



City of Seattle



King County



SOUNDTRANSIT



Downtown
Seattle
Association

For Immediate Release

April 3, 2018

Regional Transportation partners ready to advance key projects to keep people moving during coming years of major traffic disruptions

The City of Seattle, King County Metro, Sound Transit, and the Downtown Seattle Association are taking steps to advance a series of projects totaling \$30 million that will keep people moving in and around downtown Seattle, even as major public and private construction projects reduce travel capacity on our roads over the next five years.

Working together over the past two years to evaluate numerous project ideas, the agencies have developed and are finalizing proposals to jointly fund a Near-Term Action Plan to provide mobility solutions and public space improvements to benefit all users of the transportation system. Once implemented, the projects will address the coming traffic challenges in downtown Seattle, the state's largest job center and the hub of the region's transportation system.

"Mayor Durkan has charged the Seattle Department of Transportation to use every available resource to increase mobility, improve safety, manage traffic and oversee congestion relief so that we can continue to keep people and goods moving during this period of maximum constraint on our street network," stated Goran Sparrman, SDOT Interim Director. "With our partners, we will act to make downtown safer for cyclists and pedestrians, and address the impacts of population growth and development of large-scale construction projects so that downtown remains an attractive place to live and work, and visit - both in the near-term and the long-term."

These solutions include:

Signal improvements on Second and Fourth avenues are currently being installed, including the addition of dedicated vehicular turn signals to separate conflicting pedestrian and vehicular movements, which will improve safety and provide corridor efficiencies for transit operations. Timing for implementation: underway

All-door bus boarding on Third Avenue will extend the successful practice of Metro's RapidRide all-door boarding to all routes using Third Avenue. This will improve transit speeds with faster customer boarding, allowing buses to move more quickly to the next bus stop. Timing for implementation: March 2019

"These are real projects that will make a difference, and support Metro's efforts to keep the entire region moving," said King County Metro General Manager Rob Gannon. "Together, our agencies are focused on ensuring that transit service remains frequent and reliable."

A new transit pathway on Fifth and Sixth avenues will provide needed transit capacity, speed and reliability for northbound buses. This project allows more buses to move through downtown Seattle and



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provides opportunities to redistribute bus volumes through the downtown street network. The existing northbound transit lane on Fifth Avenue will extend two blocks to Marion Street, where it will connect to Sixth Avenue and provide four new bus stops for passengers. Timing for implementation: by September 2019

Public realm and user experience improvements will create a better experience not just for those who work in and visit downtown Seattle, but also for the growing number of people who live downtown. Public space projects will enhance safety at street crossings, add lighting to the Pike Place Market to MOHAI corridor, activate public spaces around transit hubs, and augment the unique character of downtown. New and improved bus stops and pedestrian wayfinding signs will enhance the customer experience at key transfer locations throughout downtown Seattle, at the Montlake Triangle and at the International District/Chinatown Station. Timing for implementation: 2018-2019

“We have more people and jobs moving to downtown every day, and while people have more commuting options than ever before, we still need to make critical investments in downtown’s transportation network to carry us through the next five years,” says Jon Scholes, President & CEO of the Downtown Seattle Association. “It’s not only about moving people, but about improving their experience in the public realm, whether they are waiting for the bus or walking between their office and the coffee shop. This plan invests in both.”

Bicycle Network Connections are essential to solving the city’s transportation needs. In addition to the joint investment intended by partner agencies, the City of Seattle will invest additional funding in bike facilities and protected bike lanes to increase safety and comfort for cyclists. This includes planning and potential construction of a protected bike lane on Seventh Avenue (2018), providing a south end connection between the protected bike lanes on Second Avenue Extension South and Dearborn Street (2019), creating longer and more permanent protected bike lanes on Pike and Pine streets between Second Avenue and Broadway (2021), and building a protected bike lane on Fourth Avenue from Main to Vine streets after Northgate Link light rail is up and running (2021). Bicycle network connections will be funded and delivered by SDOT. Timing for implementation: 2018-2021

Fourth Avenue, a critical north-south connection, is already experiencing the impacts of construction and congestion. Building a new transit pathway on Fifth and Sixth avenues will improve transit travel times and, when paired with Fourth Avenue in its current configuration, create greater flexibility in the system to respond to future congestion. As a result, northbound buses on Fourth Avenue are expected to travel 10-15 percent faster than they do today during the afternoon rush hour.

Additional strategies to help urban goods delivery, motorists and commuters over the next few years include providing more affordable transit and expanded ORCA access to commuters; improving wayfinding for motorists looking for parking to reduce circling and congestion; and enhancing transit stops to help travelers find a ridehail or carshare vehicle to complete their trip. Timing for implementation: 2018-2021



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Further work is needed in the months ahead, in coordination with regional jurisdictions and the Washington State Department of Transportation, to conduct public outreach, design these improvements, finalize funding agreements, implement the near-term projects, and develop new strategies as needed to respond to impacts of regional growth.

Before the Near-Term Action Plan is finalized, the City of Seattle, King County Metro and Sound Transit will seek to obtain the necessary approvals from their respective governing bodies. Metro secured funding for these efforts in its transit capital program. Later this month, the Sound Transit Capital Committee and full Board of Directors will consider a proposal to fund \$10 million in mobility investments. Later this year, SDOT will seek budget authorization from the Seattle City Council.

“As Sound Transit continues preparing for future light rail extensions that will increase transit capacity throughout a rapidly growing region, our agency remains committed to working closely with its partner agencies to coordinate improvements throughout the region to keep people moving,” said Sound Transit Deputy Chief Executive Officer Michael Harbour.

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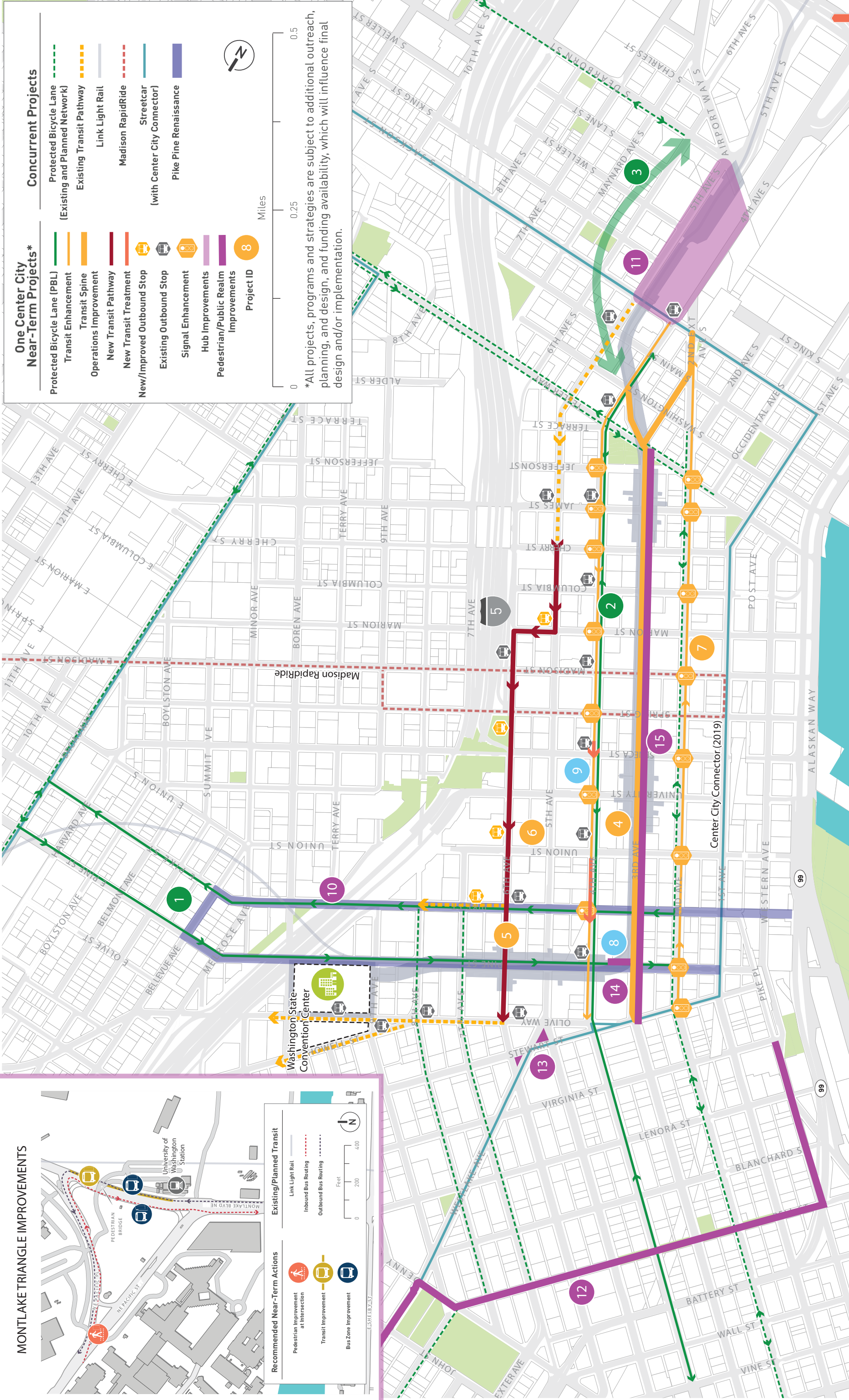
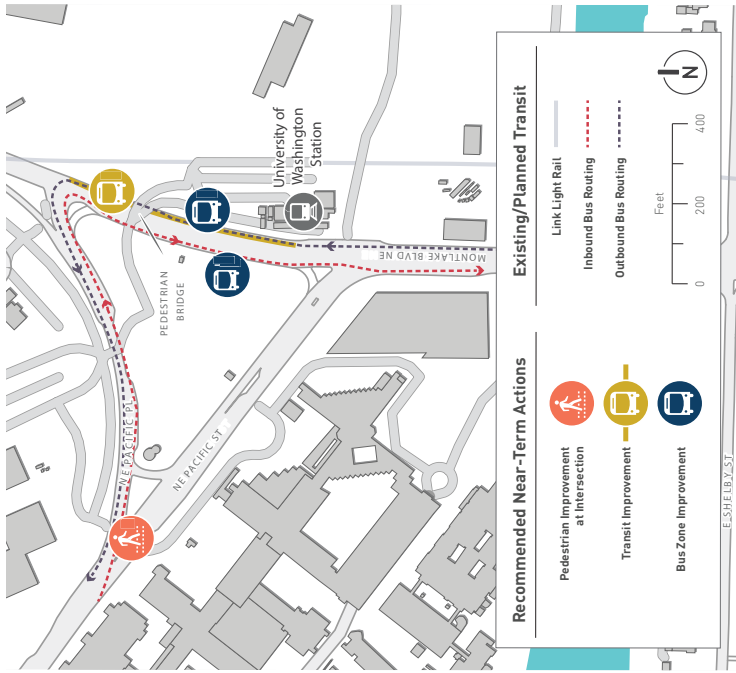
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MONTLAKE TRIANGLE IMPROVEMENTS



ONE CENTER CITY NEAR-TERM PROJECTS

DRAFT

ONE CENTER CITY NEAR-TERM PROJECTS

1

PIKE AND/OR PINE PROTECTED BIKE LANE

Phased 2017-2021

- Improve safety outcomes (2-way not recommended on grades)
- Eliminate bike/bus conflicts
- Provide most direct, efficient connection between 2nd Ave and Broadway PBLs

2

4TH AVENUE PROTECTED BIKE LANE BETWEEN S WASHINGTON ST AND VINE ST

2021

- Reduce conflicts with autos, buses, and pedestrians
- Improve safety and comfort for cyclists traveling in Belltown, Westlake, and Office Core
- Complete critical north-south Center City Bike Network route on direct route with least grade challenges

3

2ND AVE EXTENSION TO DEARBORN BICYCLE CONNECTION

2019

- Develop critical link in the Center City Bike Network
- Create safe, all ages bike pathway from SE Seattle to Center City
- Determine best pathway for connecting the 2nd Ave Extension PBL and the Dearborn PBL

4

3RD AVENUE - ALL DOOR BOARDING AND OFF-BOARD FARE PAYMENT

2018

- Speed transit boarding
- Install off-board fare collection equipment at non-RapidRide bus zones
- Implement supporting software modifications
- Develop operational plan and enforcement protocol and staffing plan
- Reduce conflicts between waiting transit passengers and through pedestrians
- Reduce delay from lift deployments

5

NEW TRANSIT PATHWAY ON 5TH AND 6TH AVENUES

2019

- Extend 5th Ave contraflow transit lane from Cherry to Marion, connect to 6th Avenue with transit only lane on Marion, extend transit priority north on 6th Ave to Olive Way
- New bus zones at Columbia, Spring, Union, Pine

6

POTENTIAL TRANSIT SERVICE REVISIONS

2019-2021

- Explore Seattle and regional bus route restructures to reduce north-south bus volumes through downtown (subject to public engagement process and lead agency approvals)
- Improve transit and auto speed and reliability downtown by reducing bus volume congestion
- Improves regional transit customer reliability by providing improved connections to grade separated light rail service (keeps transit riders out of congestion)

7

REDUCE BUS, AUTO CONFLICTS ON 2ND AND 4TH AVENUES BY ADJUSTING SIGNAL PHASING

2018

- Implement new signal phasing at WB (e.g. Madison, Columbia) and EB (e.g. Cherry, Marion, Spring, Pike) cross streets to reduce conflicts between right-turning vehicles, pedestrians, and buses

8

SHARED MOBILITY HUBS AND NEW MOBILITY STRATEGIES

2019

- Enhance connections between transit and shared mobility options – TNCs, bike share, car share, etc.
- Increase off street bike parking and electric vehicle charging stations
- Develop TNC access and congestion pricing strategy to mitigate impacts of single rider travel

9

PARKING AND CURBSPACE MANAGEMENT

2018-2019

- Mitigate loss of curbside parking and loading
- Expand e-Park facilities along 4th and 6th Aves and in the Pike/Pine corridor
- Streamline commercial parking permit program

10

PIKE PINE RENAISSANCE: ACT ONE PEDESTRIAN IMPROVEMENTS

Phased

- Waterfront Seattle funded project being coordinated with One Center City
- Improve pedestrian experience
- Connect Pike Place Market, Westlake Park, the Washington State Convention Center and Westlake Station

11

INTERNATIONAL DISTRICT/CHINATOWN STATION BUS & PEDESTRIAN IMPROVEMENTS

2019

- Improve safety and accessibility for pedestrians at hubs, stations, and bus zones
- Manage projected increases in transit boarding and transfer activity resulting from growth, DSTT buses coming to surface, and service interventions
- Increase curb space to mitigate congested bus zones

12

MARKET TO MOHAI

2019

- Implement proposed pedestrian lighting improvements

13

MCGRAW SQUARE AND WESTLAKE SQUARE

2019

- Repair drainage and lighting infrastructure
- Enhance landscaping

14

PINE STREET PLAZA

2017

- Install art features and artistic tree lighting
- Put in place wayfinding murals around the Downtown Transit Tunnel
- Repair and replace broken infrastructure

15

3RD AVENUE MAINTENANCE AND REPAIRS

Ongoing

- Oversee maintenance and repairs of sidewalk infrastructure
- Designate Third Avenue as a priority area for the Coordinated Street Furniture Program
- Launch 3rd Avenue visioning process and quick wins team to accelerate maintenance and repairs

MONTLAKE TRIANGLE IMPROVEMENTS	
<ul style="list-style-type: none">• Pacific Street and Pacific Place intersection improvements• New northbound bus zones between Pacific Street and Pacific Place, adjacent to UW Station• Add Transit Only Lane on Montlake Blvd northbound• Implement passenger amenity improvements and potentially implement all-door boarding at expanded outbound bus zone on southbound Montlake between Pacific Place to Pacific Street	

MANAGEMENT STRATEGIES		2018-2023
EXPAND COMMUTE TRIP REDUCTION PROGRAMS	MOBILITY AS A SERVICE	URBAN GOODS DELIVERY PROGRAMS
<ul style="list-style-type: none">• Build on recent success in reducing drive alone mode share to Center City• Expand reach of programs to new Center City markets such as small employers• Develop more effective technology platform to allow access to employer programs	<ul style="list-style-type: none">• Create a unified technology platform allowing travelers to plan and purchase travel across multiple modes• Unify access and payment for public and private mobility services• Address digital equity issues	<ul style="list-style-type: none">• Provide new options for urban goods delivery that use less curbspace and shift demand to off peak times• Study and design pilot projects for e-bike delivery, off-hours delivery, and common goods delivery
PEDESTRIAN AND ACCESSIBILITY STRATEGIES		
ACTIVATE PUBLIC SPACES	IMPLEMENT AGE FRIENDLY DESIGN IMPROVEMENTS	COORDINATED WAYFINDING
<ul style="list-style-type: none">• Activation and infrastructure projects throughout Center City• Formalized program to encourage a greater variety of vending, activation, and programming in the right-of-way• Program agreement for temporary activation of private spaces in partnership	<ul style="list-style-type: none">• Update curb ramps• Finalize and operationalize Age-Friendly Street Design Toolkit to inform public and private streetscape improvements• Create SDOT bench program• Install Pedestrian scale lighting• Improve Pedestrian crossings at multimodal hubs	<ul style="list-style-type: none">• Develop coordinated pedestrian wayfinding design standards• Explore strategies to integrate with ongoing capital projects• Implement Pavement to Parks projects in study area• Transition Pavement to Parks project to a permanent park• Vision Zero leading pedestrian interval crossings• Install a P-Patch at Broad Street• Enhance and implement Growing Vine Street
LEVERAGE EXISTING PROGRAMS		

*All projects, programs and strategies are subject to additional outreach, planning, and design, and funding availability, which will influence final design and/or implementation.

ONE CENTER CITY

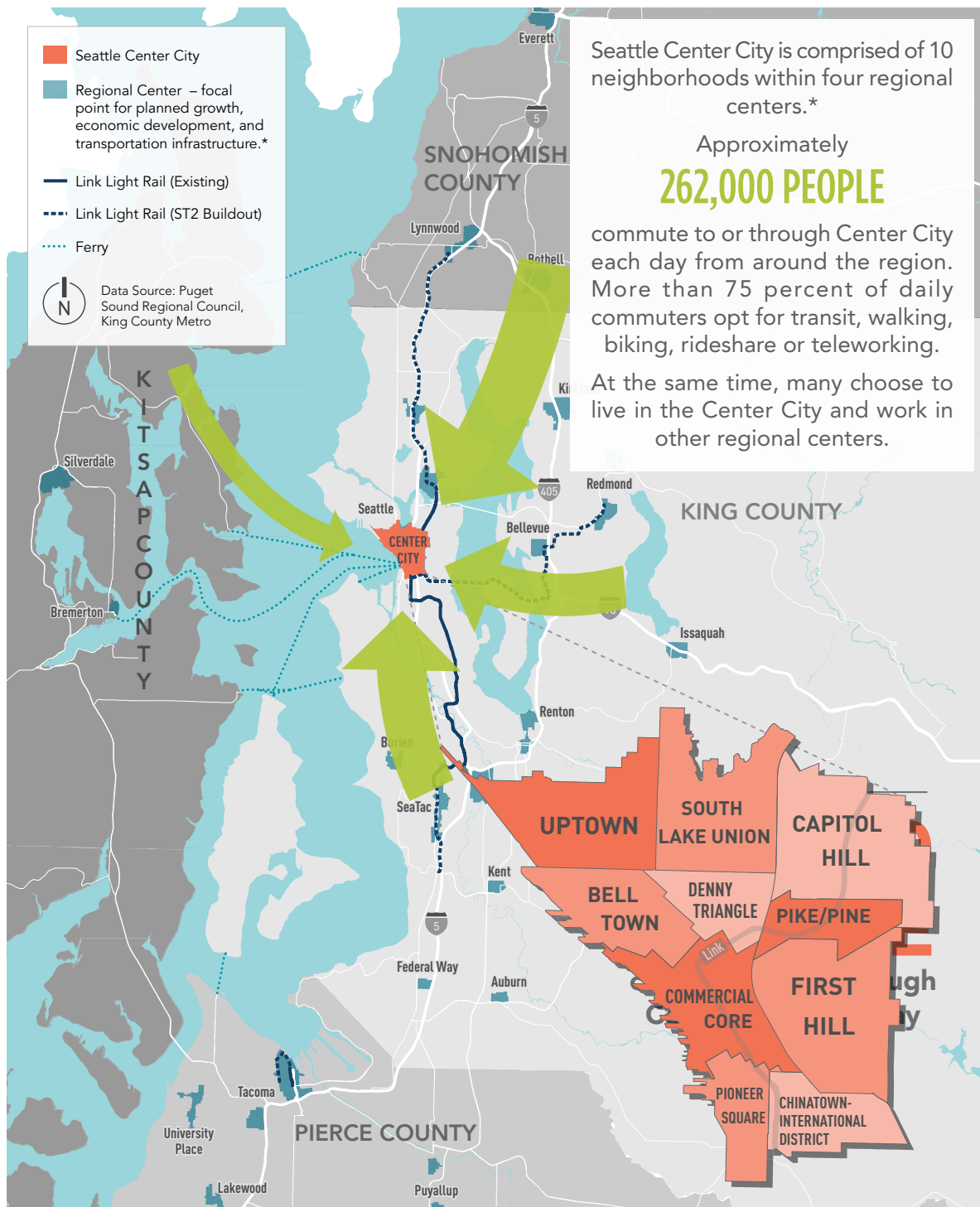
SEATTLE'S NEAR-TERM ACTION PLAN

EXECUTIVE SUMMARY



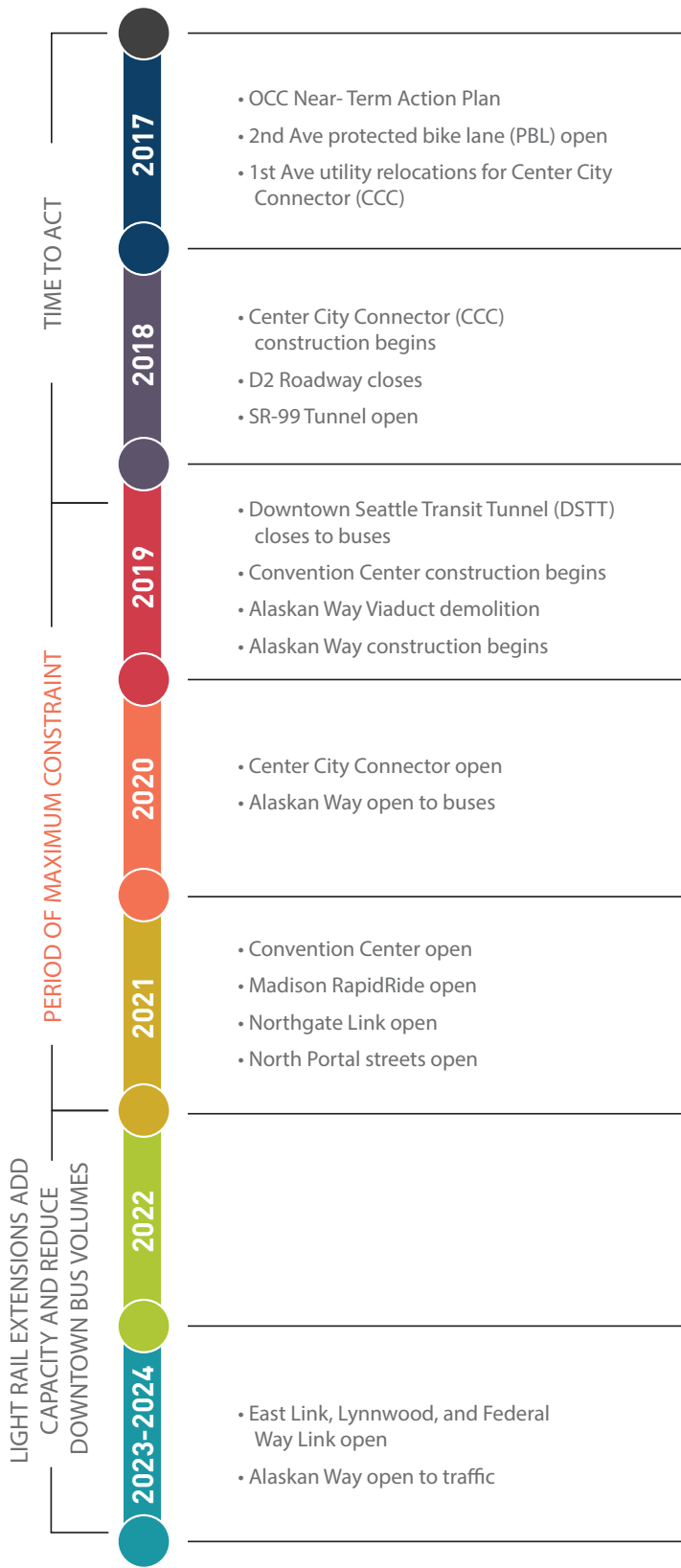
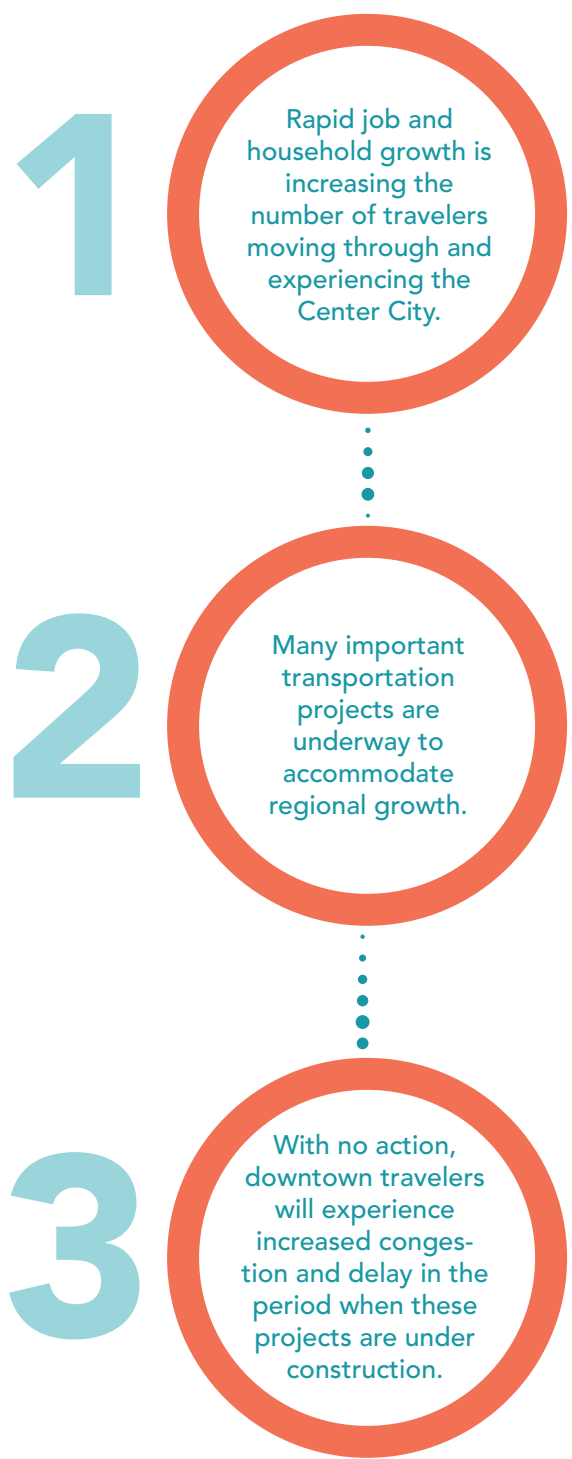
What is One Center City?

The One Center City Near-Term Action Plan, developed by the City of Seattle, King County Metro, Sound Transit, and the Downtown Seattle Association, identifies \$30 million in key projects and programs that will keep people and the economy moving even as major public and private construction projects reduce capacity on our roads, and disrupt travel over the next five years.



*Designated by the Puget Sound Regional Council VISION 2040 growth strategy

What is the Challenge?



Key Projects and Actions

The Near-Term Action Plan is organized into five key moves. Each supports One Center City Guiding Principles and ensures our Center City is vital, safe, and resilient. Many smaller investments and tactical projects help the partner agencies keep people and goods moving and enhance public and pedestrian spaces, without creating additional construction disruptions.



Improve Safety and Security

Improve safety and security for all users of Center City streets, particularly those who are most vulnerable.

Needs	Key Actions
Progress to Vision Zero target of no deaths on city streets	<ul style="list-style-type: none"> Implement over two dozen projects contributing to pedestrian and bicyclist safety
Pedestrian crossing improvements	<ul style="list-style-type: none"> Montlake Triangle intersection improvements (2019) International District/Chinatown crossing improvements (2019)
Provide a safe, all ages and abilities Center City Bike Network	<ul style="list-style-type: none"> Pike and/or Pine protected bike lanes between Broadway and 2nd Ave (Phased 2017-2021) 2nd Ave S Extension to Dearborn bicycle connection (2019) Protected bike lane implementation on 4th Ave between S Main St and Vine St (2021)
Ensure streets and public spaces have age friendly design	<ul style="list-style-type: none"> Ensure all One Center City projects are consistent with ADA and age-friendly design guidelines



Keep People Moving on Downtown Streets

Improve customer experience by keeping people and goods moving using the most space-efficient means for mobility.

Needs	Key Actions
Keep regional transit customers moving reliably after the Downtown Seattle Transit Tunnel closes to bus traffic (2019)	<ul style="list-style-type: none"> Create a new northbound transit pathway on 5th Avenue and 6th Avenue (2019) Explore transit service revisions to maximize reliable pathways and take advantage of speed and reliability investments being made by other One Center City projects (2019)
Improve transit reliability on downtown streets, particularly during the period of constraint from 2019 through 2021	<ul style="list-style-type: none"> Implement all-door boarding, off-board fare collection, and extended transit priority hours on 3rd Avenue (2019) Improve traffic signal operations on 2nd and 4th Avenues to reduce conflicts with right-turning vehicles that delay transit (2018) Implement 4th Ave transit operations improvements (2019)
Increase bike mode share for residents and visitors by making cycling a safe and reliable choice	<ul style="list-style-type: none"> Pike Street, and/or Pine Street, 4th Avenue Protected Bike Lanes, and a 2nd Ave S Extension to Dearborn bicycle connection (2017-2021)

3

Use Limited Street Space Wisely

Use space wisely to ensure efficient and reliable movement of people and goods.

Needs**Key Actions**

Prepare key light rail station areas for increase in regional bus passenger transfers to Link

- Implement passenger environment and street operations improvements to keep buses and passengers moving through Montlake Triangle (2019)
- Implement International District/Chinatown station passenger environment improvements (2019)

Increase light rail capacity to and from downtown

- Provide additional Link capacity as needed (2019-2023)

Ensure goods delivery to businesses and residences are reliable

- Pilot innovative urban goods delivery programs that reduce the need for curb loading (2018-2019)
- Maintain loading zones where practicable and direct motorists to off-street parking (ongoing)

4

Provide Efficient Travel Options

Provide a variety of affordable, sustainable, and convenient alternative travel modes to driving alone.

Needs**Key Actions**

Increase walking, cycling, transit, and rideshare modes for commuting

- Expand Transportation Demand Programs (2018-2023)

Integrate existing and emerging transportation modes at major hubs

- Implement Shared Mobility Hub investments at key light rail stations (2019)

Leverage new technology offerings to provide travelers better access to travel options and information

- Fund the development of Mobility as a Service applications that help customers dynamically book trips on multiple modes (2019)

Enforce traffic violations to optimize street operations and safety

- Work with Seattle Police Department to fund increased enforcement of "block the box" infractions that delay transit (2018-2023)

5

Enhance Public Realm and Pedestrian Spaces

Provide a vibrant and inviting public realm that is accessible and welcoming to people of all ages and abilities.

Needs**Key Actions**

Manage sidewalks and pedestrian spaces to accommodate growing population and people of all abilities

- Improve passenger waiting conditions at bus stops (ongoing)
- Replace and repair curb ramps (2018-2021)
- Reduce clutter and impediments on key transit streets such as 3rd Avenue (ongoing)

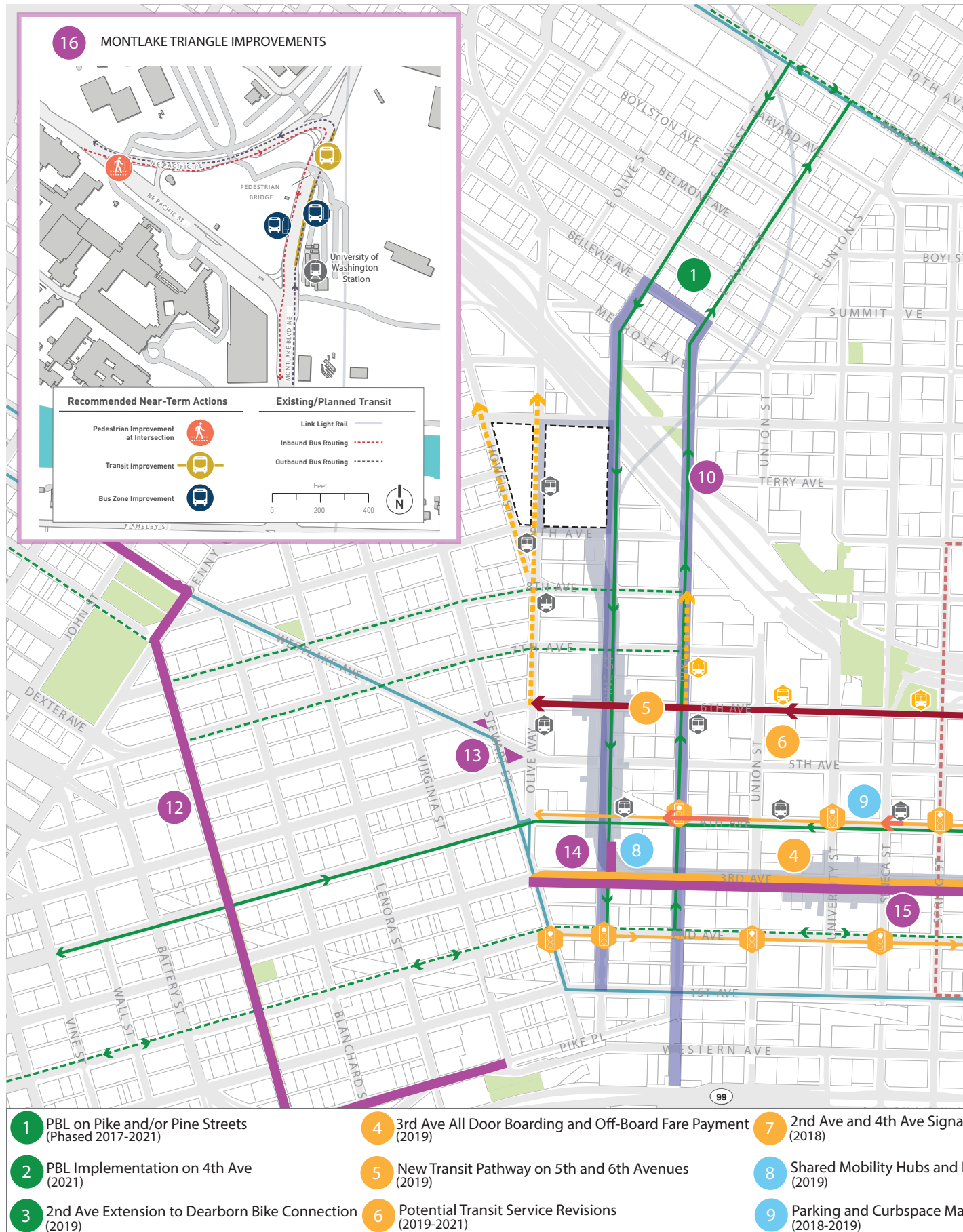
Enhance the public realm

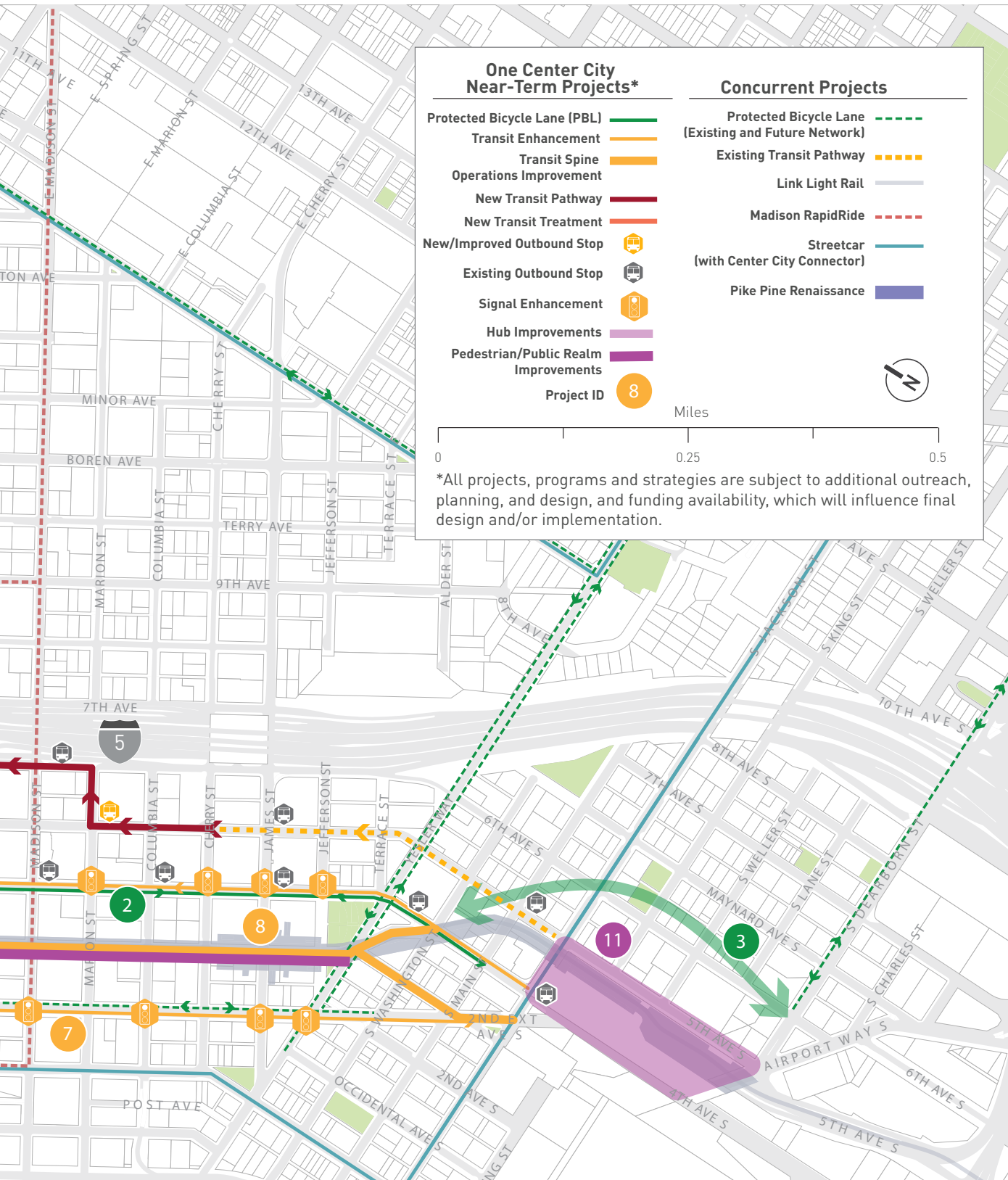
- New public park programming approach to foster activation through partnerships (2018)
- Projects to improve the public realm and key walking paths to and around transit hubs, stops, and stations, including: Pine Street Plaza, McGraw Square, Westlake Square, and the Market to MOHAI corridor (2019)

Create great transit streets and station areas

- Launch 3rd Avenue visioning process and quick wins team to accelerate maintenance and repairs (ongoing)
- Implement Montlake Triangle and International District/Chinatown Station area transit customer, pedestrian, and public space improvements (2019)

One Center City Near-Term Projects





Improvements

New Mobility Strategies

management

10 Pike Pine Renaissance: Act One Ped Improvements (Phased)

11 Union Station Area Bus and Ped Improvements (2019)

12 Market to MOHAI (2019)

13 McGraw Square and Westlake Square
(2019)

14 Pine Street Plaza
(2017)

15 3rd Ave Maintenance Repairs
(Ongoing)

16 Montlake Triangle Improvements (2019)

To learn more about One Center City visit:
onecentercity.org

