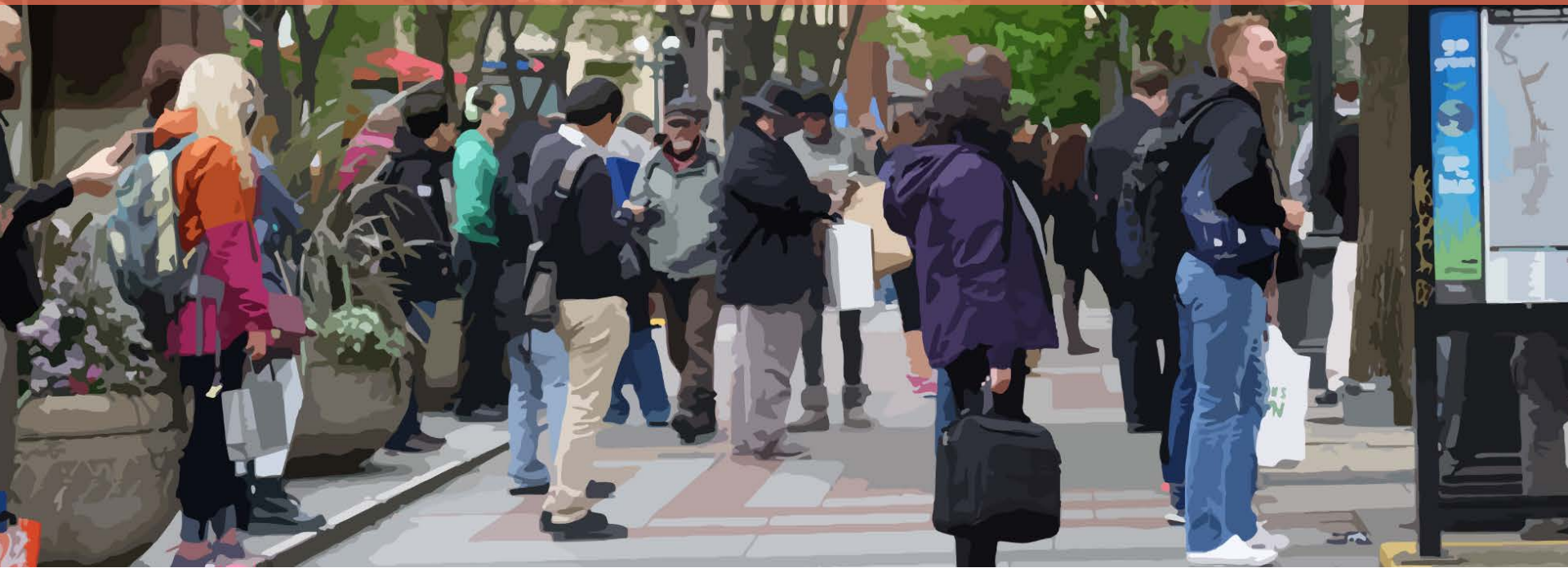


One Center City



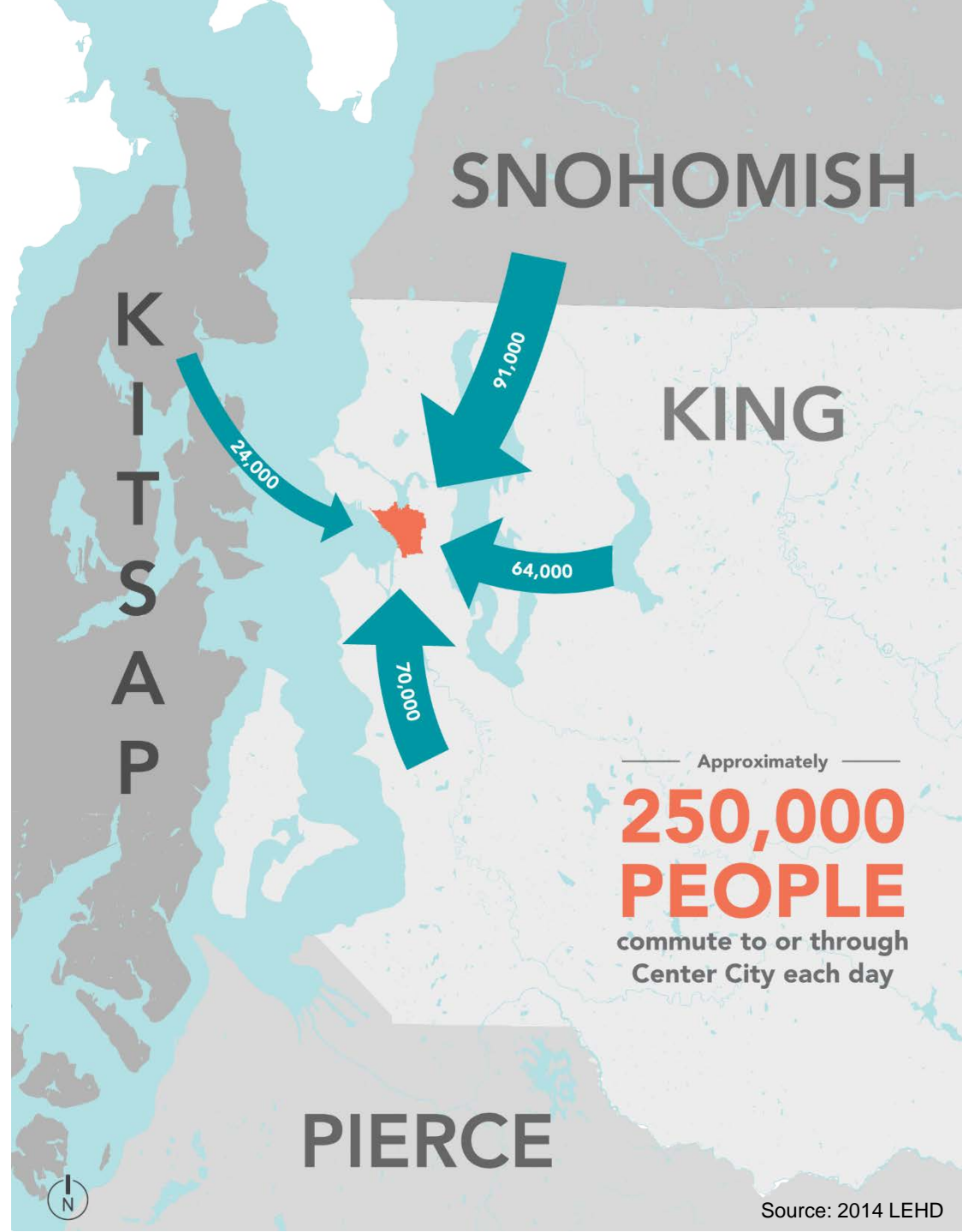
Seattle Planning Commission
February 23, 2017

ONE CENTER CITY

- Unified and integrated plan for how we:
 - **Move** through,
 - **Connect** to, and
 - **Experience** Center City
- Many communities, perspectives, and partners
- Project sponsors
 - City of Seattle
 - King County Metro
 - Sound Transit
 - Downtown Seattle Association
- 20-year Vision
- Action Plan for Near-Term, Mid-Term, and 20-year Horizon

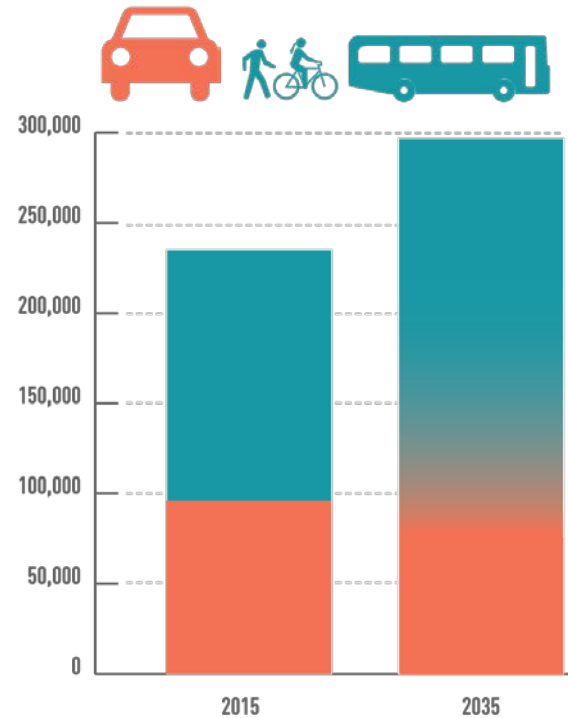
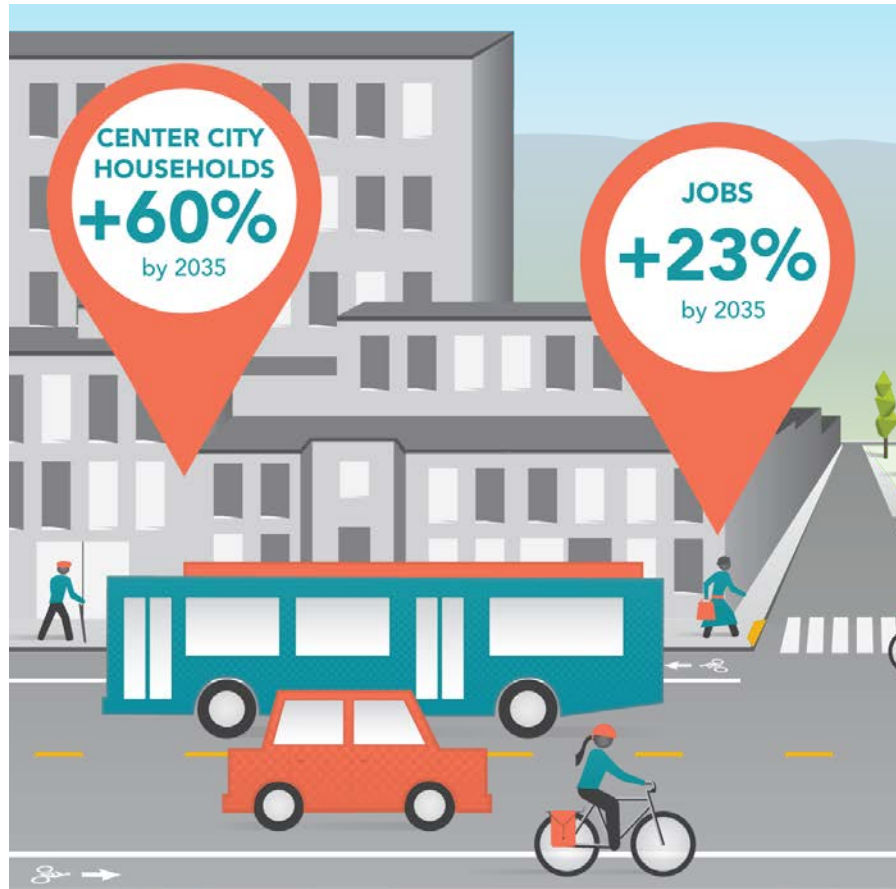


WHAT IS THE CENTER CITY?



LOCATION	POPULATION	EMPLOYMENT
Center City	218,814 (2010)	242,373 (2014)
Seattle	662,400 (2015 ACS)	514,710 (2015 ACS)
Region	3.9 million (2015 PSRC)	2.2 million (2015 PSRC)

WHY ONE CENTER CITY?



WHY NOW: EVOLVING CENTER CITY

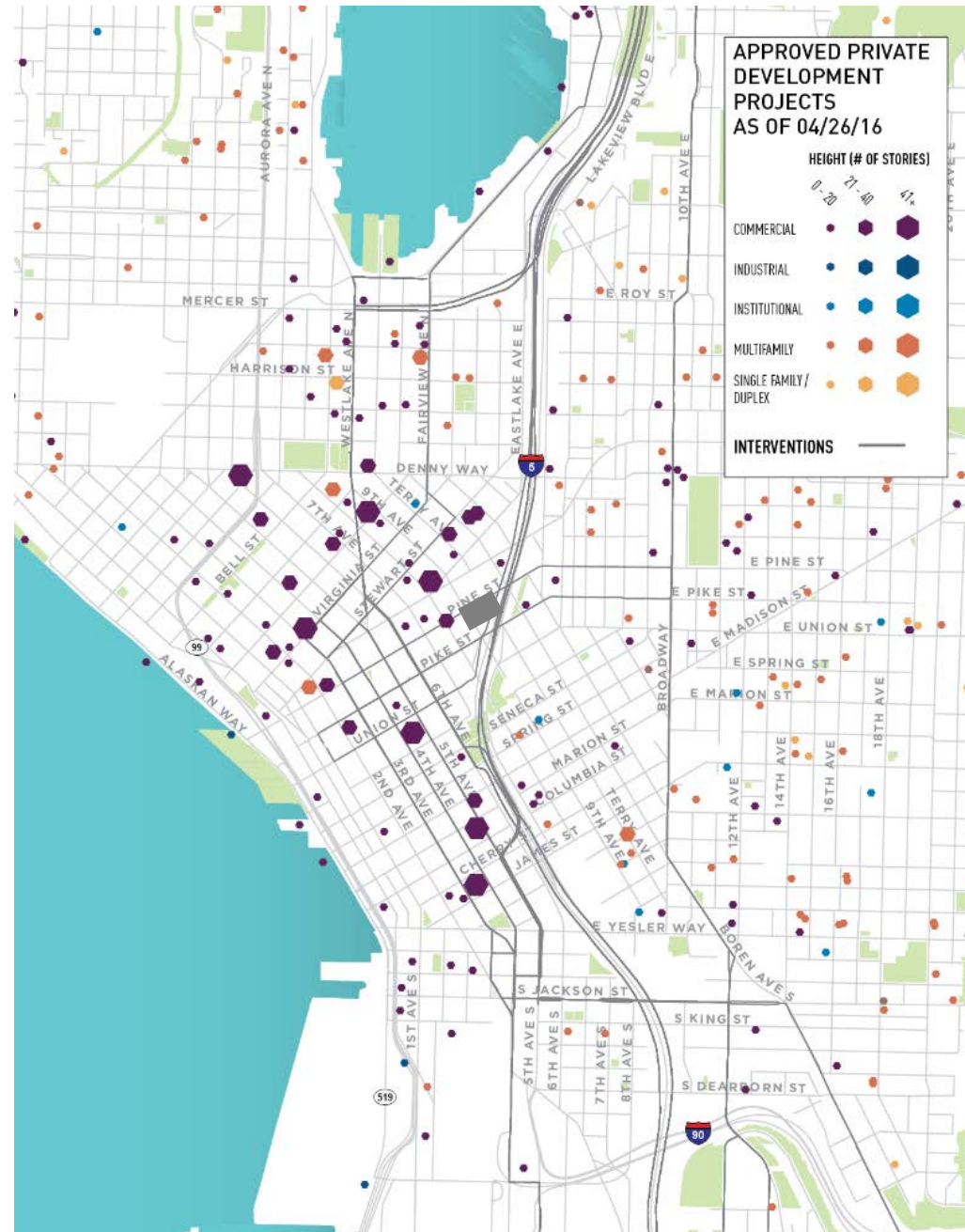
Transportation system changes:

- Light rail expansion
- SR 99 tunnel and tolling
- Center City Streetcar
- Center City Bike Network
- Metro long-range plan

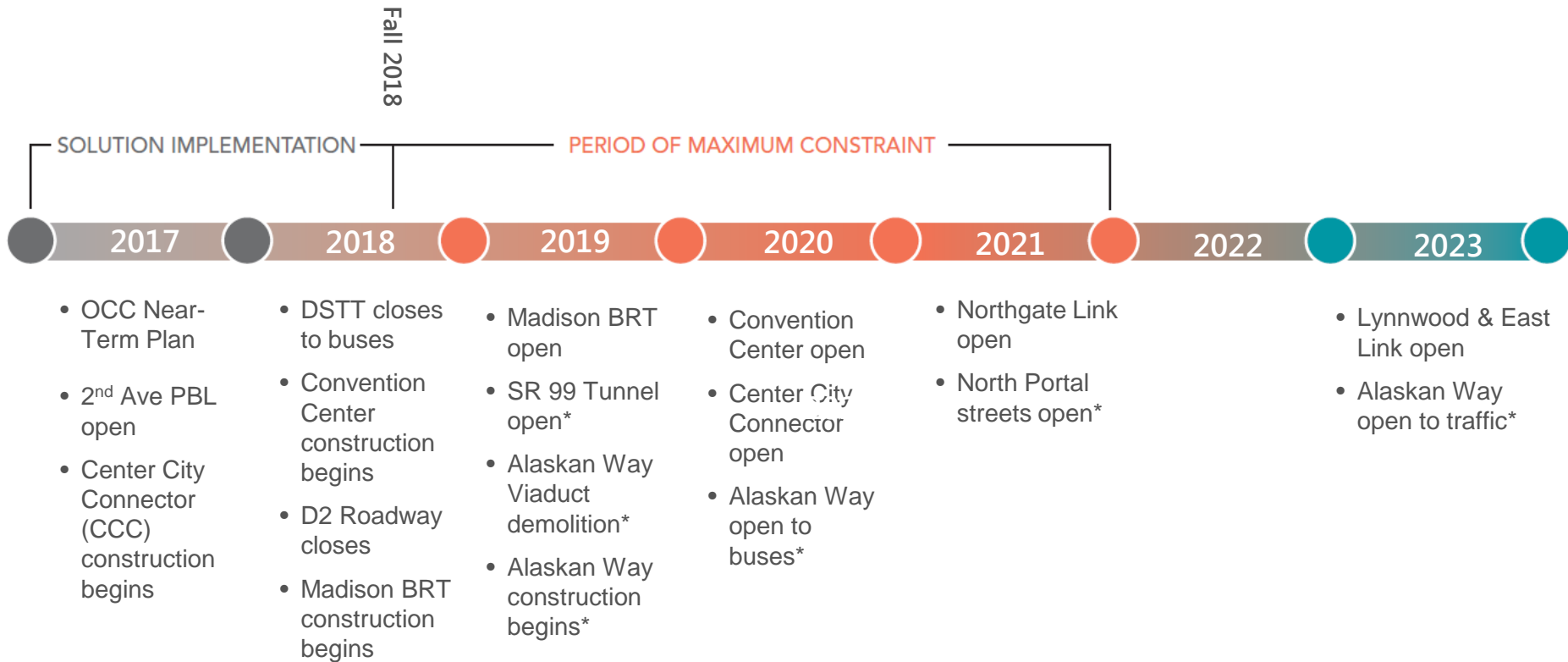


OPPORTUNITY AND GROWTH

- 110 active construction permits
- 10,000+ residential units under construction (June 2016)
- 11M+ square feet of institutional, office and retail space approved or under construction (June 2016)
- Convention Center Addition



A TIMING CHALLENGE



* - Alaskan Way Viaduct Replacement Program project timelines dependent on completion of the SR 99 Tunnel

POTENTIAL NEAR-TERM STRATEGIES

Surface Street
Operations



CC Bike Network
Implementation

Programs &
Management
Strategies



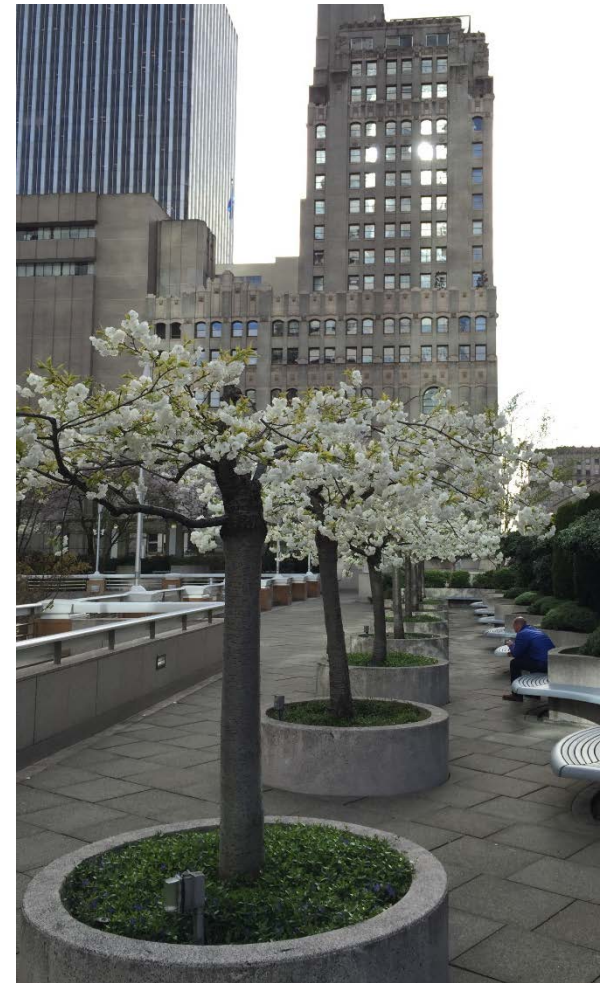
Pedestrian &
Public Realm



Transit Service
Restructuring

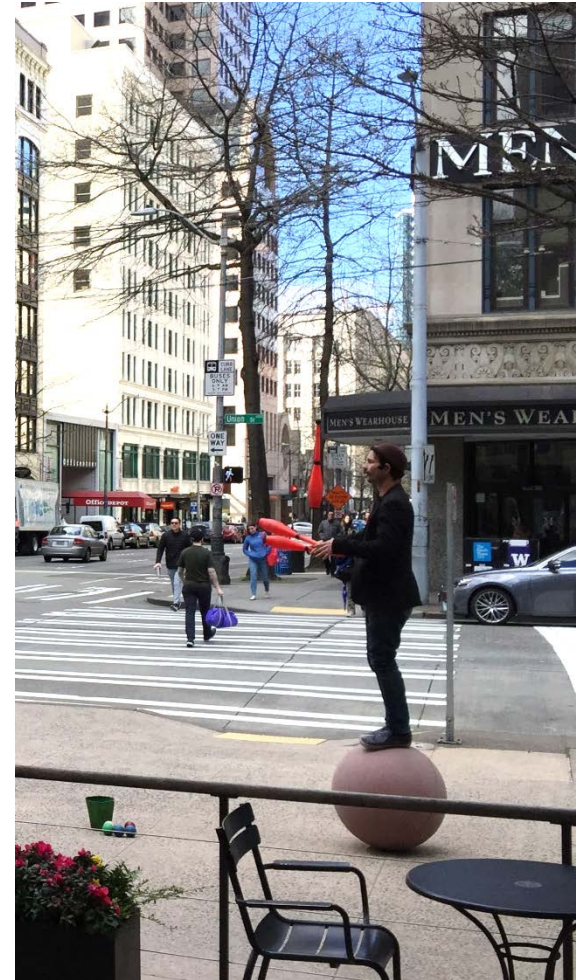
ONE CENTER CITY GUIDING PRINCIPLES

- **Flexibility:** Create flexible systems that can evolve over time by taking a system-wide view and challenging long-held assumptions.
- **User experience:** Create an easy to use and intuitive system by prioritizing accessibility, pedestrian mobility, wayfinding, and multimodal connectivity.
- **Equity:** Design for the health, safety and well-being of all who live in our community using established race and social justice guidelines.
- **Well-being:** Support social sustainability and economic prosperity for all.



ONE CENTER CITY GUIDING PRINCIPLES (CONT.)

- **Optimization:** Optimize use of limited street and sidewalk space for people and goods.
- **Transportation:** Provide safe, affordable, comfortable, reliable, and convenient transportation options for all users of all abilities – daytime and nighttime, commuters and non-commuters, and those needing timely multiple connections.
- **Public space:** Design the street experience and public realm so that they are inviting, engaging, safe, and supportive of social connections and community-building.
- **Stewardship:** Reduce vehicles and emissions and use sustainable building practices.



NEAR-TERM STRATEGIES

TYPES OF OUTREACH AND ENGAGEMENT

ON-LINE

- Open house through 3/3
- 2,000 visitors
- 138 completed surveys

STAKEHOLDER MEETINGS

- Briefings
- Boards & Commissions
- Neighborhood outreach
- 1:1
- Happy hour

COMMUNITY LIAISON ENGAGEMENT

- Community conversations
- C/ID Focus
- Translations

MEDIA

- 1/26 Media Roundtable
- On-going coverage
- Blogs
- Facebook promotions

NEAR-TERM STRATEGIES

OUTREACH AND ENGAGEMENT

Transportation boards and committees:

- Center City Bike Network Sounding Board
- Seattle Bicycle Advisory Board
- Seattle Pedestrian Advisory Board
- Sustainability and Transportation Committee
- SODO Transportation Committee
- Freight Advisory Board
- King County Mobility Coalition
- King County Transit Advisory Commission
- Transit Advisory Board
- Seattle Design Commission
- Seattle Youth Commission
- Seattle Commission for People with disAbilities

UPCOMING

- Focus group with Community Liaisons on Ethnic/Underserved population outreach
- Open House with Chinatown-International District property owners
- Community Conversation at Therapeutic Health Services
- Outreach with translated materials



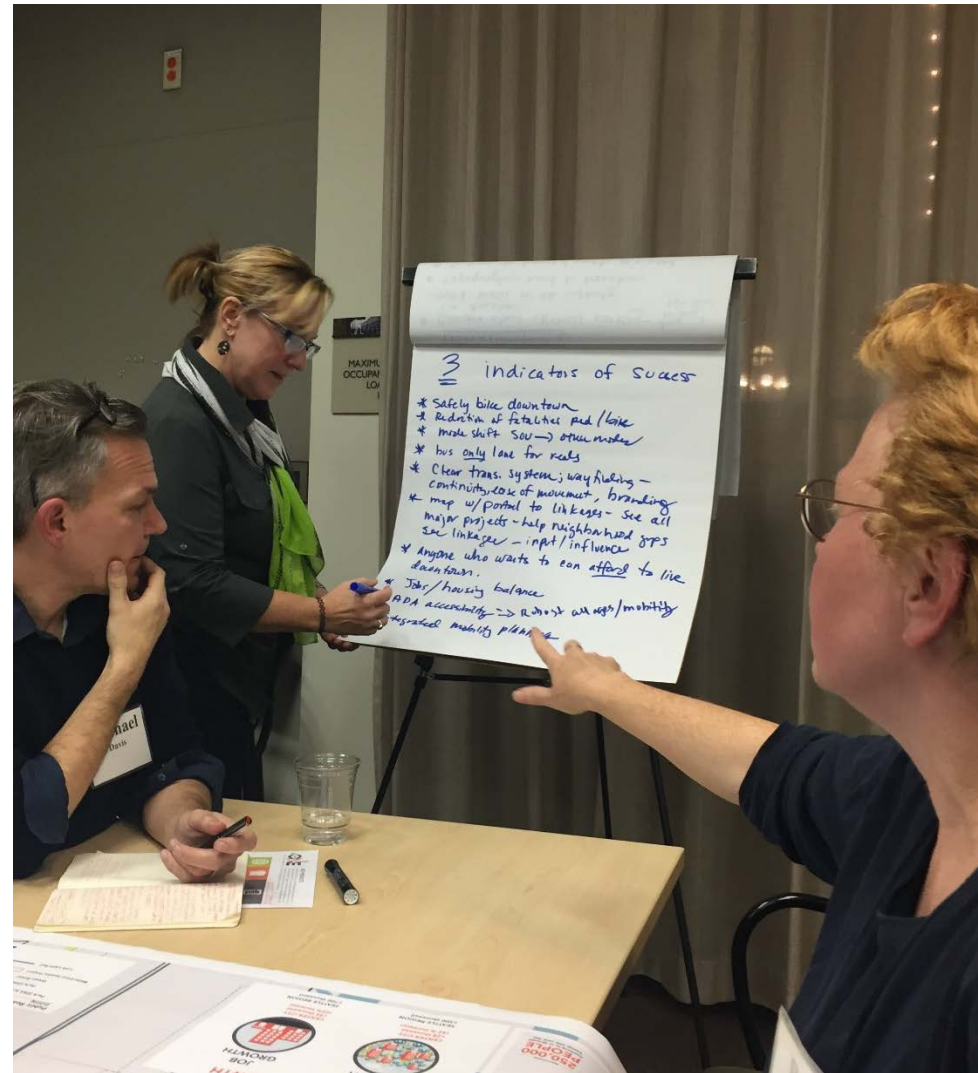
Members of Seattle Youth Commission

Community conversations and presentations:

- Chinatown-International District Open House
- Community Conversation with ICHS
- National Federation for the Blind – Seattle Chapter
- Metro Democratic Club of Seattle
- 1x1s with Execs and Community Leaders

WHAT WE'VE HEARD (THUS FAR)

- Acknowledge safety and incorporate improvements
- Consider impacts to people with disabilities
- Include TDM and other measures to reduce auto demand
- Include freight and delivery strategies
- Performance measures do not capture added capacity and safety benefits of the Center City Bike Network
- How would increased bus volumes on 5th affect retail?



PUBLIC REALM

○ Develop a Strong Vision

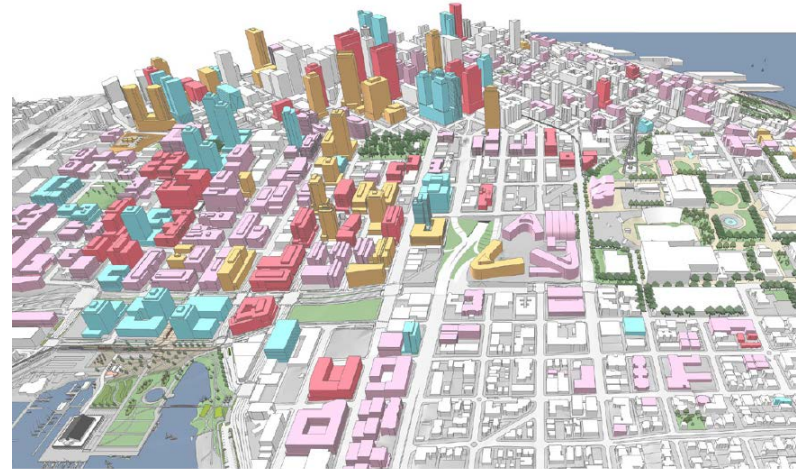
- Articulate value of the public realm and build a 'brand' around the look
- Provide tools to quantify benefits of a great public realm

○ Evaluation of Evolving Urban Form

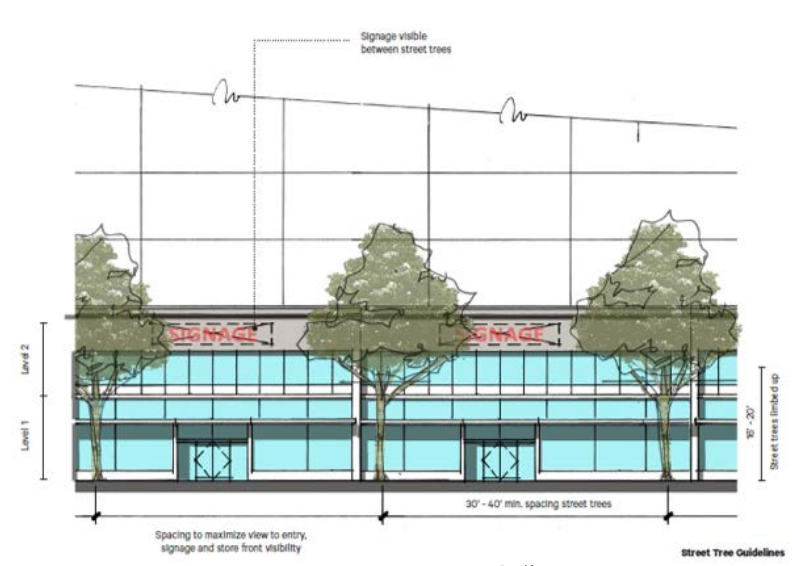
○ Recommendations for new or revised development standards

- Will inform future Belltown and Downtown Design Guidelines

Future development properties (early in permitting)



VIA model created for Lake 2 Bay



Callison Report

PUBLIC REALM

- Evaluation of Parks Needs Assessment
- Public Realm Activation and Maintenance Framework
- Special Streets Network



PUBLIC REALM

- Future mobility hubs and transit stop/station typologies
- Stormwater Infrastructure Opportunities



Hamburg Hochbahn

NEAR-TERM STRATEGIES

DECISION ROADMAP

JAN &
FEB

- Solicit input from public through Advisory Group, in-person meetings and online open house

MAR

- Draft recommended strategies for further outreach and analysis

THROUGH
EARLY
2018

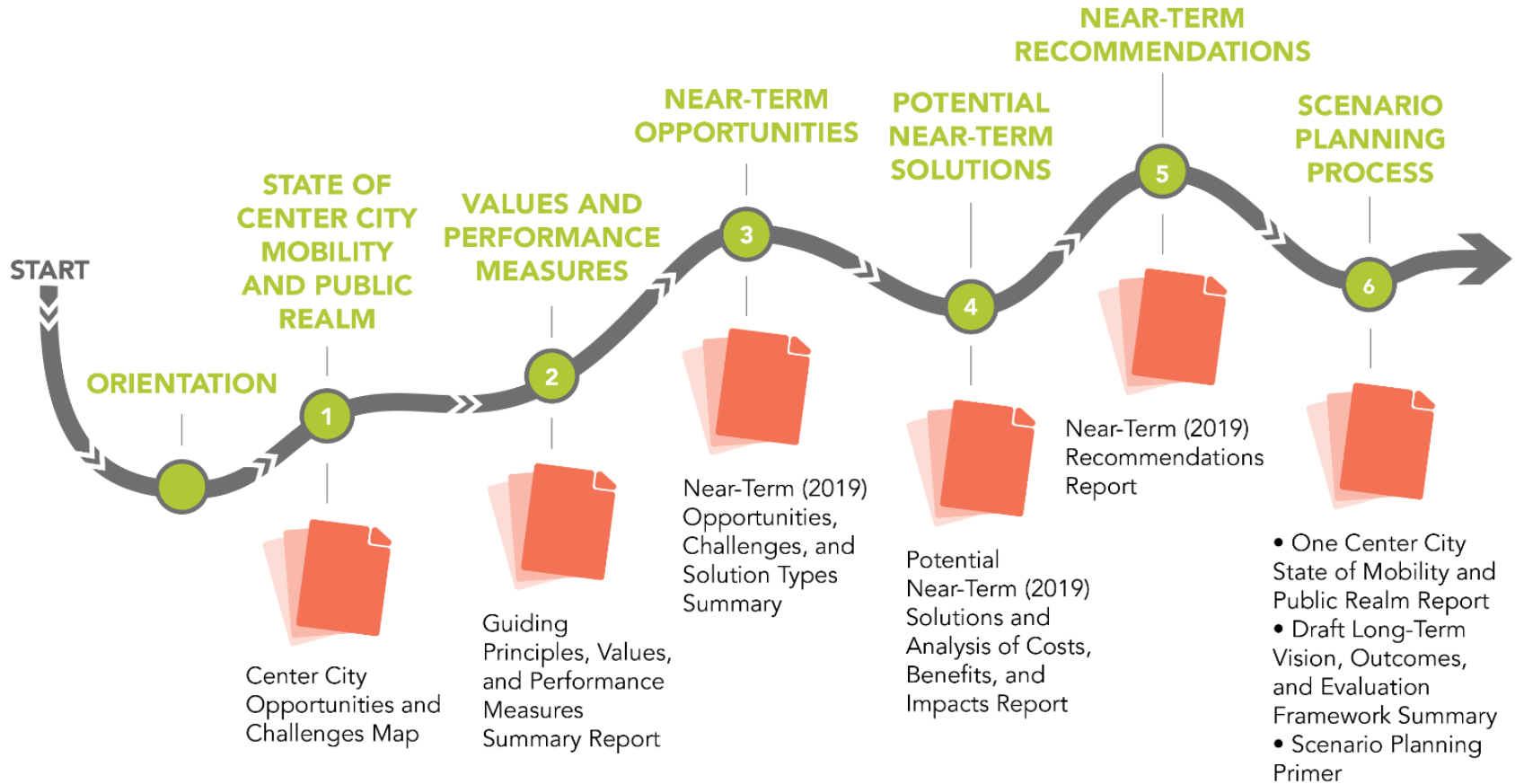
- Outreach and analysis on specific strategies prior to recommendation and action by responsible legislative body

THROUGH
EARLY
2018

- Develop 20-year vision and public realm plan

 MILESTONE

 KEY PRODUCT





MILESTONE



KEY PRODUCT

FINAL VISION FRAMEWORK

7



One Center City Vision Report

DRAFT 2023 & 2035 SCENARIOS

8



Draft 2023 and 2035 Scenarios and Evaluation Approach Technical Memo

SCENARIO ANALYSIS

9



Preliminary Scenario Evaluation Summary

DRAFT 2023 & 2035 RECOMMENDATIONS

10



- Scenario Evaluation Report
- Draft Recommended Scenarios Report

DRAFT ACTION PLAN

11



- Draft Implementation and Funding Plan
- Draft Action Plan

DRAFT ONE CENTER CITY MOBILITY AND PUBLIC REALM PLAN

12



Draft One Center City Mobility and Public Realm Plan

FINAL ONE CENTER CITY MOBILITY AND PUBLIC REALM PLAN

13



Final One Center City Mobility and Public Realm Plan

COMMENT ON NEAR TERM STRATEGIES ONECENTERCITY.ORG



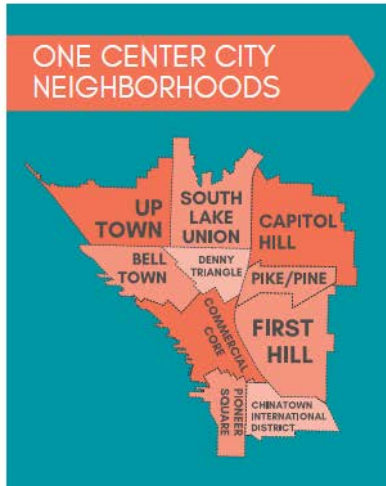
[Home](#) [About](#) [The Plan](#) [The Partners](#) [Advisory Group](#) [Get Involved](#) [Resource Library](#)

We're working to make it easier to get around Center City.

[VISIT OUR ONLINE OPEN HOUSE TO LEARN MORE](#)



One Center City will bring together many communities, perspectives and partners, to create a 20-year plan for how we move through, connect to, and experience Seattle's Center City neighborhoods. It is a public/private partnership between the City of Seattle, King County, Sound Transit, and the Downtown Seattle Association.



EMAIL SIGN-UP

Receive project updates and help shape the plan

email address



QUESTIONS

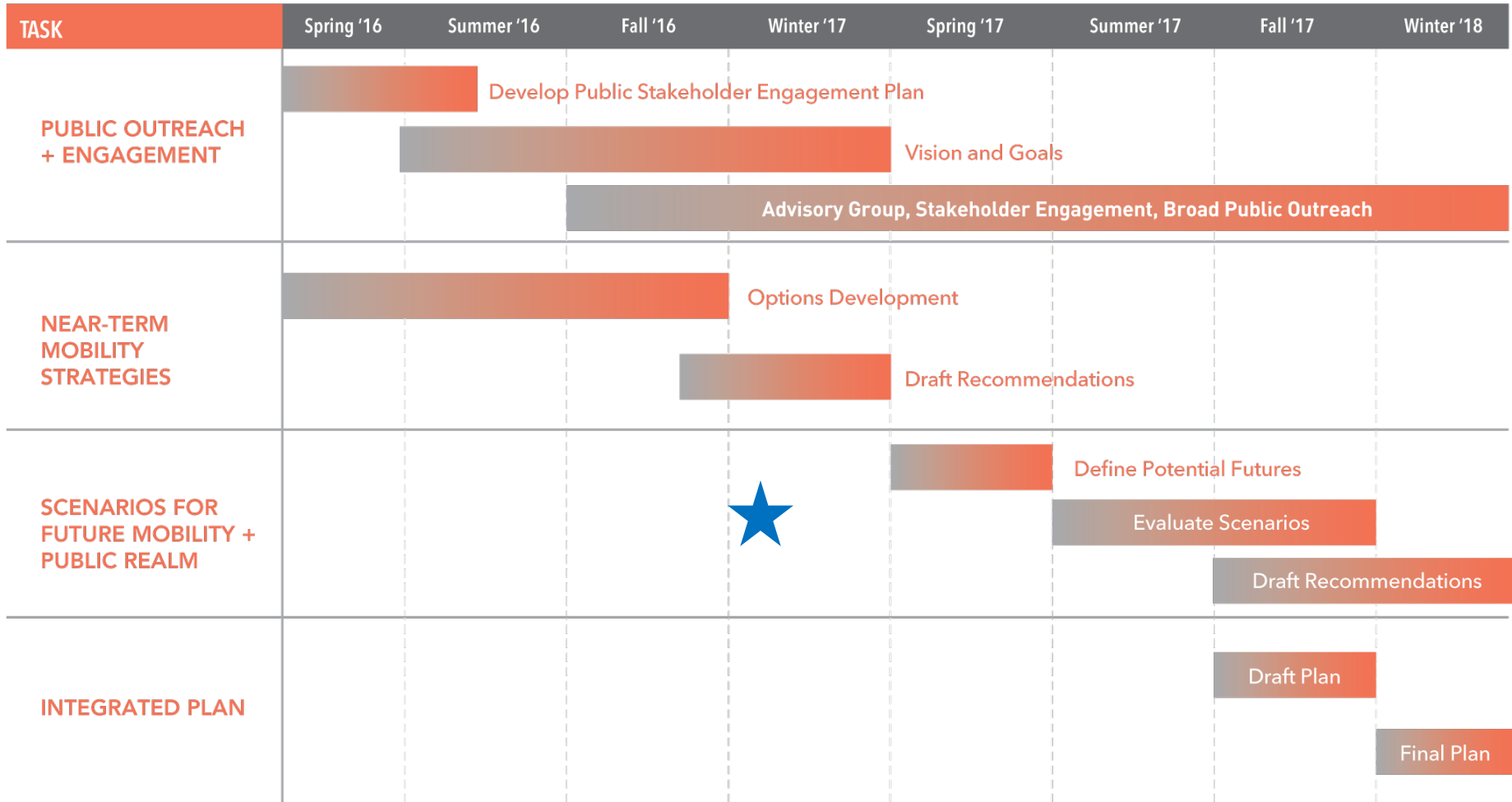
Diane Wiatr, Deputy Project Manager
diane.wiatr@seattle.gov | (206) 684-0811

Gary Johnson, Center City Coordinator
Gary.Johnson@seattle.gov | (206) 615-0787

www.seattle.gov/transportation



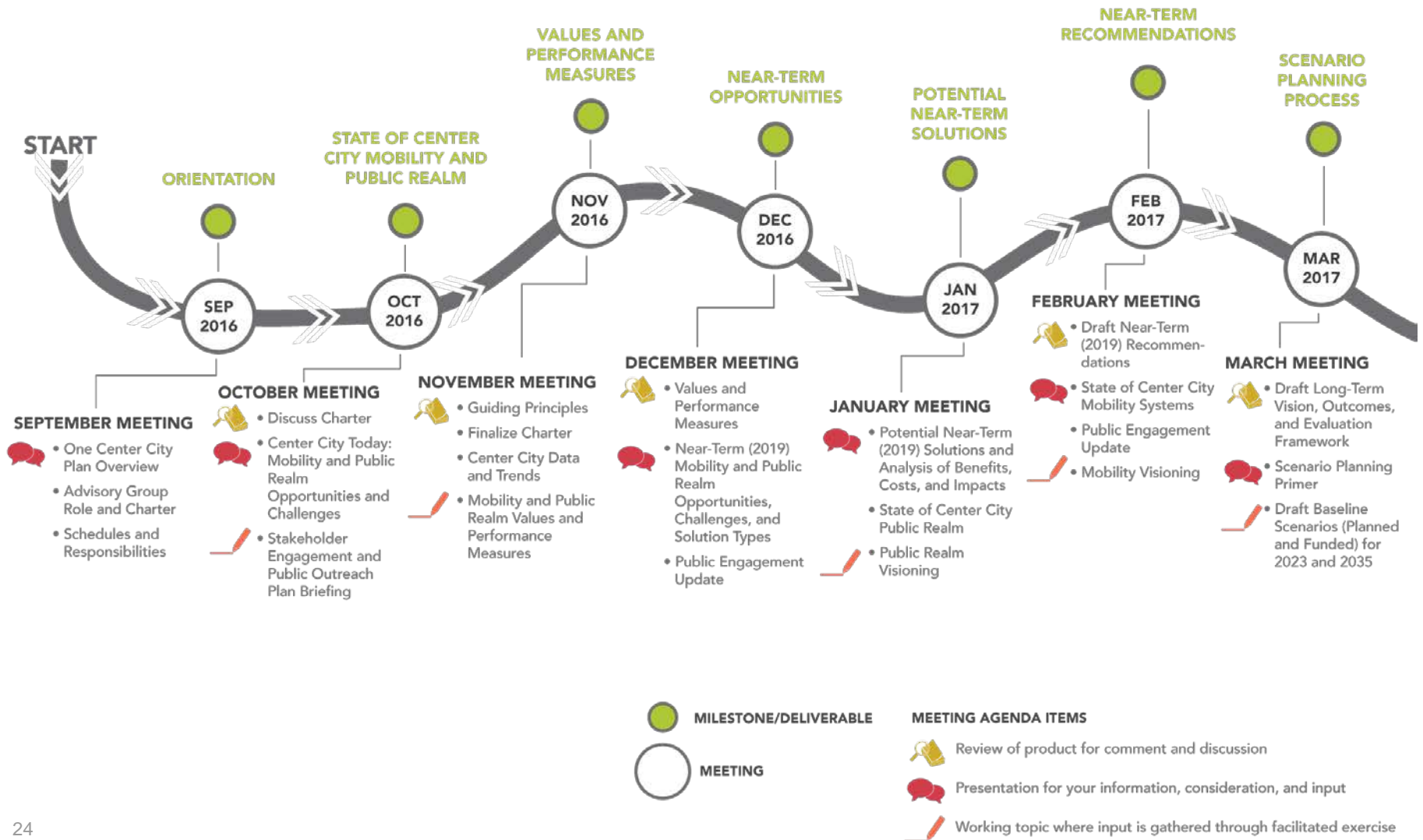
PROJECT SCHEDULE



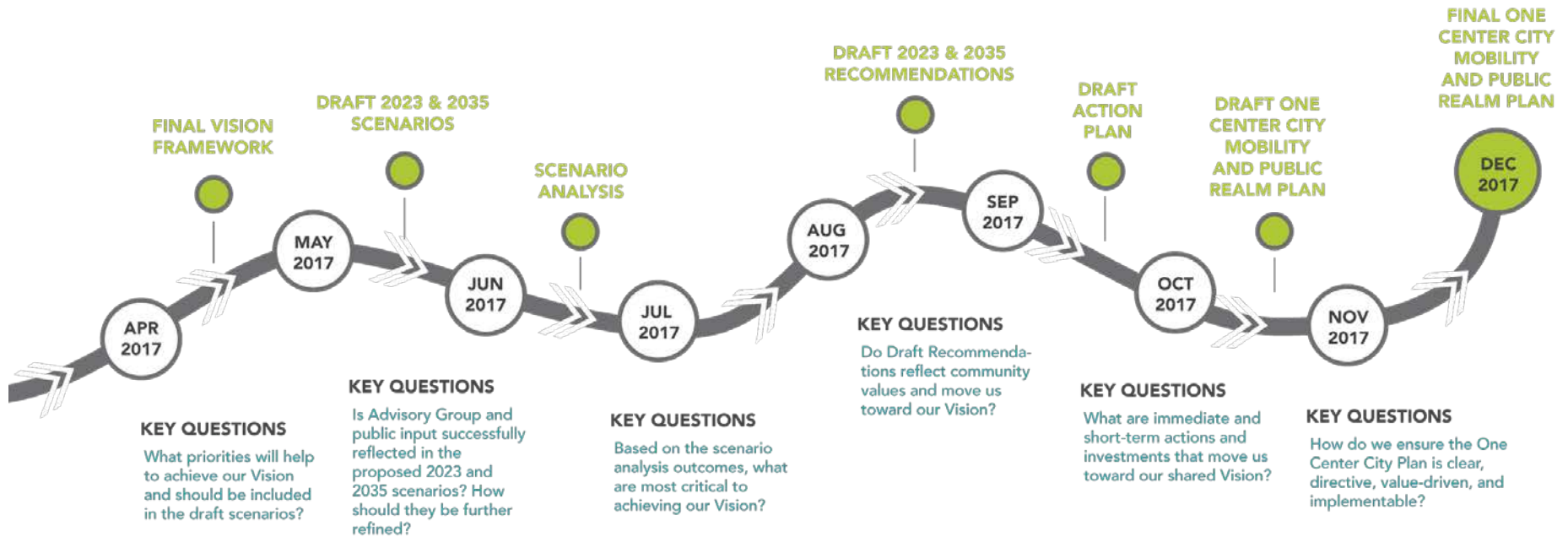
PUBLIC REALM PLAN DELIVERABLES - draft

- Public Realm vision, framework and design principles
- Public Realm strategies and improvements
- Planning-level cost estimates
- Public Realm activation and maintenance framework
- Recommendations for new or revised development standards, including recommendations to inform new Downtown and Belltown Design Guidelines
- ~~3D model (select locations)~~ Evaluation of urban form (selected locations undergoing, or with potential for, significant change)
- Evaluation of Parks needs assessment
- Mobility hubs and transit stop/station typologies
- Future mobility hubs and places of distinction
- Special streets network
- Storm water infrastructure opportunities

ADVISORY GROUP MEETINGS



ADVISORY GROUP MEETINGS



Note: Advisory Group meeting dates and agendas will be updated in early 2017. The dates on this page represent the expected number of meetings between April and December 2017 and key discussion topics.



SURFACE TRANSIT & STREET OPERATIONS

Potential strategies include:

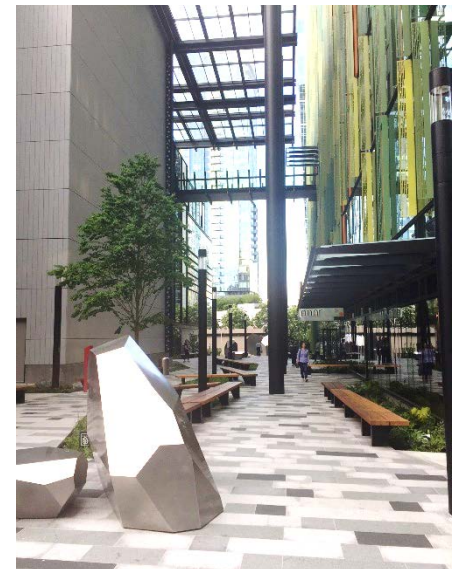
- Make signal and turning improvements for bus travel times
- Add bus-only lanes on 4th and 5th Avenues
- Create a new transit spine on 5th Avenue



INSPIRATION FROM ELSEWHERE

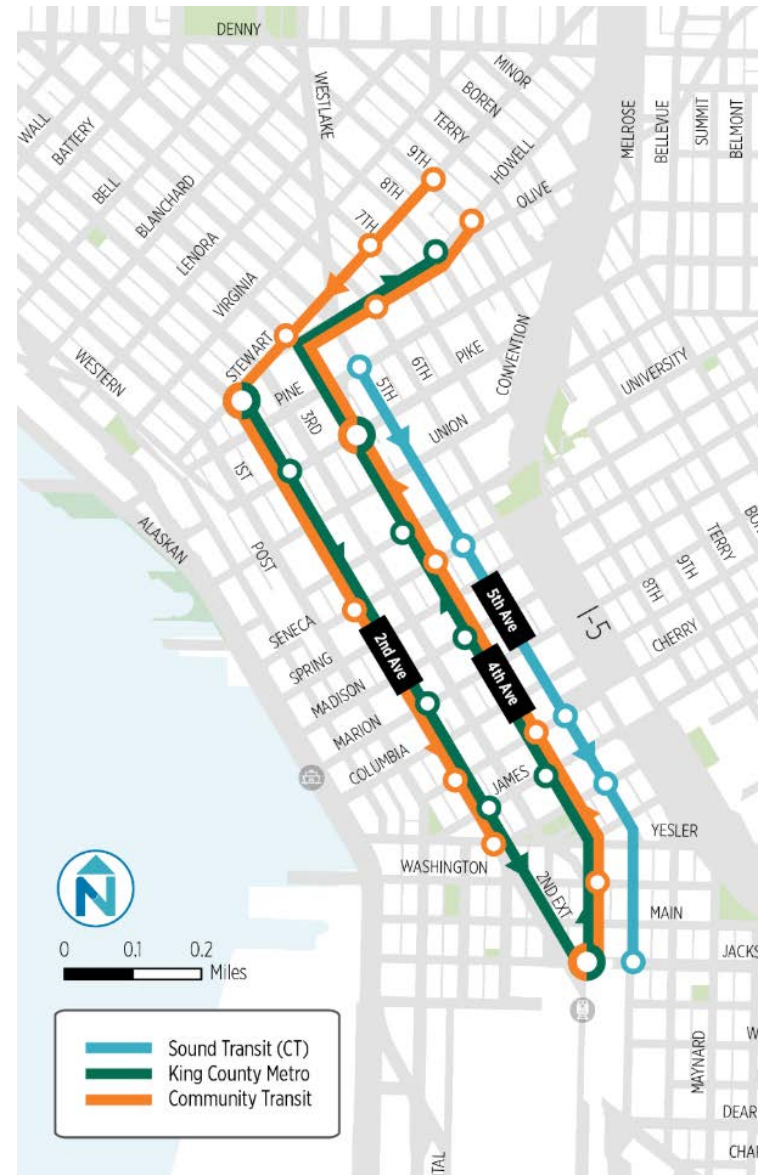


WHY NOW: OUR PUBLIC REALM OPPORTUNITY



NO ACTION NOT AN OPTION

- Longer travel times
- Reduced travel reliability
- More passengers waiting on sidewalks
- Less space for other uses
 - Bikes
 - Delivery vehicles
 - Service providers
 - Taxi and for-hire vehicles
- Additional cost to transit providers





CENTER CITY BICYCLE NETWORK IMPLEMENTATION

Potential strategies include implementing Center City Bike Network corridors:

- Pike/Pine
- 4th/5th Avenues
- 2nd Ave to S Dearborn St

One strategy under consideration removes an existing bike lane on 4th Avenue to install a transit only lane.





TRANSIT SERVICE RESTRUCTURING

Potential strategies include transferring bus passengers to light rail at these transit hubs:

- Montlake/Husky Stadium
- Westlake
- International District

King County and Sound Transit will conduct additional analysis and outreach on all potential service changes.





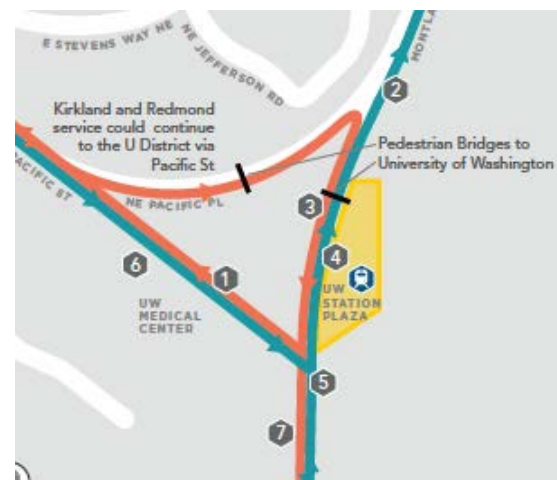
POTENTIAL PEDESTRIAN AND PUBLIC REALM STRATEGIES

Potential strategies include:

- Improving pedestrian connections at transit hubs and major bus zones
- Activating the public realm
- Decluttering unnecessary street furniture, bus stop facilities, and signage



International District/Chinatown Station



University of Washington Station



PROGRAMS AND MANAGEMENT STRATEGIES

Potential strategies include:

- Parking management
- Wayfinding
- Real-time information
- Transportation demand management
- Curb management
- Shared mobility



WHY ONE CENTER CITY?

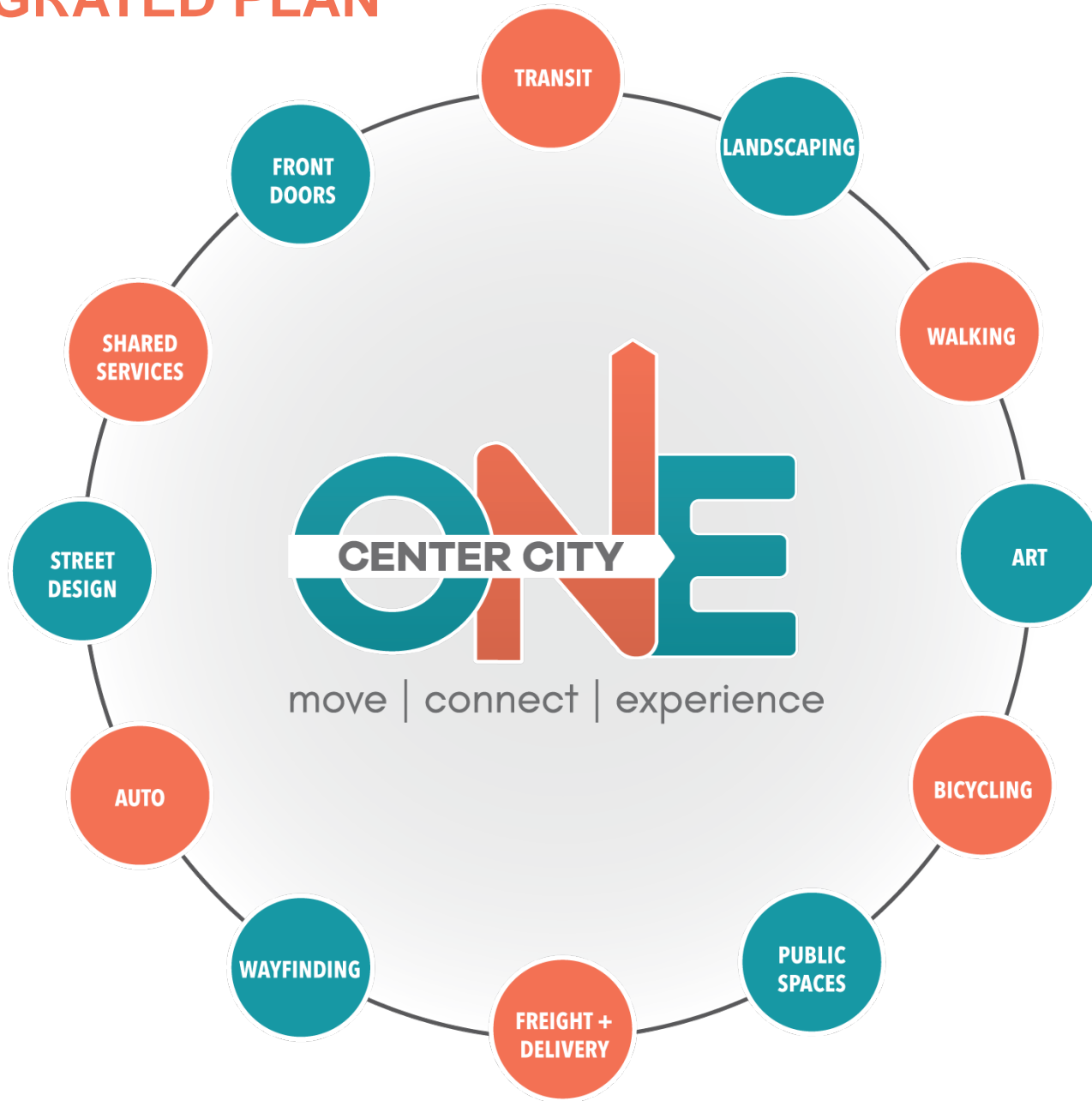
- Projected growth
- Unprecedented public and private investment and development
- Transportation system changes



Image: Downtown Seattle Association

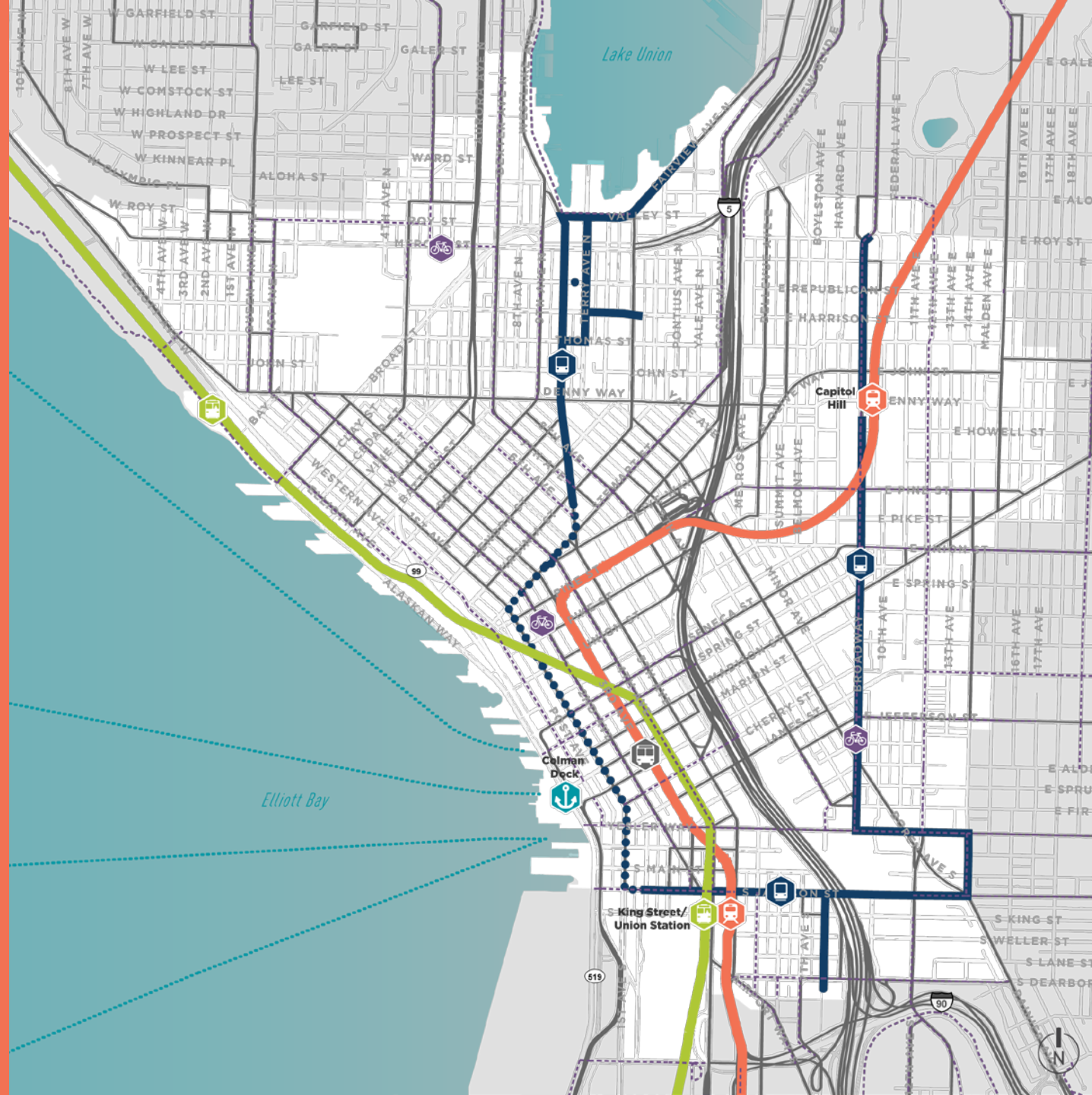


AN INTEGRATED PLAN



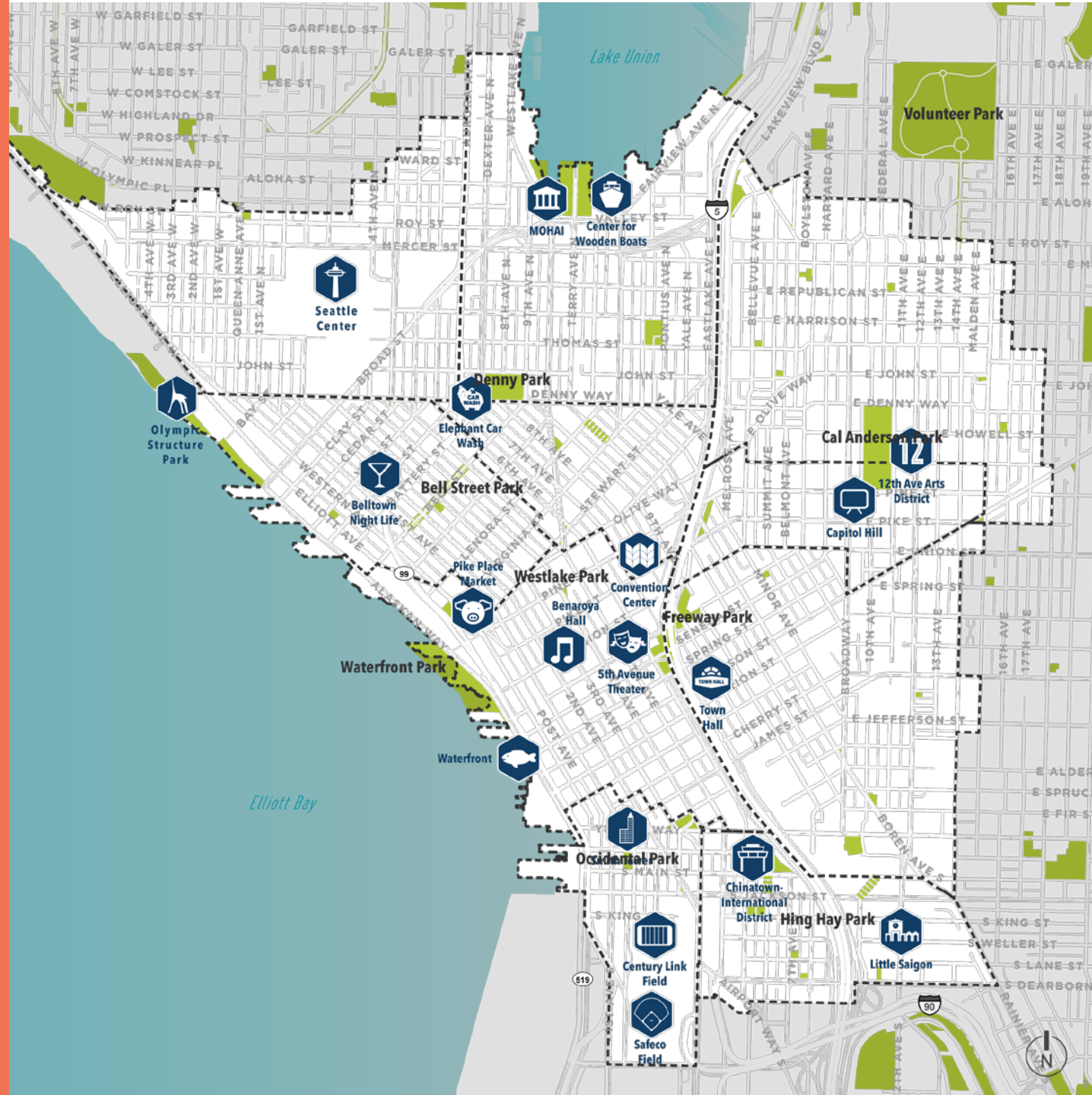
WHAT IS THE CENTER CITY?

- Heart of regional mobility systems
- Major transportation hubs
- Freight and port activity
- City and neighborhood connections



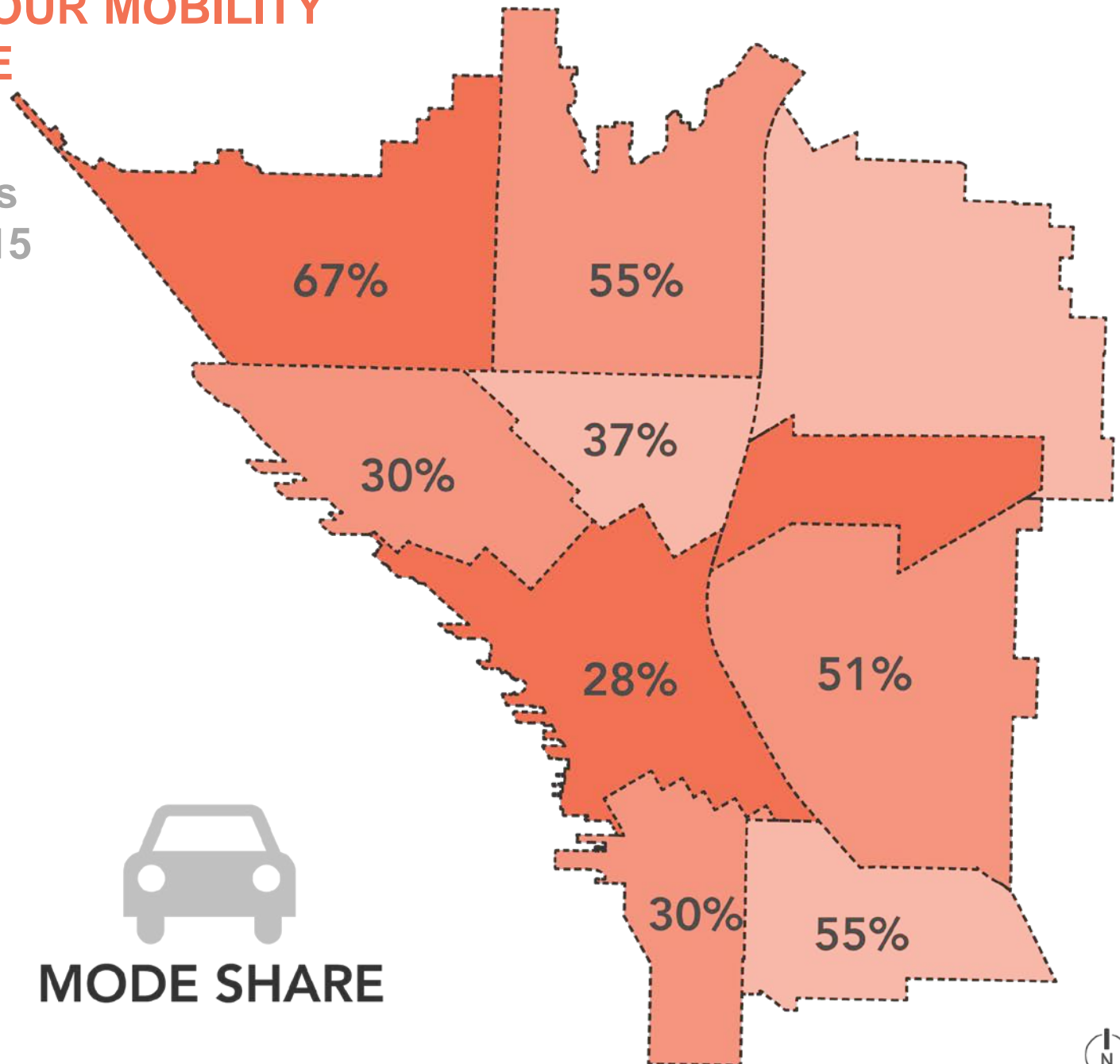
WHAT IS THE CENTER CITY?

- Parks and public spaces
- Landmarks and special places
- Nightlife and retail destinations



WHY NOW: OUR MOBILITY CHALLENGE

Share of commute trips by auto in 2015

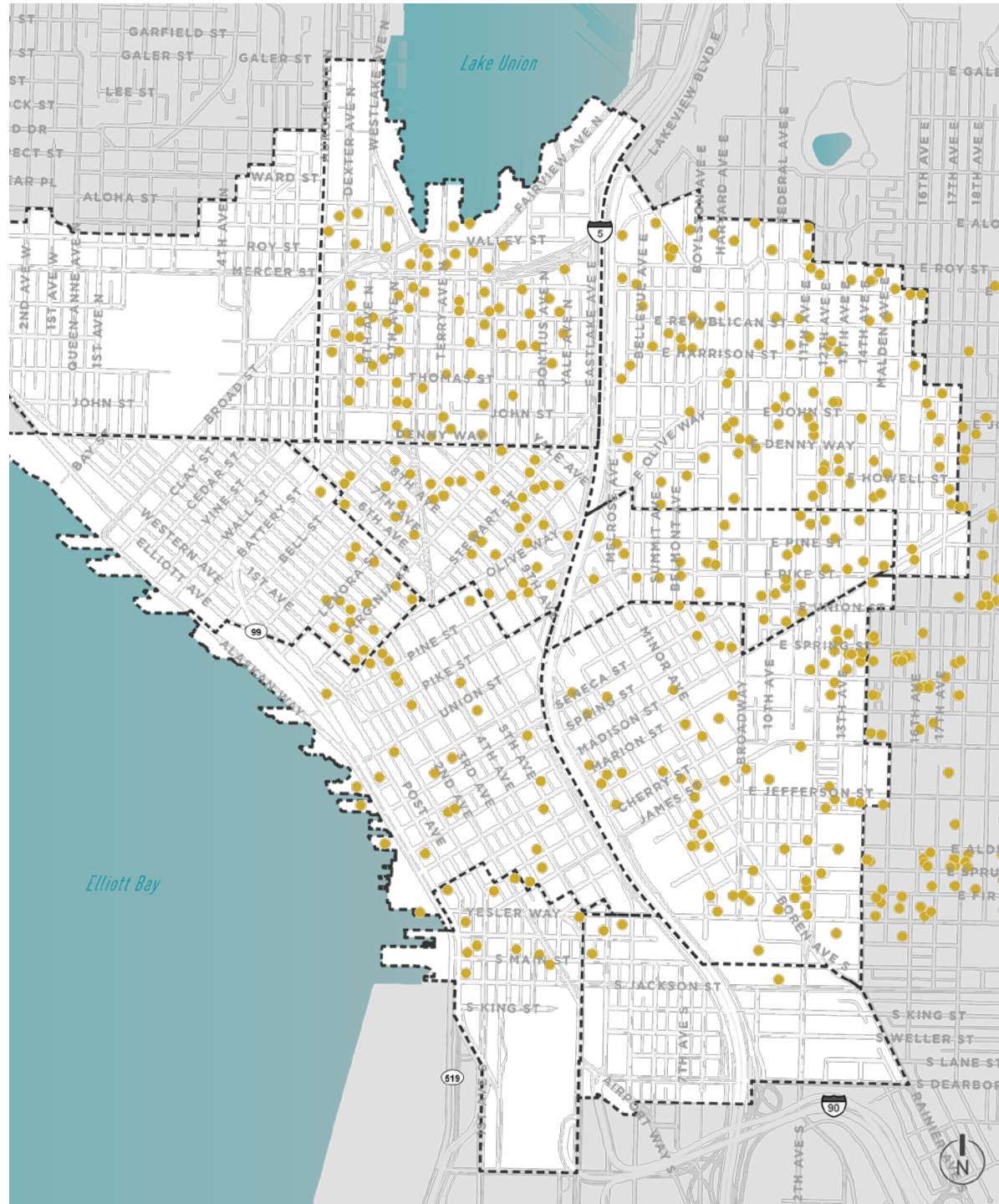


MODE SHARE



WHY NOW: EVOLVING CENTER CITY

- Unprecedented public and private investment and development
 - 110 active construction permits
 - Convention Center expansion
 - Major employer headquarters
 - Waterfront Seattle



DEVELOPING NEAR-TERM STRATEGIES

- Develop solutions that support guiding principles
- Consider implementation phasing and timing of local and regional projects

Guiding Principles

- Equity
- Flexibility
- Optimization
- Public space
- Stewardship
- Transportation
- User experience
- Well-being