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ONE CENTER CITY

SEATTLE'S NEAR-TERM

ACTION PLAN

The One Center City Near-Term Action Plan is the result of a public-private partnership formed to ensure that Center City continues to thrive throughout the coming years of construction and growth. Partners in the development of the Near-Term Action Plan are the City of Seattle, King County Metro, Sound Transit, and the Downtown Seattle Association.

\$30 million
investment to

The Near-Term Action Plan establishes a \$30 million investment in projects and programs to keep people and goods moving to and through Center City, while enhancing public and pedestrian spaces.

keep people and
goods moving

NEAR-TERM PROJECTS

Underway

Signal improvements on 2nd and 4th avenues

\$1.4 M

Helps buses move more quickly and improves safety by reducing conflicts between pedestrians, turning vehicles and buses.

2018

5th and Jackson trolley stop removal

\$414 K

Removes the former waterfront streetcar trolley stop, improving safety for pedestrians at 5th Ave and Jackson St.

2018 - 2019

Traffic and curb management

\$3.7 M

Maintains curb space access for people and goods, streamlines the Commercial Vehicle Load Zone permit, creates pilot projects to encourage e-bike and off-hours delivery and reduce failed first delivery attempts, expands e-Park to help drivers more quickly find off-street parking spaces, and increases enforcement.

2018 - 2019

Public realm improvements

\$800 K

Creates a vibrant and inviting public realm that is accessible and welcoming to people of all ages and abilities. Improves public space and walking paths to and around transit hubs, stops, and stations including McGraw Square, Westlake Square, and the Market to MOHAI corridor.

2018 - 2021

Pedestrian improvements

\$4 M

Improves pedestrian pathways and access to transit with enhanced lighting, intersections, wayfinding, trees, and sidewalk spot repair and decluttering.

September 2018 - March 2019

3rd Avenue transit improvements

*\$757 K

Improves transit speeds for over 100,000 daily Metro trips with extended transit priority hours (September 2018), all-door boarding and off-board fare payment (March 2019) on 3rd Avenue. Faster customer boarding allows buses to move more quickly to the next stop.

**Metro will fund additional project implementation costs for a total investment of \$3M.*

March 2019

New transit pathway on 5th and 6th avenues

\$3.2 M

Provides more capacity and improves travel time and reliability for northbound buses. The existing northbound transit lane on 5th Avenue will extend two blocks to Marion Street, where it will connect to 6th Avenue and continue north to Olive Way. Includes

four new bus stops near Columbia, Union, Pine and Pike streets.

2019

Montlake Triangle improvements

\$5.3 M

Makes it easier and faster for bus riders to connect to light rail with improved passenger facilities and waiting areas, curb space for bus drop-off, and changes to street operations to keep buses moving.

2019

International District / Chinatown Station bus and pedestrian improvements

\$3.9 M

Reduces bus zone congestion and improves pedestrian safety with enhanced passenger facilities, signage and wayfinding, new or expanded bus stops, and improved intersections.

2019

TDM program expansion and marketing

\$3.4 M

Includes a variety of affordable, sustainable and convenient alternative travel modes to driving alone including expanded access to ORCA and ORCA LIFT, commute trip planning tools and marketing, shared mobility hubs to help travelers make connections between transit and shared mobility services, and support for an open marketplace of mobility solution applications that help travelers make travel option decisions based on real-time information.

2019 - 2021

Bicycle network connections

***TBD**

The City of Seattle will invest additional funding to increase safety and for cyclists and create a Center City bike network. Includes extended and enhanced bike facilities between the 2nd Avenue Extension South and Dearborn Street (2019), Pike and Pine streets between 2nd Avenue and Broadway (2021), and 4th Avenue between Main and Vine streets (2021).

**These projects will be funded by SDOT. Budgets to be developed during design.*

VIEW THE NEAR-TERM ACTION PLAN

MOVING FORWARD

City of Seattle, King County Metro, Sound Transit, and the Downtown Seattle Association cooperatively undertook the One Center City planning study, a unique and innovative partnership for our region. The Near-Term Action Plan is the result of over two years of effort. Funding, project development, and implementation of the plan will continue in collaboration.

The Near-Term Action Plan establishes a \$30 million investment in projects and programs to keep people and goods moving to and through Center City, while enhancing public and pedestrian spaces.

The One Center City partner agencies commit to joint implementation of the One Center City Near-Term Action Plan. The four agencies will work together to:

- Develop a Program Management Plan and assign agency staff to guide joint implementation.
- Ensure each project is managed based on a scope, schedule, and budget agreed to by the partnership.
- Implement Near-Term Action Plan projects in programs in a sequence and manner that optimizes mobility outcomes for Seattle and regional travelers.
- Allow lead agencies to work quickly on project implementation, using a budget reconciliation process to true up agency cost share at regular intervals.



- Ensure that all agencies have a stake in design and implementation outcomes, guaranteeing public funds are used wisely and project design respects all customer needs.

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