

One Center City Potential Near-term Strategies



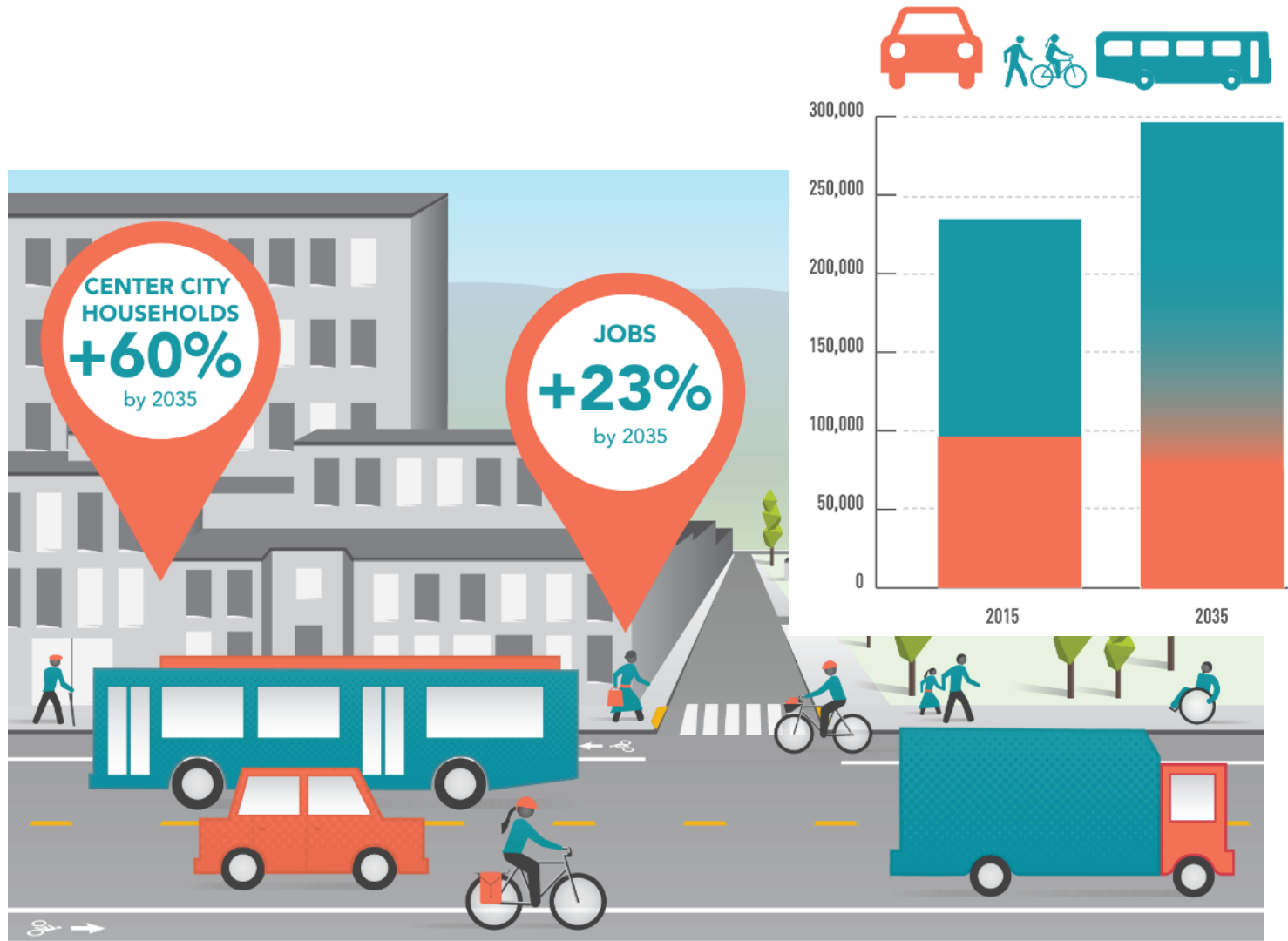
National Federation of the Blind
February 18, 2017

ONE CENTER CITY

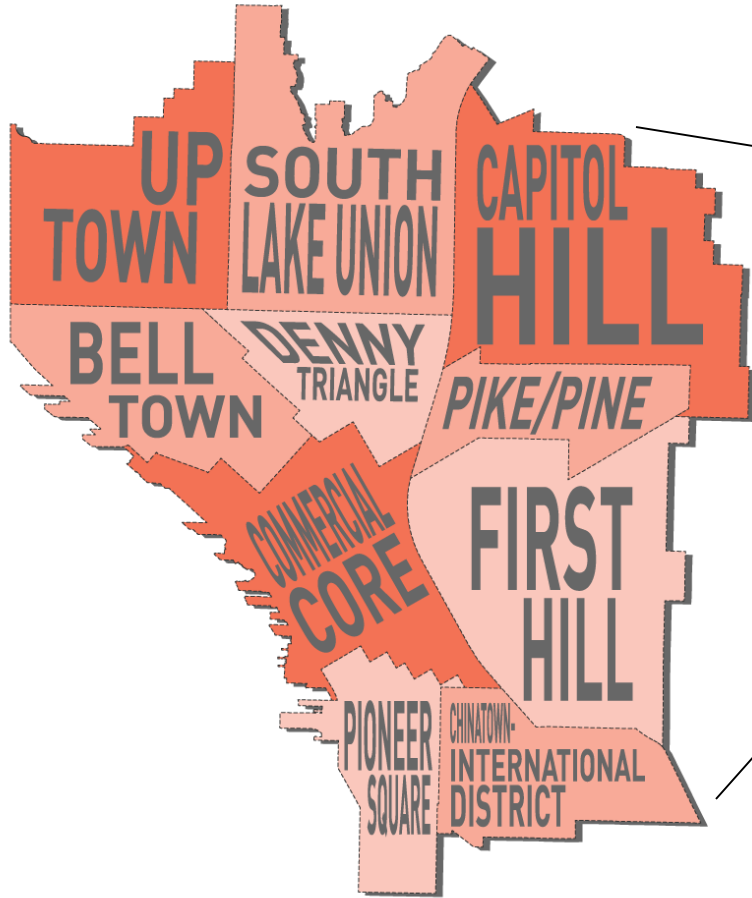
- Unified and integrated plan for how we:
 - **Move** through,
 - **Connect** to, and
 - **Experience** Center City
- Many communities, perspectives, and partners
- Project sponsors
 - City of Seattle
 - King County Metro
 - Sound Transit
 - Downtown Seattle Association
- 20-year Vision
- Action Plan for Near-Term, Mid-Term, and 20-year Horizon



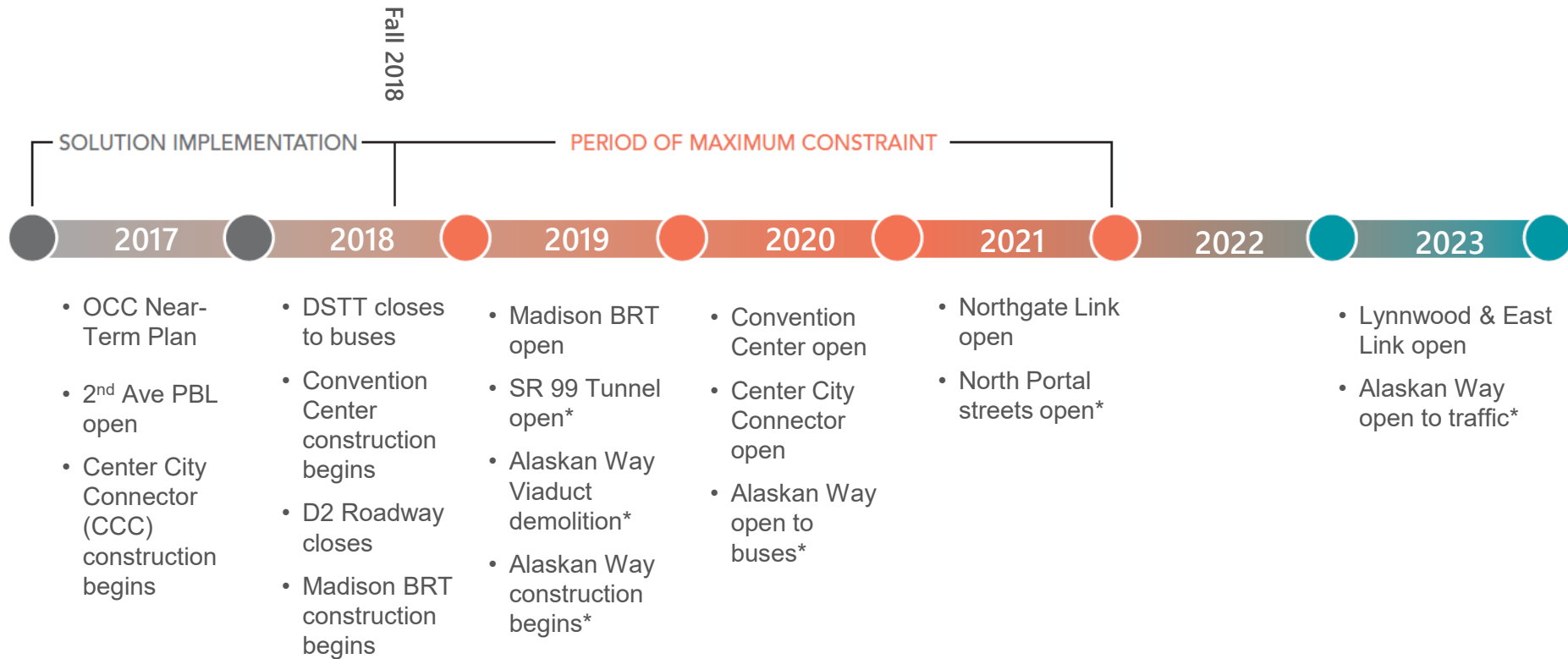
WHY ONE CENTER CITY?



WHERE IS THE CENTER CITY?



A TIMING CHALLENGE



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

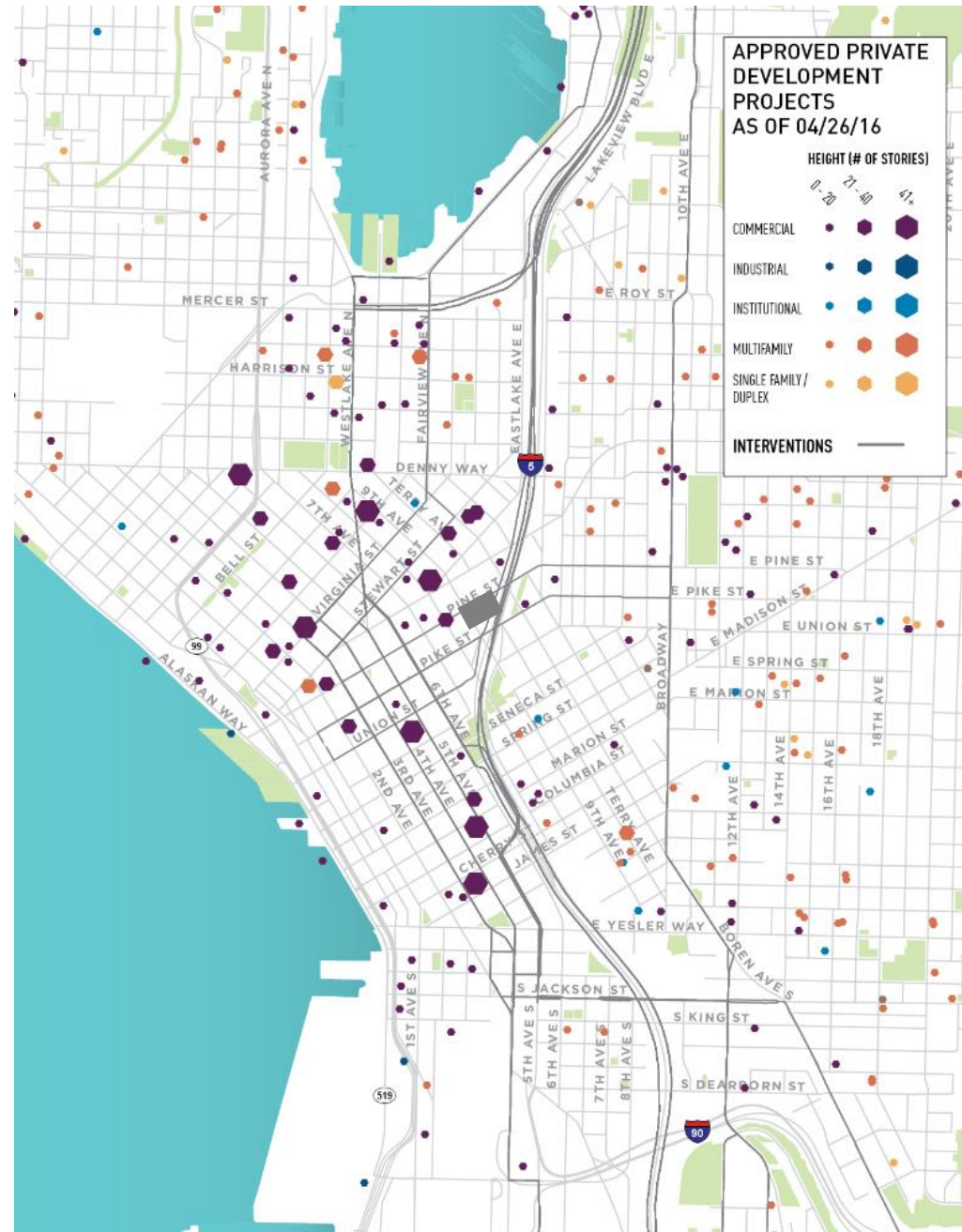
TRANSPORTATION SYSTEM CHANGES

- Light rail expansion
 - Northgate Link
 - East & Lynnwood Link
 - Federal Way Link
- SR 99 tunnel and Seattle Waterfront
- Center City Connector Streetcar
- Rapid Ride Expansion
 - 13 new corridors in King County by 2024
 - 7 of the 13 in Seattle
- Center City Bike Network



OPPORTUNITY AND GROWTH

- **10,000+ residential units** under construction (June 2016)
- **11M+ square feet** of institutional, office and retail space approved or under construction (June 2016)
- **Convention Center Addition**



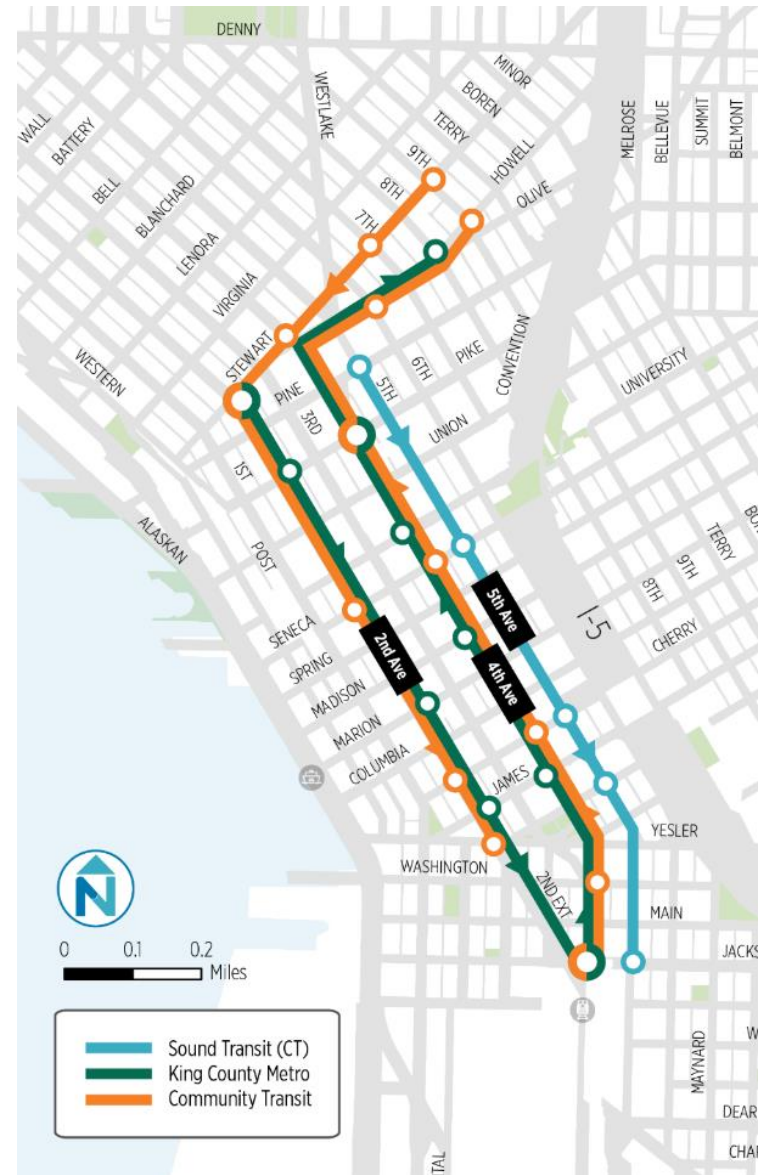
BUS OPERATIONS IN DOWNTOWN SEATTLE TRANSIT TUNNEL (DSTT)

- Seven regional routes to downtown
- 40 buses per direction during PM peak hour
- 15,000 riders during the PM peak period (3-7 PM)



NO ACTION NOT AN OPTION

- Longer travel times for bus riders and vehicle drivers
- Less reliable travel
- More passengers waiting on sidewalks
- Less space for other users
 - Bikers
 - Delivery drivers
 - Service providers
 - Taxi and for-hire drivers
- Additional cost to transit providers



POTENTIAL NEAR-TERM STRATEGIES

Surface Street
Operations



CC Bike Network
Implementation



Transit Service
Restructuring



Pedestrian &
Public Realm

Programs &
Management
Strategies



ONE CENTER CITY GUIDING PRINCIPLES

- **Flexibility:** Create flexible systems that can evolve over time by taking a system-wide view and challenging long-held assumptions.
- **User experience:** Create an easy to use and intuitive system by prioritizing accessibility, pedestrian mobility, wayfinding, and multimodal connectivity.
- **Equity:** Design for the health, safety and well-being of all who live in our community using established race and social justice guidelines.
- **Well-being:** Support social sustainability and economic prosperity for all.



ONE CENTER CITY GUIDING PRINCIPLES (CONT.)

- **Optimization:** Optimize use of limited street and sidewalk space for people and goods.
- **Transportation:** Provide safe, affordable, comfortable, reliable, and convenient transportation options for all users of all abilities – daytime and nighttime, commuters and non-commuters, and those needing timely multiple connections.
- **Public space:** Design the street experience and public realm so that they are inviting, engaging, safe, and supportive of social connections and community-building.
- **Stewardship:** Reduce vehicles and emissions and use sustainable building practices.

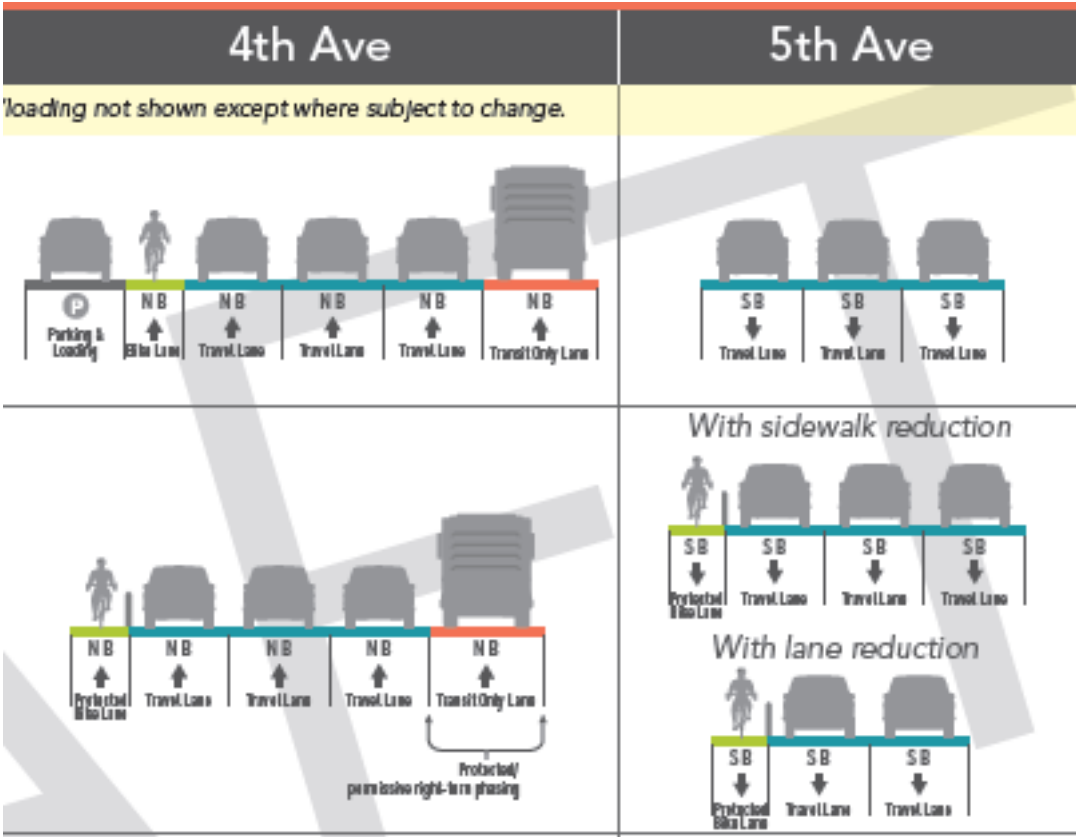


POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option B: OPERATIONAL ENHANCEMENTS

- Signal modifications
- Passenger loading enhancements
- North bound protected bike lane on 4th Avenue; south bound on 5th Avenue

Existing



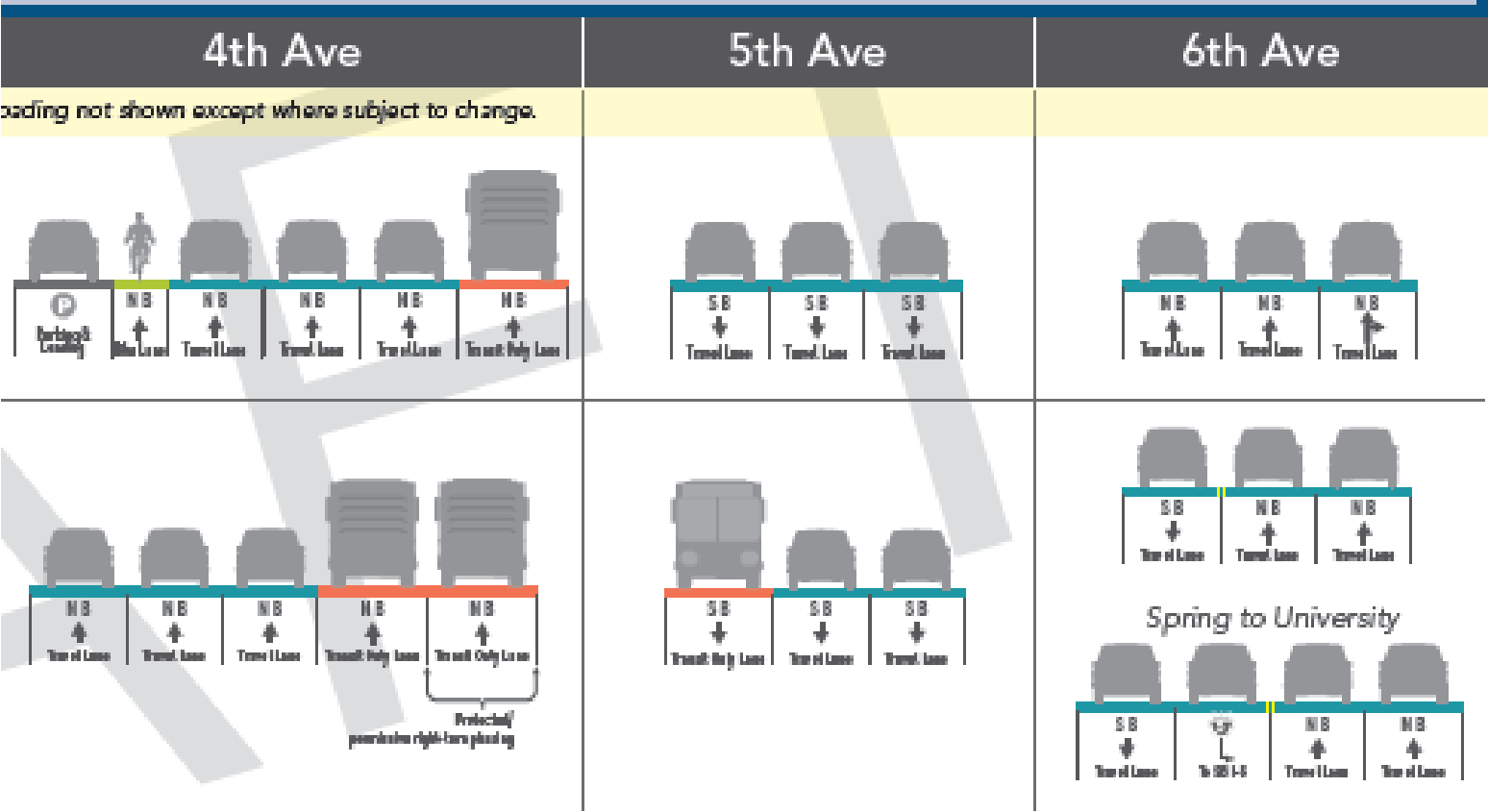
Option B

POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option C: 4TH AND 5TH AVENUES TRANSIT COUPLET

- Second northbound Transit Lane on 4th
- Remove bike lane on 4th
- Southbound transit lane on 5th
- Two-way 6th Avenue

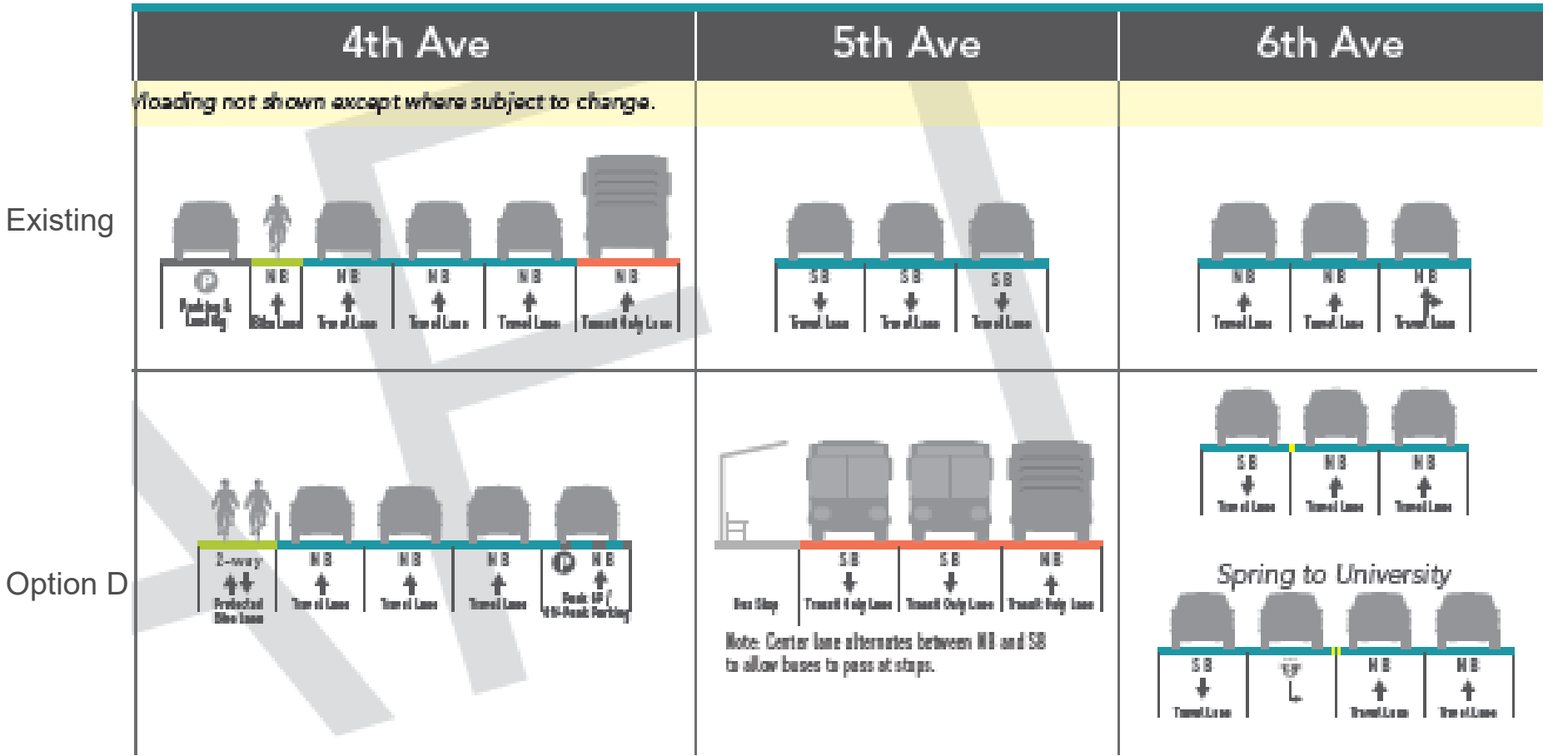
Existing



































POTENTIAL SURFACE STREET OPERATIONS STRATEGIES

Option D: 5TH AVENUE TWO-WAY TRANSIT STREET

- Two-way transit-only on 5th
- Remove bus lanes on 2nd and 4th
- Two-way protected bike lane on 4th
- Two-way 6th Avenue



POTENTIAL SURFACE STREET OPERATIONS STRATEGIES OVERVIEW

	Change from Today							
	 Change in Transit Travel Time & Reliability (Downtown Bus Riders)	 Additional Downtown Transit Operating Costs (Bus Only)	 General Purpose Traffic Travel Time	 Change in On-Street Parking & Loading Spaces	 Pedestrian Experience at Hubs and Major Bus Zones	 Surface Street Project Capital Cost	 Opportunity to Implement Northbound and Southbound Protected Bike Lane (East of 3rd Ave)	 Potential for On-Time Delivery
Option A: 2019 Baseline	Travel Time: +3.5 min. per rider during peak period Reliability: LOW	+\$7-\$8M annually	Northbound: +0.3 min. average of 4th & 6th Ave Southbound: +3.0 min. average of 2nd, 5th, & 6th Ave	No Change	2ND  3RD  4TH  5TH 	N/A	 LOW	 N/A
Option B: Operational Enhancements to 2nd, 3rd, 4th, & 5th	Travel Time: +1.9 min. per rider during peak period Reliability: MED	+\$1.5-\$2.5M annually	Northbound: No Change average of 4th & 6th Ave Southbound: +2.8 min. average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -1 Passenger Load Zones: -4 Parking Stalls: -25 during PM peak period	2ND  3RD  4TH  5TH 	\$11-\$14M	 MED	 HIGH
Option C: 4th & 5th Avenue Transit Couplet	Travel Time: +1.7 min. per rider during peak period Reliability: MED	+\$0.5-\$1M annually	Northbound: +1.2 min. average of 4th & 6th Ave Southbound: +3.4 min. average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -6 Passenger Load Zones: -19 Parking Stalls: -45 during PM peak period	2ND  3RD  4TH  5TH 	\$14-\$17M	 LOW	 MED
Option D: 5th Avenue Two-Way Transit Spine	Travel Time: No Change per rider during peak period Reliability: HIGH	+/- \$0M annually	Northbound: +0.7 min. average of 4th & 6th Ave Southbound: No Change average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -3 Passenger Load Zones: -4 Parking Stalls: -36 during PM peak period	2ND  3RD  4TH  5TH 	\$22-\$28M	 MED	 LOW

PIKE & PINE SURFACE STREET STRATEGIES

- Bus lanes:
1st – 9th
- Protected bike lanes:
2nd – Broadway
















Option B – PBL pair on Pike (8th-Broadway)



Option C – One-way Couplet

UNION, PIKE & PINE SURFACE STREET STRATEGIES OVERVIEW

	Change from Today				 Surface Street Project Capital Cost	 Pedestrian Experience at Major Bus Zones	 Potential for On-Time Delivery
	 Transit Travel Time (Corridor Bus Riders)	 Additional Downtown Transit Operating Costs (Bus Only)	 General Purpose Traffic Travel Time (Between 1st Ave & Broadway)	 Change in On-Street Parking and Loading Spaces			
Option A: 2019 Baseline	+0.5 min. (2%) <small>between 1st Ave & Broadway</small>	No Change <small>existing Pike/Pine bus routes</small>	Westbound (Pine): +1.0 min.	No Change	N/A		
		-\$0.5M <small>annually for route 41</small>	Eastbound (Pike): No Change				
Option B: Downtown Couplet with Pike PBL Pair East of 8th Ave	+0.5 min. (2%) <small>between 1st Ave & Broadway</small>	No Change <small>existing Pike/Pine bus routes</small>	Westbound (Pine): +0.5 min.	Commercial Load Zones: -16	Under Development		
		-\$0.5M <small>annually for route 41</small>	Eastbound (Pike): +4.2 min.	Passenger Load Zones: -22 Parking Stalls: -78			
Option C: One-Way Couplet on Pike & Pine Streets	No Change <small>between 1st Ave & Broadway</small> <small>assumes parking & loading lane option on Pike & Pine - transit lane option may reduce transit travel times</small>	No Change <small>existing Pike/Pine bus routes</small>	Westbound (Pine): +0.5 min.	Commercial Load Zones: -8	Under Development		
		-\$0.5M <small>annually for route 41</small>	Eastbound (Pike): +3.4 min.	Passenger Load Zones: -19 Parking Stalls: -30 <small>assumes parking & loading lane option on Pine</small>			

POTENTIAL TRANSIT SERVICE RESTRUCTURING STRATEGIES

- Change bus routes to reduce number of bus trips going through the downtown core
- Deliver transit riders to light rail or bus routes



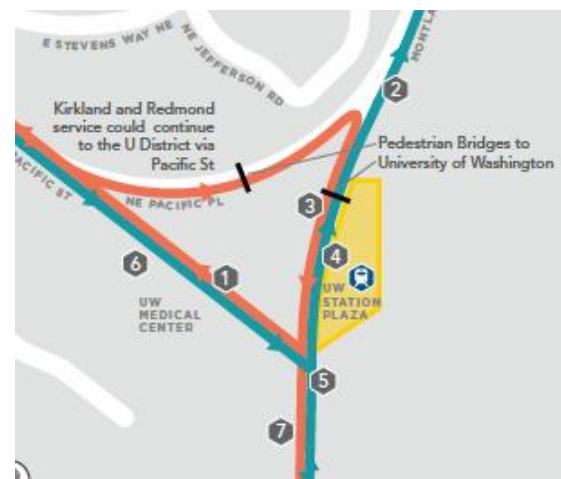


POTENTIAL PEDESTRIAN AND PUBLIC REALM STRATEGIES

- Improve pedestrian connections at transit hubs and major bus zones
- Activate public realm
- Declutter unnecessary street furniture, bus stop facilities, and signage



International District/Chinatown Station



University of Washington Station



PROGRAMS AND MANAGEMENT STRATEGIES

- Parking and curb management
- Wayfinding
- Real-time information
- Transportation demand management
- Urban goods delivery strategies
- Shared mobility



NEAR-TERM STRATEGIES PLEASE LET US KNOW...

- How could these changes affect how you move to and through Center City?
- What questions or concerns come to mind?
- What would you need to make these changes work for you?
- Who else should we be talking to and how?

NEAR-TERM STRATEGIES

DECISION ROADMAP

JAN &
FEB

- Solicit input from public through Advisory Group, in-person meetings and online open house

MAR

- Draft recommended strategies for further outreach and analysis

THROUGH
EARLY
2018

- Outreach and analysis on specific strategies prior to recommendation and action by responsible legislative body

THROUGH
EARLY
2018

- Develop 20-year vision and public realm plan

LEARN MORE - ONECENTERCITY.ORG



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We're working to make it easier
to get around Center City.

[VISIT OUR ONLINE OPEN HOUSE TO LEARN MORE](#)



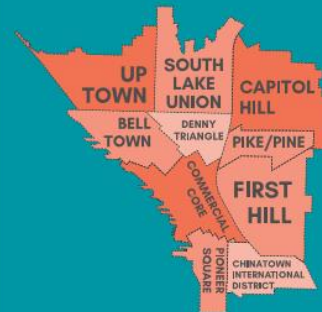
One Center City will bring together many communities, perspectives and partners, to create a 20-year plan for how we move through, connect to, and experience Seattle's Center City neighborhoods. It is a public/private partnership between the City of Seattle, King County, Sound Transit, and the Downtown Seattle Association.

EMAIL SIGN-UP

Receive project updates and help shape the plan

email address

ONE CENTER CITY NEIGHBORHOODS



JOIN THE CONVERSATION



QUESTIONS

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onecentercity.org