

## **13 Related Projects and Policies**

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13C Seattle Region Project List



# Fact Sheet

## Related Plans & Policies

### City/Regional/State Policy & Visions

#### State Growth Management Act, 1990

Author: Washington State Legislature

The Washington State Growth Management Act was adopted to counter uncoordinated and unplanned growth, which was seen as a threat to the environment, sustainable economic development, and the quality of life in Washington. Known as the GMA, the Act (Chapter 36.70A RCW) was adopted by the Legislature in 1990. The GMA requires state and local governments to manage Washington's growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans and implementing them through capital investments and development regulations.

Internet Link: <http://www.cted.wa.gov/site/377/default.aspx>

#### Destination 2030 Update, April 2007

Author: Puget Sound Regional Council

Destination 2030 is the Metropolitan Transportation Plan for the central Puget Sound region and the transportation element of VISION 2020, the region's growth management, economic and transportation strategy. Destination 2030 is a transportation action plan for King, Pierce, Snohomish and Kitsap counties, the central Puget Sound region of Washington State, through the year 2030.

Internet Link: <http://www.psrc.org/projects/mtp/>

#### Seattle Comprehensive Plan, amendments adopted December 2006

Author: City of Seattle, Department of Planning and Development

Seattle's principle long-range (2004-2024) policy and planning document for land use, transportation, and other investments. Seattle's first Comprehensive Plan was adopted on July 25, 1994. A key component of the plan is the urban village

strategy, which combines small changes in the city's development pattern with a more complete and competitive intermodal public transportation system.

Internet Link: [http://www.seattle.gov/DPD/Planning/Seattle's Comprehensive Plan/ComprehensivePlan/default.asp](http://www.seattle.gov/DPD/Planning/Seattle's%20Comprehensive%20Plan/ComprehensivePlan/default.asp)

#### Seattle Transportation Strategic Plan (TSP), October 2005

Author: City of Seattle, Department of Transportation

The 20-year functional work plan for SDOT was updated in 2005. Describes the actions SDOT will take to accomplish goals and policies in the Comprehensive Plan, the Puget Sound Regional Council's Destination 2030 plan, and the Mayor's priorities. The TSP establishes SDOT's near- and long-term work program and defines the strategies, projects, and programs to accomplish the Comprehensive Plan goals and policies for transportation. The STP also includes SDOT's financial plan and defines the process for determining funding priorities.

Internet Link: <http://www.seattle.gov/transportation/tsphome.htm>

#### State Commute Trip Reduction Law, 1991

Author: Washington State Legislature

The Washington State Legislature passed the Commute Trip Reduction (CTR) Law in 1991, incorporating it into the Washington Clean Air Act. The goals of the program are to reduce traffic congestion, reduce air pollution, and petroleum consumption through employer-based programs that decrease the number of commute trips made by people driving alone. The state's nine most populated counties, and the cities within those counties, are required to adopt CTR ordinances and support local employers in implementing CTR. Employers are required to develop a commuter program designed to achieve reductions in vehicle trips and may offer benefits such as subsidies for transit

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fares, flexible work schedules, telework opportunities, and more. CTR surveys are conducted at employment sites to document commute trip behaviors and success in reducing single occupant commute trips.

Internet Link: <http://www.wsdot.wa.gov/TDM/CTR/default.htm>

### Seattle, a Climate of Change: Meeting the Kyoto Challenge, March 2006

Author: Mayor Nickels' Green Ribbon Commission On Climate Protection

In March 2005, the Mayor assembled a Green Ribbon Commission to develop recommendations for Seattle to achieve the Kyoto Protocol's recommended target for the U.S. – seven percent reduction of global warming emissions from 1990 levels by 2012. The committee examined sources of global warming pollution in Seattle, and identified possible actions through working groups. The actions were then assessed as to potential for reducing global warming, overall feasibility, and “catalytic potential” – the likelihood that the action would produce multiple benefits in Seattle, and/or accelerate action by other institutions and communities. This resulted in 18 recommendations for future actions for Seattle.

Internet Link: <http://www.seattle.gov/climate/PDF/SeattleClimateReport.pdf>

### State Executive Order 07-02 – Washington Climate Change Challenge

Signed in February of 2007 by Christine O. Gregoire, Governor of the state of Washington, this executive order mandates that the state reduce Co2 emissions to below 1990 levels by 2020. It establishes emissions reduction and clean energy economy goals for Washington; orders implementation of existing policies to move Washington State to at least 60% of the 2020 goal and grow the clean energy economy; and gives further direction on attaining the remaining 40% of the 2020 goal.

Internet Link: [http://www.governor.wa.gov/execorders/eo\\_07-02.pdf](http://www.governor.wa.gov/execorders/eo_07-02.pdf)

## Circulation/Multimodal

### Center City Access Strategy, in progress

Author: City of Seattle, Department of Transportation

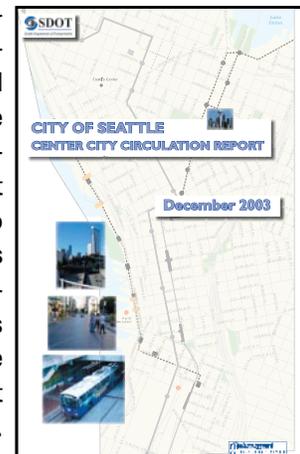
The Access Strategy is part of a larger Center City Strategy spear headed by Seattle's Mayor Nickels. The strategy aims to create a livable and walkable Center City, integrate and simplify the transit system, accommodate anticipated growth, maintain access into downtown during major construction projects, and continue mobility into the future. The strategy draws from concepts developed in the Center City Circulation Report and recommends a specific set of street and transit improvements.

Internet Link: <http://www.seattle.gov/Transportation/centercityaccess.htm>

### Center City Circulation Report, December 2003

Author: City of Seattle, Department of Transportation

The project is a macro-scale effort to integrate several independent transportation projects that affect the Center City, including light rail, bus, monorail (green line in planning phase at time of production), streetcar, ferry terminal, Alaskan Way Viaduct and Seawall (AWVS) Replacement, and bicycle and pedestrian projects. The report synthesizes existing plans for the different systems, and attempts to define the relationships among these major capital projects and the city's more comprehensive economic development and quality of life goals. It focuses on the Center



City continuing south to South Atlantic Street (to include early future alternatives for Terminal 46), First Hill/Capitol Hill Urban Center, Queen Anne's Uptown Urban Center and the South Lake Union Hub Urban Village. The study also identifies what else must be done to accommodate Seattle's planned growth after these major capital projects are completed.

Internet link: <http://www.seattle.gov/transportation/ppmpcentercity.htm>

### **Downtown Circulation Study, November 1998**

Author: City of Seattle, Department of Transportation

The study set out to determine ways to improve transit, pedestrian, and bicycle circulation within downtown Seattle. Due to Advisory Committee input, most attention focused on improving downtown's transit system and less on pedestrian and bicycle improvements. This study is largely supplanted by the 2003 Center City Circulation Report and the Center City Access Strategy.

Internet Link: <http://www.seattle.gov/transportation/dc-shome.htm>

### **Pedestrian Master Plan, in progress**

Author: City of Seattle, Department of Transportation

The City is embarking on a process to develop a Pedestrian Master Plan to encourage more walking and improve the safety of pedestrians. The City will be engaging public health experts, law enforcement representatives, issue advocates, community advisors, environmental leaders and the general public to incorporate the best practices, most current research and design strategies into the Pedestrian Master Plan.

Internet Link: [http://www.seattle.gov/transportation/ped\\_masterplan.htm](http://www.seattle.gov/transportation/ped_masterplan.htm)

### **City of Seattle Bicycle Master Plan, November 2007**

Author: City of Seattle, Department of Transportation

This recently adopted plan seeks to develop a comprehensive network of bicycle facilities that connects all parts of Seattle, providing residents and visitors with safe, convenient access to transit stations, workplaces, parks, commercial areas and many other destinations throughout the City. The Plan establishes a vision for how to create a Bicycle Facility Network and develop the supporting facilities and programs necessary to make bicycling a central feature of Seattle's multi-modal transportation system. A key goal of the plan is to put 95% of Seattle's residents within one-quarter mile of a bicycle facility.

Internet Link: <http://www.seattle.gov/transportation/bikemaster.htm>

### **Operational Strategies for Reducing the Impact of Ferry Terminal Traffic in the Colman Dock Area, May 2006**

Author: WSDOT, Washington State Ferries

This White Paper outlines the benefits and limitations of potential TDM and operational strategies for reducing the impact of Washington State Ferries traffic on the area around Colman Dock. While these operational strategies are not expected to replace the need for improvements, they may support capital improvement projects studied in the EIS. Operational strategies may also be used in the near-term to reduce traffic impacts.

Internet Link: <http://www.wsdot.wa.gov/Projects/Ferries/SeattleColmanDock/default.htm>

### **South Lake Union Transportation Study, July 2004**

Author: City of Seattle Department of Transportation (SDOT), with Parsons Brinckerhoff Quade & Douglas, Inc. and EnviroIssues

This study examines existing conditions, explores alternatives, and makes recommendations for transit service, pedestrian and bicycle routes, transportation demand management measures, and congestion mitigations for the South Lake Union neighborhoods of Seattle.

Internet Link: <http://www.seattle.gov/transportation/southlakeunion.htm>

## **Parking**

### **Alaskan Way Viaduct and Seawall Replacement Parking Assessment & Parking Mitigation Plan, December 2006**

Author: Seattle Department of Transportation

The replacement of the Alaskan Way Viaduct and the Seawall is the impetus for this examination of customer and employee parking systems in downtown Seattle. The Draft Parking Mitigation Plan describes the impact of parking removal in two critically affected areas, Pioneer Square and the Central Waterfront, and identify alternative approaches to managing customer parking in these areas. Where possible, the report looks beyond construction mitigation to support a long-term parking management strategy, i.e. strategies for information, marketing and access programs that will permanently improve the accessibility and legibility of the Center City customer parking

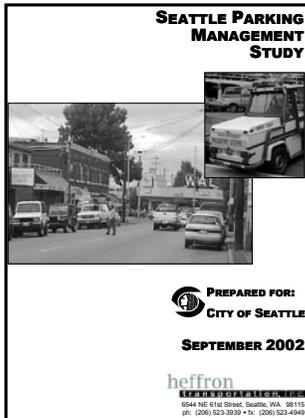
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system, and commuter parking strategies to free up more short term parking. While this effort was aimed at construction mitigation during viaduct removal, many of the recommended strategies seek to permanently improve customer and visitor parking conditions in downtown.

### Seattle Parking Management Study, September 2002

Author: City of Seattle, Department of Transportation

The Seattle Parking Management Plan was done in conjunction with the Parking Tax Analysis, and recommends new programs, practices, and policies that look at how the City can improve the efficiency of on-street parking management.



Internet Link: <http://www.cityofseattle.net/transportation/parking/parkingmanagement.htm>

### Seattle Parking Tax Analysis, September 2002

Author: City of Seattle, Department of Transportation

The Parking Tax Analysis report looked at the economic and equity impacts of a potential parking tax. The Parking Tax Analysis highlights how the commercial parking market currently works, how it impacts property owners, parking facility operators and parking patrons, as well as the perspectives of these stakeholders on the proposed tax.

Internet Link: <http://www.cityofseattle.net/transportation/parking/parkingtax.htm>

### Comprehensive Neighborhood Parking Study, 1999

Author: City of Seattle, Department of Transportation

In 1998 and 1999, the City of Seattle conducted a Comprehensive Neighborhood Parking Study to develop transit-oriented parking management strategies. Expert parking management consultants collected on- and off-street parking data in 26 Seattle neighborhoods to learn more about parking conditions. The consultants also investigated what tools other cities use to manage park-

ing and how those tools can be used to make the parking system work better in Seattle.

Internet Link: <http://www.seattle.gov/transportation/pdf/cnps.pdf>

## Transit

### PSRC Regional Passenger Only Ferry Study, in progress

Author: Puget Sound Regional Council

The study will provide the technical basis to strengthen Destination 2030 policies, programs, projects, and criteria relating to the region's ferry system. It aims to improve the coordination of state, regional, and local ferry system investments, integrate ferry operations with transit, roadway, and non-motorized improvements, guide ferry-oriented development and land use near ferry terminals, and address local land use and transportation impacts in ferry terminal communities. The Study also addresses technical capabilities in the area of ferry system demand forecasting, and travel demand modeling and analysis, that will aid in prioritization of projects and programs

Internet Link: <http://www.psrc.org/projects/ferry/>

### Washington State Ferries Draft Long Range Strategic Plan, April 2006

Author: WSDOT, Washington State Ferries

The final Plan is the basis for WSF's future capital investments and service planning through 2030, and is the WSF component of the Washington State Transportation Plan. The Draft Long-Range Strategic Plan was issued in April 2006. The Plan includes route-specific programs including route structures, frequencies and carrying capacities.

Internet Link: <http://www.wsdot.wa.gov/ferries/planning/>

### Waterborne Transit Policy Study, August 2005

Author: King County

The purpose of this study is to provide policy makers with information to help make informed Seattle Central Waterfront decisions about potential county investment and potential participation

in passenger-only ferry services. The study supports the Six-Year Transit Development Plan for 2002 to 2007 to determine under what conditions and circumstances it may be appropriate for King County to invest and/or participate in passenger-only ferry service. Several foot ferry routes evaluated in this study will be piloted after the November 2007 approval of a new tax to support King County ferry operations.

Internet Link: [http://www.kingstonexpress.org/References/files/MetroKC/MetroKC\\_summary\\_report.pdf](http://www.kingstonexpress.org/References/files/MetroKC/MetroKC_summary_report.pdf)

### **Sound Transit Phase II, May 2007**

Author: Sound Transit

Sound Transit 2 Plan allocated \$10.8 billion to expand the regional mass transit system by adding 50 miles of light rail, improving commuter rail facilities and increasing express bus service. However in November 2007 it was voted down by voters as part of Proposition 1 Roads and Transit measure.

Internet Link: <http://www.soundtransit.org/x1768.xml>

### **King County Metro Transit Blueprint, January 2007**

Author: Metro County

The Blueprint provides a list of 49 transit-related actions that when combined with new investments in transit service and the arrival of Link light rail, aim to mitigate the impacts of the reconstruction of the Alaskan Way Viaduct. The Blueprint recommends the adoption of service path concepts for downtown that would be required to support proposed transit services. It also seeks to simplify downtown transit operations by decreasing turn movements and maximizing the value of downtown operations by focusing on a limited set of service paths that would merit dedicated lanes for transit vehicles, signal timing and priority, and other operational improvements.

Internet Link: <http://www.metrokc.gov/exec/news/2007/0125transit.aspx>

### **Six-Year Transit Development Plan 2002-2007, November 2004**

Author: Metro County

Provides the framework for transit service and capital investments. Metro's first six-year plan, spanning the years 1996-2001, was the catalyst

for a major redesign of the county's Metro Transit system. The plan's objectives include making improvements to the transit operating environment in locations and along corridors where actual or potential for high ridership exists and where local jurisdictions provide the necessary supporting plans, policies, permits and/or funding to do so. It also looks to improve access for pedestrians (including persons with disabilities), bicyclists as well as the waiting environment at transit facilities with the highest use.



Internet Link: <http://www.metrokc.gov/kcdot/tp/transit/six-year.stm>

### **Transit Now Ordinance and Supporting Attachment/Project List, September 2006**

Author: King County

Transit Now is a five-point initiative approved by King County voters in November 2006. The initiative is intended to develop transit services to help the region keep pace with employment and population growth and address congestion. Transit Now funding comes from a one-tenth of one percent sales tax. The initiative's four-point strategy includes: development of a "bus rapid transit" (BRT) system, improvements to current services, provision of new service in growing areas, development of service partnerships with major employers and cities, with the goal of leveraging additional funding to add new service in rapidly expanding employment centers.

Internet Link: <http://www.metrokc.gov/kcdot/transit-now/ordinance.pdf>

### **UVTN Monitoring Project, February 2007**

Author: City of Seattle, Department of Transportation

The purpose of the UVTN Performance Monitoring and Implementation Project is to report on the performance of the Urban Village Transit Network (UVTN), or "Seattle Connections." The Urban Village Transit Network (UVTN), is Seattle's vision for a network of high quality, reliable transit cor-

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ridors that support and connect Seattle's urban villages, as set forth in the Seattle Comprehensive Plan. This report is the first in a series of annual reports that will measure the performance of the UVTN and make recommendations on where improvements can be made to ensure the network is meeting all established standards.

Internet Link: <http://www.seattle.gov/transportation/uvtn.htm>

### Seattle Transit Plan, September 2005

Author: City of Seattle, Department of Transportation

The Seattle Transit Plan provides direction on how Seattle can achieve the transit system it needs to grow gracefully through 2030. The Plan identifies Transportation Strategic Plan (TSP) strategies for making transit a "real choice". Candidate TSP strategies that may lead to downtown projects are included in the Project List and attributed to the TSP. The Plan also specifies a Transit Improvement Plan, which lists specific capital investments in 2004-2009, 2010-2020 and 2021-2030 timeframes. Applicable projects from this TIP are included in the Project List.

Internet Link: <http://www.seattle.gov/transportation/transitnetwork.htm>

### Seattle Streetcar Network and Feasibility Analysis, June 2004

Author: City of Seattle, Department of Transportation

The study analyzes streetcar operation and possible applications for a South Lake Union Streetcar and potential extensions of the Waterfront Streetcar. The analysis reviews the applicability of streetcar service in Seattle, identifies appropriate alignments, and estimates costs and implementation issues.

Internet Link: <http://www.seattle.gov/transportation/streetcarreport.htm>

### Seattle Transit Study for Intermediate Capacity Transit, December 2001

Author: City of Seattle, Strategic Planning Office

The plan assesses the feasibility of developing Intermediate Capacity Transit (ICT) options in corridors throughout the City. The Study examines where and how ICT can best be used in order to significantly improve transit connections within

the City and to regional transit systems, such as light rail, commuter rail and regional express buses. The plan developed visions for providing service in two primary corridors: Lake City-Northgate-Ballard to Downtown; and West Seattle to Downtown. Since 2001 the plan has been superseded by more recent planning efforts.

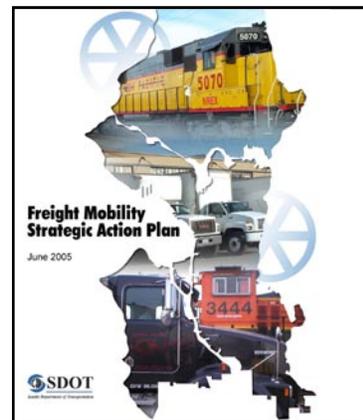
Internet Link: [http://www.seattle.gov/transportation/ppmp\\_ict\\_home.htm](http://www.seattle.gov/transportation/ppmp_ict_home.htm)

## Freight

### Freight Mobility Strategic Action Plan, June 2005

Author: City of Seattle, Department of Transportation

Plan guides SDOT efforts to improve freight mobility. As part of Mayor Nickels 2004 Manufacturing and Maritime Action Plan, SDOT developed this action agenda to protect and grow the industrial job base. Contains twenty-two specific actions



(listed in Appendix 2), including railroad grade separations, truck guide signing, street improvements, and ongoing communication with the Seattle freight community via the Seattle Freight Mobility Advisory Committee. City of Seattle expects to invest more than \$58 million during first two years and up to \$331 million over six years in projects that will reduce congestion and increase freight movement. SDOT updates the Freight Mobility Strategic Action Plan annually.

Internet Link: <http://www.seattle.gov/transportation/freight.htm#plan>

### Port of Seattle's Container Terminal Access Study - 2003 Update

Author: Port of Seattle

In late 2003, the Port of Seattle presented the City with their draft "Container Terminal Access Study" that identifies capital and operational improvements that are proposed to accommodate access to major container terminals (Terminals 5, 18, 46, 115, and 25/30) through 2015. Projects

range from small spot improvements to high cost grade separations. The City and the Port have since worked jointly to implement some of these improvements; other projects are in the planning or implementation phase.

## **Neighborhood Plans & Targeted Studies**

### **City of Seattle Neighborhood Plans**

Author: City of Seattle, Department of Neighborhoods

Neighborhood Plans were prepared in response to the 1994 City Comprehensive Plan. The plans relied on a community/neighborhood planning process to address local concerns and visions. In 2004 Neighborhood Plan Priority Updates were developed. These reports are also available online:

<http://www.seattle.gov/neighborhoods/npi/PriorityReports/2004/>

### **City of Seattle Light Rail Station Area Planning, 1998-2001**

Author: City of Seattle, Department of Transportation

Station Area Planning (SAP) focused on the areas within a quarter mile of the stations proposed in Sound Transit's 1999 adopted alignment, and identified key public and private investments as well as City actions to achieve City and Community goals. The Seattle City Council adopted 10 Station Area Concept-Level Recommendation packages in September 2000. In July 2001 the City Council passed the Station Area Overlay legislation. This legislation establishes Station Area Overlay Districts and rezones around eight future light rail stations. These actions support Transit-Oriented Development (TOD) and neighborhood goals for walkable town centers.

Internet Link: [http://www.cityofseattle.net/transportation/ppmp\\_sap\\_home.htm](http://www.cityofseattle.net/transportation/ppmp_sap_home.htm)

### **LRT Station Area Concept Plans: Pioneer Square and Westlake, August 2000**

Author: City of Seattle, Department of Transportation

Concept-level station area planning recommendations for Pioneer Square and Westlake station areas. Includes planning design, policy discussion,

and objectives for each issue area, e.g. sidewalk crossings, parking, or car sharing.

Internet Link: [http://www.cityofseattle.net/transportation/ppmp\\_sap\\_neigh.htm](http://www.cityofseattle.net/transportation/ppmp_sap_neigh.htm)

### **Belltown Neighborhood Plan, December 1998 (Update to Priority Matrix, December 2005)**

Internet Link: <http://www.seattle.gov/neighborhoods/npi/plans/belltown/>

### **Denny Triangle Neighborhood Plan, September 1998 (Update to Priority Matrix, December 2005)**

Internet Link: <http://www.cityofseattle.net/neighborhoods/npi/plans/denny/>

### **Pioneer Square Neighborhood Plan, March 1998 (Update to Priority Matrix, December 2005)**

Internet Link: <http://www.seattle.gov/neighborhoods/npi/plans/psquare/>

### **Downtown Urban Center Neighborhood Plan, September 1998, (Update to Priority Matrix, December 2005)**

Internet Link: <http://www.seattle.gov/neighborhoods/npi/plans/downtown/>

### **Westlake Transportation Hub Study, October 2004**

Author: City of Seattle, Department of Transportation

This study analyzed transfer opportunities and identified six project options for the creation of an effective intermodal transit facility at Westlake including underground, elevated and at-grade alternatives. The options are designed to accommodate five transit modes and the constraints of the site, e.g. it sits where the downtown's two major street grids collide. The recommended design was to develop a system of pergolas and awnings within the public right-of-way, providing features typically associated with a station environment, along with new access points to the Downtown Seattle Transit Tunnel and the Monorail via existing and new commercial buildings. The recommendations in this report were preliminary, and have been informed and refined by other studies.

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### South Lake Union Transportation Study, July 2004

Author: City of Seattle, Department of Transportation

The South Lake Union Transportation Study presents a package of transportation improvements for the South Lake Union area. The improvements call for a two-way Mercer Street, streetcar and a number of other transit, pedestrian and bicycle measures. The study documents the analysis and review of existing conditions, reports on suggestions from the public, and identifies issues, alternatives, and recommendations.

Internet Link: <http://www.seattle.gov/Transportation/southlakeunion.htm>

## Open Space / Urban Design

### The Blue Ring: Connecting Places, The Next Decade, draft June 2002

Author: City of Seattle, Department of Planning and Development, CityDesign Office

Seattle's conceptual open space strategy for the Center City, including city corridors, Center City connectors, green streets and urban trails, "found spaces," and open space. The strategy aims at providing a premier walking experience throughout the Center City of Seattle, to connect pedestrians to the water's edge, and to create a connective network reflects the civic identity of Seattle.

Internet Link: [http://www.seattle.gov/dpd/stellent/groups/pan/@pan/@plan/@citydesign/documents/web\\_informational/dpds\\_006515.pdf](http://www.seattle.gov/dpd/stellent/groups/pan/@pan/@plan/@citydesign/documents/web_informational/dpds_006515.pdf)

### The Blue Ring: 100-Year Vision, revised draft June 2002

Author: City of Seattle, Department of Planning and Development, CityDesign Office

The City's 100-Year Open Space Strategy for Center City neighborhoods links water, existing parks, private plazas, and rights-of-way and strategically adds new open spaces to create a unified public realm and walking experience. The Strategy sets out conceptual projects: phased improvements to city corridors, Center City connectors, and the retrofitting of some streets as Green Streets. Conceptual catalyst projects include Westlake Avenue, South Lake Union Park, and Occidental Corridor.



Internet Link: [http://www.seattle.gov/dpd/stellent/groups/pan/@pan/@plan/@citydesign/documents/web\\_informational/dpds\\_006516.pdf](http://www.seattle.gov/dpd/stellent/groups/pan/@pan/@plan/@citydesign/documents/web_informational/dpds_006516.pdf)

### Open Space Seattle 2100 (Ongoing)

Author: This project is being led by the Landscape Architecture Department of the University of Washington, in cooperation with the City of Seattle

Open Space Seattle 2100 seeks to develop a comprehensive open space network vision for Seattle's next 100 years that will complement the city's predicted growth and density, and to build the broad constituency and strategies required to implement this vision.

Internet Link: <http://www.open2100.org/>

### **Bands of Green Report, 2007**

Author: Seattle Parks Foundation

*Bands of Green* is a comprehensive plan for the continuing development of bicycle and pedestrian trails, boulevards and linear parks in Seattle. It was developed over a two-year period by Cedar River Associates with input from a variety of sources, including: Seattle Parks Department, Seattle Department of Transportation, Friends of Seattle's Olmsted Parks, Seattle Department of Planning and Development and 37 neighborhood plans coordinated by the Seattle Department of Neighborhoods.

Internet Link: Project Site – [http://www.seattleparks-foundation.org/project\\_BandsOfGreen.html](http://www.seattleparks-foundation.org/project_BandsOfGreen.html)

Report - [http://www.seattleparksfoundation.org/Bands%20of%20Green%20Final%20Plan\\_web.pdf](http://www.seattleparksfoundation.org/Bands%20of%20Green%20Final%20Plan_web.pdf)

### **North Downtown Parks Plan, June 2004**

Author: Seattle Parks and Recreation

Based on Park Plan 2000 goals, participant input, and park and recreational facility research, this plan identifies park and recreational facility goals and priorities for each of the subareas within the North Downtown area. These needs are translated into a set of priorities for land acquisition, guidelines for facility development, and an integrated implementation strategy.

Internet Link: Project Site – [http://www.seattleparks-foundation.org/project\\_BandsOfGreen.html](http://www.seattleparks-foundation.org/project_BandsOfGreen.html)

Report - <http://seattle.gov/parks/Publications/NDPP.pdf>

### **Downtown Parks Renaissance Report, March 2006**

Author: Seattle Downtown Parks & Public Spaces Task Force

This report presents the findings and recommendations of Mayor Greg Nickels' Downtown Parks and Public Spaces Task Force, charged with making recommendations to the Mayor on strategies to revitalize and activate the city's downtown parks and public open spaces. The Task Force's charge encompassed recommendations in five key areas: parks maintenance; safety and security; programming, events and commercial activities; management; and funding for capital and operating improvements.

Internet Link: Project site – <http://www.seattle.gov/parks/projects/downtown.asp>

Report – <http://www.seattle.gov/parks/projects/downtown/Report.pdf>

### **First Hill Urban Village Park Plan, 2005 (Draft)**

Seattle Parks staff is working with stakeholders in the First Hill community to determine the future form of the area's parks. The plan presents an overall concept, and makes recommendations for preservation of open space in this rapidly developing area.

Internet Link: Project site – <http://www.seattle.gov/Parks/proparks/projects/FirstHillAcquisition.htm>

Report – <http://www.seattle.gov/Parks/proparks/projects/1stHillPlan.pdf>

### **Bell Street/Green Street Concept Plans, 2006**

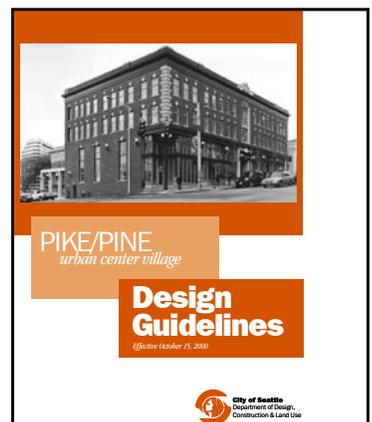
Author: City of Seattle Department of Planning and Development

Concept Plans consist of two maps that present design improvement concepts and the re-channelization of Bell Street from Western to Denny.

### **Pike/Pine Urban Center Village Design Guidelines, October 2000**

Author: City of Seattle, Department of Design, Construction, and Land Use

The Pike/Pine neighborhood design guidelines help to reinforce existing character and protect valued qualities of the neighborhood through three principle objectives: encourage better design and site planning to enhance the character



of the city and ensure that new development sensitively fits into neighborhoods; provide flexibility in the application of development standards; and improve communication and participation among developers, neighbors and the City early in the design and siting of new development.

Internet Link: [http://www.seattle.gov/dpd/stellent/groups/pan/@pan/@plan/@drp/documents/Web\\_Informational/cos\\_005124.pdf](http://www.seattle.gov/dpd/stellent/groups/pan/@pan/@plan/@drp/documents/Web_Informational/cos_005124.pdf)

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### Livable South Downtown Urban Design Study (In Progress)

This is a plan for south Downtown of Seattle, and area of diverse neighborhoods including Pioneer Square, Chinatown and some industrial areas. The purpose of this plan is to evaluate issues and opportunities relating to future growth in this area and to make land use recommendations.

Internet Link: [http://www.seattle.gov/dpd/Planning/South\\_Downtown/Overview/default.asp](http://www.seattle.gov/dpd/Planning/South_Downtown/Overview/default.asp)

### Alaskan Way Viaduct

#### Alaskan Way Viaduct and Seawall Replacement Project Draft EIS, March 2004 and Supplemental Draft EIS, July 2006

Author: U.S. Department of Transportation Federal Highway Administration, Washington State Department of Transportation, City of Seattle

The existing Alaskan Way Viaduct (SR 99) and Alaskan Way Seawall, both damaged in the 2001 Nisqually earthquake, are at the end of their useful life and must be replaced. The 2004 Draft Environmental Impact Statement analyzed five Build Alternatives for their potential effects on the human and natural environment: the Rebuild, Aerial, Tunnel, Bypass Tunnel, and Surface Alternatives. A preferred alternative was not identified. After more development, in December 2004, the project partners identified the Tunnel Alternative as the Preferred Alternative. The Supplemental Draft EIS was prepared to present additional information available since the Draft EIS was published in March 2004, evaluate new construction plans, evaluate changes made to the Tunnel and Elevated Structure Alternatives (which incorporates elements of the Rebuild and Aerial Alternatives), and to seek public input on these changes.

Internet Link: <http://www.wsdot.wa.gov/Projects/Viaduct/library-environmental.htm>

### Waterfront

#### Seattle's Central Waterfront Concept Plan, June 2006

Author: City of Seattle, Department of Planning and Development

Urban design concept plan for redevelopment activity related to the replacement of the Alaskan

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# Seattle Region Project List<sup>1</sup>

## Regional Projects

### SR 520 Bridge Replacement and HOV Project

The Evergreen Point Bridge, a floating bridge that spans across Lake Washington on the SR 520 corridor, is vulnerable to windstorms, earthquakes and at risk of collapse in its present condition. WSDOT is investigating the replacement the SR 520 Evergreen Point Bridge with an alternative that is less vulnerable to wind storms and earthquakes. The designs envision the east-west corridor with four general-purpose lanes and two continuous high occupancy vehicle lanes, wide shoulders for vehicles to pull out of traffic, and bicycle and pedestrian path for non-motorized users. The replacement and redesign of the Evergreen Point Bridge will improve congestion and mobility of travelers entering and leaving Seattle, enhance carpool access, and increase transit speed and reliability. WSDOT anticipates publishing the final EIS by 2010.

For More Information, Link to the Washington State Department of Transportation project page: <http://www.wsdot.wa.gov/projects/SR520Bridge>

### SR 99 Alaskan Way Viaduct and Seawall Replacement Project

The SR 99 Alaskan Way Viaduct and Seawall Replacement Project is proceeding with a series of six projects located along the north and south end of the viaduct that will repair or replace seismically vulnerable sections. The repair and reconstruction of the viaduct is deemed as necessary as the existing structure is at an unacceptable level of deterioration and at a high risk of failure. The Alaskan Way viaduct is a major corridor for travel through the downtown Seattle area and is vital to the freight and shipping economy. Project work along the north and south sections of the viaduct include electrical line relocation, fire protection and safety upgrades earthquake, and partial viaduct reconstruction. The reconstruction of the central portion of the viaduct has yet to be determined.

<sup>1</sup> For additional information see Section 4A.

For More Information, Link to the Washington State Department of Transportation project page: <http://www.wsdot.wa.gov/projects/Viaduct>

### I-90 Two-Way Transit Lanes and HOV Project

With the location of I-90 running directly into downtown Seattle, the construction of transit along the corridor is crucial in maintaining citizens' ability to travel and work in downtown area. This project will provide two additional high occupancy vehicle (HOV) lanes to the I-90 outer roadway between Seattle and Bellevue in addition to the existing reversible HOV center roadway. WSDOT and Sound Transit are building new I-90 HOV on and off-ramps on Mercer Island with improvements to I-90 HOV access at Bellevue Way. This project will provide 24 hour HOV lanes in each direction for transit use, while maintaining the reversible center roadway accommodates future plans to use for high capacity transit, such as Light Rail.

For More Information, Link to the Washington State Department of Transportation project page: <http://www.wsdot.wa.gov/Projects/I90/TwoWayTransit/>

### I-5 Pavement Reconstruction and Bottleneck Improvement Project

I-5 is the sole north-south interstate freeway running through the greater Seattle area. Constructed in the 1960s, the aging concrete placed along the I-5 freeway is deteriorating rapidly. An analysis of the pavement determined that 30 percent of the concrete has surpassed its expected life span and is in need of replacement. The design for the project looks to replace nine inches of existing pavement with new thicker pavement and reinforced steel bars at the joints to create greater uniformity in the freeway. Additionally the repaving opens opportunities to alleviate bottleneck congestion issues often occurring along I-5 through lane realignment, adding new signage and lanes where possible.

For More Information, Link to the Washington State Department of Transportation project page: <http://www.wsdot.wa.gov/Projects/I5/Rehab/>

## Downtown Seattle Project List

### I-405 Corridor Program

The I-405 corridor program is series of congestion relief and bus rapid transit project to redevelop and enhance I-405. I-405 is a heavily traveled interstate freeway for citizens residing on the east-side of Lake Washington and travelers heading north from the airport. The overall I-405 program will add up to 2 lanes in each direction, develop a bus rapid transit line with stations, and expand transit centers. The 12 currently funded projects for I-405 include roadway widening, interchange improvements, and construction of a new freeway station for greater bus service to the Totem Lake area of Kirkland. At the completion of all the projects, 5,000 new park and ride spaces will be provided, 1,700 new van pools will travel the freeway, transit service will increase by 50 percent, and trips along I-405 will be faster and safer. In addition, the completion of the program will allow I-405 to accommodate another 110,000 trips per day in the corridor and reduce the amount of time waiting in traffic by 13 million hours per year.

For More Information, Link to the Washington State Department of Transportation project page: <http://www.wsdot.wa.gov/Projects/I405/>

### Sound Transit East Link Light Rail Project

The Sound Transit East Link light rail will connect the light rail system from the Westside of Lake Washington to the east through Bellevue and end in Redmond. The conceptual designs connect the light rail from downtown Seattle to Bellevue running along I-90 the following northeast through downtown Bellevue and downtown Redmond. Construction of east link will provide an additional 20 miles of light rail transit and projected to add approximately 45,000 boardings per day by 2030. The project will also provide transit alternatives in areas where the region's largest employers are located. While funding is yet to be determined for the east link project, it is considered a crucial element of the region's long range transportation plan.

For More Information, Link to the Sound Transit project page: <http://www.soundtransit.org/x1171.xml>

### Sound Transit Central Link Light Rail Project

The Sound Transit Central Link light rail, which will run from Sea-Tac airport to downtown Seattle, is currently under construction. As a critical

element of the long range transportation plan for the Puget Sound region, the initial 14 mile segment will service 12 stations between downtown Seattle and SeaTac Airport, running through the retrofitted Transit Tunnel and provide a congestion free transit corridor to service several of the region's largest population and employment centers. Anticipated to open in 2009, the first light rail will depart every six minutes during rush and ridership is expected to reach 42,500 per day by 2020.

For More Information, Link to the Sound Transit project page: <http://www.soundtransit.org/x1171.xml>

### Sound Transit University Link Light Rail Project

The Sound Transit University Link light rail will provide an important transportation connection by extending the Central Link service from downtown Seattle to the University of Washington campus. The 3.15 mile extension will service downtown Seattle, Capitol Hill, and the university, which are the three largest urban centers on the Westside of Lake Washington, and supplement the existing transit services for the area. The University Link is projected to receive 70,000 boardings per day on the light rail system by 2030.

For More Information, Link to the Sound Transit project page: <http://www.soundtransit.org/x1171.xml> or Link to City of Seattle project page: <http://www.seattle.gov/transportation/lightrail.htm>

### Sound Transit North Link Light Rail Project

The Sound Transit north link light rail will extend service from downtown Seattle to Northgate. Unaffected by freeway slowdowns and traffic congestion, the expected 150,000 daily commuters to board the north link light rail to travel to work or school will save users over 20,000 hours of travel time each weekday. In 2006, the Federal Transit Administration acknowledged the completion of the north link environment impact statement and ready to begin design when funding becomes available.

For More Information, Link to the Sound Transit project page: <http://www.soundtransit.org/x1171.xml> or Link to City of Seattle project page: <http://www.seattle.gov/transportation/lightrail.htm>

## Central Seattle Projects

### King County Rapid Ride Bus Rapid Transit (BRT) Project

The King County Rapid Ride Bus Rapid Transit is a series of five projects to increase the level of service of BRT for five of the county's most congested corridors. Of the five corridors to be serviced with BRT, three are located within the City of Seattle. The three services include Aurora Avenue service from Shoreline to downtown Seattle, Ballard neighborhood to downtown Seattle via 15<sup>th</sup> Avenue, and West Seattle service to downtown and potentially to the University District. The purpose of the BRT service in the areas are to alleviate vehicular congestion on the roadways, provide increased frequency in service by running every 10 to 15 minutes, and connect residential areas with employment and recreational centers in the county. As a part of the Rapid Ride BRT projects, King County Metro will also increase the number of clean-green hybrid buses to its existing fleet.

For More Information, Link to the King County Metro project page: <http://www.metrokc.gov/kcdot/transit-now/rapidride.stm>

### Mercer Corridor Project

The Mercer Corridor Project will improve the traffic circulation and of vehicles, transit, and pedestrians through the redesigns of Mercer and Valley Streets. Currently known as the "Mercer Mess" the redesign between Fairview Avenue and Dexter Avenue North transforms Mercer from a one way four lane street to a two way three lanes in each direction of travel. Design features include on-street parking, sidewalks, and a landscaped median with left-turn lanes. Bike lanes were also incorporated into the design to enhance connectivity between the neighborhoods. The redesign will provide a direct route from I-5 to Seattle center and support the economic development and livability goals of the South Lake Union neighborhood.

For More Information, Link to the City of Seattle project page: [http://www.seattle.gov/transportation/ppmp\\_mercer.htm](http://www.seattle.gov/transportation/ppmp_mercer.htm)

### South Lander Street Grade Separation

The purpose of the South Lander Street Grade Separation project was recognized in the Access

Duamish study, which analyzed the transportation and freight needs of the port system. The project looks to improve upon mobility and increasing safety by constructing an elevated bridge on South Lander Street from First Avenue to Fourth Avenue. The new bridge will avoid conflicts created by the intersection with the Burlington Northern Santa Fe rail line. The design proposes five lanes of traffic and sidewalks.

For More Information, Link to the City of Seattle project fact sheet: [http://www.psrc.org/fastcorridor/projects/seattle\\_LanderStOverpass.pdf](http://www.psrc.org/fastcorridor/projects/seattle_LanderStOverpass.pdf)

### King Street Station Renovation

WSDOT, in conjunction with Amtrak and Burlington Northern Santa Fe Railways, is working to rejuvenate the historic King Street Station and return its prominence as a citywide transportation center. The station is currently served by the WSDOT sponsored Amtrak Cascades and Amtrak distance trains, the Sound Transit commuter rail, and intersecting bus services. The aging building has been identified as one of three important transportation hubs for intercity and commuter rail transit service. The renovations included improvements to the Amtrak passenger facilities, structural renovations and track upgrading that will make the a larger and more comfortable thru way waiting area for travelers. The project will also retrofit the facility to meet the growing future needs to transportation centers in downtown Seattle.

For More Information, Link to Washington State Department of Transportation project page: <http://www.wsdot.wa.gov/Projects/Rail/KingStreetStationRenovation/>

### Spokane Street Viaduct Widening Project

The widening of the South Spokane Street Viaduct was initiated to improve seismic stability of the viaduct and enhance the mobility of freight and people to and from West Seattle. As the major connector of I-5 to the West Seattle neighborhood, the Spokane Street Viaduct has been implemented in several stages since 1994; current works are part of stage four and include plans to widen the viaduct to five lanes with shoulders leaving potential for a future eastbound HOV lane and add a Fourth Avenue off-ramp.

For More Information, Link to the City of Seattle project page: <http://www.seattle.gov/transportation/spokanes-treet.htm>

## Downtown Seattle Project List

### Magnolia Bridge Replacement Project

The Magnolia Bridge is one of three main link-ages for the Magnolia and Queen Anne neighborhoods to the rest of Seattle. In 1997 and in 2001, a landslide and an earthquake damaged the deteriorating bridge, which forced the City of Seattle to assess its seismic and collapsing vulnerability. A Type, Size, and Location study was conducted to identify the best replacement option and alignment for the bridge. In November 2006, a bridge type was selected and a design work plans are to be completed by the end of 2007.

For More Information, Link to the City of Seattle project page: <http://www.seattle.gov/transportation/magbridge/replace.htm>

### Pike-Pine/Westlake Hub Regional Transit Corridor Improvements Project

This project is intended to improve transit speed and reliability through the Pine-Pike corridor from 1st Avenue to Broadway as well as enhance non-motorized connectivity between Downtown and Capitol Hill. Currently, the Seattle Center City Strategy and the Metro Transit Six Year Plan identify Pike and Pine Streets as the primary east-west corridors supporting the Westlake Transit Hub with an annual ridership of 7.3 million on Metro routes passing through the corridors. The improvements on Pike and Pine are important to meet the future growth of Westlake as a regional transit corridor with the link light rail and regional express bus service both converging in the area. Upgrades include transit signal priority equipment, in-lane bus stops, and pedestrian treatments. A west-bound bus only lane will be constructed between Terry Avenue and 8th Avenue. This project is still in the design and planning phase.

For More Information, Link to the Washington State Department of Transportation project page: <http://www.wsdot.wa.gov/Projects/Mobility/PikePine/>

### First Hill Streetcar

The First Hill Streetcar was proposed as an alternative to Sound Transit's initial proposal to locate a light rail station as a part of its North link rail route. The geological and considerable construction risks eliminated the light rail transit station as an option for the First Hill location, however, Sound Transit recognized the important regional destination First Hill plays with the neighborhood's

numerous medical centers. In collaboration with the City of Seattle and King County Metro, Sound Transit conducted public involvement and produced a report evaluating appropriate transit services for the area. A streetcar was identified and strongly preferred. The proposed line would connect First Hill with Sounder commuter rail, Link light rail and Regional Express bus service at the International District, downtown Seattle, and the Central link light rail line.

For More Information, Link to the City of Seattle project page: <http://www.seattle.gov/transportation/stcar/broadway.htm>

### SR 519 Phase 2 Project

The SR-519 Project was initiated in 1999 in response to studies that identified the corridor as a severely congested arterial serving traffic traveling between the I-90 and I-5 interstate systems, the Colman Ferry Terminal and the waterfront. In November 2006, WSDOT, City of Seattle and Port of Seattle, along with numerous local groups, agreed that constructing a new westbound off-ramp from I-5 and I-90 to the current South Atlantic Street Overpass (otherwise known as the Atlantic Corridor option) best fit the goals of Phase 2 of the SR 519 project. The Phase 2 project will improve traffic and truck movement across the Burlington Northern Santa Fe (BNSF) rail line and enable direct truck access to the waterfront. Additional improvements will be made at multiple intersections and a separated crossing of the BNSF railroad at South Royal Brougham Way.

For More Information, Link to the Washington State Department of Transportation project page: <http://www.wsdot.wa.gov/Projects/SR519/>

### North CBD Transit Access Improvements

This project will add transit only lanes in the peak direction in the peak period connecting key downtown streets (2nd, 3rd, and 4th) to I-5. This project is being designed and built by the city of Seattle in cooperation with King County Metro.