



# Project Briefing

Regional Transit Committee – DRAFT

March 15, 2017

# One Center City

Brings together many communities, perspectives and partners to create a unified **20-year action plan** for how we move through, connect to and experience Center City.

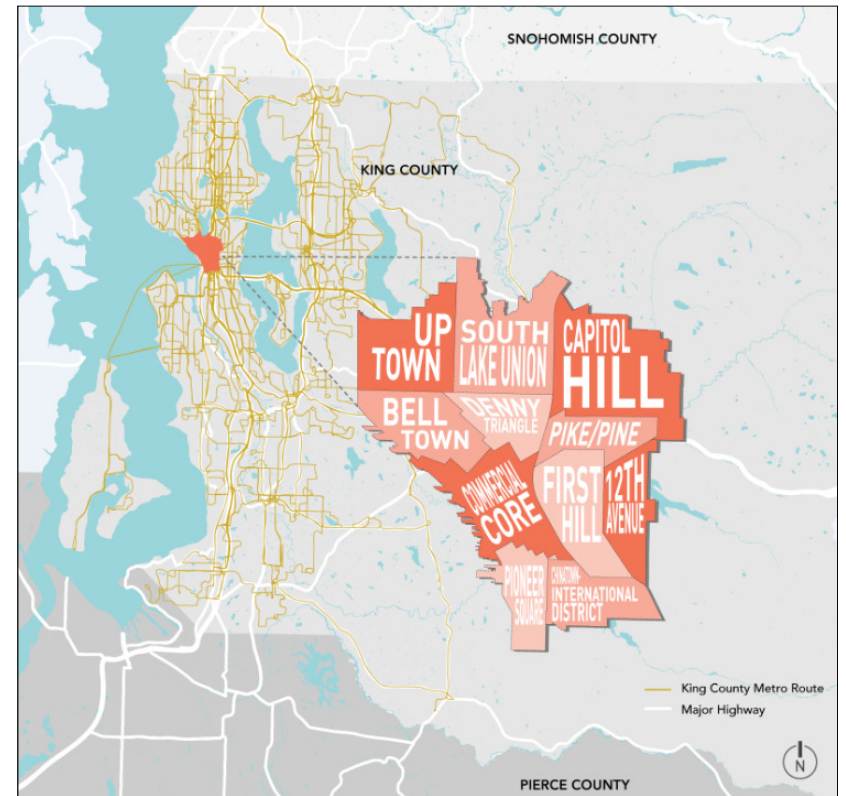


It is a **public/private partnership** between King County, the City of Seattle, Sound Transit and the Downtown Seattle Association.



# What is Center City?

- A valued regional asset where people live, work, and play
- Heart of regional mobility systems
- Major transit and transportation hubs



# Unprecedented Growth in Center City

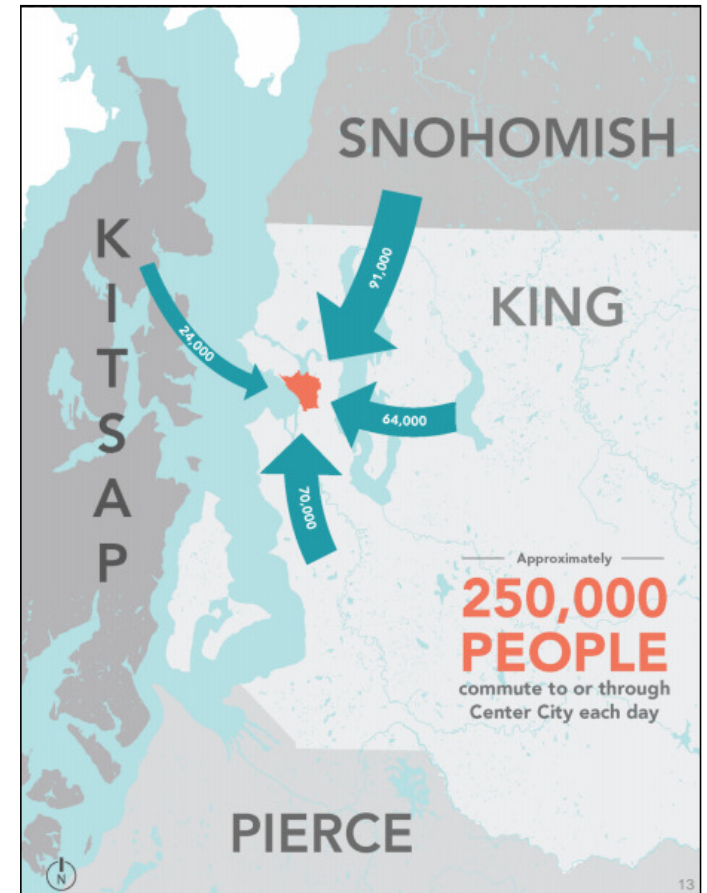
Center City has over **200,000 residents** and **250,000 jobs**, and drives the region's economy.

- Nearly half of jobs in Seattle and 20 percent of jobs in King County

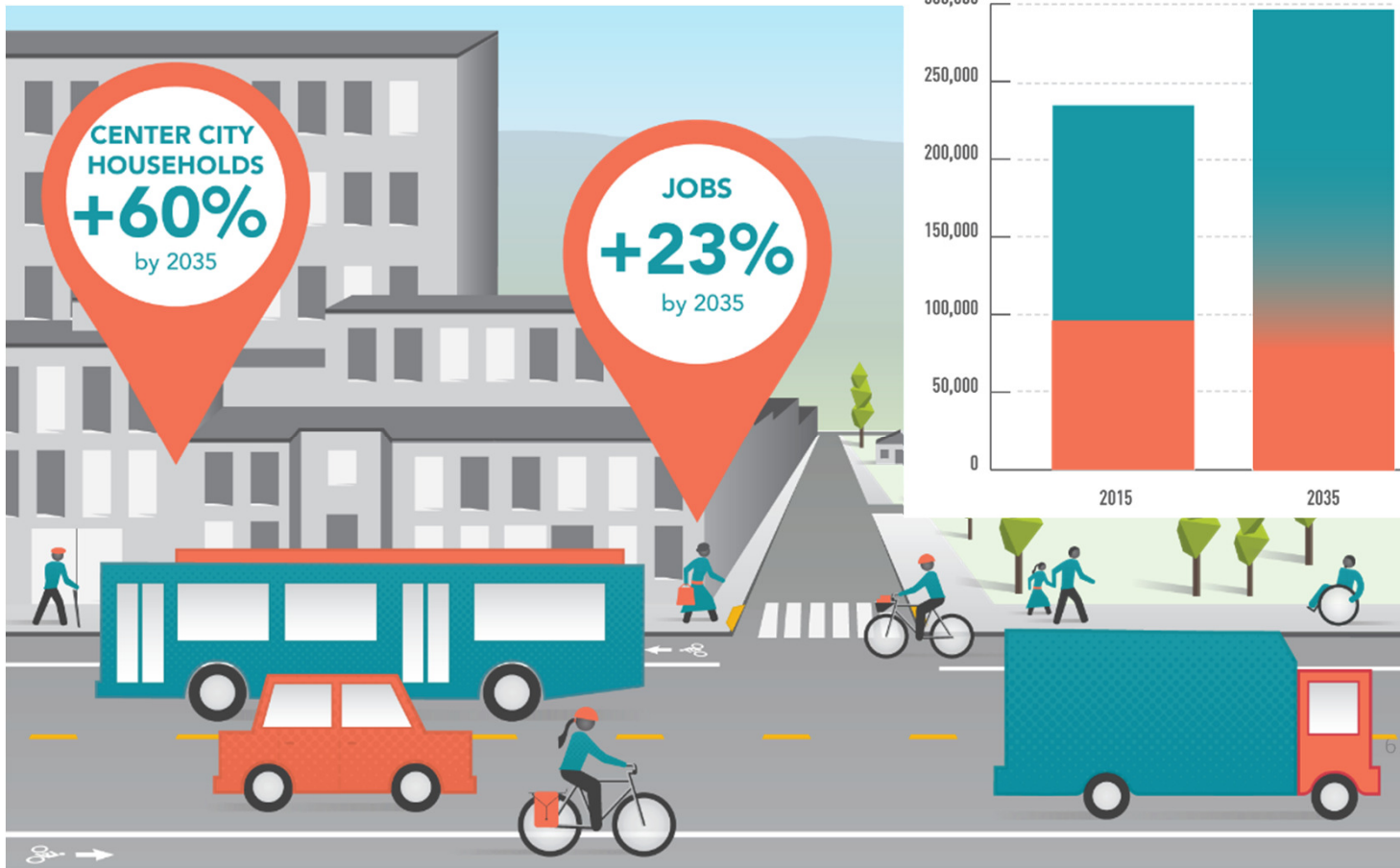
## More growth is coming.

- 56,000 more jobs and 25,000 more households by 2035

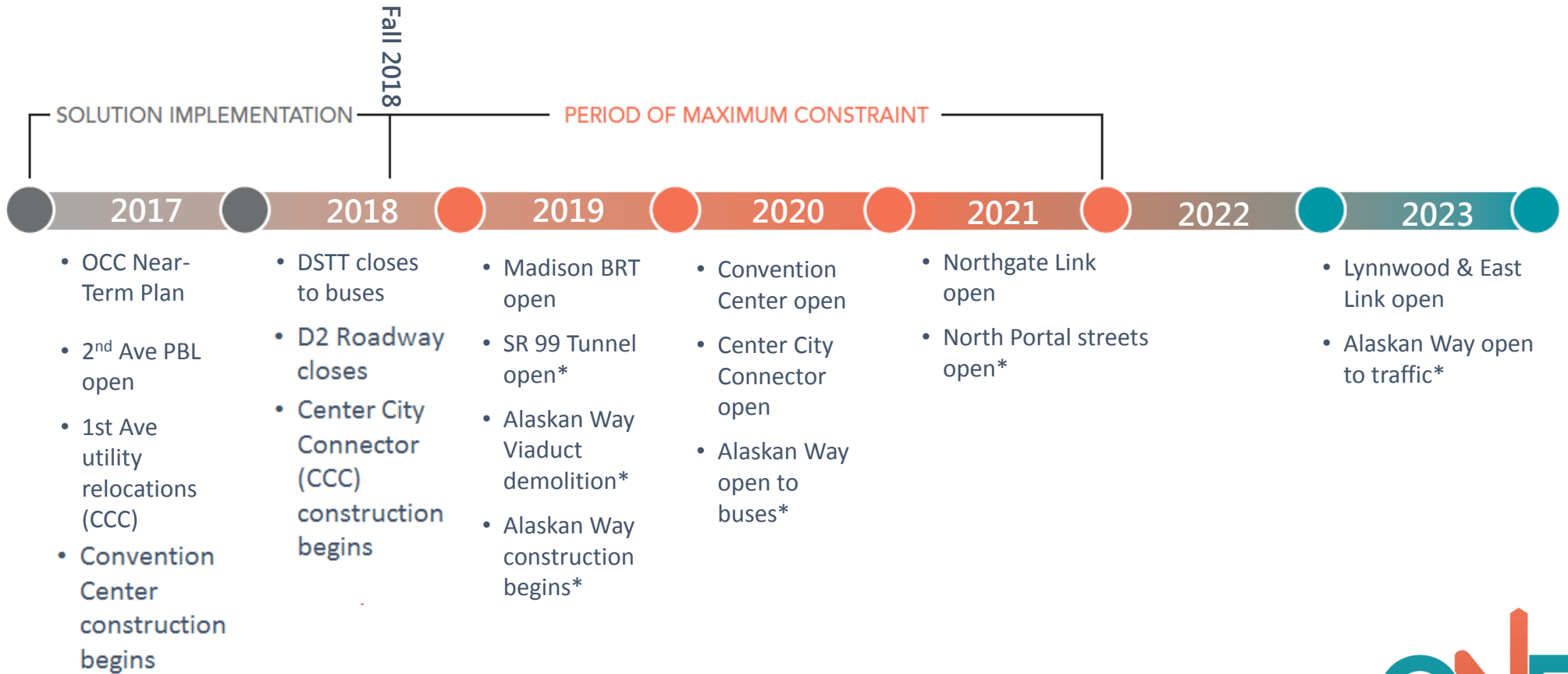
Transit service is critical to meeting the mobility needs associated with this growth.



# Why One Center City?



# A Time of Opportunity and Challenge



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

# One Center City Advisory Group

- Comprised of nearly 40 community members, representing diverse interests, backgrounds, and perspectives.
- Works with partner agencies to ensure the One Center City Plan considers and reflects the many communities that live, work, and play in Center City.
- Ensures alignment of plans and recommendations with project Guiding Principles.
- Supports public outreach activities.



# One Center City Guiding Principles

 <p><b>SAFETY</b></p>	<p><b>Provide a safe and comfortable pedestrian and cycling environment.</b> Underlies all guiding principles and is a key priority of all partner agencies.</p>	 <p><b>WELL BEING</b></p>	<p><b>Support social sustainability and economic prosperity for all.</b></p>
 <p><b>USER EXPERIENCE</b></p>	<p><b>Create an easy to use and intuitive system by prioritizing accessibility, pedestrian mobility, wayfinding, and multimodal connectivity.</b></p>	 <p><b>FLEXIBILITY</b></p>	<p><b>Create flexible systems that can evolve over time by taking a system-wide view and challenging long-held assumptions.</b></p>
 <p><b>EQUITY</b></p>	<p><b>Design for the health, safety and well-being of all who live in our community using established race and social justice guidelines.</b></p>	 <p><b>OPTIMIZATION</b></p>	<p><b>Optimize use of limited street and sidewalk space for people and goods.</b></p>
 <p><b>PUBLIC SPACE</b></p>	<p><b>Design the street experience and public realm so that they are inviting, engaging, safe, and supportive of social connections and community-building.</b></p>	 <p><b>TRANSPORTATION</b></p>	<p><b>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.</b></p>
 <p><b>STEWARDSHIP</b></p>	<p><b>Reduce vehicles and emissions and use sustainable building practices.</b></p>		



# Potential Near-Term Strategies

Surface Street  
Operations



Programs &  
Management  
Strategies



CC Bike Network  
Implementation



Pedestrian &  
Public Realm



Transit Service  
Restructuring





# Surface Street Operations Strategies

## Potential strategies on North-South Avenues include:

- Make signal and turning improvements for bus travel times
- Add bus only lanes on 4<sup>th</sup> and 5<sup>th</sup> Avenues
- Create a new transit spine on 5<sup>th</sup> Avenue





# Programs and Management Strategies

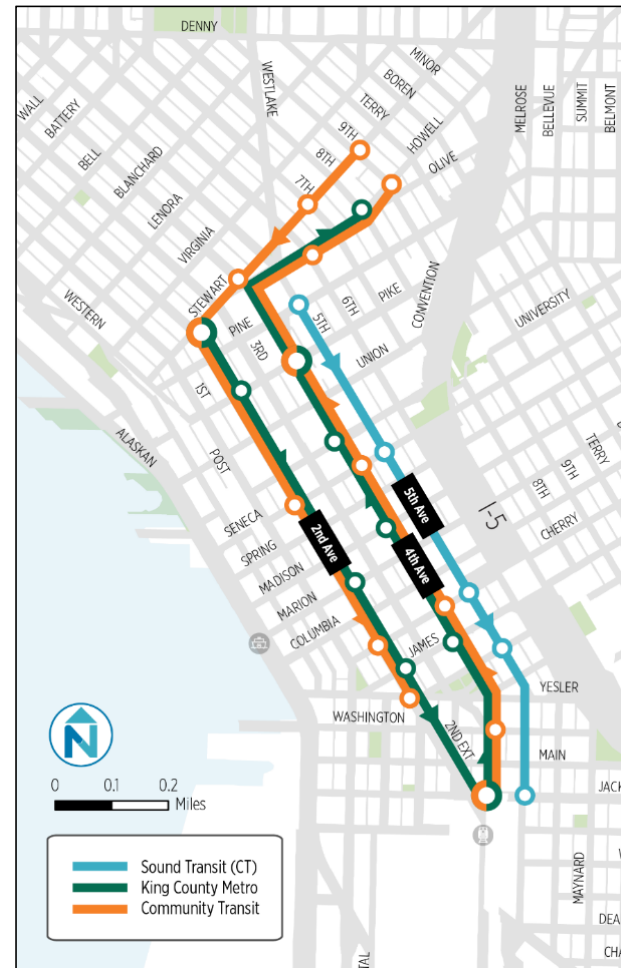
## Potential strategies include:

- Parking management
- Wayfinding
- Real-time information
- Transportation demand management
- Curb management
- Shared mobility



# End of Bus Operations in the DSTT

- 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





# Transit Service Restructuring Strategies

## Why Restructure Bus Services?

- Prior transit restructures have successfully improved regional access
  - U-Link Connections Restructure completed in 2016
  - DSTT Tunnel Retrofit for Light Rail in 2005
- Restructures improve mobility and the transit rider experience
  - Take advantage of light rail reliability and capacity
  - Opportunity to improve transit hubs
- Metro U-Link Connections restructure increased overall transit ridership



# Transit Service Restructuring Strategies

**Potential strategies include transferring bus passengers to light rail at these transit hubs:**

- Montlake/Husky Stadium
- Westlake
- International District



# Sound Transit Operations in DSTT

## Light Rail Capacity

- ST recently added capacity and is operating a mix of two and three-car trains.
- Tunnel performance and reliability for light rail will improve with removal of buses from the DSTT resulting in additional peak hour passenger capacity of approximately one additional train per hour.
- New light rail trains will begin arriving in mid-2019 and could be operational in early 2020.
- Additional analysis is ongoing to provide additional Link capacity through the DSTT if required.



# Transit Service Restructuring Strategies

What Happens Next with the Draft Service Proposals?

- King County Metro, Sound Transit, & Community Transit have well established public processes
- Multiple public and stakeholder outreach tools and approaches
- Outreach may refine options or identify new options

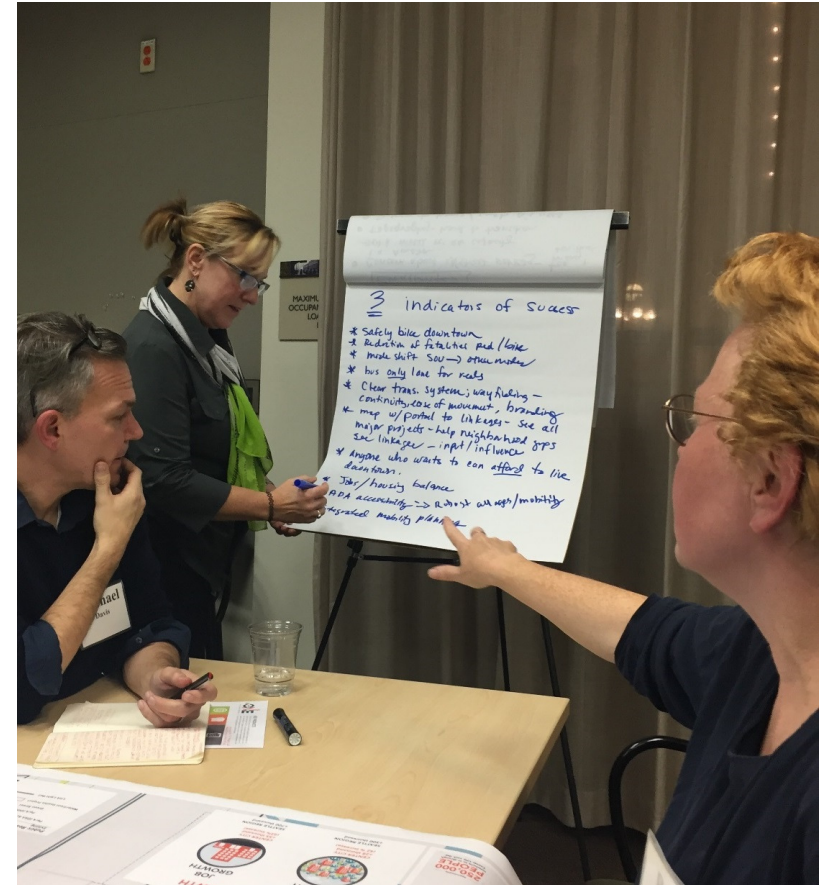


Metro Sounding Board  
Considers Link Connections  
Service Restructuring Options



# What we've heard so far

- Include or incorporate safety improvements
- Include TDM and other measures to reduce auto demand
- Include freight and delivery strategies
- Performance measures do not capture added capacity and safety benefits of the Center City Bike Network
- How would increased bus volumes on 5th Avenues affect retail?



# Near-term Strategies

## DECISION ROADMAP



# ADDITIONAL PROJECT INFORMATION

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