



One Center City Near Term Action Plan

One Center City Advisory Group
June 14, 2018

A Time of Opportunity and Challenge

Major Projects in the Center City 2017 - 2024



SR 99 Viaduct Removal and Alaskan Way Boulevard Construction



Convention Center Expansion



Downtown Seattle Transit Tunnel Closed to Buses



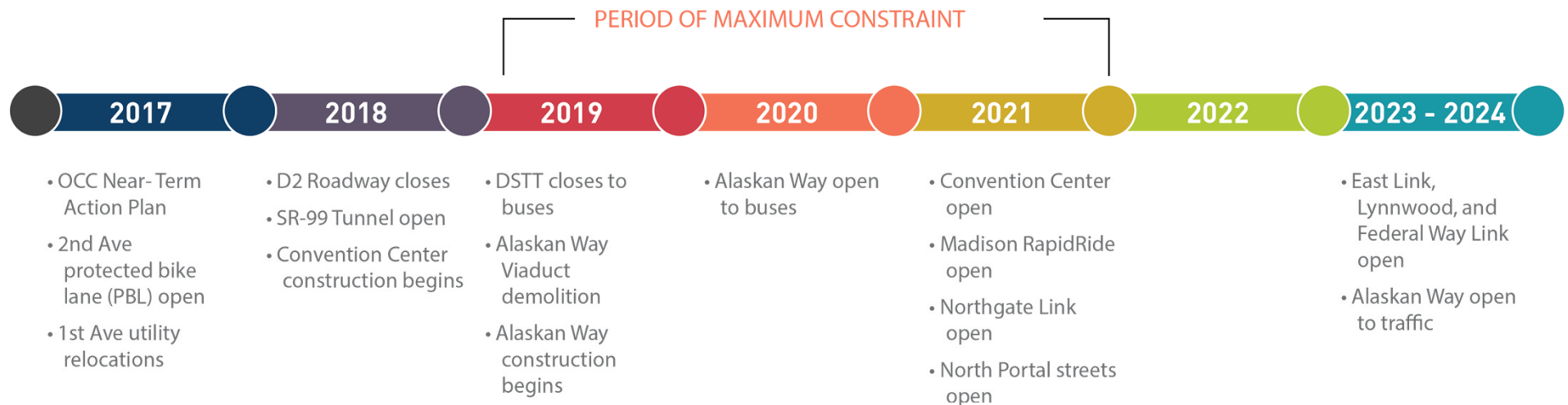
Center City Connector Streetcar



Private Construction Activities

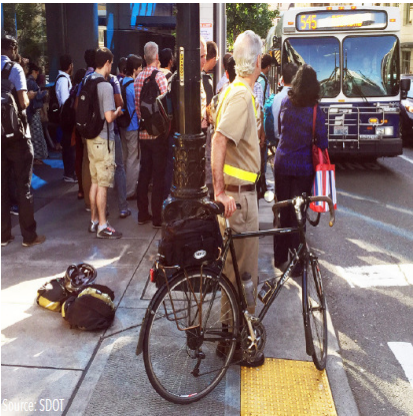
A Time of Opportunity and Challenge

Major Projects in the Center City 2017 - 2024



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

Center City Mobility Challenges



- Longer travel times and less reliable travel for bus riders and vehicle drivers

- More passengers waiting on already busy sidewalks

- Added delay and increased costs for freight/goods movement

- Additional transit operating cost

- Impacts to everyone who comes downtown



Near-term action plan projects – One Center City

- \$30M joint investment in projects (2017-2024)
- Focus on need to keep transit riders moving at current or improved speeds
- Includes additional supportive projects each agency will implement to maintain access for people and goods and enhance public spaces





Transit Service Restructuring Strategies

To reduce downtown bus volumes, the OCC process recommended potential strategies to revise some bus routes.

During concept refinement these strategies were eliminated due to:

- timing
- technical feasibility
- customer impacts

Currently only Route 255 is being considered for revision:

- Would reduce downtown bus volumes by about 12 trips per PM peak hour



3rd Avenue transit improvements

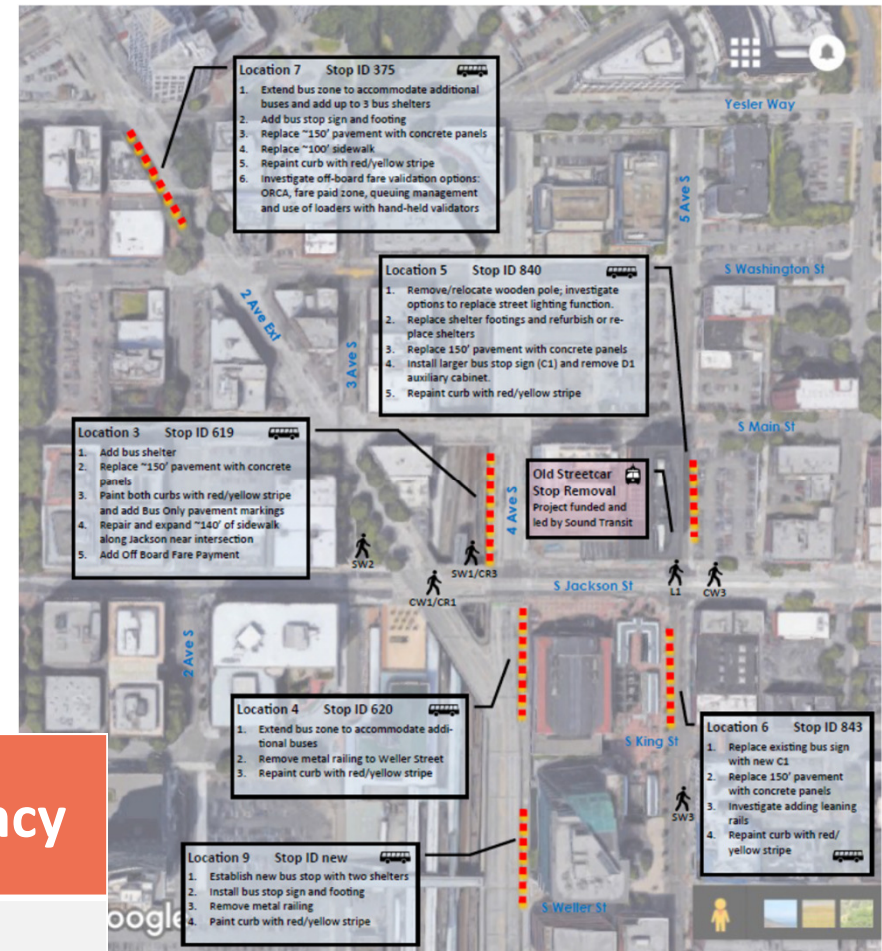
- Improves transit speed and reliability for over 100,000 daily Metro trips on 3rd Avenue
- ORCA readers installed at all bus zones on 3rd Avenue (10 additional)
- Fare enforcement will follow current practice



Delivery Timeline	Cost	Lead Agency
Q1 2019	\$3.0 M	Metro

International District/Chinatown Station Hub Improvements

- Capital projects to improve transit operations
- Passenger facility improvements and enhancements to transfer environment
- Pedestrian safety and wayfinding improvements



Delivery Timeline	Cost	Lead Agency
2019	\$3.9 M	SDOT

Public realm improvements

- Create a vibrant and inviting public realm that is accessible and welcoming
- Improves public space and walking paths
- Targets McGraw Square, Westlake Square and Market to MOHAI corridor



Delivery Timeline	Cost	Lead Agency
2018-2019	\$800K	SDOT

Pedestrian improvements

- Improves pedestrian pathways and access to transit
- Enhanced lighting, intersections, wayfinding, trees and sidewalk spot repair and decluttering



Delivery Timeline	Cost	Lead Agency
2018-2021	\$4M	SDOT

2nd Avenue and 4th Avenue signal improvements

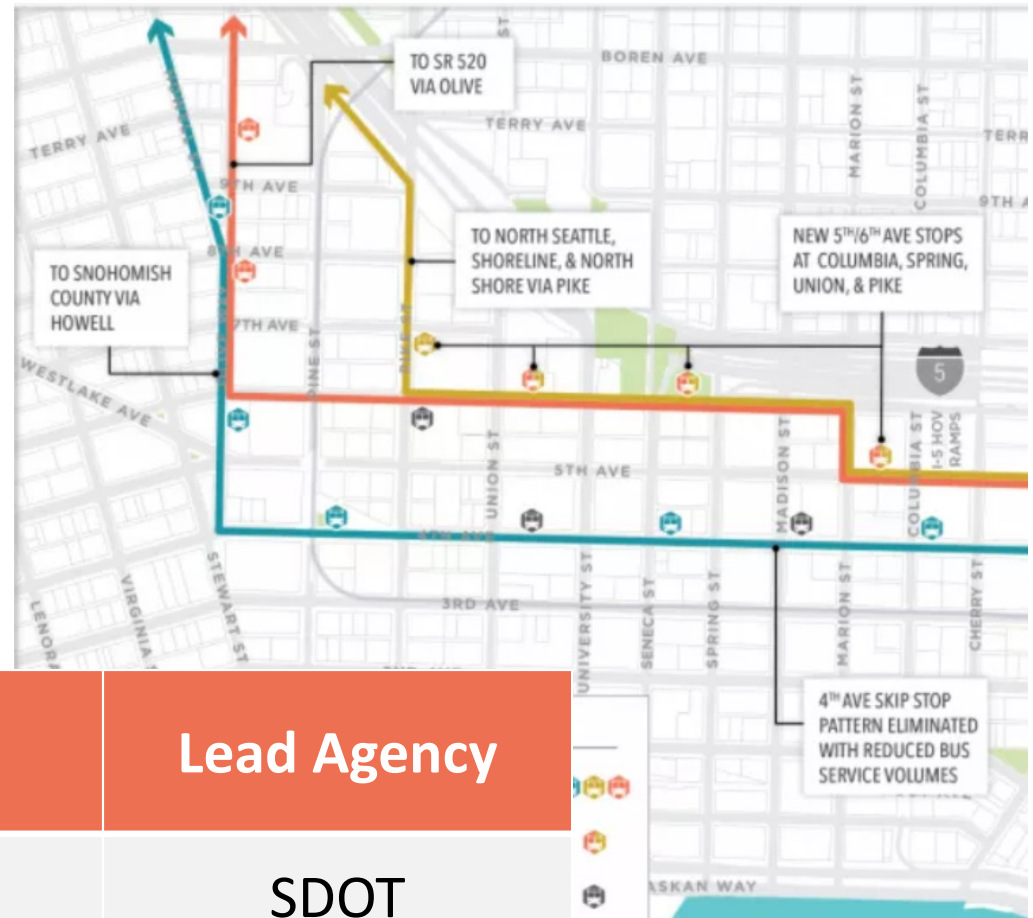
- Improve transit speed and reliability by reducing turn conflicts
- Improve pedestrian safety
- Implementation underway



Delivery Timeline	Cost	Lead Agency
2018	\$1.4M	SDOT

5th & 6th Avenue northbound transit path

- Creates capacity for as many as 66 additional northbound buses per hour
- Key purpose is to manage bus saturation on 4th Avenue



Delivery Timeline	Cost	Lead Agency
Q1 2019	\$3.2 M	SDOT

Montlake Triangle Improvements

- Add new bus stops closer to UW Link station entrance
- Add passenger amenities, signage and wayfinding
- All-door boarding to speed bus boarding

Delivery Timeline	Cost	Lead Agency
2019	\$5.3 M	SDOT



Traffic and curb management

- Maintain access for people and goods
- Streamline the CVLZ permit
- Create urban goods delivery pilots
- Expands e-Park



Delivery Timeline	Cost	Lead Agency
2019	\$3.7 M	SDOT

TDM program expansion and marketing

- Expands access to ORCA and ORCA Lift
- Promotes commute trip planning tools
- Implements shared mobility hubs
- Supports open marketplace of mobility solution applications



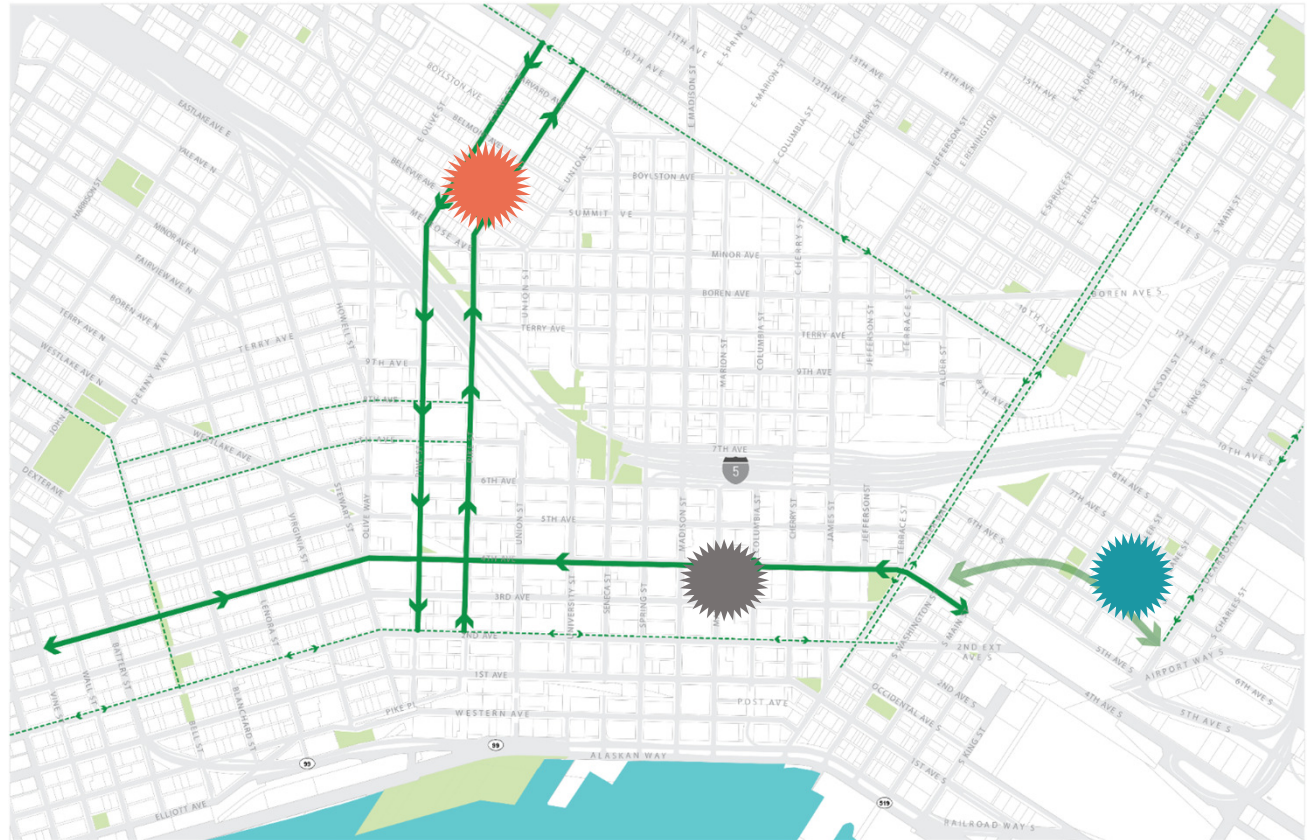
Delivery Timeline	Cost	Lead Agency
2019	\$3.4M	SDOT

Key downtown Seattle bike projects

South end connection
between 2nd Ave Ext S
PBL and Dearborn
(2019)

Pike/Pine PBL between
2nd and Broadway
(phased 2017 – 2021)

North-south PBL on 4th
Avenue (2021)



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Strategies to maintain downtown mobility



One Center City
Near-Term Action Plan

Construction
coordination and right-
of-way management

Communications

System and
transportation demand
management

Keep people moving at the most congested times

Goal:

- 2018: 1,200 fewer peak hour trips
- 2019: 3,000 fewer peak hour trips

Key Strategies

- Transit service investments
- Improved first/last mile connections
 - Walking
 - Biking
 - Contracted pilot transit services
- Increase in telecommuting through employer engagement

20-year vision and framework

Create a shared urban design and mobility vision of Seattle's Center City that:

- Builds upon prior planning efforts
- Anticipates future needs in the face of significant growth and change
- Drives coordinated public and private investments
- Instills public confidence that Center City will be vibrant, accessible, safe, and affordable

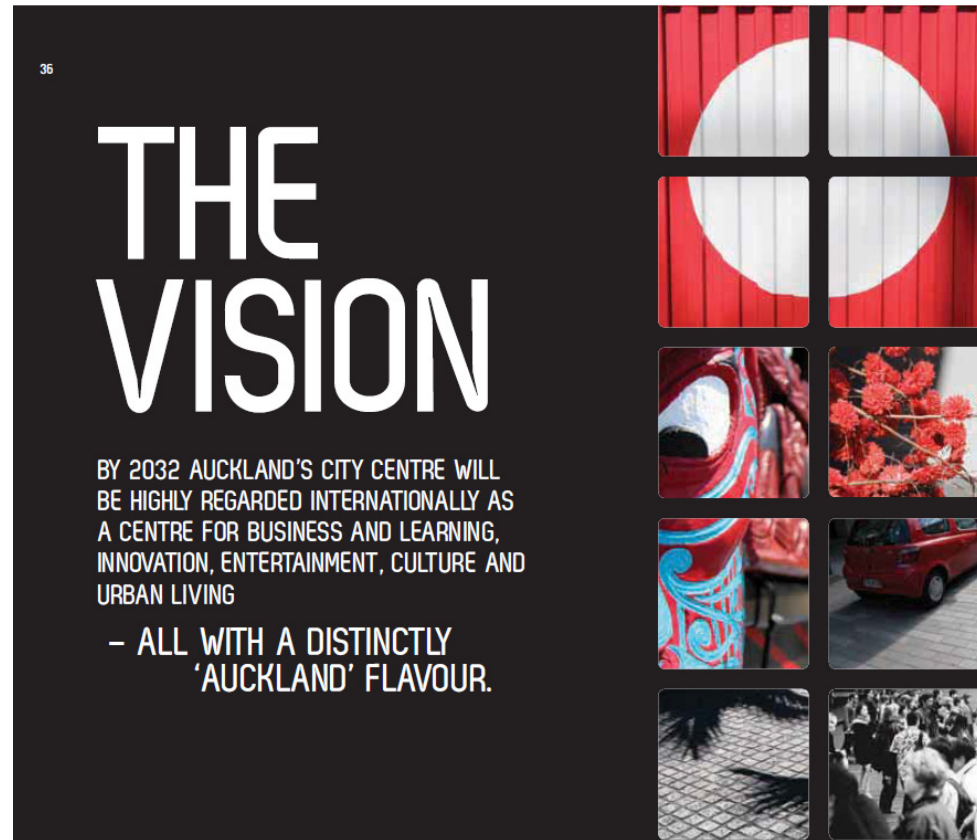
New Name, New Logo



Big Ideas for the Heart of Seattle

Vision

- Vision Statement: short, inspiring statement; a call to action
 - Represents the end goal and reflects a future that supports key values
- Guiding Principles
 - Update the AG's guiding principles from 2016
- Outcomes Framework
 - Measurable targets for the center city in 2035
 - Define success



Auckland City Centre Master Plan, 2012

The Framework Plan

Map and Key Moves

- Synthesize public projects into a coherent whole to draw out key themes
- Identify gaps between projects and recommend improvements, projects, and big moves
- Graphically rich, compelling maps/diagrams to illustrate high-profile ideas and projects
- Key moves are reflected with additional detail with narrative and graphics



Auckland City Centre Master Plan, 2012

Imagine Downtown: Advisory Group, Outreach, and Process

- Participate in work sessions
- Conduct tactical work
- Serve as ambassadors
- Host a community event

