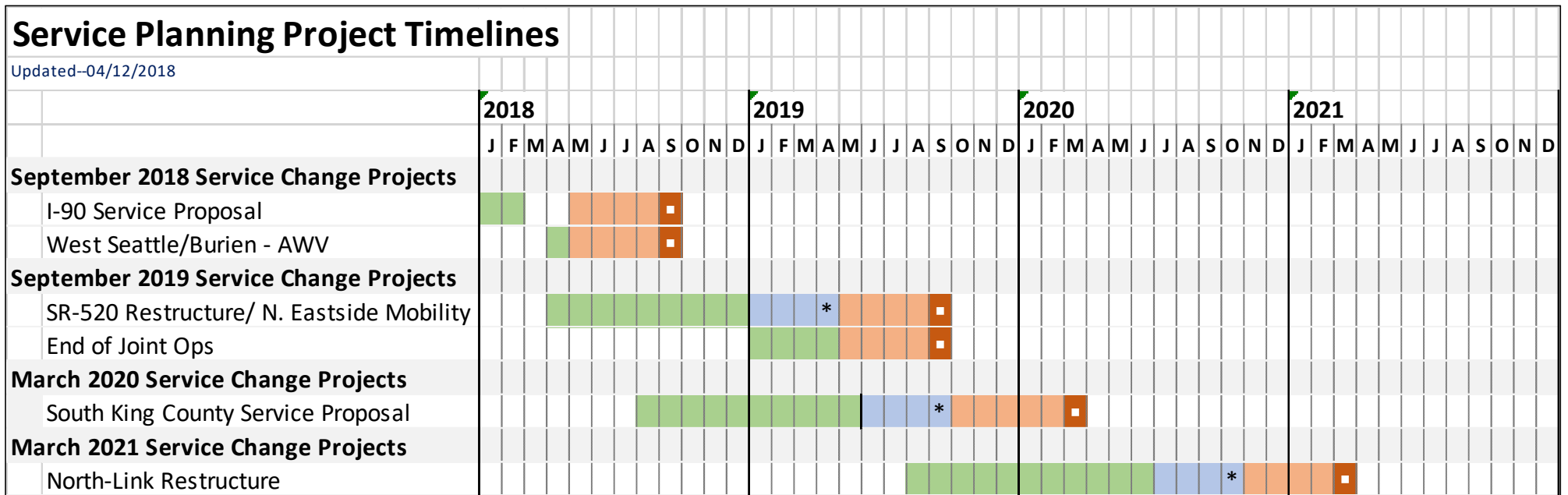


A photograph of a busy city sidewalk. A large crowd of people is walking in various directions. In the foreground, a man in a dark jacket and blue jeans is walking towards the right. To his left, a woman in a purple jacket is walking away. Further back, a man in a grey jacket and a woman in a green jacket are visible. On the right side of the image, there is a transit stop sign. The sign has a yellow top section with a bus icon and a blue bottom section with a water drop icon. Below the sign, there is a list of bus routes. The background is filled with green trees and a clear sky.

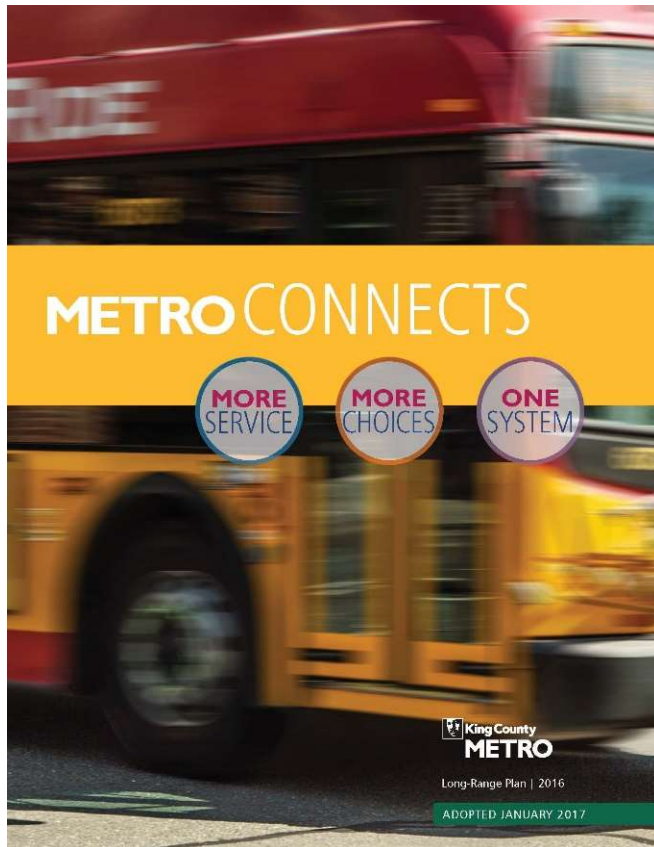
Near-Term Transit Service Proposals and One Center City Capital Program Implementation

Regional Transit Committee
April 18, 2018

Upcoming Service Proposals Timeline



Mobility Network Development



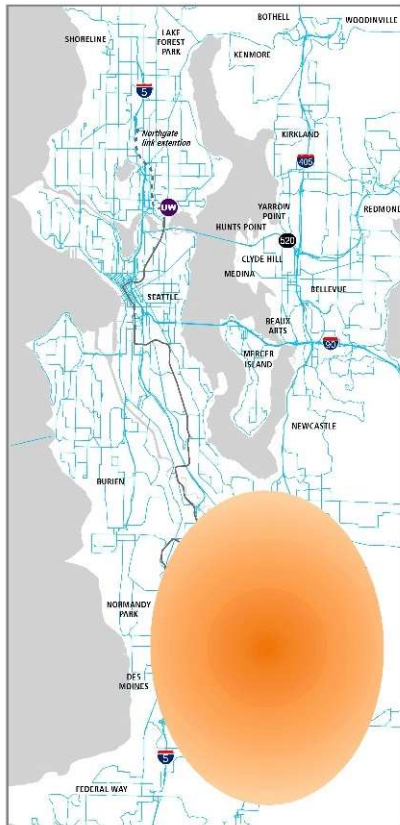
- Build faster, more frequent, well-connected mobility network for region
- Connect with growing regional transit system
- Integrate range of mobility services
- Incremental improvements are designed to move region toward METRO CONNECTS vision

Service Proposals – W. Seattle-Burien



- **Customers:** Service will be re-routed to new pathways following closure of Alaska Way Viaduct
- **Benefits:** Maintain service reliability and access to regional network and downtown after AWW closes
- **Outreach:** Beginning Summer, 2018, provide all impacted riders with advance information for trip planning purposes

Service Proposals – South King County



- Customers: Auburn, Covington, Kent, Renton and SeaTac riders will see increased mobility choices, greater frequency
- Benefits: Better connections to Sounder + expansion of all-day service and greater frequency
- Outreach: Starting in 2019, robust 2-3 phase process w/Sounding Board

Service Proposals – I-90



- **Customers:** Some will be redirected to another Rainier Ave. stop
- **Benefits:** Better streamlined PM peak routes EB through downtown + accommodating future East Link service
- **Outreach:** Information to riders is already underway and will continue through change

Service Proposals - North Eastside



- **Customers:** Route 255 transfers to Link at UW; peak routes unchanged + better connections, frequency & integrated mobility choices
- **Benefits:** Riders connecting to high-speed/high-capacity transit + laying groundwork for future transit improvements
- **Outreach:** In 2018 finish SR 520 public engagement + collaborate w/ N.Eastside on improvements

Service Proposals – North Link Restructure



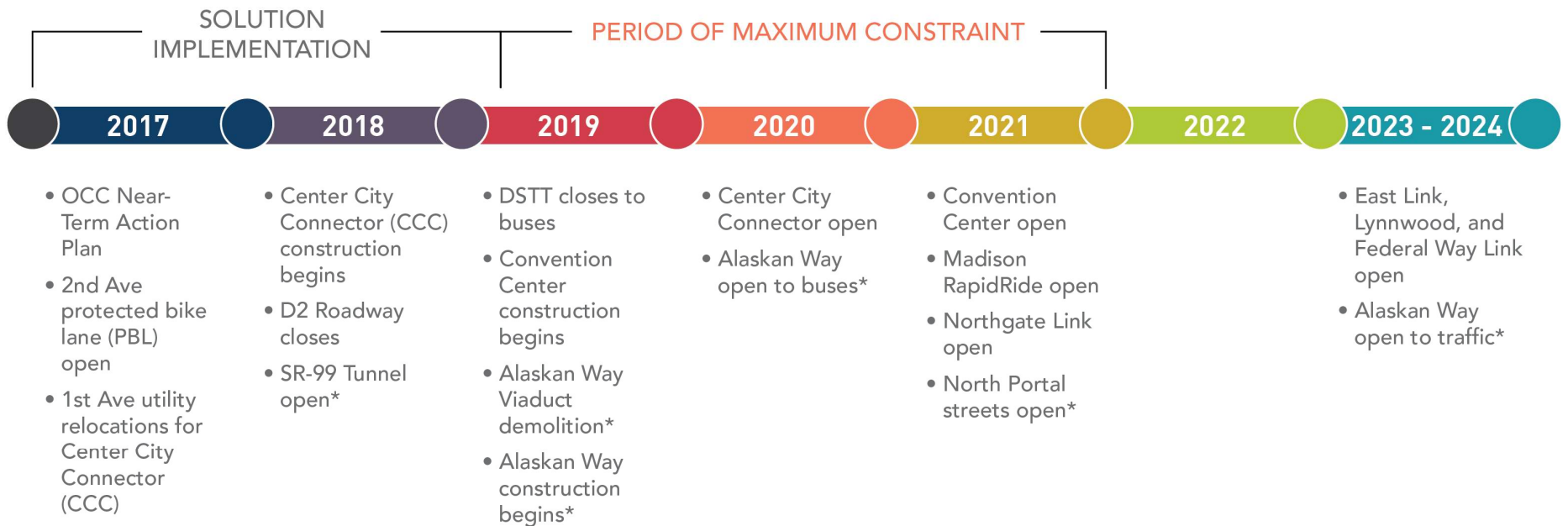
- **Customers:** Increased frequency and reliability, greater connectivity and more mobility options
- **Benefits:** Capitalizing on high-value regional capital investment
- **Outreach:** Starting in 2019, robust 2-3 phase process w/Sounding Board

Mobility Network Development



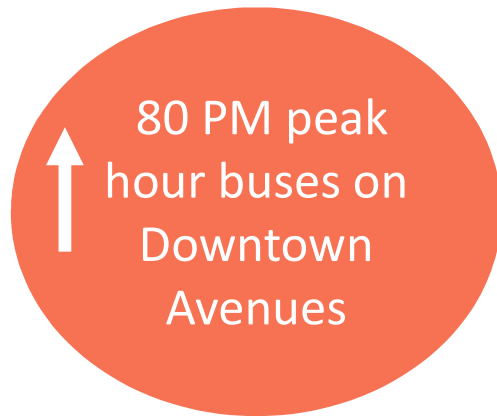
A Time of Opportunity and Challenge

Major Projects in the Center City 2017 - 2024

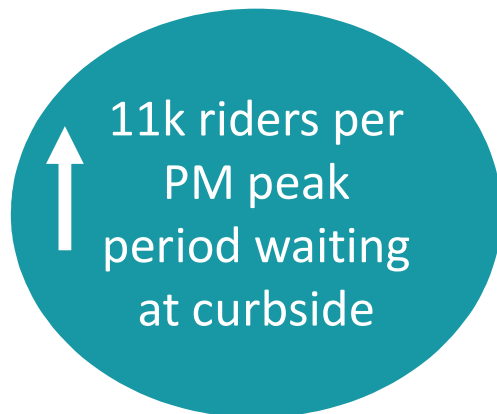


* Alaskan Way Viaduct Replacement Program project timelines dependent on completion of the SR 99 Tunnel

2019 No Action Scenario Analyzed



80 PM peak
hour buses on
Downtown
Avenues



11k riders per
PM peak
period waiting
at curbside

- End of joint bus-rail operations in the DSTT
- Current DSTT buses use surface street pathways (assumed to run on tunnel closure routes)
- Traffic changes due to planned private and public capital projects

No Action is not Recommended

Buses operating on 2nd and 4th Avenues slow to walking speed during peak commute periods



▼ 26%

DECREASE IN PM PEAK BUS
SPEED ON 2ND AVENUE

▼ 43%

DECREASE IN PM PEAK BUS
SPEED ON 4TH AVENUE

No Action is not Recommended

Transit agencies are forced to spend more to maintain operations in Center City



▲ **\$7M***

ADDITIONAL ANNUAL BUS
OPERATING COST TO MAINTAIN
CURRENT LEVEL OF SERVICE

Capital Project Development Process

1

Solutions developed with input from all agencies

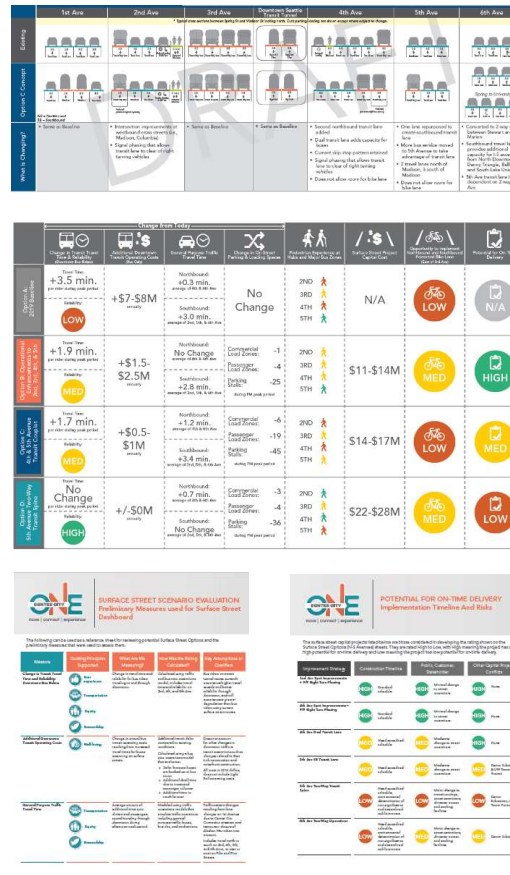
2

Solutions evaluated:

- Guiding Principles
- Performance Criteria
- Stakeholder Input

3

Preferred set of projects and supportive actions identified



- Increase mobility within existing right-of-way
- Balance multi-modal priorities
- Transit will continue to provide the majority of trips

Key Project Elements

4th Avenue

- Signal Improvements
- Transit Priority Measures

5th & 6th Avenue

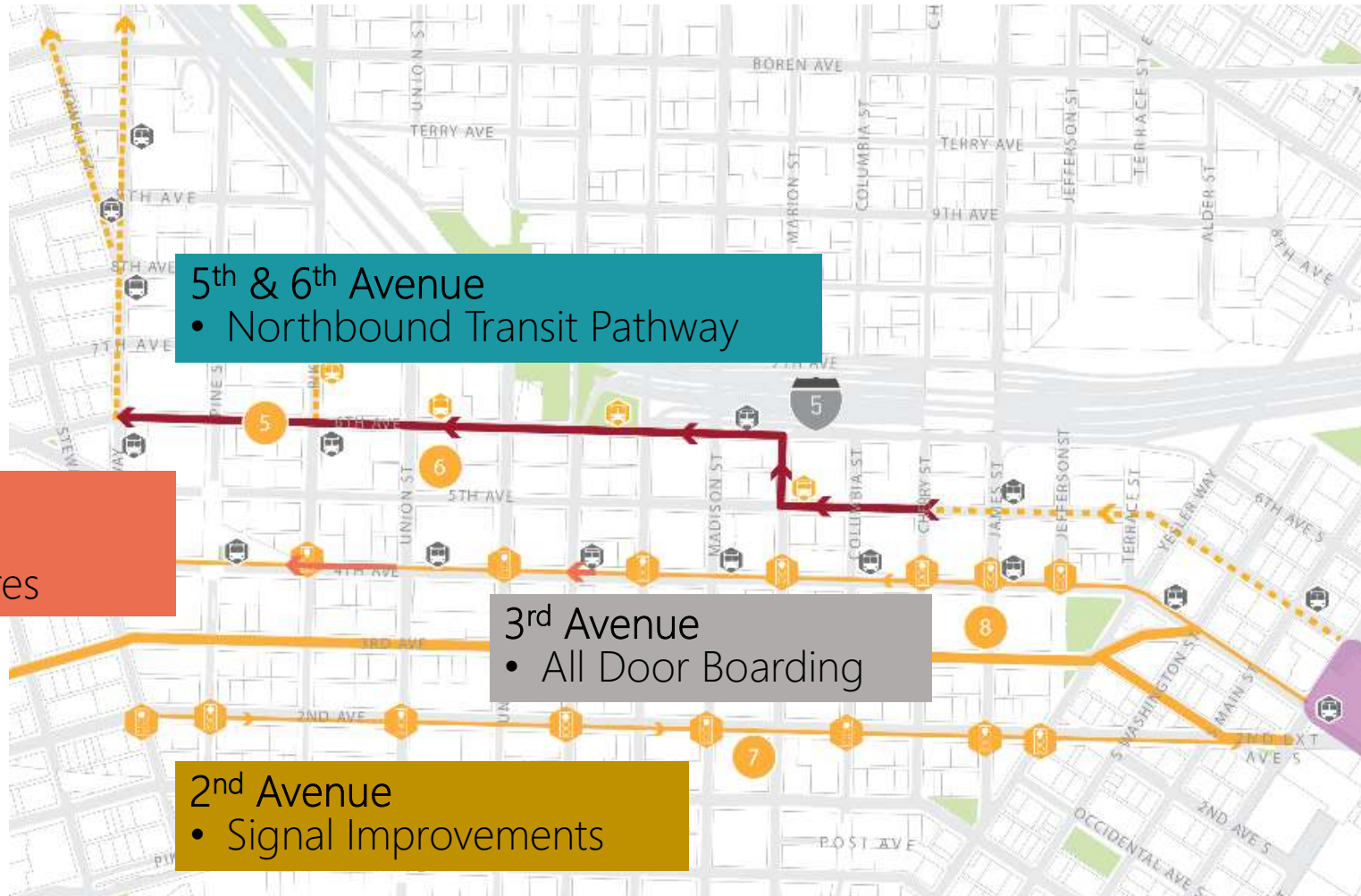
- Northbound Transit Pathway

3rd Avenue

- All Door Boarding

2nd Avenue

- Signal Improvements



5th & 6th Avenue Northbound Transit Pathway

- Relieves bus saturation on 4th Avenue
- Creates capacity for up to 40 additional northbound buses per hour
- Adds 4 bus stops along new pathway



Delivery Timeline	Cost	Lead Agency
2019	\$3.2 M	SDOT

4th & 2nd Avenue Signal Improvements

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



Delivery Timeline	Cost	Lead Agency
2018	\$1.3M	SDOT

3rd Avenue All-Door Boarding

- Improves transit speed and reliability for over 100,000 daily Metro trips on 3rd Avenue
- Installs ORCA readers at 10 additional bus stops on 3rd Avenue
- Fare enforcement consistent with current practice



Delivery Timeline	Cost	Lead Agency
Q1 2019	\$3 M	Metro

International District/Chinatown Hub Improvements

- Establishes new and expanded bus stops
- Improvements to passenger facilities, transfer environment, and bus stop/roadway operations
- Pedestrian safety, wayfinding, public realm enhancements

Delivery Timeline	Cost	Lead Agency
2019	\$3.9 M	SDOT/Metro



Montlake Triangle Improvements

- Supports additional transit service and improve the transfer environment
- Establishes new bus stops closer to UW Link station with enhanced passenger amenities
- Improves roadway/signal operations to facilitate bus access

Delivery Timeline	Cost	Lead Agency
2019	\$5.3 M	Metro/SDOT



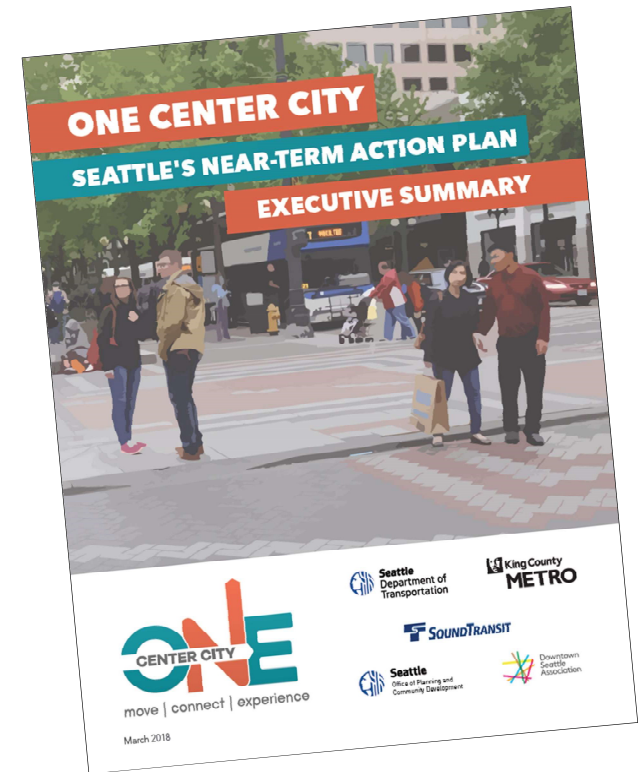
Management Strategies and Public Realm Improvements

- Transportation Demand Management and New Mobility Strategies
- Creative Freight and Delivery Strategies
- Parking and Curb Space Management to Improve Access and Reduce Transit Delay
- Public Realm Improvements and Activation; Focus on Transit Hubs



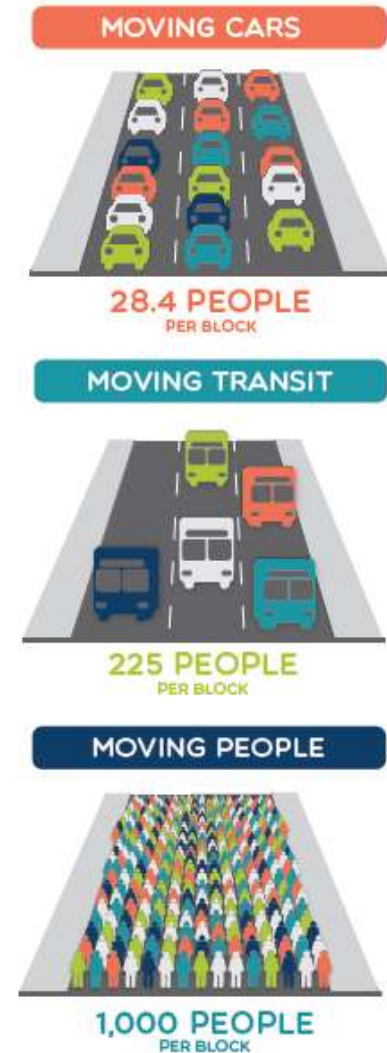
Near-Term Action Plan Performance

- Keeps transit moving through downtown Seattle
- Avoids additional transit operational costs
- Improves peak period person capacity of very constrained downtown street system
- Makes the system more resilient: more capacity for buses, less bus saturation at key choke points, manages bus-traffic conflicts
- Improves safety outcomes for all users



Increase Person Capacity

- Near-Term Actions allow about *3,700 more bus passengers per hour* to move through the heart of Downtown during PM peak hour
- Overall person throughput increases by up to 7,500 people per hour
- A core One Center City goal is to make better use of limited street space to benefit all users



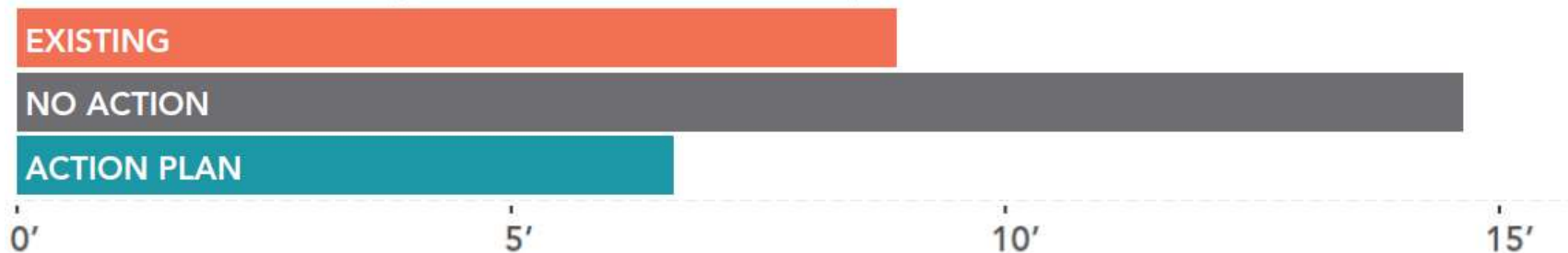
Keep People Moving During Rush Hour

Northbound Pathway on 5th/6th Avenues:

- Allows some buses to avoid bottleneck at 4th and Jackson
- Reduces transit travel time during congested PM peak
- Improves auto and bus travel times on 4th Ave

NORTHBOUND BUSES WILL RUN
15%-25%
FASTER THAN TODAY BETWEEN
JACKSON AND OLIVE

NB Transit Travel Time (4th Avenue Jackson – Olive)



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