



Organizing Center City Streets

Open House #1
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July 21, 2015

Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

Tonight's meeting

Open House stations



Help us organize our streets to make them safer for people biking and more predictable for all travelers.

Why we're here



- Seattle is growing –need to accommodate predictable movement of people and goods
- Provide affordable transportation options
- Transform streets into safer and healthier public spaces

Seattle is growing



INCREASE TRAVEL OPTIONS

69% of people commute downtown by transit, carpooling, biking, and walking.

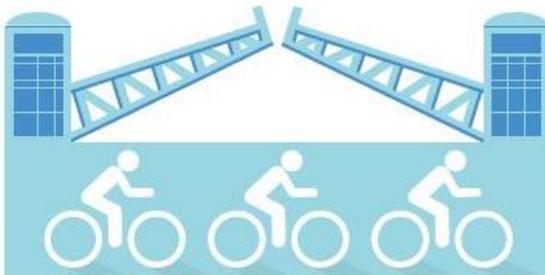
Source: Commute Seattle Mode Split Survey



SUPPORT A GROWING CENTER CITY

65,000 people live here and **25** new jobs a day are being added

Source: 2015 State of Downtown Economic Report



MEET GROWING DEMAND

Weekday bike volume at the Fremont Bridge was **up 10%** in 2014 compared to 2013

Source: City of Seattle permanent bike counter

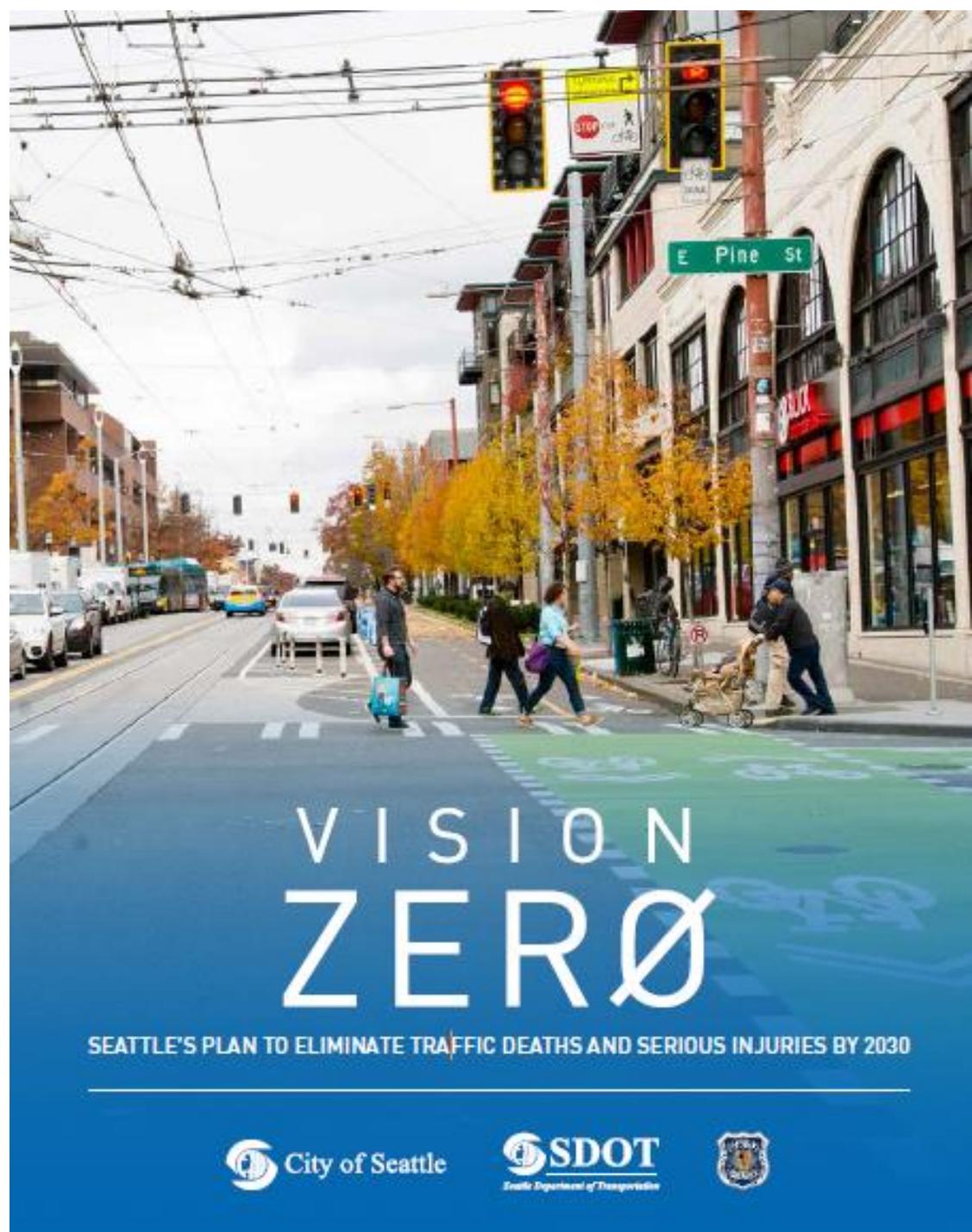
Project vision



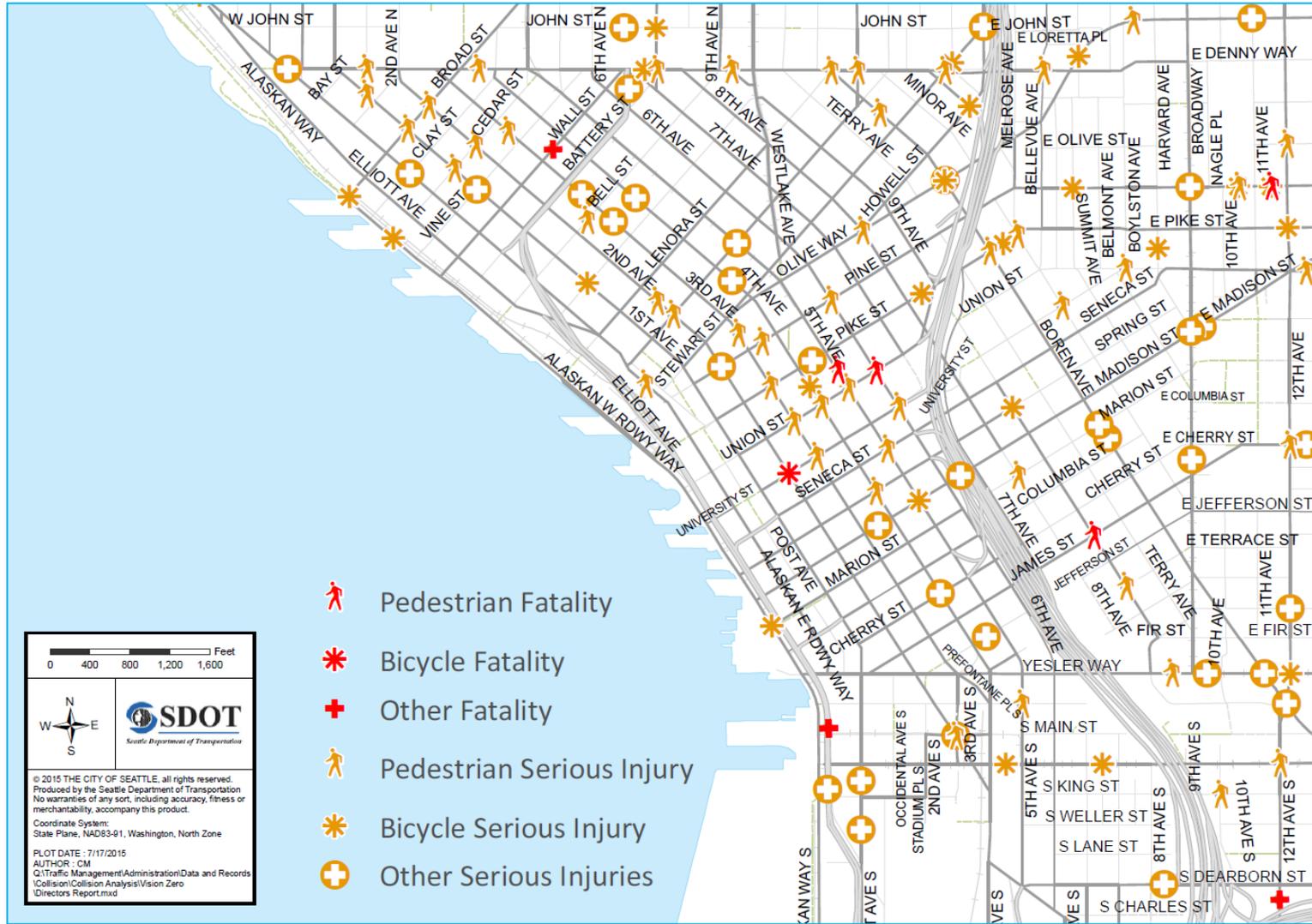
Vision Zero

Seattle's plan to eliminate traffic deaths and serious injuries

www.seattle.gov/visionzero



Serious injuries and fatalities over three years



Center City Bike Network goals



- Improve **safety** and predictability by separating all modes of travel
- Expand **connectivity** throughout downtown and the rest of Seattle as our city grows

Center City Bike Network goals



- Enhance **economic vitality** by offering more travel options for getting to businesses and maintain deliveries
- Provide **affordable** travel options

Center City Bike Network goals

Promote physical activity and increase ridership

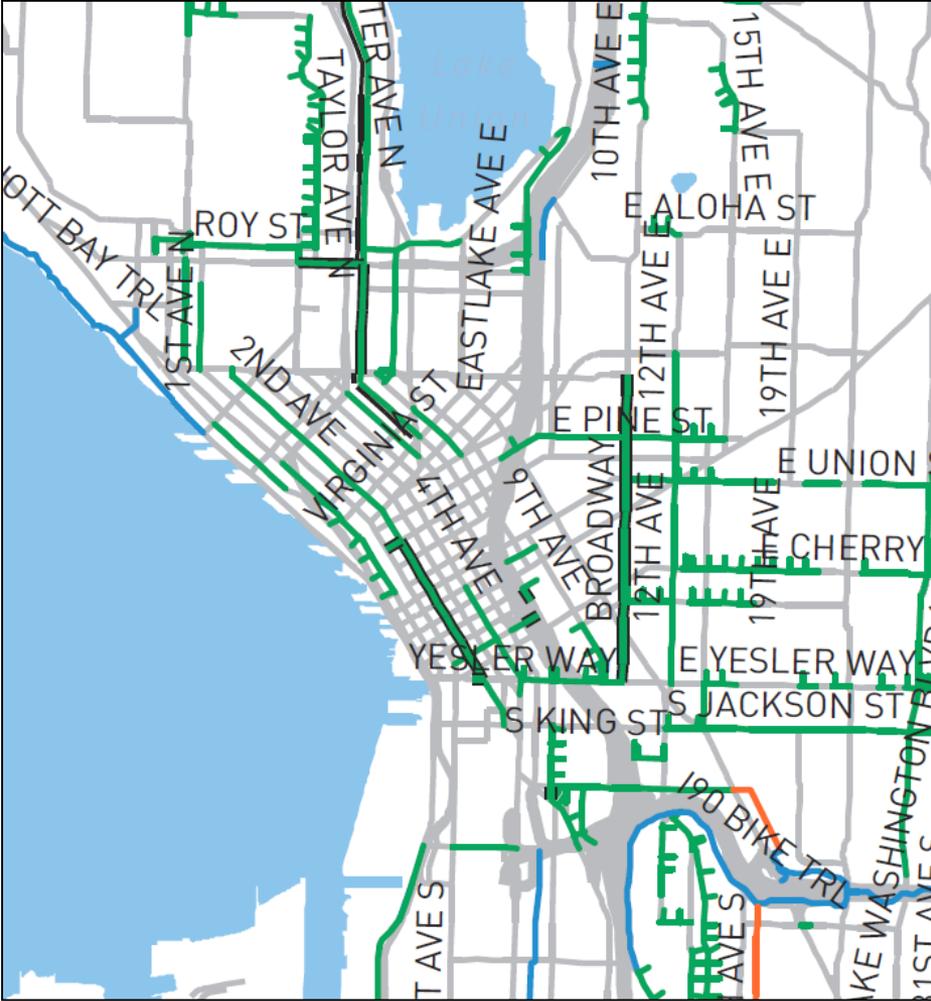


Project challenges



- Downtown streets support many uses
- 60 private projects under construction/planned/permitted
- 122 private projects in the permitting process
- 18,500 bus hours being added citywide in 2015 (Prop 1)
- Numerous driveways, alleys and turning movements

Gaps and opportunities



Existing bike lanes and trails



Where people ride

Building a network



What are we evaluating?

- Where people walk, drive, catch transit and ride bikes
- Hills
- Traffic and parking analysis
- Transit, freight and pedestrian plans
- Corridor attributes such as driveways and alleys
- Private and public sector investments



Cherry Street

Narrowing the alternatives

Draft Evaluation Criteria

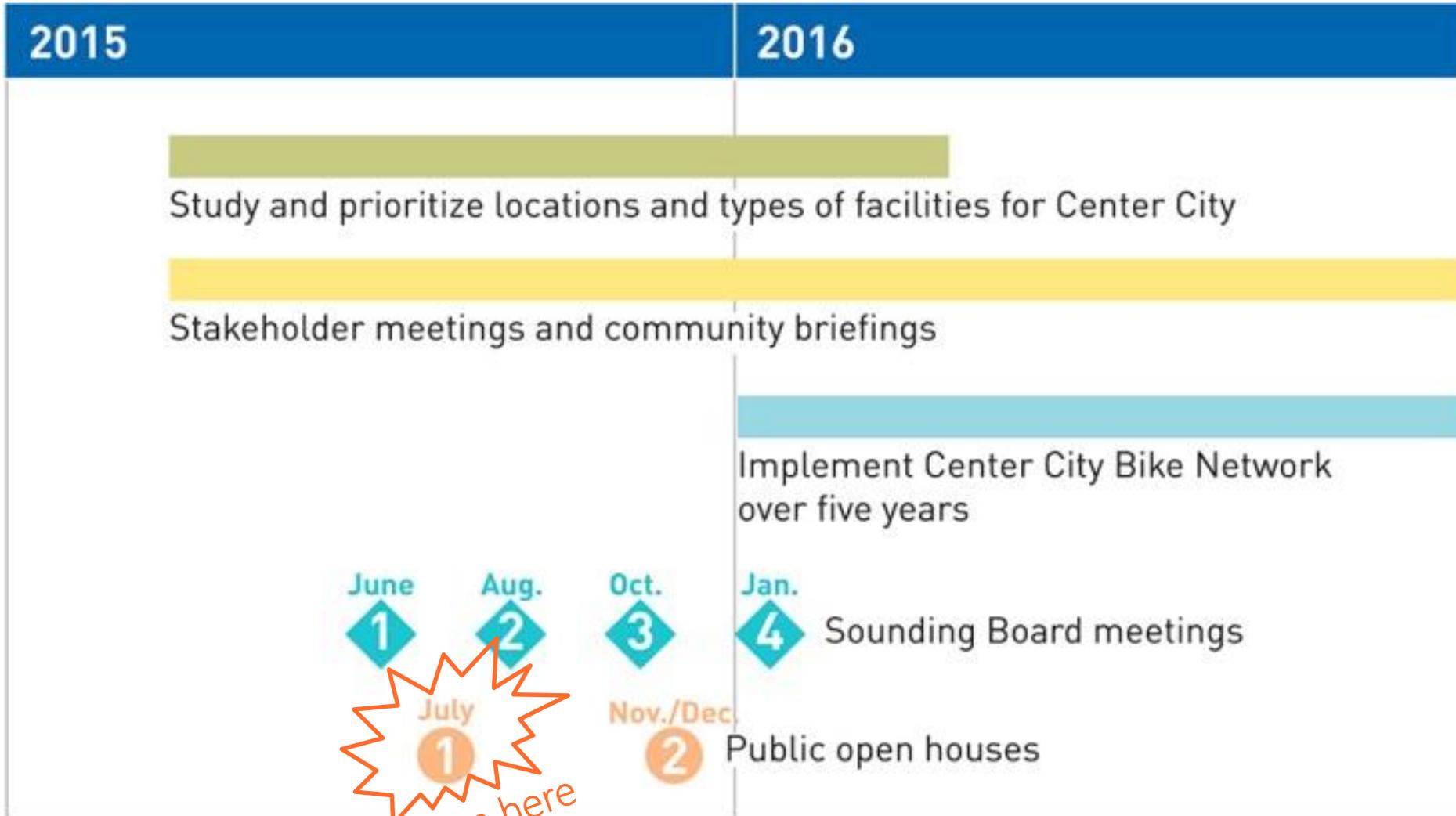
- Safety for walkers, bikers and drivers
- Connections
- Increase ridership
- Traffic and transit flow/curbspace uses
- Project costs
- Corridor opportunities

Public Involvement



Success depends on input from all travelers

Project schedule



You are here

Questions?

CCBike@seattle.gov

www.seattle.gov/transportation/ccbike.htm

<http://www.seattle.gov/transportation>

