

Downtown Seattle and Regional Mobility Improvements

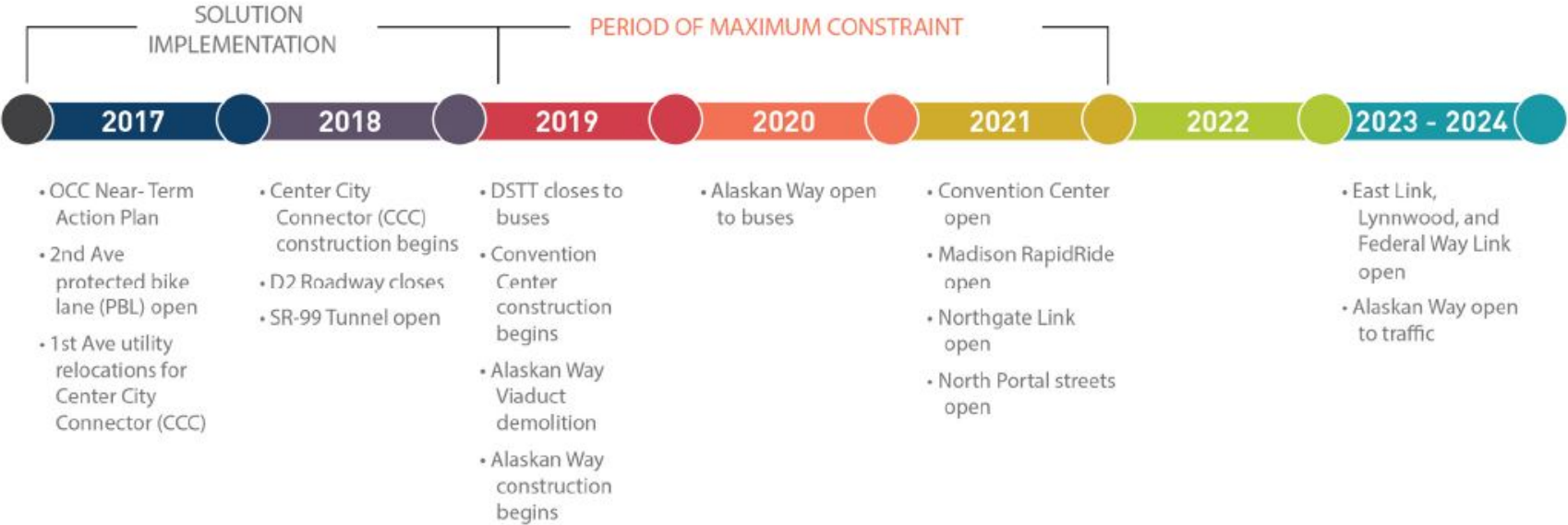
A coordinated action plan to bring together many communities, perspectives and partners to create a solution-based plan for how we move through, connect to, and experience downtown Seattle.

Sound Transit Capital Committee

April 12, 2018



A Timing Challenge



Near-Term Action Plan Need: Challenges

2019 No Action

- DSTT closed to buses, private construction, street car construction, viaduct removal, Convention Center construction = **Period of Maximum Constraint**

Impacts:

- Pedestrians
- Transit customers
- Cyclists
- Deliveries
- Businesses
- Residents
- Everyone who comes downtown



SLOWER TRAVEL SPEEDS

▼ **23%**

Decrease in PM peak bus speed on 2nd Ave

▼ **43%**

Decrease in PM peak bus speed on 4th Ave



INCREASED TRAVEL TIME

▲ **3.5+**

Minutes per afternoon commute

▲ **2,500**

Hours of additional bus passenger travel time each weekday



INCREASED COST

▲ **\$6-7M***

Additional annual operating cost to maintain current level of service

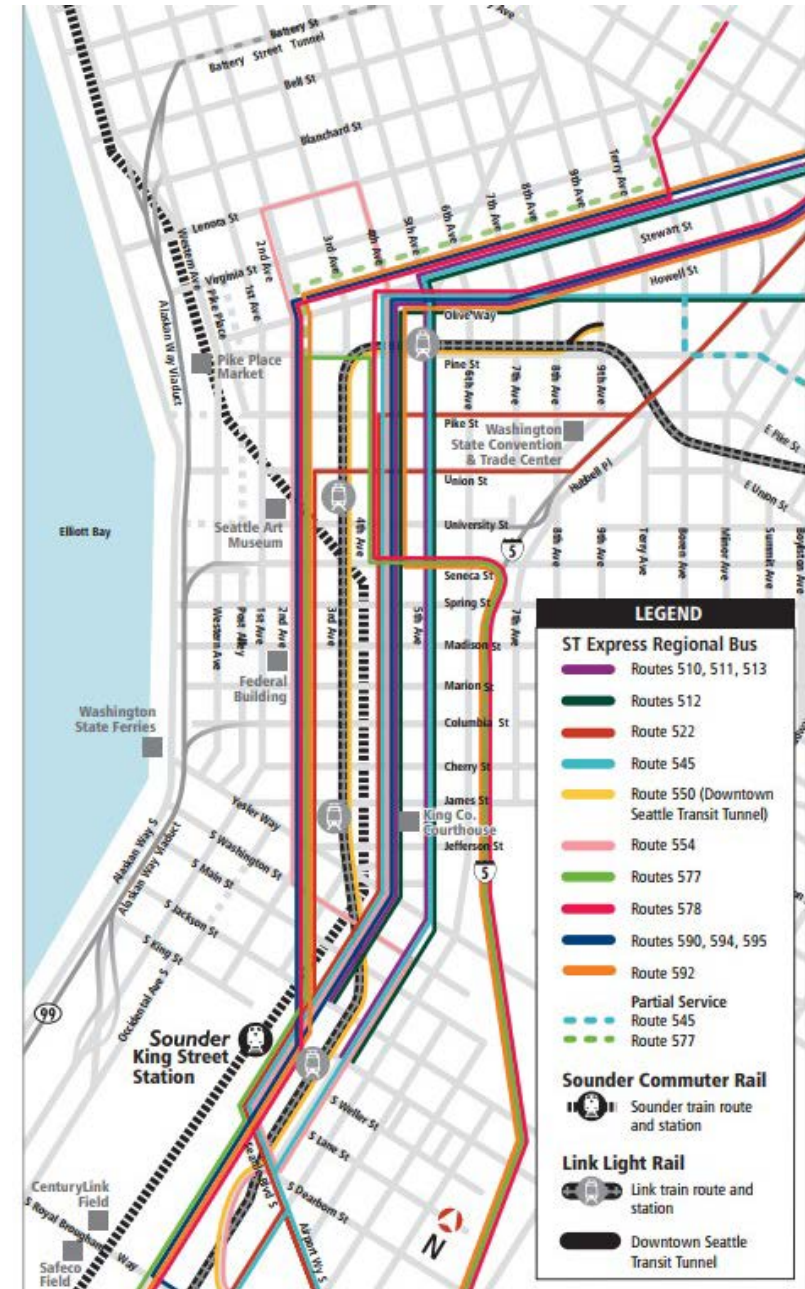
▲ **15+**

Additional transit vehicles needed to maintain current frequencies

*Estimate does not include all potential cost increases associated with operational changes in downtown

Regional Routes Serving Downtown Seattle

- North
 - 510, 511, 512, 513, 522
- East
 - 545, 550, 554,
- South
 - 577, 578, 590, 592, 594, 595



Shared Near-Term Capital Improvements ST, KCM, SDOT

- 4th/2nd Ave Signal Improvements
- New 5th/6th Ave Pathway
- 3rd Ave All-Door Boarding
- Pedestrian Safety and Bus Shelter Environment
- International District Hub Improvements
- Montlake Triangle Improvements
- Public Realm Improvements
- TDM Strategies



MONTLAKE TRIANGLE IMPROVEMENTS

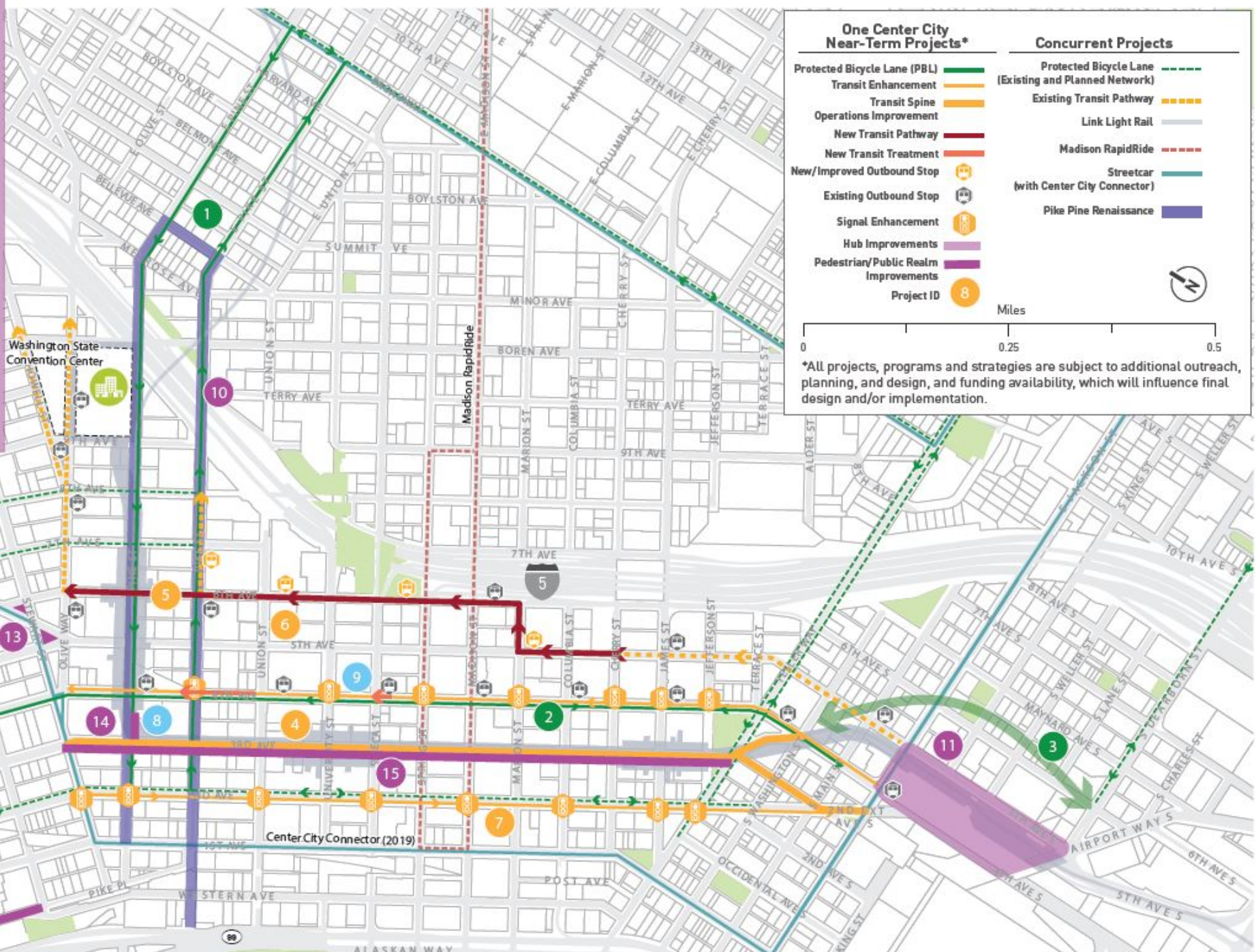
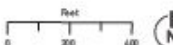


Recommended Near-Term Actions

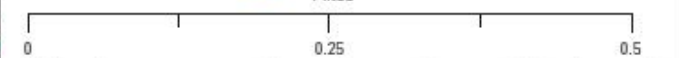
- Pedestrian Improvement at Intersection
- Transit Improvement
- Bus Zone Improvement

Existing/Planned Transit

- Link Light Rail
- Released Bus Routing
- Outbound Bus Routing



One Center City Near-Term Projects*		Concurrent Projects	
Protected Bicycle Lane (PBL)		Protected Bicycle Lane (Existing and Planned Network)	
Transit Enhancement		Existing Transit Pathway	
Transit Spine		Link Light Rail	
Operations Improvement		Madison RapidRide	
New Transit Pathway		Streetcar (with Center City Connector)	
New Transit Treatment		Pike Pine Renaissance	
New/Improved Outbound Stop			
Existing Outbound Stop			
Signal Enhancement			
Hub Improvements			
Pedestrian/Public Realm Improvements			
Project ID			



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

PERFORMANCE BENEFITS

- Improves safety outcomes for all users
- Improves northbound transit travel time by 15% - 20% over today
- Enhances transfer environment and transit corridors through downtown
- Reduces bus traffic on 4th Ave by about 30%
- Improves pedestrian conditions and supports public realm in retail district
- Improves N-S person capacity & throughput (transit, auto, and bike) during peak period



Next Steps

- Finalize Program Development Plan
- Ongoing Outreach and Communications
- Deliver Projects to Public and Improve Regional Mobility
- Monitor and Track Improvements and Travel Time Savings