

MOBILITY ASSETS, OPPORTUNITIES, AND CHALLENGES

<p>Callout 1</p>	<p>Link Light Rail and Downtown Seattle Transit Tunnel (DSTT) Sound Transit is constructing extensions to the Link light rail system. Several extensions are due to open in the next five to seven years that will replace some Sound Transit, Community Transit, and Metro bus service from areas that will be connected by light rail. Light rail to Northgate will begin in 2021 with extensions to Lynnwood, Bellevue, Overlake (Redmond), and Kent/Des Moines in 2023.</p> <p>One Center City will evaluate the opportunity afforded by new light rail service to Center City.</p> <p>The DSTT carries Link light rail trains and a number of King County Metro and Sound Transit regional bus routes. King County Metro and Sound Transit will need to discontinue bus operations in the tunnel to accommodate Washington State Convention Center expansion and begin preparing for future light rail expansions. Closure of the DSTT to buses will put more pressure on already overloaded streets, transit lanes, and curbside transit stops until new Link extensions open.</p> <p>One Center City will help to define how transit riders on DSTT bus routes will access downtown and maintain a quality experience.</p>
<p>Callout 2</p>	<p>State Route 99 (SR 99) Tunnel and Central Waterfront Replacement of the Alaskan Way Viaduct with a new SR 99 tunnel stretching from a south portal near the stadiums to a north portal near Mercer Street is expected to be complete in 2019. Tunnel completion will allow WSDOT to begin removal of the Viaduct, making way for a revitalized Seattle waterfront, a new Alaskan Way surface street, and a multiuse pedestrian and cycling facility. The SR 99 tunnel will also open new east-west linkages north of Denny: John, Thomas, and Harrison streets will provide new pedestrian, cycling, and transit connections between Seattle Center and South Lake Union.</p> <p>One Center City will help to envision Center City mobility and public places in a post-Viaduct era.</p>
<p>Callout 3</p>	<p>Downtown Transit Operations Four downtown avenues carry over 240 buses per hour during rush hour. Third Avenue acts as a spine for Seattle bus routes, including the Electric Trolleybus Network. Second and Fourth Avenues each have a single transit lane and are primary routes for peak-direction regional bus services. Fifth Avenue also carries regional service operating in a general purpose traffic lane. High volumes of buses, private vehicles, and other modes lead to slow transit operating speeds on all of these corridors during the peak period. With a projected 25% increase in employees and 60% increase in households in the Center City, transit demand is expected to increase.</p> <p>One Center City will evaluate additional transit service needs beyond planned investments by the City, King County Metro, and Sound Transit and develop solutions to ensure transit passengers can access downtown and have a quality, inviting experience on arrival.</p>

<p>Callout 4</p>	<p>Curb Uses Demand and Priorities SDOT plans to expand the city’s protected bikeway network in Center City, add streetcar and BRT services that will require on-street parking removal, accommodate more transit passengers at curbside stops, and continue to prioritize passenger and commercial loading to support downtown businesses. Further, an increasing number of car sharing and shared mobility services (Uber, Lyft, etc.) are creating more demand for curbside loading.</p> <p>Prioritizing ever-increasing demand for curb uses on Center City streets and avenues will be an important element of One Center City.</p>
<p>Callout 5</p>	<p>Center City Bicycle Network SDOT plans to expand the city’s protected bikeway network in Center City. The network is being expanded on streets including 2nd Ave, from Pike north to Denny. Future elements of the Center City Bicycle Network include a second north-south corridor and a connection to Capitol Hill. Some of the alternative routes are on streets that also carry high volumes of bus service and general purpose traffic, such as 4th Ave and Pike and Pine Streets.</p> <p>One Center City will help to resolve tradeoffs in modal investments and ensure the Center City protected bicycle network is completed.</p>

PUBLIC REALM ASSETS, OPPORTUNITIES, AND CHALLENGES

<p>Callout 1</p>	<p>Streets as Public Space and Public Space Connectors Our streets are the city’s largest publicly-owned asset. While mobility and access are important uses, streets also provide critical public spaces where people recreate, socialize, rest, and enjoy public life.</p> <p>One Center City will identify streets that can be enhanced to serve special functions in Seattle’s system of public spaces that connect people to and within the Center City. These enhancements to the public realm will better integrate the relationship between public and private spaces and engage residents, workers, and visitors as they travel to Center City’s retail, cultural, entertainment, and other destinations.</p>
<p>Callout 2</p>	<p>Waterfront Seattle Waterfront Seattle is a multi-year program to rebuild Seattle’s waterfront following the removal of the Alaskan Way Viaduct. The program spans the waterfront from Pioneer Square to Belltown and includes a rebuilt Elliott Bay Seawall, a new surface street providing access to and through downtown, and new parks, paths, and access to Elliott Bay.</p> <p>One Center City will identify opportunities to better link residents, workers, visitors from Center City neighborhoods to Seattle’s new world-class waterfront public spaces.</p>

<p>Callout 3</p>	<p>Privately Owned Public Spaces Private developers play an important role in developing privately-owned, publicly-accessible spaces. Many large-scale developments underway today and planned for the future provide an opportunity to add open spaces, provide new public art, create setbacks from the street that allow more street furniture and amenities, add street trees and landscaping, and develop active plazas. The large private development site adjacent to the Capitol Hill light rail station is an excellent example of an opportunity for private development to create public space assets in an area with a high level of pedestrian activity.</p> <p>One Center City will assess how the public sector can better partner with private developers to enhance the City's public realm.</p>
<p>Callout 4</p>	<p>Multimodal Hubs and Rail Stations Center City multimodal hubs and rail stations will become increasingly important activity centers as the regional light rail system expands and more people move in and out of the city on transit each day. The Westlake, Colman Dock, and King Street Intermodal Hubs and the Capitol Hill station will all require planning and investment to guide people as they navigate between modes, shared mobility services, and the surrounding neighborhood and continue to provide space for rest, socializing, and public activities.</p> <p>One Center City will identify opportunities to enhance the public realm and improve the function and experience for people making connections within these critical multimodal hubs.</p>
<p>Callout 5</p>	<p>Special Streets Pike and Pine Streets provide a special connection between the Pike Place Market—one of Seattle's most visited sites—the Westlake shopping and hotel district, the Convention Center, and Capitol Hill. The special function of these streets encouraged the Downtown Seattle Association and the City of Seattle to develop the Pike-Pine Renaissance Plan, a strategy to enhance the pedestrian spaces in this important corridor. There are many more opportunities to identify Center City streets with special significance and to develop street designs and amenities that put Seattle streets on par with the nation's best and most recognized urban thoroughfares.</p> <p>One Center City will identify other potential streets that may be enhanced to improve the function and experience for people moving through Center City.</p>