

A quality transit experience

The vision

- In 2035, most people will arrive to greater downtown by transit
- Great walking streets radiate from new downtown transit hubs serviced by light rail
- Transit is the preferred mode of travel and is key to creating an affordable city
- As light rail expands, bus transit continues to be a critical access mode for families and people of all abilities

How we'd get there

- Make transit hubs places to celebrate arrivals, enhance the public realm, and integrate all modes of transportation (bus, train, bike, ride share, etc.)
- Create a comprehensive transportation experience that's safe, comfortable, affordable, and has clear signage so users can make the best decision for their needs
- Provide frequent transit service that has priority over vehicular traffic
- Continue to enhance Third Avenue's role as a transit and safe, pleasant pedestrian street

What we've heard



- Times and prices for greater downtown buses aren't always accessible for people of color from other neighborhoods
- Signage needs to be easy to understand — use pictures!
- Facilities need to serve people of all ages and abilities



Overall comments and how we strive for equity:



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2 Walking streets as places

The vision

- Walking is how most people get around greater downtown, including for children and older adults
- Great walking streets that are safe and comfortable for all abilities connect neighborhoods and key destinations
- Greater downtown fosters a culture of strolling and community street life
- Every transit trip begins and ends with walking/rolling
- Enhanced walking streets with landscaping, benches and amenities create places for rest, socializing and refreshment

How we'd get there

- Connect all neighborhoods with pleasant pedestrian routes
- Create pedestrian-only spaces and streets that prioritize transit and streetcars
- Bridge the barriers – make crossing highways and major arterials safe and comfortable
- Make it accessible – prioritize pedestrian routes that avoid steep hills and use indoor escalators to fill gaps in the network, repair sidewalks, and improve wayfinding

What we've heard



Seattle's hills pose challenges! To make walking accessible, people need to know about ways to get around them, like elevators and flat routes.



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Connect to and use the lake and sound

The vision

- Streets and views connect people to the water
- City/water connections are natural and enjoyable
- All greater downtown neighborhoods have a pleasant pedestrian route to Elliott Bay or Lake Union
- The water's edge is accessible to everyone

How we'd get there

- Continuous walking paths along the water's edge
- Elevate cultural connections between the water and the land (for example, boat landings for native communities)
- Offer affordable options to get around by boat, such as adding water taxis and kayak share in Elliott Bay and Lake Union
- Create affordable public spaces on the water (for example, a pool barge or kayak rental)
- Support free and frequent activities (concerts, festivals, outdoor movies, etc.) on the waterfront
- Support implementation of waterfront public space at Pier 48

What we've heard



- People want more water access, views, and walking paths along the water's edge
- Let's make water recreation activities accessible to all, not just those with high incomes



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Welcoming, inclusive, complete neighborhoods

The vision

- Walkable connections between services and community spaces
- The distinct character of each neighborhood is expressed and reinforced
- Seattle's distinct cultural histories, places, and events are celebrated and honored
- Each neighborhood has transportation choices

How we'd get there

- Ensure neighborhoods have a central gathering place, square, or park as a public focal point
- Express the distinctive quality of each neighborhood identity in architecture, places, and streetscapes
- Foster vibrant public life through music, identity, food, human contact, events, and celebrations
- Involve people of all ages, races, cultures, incomes, and abilities in planning neighborhood spaces to create sense of belonging

What we've heard



- Create lively nighttime streets with vendors for people to gather!
- Activate alleys for street markets!
- Neighborhoods need more self-determination
- Reveal Seattle's native history across the neighborhoods



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Parks, recreation, and nature

The vision

- Access to a robust and varied collection of parks and public spaces is distributed equitably across all greater downtown
- Parks and public space prioritize culturally-inclusive design and programming
- Nature is restored and woven into all scales of daily life
- Neighborhood health outcomes are improved through better access to parks and open space

How we'd get there

- Provide walkable civic spaces across all Greater Downtown neighborhoods
- Transform a downtown corridor into a linear park
- Connect parks and open space with a network of well-landscaped streets
- Support the community's vision for event streets. For example on King Street in Little Saigon
- Better leverage private development for public space, public roofs, and sky gardens
- Address open space disparities. For example, further community supported open space opportunities in First Hill, Chinatown International District, Belltown, and Denny Triangle

What we've heard



- More intergenerational gathering spaces that support culturally significant recreational activities
- Our public spaces must feel welcoming to people of all ethnicities and races



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Jackson Street hub as a people place

The vision

- The Jackson Hub is a welcoming gateway to Chinatown International District and the city
- The hub connects Chinatown International District, Pioneer Square and the waterfront, and celebrates the neighborhoods' histories and cultures
- Jackson Hub continues to support mixed income multicultural neighborhoods that include current residents and businesses

How we'd get there

- Build on Jackson Street connections project and Jackson Hub project
- Activate Union Station as a mixed use destination
- The hub is a destination that balances mobility and place
- Develop intuitive and legible connections between transportation modes and into the neighborhoods
- Implement easy-to-understand wayfinding, including special street materials that indicate pedestrian-only spaces
- Integrate transportation hub planning with Sound Transit expansion planning and design
- Mitigation strategies to avoid displacement

What we've heard



- Add a lid over the BNSF train tracks to be used as public space, similar to the Freeway Park or the Millennium Park in Chicago
- Make sure the hub is accessible to people of all abilities and incomes and serves all modes



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⁷ Heart of greater downtown: Westlake hub

The vision

- Westlake Hub is an easy to navigate transportation hub at the center of Greater Downtown
- Westlake is the geographic heart of greater downtown, with flexible public spaces and places for cultural events
- Place for people - prioritize pedestrian movement and connections to transit over private automobiles

How we'd get there

- Expand “The Wedge” at McGraw Square to encompass the entire block and connect to Westlake Park
- Transform Sixth Avenue into a people and transit street
- Redesign all ground floor frontages for public enjoyment and interaction
- Implement easy-to-understand wayfinding

What we've heard



- Commercial and business activities should serve residents and tourists
- We need a large area where people can gather for rallies and marches



Photo credit: Downtown Seattle Association

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Premium mobility networks

The vision

- Every street has a clearly defined role in moving people and goods
- An interconnected bike and walking network serves people of all ages and abilities, and provides safe, enjoyable, protected travel

How we'd get there

- Establish modal priorities throughout Greater Downtown
- Build-out a complete bike network
- Increase water transit (water taxis) and water use (kayak/canoe put-in locations)
- Create a fully accessible downtown - including a complete network of hill climbs
- Connected transit network supports speed and reliability
- Freight and delivery systems support a thriving downtown

What we've heard



- We need a bike network that's accessible for all ages/abilities
- Make sure there's affordable access to bikes and transit
- Transform select streets to be for pedestrians and streetcars only



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Freeway stitch / urban repairs

The vision

- Neighborhoods formerly divided by I-5 are reconnected
- Barriers and gaps are filled to create new public space
- Public-private partnerships have been leveraged to create new public open space and infrastructure
- Freeway traffic impacts are reduced (noise, pollution, visual, etc.)

How we'd get there

- Expand the lid over I-5
- Transform freeway underpasses into safe and inviting spaces that serve community needs (for example, Jackson St and King St community efforts)
- Complete the community's vision for the Melrose Promenade
- Upgrade streetscape standards to include benches, consistent tree canopy, and other pedestrian features
- Develop and implement a displacement mitigation strategy
- Improve existing pedestrian overpasses (Madison, Denny, etc.) and add new ones, especially north of Denny

What we've heard



- Connections across I-5 are difficult for all modes
- Let's prioritize improvements to the Chinatown-International District underpass



Photo credit: Downtown Seattle Association



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Carbon neutral

The vision

- The greater downtown transportation network is fossil fuel free
- Use public spaces to reduce carbon - make streets synonymous with fresh air
- Greater downtown is a leader and innovator in addressing climate challenges
- Make transit, biking, and walking the most attractive, convenient, safe, and reliable way to move around greater downtown

How we'd get there

- Create fossil fuel-free streets and districts
- Promote parking management strategies
- Implement congestion pricing and manage parking to support transit goals
- Design green streets with green stormwater infrastructure
- Public spaces and streets are natural environments that help absorb carbon from the atmosphere
- Try a car-free Greater Downtown for a day

What we've heard



- Require new mobility options to be carbon neutral
- Let's add more green roofs across downtown!
- More trees more green more beauty!



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11 New mobility to benefit people and climate

The vision

- New mobility and autonomous vehicles are proactively managed to support our shared values
- Autonomous vehicles advance sustainable transportation options and safer streets, as opposed to increasing driving and congestion
- Autonomous vehicles and new mobility are accessible to and meet the needs of communities of color
- Cultivate new mobility options serving the young and old, and people with disabilities, as well as options that bridge gaps in transit service

How we'd get there

- Require autonomous vehicles and new mobility options to be carbon neutral
- Organize new mobility and autonomous vehicles around transit hubs
- Create goods delivery hubs and an e-vehicle/e-bike distribution network (e.g., distribution hubs and neighborhood lockers for goods)
- Manage street design and curb space for the next generation of mobility (e.g., congestion charging, more on-street loading and less on-street parking), but not to the detriment of pedestrian, transit and bicycle movement

What we've heard



- Don't make changes at the expense of economic stability; driving jobs are important for vulnerable member of the population



Photo credit: Mark Gamba, Bike Portland

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