



KING COUNTY

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

Signature Report

June 20, 2017

Motion 14893

Proposed No. 2017-0192.3

Sponsors Dembowski

1 A MOTION relating to the One Center City planning
2 effort, approving the report relating to the establishment of
3 the scope, schedule and public outreach process for a
4 restructure of transit service in the Seattle central business
5 district and surrounding neighborhoods, as directed by
6 Ordinance 18409, Section 132, Proviso P3, requesting
7 additional reporting on the progress of planning efforts and
8 requesting consideration of additional transit options.

9 WHEREAS, in November 2016, Ordinance 18409 approved the 2017-2018
10 Biennial Budget, and

11 WHEREAS, Ordinance 18409, Section 132, Proviso P3, requires the executive to
12 transmit a motion by April 30, 2017, approving a report on the scope, schedule, and
13 public outreach process for a restructure of transit service in the Seattle central business
14 district and surrounding neighborhoods related to capital project 1129633, Center City
15 Mobility Project 2019 Program, and

16 WHEREAS, the report shall include:

17 1. Identification of the transportation and other projects that are expected to
18 require temporary or permanent transit route alignment changes in the Seattle central
19 business district and adjacent areas, with a timeline of when individual project impacts

20 will affect transit operations;

21 2. Current information on transit operations in the Seattle central business
22 district;

23 3. A comprehensive list of ordinance and administrative route changes
24 anticipated for the two 2018 service changes;

25 4. An evaluation of restructuring bus routes in 2018 that would help to address
26 mobility and transit reliability in the Seattle central business district;

27 5. A description of the public engagement process for service changes and
28 possible restructures;

29 6. Benefits and costs of potential subprojects of this capital project and other
30 capital projects in the Seattle central business district; and

31 7. The role of partnerships in accomplishing capital and operating requirements,
32 and

33 WHEREAS, the report includes a scope of work, schedule, and public outreach
34 process, and

35 WHEREAS, Metro has compiled the required information and the executive has
36 transmitted the report for a restructure of transit service in the Seattle central business
37 district and surrounding neighborhoods as set forth as Attachment A to this motion to the
38 council, and

39 WHEREAS, it is a priority of the King County council that the planning for
40 capital projects and transit service restructuring conducted as part of this effort explore a
41 range of alternatives in addition to those described in Attachment A to this motion,
42 including, but not limited to, those outlined in Attachment B to this motion, so as to

43 minimize negative impacts to transit riders while addressing traffic and transit impacts in
44 the Seattle central business district and surrounding neighborhoods;

45 NOW, THEREFORE, BE IT MOVED by the Council of King County:

46 A. The council hereby approves the King County Metro Transit Ordinance 18409
47 Proviso P3 Report: Scope, Schedule, and Public Outreach Process related to One Center
48 City Planning and Implementation, Attachment A to this motion.

49 B. The council requests that the executive provide oral progress reports to the
50 transportation, economy and environment committee as requested during the remainder
51 of 2017 so that the King County council has the opportunity to deliberate on options and
52 alternatives that may inform future transit service changes.

53 C. The council requests that the planning for capital projects and transit service
54 restructuring conducted as part of this effort explore a range of alternatives in addition to
55 the options outlined in Attachment A to this motion, including, but not limited to, those
56 outlined in Attachment B to this motion, so as to minimize negative impacts to transit

57 riders while addressing traffic and transit impacts in the Seattle central business district
58 and surrounding neighborhoods.
59

Motion 14893 was introduced on 5/8/2017 and passed as amended by the Metropolitan King County Council on 6/19/2017, by the following vote:

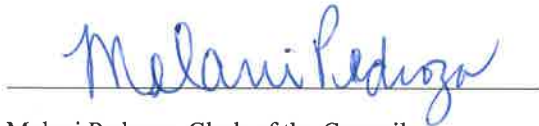
Yes: 8 - Mr. von Reichbauer, Mr. Gossett, Mr. Dunn, Mr. McDermott,
Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles and Ms. Balducci
No: 0
Excused: 1 - Ms. Lambert

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON



J. Joseph McDermott, Chair

ATTEST:



Melani Pedroza, Clerk of the Council

Attachments: A. Scope, Schedule, and Public Outreach Process Related to One Center City Planning and Implementation - April 25, 2017, B. Additional Transit Options for Consideration for One Center City Planning, Updated June 19, 2017

King County Metro Transit

Response to Ordinance 18409, Section 132, Proviso 3

Scope, Schedule, and Public Outreach Process related to One Center City Planning and Implementation

April 25, 2017

Prepared for:
King County Council

Prepared by:



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Introduction

Ordinance 18409, approved in November 2016, adopted King County's 2017-2018 biennial budget, which includes capital improvements for the current fiscal biennium. An appropriation for the Center City Mobility Project 2019 Program, capital project 1129633, is included.

Proviso P3 in Section 132 requires a report to Council related to this appropriation, that describes the scope, schedule, and public outreach process for a restructure of transit service in the Seattle central business district (CBD) and surrounding neighborhoods, and includes:

- A. Identification of the transportation and other projects that are expected to require temporary or permanent transit route alignment changes in the Seattle CBD and adjacent areas, with a timeline for when individual project impacts will affect transit operations;
- B. Current information on transit operations in the Seattle CBD;
- C. A comprehensive list of ordinance and administrative route changes anticipated for the two 2018 service changes;
- D. An evaluation of restructuring bus routes in 2018 that would help address mobility and transit reliability in the Seattle CBD;
- E. A description of the public engagement process for service changes and possible restructures;
- F. Benefits and costs of potential subprojects of this capital project and other capital projects in the Seattle CBD; and
- G. The role of partnerships in accomplishing capital and operating requirements.

This report addresses all of these topics. While the appropriation is referred to as the Center City Mobility Project 2019 Program in the 2017-2018 budget, this project was renamed One Center City (OCC) by the project sponsors, and is called that in this report.

Summary

The roadway network in downtown Seattle is heavily used today, operating close to capacity during peak periods, yet this network must accommodate more people and jobs in the future as our region grows. Major upcoming transportation projects and changes, such as the demolition of the Alaskan Way Viaduct, redevelopment of the Seattle central waterfront, construction of the Center City Connector streetcar on First Avenue and Sound Transit Link infrastructure associated with the completion of the Sound Transit 2 (ST2) regional transit package, unprecedented private development and the shift of buses from the Downtown Seattle Transit Tunnel (DSTT) to surface streets, will add to the pressure on downtown Seattle streets.

The One Center City project addresses these challenges. It is a partnership between the City of Seattle, King County, Sound Transit and the Downtown Seattle Association to create a 20-year plan for how we move through, connect to and experience the Center City, which includes ten neighborhoods in the Downtown Seattle area. The plan will set priorities for use of the public right-of-way and identify

specific programs and projects for an integrated transportation system and public spaces that enhance the Center City, improve access and mobility, and connect the Center City to the rest of the city and region.

The first phase of the OCC project focused on establishing the current state of the Center City transportation network and addressing the cumulative effects on that network of the major transportation projects listed above. It also developed potential strategies for accommodating additional buses on downtown surface streets during the period between the end of joint bus-rail operations in the DSTT – currently planned for September 2018 – and the completion of the Sound Transit 2 (ST2) regional transit package in 2023. These near-term strategies include:

1. Options to restructure some bus routes to mitigate growth in the volume of buses moving through the Center City, expected both as a result of the end of joint rail-bus operations in the DSTT and due to continued rapid growth throughout our region. An interagency staff team, working with the OCC project Executive Steering Committee, developed seven bus service restructuring concepts to be considered through extensive public engagement and governing council approval processes.
2. Potential capital projects, including: three options for improving street operations on north-south avenues; two alternatives for improving transit, bicycle, and pedestrian mobility and the public realm in the Pike/Pine/Union corridor; and capital investments at the Westlake, International District/Chinatown, and Montlake transit hubs to improve the transit customer experience and support the increased transfer activity that would occur if transit routes are restructured.
3. Continued implementation of initiatives that advance implementation of the Center City bicycle network, address the needs of pedestrians and the public realm, and emphasize transportation demand management (TDM) strategies and other on-going programs that encourage alternatives to driving within the Center City. These TDM programs include parking management, curb management, shared mobility, wayfinding, and the provision real-time traveler information.

Through the spring 2017, near-term strategies will be discussed with the general public through a variety of means including media outlets, an on-line open house, and briefings with stakeholders, community groups and advisory boards. A citizen Advisory Group will review strategies and advise the project team on the alignment of these strategies with project's guiding principles.

The OCC executive steering committee expects to recommend near-term strategies in spring 2017. Any major bus service restructuring strategies affecting King County Metro bus routes and customers that are recommended for advancement by the OCC steering committee will require approval by the King County Council. This approval will be supported by extensive public outreach and engagement processes, scaled appropriately to the number of people and communities affected by the potential changes, as well as the degree to which public feedback can be meaningfully used to help shape proposed changes. Public engagement will occur between March and December 2017. Service change

proposals will be transmitted to the King County Council in spring 2018 for implementation at Metro's September 2018 service change or later.

The partner agencies will work cooperatively to establish a project delivery approach for the near-term capital alternatives recommended in this project. The agencies are committed to jointly funding near-term improvements that will be recommended through this project. Capital alternatives will advance with design and outreach activities between March 2017 and March 2018, and likely proceed into construction beginning in April 2018. Construction of capital alternatives is anticipated to be completed by September 2018 or later, depending on the set of projects recommended by the executive steering committee and potential options for phasing the implementation of these projects.

A. Transportation Projects in the Seattle CBD Affecting Transit Operations

The roadway network in downtown Seattle – a dense grid of predominantly one-way streets in the area generally defined between the Seattle waterfront and Interstate 5, from S. Jackson Street to Denny Way – is heavily used today operating close to capacity during peak periods (generally defined as 6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.). This network will need to accommodate more people and jobs in the future.

Given the capacity constraints, bus service will continue to be critically important for providing mobility to, from and within the Center City. While auto volumes operating on Center City streets have remained relatively static over the past decade, transit ridership and bus volumes have grown. Commute Seattle’s 2016 Center City Commuter Mode Split survey¹ found that only 30 percent of commuters to the Center City drove alone in 2016, while 70 percent traveled to work by transit, ridesharing, biking and walking, or foregoing work trips by teleworking. Public transit was the top choice, with 47 percent of downtown commuters using bus, light rail, streetcar and train services. With limited opportunities to expand single-occupant vehicle capacity, future growth in trips must continue to occur in non-drive alone modes such as transit, walking or biking.

A number of transportation projects could affect travel choices in the Center City in upcoming years.

Major Transportation Projects Assumed

The One Center City project assumes that by September 2018, joint operations in the DSTT will end, and all bus routes currently using the tunnel will be rerouted to surface streets. A number of other significant transportation projects within the Center City are under design or construction and are assumed to be in place by 2019 when the buses are rerouted to the surface streets.

Table A-1: Major Transportation Projects Assumed by 2019

Project	Description
Center City Connector (CCC) Streetcar Project on First Avenue	New streetcar line on First Avenue connecting Westlake Street/Stewart Street to the north and S Jackson Street/Occidental Avenue S to the south.
Alaskan Way Viaduct Replacement Project	New tolled tunnel under the central waterfront with modified access to downtown from the south, and closure of the Battery Street tunnel.

¹ 2016 Center City Commuter Mode Split Survey, Survey Results Report, Conducted for Commute Seattle by EMI Research, January 2017.

Project	Description
Waterfront Seattle Program	Alaskan Way widened between S Washington Street and Union Street. The segment between Washington and Columbia street would include two general purpose travel lanes and one Business Access and Transit-Only (BAT) lane in each direction.
Seawall Replacement Project	Phase 1 of the Seawall replacement along the waterfront between S Washington Street and Virginia Street.
Columbia Street Transit Improvement Project	Columbia Street, between Alaskan Way and Third Avenue, converted to two way operations to provide a dedicated transit connection from SR 99 to the Center City via Third Avenue.
I-90 High Occupancy Vehicle Project	High-occupancy vehicle lanes added to I-90 between Rainier Avenue and Bellevue Way in both directions.
Sound Transit East Link Project	Closure of the I-90 D2 roadway and Rainier Freeway Station for bus operations during construction of the East Link project.
Seattle Multimodal Terminal At Colman Dock	Replace the aging infrastructure of Colman Dock, address conflict areas between vehicles and pedestrian traffic, and improve passenger-only ferry terminal.
Third Avenue Transit Improvement Project	Improve bus stops, sidewalks, and bicycle treatments and extend transit priority treatments on Third Avenue between Stewart Street and Denny Way.
Second Avenue Protected Bike Lanes (PBL)	Expand two-way protected bike lanes on Second Avenue between Broad Street to the north and King Street to the south.
Seventh Avenue Protected Bike Lane Project (PBL)	Convert Seventh Avenue one-way southbound operations north of Pike Street and Westlake Avenue and install a one-way southbound protected bike lane on Seventh Avenue.
Eighth Avenue Protected Bike Lane Project (PBL)	Convert Eighth Avenue to one-way northbound operations between Pike Street and Lenora Street and install a one-way northbound protected bike lane on Eighth Avenue.
S Main Street Protected Bike Lane Project (PBL)	Install two-way protected bike lanes on the south side of Main Street between Second Avenue Extension S and Fifth Avenue S.

Transportation Project Impacts on Traffic Volumes and Travel Speeds

With the implementation of the projects identified in Table A-1, traffic volumes on Second, Fourth, Fifth and Sixth Avenues are projected to increase over the existing conditions (2016), resulting in increased travel times along all north-south avenues in the Seattle CBD. Table A-2 summarizes the projected changes in traffic volumes on Second, Fourth, Fifth and Sixth Avenues at three cross streets within the Seattle CBD.

Table A-2: Projected Change in Average Traffic Volumes between Existing and Future Baseline Conditions

Corridor	Pike St Cross Street	Spring St Cross Street	James St Cross Street
Second Avenue (SB)	15%	12%	18%
Fourth Avenue (NB)	12%	16%	-1%
Fifth Avenue (SB)	62%	7%	9%
Sixth Avenue (NB)	5%	2%	0% (SB)

The increases in traffic volumes on the avenues outside of First Avenue result in longer auto travel times (for general purpose trips) along each corridor compared to the 2019 baseline conditions. Table A-3 summarizes the differences in auto travel times between the existing and future baseline conditions.

Table A-3: Projected Increases in Average Auto Travel Times for Future Baseline Conditions

Corridor	Existing Travel Time (min)	2019 Travel Time (min)	Percent Difference in Travel Time
Second Avenue (SB)	9.3	9.7	4%
Fourth Avenue (NB)	4.5	5.0	11%
Fifth Avenue (SB)	10.7	17.8	66%
Sixth Avenue (NB)	4.0	4.1	2%

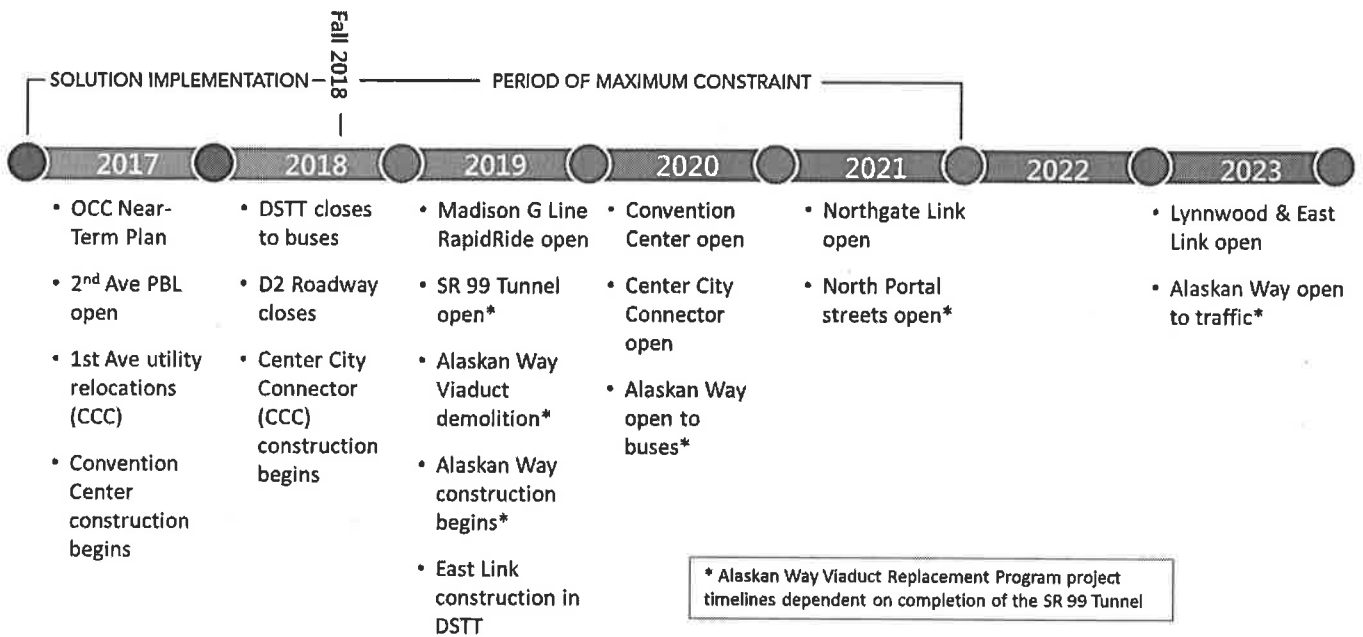
Differences in travel times were measured between Stewart St and S Jackson St, except for Sixth Ave which was measured from Stewart St to Madison St.

Impacts of the transportation projects described in Table A-1 on transit speeds through downtown are described in Section B of this report.

Timeline of Major Center City Transportation Projects

Figure A-1 shows the current schedule for implementing major projects affecting traffic operations in the Center City. The timeline shows a period of maximum constraint that will occur between late 2018 (when buses are planned to leave the DSTT) and 2021 (when bus volumes downtown are expected to decrease with the opening of the Sound Transit (ST) North Link project.) Further reductions in bus volumes on current downtown routes are assumed to occur in 2023 with the opening of the ST Lynnwood and East Link projects. Although some bus routes will be restructured when ST projects are completed, consistent with the METRO CONNECTS long range vision, Metro also expects to continue adding more bus service throughout the period from 2018 through 2023 and beyond to meet growing demand from areas throughout King County. This will result in additional bus volumes on downtown streets that do not exist today.

Figure A-1 – Major Projects Affecting Center City Seattle Traffic Operations 2017-2023



B. Current Information on Transit Operations in the Seattle CBD

Summary of Transit Existing Conditions

The transit system provides critical access for Puget Sound residents to jobs, education, services, culture, and social opportunities. The Downtown Seattle Transit Tunnel (DSTT) is a major transit corridor through the Seattle CBD, providing dedicated right-of-way for both bus and light rail operations. Approximately 40 buses an hour currently operate each direction in the DSTT during the afternoon peak period in addition to Link light rail service every six minutes (or ten trains per hour in each direction).

On the surface streets, Third Avenue is the central transit spine through the Seattle CBD, and autos are restricted from using Third Avenue during peak periods except for limited local access purposes. Third Avenue carries approximately 250 buses an hour in the afternoon peak. Outside of the Third Avenue transit spine, both Second Avenue and Fourth Avenue carry significant transit service, with approximately 100 buses an hour operating on each corridor in the afternoon peak. Transit lanes currently exist on both Second and Fourth Avenues, which provide dedicated space for transit operations but also allow right-turning vehicles to use the transit lane. A much smaller number of transit routes also operate on First and Fifth Avenues, mostly in general purpose lanes.

Buses operating on the surface streets in the Seattle CBD generally use skip-stop operations, stopping at every other bus stop along the route. Skip-stop operations increase transit capacity by reducing the number of stops made by each bus and by reducing bus congestion at bus stops. Even with existing skip-stop operations and restricting right-of-way to bus operations (with circulating traffic allowed), the Third Avenue transit spine is operating near capacity today. Bus routes on Second and Fourth Avenues use both the transit lane and the adjacent through lane when traveling through the Seattle CBD. Buses pull out of the transit lane to get around the other buses as a part of the skip-stop operations, and they also move out of the transit lane to move around queues of right turning vehicles. Both Second and Fourth Avenues carry heavy through volumes of general purpose vehicles and the friction between buses and cars travelling in the right-most lanes reduce overall capacity of the system.

Approximately 250,000 transit trips are made through Downtown Seattle each weekday. Together, Metro routes on Seattle CBD north-south surface street corridors carried an afternoon peak one-hour (5–6 p.m.) passenger load of approximately 13,100 people through the center of the CBD during the spring 2016 service change period. This count includes only Metro routes and Metro-operated Sound Transit express routes, and is based on bus loads as coaches cross mid-Seattle CBD screen-lines in the DSTT and on Second, Third, Fourth and Fifth Avenues. It is useful as a benchmark but does not include all downtown transit customers. For perspective, there are nearly 110,000 boardings on Metro and Metro-operated ST buses at stops in the Seattle CBD each weekday.

Table B-1: Seattle CBD Corridor Passenger Loads on King County operated transit routes during Afternoon Peak Hour, 5-6 p.m., spring 2016 Service Change

Corridor	Bearing	Screen-line	Load	Routes
Second Ave	South	James/Cherry St	1,740	111, 114, 143, 157, 158, 159, 177, 178, 179, 190, 192, 212, 214, 216, 218, 219, 301, 522, 554
Third Ave	North	Pike/Pine St	3,600	1, 2, 3, 4, 5, 7, 13, 14, 15, 17, 18, 19, 21, 24, 26, 27, 28, 29, 33, 36, 40, 55, 56, 57, 62, 70, 116, 118, 119, 120, 124, 125, 131, 132, 304, 355, C, D, and E Lines
	South	Pike/Pine St	2,197	
Fourth Ave	North	Seneca/University St	1,633	76, 77, 212, 217, 252, 257, 268, 301, 308, 311, 312, 316, 522, 545, 550, 554, 601
Fifth Ave	North	S Jackson St	122	111, 114, 212, 214, 216, 217, 218, 219, 252, 257, 268, 311, 545, 554
	South	S Jackson St	1,498	
DSTT	North	University Street Station	949	41, 74, 101, 102, 106, 150, 255, 550
	South		1,365	

Note: These ridership data do not include: a) Passengers who alighted before the screen-line or boarded after the screen-line, b) routes that operate on other corridors downtown, such as the Pike/Pine pair, c) Community Transit routes, d) Sound Transit bus routes not operated by Metro, or e) Link light rail.

By design, the routes operating on each corridor share similar market characteristics. Generally, Third Avenue carries local Seattle service, Rapid Ride, and Vashon Island service; the Fourth and Fifth Avenue pair carries Eastside routes; and the Second and Fourth Avenue pair carries routes serving a large number of suburban communities. In recent service changes, Metro increasingly relocated routes out of the DSTT and onto surface streets to accommodate increased Link frequencies and prepare for the end of joint operations with rail in the tunnel.

Table B-2: Seattle CBD Corridor Routes and Markets Served, fall 2016 Service Change

Second Avenue – South		
Route	Market	Destination
113	South	Shorewood-White Center
121	South	Des Moines-Burien TC/P&R
122	South	Des Moines-Burien TC/P&R
123	South	Gregory Heights-Burien TC/P&R
143	South	Black Diamond-Maple Valley-Renton
157	South	Lk Meridian P&R-East Hill-Kent
158	South	Kent East Hill-Kent
159	South	Timberlane-Kent

Third Avenue – Seattle Local Routes and Rapid Ride		
Route	Market	Destination
C	Seattle	Westwood Village-Fauntleroy-Alaska Junction
D	Seattle	Crown Hill-Ballard-Interbay-Uptown-Seattle Center
E	North	Aurora Village-Oaktree
1	Seattle	Kinnear
2	Seattle	West Queen Anne
3	Seattle	North Queen Anne-First Hill-Madrona
4	Seattle	East Queen Anne-First Hill-Judkins Park
5 and 5X	North	Shoreline-Greenwood
7	Seattle	Rainier Beach
13	Seattle	Seattle Pacific University
14	Seattle	Mount Baker
15	Seattle	Blue Ridge Express
17	Seattle	Sunset Hill Express
18	Seattle	North Beach Express
21	Seattle	Westwood Village-High Point
24	Seattle	W Magnolia-Central Magnolia
26	Seattle	E Green Lake Express
27	Seattle	Leschi Park
28	Seattle	Broadview Express
29	Seattle	Ballard-West Queen Anne Express (Second / Third)
33	Seattle	Discovery Park-Magnolia
36	Seattle	Othello Station-Jefferson Park
37	Seattle	West Seattle Junction-Alki (Second / Third)
55	Seattle	Admiral District
56	Seattle	Alki Express
57	Seattle	Genesee Hill-Admiral District Express
62	Seattle	Sand Point-Ravenna-Green Lake-Wallingford-Fremont
70	Seattle	University District-Eastlake-South Lake Union
304	North	Richmond Beach-Shoreline
355	North	Shoreline-Greenwood-Univ District
82	Seattle	Greenwood-Queen Anne (Night Owl)
83	Seattle	Maple Leaf-University District (Night Owl)
84	Seattle	Madison Park-Madrona (Night Owl)
Third Avenue – Vashon Island and South to Burien routes		
116	Vashon	Fauntleroy Ferry-SODO Express
118	Vashon	Tahlequah-Burton-Vashon-SODO
119	Vashon	Dockton-Vashon-SODO
120	South	Burien TC/P&R-White Ctr-Westwood Village-Delridge

Route	Market	Destination
124	South	Downtown Seattle-Georgetown-Tukwila International Blvd Station
125	South	Westwood Village-South Seattle Community College
131	South	Burien TC/P&R-Greenbridge-Highland Park-SODO
132	South	Burien TC/P&R-South Park-SODO
Second and Fourth Avenues – Suburban service and Seattle peak only routes		
76	Seattle	Wedgwood (peak only)
77	Seattle	North City-Jackson Park (peak only)
111	Southeast	Lake Kathleen, Kennydale
114	Southeast	Renton Highlands-Newport Hills
177	South	Federal Way/S 320 St P&R
178	South	South Federal Way P&R-Federal Way/S 320 St P&R
179	South	Twin Lakes P&R-Federal Way Transit Center
190	South	Redondo Heights P&R-Star Lake P&R
192	South	Star Lake
212	East	Eastgate P&R
214	East	Downtown Issaquah-Issaquah Transit Center
216	East	Sammamish-S Sammamish P&R-Issaquah Highlands
217	East	Eastgate-Issaquah
218	East	Issaquah Highlands P&R
219	East	Sammamish-S Sammamish P&R-Issaquah Highlands
301	North	Richmond Beach-Shoreline (peak only)
308	North	Horizon View-Lake Forest Park (peak only)
312	North	UW Bothell-Kenmore-Lake City-Seattle (peak only)
316	North	Meridian Park-Green Lake (peak only)
522	East	Woodinville-Bothell-Lake City
554	East	Issaquah Highlands-Issaquah TC/P&R
Fourth and Fifth Avenues – Eastside		
252	East	Kingsgate-Houghton
257	East	Brickyard-Houghton
268	East	Bear Creek P&R
311	East	Woodinville P&R
545	East	Redmond-Overlake
Downtown Seattle Transit Tunnel		
41	Seattle	Lake City-Northgate
74	Seattle	Sand Point Express
101	South	Renton
102	South	Fairwood-Renton
150	South	Kent-Southcenter
255	East	Brickyard-Kingsgate-Kirkland
550	East	Bellevue

In addition, the east-west corridor on Pike and Pine Streets currently carries Seattle local Routes 10, 11, 43, and 49 to Capitol Hill, Madison Park, and the U District, and other east-west streets carry a smaller number of routes.

Projected Bus Operations Downtown after End of Joint Bus-Rail DSTT Operations

Metro and Sound Transit are planning for all buses operating in the DSTT to move to surface streets in September 2018. If all buses were moved to the surface streets, using the routing currently used when the DSTT is closed, and no further action were taken, peak bus volumes on north-south streets in the Seattle CBD would increase by over 15 percent. Bus volumes in the International District, where north-south pathways are more limited, could increase by 30 to 50 percent. These conditions would persist until the opening of ST 2 projects, including North Link in 2021 and East Link, Lynnwood Link, and South Link in 2023. These volumes do not reflect service additions that will be made to accommodate rising transit ridership. Additional surface bus trips will continue to be added as long as demand continues to grow and transit funding allows.

Table B-3: PM Peak Hourly Bus Volumes, 2016 (Existing) and 2019

	2016 PM Peak Hourly Bus Volume	2019 PM Peak Hourly Bus Volume	Change
Seattle CBD northbound (Third/Fourth)	243	284	+ 41 (17%)
Seattle CBD southbound (Second/Third/Fifth)	240	276	+ 36 (15%)
Pike Street eastbound	61	65	+4 (7%)
Pine/Union Streets westbound	31	31	0
International District northbound (Fourth/Fifth Ave S)	51	66	+ 15 (29%)
International District southbound (Fourth/Fifth Ave S)	98	149	+ 61 (52%)

Based on 2015 corridor bus capacity estimates, Third Avenue currently operates beyond its intended bus volume and adding more buses would make this condition worse. Baseline conditions in 2019 would also saturate Second and Fourth Avenues; peak-hour bus operating speeds on Second and Fourth Avenues would drop to about three miles per hour in 2019. The implications include longer travel times and poor reliability for all users of the limited street space in the Seattle CBD, including transit riders; higher operating costs for transit service; and increased inconvenience for all people traveling to, from, and within the Seattle CBD.

If all buses currently operating through the DSTT were moved to the surface street routing currently used when the DSTT is closed, and no further action were taken, buses that currently use the DSTT would incur approximately six additional minutes of travel time through downtown Seattle. Buses that currently use Second and Fourth Avenues would incur a two- to four-minute increase in travel time.

C. Anticipated Ordinance and Administrative Route Changes for 2018

Metro makes regular service changes twice a year, in March and September. Metro is planning for a variety of service changes in 2018 in addition to the potential service restructuring options related to the One Center City project described in Section D of this report.

This section describes the expected service changes for 2018 based on Metro's current plan. Metro will engage the public to discuss most of these proposals during the upcoming year, and many of these proposals are subject to approval by the King County Council. Therefore, it is likely that the actual service changes made in 2018 will differ from the initial concepts outlined in this section. Other changes, not known at this time, may emerge because of the dynamic nature of the transit system and growth throughout the region.

King County's adopted 2017-2018 budget provides for the addition of more than 300,000 annual service hours over four service changes. Approximately half of these hours would be added in each year. A major focus of the added service will be to address the priority needs identified in Metro's annual system evaluation: 1) reduce overcrowding, 2) increase schedule reliability, and 3) improve service on corridors operating below their target service levels. Many of these service additions will increase the overall level of transit service provided within the Center City. Another major focus of investments is mitigation of major construction projects, including the Alaskan Way Viaduct and East Link projects. Even with anticipated service changes, Metro expects to invest significant resources to maintain existing services as congestion grows and major projects begin to impact transit throughout the Center City.

Both the March and September 2018 service changes will include some changes that require King County Council approval by ordinance. Proposed March 2018 service changes that require an ordinance will be transmitted to the King County Council for approval in late summer 2017. Proposed September 2018 changes requiring an ordinance will be transmitted to the King County Council in spring 2018.

Anticipated March 2018 Service Changes

Target Service Level Investments

The largest set of changes anticipated for March 2018 includes service additions to bring corridors closer to their target service levels.

Table C-1: Planned Target Service Level Investments, March 2018 Service Change

Route	Description
March 2018 : Administrative changes	
5	Provide 2 hours of 10-min frequency in the a.m. peak
24	Provide 1 hour of 15-min frequency in the a.m. peak
101	Improve frequencies to every 15 mins midday, and in the reverse direction in the a.m. peak (toward Renton)
150	Improve frequency to every 12 mins during a.m. peak and 15 mins Sundays
156	Provide 1.5 hours of 15-min frequency in the a.m. peak
180	Provide 2.5 hours of 15-min frequency in the a.m. and p.m. peaks
181	Provide 2 hours of 15-min frequency in the a.m. peak
31/32	Add 30 min evening service on Route 31, creating a combined evening frequency of 15 min
F Line	Extend night 15-min frequency to 10 p.m.
March 2018 : Changes requiring King County Council ordinance	
74	Provide 30-min shuttle service between Sand Point and the U District midday
153	Provide hourly service midday
183	Improve weekday frequency to 30 mins at peak and midday, and hourly at night
269	Add Saturday service between Bear Creek and Issaquah. (Note: in fall 2017, Route 269 will receive additional weekday service to improve to 30-min midday frequency)
930	Expand hours of 30-min frequency peak operation later, until 9:30 a.m., and beginning earlier, at 2:15 p.m.

Route 101 Reroute and Route 102 Trip Additions

Metro has been working with the City of Renton to support Renton's Civic Core Vision process. As part of its vision, the City of Renton asked Metro to relocate the Renton Transit Center outside of the center city. Metro intends to conduct public outreach in Renton in 2017 to propose revisions to Route 101 and 102 that would remove a significant amount of bus layover from the Transit Center in the March 2018 service change. Under the potential change, Route 101 would terminate at the South Renton Park and Ride instead of the Renton Transit Center, but would continue to serve Downtown Renton on the way to and from Seattle. Trips would be added to Route 102 to accommodate demand for direct service

between the South Renton Park and Ride and downtown Seattle. March 2018 is the earliest date for this potential change, given the public and County Council approval processes that would be required for the change.

Route 62 Revision and Route 99 Revisions or Discontinuation

Beginning with utility work in the fourth quarter of 2017, construction for the Center City Connector Streetcar will create ongoing closures of First Avenue through downtown Seattle. When the utility work begins, a construction reroute will be required for Metro Routes 62 and 99 that currently operate on First Avenue. When construction is completed, the future Center City Connector Streetcar will provide new, frequent transit service along First Avenue that will cover the majority of the downtown Seattle areas served by routes 62 and 99 today.

Reroutes of the 62 and 99 are expected to begin in 2017. However, in March 2018, Metro is planning to make a permanent service change to run Route 62 primarily on Third Avenue instead of largely on First Avenue. This change will be an administrative change.

Because Route 99 is almost fully contained within the Center City, the majority of any reroute will duplicate existing service on other transit routes. The future Center City Connector Streetcar will replace most of the existing Route 99. As a result, Metro will be working through a public engagement process and is likely to recommend a significant revision, replacement, or deletion of Route 99 as part of the March 2018 service change ordinance.

Anticipated September 2018 Service Changes

Target Service Level Investments

A large set of changes anticipated for September 2018 implementation are service additions to improve service on corridors identified as operating below their target service levels.

Table C-2: Planned Target Service Level Investments: September 2018 Service Change

Route	Description
September 2018 : Administrative changes	
245	Provide 2 hours of 12 min frequency at peak
345	Add peak trips, and later 30 min service at night
September 2018 : Changes requiring Council ordinance	
240	Provide 2 hours of 15 min frequency at peak, improve Sunday and night frequency to 30 min
373	Add reverse peak trips

Routing Revisions Related to the One Center City Project

Metro is planning to remove all bus routes from the DSTT at the September 2018 service change. Routes 41, 74, 101, 102, 150, 255, and ST 550 would be removed. Metro and Sound Transit are developing alternative routing options and determining the pathways that each bus route might feasibly use. Section D of this report describes potential transit service restructure concepts affecting several of these routes.

I-90 Routing Revisions

As part of the East Link project, the Rainier Freeway Station and the direct access ramp (D2 ramp) from I-90 to Fifth Ave and the DSTT is expected to close in September 2018. This will result in routing revisions for bus routes that connect the Eastside and Seattle via I-90, including route 550 that currently operates through the DSTT. Those routes will be revised to travel to and from downtown Seattle by other pathways, such as the I-90 ramps to Fourth Avenue or Rainier Avenue South. Metro and Sound Transit will be working through a public engagement process to determine the final routing revisions. These changes will be made when needed to accommodate construction, in September 2018. Depending on the final routing options, a service change ordinance may be needed due to the distance of stop relocations.

Route 269 Routing Revision

Metro has been working with the City of Sammamish on several projects which have included discussions about the range of transit services in the community. During these discussions, the City of Sammamish has requested consideration of a revised routing for route 269 to travel directly between the City of Sammamish and the Issaquah Transit Center, bypassing Issaquah Highlands. Metro intends to conduct public outreach in Sammamish and Issaquah in 2017 to potentially propose revisions to this route. This change would require an ordinance. September 2018 is the earliest date for this potential change, given the public and County Council approval processes that would be required for the change.

Route 271 Routing Revision

Metro has been working with Eastside stakeholders including the City of Bellevue on potential service changes related to SR 520. During these discussions, the City of Bellevue has also requested consideration of a revised routing for route 271 between downtown Bellevue and SR 520. Metro intends to conduct public outreach in Bellevue in 2017 to potentially propose revisions to this route. This change would require an ordinance. September 2018 is the earliest date for this potential change, given the public and County Council approval processes that would be required for the change.

D. Evaluation of Bus Route Restructures that Address Mobility and Transit Reliability in the Seattle CBD

One strategy to address the impacts of the end of joint bus-rail operations in the DSTT is to restructure routes to reduce the volume of buses operating in the Center City. This strategy provides the opportunity to:

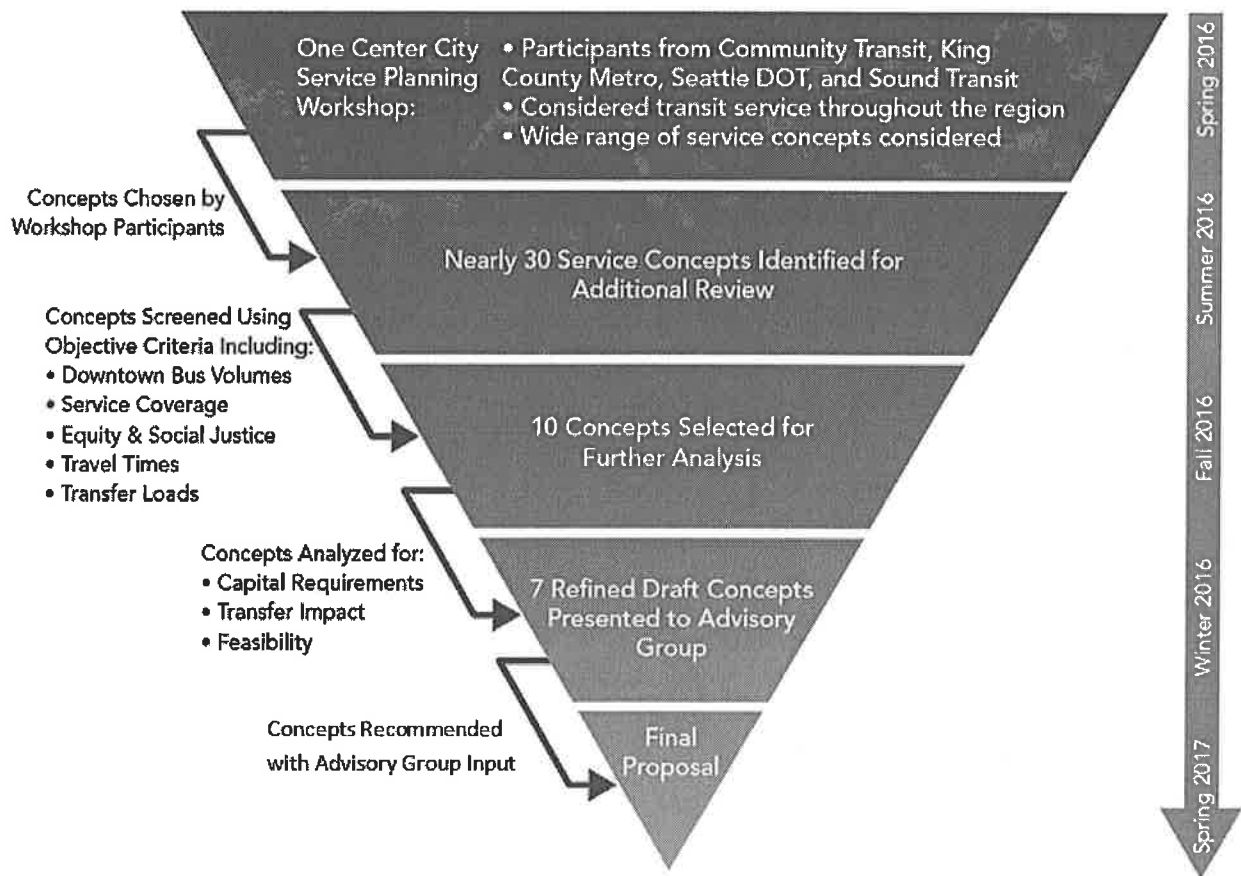
- increase mobility for bus and other traffic operations and transit customers on Seattle CBD surface streets during busy commute hours
- improve travel reliability by removing buses from congested corridors
- make use of light rail capacity, speed and reliability, and
- focus rider activity at transportation hubs and make improvements to improve the customer experience, accommodate more waiting and transferring passengers and reduce bus loading time at these hubs.

The OCC Project's Interagency Team (Metro, SDOT, ST, and CT) oversaw the evaluation of approximately 30 potential bus route restructuring concepts for reducing the volume of buses in the Center City. Following three rounds of analysis, a set of restructure concepts was advanced for public review and for consideration by the citizen Advisory Group that was established to provide input to the One Center City project. The process used for identifying potential transit service restructuring concepts is illustrated in Figure D-1.

The following measures were used to assess the performance of proposed service restructures:

- **Change in bus volumes** at the three critical screen-lines in the Center City (near the Westlake Hub, University Street, and International District). Does the proposed change reduce the demand on street space in and near downtown?
- **Change in travel times or service reliability.** Do the proposed new routings and transfer patterns result in travel time or schedule performance improvements or degradation for transit customers?
- **Induced transfers.** All service restructures that reduce the number of buses downtown imply new transfers for some customers, especially to and from Sound Transit Link light rail. Do the proposed restructures impact connecting services, requiring bus riders to transfer between routes or service providers in order to reach their final destination, and how would induced transfers affect overall travel times?
- **Redeployable revenue hours.** Can transit service hours be redeployed to reduce any impacts of the proposed restructure?
- **Customer Impacts.** Does a change result in adverse impacts to minority or low-income populations?

Figure D-1: Service Restructuring Concept Identification Process



First Round

Through an interagency brainstorming process, a broad set of nearly 30 transit service restructure concepts were elicited that included concepts to:

- Redirect bus routes to avoid downtown, such as changing pathways to go near rather than through the center of downtown, or from north-south to east-west paths within downtown, or
- Truncate routes before they enter downtown, such as turning routes back before they reach the most congested areas. These restructures would occur either at a connection with a high-frequency route at the edge of downtown (Link, RapidRide or other very frequent all-day services) or elsewhere in the system (including more distant Link stations such as University of Washington).

A consultant team evaluated each alternative using high-level estimates of the changes in bus volumes, revenue hours, and travel times associated with each concept. Staff conducted a qualitative assessment of equity impacts on affected customer groups.

Second Round

Based on the first round analysis, the interagency team narrowed the set of service restructure concepts under consideration to 10. For these remaining concepts, the consultant team conducted additional analyses including validating bus volume reductions, refining estimates of revenue-hour changes, and adding a preliminary analysis of induced transfers. This analysis led to a recommendation by the consultant team to advance the study and discussion of a set of six potential groupings of restructures.

Third Round

Additional input by partner agencies, and review of the six concepts by the One Center City project Executive Steering Committee led to a recommendation to eliminate some second-round concepts. These were eliminated because they had either unacceptable levels of rider impact or schedule incompatibilities between the One Center City project implementation timeline and other capital projects necessary to support the restructures. Some concepts were separated into discrete groupings of routes based on the markets served. Finally, other concepts from the first-round list were reintroduced. The following resulting set of concepts was presented to the public and One Center City Advisory Group for discussion:

1. Revise Metro and Sound Transit SR 520 routes to serve the University of Washington Station instead of downtown Seattle.
2. Revise Sound Transit Route 550 (Bellevue-Seattle) to end at the International District/Chinatown transportation hub.
3. Revise Metro West Seattle/Burien/Vashon Island peak routes to end on First Hill instead of the north end of the Center City.
4. Revise Metro Route 41 to end at the Westlake transportation hub instead of International District Station.
5. Revise Sound Transit Pierce County routes to serve the International District/Chinatown transportation hub or South Lake Union.
6. Revise Community Transit service to end at the International District/Chinatown transportation hub.
7. Revise Sound Transit Snohomish County routes to serve South Lake Union and the Westlake transportation hub.

Three of the options presented in this section (options 1, 3, and 4) affect King County Metro routes. Table D-1 identifies Metro bus routes that would potentially be affected through these bus service restructure concepts. The individual routes listed here may or may not change based on the outcome of the public processes and further analyses to be conducted in 2017, as described in Section E of this report.

Table D-1: Metro Routes Potentially Affected by One Center City Bus Restructure Options

Route	Service Area
Potential SR-520 Restructure Option: Revise to serve UW Station and the University District	
252	Kingsgate
255	Brickyard, Juanita, Kingsgate, Kirkland
257	Kingsgate
268	Bear Creek
277	Juanita, Kingsgate, Houghton
311	Woodinville
<i>Note: This could also include Sound Transit Route 545 from Redmond</i>	
Potential West Seattle, Burien, Vashon Restructure Option: Revise to serve First Hill via Yesler	
37, 55, 56, 57	West Seattle
113, 121, 122, 123	Burien
116, 118, 119	Vashon Island, Fauntleroy
Potential Route 41 Restructure Option: Revise to serve Union and Pike Streets	
41	Lake City, Northgate Transit Center

Potential Community Transit route restructures and Sound Transit routes other than the 545 are not addressed in this report, because they are not subject to review and approval by the King County Council.

Appendix A presents details about each of these service restructuring concepts, including a discussion of impacts on riders and bus operations.

Overall Evaluation Findings

- Implementing a subset of these bus service restructure concepts could significantly reduce north-south bus volumes through the Seattle CBD. However, significant reductions in bus volumes would be unlikely in the International District or on Union/Pike/Pine streets until 2021 and 2023, when bus service reductions are expected to occur in conjunction with north and east extensions of Link service.
- Some proposed bus restructure concepts would increase average transit travel times to and from the Seattle CBD for some riders, while other concepts would result in no significant change.
- Most bus service restructure concepts could be implemented with little change to Seattle CBD street operations. If a significant number of the proposed concepts were implemented, traffic conditions on Second, Third, and Fourth Avenues would be improved over future baseline conditions; however, additional street operational changes could be implemented to improve movements for all modes of travel.

- Several bus service restructure concepts would require significant capital improvements at transit hubs, including International District/Chinatown, Westlake and University of Washington Station/Montlake, to accommodate increase numbers of pedestrians and transfers. Changes at these major hubs will require significant stakeholder participation, and in certain cases agreement from jurisdictions such as the University of Washington.
- Most of the bus service restructure concepts reduce the length of the affected bus routes and, therefore, would reduce transit operating costs. In most cases, these concepts would enable the reinvestment of service to improve frequency or span on affected bus routes to make transferring more attractive and acceptable to riders.
- Most of the bus service restructure concepts would increase transfers to Link. Additional analysis is underway by Sound Transit to determine if additional Link capacity through the DSTT might be required to meet demand, particularly between the Stadium and University of Washington stations, in both directions.

E. Public Engagement Process for Service Changes and Possible Restructures

Each of the potential bus restructuring strategies affecting King County Metro bus routes described in Section D of this report would require approval by King County Council, due to the significant scope of the changes, and would require public outreach and engagement. Public outreach and engagement would be scaled appropriately to the number of people and communities affected by potential changes, and would be designed to collect public feedback that can be meaningfully used to shape the proposals that are transmitted to the King County Council. Bus service restructuring strategies affecting Metro bus routes considered in this report include:

1. State Route 520 (SR-520) service revisions to focus on the University of Washington Link Light Rail Station rather than the Seattle CBD
2. West Seattle/Burien/Vashon Island peak-only service to First Hill rather than operating the length of the Seattle CBD
3. Route 41 service to the Westlake transportation hub rather than operating the length of the Seattle CBD

Potential service revisions developed in the OCC project that only affect other transportation providers (Sound Transit and Community Transit) are not included here.

Public Engagement Underway: SR-520 Routes

The first of these public engagement efforts, to restructure bus service that travels SR-520 into downtown Seattle, is currently underway. Metro and Sound Transit are partnering on three phases of public outreach that will inform a package of changes the King County Executive will transmit to the King County Council in early 2018, for implementation in September 2018.

Planning and public engagement related to these bus routes began in 2015 because similar changes were considered with the opening of the Capitol Hill and University of Washington Link stations in March 2016. This outreach continues in upcoming months with an effort focused on Eastside riders and other affected communities, launched by Metro and Sound Transit in March 2017.

A sounding board made up of people from the communities and populations affected will inform planning and outreach efforts, and help interpret public feedback in the context of additional technical analysis that will occur through the process. The sounding board will be encouraged to reach consensus on their recommendations for change. Their consensus statement will be transmitted to the King County Council along with the ordinance package and a public engagement report that will describe the public input received and how that input shaped the final recommendation.

The sounding board and a stakeholder group that includes local jurisdictions and agency staff from Metro and Sound Transit will meet during three phases of public engagement. Phase one will focus on hearing from the public about how they use service today and what would make a transfer at the

University of Washington Station more attractive. That input will inform planning of multiple concepts for bus route changes. Phase two will be an opportunity for the public to provide feedback on those concepts. Feedback on the concepts will inform planning of a final set of proposed changes. Phase three will be an opportunity for the public to provide feedback on that final proposal. Feedback will inform a final recommendation from King County Metro to the King County Executive.

Each phase of engagement will include multiple forms of feedback gathering, such as public meetings, an online survey, multi-lingual outreach and stakeholder briefings.

Upcoming Public Engagement Processes: West Seattle, Burien, Vashon Island, and Route 41

West Seattle, Burien, and Vashon Island bus change outreach and engagement would likely take place over three months during late summer and early fall 2017, and would involve one phase of public engagement. Engagement activities would include online and face-to-face open houses and stakeholder briefings. Metro would seek feedback on people's interest in getting to First Hill destinations, and on ways connections could be improved between services to maximize the positive effects of transferring.

Route 41 bus change outreach and engagement would follow a similar timeline. Engagement would include an online open house and stakeholder engagement.

For all of these engagement efforts, Metro would use similar notification activities to let people know about opportunities to participate and comment. These techniques would include:

- Posters and contact by agency staff (street teams) at high-ridership bus stops along affected bus routes
- Printed handouts for distribution to riders and community-based organizations
- Emails to people subscribed to Metro's Transit Alert program
- Emails to stakeholders and community-based organization serving affected communities
- Website content
- Media and social media

Throughout the public processes described above, King County community relations planners will employ a strong emphasis to connect with stakeholders and community-based organizations serving low-income populations, non-English speakers and communities of color that might be vulnerable to service change impacts. Outreach involves the use of non-English language phone lines, translation of information, and use of interpretation at engagement activities as appropriate and according to King County policy, ensuring robust participation opportunities for people who are not fluent in English.

Engagement with Regional Transportation Interest Groups

In addition to the broad public outreach underway or planned for the OCC service revision alternatives described above, the near term project alternatives have been widely discussed in a variety of regional forums. Project presentations have been provided and one-on-one input from advisory boards and elected officials has been sought through outreach that includes:

- Project presentations to all King County transportation sub-area boards (comprised of elected officials from local jurisdictions and King County and representatives from transportation agencies and the private sector) including the Eastside Transportation Partnership (ETP), South County Area Transportation Board (SCATbd), and Seashore Transportation Forum.
- Project workshop for elected officials organized at the request of the Sound Cities Association.
- Eastside Transportation Forum to create a dialog with Eastside local elected officials regarding a variety of near-term regional transportation projects, including OCC, with participation by WSDOT, Sound Transit and Metro.
- Staff input beginning in 2014 from regional transportation partners through the Downtown Seattle Transit Coordination planning effort. The five agencies charged with delivering transportation services in downtown Seattle (King County Metro, Sound Transit, Washington State Department of Transportation (SDOT), Community Transit and SDOT) have jointly participated in a coordinated ongoing effort to identify transportation capital and operating investments and monitor transit performance.

F. Benefits and Costs of Potential Capital Project Elements

In addition to the bus service restructure concepts described in Section D of this report, another broad set of strategies was developed that would alter street operations to reduce certain acute traffic bottlenecks or to otherwise gain vehicular capacity. These strategies would help local and regional buses continue providing critical access to Center City jobs and services.

These strategies address the impacts that major transportation projects—particularly the end of joint bus-rail operations in the DSTT—would have on downtown travel speeds and volumes. If buses that now use the DSTT are moved to surface streets in conjunction with the Alaskan Way Viaduct deconstruction, continued increases in bus service, and reduced capacity for buses and other vehicles on First Avenue, projections show that regional buses on Second and Fourth Avenues will slow to speeds of about three miles per hour during the afternoon peak period if no capital investments are made to improve surface street operations.

Other Center City mobility and access priorities that must be balanced—especially on north-south avenues in downtown—include:

- Transit operations and facilities for bus passengers
- Freight and commercial vehicle movements
- General-purpose traffic movements
- Curb uses, including commercial loading, passenger loading, and short-term parking
- Safe facilities for people walking and on bicycles
- Active uses of the public realm.

Capital Needs Associated with Surface Street Operational Strategies

Alternative packages of surface street capital projects were developed for both north-south avenues and east-west streets in the downtown Seattle core, between South Jackson Street and Stewart Street. These alternatives represent different approaches to address near-term access and mobility challenges. They emphasize solutions for transit following the end of bus operations in the DSTT in September 2018 and before future light rail extensions in 2021 and in 2023.

Alternatives for maintaining or improving transit, bicycle facilities, pedestrian and the public realm, as well as general-purpose traffic operations were considered for each major corridor and the system as a whole. In addition to capital alternatives for surface streets, a conceptual set of improvements to major transit hubs at Montlake and International District/Chinatown was developed.

Surface Street Operations on North-South Avenues

In addition to analyzing baseline 2019 conditions (assumed if no One Center City actions or investments were made, and referred to as Option A [baseline] in this report), three alternatives were developed for street operations on the north-south avenues:

- Option B: Operational Enhancements on Second, Third, Fourth and Fifth Avenues
- Option C: Fourth and Fifth Avenue Transit Couplet
- Option D: Fifth Avenue Two-Way Transit Spine

The main components of each alternative are described in Appendix B, including each alternative's performance relative to existing traffic conditions and to the baseline 2019 conditions (no action).

Operational Enhancement on Second, Third, Fourth and Fifth Avenues

This alternative emphasizes intersection improvements along Second and Fourth Avenues in which signals would be altered by SDOT to allow the existing transit lanes to clear of right turning vehicles. SDOT would establish a pair of protected bicycle lanes (northbound on Fourth Avenue, and southbound on Fifth Avenue), requiring that an existing travel lane on Fifth Avenue be repurposed; this reduction of Fifth Avenue to two southbound travel lanes would require additional investment on Sixth Avenue to provide two-way operations from Stewart Street to Marion Street. This alternative assumes additional investment to speed boarding at bus stops on Third Avenue, coupled with improvements to the passenger environment at the most crowded bus stops. These improvements on Third Avenue would increase the street's bus-carrying capacity, and potentially allow some buses to relocate from Second and Fourth Avenues. A relatively low level of investment and change to facilities would enable full implementation of this alternative before fall 2018.

Fourth and Fifth Avenue Transit Couplet

This alternative would add one full lane of transit capacity northbound and southbound by establishing a second northbound transit lane on Fourth Avenue, coupled with a new continuous southbound transit lane on Fifth Avenue. The dual transit lanes on Fourth Avenue would enable more effective skip-stop operations on Fourth Avenue, adding capacity for buses. Signal phasing on Second and Fourth Avenues would also be altered to allow the existing transit lanes to clear of right turning vehicles. Repurposing a travel lane on Fifth Avenue into a transit lane would require a new southbound general-purpose travel lane on Sixth Avenue and conversion of Sixth Avenue to two-way operations between Stewart Street and Marion Street to facilitate general-purpose vehicle access to I-5. This alternative would make it very difficult for SDOT to create protected bicycle lanes east of Third Avenue. The more intensive capital projects included in this alternative would require expedited capital project delivery processes to be implemented by fall 2018.

Fifth Avenue Two-Way Transit Spine

This alternative would modify Fifth Avenue to include two-way transit-only peak-hour operations between Jackson Street and Stewart Street. Existing transit lanes on Second and Fourth Avenues would be repurposed for general-purpose traffic. By concentrating transit services through the Seattle CBD on First, Third, and Fifth Avenues, transit and street operations through downtown would be simplified for all users. This alternative would significantly alter the existing Fifth Avenue streetscape and introduce new bus stops. Establishing two-way transit operations on Fifth Avenue would require a new southbound general purpose travel lane on Sixth Avenue to provide general purpose vehicle access to I-5. This alternative would enable implementation of a two-way protected bicycle lane on Fourth Avenue. Project elements on Fifth and Sixth Avenues are more capital intensive and would require a more extensive design and outreach process than other alternatives considered, requiring a project delivery timeline that extends beyond the September 2018 target date for completion.

Surface Street Operations on Pike/Pine/Union Streets

The Pike-Pine corridor is a critical multimodal connection between Capitol Hill, Westlake/Convention Center, and downtown Seattle. Directness of travel, street connections over I-5, less change in grade compared to other downtown streets, and access to many major destinations and transit options make this street pair an important focus of future investment. Pike and Pine Streets are designated in the City of Seattle Bicycle Master Plan to connect the Broadway and Second Avenue protected bike lanes. Several planned public and private development projects will bring new investment to the Pike-Pine Corridor, including: Seattle Waterfront Project investments, the Pike-Pine Streetscape Project, and the Washington State Convention Center project.

Two alternatives were developed for implementing a multimodal Pike-Pine-Union corridor. The alternatives are largely identical west of Eighth Avenue (within downtown). They include repurposing street space to accommodate SDOT's implementation of a protected bike lane in both directions serving this east-west corridor. These alternatives also include both improved and new bus stops along Pike and Union Streets. These alternatives are projected to have minimal effect on transit speed or reliability downtown. Both alternatives would result in the loss of some on-street parking and loading zones.

East of Eighth Avenue, the east-west streets operate differently in the two alternatives:

- 1. Bi-directional Pike-Pine auto traffic and transit**

New curbside protected bike lanes run in both directions on Pike Street between Eighth Avenue and Broadway.

- 2. Pike and Pine Street couplet**

General-purpose traffic, bicycles, and transit all operate eastbound on Pike Street and westbound on Pine Street.

The main components of each alternative are described in detail in Appendix B, including each alternative's performance relative to existing traffic conditions.

Improvements to Transit Hubs

If the bus service restructuring alternatives described in Section D are implemented, transfer activity would increase significantly at many locations, including the Westlake, International District/Chinatown, and Montlake transit hubs. A package of potential improvements was developed for each of these locations to address the transit and traffic operational needs and to improve the transfer environment for riders. These would likely include the following:

1. **Dedicated bus lanes or other transit priority measures** – bus-only lanes to separate transit from general-purpose traffic, transit signal priority treatments, or intersection improvements to allow buses to bypass congestion.
2. **Enhanced fare collection** – off-board fare payment using card readers and other tools at stops to enable passengers to board more quickly.
3. **Enhanced bus stops** – may include additional and larger shelters, real-time arrival information and other passenger amenities.
4. **Queuing management** – organizing waiting passengers at busy bus stops to maintain a pedestrian through-zones.
5. **Public realm improvements** – improvements for pedestrians and waiting bus passengers, such as wayfinding and lighting.

The scale of improvements at these hubs will be tailored to need (as determined by the number of bus routes and riders affected in the transit service restructuring concepts that are advanced for implementation) and to the physical conditions and constraints at each of these locations.

Appendix B includes a description of potential improvements at the International District/Chinatown hub and the Montlake hub. Similar improvements would be developed for the bus stops on Pike Street and Union Street, in the vicinity of the Westlake transit hub, in support of the Route 41 bus service restructure concept.

G. Role of Partnerships in Accomplishing Capital and Operating Requirements

Partner Agencies

To address current and future transportation and public realm needs in the Center City, member agencies of the Downtown Transportation Alliance (DTA) partnered to fund and develop the One Center City project. Partner agencies are:

- City of Seattle Department of Transportation (SDOT)
- City of Seattle Office of Planning and Community Development (OPCD)
- King County Metro (Metro)
- Sound Transit (ST)
- Downtown Seattle Association (DSA)

The project is organized as follows:

Executive Steering Committee (ESC): Comprised of directors from each partner agency, the ESC provides oversight, guidance, and direction to the Interagency Team as OCC recommendations are developed. The ESC meets regularly to track progress, weigh in on emerging issues, and make timely decisions on key plan elements and recommendations.

Interagency Team (IT): Made up of project managers and technical staff from each partner agency and the consultant team, the IT develops project work plans, strategies, and deliverables. The IT drives development of OCC recommendations, both near-term and long-term, and guides public and stakeholder outreach. The IT keeps the ESC informed about project status and direction, elevating issues and recommendations for decision as appropriate.

Advisory Group (AG): A committee of external, public stakeholders formed in fall 2016, advises the ESC and IT on the alignment of project concepts, analyses and recommendations with adopted OCC guiding principles. This group of nearly 40 citizens represents multiple interests, demographic groups, and geographic areas of the region.

Project Decision Making Process

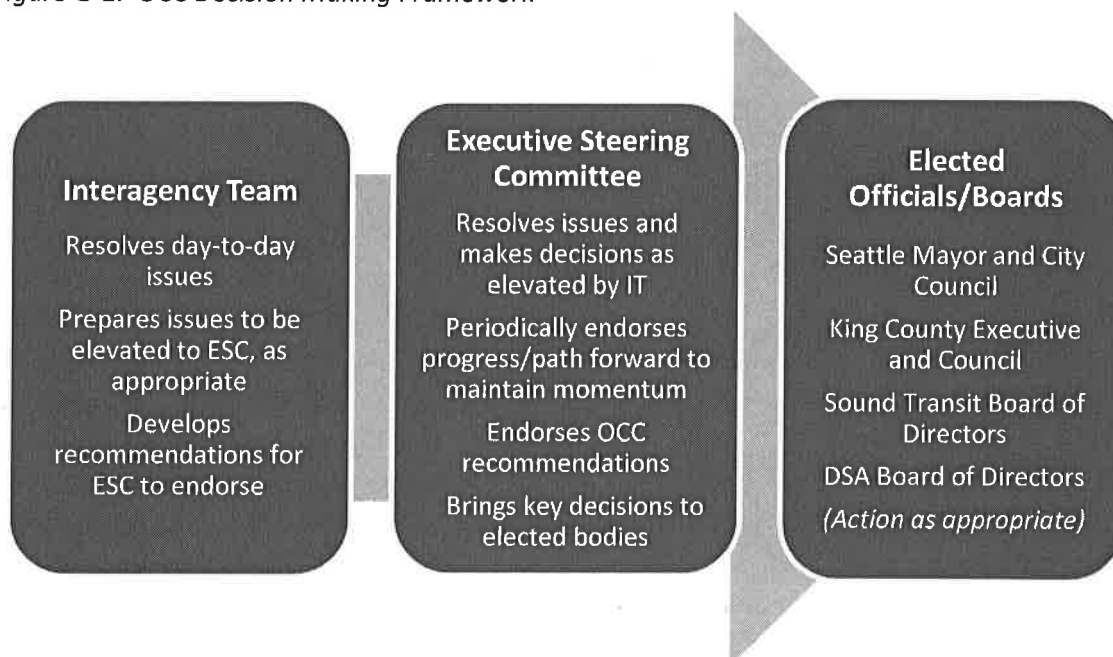
Decisions covering many areas—including policy, planning, operations, and funding—will be needed to complete the OCC project. The project charter articulates the partner agencies' goal of making decisions that “stick,” avoiding rethinking decisions unless new information or other external factors require a change. The project charter also identifies a framework for consistent decision making throughout development of the OCC project that considers:

- Aligning project recommendations with the intent of the project's guiding principles and the goals defined in the project's Inclusive Outreach and Public Engagement (IOPE) plan

- Aligning project recommendations with the missions and priorities of the partner agencies
- Achieving an appropriate balance of risks for the public or any of the partner agencies
- Developing contingency plans if the decisions need to be changed or don't work.

Figure G-1 describes the decision-making framework used in the OCC project. It is recognized that ultimate decision making lies at the top levels of each of the partner agency's governance, and must conform to established processes for approval.

Figure G-1: OCC Decision Making Framework



Implementation Responsibilities and Funding Approach

The partner agencies made a financial commitment to complete the planning and analysis associated with the OCC project. A \$1.7M project budget was established in 2016 to fund initial analysis of near-term challenges and solutions. The City of Seattle led the procurement of consultant resources and each partner agency committed to fund varying portions of the consultant costs, as established under individual agreements between each agency and the City of Seattle. Metro's contribution to this work was established at \$550,000. Partners also agreed to support the work through in-kind contributions of staff to serve on the Interagency Team and to provide technical support to the planning effort.

Responsibilities for managing the public outreach and approval processes to advance each of the transit service restructuring proposals lie with the affected transit agencies, as described in Section E of this report. Either the King County Council or the Sound Transit Board has the decision-making authority for the transit service restructuring concepts, per established processes for each agency.

The partner agencies agreed to work cooperatively to establish a project delivery approach for the near-term capital items recommended in this project. Lead and support entities will be identified for each of

the recommended actions. This approach will consider the capacity and experience of each partner agency in performing similar types of work, and identify avenues to expedite the work that include permitting requirements and use of existing agency consultants or internal resources for the design and construction of the improvements. Potential reallocation and prioritization of resources (internally and within partner agencies) may be required to meet project delivery timeframes.

The total estimated cost for all elements associated with the OCC project described in the King County 2017-18 capital budget is \$63 million. This estimate was developed in June 2016, based on project elements that were assumed to be potentially included within the program at that time. Specific project elements that will be constructed under this plan will change as alternatives are evaluated and selected. The 2017-18 capital budget assumes that total project costs will be shared between project partners, with King County contributing about one-third of the total; however, the exact contributions by partner agencies will be negotiated upon selection of project alternatives. Primary project partners are the City of Seattle and Sound Transit, and the Downtown Seattle Association may contribute a smaller share.

Project 1129633 in the 2017-18 capital budget included the estimated \$21 million capital costs to be paid by King County (one-third share of the total estimate) as well as some capital costs to be incurred by King County but reimbursed by partner agencies. The set of OCC project improvements that are described in Project 1129633 includes project elements that Metro typically leads, in the broad categories of bus stop improvements, off board fare collection, and layover facilities. OCC project improvements affecting traffic operations, street use, signalization changes, and public realm improvements in areas outside the bus stops are likely to be implemented by others, primarily SDOT.

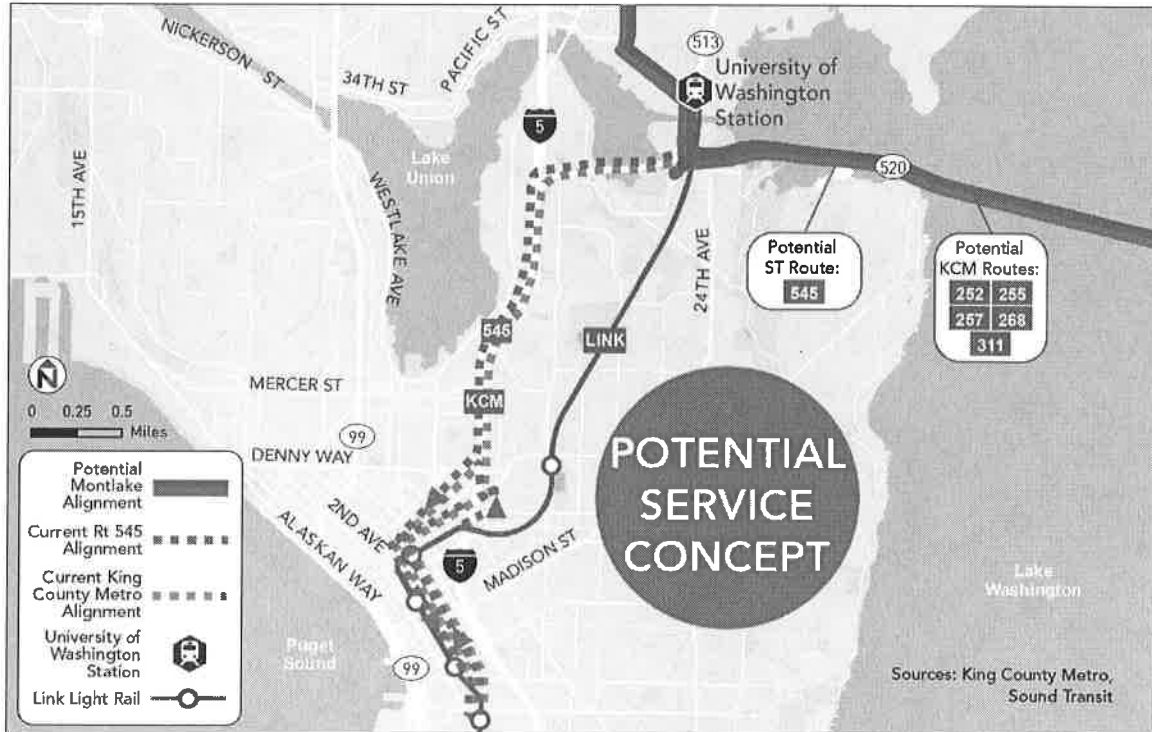
The partner agencies are committed to jointly funding near-term improvements that will be recommended through this project, and will establish a joint agency project funding and implementation agreement after the OCC project Executive Steering Committee issues its recommendations for project implementation.

Appendix A
Service Restructure Concept Details

1. State Route 520 Routes Service to University of Washington Station

Description

King County Metro Routes 252, 255, 257, 268, and 311 that travel over SR 520 to downtown Seattle would be rerouted to serve the University District. Sound Transit Route 545 would be replaced with much more frequent service on ST Route 542 between Redmond and the University District. Passengers would reach downtown Seattle via a transfer to Link at University of Washington Station.



Key Details

- Potentially reorient four peak-only routes and two all-day routes to serve University of Washington Station at the Montlake Hub and the University District
- Permanent change with high benefit for downtown mobility, minimal travel time impact, and improved reliability for riders
- Limits transit travel time and reliability impacts of major construction projects such as Portage Bay Bridge reconstruction (2020-2026), Washington State Convention Center Addition (2018-2020), and others
- A Sound Transit internal analysis underway will identify any opportunities to increase capacity within the Downtown Seattle Transit Tunnel
- \$2 – \$3 million capital investment required at Montlake hub to accommodate more buses and provide improved passenger experience

Rider Impacts

- Passengers would experience improved travel time reliability at peak hours because buses would not travel on congested freeways between downtown and Montlake
- Truncated service hours could be reinvested into service improvements on other routes or service periods

Rider Travel Time Impact (Change from Today)

Destination	2019 Baseline	2019 with Restructure
Westlake Station	3+ minutes	No change
International District/ Chinatown Station	5+ minutes	No change

Redeployable Service Hours

Agency/Operator	Routes	Redeployable Annual Revenue Hours
King County Metro	252, 255, 257, 268, 311	3,100
Sound Transit	545	1,000

Operational Impacts

- This restructure would generate significant peak and all-day downtown bus volume reductions, freeing up capacity on Second, Fourth, and Fifth Avenues
- It would not generate any bus volume reductions in the Pike/Pine/Union corridor
- New layover space would be required in the University District or in the vicinity of the University of Washington Station

Bus Volume Reduction (PM Peak Hour)

Route	CBD Northbound	CBD Southbound
Metro 252	-3	0
Metro 255	-8	-5
Metro 257	-2	0
Metro 268	-2	0
Metro 311	-5	0
ST 545	-9	-6
TOTAL	-29	-11

New Induced Transfers (Per Hour, Weekdays)

Transfer Point	New SB Link Transfers			New NB Link Transfers		
	AM Peak	Midday	PM Peak	AM Peak	Midday	PM Peak
University of Washington Station	1,550	180	500	610	210	1,680

2. Sound Transit Route 550 Service to International District/Chinatown Station

Description

Sound Transit Express Route 550 between Bellevue and downtown Seattle would be truncated to serve the Chinatown/International District and Pioneer Square via a loop through Pioneer Square. Passengers would access the north end of downtown by transferring to Link at Chinatown/International District Station or to frequent bus service on Fourth Avenue and S Jackson St. This service structure would continue until the opening of East Link in 2023.



Key Details

- Potentially reorient one all-day route that currently operates in the Downtown Seattle Transit Tunnel to International District/Chinatown Station
- Closure of the D-2 roadway that provides direct access between I-90 and the DSTT is scheduled to occur in 2018 and will require new bus routings on surface streets in the International District/Chinatown Station vicinity
- A Sound Transit internal analysis underway will identify any opportunities to increase capacity within the DSTT
- Temporary change until East Link extension opens in 2023
- \$1.5 – \$2.5 million capital investment required at International District/Chinatown Station to accommodate more buses and improve the passenger experience
- Considered for Sound Transit evaluation and comprehensive public involvement process on potential 2018 service changes

Rider Impacts

- Passengers continuing to Westlake Station would experience improved travel time reliability during peak hours by avoiding congestion on downtown streets

Rider Travel Time Impact (Change from Today)

Destination	2019 Baseline	2019 with Restructure
South Lake Union	6+ minutes	3+ minutes
Westlake Station	3+ minutes	No change
International District/ Chinatown Station	No change	No change

Redeployable Service Hours

Agency/Operator	Route	Redeployable Annual Revenue Hours*
Sound Transit	550	4,000

*Assumes current frequencies and span of service for Route 550 are maintained

Operational Impacts

- This restructure would generate peak and all-day bus volume reductions on Second and Fourth Avenues
- No bus volume reductions in the Chinatown/International District or in the Pike/Pine/Union corridor
- Route 550 would live-loop through Pioneer Square, freeing up layover capacity in the north end of downtown

Bus Volume Reduction (PM Peak Hour)

Route	CBD Northbound	CBD Southbound
ST 550	-6	-12

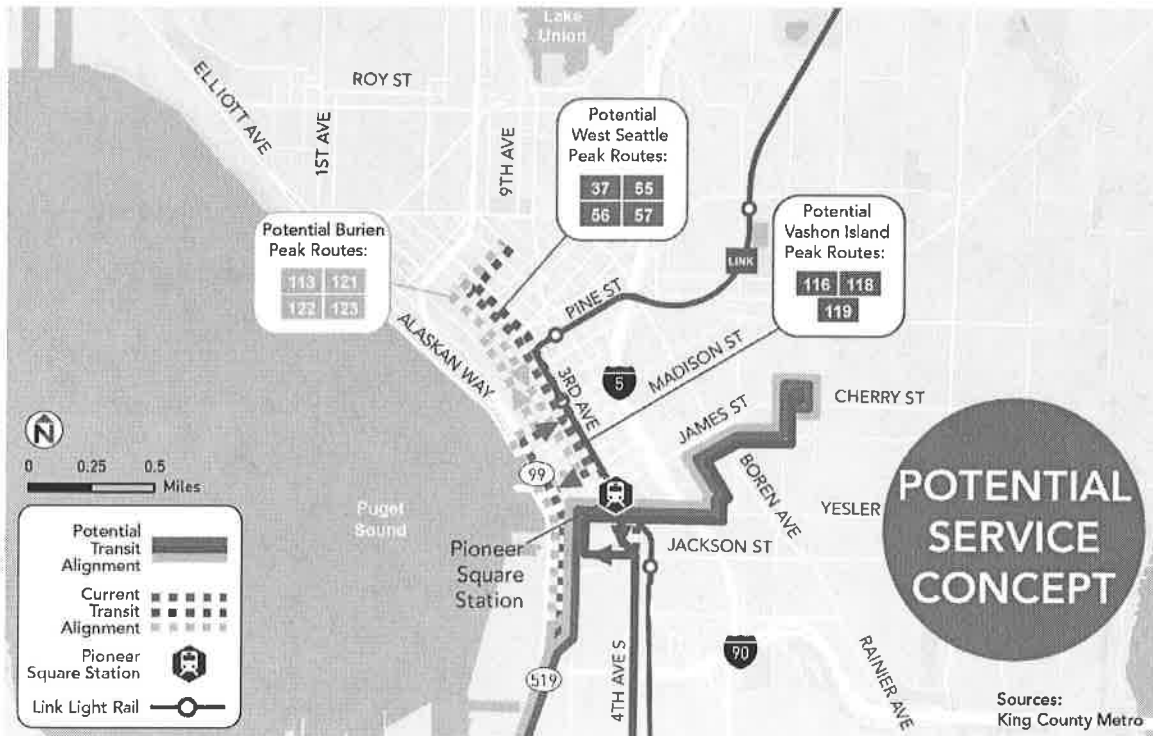
New Induced Transfers (Per Hour, Weekdays)

Transfer Point	New Southbound Transfers			New Northbound Transfers		
	AM Peak	Midday	PM Peak	AM Peak	Midday	PM Peak
International District/ Chinatown Station	130	70	430	320	60	90
4th Ave & S Jackson St (Transfers to Routes 40 & 70)	50	30	150	110	20	30
TOTAL	180	100	580	440	80	120

3. Burien/West Seattle/Vashon Island Peak Routes Service to First Hill

Description

King County Metro peak-only routes connecting Burien, West Seattle, and Vashon Island to downtown Seattle would be reoriented to serve First Hill via Yesler Way. Passengers continuing to destinations north of Yesler Way would transfer to Link at Pioneer Square Station or to frequent bus service on Third Avenue. Routes under consideration for this service restructure concept include Routes 37, 56, 57, 113, 116, 118, 119, 121, 122, and 123.



Key Details

- Potentially reorient 11 peak-only routes from the communities of West Seattle, Burien, and Vashon Island to First Hill
- Permanent change that would free up capacity on Third Avenue during the busiest commute times while providing more service to First Hill
- No capital improvements needed to implement change
- Will be considered through Metro evaluation and comprehensive public involvement process on potential 2018 service changes

Rider Impacts

- This service concept would reduce travel times between Burien/West Seattle/Vashon Island and First Hill with little to no increase in travel times to Westlake and the commercial core.
- Passengers headed to central and northern areas of downtown could transfer to Link at Pioneer Square Station but could also walk from Yesler Way depending on their destination.
- This service concept is not expected to generate any redeployable service hours. Depending on the actual parameters of a future path from SR-99 to Yesler Way and First Hill, this intervention may require slightly more service hours than currently required for the affected routes.

Rider Travel Time Impact (Change from Today)

Destination	2019 Baseline	2019 with Restructure
First Hill	No change	-5 minutes
Westlake Station	2+ minutes	2+ minutes
International District/ Chinatown Station	No change	No change

Redeployable Service Hours

Agency/Operator	Routes	Redeployable Annual Revenue Hours*
King County Metro	37, 56, 57, 113, 116, 118, 119, 121, 122, 123	-400

*Assumes current frequencies and span of service for included routes are maintained

Operational Impacts

- This restructure would result in significant bus volume reductions during peak periods on Second and Third Avenues downtown, as well as a small reduction in bus volumes in the Chinatown/International District.
- This concept depends on an open and reliable pathway between SR 99 and Yesler Way. Such a pathway is planned, but the timing of its availability depends on the successful completion of the Alaskan Way Tunnel project.
- New layover space would be required on First Hill to enable this restructure.

Bus Volume Reduction (PM Peak Hour)

Route	CBD Northbound	CBD Southbound
Metro 37	0	-2
Metro 56	0	-3
Metro 57	0	-2
Metro 113	0	-2
Metro 116	0	-3
Metro 118	0	-1
Metro 119	0	-1
Metro 121	-2	-4
Metro 122	0	-3
Metro 123	0	-2
TOTAL	-2	-23

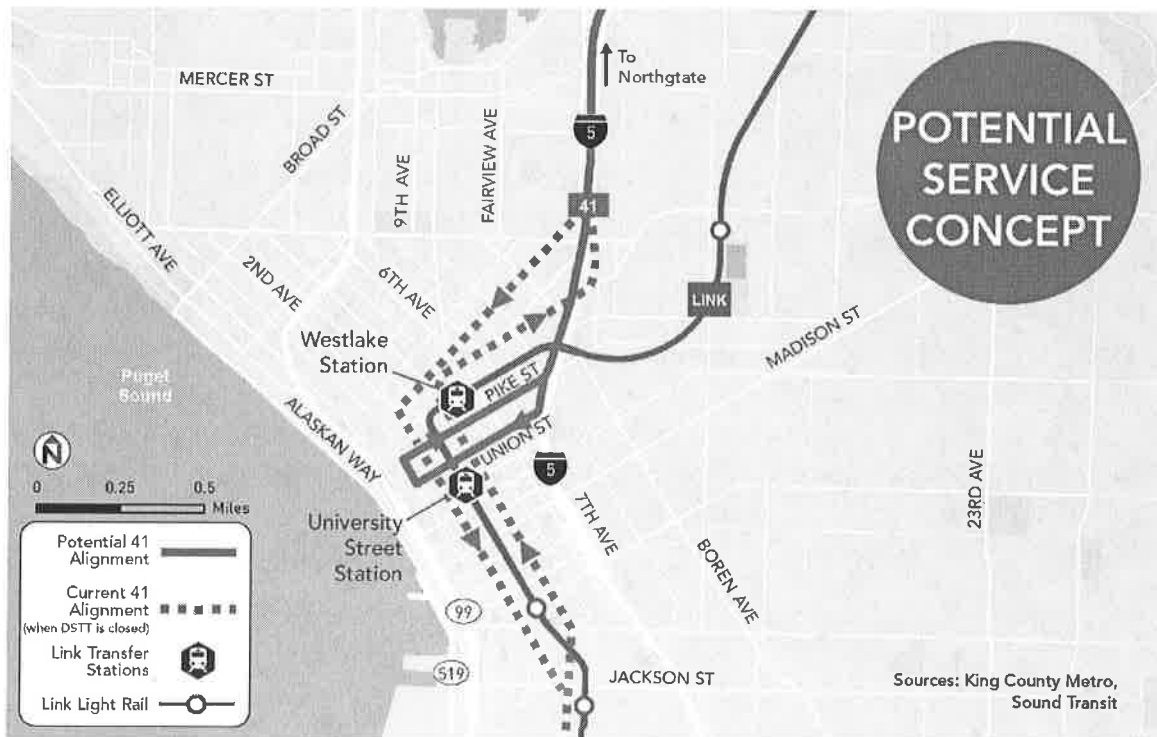
New Induced Transfers (Per Hour, Weekdays)

Transfer Point	New SB Link Transfers		New NB Link Transfers	
	AM Peak	PM Peak	AM Peak	PM Peak
Pioneer Square Station	0	310	250	10

4. King County Metro Route 41 Service to Westlake Station

Description

King County Metro Route 41, providing service from Lake City and Northgate to downtown Seattle, currently uses the Downtown Seattle Transit Tunnel. Following closure of the tunnel to buses in late 2018, Route 41 would use Second and Fourth Avenues to move north-south through downtown in a no-change scenario. This service concept would shift Route 41 to a live-looped east-west pathway through the north end of downtown, entering on Union Street and exiting on Pike Street. This service structure would continue until the opening of North Link in 2021.



Key Details

- Potentially end one all-day route at Westlake Station that currently operates in the tunnel
- Being evaluated concurrent with Pike/Pine protected bike lane options
- Temporary change until Northgate Link extension opens in 2021
- \$1.5 – \$2.5 M capital investment needed to accommodate additional buses and passengers
- Considered for King County Metro evaluation and comprehensive public involvement process on potential 2018 service changes

Rider Impact

- Travel time impacts would be minimal, with no change in trips to South Lake Union or Westlake and an improvement in reliability for trips to Pioneer Square and the Chinatown/International District by avoiding downtown congestion.
- Truncated service hours could be reinvested into improved off-peak frequency on Route 41, though operational constraints would likely preclude adding more service during peak periods.

Rider Travel Time Impact (Change from Today)

Destination	2019 Baseline	2019 with Restructure
South Lake Union	No change	No change
Westlake Station	No change	No change
International District/ Chinatown Station	5+ minutes	3+ minutes

Redeployable Service Hours

Agency/Operator	Route	Redeployable Annual Revenue Hours*
King County Metro	41	3,100

*Assumes current frequencies and span of service for Route 41 are maintained

Operational Impacts

- This restructure would generate peak and all-day bus volume reductions on Second and Fourth Avenues, as well as in the Chinatown/International District
- Bus volumes would increase in the Pike/Pine/Union corridor, with significant potential for increased congestion on Pike Street in the PM peak
- Additional bus priority treatments may be required, and PM peak headway reliability may suffer due to the difficulty in bringing additional outbound buses into service at the first outbound stop on Pike Street
- New stops and pedestrian facilities would be required to accommodate Route 41's very high volume of peak-period riders

Bus Volume Change (PM Peak Hour)

Route	CBD Northbound	CBD Southbound	Union Westbound	Pike Eastbound
Metro 41	-14	-4	+4	+14

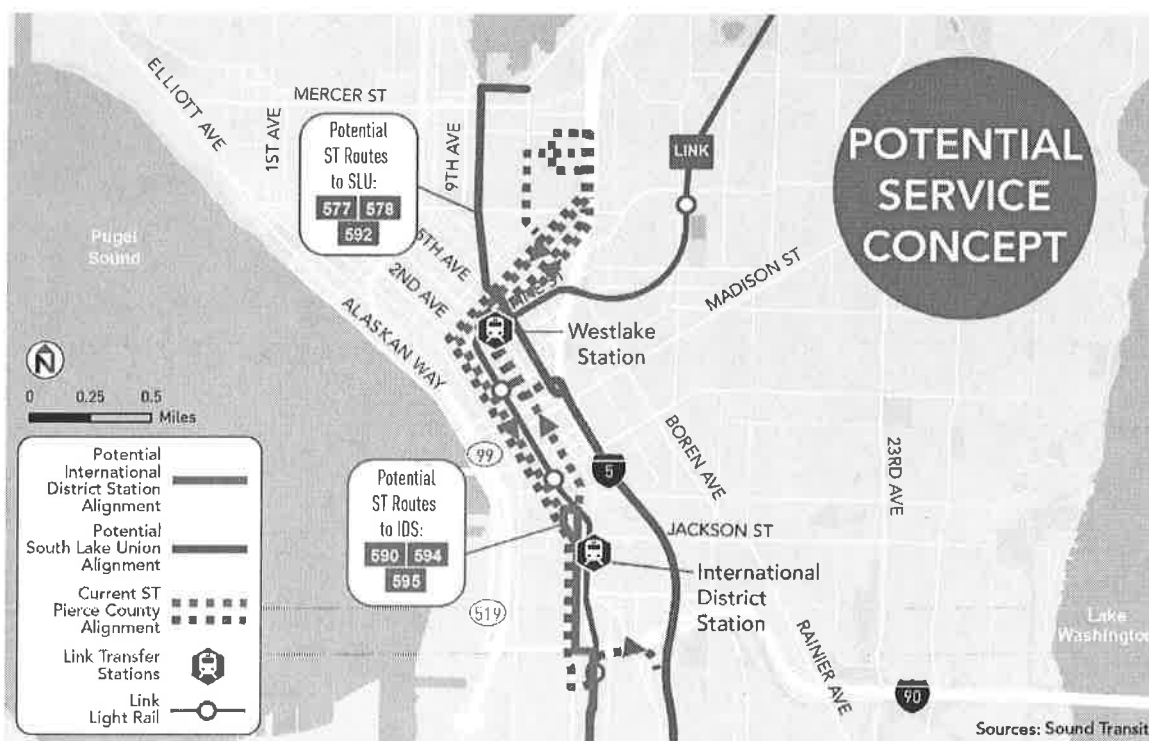
New Induced Transfers (Per Hour, Weekdays)

Transfer Point	New Southbound Transfers			New Northbound Transfers		
	AM Peak	Midday	PM Peak	AM Peak	Midday	PM Peak
Westlake Link Station	160	50	70	50	70	250
3rd Avenue (transfers to Routes 40, 70, & C Line)	10	10	60	130	30	10
TOTAL	170	60	130	180	100	260

5. Sound Transit Pierce County Routes Service to South Lake Union or International District/Chinatown Station

Description

Sound Transit routes from Pierce County and Federal Way would be reoriented to avoid travel through the downtown Seattle core. Routes 590, 594, and 595, providing service from Tacoma, Lakewood, and Gig Harbor, would be truncated at International District/Chinatown Station. Routes 577, 578, and 592, providing service from Federal Way, Puyallup, and DuPont, would exit I-5 at Spring Street and serve north downtown via Sixth Avenue and South Lake Union via Westlake Avenue. Transfers to Link or frequent bus service at International District/Chinatown Station or Westlake Station would be required for some passengers to travel through downtown. This service structure would continue until the opening of South Link in 2023.



Key Details

- Potentially reorient Sound Transit peak and all-day services from Pierce County and Federal Way to International District/Chinatown Station or South Lake Union
- Service to South Lake Union would use Sixth Ave and Westlake, providing direct access to Westlake Station and South Lake Union while service to International District/Chinatown Station would use the SODO Busway
- \$1.5 – \$2.5 M capital investment required at International District/Chinatown Station to accommodate more buses and passengers
- Considered for Sound Transit evaluation and comprehensive public involvement process beyond 2018 service changes due to technical constraints

Rider Impacts

- This service concept would not affect travel times to and from most of downtown and South Lake Union.
- Travel times from Federal Way and Puyallup to the Chinatown/International District would increase by up to 10 minutes since buses would have to travel north of Sixth Avenue and Seneca Street before passengers could transfer to head south.
- Passengers coming from Tacoma, Lakewood, and Gig Harbor would have to transfer to Link or frequent bus service at International District/Chinatown Station to reach destinations in north downtown and South Lake Union.
- This service restructure would generate significant redeployable service hours due to route truncation at International District/Chinatown Station; these service hours could be applied to mitigating impacts from this truncation.

Rider Travel Time Impact for SLU Routes – Routes 577, 578 and 592 (Change from Today)

Destination	2019 Baseline	2019 with Restructure
South Lake Union	5+ minutes	-3 Minutes
Westlake Station	3+ minutes	No change
International District/ Chinatown Station	No change	10 minutes

Rider Travel Time Impact for IDS Routes – Routes 590, 594 and 595 (Change from Today)

Destination	2019 Baseline	2019 with Restructure
South Lake Union	6+ minutes	3+ minutes
Westlake Station	3+ minutes	No change
International District/ Chinatown Station	No change	No change

Redeployable Service Hours

Agency/Operator	Routes	Redeployable Annual Revenue Hours*
Sound Transit	577, 578, 590, 594, 595	8,500

**Assumes current frequencies and span of service for included routes are maintained*

Operational Impacts

- This restructure would significantly reduce peak bus volumes on Second and Fourth Avenues through downtown and reduce volumes on Fourth Avenue S in the Chinatown/International District
- New stops and layover space would be required in the vicinity of International District/Chinatown Station to accommodate truncation of Routes 590, 594, and 595

- Reorienting Routes 577, 578, and 592 to South Lake Union would require a new ½-mile southbound travel lane on Sixth Avenue between Westlake Avenue and Spring Street (running in the opposite direction from the current lane configuration) as well as new layover space in South Lake Union
- Additional bus priority treatments may be required, and PM peak headway reliability may suffer due to the difficulty in bringing additional outbound buses into service at the first outbound stop on Pike Street
- This service concept would add up to nine buses per hour to the Westlake Avenue transit lane that is already used by the South Lake Union Streetcar, RapidRide C, and Metro Route 40; an alternative pathway and layover location may be required to avoid inducing transit service delay on Westlake Avenue

Bus Volume Reduction (PM Peak Hour)

Route	CBD Northbound	CBD Southbound
ST 577	0	-6
ST 578	-2	0
ST 590	-2	-10
ST 592	0	-4
ST 594	-2	0
ST 595	0	-2
TOTAL	-6	-22

New Induced Transfers (Per Hour, Weekdays)

Transfer Point	New Southbound Transfers			New Northbound Transfers		
	AM Peak	Midday	PM Peak	AM Peak	Midday	PM Peak
University Street Station	20	0	0	0	20	30
International District/ Chinatown Link Station	40	70	210	230	40	30
4th Ave & S Jackson St (transfers to Routes 40 & 70)	10	10	40	40	0	10
TOTAL	70	80	250	270	60	70

6. Community Transit Routes Service to International District/Chinatown Station

Description

Community Transit peak routes from Snohomish County currently reaching downtown Seattle via the Cherry Street I-5 express ramp would be truncated at International District/Chinatown Station, eliminating north-south travel through the downtown core. Passengers traveling to destinations north of Cherry Street would transfer to Link or frequent bus service at International District/Chinatown Station or may use other commuter routes that travel directly to north downtown. Routes under consideration for this restructure include Community Transit Routes 412, 413, 416, 421, 425, and 435. This service structure would continue until the opening of Lynnwood Link in 2023.



Key Details

- Potentially reorient eight peak-only routes to International District/Chinatown Station via the Cherry Street I-5 Express ramps
- Temporary change until Lynnwood Link extension opens in 2023
- No capital improvements needed to implement change
- Considered for Community Transit evaluation and comprehensive public involvement process beyond 2018 service changes due to technical constraints.

Rider Impacts

- This service concept would have little to no impact on travel times compared to continuing the current service structure

- Passengers headed to central and northern areas of downtown could transfer to Link at International District/Chinatown Station but would more likely choose to use other Community Transit or Sound Transit routes that serve north downtown directly
- This service concept may generate sufficient redeployable service hours to increase service span or frequency on affected routes during peak hours

Rider Travel Time Impact (Change from Today)

Destination	2019 Baseline	2019 with Restructure
South Lake Union	5+ minutes	5+ minutes
Westlake Station	3+ minutes	3+ minutes
International District/ Chinatown Station	No change	No change

Redeployable Service Hours

Agency/Operator	Routes	Redeployable Annual Revenue Hours*
Community Transit	412, 413, 416, 421, 425, 435	1,400

*Assumes current frequencies and span of service for included routes are maintained

Operational Impacts

- This restructure would result in peak period bus volume reductions on Second and Fourth Avenues downtown but no change in bus volumes in the Chinatown/International District
- This concept would require new stops near International District/Chinatown Station and extension of the existing Fifth Avenue northbound transit lane between Washington and Terrace Streets
- This restructure must be implemented in tandem with changes to commuter bus service to north downtown (see service restructure concept 7) due to layover space constraints

Bus Volume Reduction (PM Peak Hour)

Route	CBD Northbound	CBD Southbound
CT 412	0	-4
CT 413	0	-5
CT 416	0	-2
CT 421	0	-3
CT 425	0	-2
CT 435	0	-3
TOTAL	0	-19

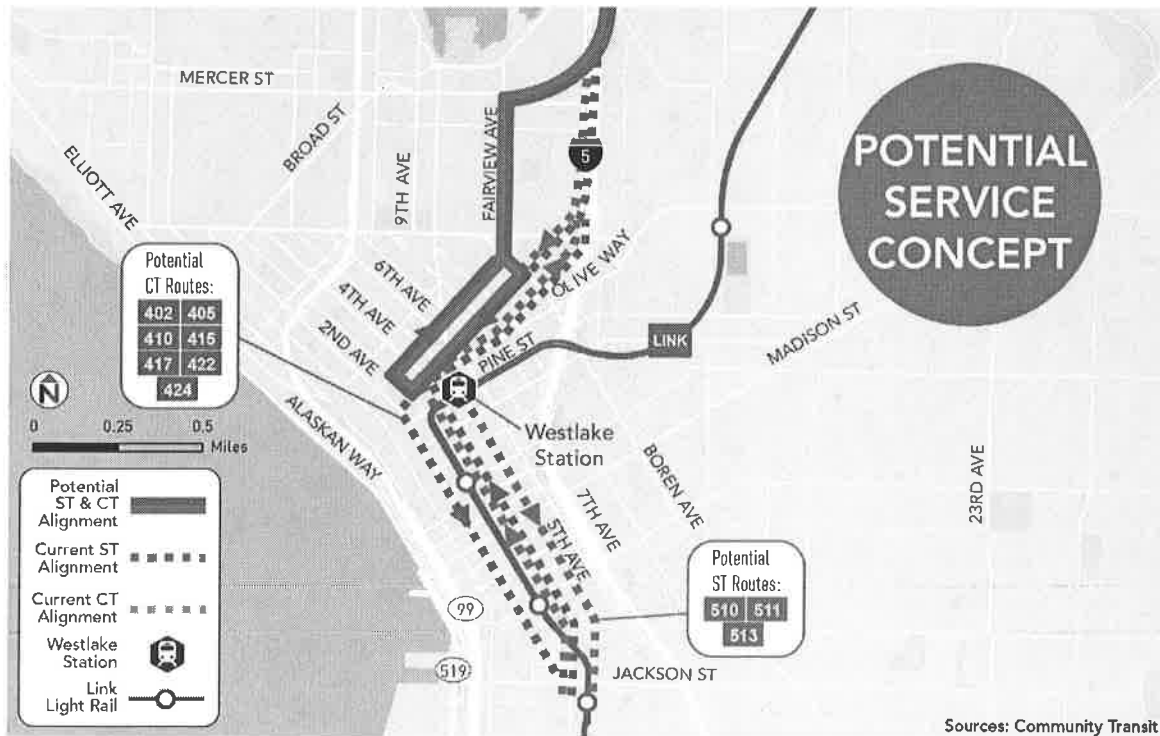
New Induced Transfers (Per Hour, Weekdays)

Transfer Point	New SB Link Transfers		New NB Link Transfers	
	AM Peak	PM Peak	AM Peak	PM Peak
International District / Chinatown Link Station	0	330	160	0

7. Snohomish County Routes Service to South Lake Union and Westlake Station

Description

Community Transit and Sound Transit peak routes from Snohomish County currently reaching downtown Seattle via the Stewart Street I-5 express ramp would be reoriented to serve South Lake Union and the north end of downtown only, eliminating north-south travel through the downtown core. Affected routes would exit I-5 at the Mercer Street express ramp and use Fairview Ave N and Stewart Street to reach the vicinity of Westlake Station. Passengers continuing to destinations further south would transfer to Link or frequent bus service at Westlake Station. Routes under consideration for this restructure include Community Transit Routes 402, 405, 410, 415, 417, 422, and 425, as well as Sound Transit Routes 510, 511, and 513. This service structure would continue until the opening of Lynnwood Link in 2023.



Key Details

- Potentially reorient 10 peak-only routes operated by Sound Transit and Community Transit to South Lake Union and Westlake Hub
- Improves South Lake Union access from Snohomish County
- \$1.0 – \$1.5 M capital investment required at Westlake Hub to accommodate more buses and passengers
- Temporary change until Lynnwood Link extension opens in 2023
- Considered for Sound Transit and Community Transit evaluation and comprehensive public involvement process beyond 2018 service changes due to technical constraints

Rider Impacts

- This service concept would significantly improve the connection between Snohomish County and South Lake Union, reducing transit travel time by five minutes or more.
- This concept would result in no change in travel time to Westlake Station and modest travel time increases of less than five minutes to downtown destinations south of Westlake Station.
- Passengers headed to central and southern areas of downtown could transfer to Link at International District/Chinatown Station but may choose to use other Community Transit routes that serve south downtown directly.
- This service concept would produce a small number of redeployable service hours; additional investment in service may be needed to mitigate some travel time impacts.

Rider Travel Time Impact (Change from Today)

Destination	2019 Baseline	2019 with Restructure
South Lake Union	No change	-5 minutes
Westlake Station	No change	No change
International District/ Chinatown Station	5+ minutes	3+ minutes

Redeployable Service Hours

Agency/Operator	Routes	Redeployable Annual Revenue Hours*
Community Transit	402, 405, 410, 415, 417, 422, 424	900
Sound Transit	510, 511, 513	400

**Assumes current frequencies and span of service for included routes are maintained*

Operational Impacts

- This service concept would result in peak period bus volume reductions on Second, Fourth, and Fifth Avenues downtown, though bus volumes on Fairview Avenue N through South Lake Union would see a corresponding increase
- Improvements to bus stops and pedestrian facilities near Westlake Station may be needed to implement this change
- Use of the Mercer Street express ramp to reach Fairview Avenue N in the AM peak may be challenging for bus operators due to required lane merges
- This restructure must be implemented in tandem with changes to commuter bus service to south downtown and the Chinatown/International District (see service restructure concept 6) due to layover space constraints; additional layover locations may also be needed

Bus Volume Reduction (PM Peak Hour)

Route	CBD Northbound	CBD Southbound
CT 402	-5	0
CT 405	-2	0
CT 410	-3	0
CT 415	-5	0
CT 417	-1	0
CT 422	-1	0
CT 424	-1	0
ST 510	-6	0
ST 511	-4	0
ST 513	-3	0
TOTAL	-31	0

New Induced Transfers (Per Hour, Weekdays)

Transfer Point	New SB Link Transfers		New NB Link Transfers	
	AM Peak	PM Peak	AM Peak	PM Peak
Westlake Station	80	0	0	140

Appendix B
Supporting Capital Project Elements

Surface Street Options: North–South Avenues

OPTION A: BASELINE OR "DO NOTHING" (2019)							
	1st Ave	2nd Ave	3rd Ave	Downtown Seattle Transit Tunnel	4th Ave	5th Ave	6th Ave
Existing							
Option A Concept							
What is Changing?	<ul style="list-style-type: none"> Center City Connector Streetcar One lane each direction repurposed for transit lane 	<ul style="list-style-type: none"> Downtown Seattle Transit Tunnel bus routes operate southbound on 2nd Ave Existing 2-Way protected bike lane is extended north to Denny and south to Jackson (current SDOT project) Traffic volumes increase 10-15% due to temporary Alaskan Way closure and lane repurposing on 1st Ave 	<ul style="list-style-type: none"> Same as today 	<ul style="list-style-type: none"> Light rail only Light rail headway same as today 	<ul style="list-style-type: none"> Downtown Seattle Transit Tunnel bus routes operate northbound on 4th Ave Traffic volumes increase 10-15% due to temporary Alaskan Way closure and lane repurposing on 1st Ave 	<ul style="list-style-type: none"> Same as today 	<ul style="list-style-type: none"> Same as today

KEY TAKEAWAYS:

- Bus trips are longer and less reliable for transit customers on 2nd, 4th, and 5th Avenues
- Transit agencies pay more to maintain current service levels
- Several key bus stops are overcrowded during the PM peak, affecting pedestrian movements
- Light rail reliability improves in Downtown Seattle Transit Tunnel
- Drivers have longer peak trips due to traffic shifting from Alaskan Way and 1st Avenue and increased bus volumes
- Challenging to implement northbound and southbound protected bike lane east of 3rd Ave

Surface Street Options: North–South Avenues

OPTION B: OPERATIONAL ENHANCEMENTS ON 2ND, 3RD, 4TH, & 5TH AVENUES (2019)							
	1st Ave	2nd Ave	3rd Ave	Downtown Seattle Transit Tunnel	4th Ave	5th Ave	6th Ave
Existing							
Option B Concept						<p>With sidewalk reduction</p> <p>With lane reduction</p>	
What is Changing?	<ul style="list-style-type: none"> • Same as Baseline 	<ul style="list-style-type: none"> • Intersection improvements at westbound cross streets (i.e., Madison & Columbia) • Signal phasing that allows transit lane to clear of right turning vehicles 	<ul style="list-style-type: none"> • Opportunities to speed boarding at bus stops are pursued • Allows some buses to relocate from 2nd & 4th Aves • Improvements to passenger environment & organization at crowded bus stops 	<ul style="list-style-type: none"> • Same as Baseline 	<ul style="list-style-type: none"> • Intersection improvements at eastbound cross streets (i.e., Cherry, Marion, Spring, Pike) • Signal phasing that allows transit lane to clear of right turning vehicles • Northbound protected bike lane (assume paired with southbound lane on 5th Ave) 	<ul style="list-style-type: none"> • Southbound protected bike lane would require repurposing a travel lane or moving curbs and possibly removing trees • Reduction to two travel lanes would require additional investment in two-way 6th Ave 	<ul style="list-style-type: none"> • Same as Baseline
KEY TAKEAWAYS: <ul style="list-style-type: none"> • Modest operational improvements for transit on 2nd and 4th Avenues, but potential improvements to speed boarding allow some regional routes to relocate to 3rd Avenue • Opportunity to implement 4th and 5th Avenue protected bike lane couplet • Low capital investment allows easier implementation before Fall 2018 							

Surface Street Options: North–South Avenues

OPTION C: 4TH & 5TH AVENUE TRANSIT COUPLET (2019)							
	1st Ave	2nd Ave	3rd Ave	Downtown Seattle Transit Tunnel	4th Ave	5th Ave	6th Ave
Existing							
Option C Concept							
What is Changing?	<ul style="list-style-type: none"> Same as Baseline 	<ul style="list-style-type: none"> Intersection improvements at westbound cross streets (i.e., Madison, Columbia) Signal phasing that allows transit lane to clear of right turning vehicles 	<ul style="list-style-type: none"> Same as Baseline 	<ul style="list-style-type: none"> Same as Baseline 	<ul style="list-style-type: none"> Second northbound transit lane added Dual transit lane adds capacity for buses Current skip stop pattern retained Signal phasing that allows transit lane to clear of right turning vehicles Does not allow room for bike lane 	<ul style="list-style-type: none"> One lane repurposed to create southbound transit lane More bus service moved to 5th Avenue to take advantage of transit lane One travel lanes north of Madison, three south of Madison Does not allow room for bike lane 	<ul style="list-style-type: none"> Converted to two-way street between Stewart and Marion Southbound travel lane provides additional capacity for I-5 access from North Downtown, Denny Triangle, Belltown, and South Lake Union 5th Ave transit lane is dependent on two-way 6th Ave
KEY TAKEAWAYS:							
<ul style="list-style-type: none"> Adds one full lane of transit capacity northbound and southbound Repurposing lane for transit on 5th Avenue necessitates new southbound lane on 6th Avenue; important for access to I-5 South Very difficult to implement northbound or southbound protected bike lane east of 3rd Avenue Sidewalk crowding is an issue on 2nd, 4th, and 5th Avenues Bus passengers may have to walk further uphill/downhill to access transit Has the most significant reduction in on-street parking and loading during the peak period More intensive capital projects such as two-way 6th Avenue will require expedited process to implement by Fall 2018 							

Surface Street Options: North-South Avenues

OPTION D: 5TH AVENUE TWO-WAY TRANSIT SPINE (2019)							
	1st Ave	2nd Ave	3rd Ave	Downtown Seattle Transit Tunnel	4th Ave	5th Ave	6th Ave
Existing							
Option D Concept							
What is Changing?	<ul style="list-style-type: none"> Same as Baseline 	<ul style="list-style-type: none"> Southbound transit lane removed West curb lane used for general traffic during peak and parking/loading during off peak Most transit service relocated to 5th Ave 	<ul style="list-style-type: none"> Same as Baseline 	<ul style="list-style-type: none"> Same as Baseline 	<ul style="list-style-type: none"> Northbound transit lane removed East curb lane used for general traffic during peak and parking/loading during off peak Most transit service relocated to 5th Ave 	<ul style="list-style-type: none"> Transit only during peak periods from Stewart to Jackson Operates similar to 3rd Ave Transit Spine; transit only at peaks with limited access and delivery Most bus services using 2nd & 4th Aves consolidate to 5th Ave Significantly alters the existing 5th Ave streetscape and tree line 	<ul style="list-style-type: none"> Converted to two-way street between Stewart and Marion Southbound travel lane provides additional capacity for I-5 access from North Downtown, Denny Triangle, Belltown, and South Lake Union 5th Ave peak transit only operation is dependent on two-way 6th Ave

KEY TAKEAWAYS:

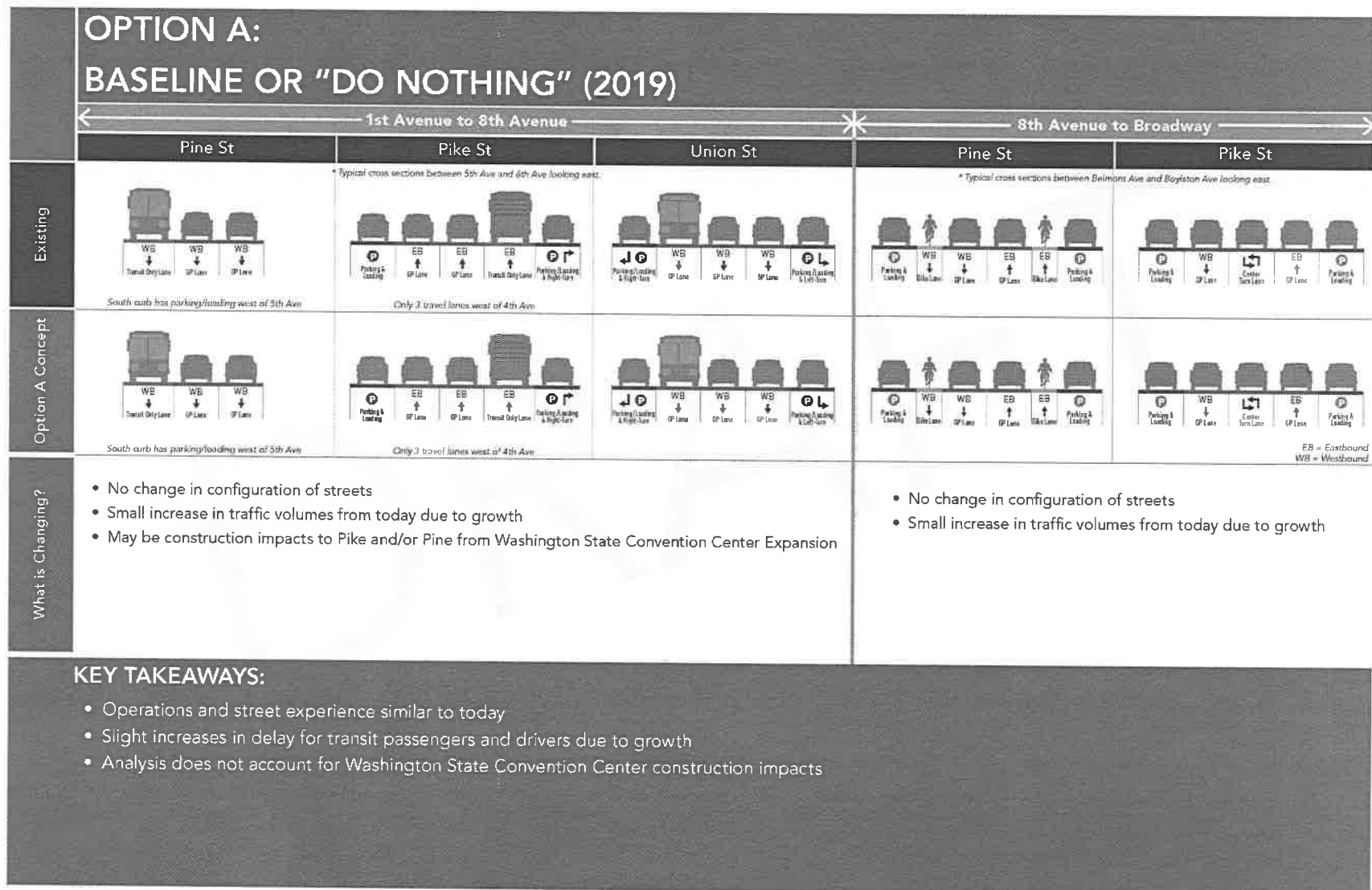
- Concentrates transit service on 1st, 3rd, and 5th Avenues
- During peak, most surface transit is operating in a transit-only lane
- Simplifies street operation as there are very limited turn movements from 5th Avenue during peak periods
- Simplified traffic operations reduce driver delay, but would change access to some buildings & garages
- Bus passengers may have to walk further uphill/downhill to access transit
- Introducing new bus stops on 5th Avenue would require impact streetscape and require some tree removal
- 5th and 6th Avenue project elements are capital intensive; design/outreach would make Fall 2018 completion challenging

Surface Street Options: North-South Avenues

NORTH/SOUTH SURFACE STREET OPTIONS OVERVIEW

	Change from Today				Pedestrian Experience at Hubs and Major Bus Zones	Surface Street Project Capital Cost	Opportunity to Implement Northbound and Southbound Protected Bike Lane (East of 3rd Ave)	Potential for On-Time Delivery
	Change in Transit Travel Time & Reliability (Downtown Bus Riders)	Additional Downtown Transit Operating Costs (Bus Only)	General Purpose Traffic Travel Time	Change in On-Street Parking & Loading Spaces				
Option A: 2019 Baseline	Travel Time: +3.5 min. per rider during peak period Reliability: 	+\$7-\$8M annually	Northbound: +0.3 min. average of 4th & 6th Ave Southbound: +3.0 min. average of 2nd, 5th, & 6th Ave	No Change	2ND 3RD 4TH 5TH	N/A	 LOW	 N/A
Option B: Operational Enhancements to 2nd, 3rd, 4th, & 5th	Travel Time: +1.9 min. per rider during peak period Reliability: 	+\$1.5-\$2.5M annually	Northbound: No Change average of 4th & 6th Ave Southbound: +2.8 min. average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -1 Passenger Load Zones: -4 Parking Stalls: -25 during PM peak period	2ND 3RD 4TH 5TH	\$11-\$14M	 MED	 HIGH
Option C: 4th & 5th Avenue Transit Couplet	Travel Time: +1.7 min. per rider during peak period Reliability: 	+\$0.5-\$1M annually	Northbound: +1.2 min. average of 4th & 6th Ave Southbound: +3.4 min. average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -6 Passenger Load Zones: -19 Parking Stalls: -45 during PM peak period	2ND 3RD 4TH 5TH	\$14-\$17M	 LOW	 MED
Option D: 5th Avenue Two-Way Transit Spine	Travel Time: No Change per rider during peak period Reliability: 	+/- \$0M annually	Northbound: +0.7 min. average of 4th & 6th Ave Southbound: No Change average of 2nd, 5th, & 6th Ave	Commercial Load Zones: -3 Passenger Load Zones: -4 Parking Stalls: -36 during PM peak period	2ND 3RD 4TH 5TH	\$22-\$28M	 MED	 LOW

Surface Street Options: Union/Pike/Pine Streets



Surface Street Options: Union/Pike/Pine Streets

OPTION B: DOWNTOWN COUPLETT WITH PIKE STREET PROTECTED BIKE LANE PAIR EAST OF 8TH AVENUE					
1st Avenue to 8th Avenue			8th Avenue to Broadway		
	Pine St	Pike St	Union St	Pine St	Pike St
Existing	<p>South curb has parking/loading west of 5th Ave</p>	<p><i>Typical cross sections between 5th Ave and 6th Ave looking east.</i></p> <p>Only 3 travel lanes west of 4th Ave</p>		<p><i>Typical cross sections between Belmont Ave and Boylston Ave looking east.</i></p>	
Option B Concept		<p>Only 3 travel lanes west of 4th Ave</p>			<p>EB - Eastbound WB - Westbound</p>
What is Changing?	<ul style="list-style-type: none"> Westbound travel lane repurposed for single-direction protected bike lane 	<ul style="list-style-type: none"> Eastbound travel lane repurposed for single-direction protected bike lane Improvements to existing bus stops at 4th and 6th Aves to accommodate Route 41 passengers 	<ul style="list-style-type: none"> Route 41 operates westbound from I-5 to 1st Ave New Route 41-only bus stop between 4th and 3rd Aves 	<ul style="list-style-type: none"> Existing bike lanes removed Center turn lane added 	<ul style="list-style-type: none"> Single-direction protected bike lane on each curb On-street parking and loading retained on south side of street adjacent to protected bike lane Center turn lane eliminated east of Boren Ave and one eastbound traffic lane eliminated between Boren Ave and 8th Ave
KEY TAKEAWAYS: <ul style="list-style-type: none"> Changes have minimal effect on transit speed or reliability downtown Traffic modeling shows significant congestion eastbound on Pike Street during PM peak period Route 41 would require improved and new bus stops and potential boarding improvements to avoid sidewalk crowding This option has most significant loss of curb parking and loading 					

Surface Street Options: Union/Pike/Pine Streets

OPTION C: ONE-WAY COUPLET ON PIKE & PINE STREETS					
1st Avenue to 8th Avenue			8th Avenue to Broadway		
	Pine St	Pike St	Union St	Pine St	Pike St
Existing					
Option C Concept					
What is Changing?	<p>EB = Eastbound WB = Westbound</p> <ul style="list-style-type: none"> Westbound travel lane repurposed for single-direction protected bike lane 	<ul style="list-style-type: none"> Eastbound travel lane repurposed for single-direction protected bike lane Improvements to existing bus stops at 4th and 6th Aves to accommodate Route 41 passengers 	<ul style="list-style-type: none"> Route 41 operates westbound from I-5 to 1st Ave New Route 41-only bus stop between 4th and 3rd Aves 	<ul style="list-style-type: none"> One-way westbound for all modes One-way protected bike lane Two traffic lanes One flexible lane – could be used for transit, parking, and loading 	<ul style="list-style-type: none"> One-way eastbound for all modes One-way protected bike lane Two traffic lanes One flexible lane – could be used for transit, parking, and loading
<p>KEY TAKEAWAYS:</p> <ul style="list-style-type: none"> Changes have minimal effect on transit speed or reliability downtown Potential to improve transit speed and reliability if flexible lane east of I-5 is dedicated to transit (peak or all day) Traffic modeling shows significant congestion eastbound on Pike Street during PM peak period Route 41 would require improved and new bus stops and potential boarding improvements to avoid sidewalk crowding Directional changes require greater capital investment and would take longer to design and construct 					

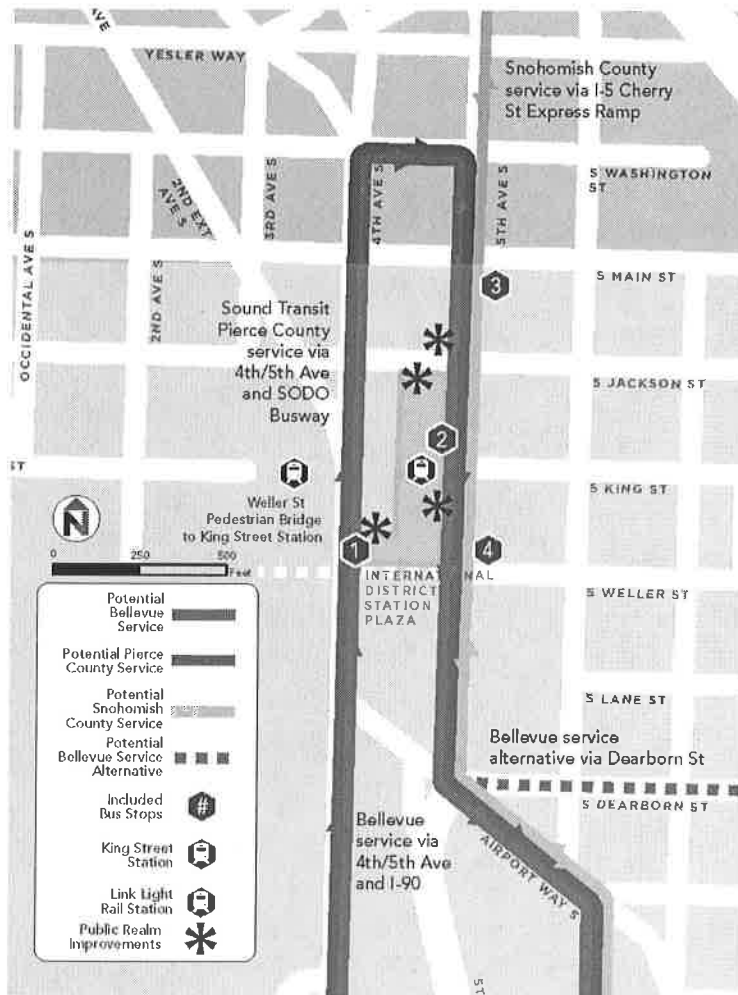
Surface Street Options: Union/Pike/Pine Streets

EAST/WEST SURFACE STREET OPTIONS OVERVIEW

	Change from Today				Surface Street Project Capital Cost	Pedestrian Experience at Major Bus Zones	Potential for On-Time Delivery
	Transit Travel Time (Corridor Bus/Riders)	Additional Downtown Transit Operating Costs (Bus Only)	General Purpose Traffic Travel Times (Between 1st Ave & Broadway)	Change in On-Street Parking and Loading Spaces			
Option A: 2019 Baseline	+0.5 min. (2%) between 1st Ave & Broadway	No Change existing Pike/Pine bus routes	Westbound (Pine): +1.0 min.	No Change	N/A	MED	N/A
		-\$0.5M annually for route 41	Eastbound (Pike): No Change				
Option B: Downtown Couplet with Pike-PBL Pair East of 8th Ave.	+0.5 min. (2%) between 1st Ave & Broadway	No Change existing Pike/Pine bus routes	Westbound (Pine): +0.5 min.	Commercial Load Zones: -16 Passenger Load Zones: -22 Parking Stalls: -78	\$19 - 25M	MED	HIGH
		-\$0.5M annually for route 41	Eastbound (Pike): +4.2 min.				
Option C: One-Way Couplet on Pike & Pine Streets	No Change between 1st Ave & Broadway <small>assumes parking & loading lane option on Pike & Pine - transit lane option may reduce transit travel times</small>	No Change existing Pike/Pine bus routes	Westbound (Pine): +0.5 min.	Commercial Load Zones: -8 Passenger Load Zones: -19 Parking Stalls: -30 <small>assumes parking & loading lane option on Pine</small>	\$24 - 31M	MED	LOW
		-\$0.5M annually for route 41	Eastbound (Pike): +3.4 min.				

Hub Concepts: International District/Chinatown Station Hub

Conceptual International District/Chinatown Station Hub Improvements



Concept Details

- International District/Chinatown Station currently serves as a transfer hub for Sound Transit buses from Bellevue and Pierce County, and Community Transit buses from Snohomish County
- Riders can connect to Link Light Rail, frequent bus service, Sounder, and shared mobility options

Key Improvements

- DEDICATED BUS LANES**
Bus-only lanes separate transit from traffic.
- ENHANCED FARE COLLECTION**
Offboard payment using card readers and other tools at stations allows passengers to board more quickly.
- ENHANCED BUS STOPS**
Bus stops could include larger shelters, real-time arrival information, and other passenger amenities.
- QUEUEING MANAGEMENT**
Organizing waiting passengers at busy stops to maintain a pedestrian through-zone.
- PUBLIC REALM**
Improvements for pedestrians and waiting bus passengers may include wayfinding, lighting, and other improvements.

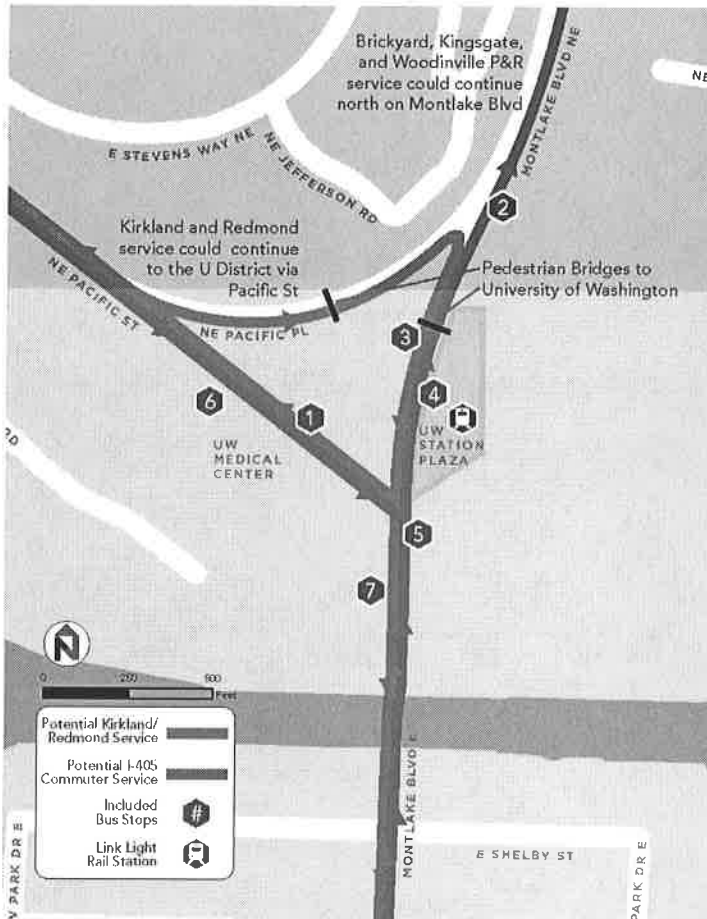
Bus Stop Concepts	Description	Necessary Improvements
1 New Bus Stop	All-day drop-off stop for passengers	Transit Lane
2 Existing Bus Stop	All-day pick-up stop for passengers	Enhanced Stop, Offboard Fare Payment, Queueing Management
3 Existing Bus Stop	All-day drop-off stop for passengers	Enhanced Stop, Transit Lane
4 New Bus Stop	All-day drop-off stop for passengers	Enhanced Stop

January 26, 2017

Total estimated capital costs: \$1.5 - 2.5 M

Hub Concepts: Montlake Hub

Conceptual Montlake Hub Improvements



Concept Details

- University of Washington Station currently serves as a transfer hub between bus service in Northeast Seattle and Link Light Rail service to downtown Seattle
- Buses using SR 520 to reach downtown Seattle today can be reoriented to use this existing transfer hub
- Some routes will continue to the University District while others may serve Seattle Children’s Hospital or the UW campus loop

Key Improvements

- DEDICATED BUS LANES**
Bus-only lanes separate transit from traffic.
- ENHANCED FARE COLLECTION**
Off-board payment using card readers and other tools at stations allows passengers to board more quickly.
- ENHANCED BUS STOPS**
Bus stops could include larger shelters, real-time arrival information, and other passenger amenities.
- TRANSIT PRIORITY**
Intersection improvements allow buses to bypass congestion.

Bus Stop Concepts	Description	Necessary Improvements
1 Existing Bus Stop	All-day drop-off stop for passengers	Enhanced Stop
2 Existing Bus Stop	Morning drop-off stop for passengers	None
3 Existing Bus Stop	All-day pick-up stop for passengers	Enhanced Stop, Offboard Fare Payment, Bus Lane and Transit Priority
4 New Bus Stop	Morning drop-off stop for passengers	Limited Improvements
5 New Bus Stop	All-day drop-off stop for passengers	Limited Improvements
6 Existing Bus Stop	Afternoon pick-up stop for passengers	Enhanced Stop, Offboard Fare Payment
7 New Bus Stop	Afternoon pick-up stop for passengers	Enhanced Stop, Offboard Fare Payment

January 26, 2017

Total estimated capital costs: \$2 - 3 M

Additional Transit Options for Consideration for One Center City Planning
Updated June 19, 2017

Listed below are additional transit options that are intended to supplement those outlined in King County Metro Transit's response to Ordinance 18409 Section 132 Proviso 3, "Scope, Schedule, and Public Outreach Process related to One Center City Planning and Implementation" (Attachment A to Proposed Motion 2017-0192).

Metro Transit is asked to evaluate if these options or alternative solutions that could achieve the stated aims can be incorporated into the planning for capital projects and transit service restructuring conducted as part of the One Center City effort.

King County Metro Route 41 Service to Westlake Station

In addition to the potential service concept for Route 41 service from Lake City and Northgate to Westlake Station that is outlined on pages A8 and A9 of Attachment A, Metro Transit is asked to evaluate a new, split route option:

- One version of Route 41 would serve Westlake Station via Pike and Pine Streets, and
- One version of Route 41 would serve International District Station via a routing that would remain on I-5 until the last express lane exit in the south end of downtown Seattle.

This split route option could provide for more efficient transit service for riders traveling between Lake City or Northgate and the south end of downtown Seattle.

West Seattle/Vashon Peak Routes Service to First Hill

In addition to the potential service concept for Routes 37, 56, 57, 113, 116, 118, and 119 to be rerouted to serve First Hill via Yesler Way that is outlined on pages A6 and A7 of Attachment A, Metro Transit is asked to evaluate an alternative that:

- Preserves some Vashon/West Seattle trips through downtown Seattle on existing north-south alignments or other north-south alignments, allowing for transfers to the RapidRide C Line further north in downtown Seattle, and
- Provides a number of trips to First Hill via Yesler Way that is appropriate to the demand for such trips.

This alternative option could preserve some one-seat rides and provide two-seat rides for access between Vashon/West Seattle and the north end of downtown Seattle/South Lake Union, with the added benefit of easing demand on the RapidRide C Line.

King County Metro Route 99 Service between Alaskan Way and First Avenue and between Broad and Stewart

Page 15 of the report notes that the future Center City Connector Streetcar is planned to replace most of the existing Route 99. A significant revision, replacement, or deletion of the Route 99 may be part of the March 2018 service change ordinance, although temporary reroutes would be administrative. Changes to the Route 99 could make access to transit more difficult for many people and could isolate Belltown, a densely populated area of the center city.

Metro Transit is asked to evaluate routing options that could preserve mobility and easy access to transit for residents, workers and tourists between Alaskan Way and First Avenue and between Broad and Stewart.

State Route 520 Routes Service to University of Washington Station

In addition to the potential service concept for Metro Routes 252, 255, 257, 268, and 311 and Sound Transit Route 545 to serve University of Washington Link Station and the University District that is outlined on pages A2 and A3 of Attachment A, Metro Transit is asked to work with Sound Transit to provide information on options that:

- Preserve direct trips between SR 520 to downtown Seattle,
- Provide trips between SR 520 and South Lake Union/the northern part of downtown Seattle, and
- Extend SR 520 routes westward to Ballard to provide additional north-south connections.

Understanding these alternative options and their impacts is important to communicate with riders about the best way to minimize the impacts of multiple construction projects on travel between downtown Seattle and the Eastside.

Sound Transit Route 550 Service to International District/Chinatown Station

In addition to the potential service concept for Routes 550 to be truncated to serve the International District/Chinatown Station and Pioneer Square that is outlined on pages A4 and A5 of Attachment A, Metro Transit is asked to work with Sound Transit to provide information on an option that:

- Preserves a one-seat Route 550 surface alignment from International District/Chinatown Station to the north end of downtown Seattle with preferential bus priority right-of-way on as much of the alignment as possible.

Due to East Link construction activities, including closure of the South Bellevue Park-and-Ride D-2 roadway, will increase travel times and inconvenience for Route 550 riders, making it critical for the One Center City partner agencies to collaborate on maintaining service in the downtown Seattle portion of the route.