BIG IDEAS FOR THE HEART OF SEATTLE

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PARTNERSHIP AND PURPOSE

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In coordination with the Washington State Department of Transportation and the Port of Seattle
Working together to create a shared mobility and urban design vision for the heart of Seattle that anticipates future needs in the face of significant growth and change
In 2035 the heart of Seattle will be a place for us all, with diverse neighborhoods, active streets, and inviting public spaces.
GEOGRAPHIC AREA
Last year, Seattle passed the 700,000 mark for the first time. New census data estimate the city’s 2016 population at 704,352.

Source: U.S. Census Bureau

The Seattle Times
UNPRECEDENT DEVELOPMENT

- **262** active construction permits
- **$4B** of development downtown
- Historic job growth
- Employers moving to downtown

[Map showing widespread development activity]
PUBLIC-PRIVATE PROJECTS

- Convention Center expansion
- Waterfront Seattle
- Pike Pine Renaissance
- Key Arena
- And more...
TRANSPORTATION CHANGES

–Center City Streetcar
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– Colman Dock
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– Light Rail Expansion
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– Metro Long-Range Plan
TRANSPORTATION CHANGES

- Center City Streetcar
- Colman Dock
- Light Rail Expansion
- Metro Long-Range Plan
- Center City Bicycle Network
TRANSPORTATION CHANGES
**CENTER CITY HOUSEHOLDS**

+60%

by 2035

**JOBS**

+23%

by 2035

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**CENTER CITY PROJECTED GROWTH**

- Households
- Jobs
2010 – 2017 Commute Mode Change – Overall City Center
Respondents who started work between 6 a.m. and 9 a.m. on weekdays

- **Transit**
  - 2010: 42%
  - 2011: 43%
  - 2012: 45%
  - 2013: 47%
  - 2017: 48%

- **SOV**
  - 2010: 35%
  - 2011: 34%
  - 2012: 31%
  - 2013: 30%
  - 2017: 25%

- **Rideshare**
  - 2010: 10%
  - 2011: 9%
  - 2012: 9%
  - 2013: 9%
  - 2017: 10%

- **Walk**
  - 2010: 6%
  - 2011: 6%
  - 2012: 7%
  - 2013: 6%
  - 2017: 8%

- **Bike**
  - 2010: 3%
  - 2011: 3%
  - 2012: 3%
  - 2013: 3%
  - 2017: 3%
How Commuters Got Downtown in 2017

48% TRANSIT
10% RIDE SHARE
8% WALK
3% BIKE
6% OTHER
25% DRIVE-ALONE

Commuters surveyed arrived to work 6-9am

TRANSIT: Includes bus, rail, and walk-on ferry passengers.
RIDESHARE: Includes carpool and vanpool.
OTHER: Includes telecommute, compressed work week, and other as noted by survey participants.
TRADITIONAL MODAL PLANNING
A PUBLIC REALM OPPORTUNITY
SHORT AND LONG TERM PLANS

5-YEAR ACTION PLAN & 20-YEAR VISION

- move more people to and through downtown between 2029-2023
- set priorities for how we use our streets
- make sure the pieces of our transportation system work together
- enhance the public realm
OUTREACH AND ENGAGEMENT HIGH-LEVEL OVERVIEW
(NOT ENTIRELY COMPREHENSIVE SO DON’T FREAK OUT!)

Who
- Advisory Group
- Youth
- People with Disabilities
- People of Color
- Immigrants and refugees
- Older adults
- Women
- Design Professionals
- Unhoused
- Native Community
- City of Seattle’s Modal Boards and Planning Commission

Where
- Organizations + Agencies
- ESL Classes
- Scheduled summer events
- 10 neighborhoods (a lot of territory to cover)
- Community centers
- Senior housing
- On the street!
- Door to door
- Housing Associations
- Waiting for transit
- Focus Groups
- Online
- Listening Sessions and Forums
– 30% of Seattle households are linguistically isolated
– Seattle schools have students speaking 129 languages
– 27% of downtown Seattle residents were born outside of the US
“You gotta want to be there for it to be vibrant. So it needs to feel safe, interesting and accessible.”
“We need to put everyone’s flag in greater downtown. Literally and figuratively. Create visible representation of all of Seattle’s cultures.”
“Make all the different transit types integrated with one pass/fee! If we want more people to use public transportation, it should be seamless and affordable for both commuters and tourists.”
public places, interesting streets, arts, and cultural
d diversities that reflect and celebrate distinct
hood identities, and cultures.

go to gather, people-
y Seattle experience in

- Public space downtown becomes a collective front
porch, where people feel welcome, and experience
positive interactions intentionally and spontaneously.

- Downtown's public realm is high quality, where
people take pride in the places and spaces in their
neighborhoods.

Where is the best
downtown Longhouse?

Potlatch Area?
PIER 481?
Safe, sustainable, and well-organized streets for every form of travel

This map is a conceptual diagram; actual street designs and locations are pending future detailed analysis.
PEOPLE-FIRST STREETS ILLUSTRATED

EXISTING

ENHANCED PEDESTRIAN STREET

TRANSIT STREET

PLACE STREET

PEDESTRIAN-ONLY PROMENADE

MOVEMENT

PLACE & PEDESTRIAN COMFORT

STREET PRIORITY
STREETS WE LOVE, STREETS THAT WORK

CONNECT NEIGHBORHOODS WITH PLACE STREETS

MANAGE CONGESTION TO ADDRESS CLIMATE CHANGE AND FORWARD EQUITY

READY STREETS FOR MICROMOBILITY

NEIGHBORHOOD GOODS DELIVERY HUBS
EXCELLENT TRANSIT EXPERIENCE

People prefer transit to access and travel within Greater Downtown

CLEAR AND SAFE BIKE AND PEDESTRIAN CONNECTIONS
TRANSPORT PRIORITY LANES
BIKESHARE AND MICROMOBILITY
MANAGED CURB FOR PICK-UP AND DROP-OFF
ALL-ELECTRIC FLEET
STREET TREES
CLEAN, SECURE PASSENGER FACILITIES
COMMUNITY-DRIVEN DESIGN
CLEAN, COMFORTABLE BUSES
ACCESSIBLE TO ALL
RETAIL FRONTAGE
ORCA FOR EVERYONE
REAL-TIME INFORMATION
WAYFINDING KIOSK
REMARKABLE & LOCAL STATION ENTRANCE
Cafe Seating
FREQUENT, RELIABLE REGIONAL CONNECTIONS
FINISHINGS
FUNDAMENTALS
FOUNDDATIONS
EXCELLENT TRANSIT EXPERIENCE

CONNECT CENTER CITY WITH A NETWORK OF HOP-ON, HOP-OFF SPINES

AFFORDABLE TRAVEL WITH A TRANSIT PASS IN EVERY POCKET

EQUAL EXPERIENCE FOR EVERYONE

SPACES FOR ART, PERFORMANCE, AND PUBLIC LIFE ON THE MOVE
Celebrate culture and arrival, create seamless mobility connections, and reinforce the gateway portals to Greater Downtown
MAJOR HUBS, GREAT PLACES

HUB AREAS: SEATTLE’S TOWN SQUARES

INTEGRATED PLAZAS AND ARRIVALS

CULTURAL CROSSING (THE LITTLE CROSSING OVER PLACE)

CONNECT AND ENLARGE PLAZAS TO ACCOMMODATE A GROWING CROSSROADS
# NEXT STEPS IN THE VISION PLAN

Moving the Big Ideas Forward

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