



IMAGINE

GREATER DOWNTOWN

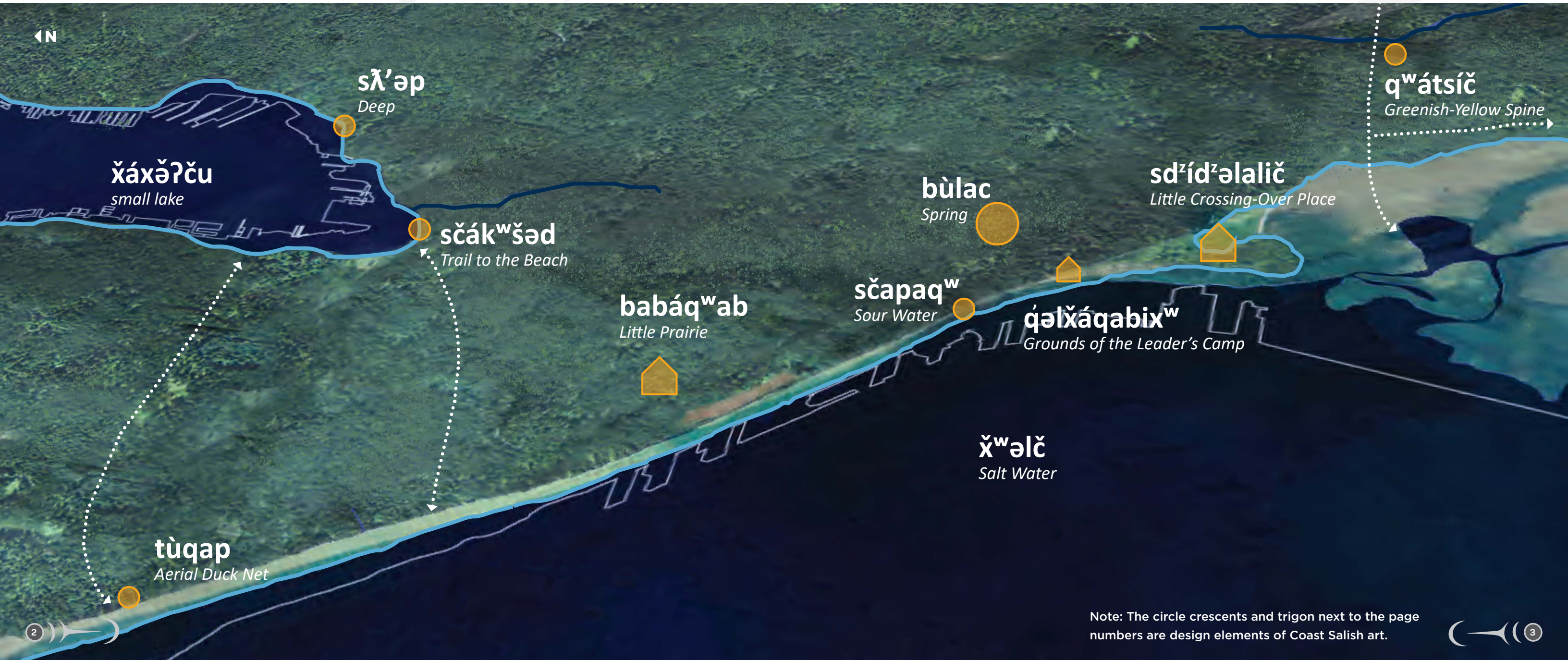
Big Ideas for the Heart of Seattle

LAND ACKNOWLEDGEMENT

Imagine Greater Downtown sets out a vision for how we can improve public spaces and mobility in the center of our city.

As we look to the future, we actively recognize that we live, learn and work on Indigenous land—the current and ancestral homelands of the Central Coast Salish people. We commit ourselves to learning from them and working together as we create a more equitable future for all our people.

Adapted from the Waterlines project by the Burke Museum, this map shows the pre-colonial landscape of Seattle before shorelines were extended, lagoons filled, and rivers rerouted. The place names in Southern Lushootseed identify historic locations of known Indigenous settlements and significant places listed in *Native Seattle* by Coll Thrush, 2007.



Note: The circle crescents and trigon next to the page numbers are design elements of Coast Salish art.



In 2035, the heart of Seattle
will be a place for us all, with
diverse neighborhoods, active
streets, and inviting public spaces.

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Imagine Greater Downtown is a partnership between the City of Seattle, King County Metro, Sound Transit, and the Downtown Seattle Association in coordination with the Washington State Department of Transportation and the Port of Seattle.



01

INTRODUCTION



WHAT’S THE BIG IDEA WITH THESE BIG IDEAS?

Seattle’s Greater Downtown is the vibrant heart of a growing region. From Uptown to the Chinatown-International District, and from the Waterfront up to Capitol Hill, downtown neighborhoods encompass many histories, journeys, and special places in a setting of unparalleled natural beauty.

As we deconstruct the Alaskan Way Viaduct to foster a great new Waterfront for all, as new light rail lines, tunnels and stations expand our connectivity, and as a new convention center, hotels, offices, and thousands of new homes become a part of our urban fabric, the future begs the question: What’s next? How can we make Greater Downtown even better?

This vision plan identifies what we need to work on now to make sure that the heart of our great city is the best it can be. Greater Downtown needs to be a great place to live, grow up, and grow old. A place that is vibrant, unique and fun. A place that reflects our past, protects what we love, embodies our present and who we are, and boldly forges an even better future.

Imagine Greater Downtown is focused on streets as places for public life as well as movement. It is a vision that points us in the direction we want to go. It will guide our next generation of partnership opportunities and planning to ensure that the future heart of Seattle is a place we all love.

This document includes a vision and a work plan. It incorporates projects and existing plans already underway, others in development but not yet committed to, and some completely new ideas. It is a compilation and refinement of hundreds of ideas—big and small—generated by residents and agencies.

The six partner agencies that created this document share a commitment to the heart of Seattle and the people we serve. While these agencies have different focuses and missions, they all serve the same customers in Seattle’s core. The Big Ideas represent the North Star that will guide us as we strive for an inclusive and sustainable Greater Downtown.

“We want to make sure our streets and parks are vibrant. We want to be a city that is inclusive, welcomes people from all walks of life. We want to be a place where people can easily get where they want to go and the joy is in the journey. However, this is only going to happen if we work together to make sure we have a vision and direction pointing where we want to go.”

-Mayor Jenny Durkan



TIMELINE OF INNOVATIONS

To imagine what can happen in 20 to 30 years, just look at Seattle’s history. Imagination, initiative, innovation, and partnership have transformed Seattle over time.



Source: Seattle Municipal Archives

Before 1850

Native people have lived in this area for more than 4,000 years and continue to do so today. Local tribes lived in villages along the rivers, bays, and lakes, including the village where Chief Seattle resided—now the location of the King Street Station¹

1850-1860

European and Chinese settlers arrived in the mid-19th century

1889-1910

The Great Seattle Fire devastated the city, prompting the rebuilding and expansion of Seattle by 1910

1900-1929

The Denny Regrade removed Denny Hill and established the present day street grid in Belltown and Denny Triangle

1950-1976

The Freeway Era brought the construction of the Alaskan Way Viaduct in 1950; the Federal Highway Act Passed in 1956; and I-5 was built from Seattle to Everett in 1965; Freeway Park was opened to the public in 1976



Source: Seattle Parks

1985-2001

Construction began on the Washington State Convention Center in 1985 and was completed in 1988; and a major expansion was completed in 2001 to double the exhibition space and add a hotel, office, and sky-bridge



Source: Sound Transit

1996-2024

The initial Sound Transit Ballot Measure passed in 1996; ST2 and ST3 passed in 2008 and 2016, respectively; and the ST2 system with 55 miles of light rail will be complete in 2024



Source: Seattle Waterfront

2001-2021

The Nisqually Earthquake damaged the Alaskan Way Viaduct; in 2019 the Viaduct is removed; and in 2021 the Waterfront Seattle projects transform public access and views

2016-2041

Voter approved light rail expansion will expand regional connections to Greater Downtown, build a new light rail tunnel with six Greater Downtown stations, and provide connections to Ballard and West Seattle

2020-2035

Greater Downtown vision becomes reality!



HEART OF OUR CITY AND REGION

Seattle’s 10 Greater Downtown neighborhoods are at the center of a complex, vital, and growing city and region. What happens in these neighborhoods radiates beyond their boundaries. Public streets, parks, and plazas comprise nearly half the urban fabric, serving to connect transport and enrich the lives of millions of people each year.

10 Unique Neighborhoods

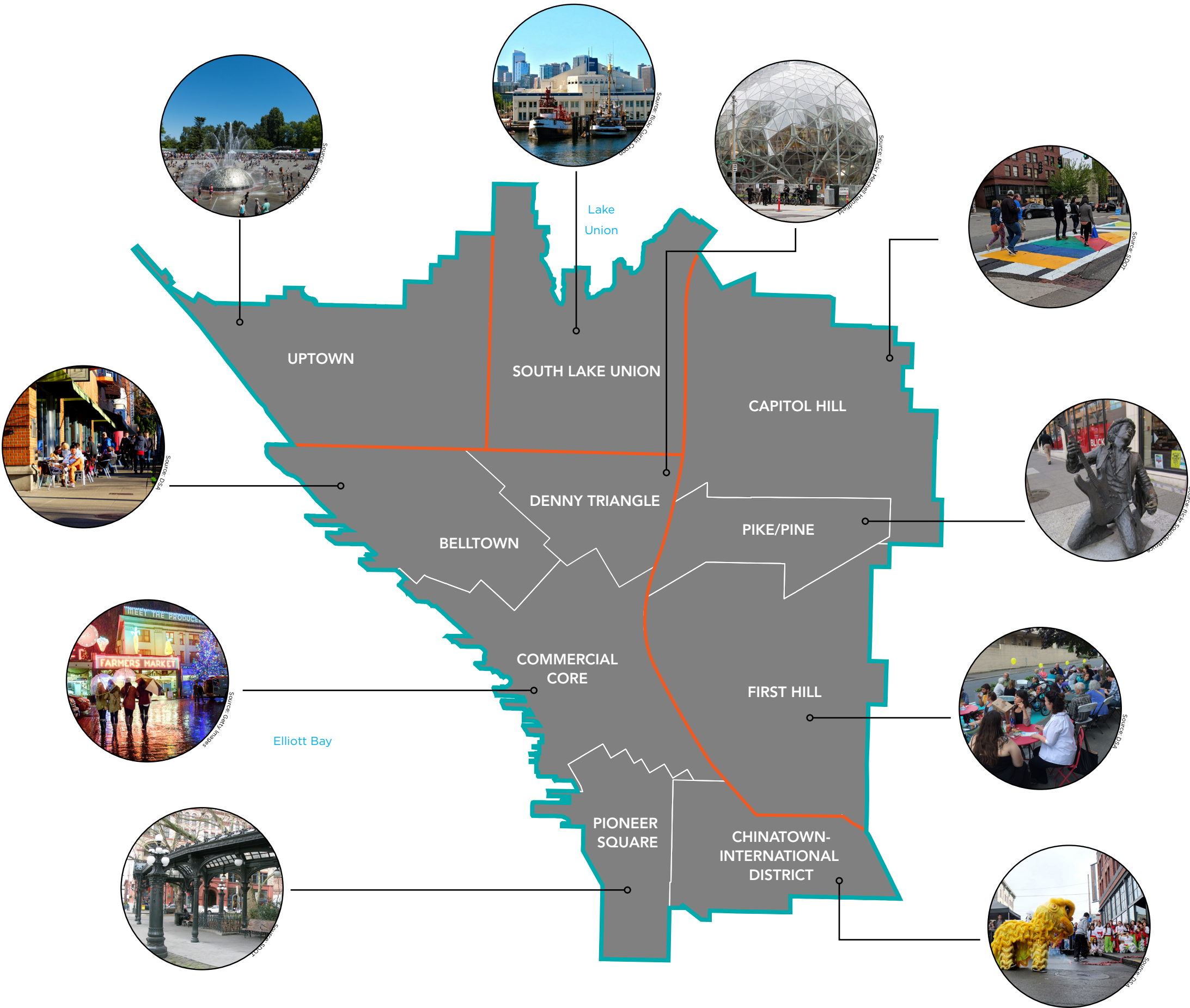
Every neighborhood is unique. Each has histories, character, and places that Seattleites love, cherish, and hope to preserve and celebrate. Each is dynamic, with new people, developments, neighborhood businesses, landmarks, and places to love and call home.

4 Urban Centers

Greater Downtown includes four Urban Centers, a regional planning designation for targeted areas to support regional job and housing growth. Growing smart in Uptown, South Lake Union, First Hill/Capitol Hill, and Downtown will help preserve the beauty and natural resources people in Puget Sound cherish.²

1 Greater Downtown

All of these neighborhoods together make one **Greater Downtown**. Here 15% of Seattle’s residents and half of Seattle’s employees live and work alongside many visitors on just 5% of the city’s land area. Greater Downtown is the heart of Seattle and the region.³



ASSETS AND CHALLENGES

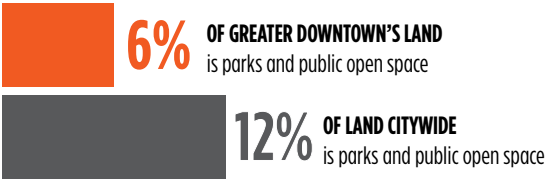
Greater Downtown’s natural setting and history have shaped growth, economic development, and the character of our built environment. The most pressing challenges facing Greater Downtown also define the biggest opportunities ahead.

✓ **Asset**
Natural Splendor

Seattle reflects the best of Pacific Northwestern natural beauty. Mt. Rainier, stunning Cascade peaks, and the Olympics hovering over the Sound reveal their splendor each clear day. East-west streets slope toward hills with breathtaking views, and ferry rides on the water offer skyline and mountain range backdrops.

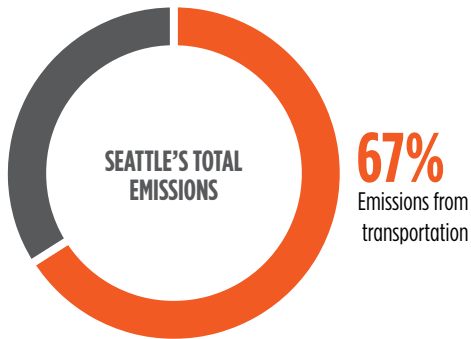


! **Challenge**
Balancing growth with parks and open space



Parks and public open space make up only 6% of Greater Downtown’s land compared with 12% citywide.⁴ As density increases, open space is critical for livable neighborhoods. Furthermore, the percentage of young people in downtown is growing disproportionately fast. The population under age 18 grew five times as fast as the rate for the city and 13 times as fast as the region from 2010 to 2018.⁵

! **Challenge**
Mitigating climate change



The fresh air and mild climate Seattleites prize is at risk given the mounting effects of climate change. Poor air quality and greenhouse gas emissions threaten the environment locally and globally, and ambitious goals to achieve carbon neutrality face a stark reality: two thirds of Seattle’s GHG emissions come from transportation.⁶

✓ **Asset**
A Place Called Home

Greater Downtown neighborhoods are not just places to work and visit. Increasingly many people call them home. Over 100,000 people, or one-fifth of Seattle’s population, live in Greater Downtown neighborhoods and more will choose to move here to avail themselves of the benefits of living within a short walk of all the city has to offer. Residents desire safe strolling streets, and great public places to gather, relax, and celebrate.



! **Challenge**
Eliminating disparities in environmental justice and health

There is up to a
10 YEAR
difference in life expectancy among Greater Downtown neighborhoods

In Greater Downtown, people in Yesler Terrace, Chinatown-International District, and Belltown—home to many seniors, low-income households, and people of color—are disproportionately likely to have poor long-term health outcomes.⁷ Physical environments and transportation options strongly influence factors that can prevent adverse health outcomes, such as physical activity, psychological well-being, and exposure to pollutants.

! **Challenge**
Finding solutions to the homelessness crisis and supporting people experiencing homelessness

SAFETY
is the top concern of unsheltered people

Rising housing costs have had a visible impact on the city’s most vulnerable residents. Over 11,000 people experience homelessness in the Seattle/King County Area.⁸ In Seattle, roughly 3,500 people experience unsheltered homelessness. Homelessness and the safety of everyone in Greater Downtown is a top priority for Seattle and the region.

✓ **Asset**
Growing Transportation Options

The region is investing in transit and other sustainable travel options at an unprecedented rate. In 2018, more people commuted on transit, by foot, and by cycling than ever before and single-occupancy vehicle trips have dropped nearly 10 percentage points since 2010.⁹ As Sound Transit’s light rail connects more of the region, light rail capacity to Greater Downtown will grow from 12,000 people per hour (2019) to 48,000 people per hour (2035).¹⁰



✓ **Asset**
Economic Engine

Nearly 300,000 people come to work in Greater Downtown each day.¹⁴ White collar, service, tradespeople and construction workers all travel downtown to build the city’s growing infrastructure and keep the city running. The two most important manufacturing and industrial areas—situated just north and south— generate tens of thousands of family-wage jobs through freight and international maritime trade; warehouse storage and distribution, and transportation facilities and services that support high density downtown activities. These activities rely on streets to and through Greater Downtown to make deliveries, pick-ups and connections.



! **Challenge**
Adapting streets for a transit-oriented future



Transit ridership is growing, absorbing roughly 70% of all new commuters since 2010. In 2017, nearly half of all commuters used bus, light rail, or streetcar to get to and from work, twice the rate of the next highest mode.¹¹ Yet only 1% of Greater Downtown’s streets are dedicated transit lanes. Technology innovations to improve mobility for goods and people are also leading to more traffic congestion on our streets, reinforcing the need to carefully manage valuable public street space.

! **Challenge**
Achieving zero traffic deaths



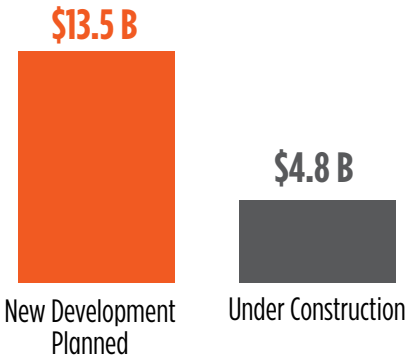
Pedestrians and bicyclists are involved in 6% of all traffic crashes, yet represent 40% of all traffic fatalities in Seattle. Many of Seattle’s crash locations are on arterial streets in Greater Downtown.¹² 23% of city blocks in Greater Downtown have a grade steeper than 5%.¹³ Steep hills, along with substandard sidewalks and traffic signals that prioritize cars, create challenges for people walking and rolling. Major arterials such as Mercer, Denny, Boren, and 4th Avenue are frequently cited as safety concerns and physical barriers between places people live, work, and recreate.

! **Challenge**
Managing traffic congestion and new technologies



How people and goods travel is changing and straining roadways. Average travel times to or through Seattle on I-5, the SR 520 bridge, and the I-90 bridge triple during the afternoon peak. Uber and Lyft were responsible for 24 million car trips in the City of Seattle in 2018—up almost 20% from 2017.¹⁵ Online shopping has grown by 15% annually for the past 11 years, and is now 9% of total retail sales in the U.S.,¹⁶ which means there is increased demand for package delivery on Seattle’s busy streets.

! **Challenge**
Optimizing the public right-of-way for public and private uses



Greater Downtown is 5% of Seattle’s land area, but experienced approximately half (49%) of the city’s development since 2010.¹⁷ Many functions are competing for the limited space in the public right-of-way, which constitutes 40% of the Greater Downtown land area. Greater Downtown has nearly \$13.5 billion in new development planned, including \$4.8 billion under construction.¹⁸ Land acquisition for new open space is very challenging given the strong real estate market.

✓ Asset
Diverse Cultures

Native tribes first settled along the shores of what are now Elliott Bay and Lake Union, and along the tidal flats of the Duwamish River. Since then there have been many waves of migration to the Seattle area from around the world. Despite redlining and historic exclusion of people of color in Seattle and many U.S. cities, Greater Downtown is home to a rich and unique blend of cultures, identities, and ancestries. One in five residents in Greater Downtown is foreign born.¹⁹

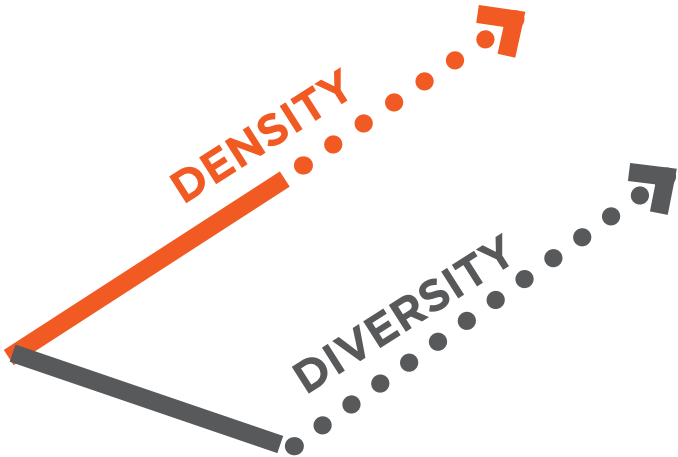


✓ Asset
A Global Destination

It's no secret Seattle has become an attractive global destination—2017 marked eight straight years of growth in tourism. About 40 million people visited Seattle in 2017 and spent \$7.4 billion in the city and King County.²¹ While visitors are attracted to the state and region as a whole, many visit and stay downtown to take advantage of cultural destinations, entertainment, convention facilities, sports venues, and unique neighborhoods. The Port supports regional visitation through airports and cruises, bringing over 23,000 jobs and \$1.8 billion in business revenue to the region.²²

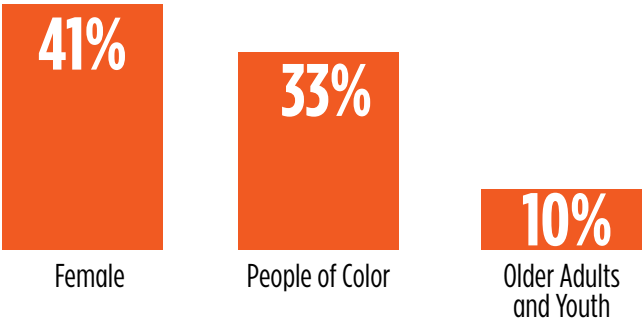


! Challenge
Curbing displacement of existing communities of color



Greater Downtown has the highest concentration of affordable and supportive housing in Seattle, yet rents are rising everywhere. Residents of Chinatown-International District and First Hill are at a high risk of displacement due to a combination of high housing demand, high development potential, and a large population of people who are less able to withstand housing cost increases and more likely to encounter discrimination or other barriers to housing access.²⁰

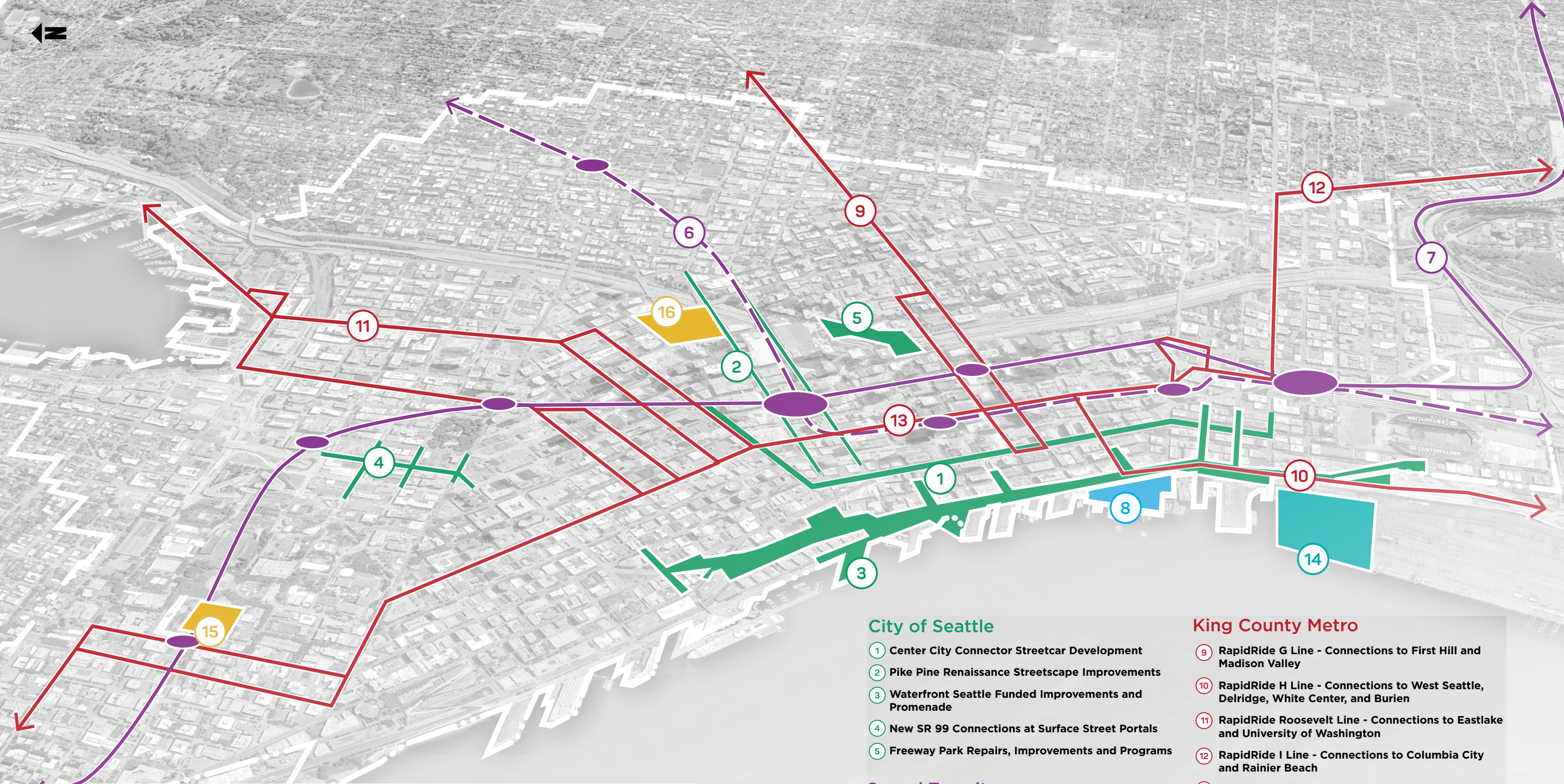
! Challenge
Creating inviting spaces for all people and identities



Demographics of people observed staying still and hanging out on sidewalks

Public life observational data shows that females, youth (less than 15 years old), and older adults (over 65 years old) have been underrepresented users of our streets and sidewalk space when compared to Census data.

A sense of safety and belonging is difficult to quantify, and is an important factor in how people experience Greater Downtown. During Imagine Greater Downtown outreach, people shared that they avoid certain areas during the evenings and non-daylight hours. Some people, especially people of color, feel unwelcome in certain neighborhoods. They fear harassment from law enforcement, private business owners, and neighborhood residents for spending time in public spaces. Public life survey data indicates that although there are more people using our streets in the downtown urban center and other center city neighborhoods to engage in optional activities—such as talking to others, eating/drinking, and playing—other neighborhoods have a higher proportion of passersby stop, stay, and linger.²³



PLANNED INVESTMENTS

Many investments and projects are already underway in Greater Downtown. Imagine Greater Downtown builds on these investments, highlighting next steps and new priorities that require interagency collaboration.

City of Seattle

- 1 Center City Connector Streetcar Development
- 2 Pike Pine Renaissance Streetscape Improvements
- 3 Waterfront Seattle Funded Improvements and Promenade
- 4 New SR 99 Connections at Surface Street Portals
- 5 Freeway Park Repairs, Improvements and Programs

Sound Transit

- 6 Existing Light Rail System and Stations
- 7 Future Light Rail Expansions and Six New Downtown Tunnel Stations

Washington State Department of Transportation

- 8 New Colman Dock Ferry Terminal Renovations

King County Metro

- 9 RapidRide G Line - Connections to First Hill and Madison Valley
- 10 RapidRide H Line - Connections to West Seattle, Delridge, White Center, and Burien
- 11 RapidRide Roosevelt Line - Connections to Eastlake and University of Washington
- 12 RapidRide I Line - Connections to Columbia City and Rainier Beach
- 13 Upgrades to RapidRide C and D Lines (ST3)

Port of Seattle

- 14 Cruise Terminal at Terminal 46 North

Public/Private Development

- 15 Seattle Center Arena Redevelopment
- 16 Washington State Convention Center Expansion

VISION

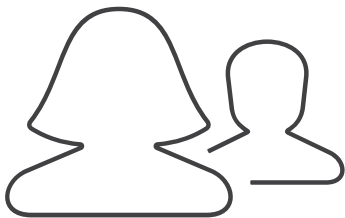
In 2035, the heart of Seattle will be a place for us all, with diverse neighborhoods, active streets, and inviting public spaces.

VALUES

Community values—as articulated through public input and crafted by the project’s Advisory Group—were the core drivers for the Big Ideas and the plan to achieve them.



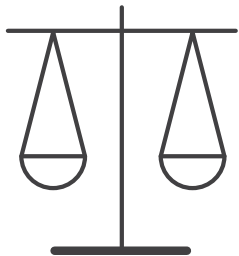
People First



Cultivate Community: Create places and experiences that bring people together and encourage positive interactions

Promote Health: Support active lifestyles and clean and safe environments that foster physical and emotional well-being

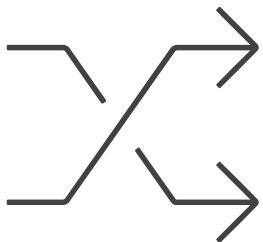
Racial, Economic and Social Justice



Lead with Equity: Improve outcomes for the most vulnerable groups and individuals

Proactive Participation: Initiate, invite, listen to, respect, and empower all people

Access to Opportunity for All



Provide Efficient and Attractive Mobility Options: Implement distributed, convenient, reliable, and accessible mobility options

Connect Safely: Ensure that streets and public spaces are safe, accessible, and comfortable

Prioritize People and Goods: Create efficiency where needed to keep streets moving

Environmental Stewardship



Be Bold Leaders: Model climate-positive policies and actions for a sustainable future

Let Nature Thrive: Foster connections with nature and integrate natural settings into daily life

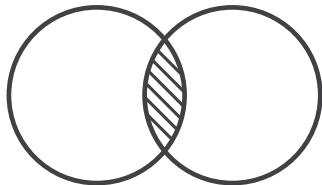
Cultural Diversity



Celebrate Seattle: Enhance each neighborhood’s identity and individual belonging in streets and public spaces

Honor All Cultures: Acknowledge the triumphs and challenges of Seattle’s collective past

Collaboration

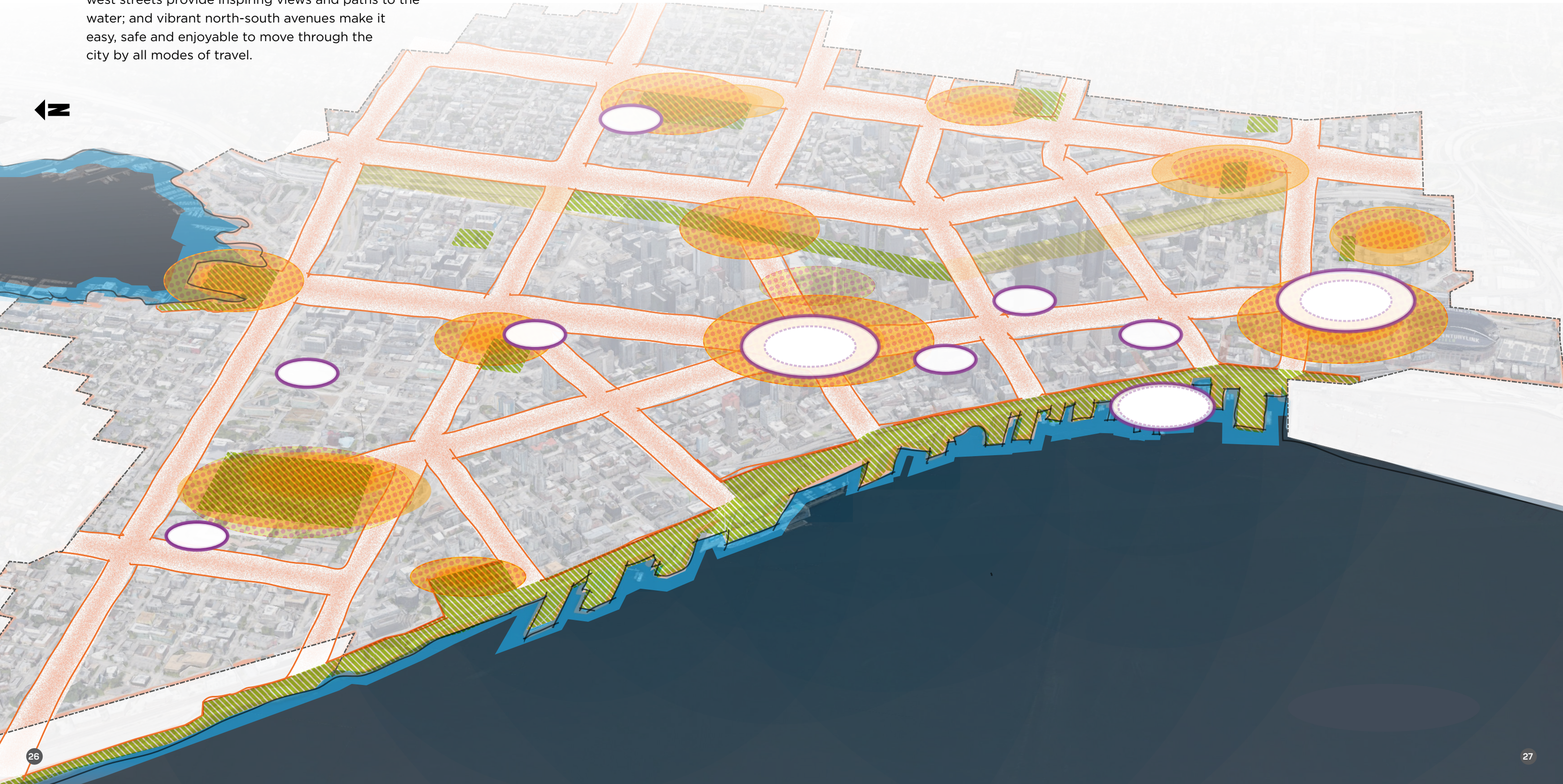
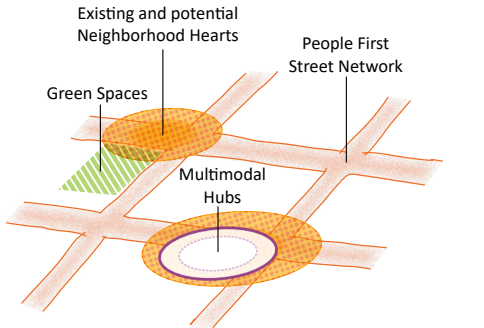


Co-Create Success: Engage people to develop shared outcomes that invest in future generations

Take the Long View: Steadily build an honorable legacy together

A FRAMEWORK FOR THE FUTURE

Building on the planned investments outlined on pages 22 and 23, Imagine Greater Downtown envisions an evolving city form defined by great **Multimodal Hubs** connected to active **Neighborhood Hearts** and inviting **Green Spaces**, such as an expanded freeway lid. Each of these places—whether existing or new—celebrates culture, supports healthy living, and brings people together. A network of **People-First Streets** connects each of these places—east-west streets provide inspiring views and paths to the water; and vibrant north-south avenues make it easy, safe and enjoyable to move through the city by all modes of travel.



02

THE BIG IDEAS



THE JOURNEY TO THE BIG IDEAS

This vision framework is the product of hundreds of ideas gathered through community input and shared knowledge. Seattleites, Greater Downtown residents, and staff across coordinating agencies worked together to craft the vision that follows.

Since summer 2018, the project team:

- Attended over 50 different events for public input
- Hosted community conversations
- Listened and spoke at community meetings
- Collected comments in online open houses
- Brought together an advisory group of engaged stakeholders

The engagement process and work of the Advisory Group shaped the vision, values, and the many ideas to achieve them. Led by the Executive Steering Committee, input was organized into 7 Big Ideas that form the organizing pillars of the Framework Vision.

The Advisory Group is composed of 23 Greater Downtown residents and workers. They represent different non-profits, commercial businesses, neighborhood groups, races, ethnicities, and abilities.

A More Inclusive Process

The Executive Steering Committee for this vision represents leaders from the seven coordinating agencies. They called for a more inclusive and thorough approach to community visioning and engagement. The project outreach team hired liaisons within diverse communities to identify groups and residents that traditional planning processes often fail to reach—particularly communities of color, ethnic minorities, and low-income individuals. Engagement helped put racial and social justice at the heart of this plan.

This vision and ideas for a brighter future would not have been possible without the participation of so many people.

Idea Generating Process



“Every part of this country is sacred to my people. Even the rocks, which seem to lie dumb as they swelter in the sun along the silent seashore in solemn grandeur, thrill with memories of past events connected with the lives of my people.”

-Seeathl (attributed)

INDIGENOUS BEGINNINGS

Since time immemorial, Coast Salish people have lived and thrived along the shores of the Salish Sea.

Seattle’s namesake—

SI’AL, CHIEF SEEATHL

a leader of Duwamish and Suquamish heritage—welcomed the first white settlers here and taught them to survive, in a spirit of collaboration and co-existence. But as more settlers arrived Indigenous people were marginalized and forced out, both through purposeful action and neglect, resulting in the racial inequalities that exist today—an experience shared by other communities of color in Seattle.

As we plan for our community’s future, we honor and build upon the stories, experiences and voices of everyone who has come before and who shapes and shares our city today. In particular, we recognize the stewardship of Seattle’s Indigenous people and their special relationship with the land and this place. We commit to learning from them and working together as we strive to build a city for all.



THE BIG IDEAS

The following framework describes the seven Big Ideas that will transform Greater Downtown.



Streets We Love, Streets That Work

Create safe, sustainable, and well-organized streets for every form of travel

- 01. Connect neighborhoods with people-first streets
- 02. Create premium networks
- 03. Enhance the 3rd Ave transit spine
- 04. Promote safe, sustainable, and zero-emission streets
- 05. Ready streets for micromobility and other forms of emerging mobility
- 06. Manage congestion to address climate change and advance equity
- 07. Facilitate seamless goods delivery



Excellent Transit Experience

Make transit is the preferred mode to access and travel through Greater Downtown

- 01. Invest in frequent, reliable transit service corridors
- 02. Connect Greater Downtown with a network of hop-on, hop-off spines
- 03. Create a comfortable and convenient transit experience for everyone
- 04. Provide spaces for art, performance, and public life on the move
- 05. Expand water transit
- 06. Achieve affordable and people-centered transit travel
- 07. Create functional and accessible spaces in the public right-of-way around transit facilities
- 08. Create great transit station environments



Great Hubs, Active Spaces

Form seamless mobility connections, and reinforce the cultural and community values of accessing crossroads in Greater Downtown

- 01. Reinforce hub areas as Seattle's town squares
- 02. Create places of convenient connection
- 03. Integrate plazas and pedestrian connections at the Jackson Hub
- 04. Cover the BNSF tracks
- 05. Improve physical and cultural connections
- 06. Connect plazas to support the growing Westlake Hub



Stitch the I-5 Divide

Reconnect neighborhoods and improve access over, under, and across I-5

- 01. Increase open space over I-5
- 02. Implement a Melrose Promenade 2.0
- 03. Bring light and purpose to the spaces under I-5
- 04. Connect north neighborhoods with a Thomas St bridge and overlook
- 05. Enhance the Harborview overlook
- 06. Rethink freeway entrances and exits downtown



Greening Greater Downtown

Infuse more parks and nature in the urban landscape

- 01. Grow the parks and open space network to meet the needs of the most densely populated neighborhoods
- 02. Connect with nature, the land, and Native culture
- 03. Restore habitat and invite nature into Greater Downtown
- 04. Use trees and rooftops to grow the green canopy



Connect Us to the Water

Bring interactive experiences to the lake, sound, and public spaces

- 01. Realize the full Waterfront Seattle vision
- 02. Trace historic water lines and Indigenous history
- 03. Get people on the water



Neighborhood Hearts for Community Life

Enhance neighborhoods with inviting places and destinations

- 01. Create or enhance a community heart in each neighborhood
- 02. Make the city a canvas to celebrate local culture, topography, and history
- 03. Adopt policies to promote active and vibrant street life
- 04. Create spaces to gather and enjoy, by communities, and for communities
- 05. Bring water to the neighborhoods



LEGEND

People-First Network

3rd Ave Transit Spine



STREETS WE LOVE, STREETS THAT WORK

Create safe, sustainable, and well-organized streets for every form of travel

In 2035, people and goods traveling to and around Greater Downtown have legible, safe, affordable, and reliable options no matter how they choose to travel.

- Street space is prioritized for people walking, biking, using transit, delivering goods, and for emissions-free transit vehicles of all kinds.
- A legible network of great walking streets fosters a culture of vibrant public life.
- Riding and rolling in wheelchairs, scooters, and electric skateboards are safe and accessible transportation options for people of all ages and abilities.
- More streets are designed to support convenient, reliable transit service.
- Streets and mobility choices afford people of color, low-income people, and vulnerable communities equal access to work, housing, and places to play and gather.
- Emerging technologies such as ride-hailing, micromobility devices, and autonomous vehicles are integrated with existing travel options and meet our goals of equity, inclusion, safety, and affordability.
- Freight and delivery vehicles can move all types of goods easily and efficiently to their destinations.
- Greater Downtown has a carbon-neutral transportation system by 2050.²⁴

CONTEXT

Building on Existing Efforts

- Public agencies and private sectors are exploring **ways to move more people on foot, transit, bicycles, and other shared mobility modes**. Transformative projects are underway in Greater Downtown:
 - » **Waterfront Seattle** is making space for biking, walking, and public life along and connecting to the redesigned Alaskan Way.²⁵
 - » **Pike Pine Renaissance** is improving the experience of people walking on Pike and Pine streets, creating a connection from Capitol Hill to the waterfront.²⁶
 - » **Center City Connector Streetcar** is joining the existing South Lake Union and First Hill Streetcar lines to allow easy transit connections throughout the core of downtown.²⁷
- The buildout of funded phases of Sound Transit regional light rail system (**ST2 and ST3**) **will be completed by 2041**, expanding the regional system to 116 miles, with six new stations in Greater Downtown.²⁸
- King County Metro has committed to **a zero-emission fleet by 2040**.²⁹
- The University of Washington's Urban Freight Lab is **pioneering innovations in freight systems and technology**.³⁰

Addressing Key Challenges

- Seattle's growth and geographic constraints **require moving more people and goods in a fixed amount of public street space**.
- A **disproportionate amount of street space is devoted to private vehicle movement** and storage in Greater Downtown.
- Bus speeds on Seattle's major surface street transit pathways (2nd, 3rd, 4th, and 5th avenues) **average less than seven miles per hour during the PM peak hours (3-6 p.m.)**³¹—transit travel times vary as buses are susceptible to delay from traffic incidents.
- People are moving through streets in new ways**, and more change is coming. Our mobility system needs to be flexible and prepared.
 - » Between 2016 and 2018, venture capitalists **invested \$54 billion in the United States in mobility-related urban technology**. Nearly 70% of tracked venture capital was spent on urban technology.³² Continued investment will lead to rapid deployment of mobility options
 - » **Some forms of autonomous vehicles (AVs) will likely arrive in Seattle** during the timeframe of this plan.
- Seattle's **bicycle mode share dipped below 3%** of commute trips in 2018.³³ Important links in an all ages and abilities bicycle network are yet to be implemented.



ADVANCING EQUITY



In 2035, transportation networks can create access to opportunity with equitable, affordable transportation options for multi-generational families, people of color, and low-income residents in every community. Streets can support families, youth, seniors, and people of all abilities, with safety as the top priority. As more and more new mobility options come to Seattle, technologies, services, and products can be shaped to be accessible to everyone, not only to the wealthy.

How we get there: By understanding the mobility needs of priority communities; focusing on participatory planning, design, and budgeting; engaging diverse communities on decision making; and centering our work around equity and environmental justice.

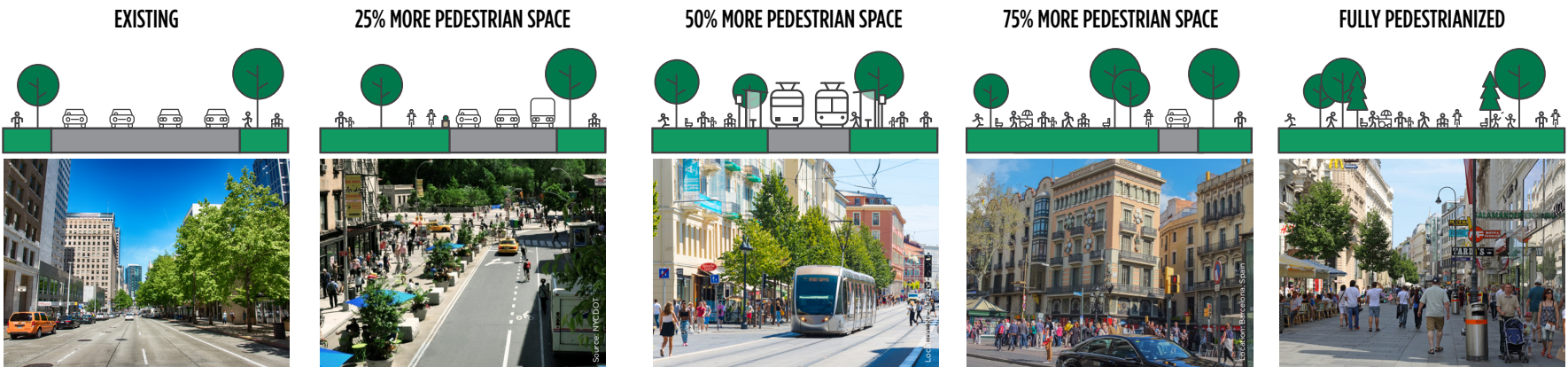
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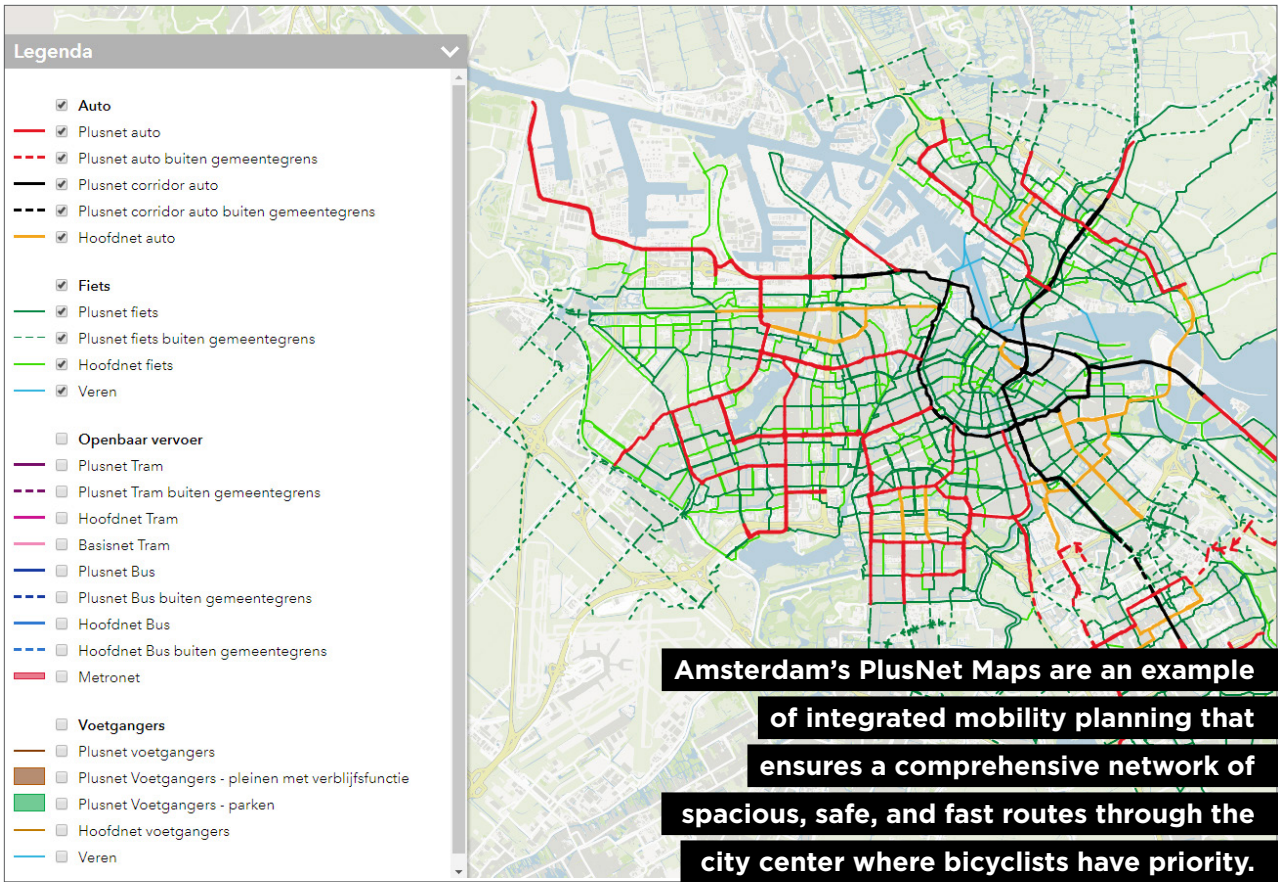
Connect neighborhoods with people-first streets

Invest in a network of people-first streets that are great places for walking, biking, and enjoying public life.

- Make great walking experiences ubiquitous by investing in a people-first street improvement at approximately every six blocks.
- Identify streets that should prioritize people first while allowing local access for vehicles and delivery; and streets that should permanently transform into parks and public spaces.
- Host recurring or intermittent open street style events on weekends and evenings to cultivate community and public life.
- Program people-first streets to meet unmet neighborhood needs, such as play areas, vending, and seating.
- Manage street speeds and features to prioritize walking and biking in neighborhoods and residential areas.
- Turn vehicle lanes into community space on weekends and evenings to cultivate street life, active transportation, and commerce.

People-first streets can take many shapes and help provide a great walking experience, neighborhood amenities, and spaces for people.





02 Create premium networks

Designate a clear and attractive network for every mode.

- Invest in a fully-protected and fully-connected bike network to make riding and rolling fun, safe, and dignified for people of all ages, abilities, races, backgrounds, and means.
- Create a flexible, adaptable network for micromobility that can accommodate different speeds and sizes of vehicle.
- Ensure urban goods deliveries can move through Greater Downtown safely and efficiently.
- Coordinate networks across all modes to make streets safer, more comfortable, more accessible, and more efficient for everyone.



Source: SPOT

03 Enhance the 3rd Ave transit spine

Welcome people who take transit with a great street that is safe, active, and functional.

- Make 3rd Ave a place of arrival with an excellent walking experience.
- Design 3rd Ave for functional and reliable bus operations, very high-frequency arrivals and easy-to-understand transfers between lines.
- Ensure people of every income level, race, ethnicity, and ability feel safe and welcome on 3rd Ave.
- Improve user experience by reducing bus noise, fumes, and stop time.





04

Promote safe, sustainable, and zero-emission streets

Set policy and prepare infrastructure for a carbon-neutral mobility system.

- Create infrastructure to support electric vehicles, including including a zero-emission fleet.
- Require AVs and ride-hailing vehicles to be electric or zero-emissions.
- Manage the transition to zero-emissions travel in a way that avoids unfair burdens on low-income people, communities of color, and people with limited mobility options.
- Require new transportation technology to support climate and equity goals in order to be permitted on Seattle's streets.
- Reduce and manage off-street and on-street parking to encourage use of transit and other sustainable modes.
- Pilot one or more Green and Healthy Streets that are free from fossil fuels.



Source: Flickr, EURLIST av

05

Ready streets for micromobility and other forms of emerging mobility

Designate priority corridors for people cycling and using micromobility options.

- Design streets and set standards that support riders and rollers of multiple abilities and comfort levels (i.e., protected fast and slow speed lanes).
- Provide comfortable, safe, and attractive options to ride and roll for people who experience disproportionate risks on roadways, including people of color and people with limited mobility or disabilities.
- Ensure new mobility innovations and impacts are consistent with city policies and operations.
- Require mobility vendors to provide options for lower-income people and those with varying abilities.



Ride-hail management at major sports, entertainment, or cultural destinations is one way to streamline traffic and mitigate pedestrian and vehicle conflicts.

06 Manage congestion to address climate change and advance equity

Manage private vehicle access to Greater Downtown in a way that benefits people of color, low-income people, and people whose livelihood would be most impacted.

- Include most impacted communities in the process.
- Manage congestion to improve travel for everyone due to more reliable transit, better walking and cycling opportunities, and less-congested streets for goods movement.
- Manage ride-hail to address climate change and ensure equitable access.
- Reduce the impact of freeway ramp traffic on Greater Downtown streets while maintaining access to support local and regional economic growth.
- Invest in more efficient travel modes like walking, biking, and biking.

07 Facilitate seamless goods delivery

Make it easy for goods and services to safely and reliably reach their final destination.

- Integrate personal and commercial goods delivery and pick-up into transit stations and civic hubs.
- Provide goods-delivery lockers at transit stations and other neighborhood hubs so people can grab-and-go on their commute or easily walk from their home or office to pick up packages.
- Encourage deliveries on private property instead of the public right-of-way in more constrained settings throughout Greater Downtown.
- Manage existing marked and unmarked loading zones in areas with historic structures or without alley access.
- Incorporate design standards into design codes to ensure safe delivery and storage.
- Ensure construction, waste management, and emergency response vehicles can navigate through Greater Downtown safely and on time.

Evolving transportation technology includes use of smaller and more flexible vehicles to deliver goods to homes and businesses.



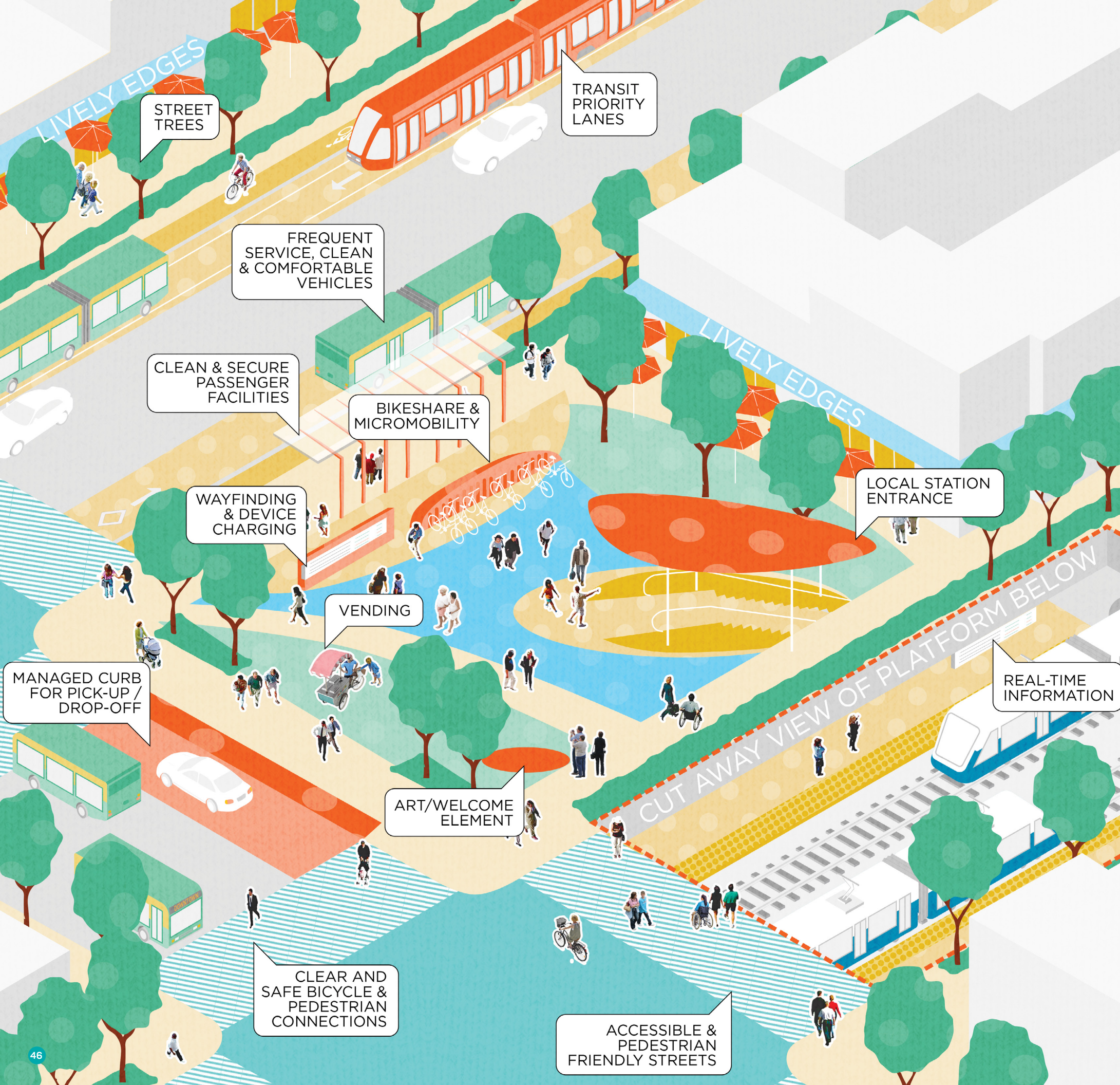


EXCELLENT TRANSIT EXPERIENCE

Transit is the preferred mode to access and travel through Greater Downtown

In 2035, Seattle's transit system is known as the highest quality and most reliable in the United States. Greater Downtown is the hub of the regional system and transit is the first choice for getting around.

- Seattle's transit service is used by everyone—all income levels, all races, all ages, and all abilities.
- Transit is one of the City's greatest social and cultural assets.
- Transit station areas are lively communal spaces, where people meet, congregate, and socialize. They reflect the communities they serve and are models for user-centered design.
- Amenities, arts, culture, and commerce make transit a truly enjoyable travel option.



CONTEXT

Building on Existing Efforts

- Transit ridership is growing. In 2017, **48% of morning commutes (6-9 a.m.) were made on public transit.**³⁴
- Sound Transit will **complete ST2 light rail investments by 2024.** Work on ST3, the recently approved \$54 billion package for regional transit expansions, is underway, targeting completion in 2041.³⁵ **ST3 includes a new light rail tunnel through Greater Downtown,** enabling light rail expansion throughout the city and region.
- Metro Connects, King County’s long-range plan for public transportation, calls for **expansion of bus services,** restructuring around new light rail lines, and development of seven new RapidRide bus rapid transit lines by 2027 and 26 RapidRide lines by 2040.³⁶
- Seattle Department of Transportation (SDOT) is **investing in transit service** through funds raised by a Transit Benefit District.³⁷ Funds support capital projects that make transit more reliable, including the Center City Connector Streetcar, and a partnership with Metro to expand the RapidRide network to include four new RapidRide routes as well as upgrades to the existing RapidRide C and D Lines, benefitting all RapidRide routes serving Greater Downtown.

Addressing Key Challenges

- For this region to grow sustainably, it **needs a backbone of high-quality transit, supporting street infrastructure, and technology** to keep people moving and reduce vehicles to provide space for the other needs of a prospering city.
- As more people arrive and depart Greater Downtown on transit, **we need inviting spaces, clear wayfinding, and quality pedestrian connections to transit hubs,** stations, and streets.
- The way people access Greater Downtown will change in the next 20 years. **Light rail expansion will make downtown more accessible by transit.** It will provide opportunities to increase bus service between light rail stations and reduce the number of regional routes that travel downtown.
- Surface transit including buses, Streetcar, and the Monorail carries 30% of peak morning trips to Greater Downtown, yet **just 1% of street space is dedicated exclusively to transit.**³⁸ Priority for surface transit is critical to ensure people have competitive, reliable service.



Source: Lukas Robertson



Source: Getty Images

ADVANCING EQUITY

In 2035, everyone can have access to safe and affordable transit to and within Greater Downtown, especially people of color and low-income individuals. High-quality public transportation with safe walking and bicycling access to transit stops is the foundation of an equitable city. In Greater Downtown, we can design transit facilities to be family-friendly for all ages and abilities, expanding the freedom of mobility to more people.

How we get there: Ensure all transit is accessible to people with disabilities, people of various cultures, to people who speak and read languages other than English, and to those who don’t have access to banking or a smartphone. Ensure that everyone can afford to use transit and that fare payment is not a barrier to use. Make people of color and low-income community members who use and rely on transit meaningful participants in decision-making.

01

Invest in frequent, reliable transit service corridors

Make frequent service corridors the backbone of our surface transit network (buses, bus rapid transit, and streetcar).

- Invest in high quality accessible bus service and facilities.
- Aim to improve transit speed and reliability by examining opportunities to consolidate transit operations onto fewer streets with transit priority and enhanced passenger facilities while maintaining access to Greater Downtown.
- Provide priority for buses at bottlenecks entering and exiting Greater Downtown.
- Plan streets and service so that transit travel is reliable and not significantly more time consuming than ride-hail or private automobile travel.



02

Connect Greater Downtown with a network of hop-on, hop-off spines

Create a more legible network of streets with dedicated transit lanes, pre-payment, and amenities that improve the transfer experience between services.

- Build on the 3rd Ave Transit Spine, Westlake Corridor, and streetcar alignments to create a network of very-frequent transit spines. Include extensions to Belltown, Uptown, 1st Avenue, South Lake Union, Chinatown-International District, and First Hill.
- Support concepts in King County Metro's long-range vision, Metro Connects, to design corridors on the hop-on, hop-off network with the highest level of transit priority and optimized bus service, including transit malls, transit-only lanes, or contraflow bus lanes.
- Ensure clear legibility of transit corridors as distinct places for transit use and urban life, with high-quality passenger amenities, integrated public spaces, place making, and wayfinding.
- Examine ways to organize services to maximize rider throughput and limit turn movements to improve transit speed and reliability on streets with frequent transit service.



03

Create a comfortable and convenient transit experience for everyone

Ensure a high-quality experience for all, no matter where they access transit or which transit mode they use.

- Give passengers quality transit facilities and amenities.
- Provide wayfinding and signage that considers access for all ages and abilities.
- Reduce discrepancies between wayfinding strategies among transit providers to make information universally understood.
- Provide security, maintenance, and operations resources to ensure transit stops and stations feel safe, clean, uncluttered, and inviting with ample weather protection, lighting, and seating.

04

Provide spaces for art, performance, and public life on the move

Give people opportunities to create and experience art and stimulation in their daily trips.

- Design humane spaces and set policies to encourage busking and other passive or interactive art at bus and streetcar stops.
- Commission artists who represent and can depict cultural and social histories in station neighborhoods.



Source: Radcliffe

05

Expand water transit

Use the water to move a growing city and region.

- Create more affordable and accessible options for travel by water.
- Expand passenger-only ferry and small boat travel options on the Sound and Lake Union.
- Explore the viability of water-based shared mobility options for travel across Lake Union or along the Sound.
- Coordinate with key waterfront development and public space projects to create dock space for public and private waterborne transportation services.



King County’s Water Taxis provide reliable transit access across Elliott Bay.



Off-board fare payment on Community Transit’s Swift Bus Rapid Transit service simplifies and streamlines the boarding process.

06

Achieve affordable and people-centered transit travel

Provide multiple payment methods, and financial programs that reduce barriers to choosing transit.

- Ensure that fare payment is not an obstacle for anyone who wants to use transit, whether the trip is planned or spur of the moment. Provide systems that allow users to pay fares using a single mode of payment (e.g., e-wallets, ORCA)
- Build bus stops and stations with off-board fare payment.
- Increase ORCA transit pass availability to people who are low-income or people from communities with limited access to services.
- Reward users who make multiple daily trips with fare capping options, day pass options, or both.
- Offer visitor-friendly short-term transit passes (e.g., one-day, three-day, or weeklong).



07

Create functional and accessible spaces in the public right-of-way around transit facilities

Make transit connections seamless.

- Ensure transit areas have generous and universal access.
- Simplify transfers and reduce crowding on surface sidewalks.
- Use existing slopes and access points to minimize vertical transitions or the need to use elevators where possible, and while considering access for all ages and abilities.
- Consider pedestrian movements and sidewalk capacity when locating transit stops.

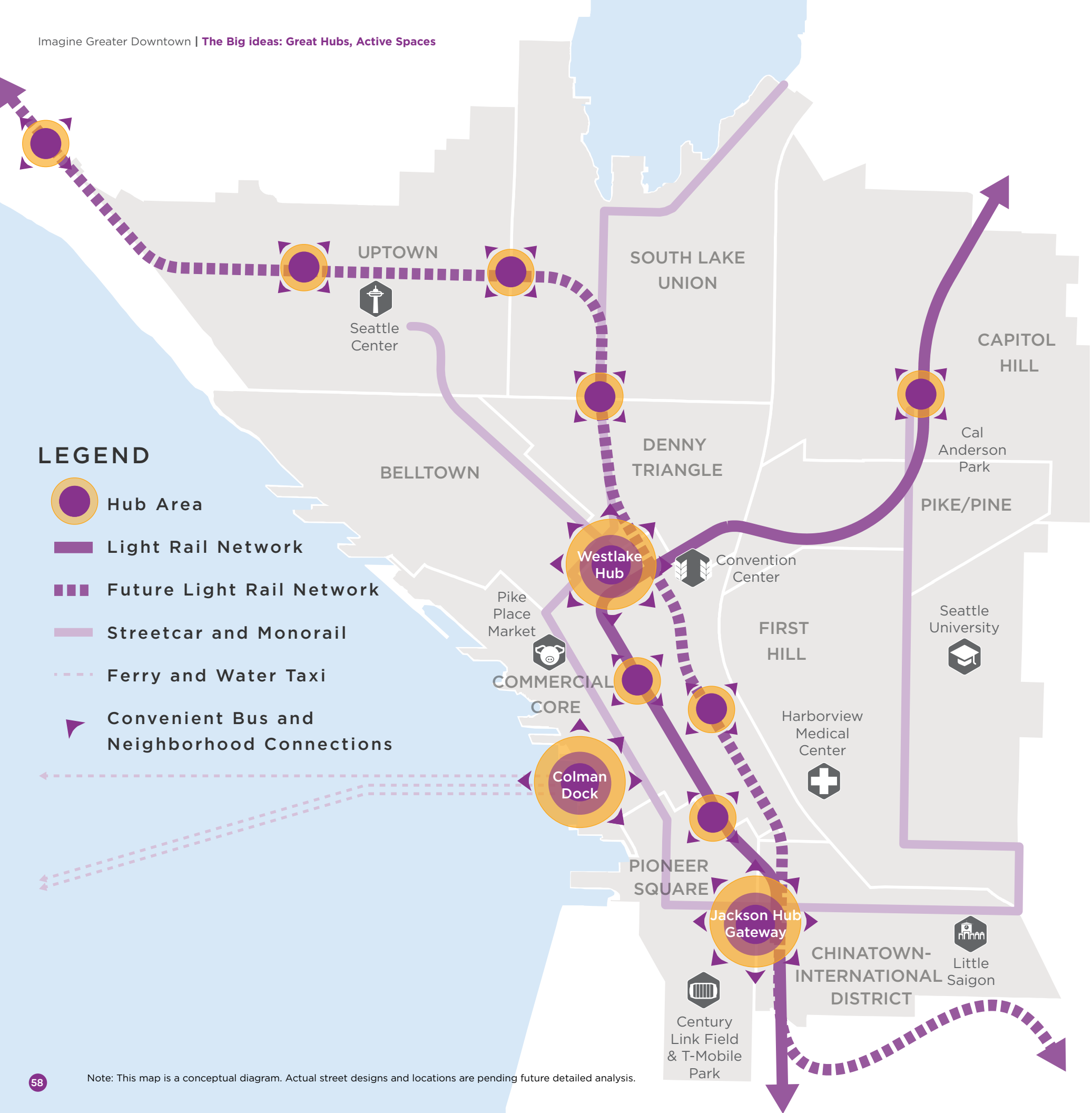
08

Create great transit station environments

Re-imagine bus and streetcar stops as stimulating public streetscapes.

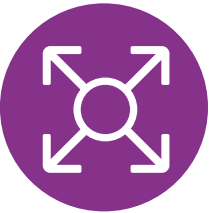
- Design station vicinities and bus and streetcar stops to make them informative, well-lit and interesting places to wait.
- Plant trees and other greenery to provide shade and natural beauty.
- Design transit facilities that reflect the history and cultural identities of the neighborhoods they serve, while maintaining systemwide legibility.
- Provide pedestrian wayfinding to support first- and last-mile transit and walking journeys.
- Install street furniture that encourages public life and communal activity.





LEGEND

- Hub Area
- Light Rail Network
- Future Light Rail Network
- Streetcar and Monorail
- Ferry and Water Taxi
- Convenient Bus and Neighborhood Connections



GREAT HUBS,
ACTIVE SPACES

Create seamless mobility connections,
and reinforce the cultural and
community values of accessing
crossroads in Greater Downtown

In 2035, transit hubs are welcoming communal places, equal
in experience for people of all ages, abilities, income levels,
and ethnicities.

- Transit hubs offer people-centered amenities and services for local neighbors, visitors and transit users.
- Hubs have direct, intuitive connections among all modes of travel.
- Hubs enable on-demand access to a broad range of shared and sustainable mobility options.
- Hubs incorporate and support the needs of adjacent communities and neighborhoods.
- Hubs foster connections to important tourist, cultural, and recreational destinations.

CONTEXT

Building on Existing Efforts

- By 2040, **70% of King County residents are expected to have access to frequent transit service.**³⁹ ST2 and ST3 will build out the light rail system across the region—light rail is projected to serve about 600,000 riders every day when the buildout is complete.⁴⁰
- **Jackson and Westlake stations are key destinations and transfer points** in Greater Downtown. With ST2 and ST3, the share of commuters arriving in the central business district by transit is expected to **surpass 50%.**⁴¹
- SDOT and other partner agencies are advancing a **mobility hub strategy to create standards for travel experiences and connectivity** throughout Greater Downtown and beyond.
- SDOT is working with King County Metro, Sound Transit and Downtown Seattle Association (DSA) to **improve wayfinding** to provide a high-quality, integrated customer experience.
- Community efforts are underway to **improve hub area connectivity and the walking experience** (Jackson Hub Project, Jackson Street Connections Project, and Pioneer Square East-West Pedestrian Improvements).⁴²
- The **Colman Dock is undergoing major construction** through 2023.⁴³

Addressing Key Challenges

- With more people calling downtown home, **hubs now serve more neighborhood residents**, not just commuters.
- Tourists and occasional users of a city’s transit system can **experience challenges navigating the system.**
- The Chinatown-International District has the **highest proportion of people over 65 living downtown.**⁴⁴ The design and layout of all hub areas should consider seniors and people with disabilities.
- **New investments and improved transportation options** can be associated with displacement and a loss of affordability.
- **People are increasingly using ride-hail** to get around: trips with services such as Uber and Lyft increased 46% between 2016 and 2017 in the City of Seattle.⁴⁵
- While new mobility services are growing, the people who take advantage of them **do not reflect the diversity of Seattle’s population.**



ADVANCING EQUITY

In 2035, hubs in every Greater Downtown neighborhood can broaden access to transit and provide reliable connections to living wage jobs. Investments can integrate housing affordability and anti-displacement strategies. Hubs can be places for genuine cultural expression, celebration of unique and collective histories, and gathering places for the community. Hubs can serve people of every age and ability, creating an intuitive and fully accessible experience for all.

How we get there: Focus on creating inclusive places for public life; involve populations representative of the neighborhood’s diversity in planning and design; and treat hub areas as multi-use neighborhoods centers. Hubs can provide for the needs of locals and one-time visitors, and become dependably accessible places for people with disabilities and seniors.

01

Reinforce hub areas as Seattle’s town squares

Ensure hub areas support neighborhood community life.

- Celebrate the surrounding neighborhood character, identity and culture with art, dynamic programming, and public space design.
- Create unique and attractive places with diverse uses and activities around the clock.
- Design hub areas for the comfort and safety of people of all ages, abilities, genders, races, and ethnicities.
- Explore public restrooms and other public necessities and amenities.



02

Create places of convenient connection

Offer easy, direct transfers between transit and alternative modes of transportation.

- Foster collaboration between transit operators, agencies, and mobility businesses to create a seamless user experience.
- Locate bus stops near light rail stations with proximal off-street bus layover spaces to maintain service efficiency.
- Make transit stops and station entrances easy to identify and access.
- Connect to the bike network and include convenient bicycle parking areas.
- Designate and manage nearby space for ride-hailing, paratransit, carshare, and other shared mobility options.
- Provide travel information and legible wayfinding information to guide travelers to other services and nearby destinations.

03

Integrate plazas and pedestrian connections at the Jackson Hub

Create a unified, functional and accessible place for people and transit.

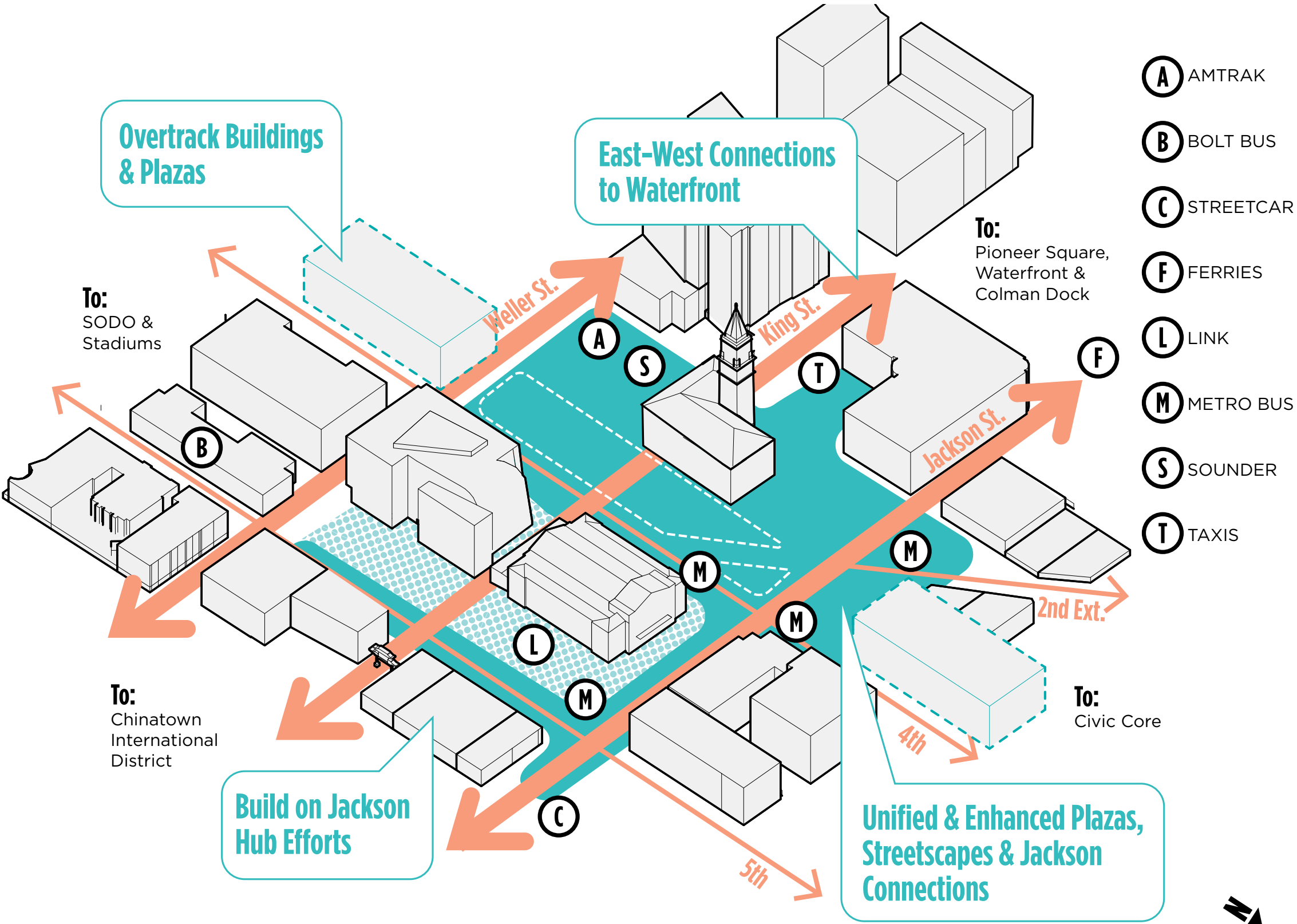
- Connect fragmented walkways and plazas with seamless connections, a high quality and legible urban realm, and multilingual wayfinding.
- Prioritize pedestrian, bicycle, and transit access.
- Ensure connections to other travel modes are accommodated.

04

Cover the BNSF tracks

Unite the historic stations.

- Fill the gaps over railroad tracks with buildings, plazas, green space, and pedestrian connections.
- Improve and prioritize transit, walking, and bicycling within the hub area, especially along and across Jackson Street and 4th Avenue.
- Explore opportunities for off-street layover or private development over a portion of the cover.



05

Improve physical and cultural connections

Connect our neighborhoods, waterfront, transit and ferry hubs, and cultural riches through a great walking experience.

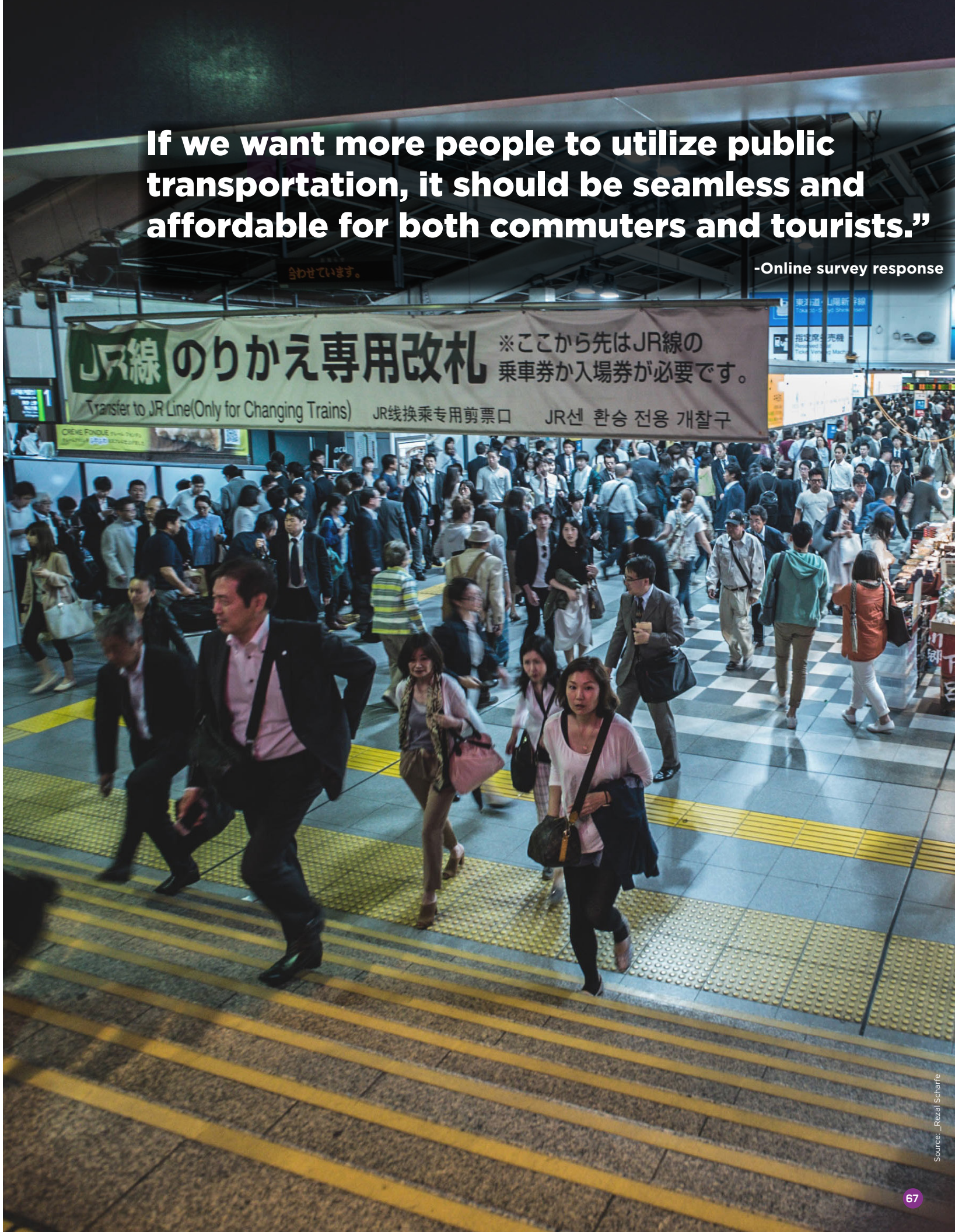
- Create comfortable, interesting, and accessible walking routes from the Jackson Hub to Piers 46, 48, and the Colman Dock Hub that are easy for people with luggage, strollers, or wheelchairs.
- In collaboration with the community, create great streetscapes with cultural features for each hub context, from Little Saigon and Chinatown-International District to Uptown and Seattle Center.
- Celebrate the cultures and histories in and around Jackson Hub with public realm designs, such as street signs or crosswalks that acknowledge historical landmarks (e.g., Little Crossing-Over Place (see page 3).



Community crosswalks, like this one in Little Saigon, celebrate culture and enhance experiences for people walking.

If we want more people to utilize public transportation, it should be seamless and affordable for both commuters and tourists.”

-Online survey response



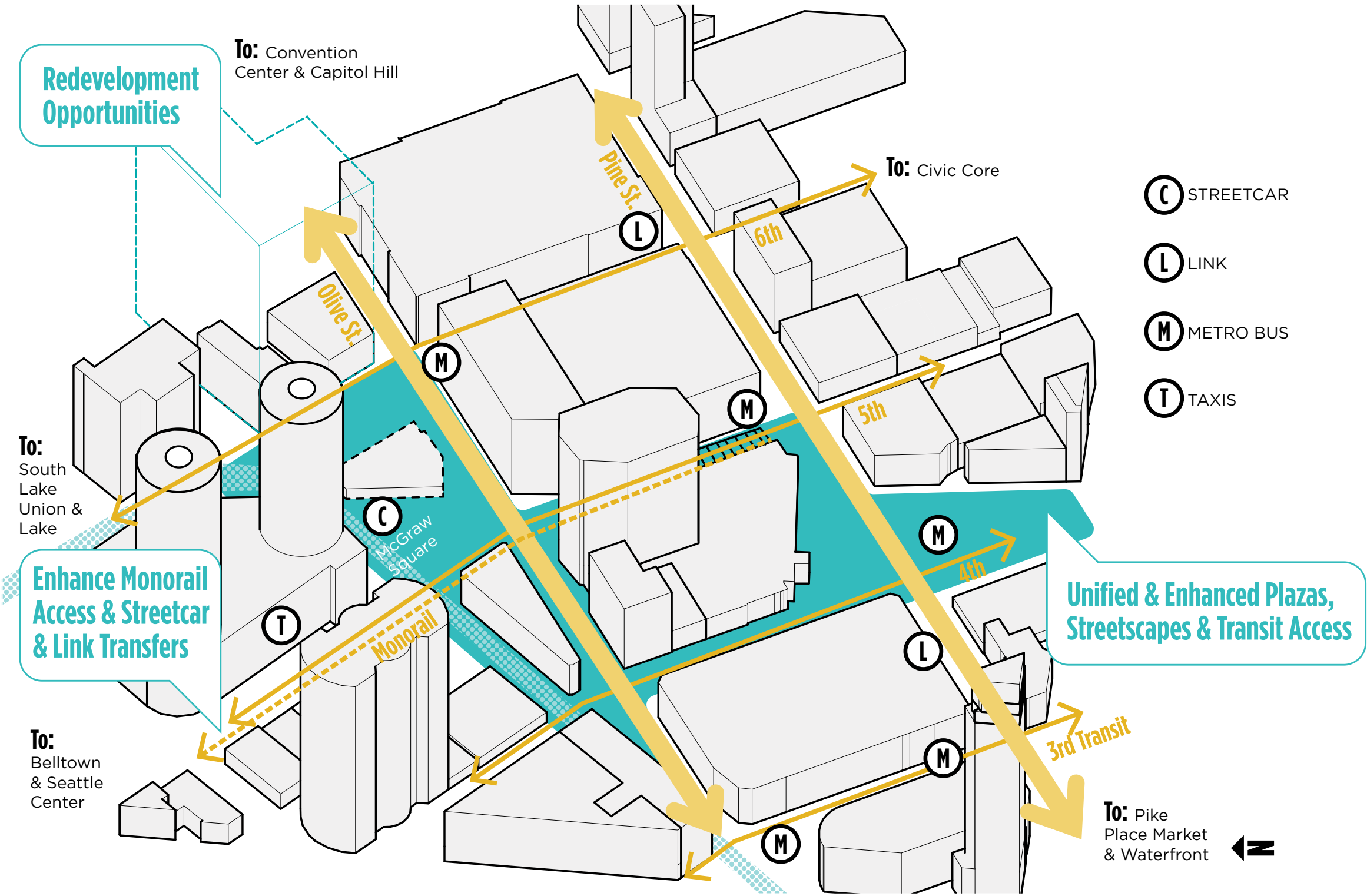
Source: Reza Scharf

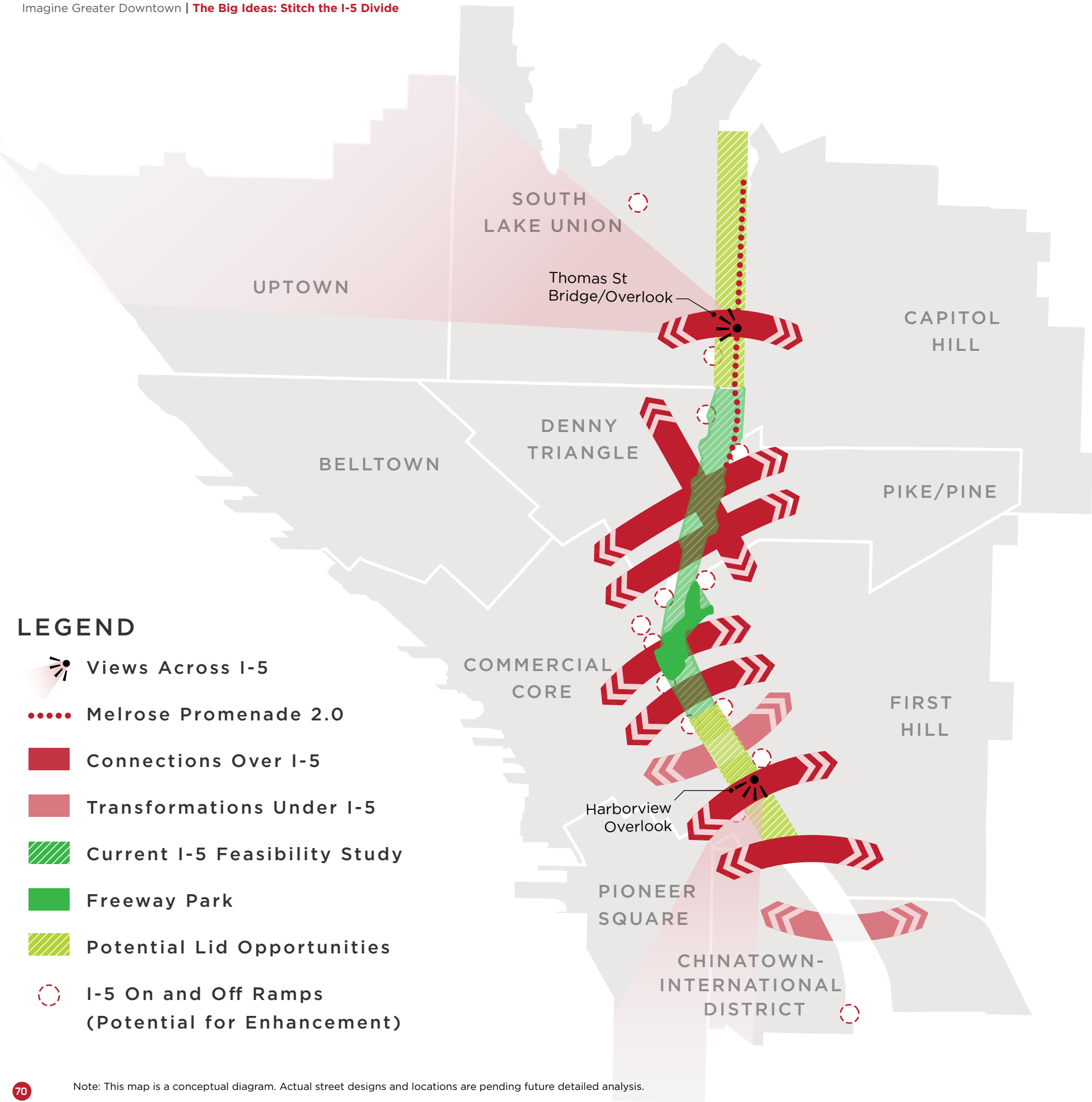
06

Connect plazas to support the growing Westlake Hub

Design transit and the public realm for increasing foot-traffic, transit use, convention visitors, and tourists.

- Make the Westlake Hub feel welcoming for international tourists as they travel between hotels, the convention centers, and Pike Place Market.
- Connect new bus or streetcar stops with intuitive walkways and active plazas that can accommodate large volumes of people.
- Encourage businesses that provide quality food, beverages, local goods, and services for travelers to locate in nearby storefronts.
- Improve accessible connections to the elevated Monorail platform, including to the Westlake Tunnel concourse.
- Expand the plaza at McGraw Square to accommodate higher volumes of people.





STITCH THE I-5 DIVIDE

Reconnect neighborhoods and improve access over, under, and across I-5

In 2035, neighborhoods divided by I-5 are reunited with new and enhanced connections, vital public spaces, and community destinations.

- I-5 no longer presents a barrier to people walking, biking, or rolling. Mobility across, over, and under I-5 is easier and more enjoyable for every traveler.
- I-5 through Greater Downtown includes large green open spaces, creating a continuous high-quality public realm experience, rather than a scar on the landscape.
- Traffic noises and views of the highway are reduced, covered, or camouflaged.
- There are new places for people to exercise, relax, and socialize.
- Inspiring views exist along the I-5 corridor: Harborview offers views of South Downtown and Mount Rainier; Melrose Avenue north of Denny Way boasts views of the Space Needle, skyline, Lake Union, Elliott Bay, and Olympic Mountains.

CONTEXT

Building on Existing Efforts

- Grassroots and agency-led efforts are underway to envision **remedies for the social, health, and environmental impacts of I-5 on the Greater Downtown area.**
- City and State agencies are exploring possibilities for **covering the freeway.** A feasibility study is currently underway focused on the area between Denny Way and Madison Street that will examine proposals for the lid space ranging from parks to affordable housing.⁴⁶
- The community-led Melrose Promenade project will create **key pedestrian and bicycle connections** and an attractive destination on Melrose Avenue, a “front porch” for Capitol Hill.⁴⁷
- The Chinatown-International District and Historic South Downtown are leading **community efforts to envision improved connections** along the Jackson and King Street underpasses.⁴⁸

Addressing Key Challenges

- **I-5 construction displaced many residents,** especially low-income communities and communities of color.
- People who **live or work within one-third mile of a highway have an increased risk of disease and mortality** related to traffic emissions.⁴⁹ Highway lids can reduce exposure to air pollution and noise.⁵⁰
- The physical barriers, east-west divisions, and traffic choke points at freeway entrances and exits span the entire two-and-a-half miles of I-5 in downtown Seattle. Combined with a significant grade change, they make **travel particularly challenging for people with mobility impairments.**
- Greater Downtown has a **disproportionately small amount of park and public open space relative to the rest of Seattle.** This deficiency is amplified given it is anticipated to be home to 25% of the City’s population and 50% of its jobs by 2035. The public right-of-way that I-5 occupies presents a unique opportunity to add parks and open space in Greater Downtown.
- **Surface parking lots occupy much of the space below I-5 overpasses.** They lack activity during the day and are dark, empty, and feel unsafe at night.
- The grade change between neighborhoods on either side of I-5 can be challenging to walk or bike. **Nearly a quarter of downtown streets have a grade of more than 5%.**⁵¹



I love the idea of a safe, activated below-freeway park that reduces the barrier created from I-5.”

-Imagine Greater Downtown Open House



Source: Jimmy Anderson

ADVANCING EQUITY

Interstate highways have a history of disproportionate negative impacts on communities of color and people with low incomes—I-5’s footprint through Seattle is no exception. We have the opportunity to acknowledge and remediate the historic and ongoing environmental, health, and socio-economic impacts of I-5 by prioritizing new connections and improvements in the parts of the corridor that are most affected. The existing community plans and visions for connections under I-5 in the Chinatown-International District and Little Saigon provide an opportunity to build on.

How we get there: Create proactive displacement mitigation strategies concurrent with development. Ensure neighboring communities, particularly people who are most at risk, have a strong voice in determining what happens with lids, underpasses, or other types of connections.

The Lid I-5 Campaign has already begun exploring opportunities to create new open space over I-5.



01 Increase open space over I-5

Develop large public open spaces and possibly other uses on any I-5 lids.

- Coordinate with the existing lid I-5 planning efforts on the opportunity to create new spaces and connections at the center of Greater Downtown.
- Evaluate open space opportunities from north of Denny Way to Madison Street and in the Yesler Way vicinity.



02 Implement a Melrose Promenade 2.0

Create a front porch for Capitol Hill.

- Build and enhance the existing Melrose Promenade Vision along I-5—a half-mile promenade designed for people strolling, biking or rolling, separated from vehicle traffic.
- Explore the feasibility of a large lid over I-5 north of Denny Way or a cantilevered trail to maximize space for people and reduce noise pollution.
- Create a new destination—a tree-lined pathway with benches and amenities where people stop to enjoy iconic views over the Lake and Bay—for people of all ages and abilities.
- Enhance connections along I-5 between the Melrose Trail to the north and lid opportunities to the south.
- Incorporate a new walk-bike connection of Thomas St between Capitol Hill and South Lake Union, and across I-5.



03

Bring light and purpose to the spaces under I-5

Improve marginal spaces below I-5.

- Support and enhance existing community-led planning efforts.
- Transform underpasses into canvases for nature, greenery, art, and cultural celebration.
- Consider the potential for enclosed spaces and indoor activities that are not affected by the noisy, oppressive environment.
- Use energy-efficient lighting to brighten dark areas.



04

Connect north neighborhoods with a Thomas St bridge and overlook

Connect Capitol Hill and South Lake Union.

- Build a pedestrian and bicycle link over I-5, connecting to the Thomas St greenway and Melrose Promenade.
- Incorporate an overlook west of I-5, with views to Elliott Bay and Lake Union.

05

Enhance the Harborview overlook

Create a link for walking, biking, or rolling from the Commercial Core to First Hill.

- Design a connection to ease the steep hills with accessible pathways and to become a destination in its own right.
- Explore an east side origin at Harborview Park, landing to the west of I-5 on a rooftop garden or other open space.



06

Rethink freeway entrances and exits downtown

Reduce the impacts of I-5's on- and off-ramps.

- Work with Washington State Department of Transportation (WSDOT) to explore opportunities to restructure I-5 vehicle access to benefit pedestrians, public spaces, and overall downtown circulation including bikes, transit, and traffic flow.
- Consider how to mend gaps in the downtown sidewalk network where highway access ramps make walking more difficult and unpleasant.



GREENING GREATER DOWNTOWN

Infuse more parks and nature
in the urban landscape

In 2035, Greater Downtown is home to a variety of native and drought tolerant plants, trees, and other greenery that promote beauty, well-being, and environmental health. Nature is integrated into parks, streets, and other public spaces that people use and pass through daily.

- Streets and public spaces are designed to improve ecological function and the environment, restore natural habitat, and support climate resilience.
- Well-maintained and welcoming parks spill over into adjacent streets and integrate with adjoining development, connecting private and public spaces with compatible, reinforcing activities.
- Public and private partnerships are formed to ensure our green spaces and contemplative places are safe, accessible, comfortable, and well-maintained for everyone.
- Native and drought-tolerant plants and restored habitats invite birds, bees, and other pollinators into the downtown landscape.
- Trees line downtown streets, sheltering people from the rain.
- Green spaces and nature promote joy, provide respite, help people connect with the earth, and foster play, curiosity, and healing.
- Green stormwater infrastructure strategies are integrated into streets and public spaces where feasible.

CONTEXT

Building on Existing Efforts

- Both agency and community-led efforts are underway to **add street trees and landscaping** in Greater Downtown Neighborhoods.
- The City of Seattle’s Urban Forestry Management Plan recently outlined the **policies and actions needed to preserve, enhance, and restore Seattle’s urban forest**.⁵²
- The City has established a citywide goal of **30% tree canopy cover by 2037**.⁵³
- The Healthy Environment Action Agenda is a community-led effort to address environmental inequities and **create opportunities for communities of color, refugees, people with low incomes**, and people with limited English proficiency to become leaders in Seattle’s environmental movement.⁵⁴
- Private development supports City goals by **greening their public spaces** and creating roof and sky gardens that capture more rainfall to keep overflows from seeping into our streets.

Addressing Key Challenges

- Seattle is surrounded by natural beauty and many great parks and natural areas are found within the city limits; however, **only 6% of Greater Downtown is open space** compared to 12% of the rest of Seattle.⁵⁵
- Much of Greater Downtown has **far less tree canopy cover than the city as a whole**, with 10% tree cover, while Seattle averages 28%.⁵⁶
- **Habitat restoration is needed** to mitigate the negative impacts of urban development and benefit native plants, animals, and humans alike. Even small plantings improve air quality, absorb run-off from rainstorms, and shelter native species and pollinating insects.
- Greater Downtown is mostly hardscape, or paved areas, which deflects rainwater straight into the sewer, and creates an urban heat island with higher air temperatures that can be **dangerous to the health of vulnerable residents**.
- Public outreach efforts for this project and other recent planning efforts indicated that **people want more opportunities to experience nature in their day-to-day lives**.
- Uncontrolled combined sewer overflow (CSO) is an issue for the City of Seattle and King County.⁵⁷ Appropriate **green stormwater infrastructure (GSI) investments may complement grey infrastructure solutions**.



ADVANCING EQUITY

People of color and people with low incomes tend to live in the parts of Seattle with less tree canopy.⁵⁸ In 2035, there will be no disparity in who has access to greenspace, who benefits from street tree canopy, and who has neighborhood greenspaces for quiet contemplation. An equitable city will protect low-income people and people of color from bearing disproportionate impacts from climate change, including displacement, health effects, and direct impacts from extreme weather.

How we get there: Urban forestry, landscaping, and plants in the right-of-way contribute to Seattle’s environmental justice goals and help reduce atmospheric carbon. We have the opportunity to focus restoration and remediation efforts in areas with the greatest need. For example, we can implement projects to improve air-quality in neighborhoods near industrial areas and highways, and address sewer stress in communities of color or low-income areas. Parks and playgrounds should be accessible, intergenerational spaces that support cultural and community programs year-round.

01

Grow the parks and open space network to meet the needs of the most densely populated neighborhoods

Make creative use of public space to develop new parks and open spaces.

- Invest in parks and open spaces of all sizes. Identify the places with the greatest need and find the park that fits—consider linear parks, green streets, parklets, lids, and piers.
- Provide people more opportunities to experience the renewal and joy of nature in the heart of the city.



02

Connect with nature, the land, and Native culture

Learn from Indigenous Seattle cultural practices to better our stewardship.

- Use art and signage to describe natural history, native vegetation, and Indigenous history, culture, and stewardship principles.
- Create places and opportunities for people of all ages and abilities to practice stewardship of the land, such as rain gardens, community gardens, and habitat restoration projects.



Old growth forests remain important aspects of nature among Indigenous tribes in Seattle today.



New York City’s High Line includes pollinator gardens that attract bees, birds, and butterflies.

03

Restore habitat and invite nature into Greater Downtown

Share our urban realm with plants and animals.

- Reclaim space along streets and in public plazas to create pollinator gardens, bird-friendly environments, and butterfly gardens.
- Honor Seattle’s connection to and historic reliance on the ocean and sound with public space design features. Keep water clean for marine wildlife by limiting pollutants and sewer overflows.
- Landscape with native and drought-tolerant plants and nature-inspired design in streetscapes, parks, and plazas.

04

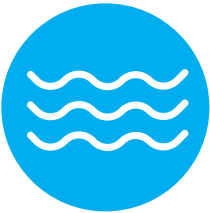
Use trees and rooftops to grow the green canopy

Increase the urban tree canopy to cool us down, beautify our surroundings, and create a carbon sink.

- Plant trees that thrive in the urban environment using standards that protect sidewalks from uplift from tree roots.
- Concentrate street trees along people-first streets to reduce the heat island effect and provide shade.
- Encourage more green rooftops and gardens to promote rainwater absorption, retention, and reuse.
- Design public spaces to naturally flood to reduce stormwater overflow.
- Use trees and plants as natural buffers along busy roadways to reduce noise pollution, camouflage concrete walls, and improve air quality.



Green rooftops and strategies to retain rainwater help reduce the stress on downtown sewer systems, prevent overflows in streets, and reduce urban heat island effects.



CONNECT US TO THE WATER

Bring interactive experiences to the lake, sound, and public spaces

In 2035, Greater Downtown will fully embrace the water that surrounds it and provide more intimate access to experiences on and along Lake Union and Elliott Bay.

- The relationship of Indigenous people to the water and shoreline is integral to the planning and design of waterfront public spaces.
- Seattle is one of the most interesting and beautiful cities to be outside when it rains.
- Everyone—including people with disabilities, children, seniors, and families—can recreate and travel on the water.
- People experience water in their neighborhoods, from viewpoints over the lakes and bay and in public water features such as fountains.
- Access and views from the water to the land are as important as from the land to the water.
- The Colman Dock and Pier 48 are among several beloved and prominent destinations on Elliott Bay.

LEGEND

- Waterfront Seattle
- Unfunded Waterfront Seattle Improvements
- Connections to the Lake and Sound
- Trace the Historic Waterline
- Indigenous Sites
- Experiences on the Water
- Water View Opportunities
- Enhance Water Transit
- Existing and Potential Water Features

CONTEXT

Building on Existing Efforts

- Today **people are reconnecting to Elliott Bay, Lake Union, and Lake Washington**, but tremendous opportunity remains to connect, protect, and celebrate our precious waterfronts and aquatic resources.
- Waterfront Seattle is a once-in-a-century program of public space and mobility improvements that will begin to repair **public connections to the Sound** severed during the Industrial Revolution. Unfunded Waterfront Seattle projects provide more improvements for our waterfront assets.
- **Seattle has a growing cruise industry**, serving approximately one million passengers a year.⁵⁹ The Port is expanding cruise terminal facilities onto Terminal 46 North.
- **Lake Union is a front door for people and goods**. It is home to people living in houseboats, a runway for commercial float plane services, an anchor for industrial dry docks, and a popular place for recreational boating.
- The SDOT Shoreline Street Ends Program **improves public access**, protects unique views, enhances habitat, supports maritime industry, and fosters stewardship to create long-lasting community assets.⁶⁰

Addressing Key Challenges

- Partner agencies must remember and learn from Seattle's Indigenous history and recognize the **importance of our waters to contemporary Native Americans**.
- Despite being surrounded by water, **certain neighborhoods in Greater Downtown are relatively land-locked**.
- Residents in Greater Downtown have a **strong desire for more water access, views, and walking paths along the water's edge**.
- Private **auto parking on piers occupies precious space on the water's edge** that could provide public access for more people.
- Seattle is growing and our roads are congested. **Waterborne travel can provide another mobility option**, moving more people between major urban centers and growing neighborhoods.
- Neighborhood pools and **water recreation venues are desirable amenities**, but require consistent maintenance and funding.



ADVANCING EQUITY



In 2035, for the Indigenous Duwamish, Suquamish, and Coast Salish people, the shores of Elliott Bay are places where people come together to celebrate community and the abundance of the region. Much of Greater Downtown's waterfront transitioned to industrial use during the 1800s and early 1900s. Water access, water views, waterborne transportation, and walking paths can be accessible, inviting, safe, and comfortable for people of color, people who don't come with money to spend, and for intergenerational groups and families.

How we get there: Transition the precious space on the water's edge occupied by parking and private uses to walking paths and places for public life. Involve Indigenous communities, people of color, and low-income people in the planning and design of waterfront spaces.

01

Realize the full Waterfront Seattle vision

Continue to make progress on Waterfront Seattle improvements by advancing unfunded physical and visual connections to the Waterfront from uphill neighborhoods in Greater Downtown.

- Extend Waterfront Seattle improvements west between 1st Avenue and Alaskan Way with additional overlooks, ADA accessible harbor steps and public spaces.
- Extend the reconstruction of Alaskan Way and promenade from Virginia Street to Olympic Sculpture Park.
- Create a southern anchor for the Waterfront, including elements like a Native American cultural center or museum, new open space, public boat landing, and water taxi berths.
- Balance active maritime uses with new opportunities for public access and a range of other commercial, retail, and residential uses.



02

Trace historic water lines and Indigenous history

Design and implement a connected series of art, informational signs, cultural and natural interpretation in public spaces to reflect Indigenous histories.

- Connect people to the region’s Indigenous history, educating them about the importance of our environment and promoting stewardship.
- Install temporary and permanent features to trace historic water lines, and integrate water history, shoreline habitats, and stories into public space Downtown. Illustrate how water has shaped the city.
- Work with Native tribal representatives to identify opportunities for art and other features that honor Native cultures and their deep relationship to the water and shoreline.
- Make approaches to the land from the water feel welcoming and provide safe opportunities for recreational canoeing and kayaking. Create new landings for small boats on Lake Union and Downtown.
- Use interactive and rain- or water-reactive art on sidewalks, streets, or in plazas to make public spaces more interesting, fun, and educational.



Central Coast Salish culture and ways of life have a sacred relationship to this land and place.



03

Get people on the water

Connect people from the land to the water, and from the water to the land.

- Create new opportunities for recreation that takes place on the water, at the water's edge, or with interactive water features.
- Explore moveable destinations similar to those on Lake Washington, such as floating playgrounds or performance spaces, that give people of all ages and abilities opportunities to enjoy the water on the Bay or Lake Union.
- Build on the success of SDOT's Shoreline Street Ends program for improving access to the water's edge.
- Facilitate waterborne transportation to connect Greater Downtown to our growing region. Explore new passenger ferry services on Elliott Bay and between Lake Union and cities surrounding Lake Washington.
- Make it easy for the private sector to create new opportunities to get people safely and sustainably on the water for recreation or travel.
- Provide opportunities for people to experience and learn more about the Port of Seattle's operations and benefits to the region.



“Think of ways to get more people on the water—that’s open space!”

-Imagine Greater Downtown Open House



NEIGHBORHOOD HEARTS FOR COMMUNITY LIFE

Enhance neighborhoods with inviting places and destinations

In 2035, each neighborhood has a variety of inviting public places, interesting streets, art, and cultural destinations that reflect and celebrate distinct communities, neighborhood identities, and cultures.

- There is always a place to go to gather, people-watch, and have a uniquely Seattle experience in Greater Downtown.
- Each Greater Downtown neighborhood has a collective “front porch” where people feel welcome and experience positive interactions, both planned and spontaneous.
- People take pride in the gathering places and shared spaces in their neighborhoods.
- Greater Downtown streets and public spaces are clean and safe with regular maintenance and care.

CONTEXT

Building on Existing Efforts

- The City of Seattle’s Public Life Survey **quantifies and measures the performance of public spaces** throughout the city. Its findings to date illuminate opportunities to make people of every age, gender, and race feel welcome.⁶¹
- Efforts are underway to **make downtown feel more like a home** instead of just a commuter destination. Downtown Ambassadors supported by the Downtown Seattle Association (DSA) provide cleaning, safety, concierge, and homeless outreach services in six Greater Downtown neighborhoods.⁶² The DSA also brings games, furniture, music, food, and kids activities to Westlake Park and Occidental Square, creating public spaces that attract residents and visitors alike.
- Several SDOT programs **transform underutilized public spaces into inclusive places** where people gather and play such as Pavement to Parks, People Streets, Play Streets, Streeteries, and Parklets.⁶³
- Seattle Center hosts **ethnic cultural festivals** throughout the year, with 24 planned for 2019.⁶⁴
- The Chinatown-International District is home to vibrant public spaces and events that can provide **inspiration to other neighborhoods**: Jackson Street is home to Chinese New Year festivals and celebrations; Hing Hay Park is a popular plaza for social gatherings, giant chess, and cultural events.

Addressing Key Challenges

- Greater Downtown has grown significantly since 2010, **with 19% more residents**. The number of school age children has almost doubled from 1,767 to 3,356.⁶⁵
- Despite the growth in families in Greater Downtown neighborhoods, there are **few places designed to cater to children, older adults, and families**.
- The **rise in homelessness** makes it challenging to keep the public-right-of-way clean of waste, clear of encampments, and safe for both homeless individuals and others. Roughly 3,500 people experience homelessness within Seattle.⁶⁶
- Residents expressed a **desire for an active, 24/7 downtown experience**, with more reasons to be out at night, a diversity of affordable food options, and places to go dancing, experience group fitness, or engage in other social activities.
- Participants at outreach events frequently expressed a need to preserve and **maintain cultural and historic character**.
- Many outreach participants who identify as **people of color do not feel welcome in Greater Downtown**. Some people feel obligated to spend money to enjoy our public spaces.



ADVANCING EQUITY

In 2035, new and enhanced public and community spaces can be planned and developed by people of all ages, races, cultures, incomes, and abilities. The city can be full of cost-free experiences like walking, people-watching, and enjoying vibrant street life, increasing quality-of-life for all. The culture and histories of traditionally under-represented people can be celebrated through design of streets and public spaces and through events and programming.

How we get there: Participatory decision-making will allow each neighborhood to distinguish and celebrate what is historically and culturally significant. Design and budgeting will center on equity and environmental outcomes.

01

Create or enhance a community heart in each neighborhood

Cultivate a cherished plaza, square, commons, or outstanding people-first street in every neighborhood.

- Create 18-hour places where people of all ages socialize and can access services including restrooms, drinking fountains, and Wi-Fi.
- Develop new models to partner with communities, and create public-private partnerships to support design, activation, maintenance and engagement.
- Give people multiple reasons to visit or enjoy a public space. Provide something for everyone: comfortable seating, food carts, vending, seasonal activities, space for spontaneous performances, movie nights, and play.



“When we reach for a sense of place we create an intimate relationship to a set of stories connected to a particular location...about who we are and with whom and why.”

- William Kittredge, author on the American West

02

Make the city a canvas to celebrate local culture, topography, and history

Use community art to connect us.

- Infuse the public realm with art to highlight the things the make Seattle, each neighborhood, and the Pacific Northwest unique.
- Increase space for public and community-generated art and events, both in new developments and through improvements to existing spaces.
- Celebrate historic and socially significant sites, events, or structures in each neighborhood’s public spaces.
- Work with cultural groups to create places, physical markers, and artistic expressions that reflect the stories of Seattle’s past, present, and its ethnic and cultural histories.



Mount Rainier’s forests and meadows were abundant resources for Indigenous peoples in the past, and remain significant among tribes today.



A mural in South Park illustrates the evolution of the Duwamish River and honors its place in the community’s past, present, and future.



03

Adopt policies to promote active and vibrant street life

Make it easier for communities, businesses, and individuals to enjoy and activate sidewalks, streets, and public places in each neighborhood.

- Encourage spontaneous and small-scale activity in the public right-of-way and privately-owned public spaces, such as vending, street musicians, group fitness, and cultural festivals.
- Support community efforts to activate public spaces by making it easier to get permits, provide resources, and explore partnerships.
- Explore new models for public private partnerships to maintain and program open spaces.



04

Create spaces to gather and enjoy, by communities and for communities

Empower community members to create valued spaces.

- Collaborate with communities to envision and plan a variety of intergenerational community spaces.
- Support communities with the resources they need to co-create and steward community spaces, especially along or near people-first streets.
- Ensure that each neighborhood has a variety of free or affordable community spaces that support different uses, groups, events, and activities.

05

Bring water to the neighborhoods

Provide connections and experiences with water in every neighborhood.

- Design and prioritize fountains, water features, and water-based recreation in neighborhoods with the least open space.
- Develop opportunities to view Elliott Bay and Lake Washington, including potential viewpoints on Thomas Street, any new I-5 lid, and other locations.



03

NEXT STEPS

MEASURING SUCCESS

Imagine Greater Downtown targets ensure the plan is on track to achieve the 2035 vision. They intend to gauge progress toward success. Each of the Big Ideas in this plan helps achieve one or more of these targets; most are already measured by partner agencies using established methodologies and data collection.

Advancing these Big Ideas can only happen by collaborating across agencies and with community partners, and by approaching all projects, programs, and policies with equity as a foundational principle.



Evaluation Metrics, Targets, and Corresponding Values*

Target	People First	Racial, Economic and Social Justice	Access to Opportunity for All	Environmental Stewardship	Cultural Diversity	Collaboration
Public Realm, Parks and Open Spaces						
Increase the number of people in public spaces by 25% ⁶⁷	●	●	●			
Increase the share of women in public spaces to average 50% ⁶⁸	●	●	●		●	
Add 100 acres of parks and public spaces in Greater Downtown ⁶⁹	●		●	●		
Reduce neighborhood disparities by meeting the goal of 24% tree canopy cover of the right-of-way for every neighborhood in Greater Downtown ⁷⁰	●	●	●	●		
Double the amount of space dedicated to street activation uses (cafes, streateries, parklets, vending, etc.) ⁷¹	●				●	●
Mobility and Access						
Increase satisfaction with bus stop waiting areas, particularly at nighttime for women and people of color ⁷²	●	●	●		●	
Reduce drive alone trips downtown during peak periods to 18.3% ⁷³	●		●	●		
Increase the share of Greater Downtown buildings with off-street loading or a nearby commercial load zone to 65% ⁷⁴	●		●	●		●
Increase active travel trips (walking and bicycling) that start and end within Greater Downtown to 65% ⁷⁵	●		●	●		
Achieve zero traffic fatalities and serious injuries ⁷⁶	●	●	●			

* Values are detailed on pages 24-25.

REALIZING OUR VISION FOR GREATER DOWNTOWN

Realizing the vision for Greater Downtown will take hard work, partnership between public and private stakeholders, and commitment to shared values. Five key next steps move the Big Ideas forward, focusing on actions and locations that are most critical to transform the city and address oncoming challenges.

Next steps identify opportunities where coordination, joint leadership, and resources are needed. The Imagine Greater Downtown plan supports agency efforts to dedicate the staff and additional resources necessary to successfully advance the Big Ideas.

These next steps are cross-cutting, near-term actions that build on efforts underway and will advance multiple Big Ideas at once.

Legend of Coordinating Agencies

- COS** - City of Seattle
- DON** - Department of Neighborhoods
- DSA** - Downtown Seattle Association
- KC Metro** - King County Metro
- OAC** - Office of Arts and Culture
- OED** - Office of Economic Development
- OPCD** - Office of Planning and Community Development
- OSE** - Office of Sustainability and Environment
- OWCP** - Office of the Waterfront and Civic Projects
- PORT** - Port of Seattle
- SDCI** - Seattle Department of Construction and Inspections
- SDOT** - Seattle Department of Transportation
- ST** - Sound Transit
- WSDOT** - Washington State Department of Transportation

1. Advance South Waterfront planning and community discussion

Advance work on this critical waterfront space with agencies and community partners

Opportunity

Integrate water and landside planning in the area just south of Colman Dock.

- **There is significant private investment** and buildout of Waterfront Seattle, including the new Alaskan Way.
- **Seattle’s Indigenous communities** have a long history rooted in this area.
- **Growth in transportation alternatives** continues with the opening of the new Colman Dock Multimodal Terminal, Center City Connector, passenger-only ferries, Metro RapidRide H Line with service to Colman Dock by 2021, and plans for a new cruise ship berth are due for completion before 2025.
- **Tourism is growing** with cruise and ferry operations alone projected to bring thousands of visitors into this area.

Work to plan and design this space should be driven by Indigenous individuals and tribes, and center on inclusion and a sustainable future.

Key Actions	Phase			Coordinating Agencies	Related Projects
	1	2	3		
<ul style="list-style-type: none">• Study the future of public space and mobility in the South Waterfront area	●			<ul style="list-style-type: none">• LEAD: COS (Office of the Waterfront)• Coordinating: COS (SDOT, OPCD), KC Metro, WSDOT, Port	<ul style="list-style-type: none">• Waterfront Seattle Construction (Pioneer Square East-West Streets Improvements)• Unfunded elements of Waterfront Seattle Vision• Port Terminal 46 North Cruise Ship Berth• Colman Dock Multimodal Terminal• Stadium District Developments• Center City Connector Streetcar• WSDOT-led planning for Pier 48
<ul style="list-style-type: none">• Build on previous work and consider potential future uses of Terminal 46 North, Pier 48, and landside uses	●				
<ul style="list-style-type: none">• Explore options to integrate waterborne transportation and passenger ferry services	●				
<ul style="list-style-type: none">• Assess and optimize water access and views		●			



2. Develop a street network study


Optimize streets to support the mobility needs and public life of all people

Opportunity


Bringing the Big Ideas to life will require strategic thinking about the use of public street space in Greater Downtown. This is an opportunity to:

- **Prioritize mobility needs** by identifying infrastructure and operations that support our mode share targets.
- **Knit together** the interests of neighborhood residents, local businesses, tourism, agencies and advocates. Ensure excellent walk, bike, freight and urban goods, and transit access.
- **Optimize the street network and curbspace** to support the efficient movement of people, goods, services, and other non-movement uses.


Key Actions	Phase			Coordinating Agencies	Related Projects
	1	2	3		
<ul style="list-style-type: none">• Conduct scenario planning and analyze how rights-of-way can be best used to support the mobility needs and public life of all people	<div></div>			<ul style="list-style-type: none">• LEAD: COS (SDOT)• Coordinating: COS (OPCD), KC Metro, ST, WSDOT, Port	<ul style="list-style-type: none">• Seattle Congestion Pricing Study• WSDOT I-5 Vision• Metro Connects• Upcoming capital projects in Greater Downtown• Existing modal plans• Lid I-5 Feasibility Study
<ul style="list-style-type: none">• Conduct technical analysis to inform street use priorities, resolve conflicts where modal priorities overlap, and identify demand management needs	<div></div>				
<ul style="list-style-type: none">• Assess and plan mid- and long-term street use priorities for:<ul style="list-style-type: none">» Surface street transit-priority pathways and operations» A connected network of people-first streets» A major north-south transit spine operations and design including bus and streetcar operations» I-5 access changes and resulting street operations» Freight and urban goods delivery needs» Enhanced riding and rolling network (bicycles and micromobility)» Curb space management strategies to address competing demands, including future autonomous vehicles	<div></div>				




STREETS WE LOVE,
STREETS THAT WORK




EXCELLENT TRANSIT
EXPERIENCE




GREAT HUBS,
ACTIVE PLACES




STITCH THE I-5 DIVIDE



GREENING GREATER
DOWNTOWN



CONNECT US TO THE
WATER



NEIGHBORHOOD HEARTS
FOR COMMUNITY LIFE

3. Continue transit station and hub collaboration

Create great places for arrival, connection, and community life at transit station locations in Greater Downtown

Opportunity

The nation’s best public transit systems have evolved to invest heavily in public realm and speed and reliability improvements.

- **Build on transit service investments** including light rail, commuter rail, and frequent bus and streetcar services to make Greater Downtown’s public realm thrive.
- **Transform arrivals** at transit stops and hubs to emphasize connections and community life.
- **Focus efforts** where traveler volumes and transfers will be highest.

Key Actions	Phase			Coordinating Agencies	Related Projects
	1	2	3		
<ul style="list-style-type: none">• Prepare Station Context Framework Plans<ul style="list-style-type: none">» Plan and design bus stop, layover, and drop-off zones (kiss-n-ride)» Prepare street concepts and identify street modal priorities» Develop and refine streetscape standards as needed» Develop intersection concepts that enhance safety and accessibility» Prepare pedestrian realm, public space, activation, and place-making concepts» Plan for effective access and circulation movements		●		<ul style="list-style-type: none">• CO-LEAD: COS (OPCD) and ST• Coordinating: COS (SDOT, DON), KC Metro, DSA	<ul style="list-style-type: none">• Sound Transit West Seattle and Ballard Light Rail Project• SDOT Shared Mobility Hubs Program• Jackson Hub Reconnecting Neighborhoods• KC Metro Hubs and ST Station Integration Programs• City led planning for BNSF lid
<ul style="list-style-type: none">• Create a “great stops/rapid response” program that supports transit operations and elevates the transit customer experience, comfort, and enjoyment where public life interfaces with bus passenger facilities		●		<ul style="list-style-type: none">• Lead: KC Metro• Coordinating: COS (SDOT), DSA, and ST	
<div><div>Streets we love, streets that work</div><div>Excellent transit experience</div><div>Great hubs, active places</div><div>Stitch the I-5 divide</div><div>Greening Greater Downtown</div><div>Connect us to the water</div><div>Neighborhood hearts for community life</div></div>					

4. Develop neighborhood public life action plans

Work with neighborhood groups to locate, plan, and activate the civic heart of each neighborhood and other places for public life and community interactions

Opportunity

Effective public spaces are where community comes alive, neighbors connect and bond, and where a sense of belonging is fostered. Great public spaces at a variety of scales will help:

- **Identify people-first street and street closure opportunities** that correspond with mobility network priorities.
- **Seed local economies** and encourage more minority-owned businesses to Greater Downtown’s street side retail and restaurant scene.
- **Drive environmental sustainability** with more native trees and green infrastructure features selected by community residents.

Key Actions	Phase			Coordinating Agencies	Related Projects
	1	2	3		
• Develop a community engagement strategy to reach underserved groups; include local and Indigenous culture, art, and history to develop inclusive public spaces	●			• CO-LEAD: COS (OPCD and SDOT) • Coordinating: COS (Parks and Recreation, DSA, DON, OAC, OED, and OSE)	• SDOT Public Life Program • Neighborhood urban design framework plans • Station Area Planning • Seattle Parks and Open Space Plan • Privately owned public spaces (SDCI Program) • DSA Public Space Activation Program
• Build on Outside Citywide’s research to inventory neighborhood and civic gathering spaces, analyze public space gaps, and assess user group needs; identify early implementation pilot areas for street activation	●				
• Fund public life surveys and action plans for each neighborhood		●			
• Identify locations to expand, improve, repurpose, and connect public and pedestrian places through the street network study and a land use analysis		●			
• Memorialize the design of the selected enhanced pedestrian places in Streets Illustrated		●			
• Secure funding for capital improvements for the identified new and enhanced public places			●		

STREETS WE LOVE, STREETS THAT WORK

EXCELLENT TRANSIT EXPERIENCE

GREAT HUBS, ACTIVE PLACES

STITCH THE I-5 DIVIDE

GREENING GREATER DOWNTOWN

CONNECT US TO THE WATER

NEIGHBORHOOD HEARTS FOR COMMUNITY LIFE

5. Transform and activate I-5 overpasses and underpasses

Create and enhance spaces and connections over and under I-5

Opportunity

As Seattle grows on both sides of I-5, the barrier created by the freeway is magnified. Reconnected neighborhoods are transformative for mobility, improve access to opportunity for many, and can help humanize areas adjacent to the freeway.

- **Improve the pedestrian experience** and find meaningful uses for marginal spaces in underpasses adjacent to the Central Business District and Chinatown-International District.
- **Leverage current feasibility planning** for the I-5 lid to explore overcrossing enhancements in Greater Downtown along the freeway such as the Melrose Promenade and Harborview overlook.

Key Actions	Phase			Coordinating Agencies	Related Projects
	1	2	3		
• Build on and support other community planning efforts for spaces under I-5	●			• LEAD: COS (SDOT) • Coordinating: COS (OAC, DON, Parks and Recreation, and WSDOT)	• Lid I-5 Feasibility Study • Jackson/King Underpass Community Study • Pike Pine Renaissance • Washington State Convention Center Expansion • Freeway Park Improvements • Melrose Promenade Community Plan
• Transform I-5 underpasses into canvases and meaningful spaces for art, community uses, and cultural celebration		●			
• Improve sense of security and safety • Use lighting and light art to brighten underpasses		●			
• Advance planning and design for the Melrose Promenade		●			
• Explore pedestrian environment improvements to existing overpasses		●			
• Find activating and potentially indoor uses that are resilient to the noisy and dark environment			●		
• Begin planning and design for new Thomas St crossing to connect South Lake Union and Capitol Hill			●		

STREETS WE LOVE, STREETS THAT WORK

EXCELLENT TRANSIT EXPERIENCE

GREAT HUBS, ACTIVE PLACES

STITCH THE I-5 DIVIDE

GREENING GREATER DOWNTOWN

CONNECT US TO THE WATER

GREAT PLACES FOR COMMUNITY LIFE

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ENDNOTES

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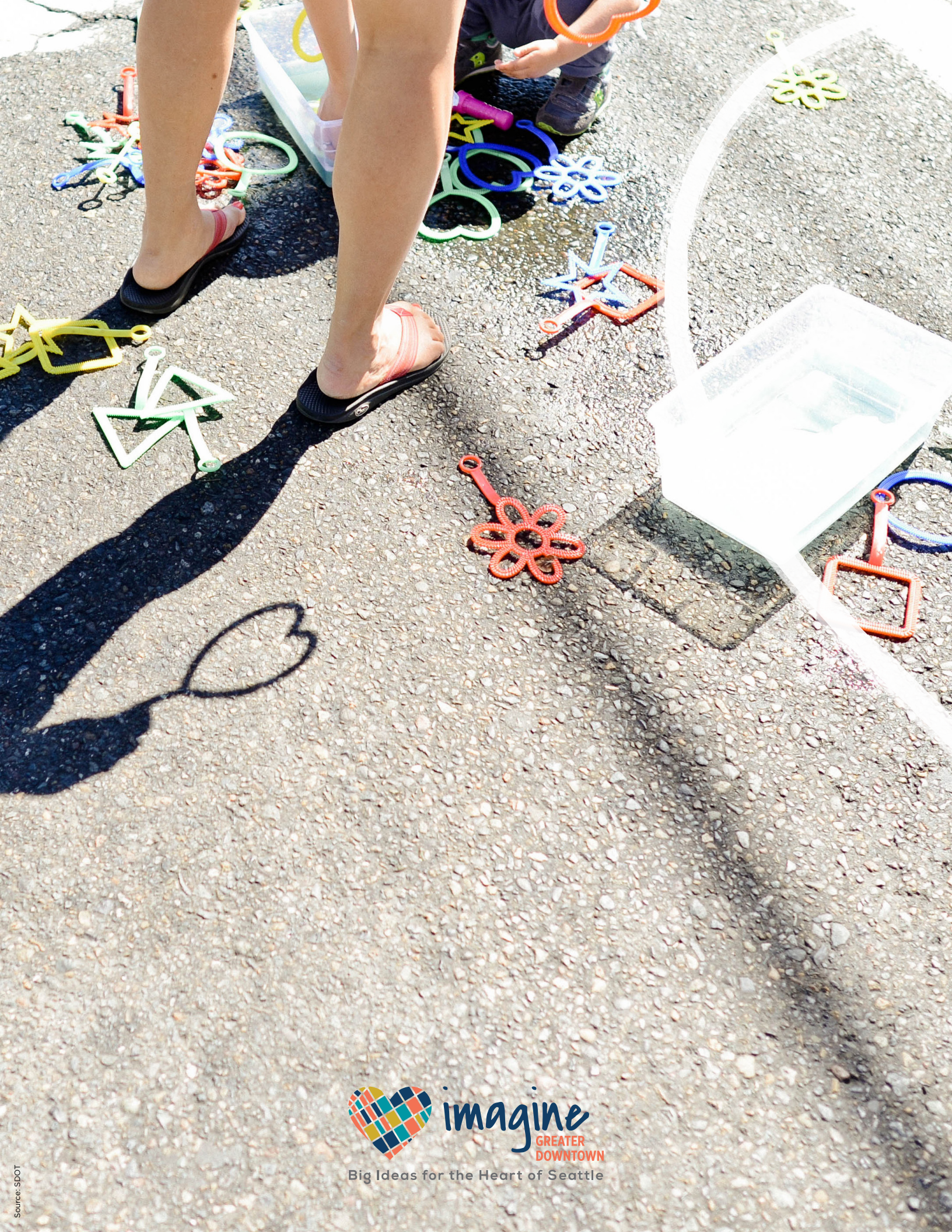
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