One Center City
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.
WHY ONE CENTER CITY?

Approximately 250,000 people commute to or through Center City each day.

Center City Households +60% by 2035

Jobs +23% by 2035
WHAT IS CENTER CITY?

- A valued regional asset where people live, work, and play
- Major transit and transportation hubs
- Home to 200,000 residents and 250,000 jobs
- Experiencing unprecedented growth
THE NEAR-TERM CHALLENGE

- OCC Near-Term Plan
- 1st Ave utility relocations (CCC)
- 2ND Ave protected bike lane opens
- Convention Center construction begins

- DSTT closes to buses and University Link increases service in DSTT
- D2 Roadway closes
- Center City Connector (CCC) construction begins

- Madison G Line RapidRide open
- SR 99 Tunnel open
- Alaskan Way Viaduct demolition
- Alaskan Way construction begins
- East Link construction in DSTT

- Convention Center open
- Center City Connector open
- Alaskan Way open to buses

- Northgate Link open
- North Portal streets open
- Lynnwood & East Link open
- Alaskan Way open to traffic
CENTER CITY MOBILITY CHALLENGES

• 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
NEAR-TERM STRATEGIES

- Demand Management Strategies
- Hub Area Improvements
- Bus Service Restructures
- Union, Pike, & Pine Surface Street Improvements
- North-South Surface Street Improvements
ONE CENTER CITY GUIDING PRINCIPLES

SAFETY
USER EXPERIENCE
EQUITY
PUBLIC SPACE
STEWARDSHIP
WELL BEING
FLEXIBILITY
OPTIMIZATION
TRANSPORTATION
SURFACE STREET OPERATIONS

Options include:

- Make signal and turning improvements for bus travel times
- Change 5th Avenue into a two-way transit street
- Change 6th Avenue operations to two-way to improve general purpose access to I-5
- Add north/south and east/west protected bicycle facilities to improve safety and expand the connected network
DEMAND MANAGEMENT STRATEGIES

Focus areas:

- Encouragement and Education
- Employer Capacity and Program Development
- Transit Services and Pass Programs
- Shared Mobility
- Parking Management, Pricing, and Regulations
- Urban Goods Delivery Strategies

How Commuters Get Downtown

- 47% TRANSIT
- 9% RIDESHARE
- 6% WALK
- 5% OTHER
- 3% BIKE
- 30% DRIVE ALONE

70%

30%
TRANSIT RESTRUCTURES

- Prior restructures successfully improved regional access
- Restructures improve mobility and rider experience
  - Leverage light rail reliability and capacity
  - Provide opportunity to improve transit hubs
- Metro U-Link Connections restructure increased overall transit ridership

![Metro - Sound Transit Link Connections Project
Ridership Change, Spring 2015 - Spring 2016](image)

- + 12%
- + 25%
- + 20%
BUS SERVICE RESTRUCTURING OPTIONS

How were these identified?

- In-line with Metro Connects and Sound Transit system plans
- 30 options vetted
- Eliminated those with limited benefit or high impact to riders
- Selected small set of promising options that align with regional system priorities
HUB AREA IMPROVEMENT OPTIONS

Options include:

- Dedicated bus lanes
- Enhanced fare collection
- Enhanced bus stops
- Transit priority
- Improved pedestrian connections
WHO WE HAVE HEARD FROM

- *Agency Leadership & Elected Officials*
  - One Center City agency executives
  - Elected officials

- *Advisory Group*
  - Meetings and other forums
  - Nearly half have a regional perspective in work or home outside Seattle

- *Stakeholder & Community Groups*
  - 60+ briefings
  - Neighborhoods, business, youth commission, disability advocacy, transportation advocacy, others
  - City and County Advisory Boards

- *Public Outreach*
  - Online Open House
    - 2,461 unique users
    - 332 responses
  - Happy hour
  - Town Hall
WHAT WE’VE HEARD (THUS FAR)

• Make safety a priority
• Focus on people first
• Consider effects on the regional transportation system
• Evaluate impacts of restructures on people with mobility impairments and cash riders
• Identify ways to improve transfer environments
• Enhance experience for all users
• Focus on managing drive-alone demand & increasing person moving capacity of streets
• Include freight and delivery strategies
• Create a network of safe bike facilities
• Consider innovative and creative solutions
ONE CENTER CITY PLANNING

- **JAN ’17**
  - Identify near-term challenges and strategies; discuss results of no action

- **MAR ’17**
  - Public engagement informs key strategies for further analysis

- **JUNE ’17**
  - Street operations, hub improvement and demand management projects identified
  - Engagement continues

- **3-4Q ’17**
  - Continued analysis, refinement and engagement
  - Project planning and design
  - Focus on long-term vision

- **MAR-APR ’18**
  - King County Council consideration of transit service restructures
  - One Center City Long-Term Vision and Plan
AN INTEGRATED PLAN
TWENTY YEARS FROM NOW…

How will you get around your neighborhood?

How will people use cars?

How will people use shared mobility?

How will we get our goods?
TWENTY YEARS FROM NOW...

How will seniors, youth, and families enjoy neighborhoods and downtown?

What will make your neighborhood's public spaces more livable and lovable?

How will our streets and public spaces promote physical activity and good health?

How can we build a climate resilient Center City?
THANK YOU

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