



MEMORANDUM

DATE: March 29, 2013

TO: Councilmember Tom Rasmussen, Transportation Committee Chair
Councilmember Bruce Harrell, Transportation Committee Vice-Chair
Councilmember Jean Godden, Transportation Committee
Councilmember Tim Burgess, Transportation Committee

CC: Bill LaBorde – Councilmember Tom Rasmussen’s office
Ben Noble, Susana Serna and Michael Fong – Council Central Staff
Lenda Crawford and Tracy Krawczyk – SDOT
Beth Goldberg, Hall Walker, Saroja Reddy and Christie Parker – City Budget Office

FROM: Peter Hahn, SDOT Director

RE: Response to SLI 76-3-A-1: Transit Master Plan Implementation

This memorandum transmits the Seattle Department of Transportation (SDOT) response to the City Council’s Statement of Legislative Intent (SLI) #76-3-A-1 included in the 2013 Adopted Budget. This memo provides a written TMP implementation work plan for 2013 as requested in the SLI.

SUMMARY OF SLI 76-3-A-1

- Reiterates Council’s support for Seattle Transit Master Plan (TMP) and its priorities, with intent that SDOT implement near-term improvements to Priority Bus Corridors utilizing existing rights-of-way to provide better transit service and reliability.
- Directs SDOT to continue planning for the High Capacity Transit corridors identified in the TMP, including the Eastlake corridor.
- Indicates that Council will examine prospects for moving up the Eastlake HCT corridor planning work to begin in 2013 following the first quarter update of revenue projections and first quarter supplemental update.
- Asks SDOT to work with King County Metro to pursue federal and state grant opportunities to accelerate development of Madison High Capacity Transit (HCT) and improve/expand the city’s electric trolley bus network as identified in the TMP.
- Requests that SDOT look for opportunities to fill in the missing trolley wire links on the 23rd Avenue corridor and develop a plan to provide electric trolley bus service on Yesler between downtown and First Hill.

- Expects SDOT to conduct a full alternatives analysis for each of the HCT corridors before allocating significant funds for preliminary engineering or construction.

The SLI also requests that SDOT provide a written report on measures planned or taken to pursue state and federal funds for the 23rd Avenue and Madison corridors by the end of the 2nd quarter 2013; this information will be provided at a later date.

TRANSIT PROGRAM BUDGET OVERVIEW

The broad transit program encompasses both operating and capital budgets. In general, the operating budget provides funding for staff to work on transit policy, general transit planning activities, project management for bus corridor projects, travel option programming, and annual purchases of bus service from Metro. This SLI response focuses on the 2013 work plan for bus corridor improvements, streetcar network development, and high-capacity transit (HCT) investments.

As a result of the Transit Master Plan adoption in 2012, transit program budgets and activities have significantly increased in 2013 to advance plan implementation. Table 1 summarizes the Adopted Capital Improvement Program (CIP) project/program budgets and spending plans for 2013.

Within the 2013 Capital Budget, City Council added \$2.0 million to the annual Transit Priority Bus Corridor Improvements program budget, along with \$500,000 for the Madison Bus Rapid Transit (BRT) improvements, for a total 2013 Transit Corridor Improvements program budget of \$5.3 million.

Additionally, \$1.8 million (including \$0.8 million in grant funds) was added for the Third Avenue Corridor Improvements project, for a total 2013 bus corridor improvements budget of \$7.1 million. Planned bus corridor program spending in 2013 totals nearly \$11 million, including \$4 million for the Aurora RapidRide project.

In addition to new 2013 transit capital investments of \$33M, previously funded capital project work continues on First Hill Streetcar construction, Broadway Streetcar Extension development and the Center City Connector Alternative Analysis. All totaled, 2013 planned transit capital investments exceed \$66 million.

Table 1
2013 TRANSIT CAPITAL IMPROVEMENT PROGRAM BUDGETS AND PLANNED SPENDING

Mode	Project/Program	2013-2018 Adopted CIP	
		2013 New Appropriation	2013 Spending Plan
Bus	Transit Corridors Improvements (TC366860)	\$5,316,000	\$5,300,000
	3 rd Avenue Corridor Improvements (TC367370)	\$1,800,000	\$1,650,000
	Aurora RapidRide Improvements (TC367220)	\$0	\$4,036,000
Bus Transit Total		\$7,116,000	\$10,986,000
Rail	First Hill Streetcar (TC367100)	\$24,816,000	\$53,000,000
	Broadway Streetcar Extension (TC367240)	\$1,250,000	\$1,250,000
	Seattle Center City Connector Transit Alternative Analysis (TC367210)	\$0	\$900,000
Rail Transit Total		\$26,066,000	\$55,150,000
Grand Total		\$33,182,000	\$66,136,000

Notes: Excludes South Lake Union streetcar purchase and construction support for Sound Transit's University Link and North Link projects.

To accomplish this work, Council approved 4 additional FTEs in 2013. The hiring processes for these positions are underway. Depending upon when these staff members are in place, this may impact the 2013 schedule for completing planned work.

TMP IMPLEMENTATION WORK PLAN

Introduction

The work plan defines SDOT's 2013 activities to implement the Transit Master Plan. It is organized by the six Priority Strategies identified in the TMP to best advance the plan in the near term:

1. Continue implementation of priority bus corridors
2. Develop Center City transit to support downtown growth and vitality
3. Plan, fund, and build priority high capacity transit projects
4. Enhance walk-bike-ride access where needs are greatest
5. Improve transit information and system usability
6. Pursue funding to enhance transit services and facilities

Appendix A includes a high-level schedule of 2013 planned activities for key tasks by quarter. The schedule also is organized by the six priority strategies.

Strategy 1 - Continue Implementation of Priority Bus Corridors

The TMP recommends early investments in 12 priority bus corridors and 4 Center City bus corridors. As part of these recommendations, the TMP identifies partnerships with Metro to enhance the speed and reliability of RapidRide corridors and recommends working with neighboring cities to ensure transit quality improvements extend outside Seattle city limits as priorities.

2013 Priority Bus Corridor Activities

Of the 12 Priority Bus Corridors outside of the Center City identified by the TMP, 8 have planned activities in 2013 to address speed and reliability (bus bulbs, queue jumps, transit signal priority, etc.) and enhance passenger waiting facilities.

- **Corridor 1: West Seattle – Downtown via Fautleroy/California (RapidRide C)** - design enhancements to passenger waiting facilities.
- **Corridor 2: Burien Transit Center – Downtown via Delridge (Route 120)** – install a bus bulb improvement at 26th Avenue SW and Barton Street to serve the Westwood Village Shopping Center in support of Metro’s speed and reliability corridor project.
- **Corridor 5: Rainier Valley – U District via Rainier Avenue and 23rd Avenue (south segment of Route 48)** – design enhancements to passenger waiting facilities, speed and reliability improvements, and electric trolley bus (ETB) infrastructure as part of the 23rd Avenue complete streets project.
- **Corridor 7: Queen Anne/Magnolia – South Lake Union – Capitol Hill via Denny (Route 8)** – design extension of ETB wire to the western-most three blocks of the corridor and expand the bus stop at Denny Street/Warren Street.
- **Corridor 9: Shoreline – Downtown via Aurora (RapidRide E)** – design speed and reliability improvements and enhancements to passenger waiting facilities; begin construction.
- **Corridor 10: Northgate – Ballard – Downtown (RapidRide D)** – design enhancements to passenger waiting facilities and transit speed and reliability improvements.
- **Corridor 13: Ballard – U District – Laurelhurst via Market St. and 45th Street (Route 44)** – design enhancements to passenger waiting facilities and transit speed and reliability improvements.
- **Corridor 15: Phinney Ridge - Greenwood – Broadview (Route 5, 345, 355)** – conduct a conceptual design study to identify operational improvements on corridor segments that have not been addressed through other projects.

2013 Center City Transit Corridor Improvements

Of the four Center City bus corridors identified in the TMP, three have planned 2013 activities.

- **Pike Street/Pine Street** – conduct a concept design study to identify operational improvements.
- **Jefferson Street/Yesler Way Corridor** – conduct a concept design study to identify operational and ETB infrastructure improvements; complete preliminary pavement design and cost estimating efforts.
- **Seattle Center East** – conduct a concept design study to identify operational improvements, including preliminary pavement design and cost estimating efforts for the Belltown segment (Third Avenue).

Strategy 2 – Develop Center City Transit to Support Downtown Growth and Vitality

The TMP priority strategies identify advancement of two major downtown projects, as well as other downtown “transit first” spot improvements.

- **Center City Connector Alternatives Analysis** – this alternatives analysis, which is supported by a \$900,000 grant from the Federal Transit Administration, is evaluating transit options to connect the South Lake Union and First Hill streetcars. A project kick-off meeting and open house were held in February for this project to connect the South Lake Union and First Hill streetcar lines. Project analyses will occur through the 3rd quarter. A second public open house will be held this fall with a goal of presenting a recommended locally-preferred alternative (LPA) to City Council for approval by the end of the year. Following adoption of the locally preferred alternative, funding to complete required environmental documentation and initiate preliminary engineering is budgeted in 2014.
- **Third Avenue Transit Mall** – several design efforts for this corridor are planned for 2013:
 - *University Street to Stewart Street:* 10 percent design is ongoing and scheduled for completion in April.
 - *Jackson Street to Denny Street:* design is schedule to begin in May and be completed in 2014.
 - *Priority Extension North of Stewart Street:* design began in February and is scheduled for completion in June.
 - *Jackson Street to Stewart Street:* design of nine RapidRide information kiosks and ORCA transit pass readers is in progress; construction will be completed in November. This is part of the larger Metro/SDOT Third Avenue project funded by a Federal Transit Administration (FTA) grant.

- **Downtown Transit Spot Improvements**

- *Spring Street*: evaluation of a PM bus-only lane between 3rd and 5th avenues and a queue jump at 5th Avenue that would allow the Route 2 bus to clear the intersection without conflicts with general purpose traffic progressing to the southbound I-5 access ramp. This project is scheduled for completion in the 4th quarter.
- *Downtown*: continued work and coordination with Metro to identify and address operational and routing improvements including operational and service improvements on Stewart Street and at Fourth and Pike. See also Center city bus corridor concept design efforts described under Strategy 1, above.

Strategy 3 – Plan, Fund, and Build Priority High Capacity Transit Projects

SDOT's work plan includes several high capacity transit (HCT) and streetcar rail projects in all stages of development. The following projects are in addition to the ongoing Center City Connector Alternatives Analysis project identified in Strategy 2 above.

- **Ballard to Downtown Transit Extension Study** – in partnership with Sound Transit, complete substantial outreach and alternative evaluations (light rail and rapid streetcar) in 2013 and finalize the study in the 1st quarter 2014. An initial public meeting was held on March 12, 2013. Subsequent outreach on study findings is scheduled for summer and winter.
- **Broadway Extension of the First Hill Streetcar** – planning and environmental documentation activities will continue until mid-2013. Preliminary engineering and final design will then begin and continue through 2014, with a goal to secure construction funding by mid-year 2015.
- **First Hill Streetcar** – construction will continue through 2013 with project opening scheduled in 2014.
- **Madison Street Bus Rapid Transit (BRT)** – initial corridor traffic evaluation began in the 1st quarter and is scheduled for completion early in the 2nd quarter. Options identified through the traffic analysis will be advanced in 2013 for further evaluation and concept design in anticipation of applying for grants to conduct environmental and preliminary engineering work.
- **South Lake Union Streetcar** – work with Amazon on an agreement for a fourth streetcar purchase. SDOT anticipates execution of a purchase option in the 2nd quarter.

- **ST3 HCT Planning** – the Sound Transit Board directed ST staff to initiate work on HCT planning corridors identified in ST2 so they can be considered for inclusion in an ST3 transportation package for voter approval, possibly as early as 2016. City staff will participate in segments of the Ballard-University District-Kirkland-Redmond studies (the Ballard-Downtown Seattle segment is already under study, as identified above) and Downtown Seattle-West Seattle-Burien studies. Additionally, Sound Transit will begin work this year on a long-range plan update, including public involvement.

Strategy 4 – Enhance Walk-Bike-Ride Access where Needs are Greatest

To allow Seattleites to use transit with a sense of safety and security, one of the TMP's priority strategies is to enhance multi-modal access to transit. SDOT's 2013 work plan includes a number of activities in this area. Additionally, the corridor development studies referenced under Strategy 1 are multimodal studies intended to enhance walk-bike-ride access.

- **Increased Modal Plan Coordination** – the Bicycle Master Plan (BMP) update is currently underway, with a planned early fall transmittal to City Council for adoption. Building on the TMP's "Mobility Corridor" approach, the BMP has identified multi-modal corridors in which integrated mobility solutions will be required in the city's most traveled corridors (e.g., where the TMP and BMP both have recommended facilities in the same corridor).

The BMP update also emphasizes connections with major multimodal hubs, transportation centers, existing and future light rail and streetcar stations, Center City connections and priority access nodes. Planning for bicycle parking and user comfort stations at transit access points is also a consideration of the update. Later this year, SDOT will initiate development of a Freight Master Plan, which is also anticipated to take a mobility corridor approach.

- **Transit Access as a Priority for Capital Projects** – as new projects are scoped, the policies of the TMP are being implemented department-wide. Within the transit program, projects such as Madison Street BRT (see Strategy 3 above) and Priority Bus Corridor concept designs (see Strategy 1 above) are being scoped to consider pedestrian and bicycle needs within the corridor. Additionally, both the complete streets assessment program and prioritization process for large capital investments explicitly consider multi-modal improvements recommended in the transit, bicycle and pedestrian master plans.
- **Transit Communities Land Use Policies** – the policies of the TMP continue to be implemented in coordination with adopted Transit Communities land use policies, proposed land use changes from the Department of Planning and Development (DPD), and the upcoming Comprehensive Plan update in 2015. The TMP reinforces seven strategies that SDOT will pursue as it continues its coordination with DPD. They include:

- Coordinate land uses and the transit network
- Create a transit-supportive urban structure and street network
- Concentrate and intensify activities near transit
- Encourage a mix of uses
- Create great places for people
- Provide incentives and disincentives

Collaborative efforts between DPD and SDOT in 2013 to apply transit-supportive land use policies include:

- *Northgate Urban Center* – the City, King County Metro, and Sound Transit are working on design of the new light rail station and redesign of the Northgate Transit Center. The new transit center will not only accommodate bus service, but will be a focus of transit-oriented development. Enhanced bicycle and pedestrian connectivity, and accessible and convenient transfers from rail to the bus system, are two goals of the project.
- *Capitol Hill Link Station* – following on the completion of an urban design framework (UDF) in 2011, a Coordinated Development Plan (CDP) and Development Agreement is currently being drafted for both City Council and Sound Transit Board approval. The Development Agreement will be legally binding for both parties, outlining development standards for the transit-oriented development (TOD) station sites and providing stakeholders with an increased level of certainty as to the type and form of development, its uses and purposes.
- *University District Urban Design Framework* – this UDF is being drafted to encourage investment for a vibrant, walkable neighborhood with great design, attractive buildings and a community life integrated with the transportation system. Consistent with the focus on transit community planning, the project began by considering areas within a ten-minute walk (less than a five-minute bike ride) to the Brooklyn light rail station.
- *I-90/Rainier Avenue “North Rainier” East Link Station* – currently, staff are working on an access study for the North Rainier light rail station. This is the first Seattle light rail station that is not within an urban village and presents unique challenges in designing access and in determining what kind of TOD will be possible in the vicinity. The study is seeking ways to ensure that development around light rail stations supports ridership and can be easily accessible and integrated with other transportation modes.
- *Community Place-based Planning* – staff are working to develop community place-based planning nodes to focus investments within neighborhoods that serve as strong community focal points. Integration with transportation is critical in re-imagining the public realm and the purpose of streets as safe, active, and inviting places to visit and stay. Example where

planning for these nodes will occur in 2013 along the 23rd Ave corridor at Union, Jackson and Cherry streets.

Strategy 5 – Improve Transit Information and System Usability

To ensure that transit system legibility keeps pace with a changing and expanding network, the TMP recommended legibility improvements to help riders navigate the system. These efforts include providing electronic schedule information at bus stops, improving signage, and enhancing payment activities. Many of these legibility projects are part of larger corridor improvement efforts identified above in previous strategy discussions.

- **Rainier/Jackson (Route 7) corridor** – installation of 13 “next bus” dynamic message signs
- **Third Avenue** – installation of nine “next bus” dynamic signs and ORCA transit pass readers for RapidRide
- **Market/45th Street Corridor** – develop and install three sidewalk “next bus” dynamic message signs
- **Sound Transit Signage Program Update** – coordinate with Sound Transit (ST) on an update of the regional ST signage program in anticipation of the 2015 Link light rail extension to the University of Washington station near Husky Stadium.
- **Storefront “Next Bus” Signs** – collaborate with building managers and tenants to install storefront (indoor) dynamic signs at major transit hubs on Campus Parkway and in downtown Fremont

Strategy 6 – Pursue Funding to Enhance Transit Service and Facilities

Transit funding comes from a variety of sources: local, regional, state, federal and private entities. SDOT will continue to pursue funding opportunities on all fronts to provide high-quality transit service that attracts people away from private auto use.

As part of the 2013 state legislative session, the City partnered with King County and cities throughout the state to recommend strategies for addressing on-going transit funding needs. This partnership was pivotal in development of the House transportation funding proposal. At the federal level, SDOT is coordinating with regional transit partners to evaluate changes to the transit funding landscape as a result of MAP-21, the new federal transportation authorization legislation passed in 2012. On-going conflict in the Congress on budgets and appropriations makes implementation of MAP-21 and transit funding levels uncertain.

A summary of projects likely to be eligible candidates for 2013 grant applications is provided below.

- **Broadway Streetcar Extension** – Design of the Broadway Streetcar Extension has been funded with grants awarded in 2012 and local funding. SDOT will seek funding to construct the extension, with a goal to complete the project to coincide with the opening of the Capitol Hill Link Light Rail station (2016).
- **Center City Connector** – SDOT will continue to pursue additional federal funds for future phases of the Center City Connector project, which received \$900,000 in grant funding from the Federal Transit Administration in 2012 for an alternatives analysis. As part of this effort to identify a locally-preferred alternative, opportunities to secure local improvement district (LID) funding will be explored. Following the alternatives analysis phase, the adopted CIP contains \$1.5 million in planned funding in 2014 to begin preliminary engineering and environmental review activities.
- **Madison Street BRT** – following the concept design and planning for the Madison Street Bus Rapid Transit project, SDOT and Metro will seek to advance preliminary engineering and environmental clearance to support the pursuit of FTA Small Start funding, as well as the state’s Regional Mobility grant program, in partnership King County Metro.
- **23rd Avenue Complete Streets** – SDOT has been recommended to receive \$4 million for transit improvements along the 23rd Avenue complete streets corridor from the Washington State Department of Transportation’s Regional Mobility program. Confirmation of the funding is a pending legislative action later this year.
- **Third Avenue** – this project may offer opportunities for public/private partnerships for transit and streetscape improvements within the corridor. Unique plaza areas, pedestrian amenities and improvements to transit waiting areas lend themselves to cooperative agreements and partnership funding arrangements.

Additional Programmatic Efforts

In addition to the TMP’s six priority strategies, SDOT also works to promote sustainable mobility, transportation safety, and travel options. In 2013, a variety of planned activities will support TMP implementation.

- **Downtown Transportation Alliance** – this partnership, comprised of the City (SDOT and DPD), King County Metro and the Downtown Seattle Association, works to promote travel options and reduce drive alone trips in the Downtown urban core. As major construction activities ramp up, this group is likely to play a coordinating role in communicating construction management needs, travel options, and key messages as part of the Access Seattle initiative.

- **Travel Options Programming** – SDOT continues to collaborate with Metro and Commute Seattle (an implementing arm of the Downtown Seattle Association) on travel options programming for residential markets and for small-, mid-, and large-size employers in the Center City. Through the state-mandated Commute Trip Reduction (CTR) program, staff is looking at opportunities to improve transit pass programs for smaller employers, support opportunities for shared shuttle service, and more closely link residential and workplace transit promotion strategies.
- **Development Review and Conditioning** – SDOT is working with DPD to implement modal plan recommendations via private development review and conditioning, especially through the development of major institution master plans (MIMPs).
- **In-Motion Program** – SDOT is collaborating with King County Metro’s In-Motion travel options program and looking for opportunities to develop tools for multifamily residential properties, with a focus in South Lake Union. One element of this might include the development of transit pass products for entire buildings and residential properties.
- **Route 7 Promotion** – SDOT is actively working to promote transit corridor improvements as they are implemented. Following on a 2012 grant-funded marketing campaign for the Market/45th Street corridor improvements benefitting Route 44 riders, in 2013 SDOT has additional grant funds to promote improvements in the Rainier Avenue corridor for Route 7.
- **Walk Bike Ride Challenge** – the citywide Walk Bike Ride Challenge will be promoted this summer to encourage making some trips by walking, biking and riding transit rather than driving.
- **Puget Sound Bike Share** – in 2013, SDOT staff will continue to serve on the non-profit board of Puget Sound Bike Share, which is actively developing phase 1 of a regional bike share program within the City. SDOT staff are actively working to facilitate coordination of right-of-way management issues in anticipation of the bike share program’s launch in 2014.
- **Bicycle Parking** – SDOT staff are working on several other efforts to improve bike access and parking at transit stations and bus stops throughout the city. SDOT is leading a study of secure bicycle parking at light rail stations, which is supported by grant funding. The project is to develop preliminary engineering (schematic design) for secure bicycle parking facilities at three light rail station areas (Chinatown/International District, Capitol Hill, and the University of Washington) where bicycle parking demand is currently unmet or is an integral part of station area access plans. The study will be complete in mid/late 2013.

Attachment A 2013 Schedule of Transit Program Activities

The following table shows Transit Program activities, by Transit Master Plan Strategy and corridor/ location. Project phase activity by quarter in 2013 is highlighted in green.

Project	Project Phase	Q1	Q2	Q3	Q4
Strategy 1 – Continue to Implement Priority Bus Corridor					
Corridor 1: West Seattle – Downtown / California (RapidRide C)	Design				
Corridor 2: Burien Transit Center – Downtown via Delridge (Route 120)	Construction				
Corridor 5: Rainier Valley – U District via Rainier Avenue and 23rd Avenue (south segment of Route 48)	Design				
Corridor 7: Queen Anne/Magnolia – South Lake Union – Capitol Hill via Denny (Route 8)	Design				
Corridor 7: Queen Anne/Magnolia – South Lake Union – Capitol Hill via Denny (Route 8)	Construction				
Corridor 9: Shoreline – Downtown via Aurora (RapidRide E)	Design				
Corridor 9: Shoreline – Downtown via Aurora (RapidRide E)	Construction				
Corridor 10: Northgate – Ballard – Downtown (RapidRide D)	Design				
Corridor 13: Ballard – U District – Laurelhurst via Market and 45th Street s(Route 44)	Design				
Corridor 15: Phinney Ridge - Greenwood – Broadview (Routes 5, 345, 355)	Design				
Pike Street/Pine Street	Design				
Jefferson Street/Yesler Way Corridor	Design				
Seattle Center East	Design				
Strategy 2 – Develop Center City Transit to Support Downtown Growth and Vitality					
Center City Connector Alternatives Analysis	Planning				
Third Avenue Transit Mall: University Street to Stewart St.	Design				
Third Avenue Transit Mall: Jackson Street to Denny Street	Design				
Third Avenue Transit Mall: North of Stewart Street	Design				
Third Avenue Transit Mall: Jackson Street to Stewart Street	Design				
Third Avenue Transit Mall: Jackson Street to Stewart Street	Construction				
Spring Street Spot Improvements	Design				
Spring Street Spot Improvements	Construction				
Downtown Spot Improvements	Planning				

Project	Project Phase	Q1	Q2	Q3	Q4
Strategy 3 – Plan, Fund, and Build Priority High Capacity Transit and Rail Projects					
Madison Street Bus Rapid Transit (BRT)	Planning				
Ballard to Downtown Transit Extension Study	Planning				
First Hill Streetcar	Construction				
Broadway Extension of the First Hill Streetcar	Planning				
Broadway Extension of the First Hill Streetcar	Design				
South Lake Union Streetcar	Purchase				
ST3 HCT Planning	Planning				
Strategy 4 – Enhance Walk-Bike-Ride Access where Needs are Greatest					
Increased Modal Plan Coordination	Planning				
Transit Access as s Priority for Capital Projects	Design				
Transit Communities Land Use Policies – Northgate Urban Center	Planning				
Transit Communities Land Use Policies – Capital Hill Link Station	Planning				
Transit Communities Land Use Policies – University District Urban Design Framework	Planning				
Transit Communities Land Use Policies – I-90/Rainier Avenue “North Rainier” East Link Station	Planning				
Transit Communities Land Use Policies – Community Place-based Planning	Planning				
Strategy 5 – Improve Transit Information and System Usability					
Rainier/Jackson (Route 7) corridor	Construction				
Third Avenue	Construction				
Market/45 th Street Corridor	Construction				
Sound Transit Signage Program Update	Design				
Storefront “Next Bus” Signs	Construction				
Strategy 6 – Pursue Funding to Enhance Transit Service and Facilities					
Broadway Streetcar Extension	Opportunistic				
Center City Connector	Opportunistic				
Madison Street BRT	Opportunistic				
23 rd Avenue Complete Streets	Opportunistic				
Third Avenue	Opportunistic				

Project	Project Phase	Q1	Q2	Q3	Q4
Additional Programmatic Efforts					
Downtown Transportation Alliance	On-going				
Travel Options Programming	On-going				
Development Review and Conditioning	Ongoing				
In-Motion Program	On-going				
Route 7 Promotion	On-going				
Walk Bike Ride Challenge	On-going				
Puget Sound Bike Share	On-going				
Bicycle Parking Improvements	On-going				