

Council Resolution 31814 – Quarterly Report (Q1 2019)

One Center City – March Council Report

Resolution 31814 requires the Seattle Department of Transportation to provide quarterly written reports to City Council on the implementation of the One Center City program.

A. Status of funding and Implementation of One Center City Near-Term Projects:

1. Protected Bike Lane on Pike and/or Pine Streets

Description: Install protected bikes lanes on Pike and/or Pine Street from 2nd Avenue to Broadway in 3 phases (Segment 1: 2nd Ave to 6th Ave, Segment 2: 6th Ave to Bellevue, Segment 3: Bellevue to Broadway).

Budget: \$800,000

Scheduled Implementation: Construction completed by December 31, 2019

Status: On schedule and on budget. Segment 1 was completed in 2017. Segment 2 is undergoing data analysis and internal concept review but is at risk of being delayed due to traffic complications and major construction projects in the area. Segment 3 is awaiting internal concept approval in order to begin public outreach.

2. Protected Bike Lane Implementation on 4th Avenue

Description: Install a 2-Way protected bike lane on 4th Avenue from Vine to Main.

Budget: \$3,100,000

Scheduled Implementation: 100% design completed by May 31, 2019. Construction completed by December 31, 2021

Status: On budget and delayed. Due to staffing constraints, SDOT will miss the May design deadline to prioritize other 2019 Center City Bike Network installation projects. Design expected to be completed by the end of year.

3. 2nd Avenue Extension to Dearborn Bike Connection (aka South End Connection)

Description: Connect the 2nd Avenue Extension protected bike lane to the Dearborn protected bike lane with and all ages and abilities pathway.

Budget: \$850,000

Scheduled Implementation: Built by December 31, 2019

Status: On schedule and on budget. Conceptual designs are in development and SDOT is coordinating concepts with Metro and the public. This project may not be installed by the end of 2019 due to coordination of Metro layover stop relocation.

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4. 2nd Avenue and 4th Avenue Signal Improvements

Description: Implement right turn arrows for eastbound cross streets on 4th Avenue and westbound cross streets on 2nd Avenue. Right turn arrows clear vehicles from the bus lane faster and buses move more quickly along 2nd and 4th Avenues. Also reduces conflicts between pedestrians and turning vehicles.

Budget: \$1,300,000

Scheduled Implementation: Install Q3 2018.

Status: All locations complete and this project came in under budget.

5. 3rd Avenue All Door Boarding and Off-Board Fare Payment

Description: Install 10 additional ORCA readers along 3rd Avenue at non-Rapid Ride bus zones. Project will allow all transit riders on 3rd Avenue to prepay and board all buses at any door. This project is being led by King County Metro.

Budget: \$757,000 (design) + \$3,000,000 (new construction costs)

Scheduled Implementation: Install by March 23, 2019 (Metro spring service change)

Status: The project is over budget and will be delayed. Due to setbacks in concept design approval, late permit submittals, and delays in the bidding process all ten locations will be built between April 2019 and March 2020. SDOT reduced the permit process to the fastest possible review cycle and Metro is still working with their contractor to shorten construction durations. Metro has developed a contingency plan to utilize on-street staff and ORCA hand scanners to replicate off-door boarding service during the PM rush hour period until the permanent ORCA readers are in place.

In addition to the schedule delays, the construction costs for this project have increased by \$3,000,000. During the design process, Metro and the design consultant were not familiar with SDOT's sidewalk restoration standards which require that sidewalk panels be fully restored when construction activities and trenching (for electrical connections) remove existing sidewalk. Metro requested an exemption to only partially restore the sidewalk and SDOT worked with Metro to reduce some impacts but held firm that 3rd Avenue is priority route for pedestrians. SDOT is requiring that the sidewalk must to be restored according to standards for proper functionality, durability, ADA accessibility, and appearance for adjacent businesses. As part of the process to maintain a good partnership all three parties (SDOT, Metro, and Sound Transit) agreed to cost share the increase in construction cost (\$3M). Because of cost savings associated with other projects this increase will not exceed the original One Center City budget.

6. New Transit Pathway on 5th and 6th Avenues

Description: Extend the existing northbound transit lane on 5th Avenue two blocks north to Marion Street, where the transit pathway will connect to 6th Avenue and continue north to

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Olive Way. Includes new bus stops on 5th at Marion, and on 6th at Union. Provides additional bus capacity and improves transit travel times and reliability in the downtown.

Budget: \$ 3,200,000

Scheduled Implementation: Install by March 23, 2019 (Metro spring service change)

Status: On schedule and under budget. Construction is substantially complete; final transit passenger amenities will be installed by March 20, 2019. Metro drivers started practice runs starting on March 7th to ensure that all drivers on routes along the new 5th/6th Pathway will be familiar in advance of the March 23 service change.

7. 4th Ave Transit Improvements

Description: Add a second bus lane on 4th Avenue between Union & Pike and install a transit queue jump at 4th and Seneca.

Budget: \$120,000

Scheduled Implementation: Install by March 23, 2019 (Metro spring service change)

Status: On budget and delayed. Overlaps with Rainier Square construction activities have caused the project schedule to be extended by several months. Designs are nearing final approvals and due to cost reductions SDOT is considering adding a second transit queue jump at Union to further improve transit performance. Project construction is expected to be complete by June 2019.

8. Improvements to support downtown surface street operations for routes displaced from the DSTT

Description: Project scope has been combined with 9. *International District/Chinatown Station Bus & Pedestrian Improvements*. This was done to better facilitate public communications due to similarities in scope and adjacency of improvement locations. Project 8 and 9 budgets remain separate from each other.

Budget: \$1,900,000

Scheduled Implementation: September 2019

Status: Project combined with 9. International District/Chinatown Station Bus & Pedestrian Improvements

9. International District/Chinatown Station Bus & Pedestrian Improvements

Description: Reduces bus zone congestion and improves pedestrian safety with enhanced passenger facilities, signage and wayfinding, new or expanded bus stops, and improved intersection treatments.

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Budget: \$2,000,000

Scheduled Implementation: September 2019

Status: On schedule and on budget. Preliminary designs are going through Historic Board (International District and Pioneer Square) review and stakeholder outreach.

10. **Montlake Triangle Improvements**

Description: Add new bus stops to Montlake Blvd to shorten the walking distance between bus zones and the UW Link station and provide a new transit lane on Montlake Blvd. Realign intersection at Pacific St and Pacific Pl to better facilitate transit turns and improve access to the UW Medical Center.

Budget: \$5,300,000

Scheduled Implementation: September 2019

Status: On schedule and on budget. After coordinating with the University of Washington, the scope was modified to improve ADA access around the UW Link Station in lieu of the changes to the Pacific St and Pacific Pl intersection.

11. **5th & Jackson Trolley Stop Removal**

Description: Remove decommissioned Waterfront Streetcar trolley stop at 5th Ave and Jackson. Replace with pavement and sidewalk to improve Metro layover operations and the pedestrian environment. This project is being led by Sound Transit.

Budget: \$414,000

Scheduled Implementation: Install by December 31st, 2018

Status: On budget and delayed. Project is delayed due to additional coordination that was needed with the adjacent property owner to reduce construction impacts. Final designs have been approved by International District Historic Board as are going through the final steps of the SDOT permit process. The project is expected to be completed by July 2019.

12. **Expanded TDM Programming and Marketing**

Description: Expand Transportation Demand Management (TDM) Programming to new Center City markets: Transportation Management Program sites, small to mid-size employers in key neighborhoods, and Seattle 2030 participants.

Budget: \$1,787,500

Scheduled Implementation: Began 4th Quarter 2018 and will continue through December 31st, 2021

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Status: On schedule and on budget. Workplan: SDOT administered with Commute Seattle a “Flexwork Challenge” during the SR 99 closure to encourage alternate travel choices and preliminary results are promising. SDOT and Metro are coordinating on TDM Marketing contracts; SDOT’s broad marketing campaign scope with its vendor was being finalized as of March 2019 while Metro’s RFP for personalized trip planning was being edited for release. TMP program review and evaluation is underway at SDOT and will continue into late 2019.

13. Shared Mobility Hubs

Description: Improve access to major transit hubs, enhance the passenger experience, and simplify access to a variety of connecting shared services (bike share, bike parking, transportation network company (TNC) zones, car share parking, and wayfinding) to single locations at four shared mobility hubs (Westlake Station, Colman Dock, Chinatown/International District Station, and Husky Stadium Station).

Budget: \$1,100,000

Scheduled Implementation: Implement all locations by December 31st, 2019

Status: Work plans are being developed for individual locations. Potential for delay due to turnover in the New Mobility and Parking teams. This project is awaiting permanent staffing and is will be rescoped once permanent staff is assigned.

14. Parking and Curbspace Management

Description: Streamline and add new technology to Commercial Vehicle Delivery Permit Upgrade program; Study and design pilot projects for eBike freight delivery, off-hours delivery, and common goods delivery; expand e-Park facilities along corridors with reduced parking; enhance enforcement.

Budget: \$3,655,500

Scheduled Implementation: Implement various projects from 2018 to December 31st, 2019

Status: On schedule and on budget. The E-Bike Freight Delivery pilot was deployed in November 2018 in conjunction with UPS to service the Pike Place Market and Belltown areas. The Goods Morning Delivery pilot (off-hours delivery) was recently deployed at 6 blockfaces in downtown Seattle for the morning period (6A-11A) to facilitate more commercial deliveries in the morning. The Commercial Vehicle Delivery Permit Upgrade program is reviewing best practices to test innovative technology and demand-based pricing. E-park scope is being reevaluated to reflect City budget proposal to eliminate e-park operations and maintenance funding.

15. Mobility as a Service (MaaS)

Description: Dynamically manage market demand by providing targeted incentives to influence people’s travel behavior during peak travel times. SDOT will launch a pilot tool called DriverMiles to encourage high-occupancy, low-carbon travel modes that explore the impacts of

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new technology, incentives, and nudges on consumer transportation choices. The goal of the pilot is to understand and measure the efficacy and impact of this type of tool to positively impact travel behaviors.

Budget: \$412,500

Scheduled Implementation: Complete pilot by December 31st, 2019

Status: On schedule and on budget.

16. Market to MOHAI

Description: Implement proposed pedestrian lighting improvements along Western, Bell, Denny and Westlake.

Budget: \$500,000

Scheduled Implementation: September 2019

Status: On schedule and on budget. Design will begin in Q4 2018.

17. McGraw Square and Westlake Square

Description: Repair drainage and lighting infrastructure and enhance landscaping.

Budget: \$325,000

Scheduled Implementation: Complete by June 30, 2019.

Status: On schedule and on budget. Drainage spot fixes were implemented in 2018 by Seattle Public Utilities and SDOT Urban Forestry. The lighting scope has shifted from spot improvements to a comprehensive lighting strategy to better serve plaza visitors. SDOT is hiring a lighting consultant to develop a lighting study that is expected to be completed in June 2019.

18. Pedestrian Safety and Transit Corridor Improvements

Description: Investments in pedestrian projects throughout the downtown area such as pedestrian lighting, intersection improvements, wayfinding, sidewalk spot repair, decluttering, and tree planting.

Budget: \$4,000,000

Scheduled Implementation: Complete by December 31st, 2019

Status: On schedule and on budget. Concepts are currently being developed.

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B. SDOT’s evaluation of the performance of the transportation system with the One Center City projects, and SDOT’s intended action to manage the system for the next quarter:

SDOT has developed a Strategic Plan for Downtown Mobility to support the Mayor’s goals of creating economic opportunity for all, providing basic services, and addressing affordability by maintaining broad mobility and equal access to downtown employment, commerce, tourism, and housing during the period of maximum constraint (2018-2023).

SDOT’s comprehensive strategy to keep Seattle moving before, during and after the Seattle Squeeze (period of maximum constraint) includes five pillars for Downtown Mobility:

Pillar 1: System Monitoring and Management of Real-Time Operations

Pillar 2: Transit Investments: Meeting Demand and Expanding Access

Pillar 3: Reduce Drive-Alone Trips Downtown (Transportation Demand Management)

Pillar 4: Manage the Public Right of Way

Pillar 5: Coordinated Regional Communications Campaign

One Center City and the Near-Term Action Plan (NTAP) is a response to a specific set of impacts, including buses leaving the Downtown Seattle Transit Tunnel (DSTT) in March of 2019 and the impacts of the Convention Center expansion and the closure of the Convention Place transit station.

SDOT’s Downtown Mobility Strategic Plan goes beyond the One Center City NTAP projects and responds to a broader set of near-term and on-going impacts than just the One Center City NTAP projects were designed to address. This includes meeting the Mayor’s commitment of SOV reduction, more extensive coordination of private construction impacts downtown. SDOT is focusing time and resources on building planned system improvements, improving strategic data flow, and consolidating a full suite of metrics.