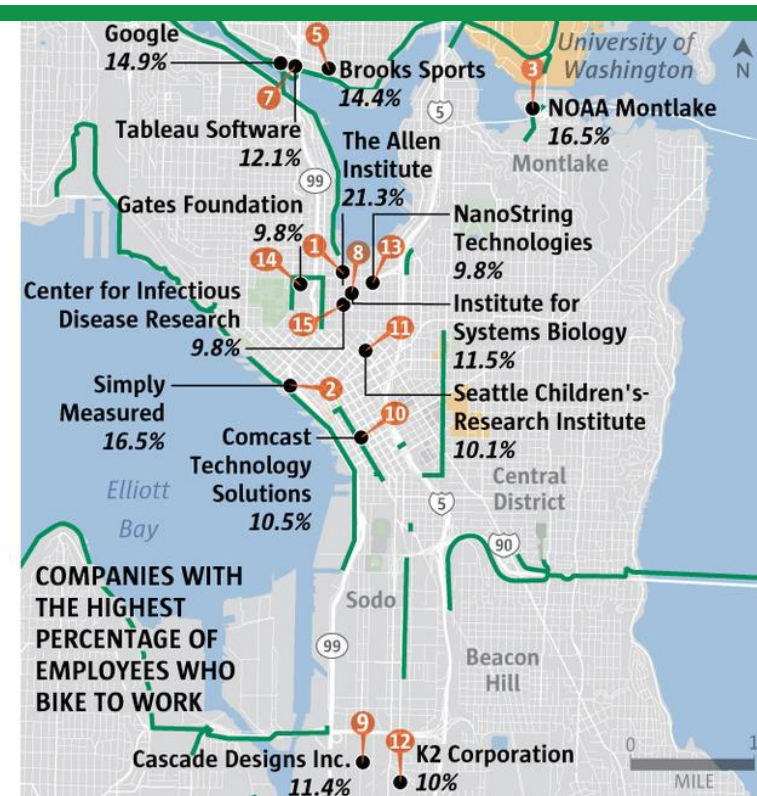
Do bike lanes promote bike commuting?

Large Seattle employers with the highest rates of bike commuters are all located within blocks of a protected-bike lane.

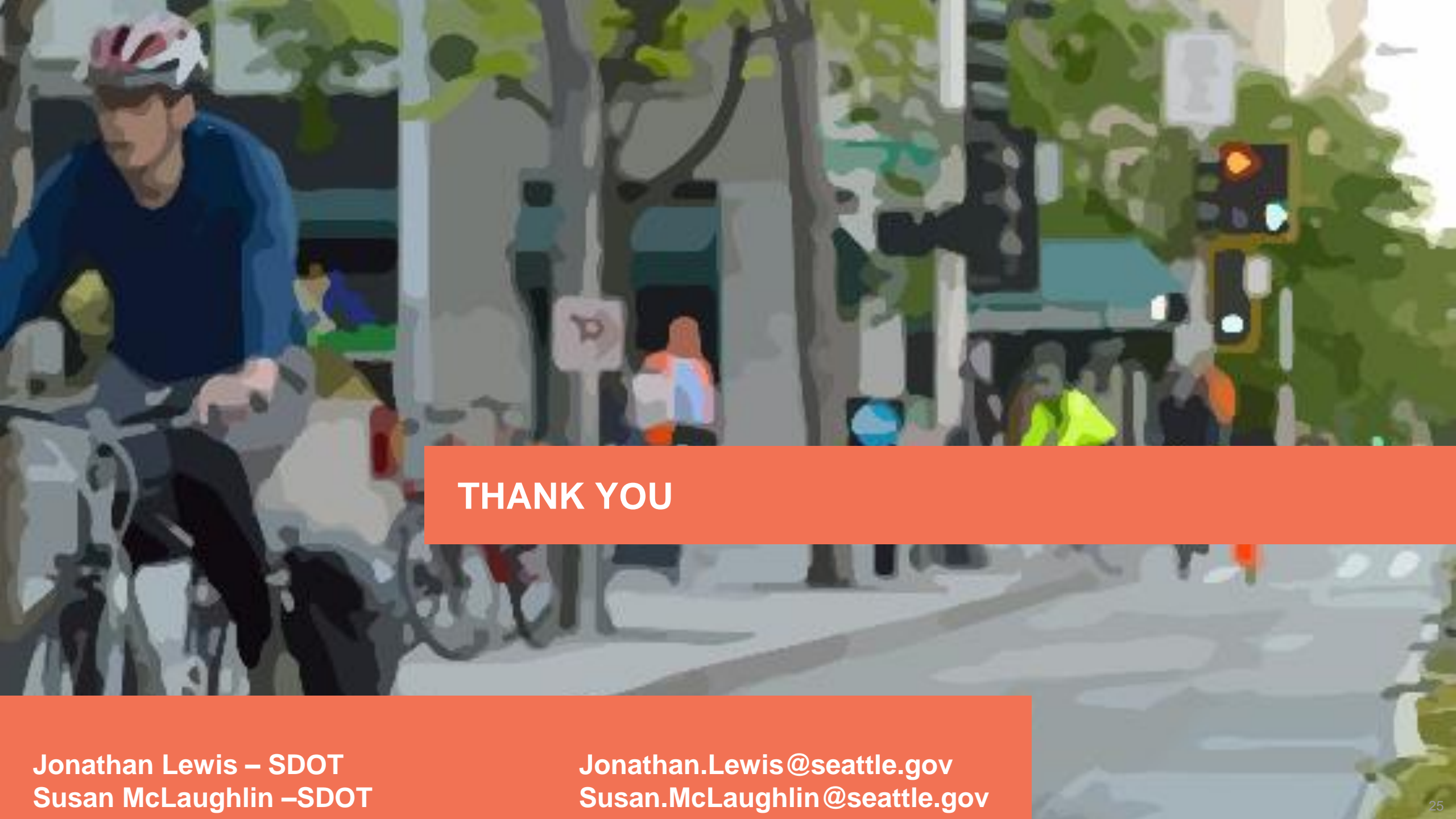
Protected-bike lane

Sources: Commute Seattle, SDOT

EMILY M. ENG /
THE SEATTLE TIMES



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



THANK YOU

**Jonathan Lewis – SDOT
Susan McLaughlin –SDOT**

**Jonathan.Lewis@seattle.gov
Susan.McLaughlin@seattle.gov**