

One Center City



Seattle City Council Sustainability and Transportation Committee
April 3, 2018

A Timing Challenge

SOLUTION
IMPLEMENTATION

PERIOD OF MAXIMUM CONSTRAINT

2017

2018

2019

2020

2021

2022

2023 - 2024

- OCC Near-Term Action Plan
- 2nd Ave protected bike lane (PBL) open
- 1st Ave utility relocations for Center City Connector (CCC)

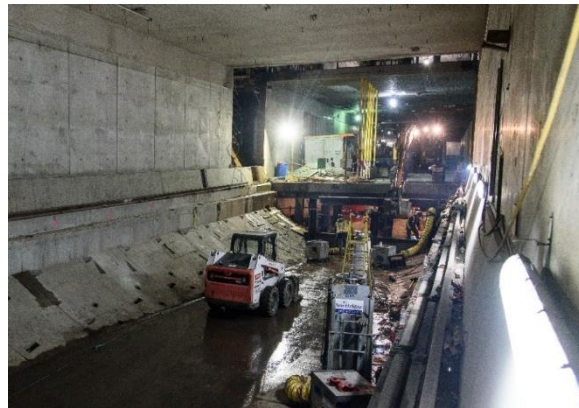
- D2 Roadway closes
- SR-99 Tunnel open

- DSTT closes to buses
- Convention Center construction begins
- Alaskan Way Viaduct demolition
- Alaskan Way construction begins

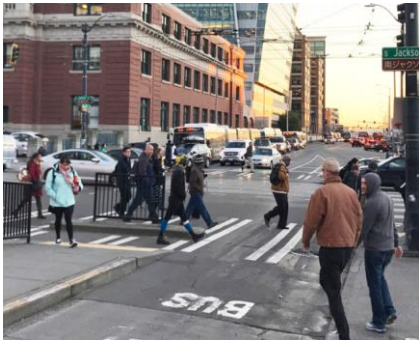
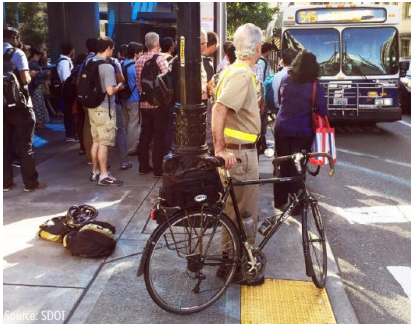
- Alaskan Way open to buses

- Convention Center open
- Madison RapidRide open
- Northgate Link open
- North Portal streets open

- East Link, Lynnwood, and Federal Way Link open
- Alaskan Way open to traffic



The Cost of No Action



- Longer travel times and less reliable travel for bus riders and vehicle drivers
- More passengers waiting on already busy sidewalks
- Additional transit operating cost
- Impacts to everyone who lives in or travels to or through downtown

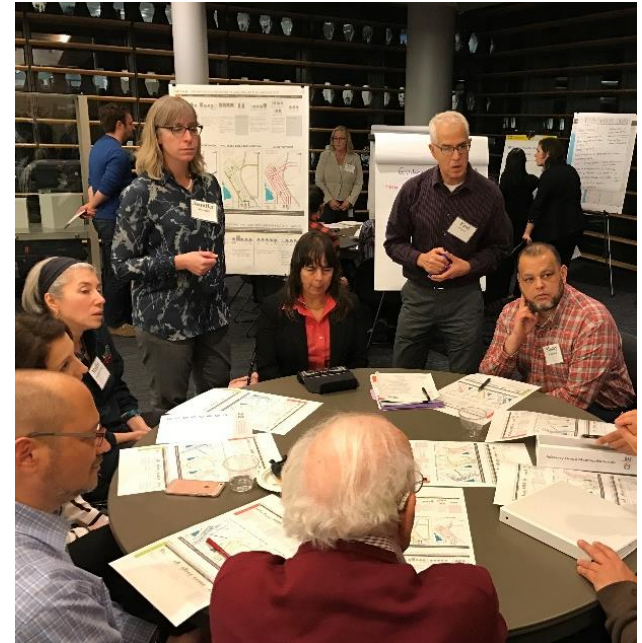
Two Years Working Together

■ Advisory Group

- Diverse perspectives and interest
- Center City, City, and Regional representation

■ Stakeholder & Community Groups

- 100+ briefings
- Neighborhoods, business, youth commission, disability advocacy, transportation advocacy, & others
- City Advisory Boards



■ Public Outreach

- Online Open House
- Happy hour
- Town Halls



Seattle
Department of
Transportation



**Downtown
Seattle
Association**

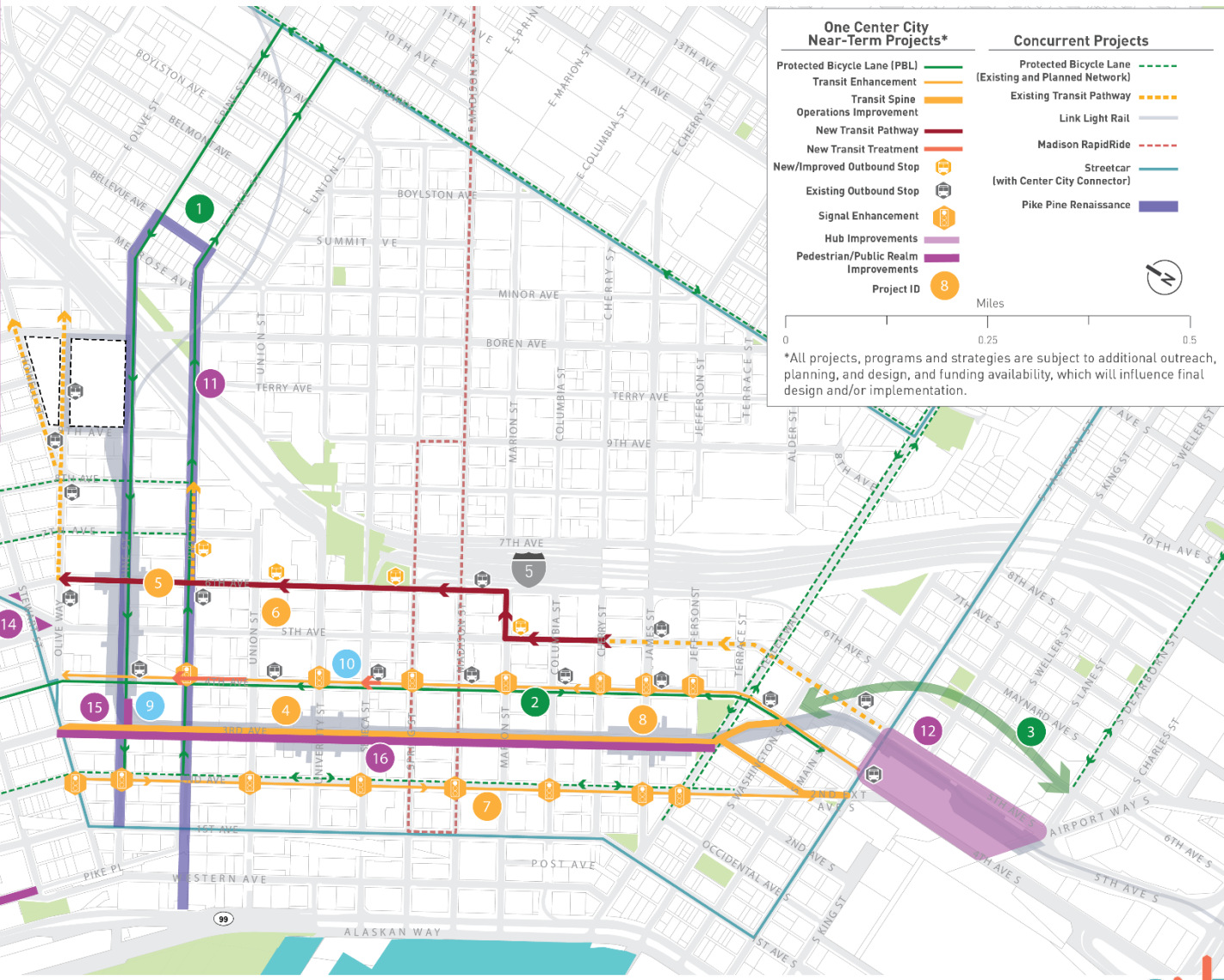
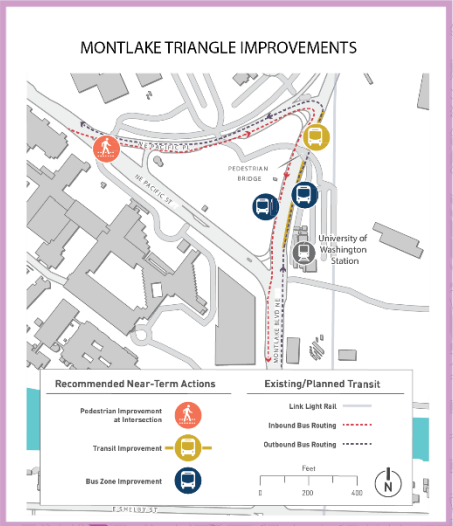


Seattle
Office of Planning &
Community Development



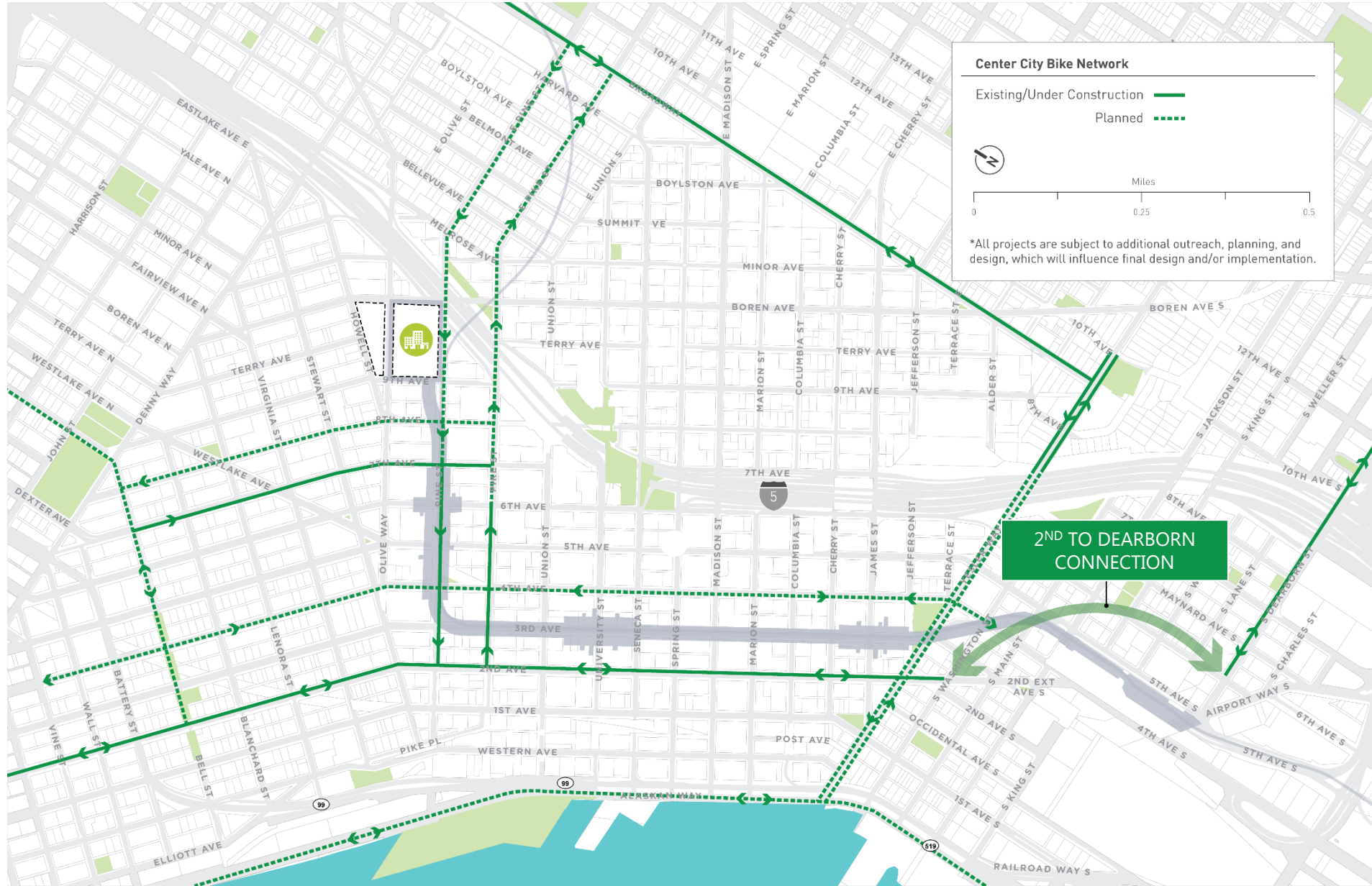
**King County
METRO**

Recommended Projects



ONE CENTER CITY NEAR-TERM PROJECTS

Bicycle Network Connections



Potential Transit Service Revisions

Final Decision by King County Council/Sound Transit Board

- Improve regional access
- Improve mobility and the transit rider experience
 - Take advantage of light rail reliability and capacity
 - Opportunity to improve transit hubs
- Maximize investment in transit speed and reliability improvements



Near Term Action Plan Delivers

Improved person capacity and throughput during peak periods

MOVING CARS



28.4 PEOPLE
PER BLOCK

MOVING TRANSIT



225 PEOPLE
PER BLOCK

MOVING PEOPLE



1,000 PEOPLE
PER BLOCK

- 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 7,500 people per hour
- New northbound transit pathway improves system resiliency

Solution Implementation

PERIOD OF MAXIMUM CONSTRAINT



- Pike and Pine PBLs: 2nd Ave to 6th Ave
- Pine Street Plaza
- 3rd Ave Maintenance and Repairs (ongoing)

- 2nd Ave and 4th Ave Signal Improvements
- Parking and curb management (ongoing)

- 3rd Ave all-door boarding and off-board fare payment
- Montlake Triangle improvements
- International District/Chinatown Station area improvements
- 5th/6th Transit Pathway
- Shared Mobility Hub and Strategies
- Potential Transit Service Restructures
- 2nd Ave Extension to Dearborn bike connection

- Pike and Pine PBLs: Bellevue to Broadway
- McGraw Square and Westlake Square improvements

- 4th Ave PBL
- Pike and Pine PBLs: 6th Ave to Bellevue

What's Next

- Memorandum of Agreement between agencies for implementation and funding
- Agency review and approval processes
- Specific project design and implementation
- On-going outreach and communications

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