To: Move All Seattle Sustainably (MASS)

From: Heather Marx, Director of Downtown Mobility, Seattle Department of Transportation

Date: December 31, 2019

RE: MASS priorities

In December 2018, the Move All Seattle Sustainably (MASS) coalition requested action by the City of Seattle to prioritize efforts in 2019 that will keep buses moving fast, enable a rapid shift to commute by bike, and make walking easy and safe. We agree with these goals as we work to keep people and goods moving during the 2018-2023 Seattle Squeeze, when construction will significantly constrain our streets and impact all traveler movements.

The Seattle Department of Transportation (SDOT)’s workplans include many of the high-priority projects identified by MASS, with implementation planned in 2019 or over the next few years. Input from MASS and other transportation stakeholders can help inform implementation priorities, and we are looking forward to your input. You’ll hear from Meghan Shepard (meghan.shepard@seattle.gov) on my team in January to discuss next steps as continue to plan the implementation of these important projects.

Keep Buses Moving Fast

MASS provided a map and list of corridors where they recommend bus priority implementation. The following is a description of existing and planned bus only lane projects in each identified corridor.

Existing Bus Only Lanes

The following identified corridors have existing bus-only lanes. Potential future considerations and challenges are listed for each location.

- **Aurora Ave N:** Southbound direction has current 24/7 bus only lane. The northbound direction will have a bus-only lane added between Denny Way and John Street during the SR99 closure to help transit move through this intersection. Viaduct closure-related projects, including the construction of the north/south surface streets will constrain this area and preclude new transit-only additions until completed in 2020.
- **SW Avalon Way:** Existing bus only lane from SW Yancy St to the West Seattle Bridge. Protected bike lanes are also planned for this corridor.
- **SW Alaska St:** Existing 24/7 bus only lanes in both directions, from 35th Ave SW to 42nd Ave SW.

Planned Bus-Only Lanes – RapidRide & Transit-Plus Multimodal Corridor Projects

The following corridors are part of one of seven upcoming RapidRide and/or Transit plus Multimodal Corridor Projects. These corridors are in various stages of planning, require extensive outreach, coordination with King County Metro Transit, and implementation in some cases is likely dependent on securing federal funds.

- **5th/6th Transit Pathway:** This project creates a north-bound transit pathway on 5th Avenue, Marion Street and 6th Avenue to maintain transit speed and reliability in March 2019 when the Downtown Seattle Transit Tunnel becomes light-rail only.
• **Madison St/E Madison St:** Madison Bus Rapid Transit/RapidRide G Line is planning to implement bus only lanes along this stretch of the corridor, from 1st Ave S to 18th Ave E. Construction on this corridor is scheduled to begin in 2020 and be completed by 2022.

• **Delridge Way SW:** RapidRide H Line is planning to implement bus only lanes between SW Alaska St & SW Andover St (24/7, both directions), and between SW Holden St & SW Graham St during peak periods. Construction on this corridor is scheduled to begin in 2020 and be completed by 2021. A protected bike lane is planned for a portion of this corridor as well.

• **Roosevelt Ave NE/12th Ave NE; Fairview Ave N:** RapidRide Roosevelt is planning bi-directional bus lanes on Fairview Ave N between Valley St and Virginia St, as well as a southbound bus only lane on Fairview Ave N approaching Mercer St, and one-way bus only lanes on both Virginia St and Stewart St. The plans for the corridor do not currently include bus only lanes north of the University bridge. Construction on this corridor is scheduled to begin in 2021 and be completed by 2024. This project includes protected bike lanes.

• **Rainier Ave S:** Alternatives for the Rainier Transit-Plus Multimodal Corridor are still being evaluated, but at least one option includes bus only lanes between S Bayview St and S Weller St primarily in the northbound direction. Additionally, the Rainier Vision Zero Phase 2 project will evaluate the potential for bus only lanes further south on Rainier Ave S, to provide bus priority while complimenting safety goals. Construction on this corridor is scheduled to begin in 2021 and be completed by 2022.

• **Market/45th:** Planning for this corridor is set to begin in 2019. The scope of this project includes transit speed and reliability investments, including bus lanes, transit signal priority, and other transit priority tools. In addition to the identified extent, this project will also look at transit priority improvements along 15th Ave NE and NE Pacific St.

• **Leary Way NW; Westlake Ave N:** Similar to Market/45th, planning for this corridor is scheduled to begin in 2019. The two locations identified along this route – Leary Way NW and Westlake Ave N – are top priorities for bus lane evaluation.

Additionally, several citywide transit spot improvements are planned for 2019 to help facilitate transit movements.

<table>
<thead>
<tr>
<th>Location</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chinatown International District</td>
<td>Hub improvements</td>
</tr>
<tr>
<td>Northbound Rainier @ Charles St</td>
<td>Relocate bus zone to far side</td>
</tr>
<tr>
<td>Southbound Rainier @ Charles St</td>
<td>Expand existing bus zone to provide for second shelter</td>
</tr>
<tr>
<td>Seattle Blvd (between 4th and 5th)</td>
<td>Rechannelize and install dynamic sign</td>
</tr>
<tr>
<td>Howell Street (between 9th and Yale)</td>
<td>Relocate bus only lane to the left curb lane; install queue jump at Yale Street and time queue jump at 9th Avenue</td>
</tr>
<tr>
<td>Lenora Street (between 7th and 4th)</td>
<td>Install westbound bus-only lane</td>
</tr>
<tr>
<td>Lenora @ 4th Avenue</td>
<td>Expand westbound existing bus zone with RapidRide elements</td>
</tr>
<tr>
<td>Blanchard Street (between 7th and 8th)</td>
<td>Install bus only markings and signs</td>
</tr>
<tr>
<td>5th and Jackson</td>
<td>Add no northbound left turn signage</td>
</tr>
<tr>
<td>15th Ave NW @ NW 65th Street</td>
<td>Extend pedestrian railing, refresh channelization and add reflective markers</td>
</tr>
</tbody>
</table>
15th Avenue South

Install rear door pads at:
- 15th/Dakota
- 15th/Spokane
- 15th/Stevens

Westlake @ Denny

Expand southbound bus zone with additional streetcar platform

Campus Parkway/12th

Add sign to allow buses to make left turn movements

North Midvale Place @ Stone Way

Extend bus only lane

N 45th @ Wallingford

Restrict left turning movements and rechannelize

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**Enable a Rapid Shift to Commuting by Bike**

MASS priorities identified implementation of the Basic Bike Network to connect neighborhoods from the North, East, and South to downtown as a priority, as well as adoption and enforcement of construction measures that ensure bike routes are retained in construction zones. In 2018 SDOT completed an update to the [Traffic Control Manual for in-street work](#). This includes updated criteria for bicycle access through construction zones. Please see pages 53-57.

We’re working to implement the basic bike network on the streets and timeline described on page 3 of the MASS priorities and here the schedule for the Basic Bike Network:

<table>
<thead>
<tr>
<th>Segment</th>
<th>MASS Schedule</th>
<th>SDOT Timeline</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>9th Ave N</td>
<td>Built 2019</td>
<td>Built 2020</td>
<td>• Westlake to Harrison: Built • Harrison to Denny: Coordination required with public and private construction projects</td>
</tr>
<tr>
<td>7th Ave</td>
<td>Built 2019</td>
<td>Built 2019</td>
<td>Mix of interim and permanent facilities</td>
</tr>
<tr>
<td>8th Ave</td>
<td>Built 2019</td>
<td>Built 2019</td>
<td>Mix of interim and permanent facilities</td>
</tr>
<tr>
<td>Pike and/or Pine</td>
<td>Built 2019</td>
<td>Interim built 2019</td>
<td></td>
</tr>
<tr>
<td>12th Ave S</td>
<td>Built 2019</td>
<td>Phase 1 from Charles to King in 2020</td>
<td>Additional information on Phase 2 (King to Yesler) in early 2019</td>
</tr>
<tr>
<td>King St</td>
<td>Built 2019</td>
<td>Built 2019</td>
<td></td>
</tr>
<tr>
<td>South End Connection</td>
<td>Built 2019</td>
<td>Built 2019</td>
<td></td>
</tr>
<tr>
<td>Bell St</td>
<td>Design by Dec 2019</td>
<td>Design by Dec 2019</td>
<td></td>
</tr>
<tr>
<td>4th Ave</td>
<td>Design by Dec 2019</td>
<td>Design by Dec 2019</td>
<td></td>
</tr>
<tr>
<td>1st Ave N</td>
<td>Needed safe street to bike on</td>
<td>2020-2021</td>
<td>Will be built as part of Arena Construction*</td>
</tr>
<tr>
<td>Roy St</td>
<td>Needed safe street to</td>
<td>No plans</td>
<td>Currently, facilities</td>
</tr>
</tbody>
</table>
*The 1st Avenue North temporary protected bike lane (PBL) from Denny Way to Roy Street will be installed by the Arena redevelopment team prior to the excavation phase of construction, which will begin in February – March 2019. The final configuration for this facility will include a couplet on Queen Anne Avenue North and 1st Avenue North. Current schedules indicate these facilities will be built prior to Arena opening in 2021.

**Making Walking Easy and Safe**
MASS requests adoption and enforcement of stronger rules about sidewalk closures during construction, as well as a signal policy that priorities people walking. In January 2016, the City adopted new rules to better maintain pedestrian mobility in and around construction zones. The rules clarified that the requirement is to maintain pedestrian access and it limits the opportunities for contractors to get exceptions. Our inspectors report an improvement in compliance in maintaining walkways for pedestrians at construction sites.

**One Center City pedestrian improvements in 2019-2020:**
A significant investment in pedestrian improvements in downtown is planned in 2019 and 2020 as part of implementing the One Center City Near-Term Action Plan. These efforts include:
- Additional pedestrian wayfinding
- Pedestrian improvements and bump-outs at Prefontaine Place, 2nd Ave Extension and 3rd Avenue south
- Downtown sidewalk spot repair
- Improved curb ramps
- Added seating
- Plaza improvements at McGraw Square and Westlake Plaza
- Improved pedestrian lighting in the Chinatown/International District

**Planned pedestrian crossing improvements in 2019:**
In 2019, we’ll make pedestrian crossing improvements at these locations, which are identified as high-priority in the Pedestrian Master Plan, based on pedestrian collision history, proximity to frequent transit and adjacent land use.
- Western Avenue at Pike, Pike and Union Streets – rectangular rapid flashing beacons
- 10th Ave S and S Jackson Street – new signal

The map on page 6 shows the high-priority locations in our Pedestrian Master Plan five-year workplan. These locations will be evaluated for leading pedestrian intervals, audible pedestrian signals, curb bulbs and new signals. We can also share this map in list form if it’s easier to provide additional feedback on priority locations.

**Leading Pedestrian Signal Improvements and improved curb ramps**
Citywide we’ve made signal improvements for pedestrians in 2018 by installing 20 new leading pedestrian intervals (LPIs), fifteen of which were installed downtown. These signal timing changes add...
time for pedestrians to begin crossing before turning traffic is given a green signal. This improves pedestrian visibility in the crosswalk. SDOT is planning to install at least 40 a year moving forward.

SDOT is also working to build curb ramps that meet Americans with Disabilities Act (ADA) Standards. In 2018, 1,169 curb ramps were built or improved. We project that SDOT will construct almost 1,200 curb ramps in 2019. Addition ramps will be built by 3rd party utilities and private development.

*Adaptative Signals*

We’ve heard the community’s concerns about pedestrian access and adaptative signal technology and take them seriously. As part of the adaptive signaling roadmap, we’re working with our vendor, Siemens, on a research and development project that will be the first installation in the country to integrate pedestrian volumes into an adaptive signal algorithm. This landmark technology uses passive pedestrian detection to estimate the number of pedestrians waiting for a signal and rebalance signal timing to account for that demand. The funding for this work is part of the Advanced Transportation and Congestion Management Technologies grant that the City Council unanimously approved in March 2018.
High-priority locations in our Pedestrian Master Plan five-year workplan