



## Background

The draft potential near-term strategies (strategies) were released for public review and comment on Jan. 26. The strategies were shared and discussed with the One Center City Advisory Group at their Jan. 26 and Feb. 9 meetings, shared online via an online open house at [onecentercity.participate.online](http://onecentercity.participate.online) and presented at numerous briefings to community groups and organizations.

Recent Outreach Activities and Briefings	Date
Seattle Chamber Transportation Task Force	Feb. 1
Seattle Bicycle Advisory Board	Feb. 1
Seattle Design Commission	Feb. 2
Chinatown-International District Open House	Feb. 2
Seattle Pedestrian Advisory Board	Feb. 8
Mercer Stakeholders Group	Feb. 15
SODO Transportation Committee	Feb. 15
Seattle Youth Commission	Feb. 15
Seattle Commission for People with disAbilities	Feb. 16
National Federation for the Blind	Feb. 18
Freight Advisory Board Meeting	Feb. 21
King County Mobility Coalition Meeting	Feb. 21
King County Transit Advisory Committee	Feb. 21
Metropolitan Democratic Club of Seattle	Feb. 22
Transit Advisory Board Meeting	Feb. 22
Planning Commission	Feb. 23
Downtown Transportation Alliance	Feb. 28
Cascade Bicycle Club Happy Hour	Mar. 1
Online Open House (2,461 unique users and 332 responses)	Jan. 27 – Mar. 6

## Key Takeaways

- Prioritize safety
- Design for people first and focus on how to move as many people as possible through Center City
- Prioritize the needs of transit, bicyclists and pedestrians
- Consider the transit user experience for all people (regional commuters, people who will be required to make transfers, people with disabilities)
- Provide a seamless and pleasant experience for transit riders transferring from buses to light rail
- Carefully consider potential impacts to the existing public realm and retail environment on 5th Avenue and the need to improve the public realm on 3rd Avenue

- Explore innovative and creative solutions (reduce the number of general purpose lanes, cordon pricing)

## Additional Comment Themes

### General

- Focus on people first -- emphasize a great pedestrian experience by stressing safety and accessibility for all users
- Give increased priority to transit, bikes, and pedestrians and limit emphasis on single occupancy vehicles (SOV) and parking
- Need to think about how these options will work for regional commuters
- Need to better articulate the long-term impacts of potential near-term strategies
- Provide more information on the anticipated cost of these options and who will pay
- Evaluation metrics need to be based on the Guiding Principles
- Continue to explore opportunities for streamlining the transit experience (all door boarding, pay before you board, free or reduced ORCA cards)

### Surface street options

- Emphasize safety for all users and all modes
- Prioritize bikes/transit over SOVs; consider reducing the number of General Purpose lanes
- Balance modes with the goal of efficiently moving as many people possible through Center City
- Consider potential impacts to freight mobility, especially small freight deliveries
- Consider impacts to existing public realm and retail uses on 5<sup>th</sup> Avenue
- Continue to prioritize expansion of the bike network, especially E-W connections, to make existing infrastructure more useful and accessible
- **General support** for N-S Option D (due to the increased emphasis on transit and bike infrastructure) and E-W Option C (due to the enhanced bike infrastructure)
  - There is some noted concern with N-S Option D associated with making all 5<sup>th</sup> Avenue lanes dedicated for transit and a lack of existing public realm infrastructure
- **General lack of support** for N-S Option C (does not incentivize transit; lacks protected bike lanes) and E-W Option B

### Potential transit service restructures / hubs

- Make it easy to transfer from bus to rail at transit hubs; congestion at hubs is a challenge today
- Support for truncating bus routes at Chinatown-ID and Montlake with the caveat that both would require infrastructure, public realm, traffic, and transfer upgrades to make them accessible for all ages and abilities
- Limit the need for additional bus/train transfers for transit riders to the greatest extent possible
- Add additional buses/capacity on truncated routes to ensure efficiency
- Ensure transit connections that keep all areas of Center City accessible to bus riders coming from outside of the City (e.g. Link does not serve parts of downtown, such as the Waterfront, South Lake Union, and Belltown)