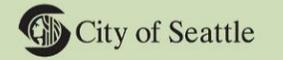
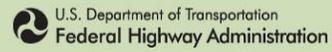


Central Waterfront Objectives

Create a new Alaskan Way and Elliott/Western Connector (continued)

- Design Alaskan Way as a “complete street” serving all travel modes, including freight, bicycles, transit and pedestrians.
- Design Alaskan Way and the new Elliott-Western Connector to operate similarly to other downtown streets, with signalized intersections, pedestrian crossings at every intersection, and a maximum speed of 30 mph.
- Provide local access to properties along the waterfront, including parking and loading zones on the street and driveways providing access to the piers.



Proposed SR 99 Bored Tunnel – South Portal Update

WSDOT is evaluating an updated configuration for the south portal of the proposed SR 99 bored tunnel. The new option moves the south portal beneath Alaskan Way near Railroad Way S., avoiding impacts on First Avenue through Pioneer Square. This would reduce impacts to the historic neighborhood and also reduce the potential need to reinforce older structures during construction.

The updated south portal design provides similar access and mobility as the previous design, including:

- New street connections, northbound and southbound, from SR 99 to Alaskan Way and First Avenue, improving SR 99 access to downtown Seattle, the sports stadiums, port terminals and the ferry terminal.
- New east-west connections between S. Royal Brougham Way and S. King Street.
- Improved system connectivity between SR 99 and I-90/I-5.
- Transit pathways and improved bike and pedestrian movements.

The updated south portal design will be evaluated in our second Supplemental Draft Environmental Impact Statement, which will be released for public review in 2010.

LEGEND

SR 99 central waterfront bored tunnel alternative

SR 99 and ramps

Surface streets

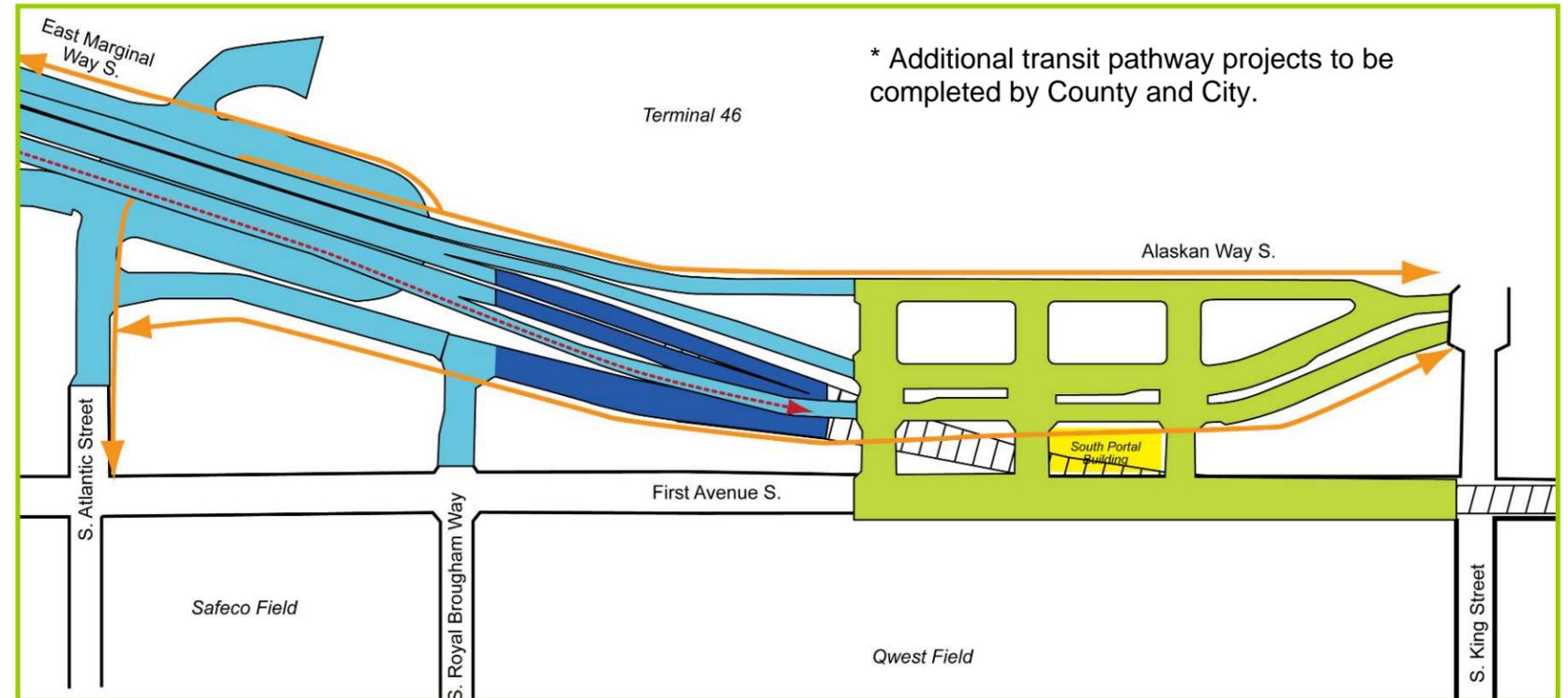
Proposed bored tunnel

S. Holgate Street to S. King Street Viaduct Replacement

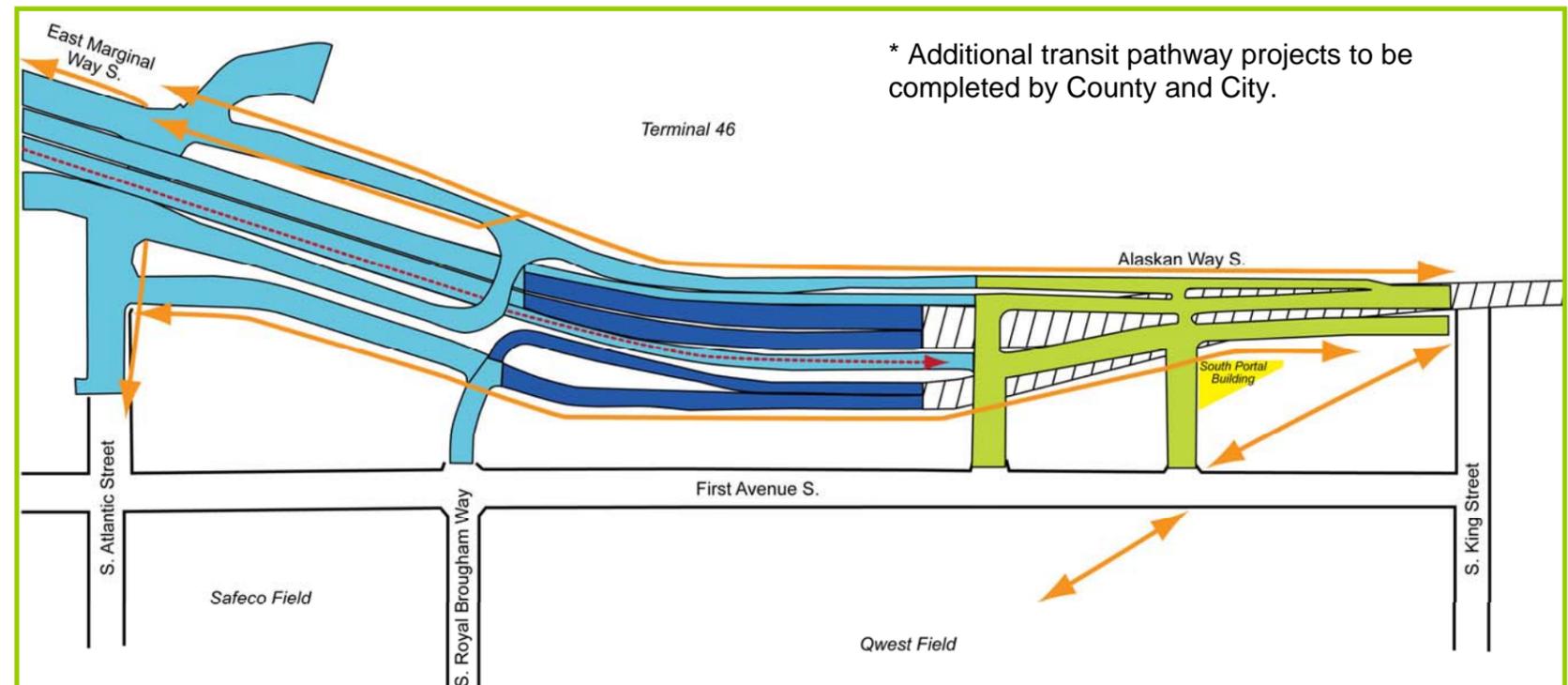
Bicycle/pedestrian paths

Transit lane*

Previous Proposal



Current Proposal



January 15, 2009	Project:	King County Metro Rapid Ride Passenger Facilities
	Phase:	Design Development
	Last Reviewed:	August 7, 2008
	Presenters:	David Hewitt, Hewitt Architects Inc. Eugene Kucej, Hewitt Architects Inc.
	Attendees:	Tim Boesch, Wilbur Smith Associates Karen Rosenzweig, King County Metro Transit Paul Roybul, King County Metro Transit Michael Solheim, SDOT
Time: 1 hour		(SR121/RS02032)

ACTION

The Commission would like to thank the design team for their clear presentation of the Rapid Ride Passenger Shelters, and unanimously approves the design development phase, with the following comments:

- The Commission recognizes the positive, elegant, sophisticated design for the shelters and notes that the design has advanced well since the last review.
- The Commissioners ask that the team explore the sizing of the purlins in relation to the other proposed elements. They seem somewhat understated.
- The sign pylon design works well in an open context, but may contribute to visual clutter and be too much of an obstruction in others. The Commission asks that the team explore variations on the fundamental pylon theme to enable installations to adapt to their settings. The Commission generally recommends the urban design principal of less-is-more in adding fixtures to the urban street environment. However, customization of the pylons would be a possibility here, perhaps with the help of an artist to add some site specificity or whimsy to this element.
- The Commission appreciates and supports the kit of parts approach to the shelters and accompanying elements, realizing that there are over 100 settings where the shelters will be located. Commissioners support consulting with business and property owners with storefronts in proximity to the RapidRide stops when considering how shelters can be adapted to existing awnings, store fronts, lean rails, etc.
- The design team is encouraged to continue to provide iconic consistency in the design by using strongly identifiable elements, as proposed. Be flexible in determining which parts are appropriate for each location.

Project Presentation

Project Background and Context

Rapid Ride is a new service that will be offered by King County Metro, in the Bellevue/Redmond, West Seattle, Ballard, and Aurora corridors. The service will be operated in higher frequencies than the bus service, with greater reliability but at the same fare. The facilities along the corridors will replace existing bus stops, at about half mile spacings. Shelters and other passenger facilities will be replaced as well.

Project Examples

In Ballard and West Seattle, on California Ave, the shelter fits into the context.

There is a flat panel over the station sign in the back, with recessed lights to illuminate the area. On the front of the shelter, there is a general illuminated light. The design team is also working on ambient lighting, though birds are an issue. The goal is to provide ambient ceiling light in that will not create a nuisance.



Commissioners' Comments and Questions

Will the buses match the color of the shelters?

Yes; it is a general upgrade of the vehicles as well.

Do not understand the gutter.

To prevent rain dripping on waiting passengers, the considered idea breaks down the scale of roof. Water will flow down through one of the legs of the supports.

Is it steel or aluminum channel?

Steel.

Does the standard King County Metro red light conflict with RapidRide's red markers?

No.

The real time sign is a great addition; suggest not having it higher than necessary in order to read it comfortably

It needs to have a seven-foot clearance from the bottom of the sign.

A little bit worried about steel as material and the light-colored paint; it will rust if scratched.

After meeting with the maintenance staff, a solution rose that incorporates stainless steel crews on the back side of the major steel components, for demounting easily. There will be an entire removable strip from the columns for access. The gutters will be galvanized for ease of maintenance.

On the base, is there a jig to lie over the sidewalk and place mount brackets?

The full-sized shelters will have new footings; the medium-sized shelters will use existing footings. The unresolved issues are exact configurations, footing details, and illumination.

System wide question about integration of bike commuters: is there an aggressive strategy for bike lockers?

There will be where there is space available on the rights-of-way. The best provision is standard bicycle hoops. Bicycle racks will be used for overflow, in the event the bus bicycle racks are full. It is important to provide as many amenities as possible, but in many cases the right-of-way is the main constraint.

Complement overall design; it is very nice and elegant.

Concerned about tapered purlin on roof for water capture; perhaps create one on both the front and back.

Thrown off by the pylons; glad to here they are removable, for areas such as West Seattle where the streetscape is crowded and there may be a conflict with overhangs.

Hoping that they will be something familiar and an identifying element. It is a good point to have them site-specific, interchangeable, and more than one shape.

Commend the elegant and sophisticated street furniture that are very well thought out.

How many stops will be elaborated?

About 115.

It depends on the number of boardings at stops. Smaller standard stops will have a bench and marker; the stations will have the full complement. Intermediated ones, with 50-100 boardings per day will be smaller, scaled down versions. Trash receptacles will only be placed at sheltered stops.

The customization of the pylons is important. Even the shape of the red blade could add an element of whimsy.

Has there been any discussion with business owners about integrating the back of the shelters or benches into awnings? This would allow for duplication without sidewalk clutter.

That is an excellent point. Working on designs with property owners has not been started yet. A kit of parts contains freestanding benches and leaning rails that can be integrated into the face of buildings, and would be used as described.

The strength of this scheme is the "kit of parts" idea.

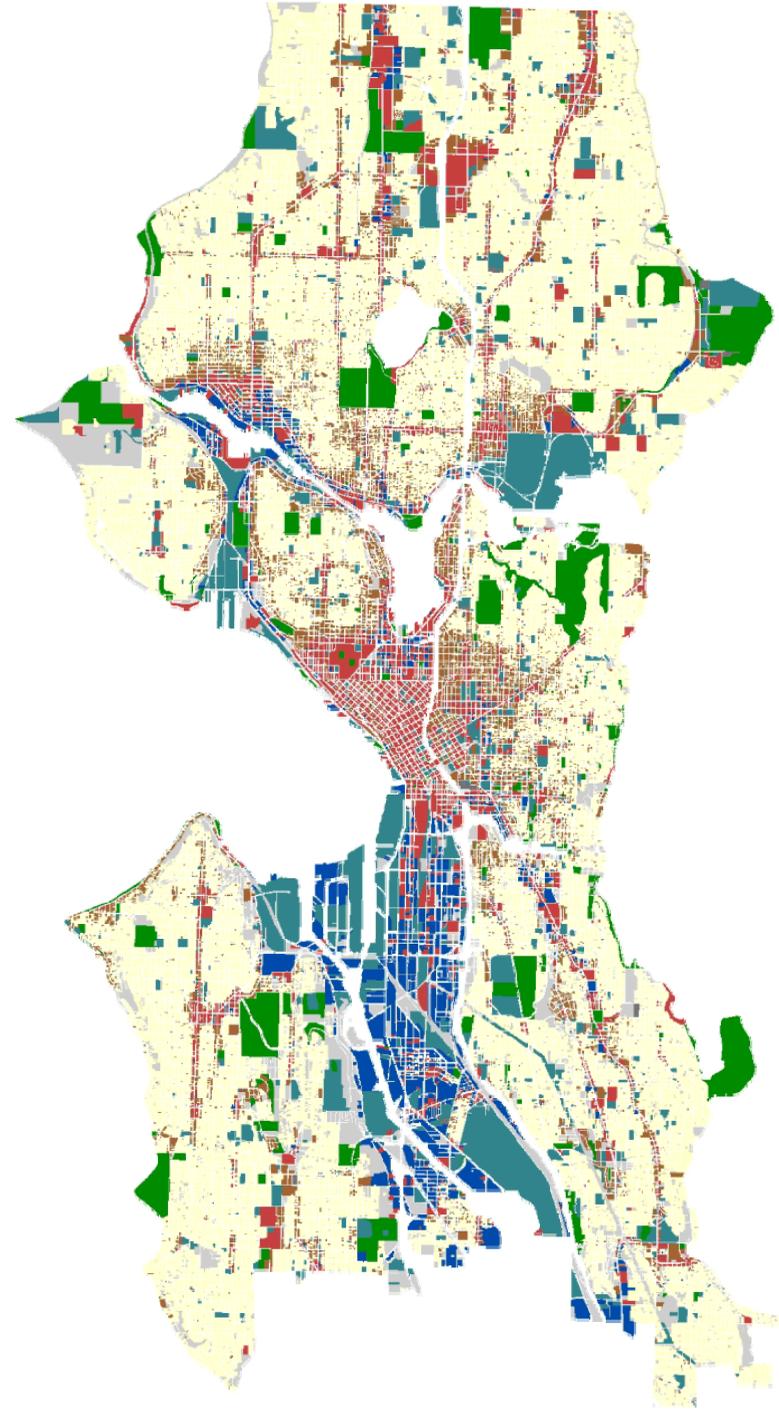
Transforming Transportation: Building a Sustainable Seattle



AQTR Conference
December 8, 2009

Seattle: Tall and Skinny

- 27% of Seattle land area is in public rights-of-way
- Typical arterial roadway width is 60-66 ft (18-20 m)
- Parcel sizes are small: 5000 ft² (465 m²)
- Seattle is built: retrofits are the rule, new streets the exception





A Matter of Geometry

200 people,
acting like cars

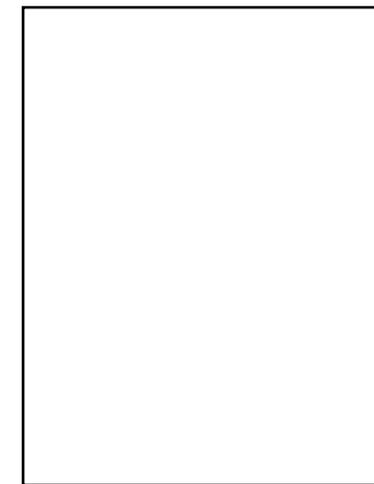
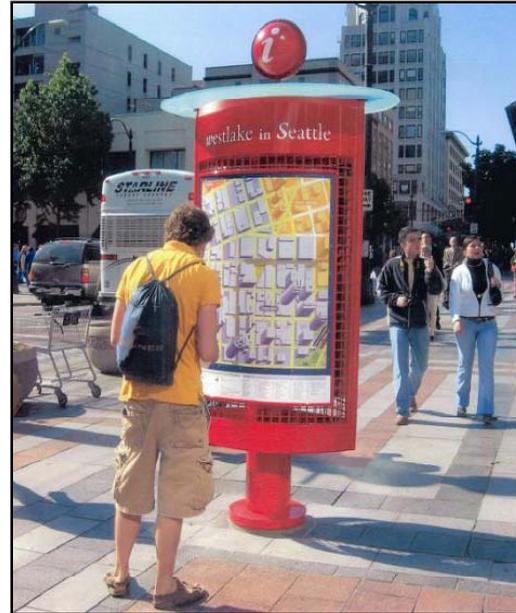
A New Direction: *Transforming SDOT*

- Emphasize moving people and goods, not vehicles
- Accommodate growth, without building more roads
- Promote mobility and access...AND facilitate great places



Delivering on our Principles

- Policies and regulatory actions
- Plans
- Programs
- Projects



Key Policies



Making it easy to build the right project

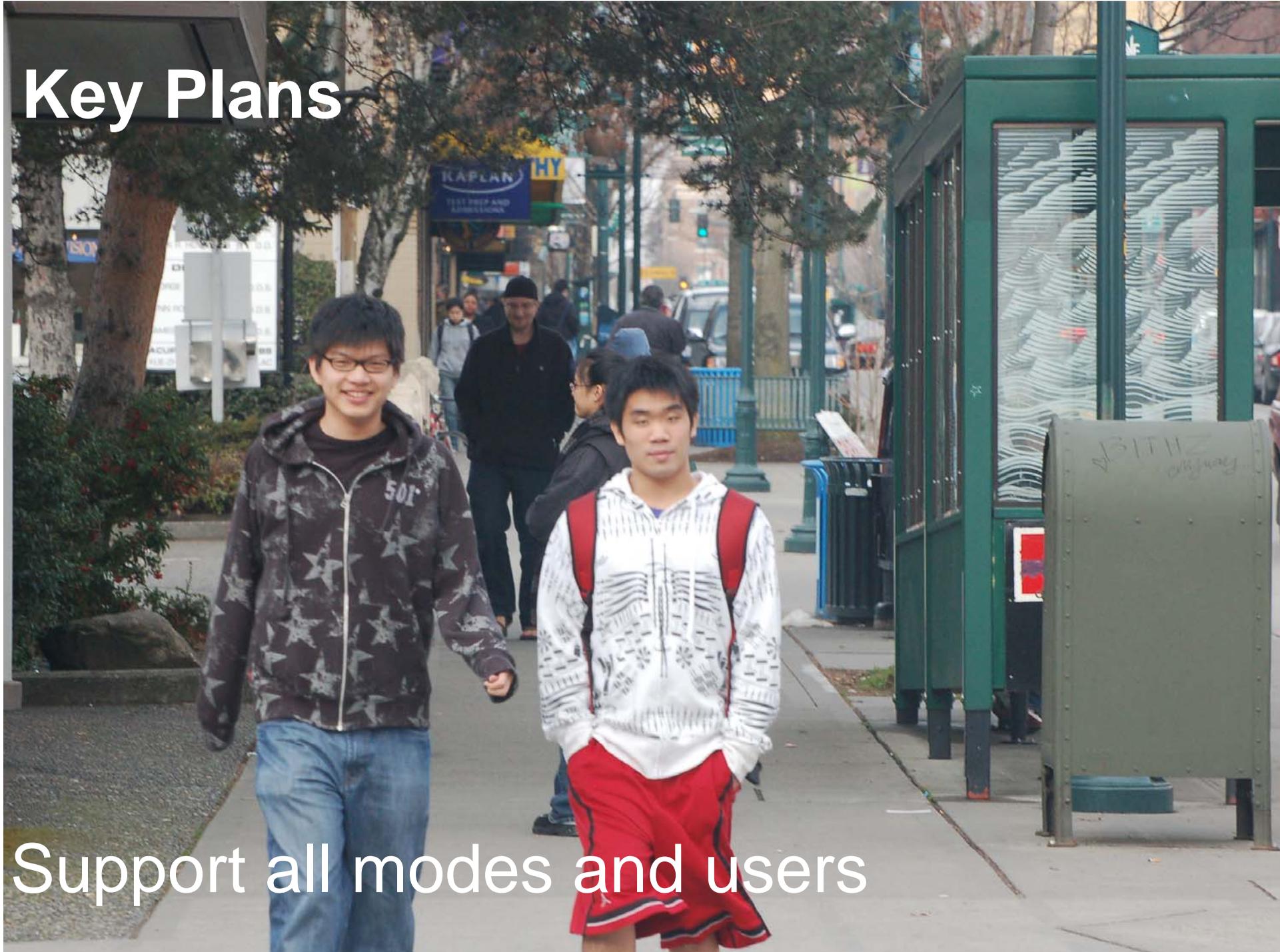
Complete Streets Ordinance

- Design streets that encourage walking, bicycling, and transit use
- Promote safe operations for all users, including freight



Key Plans

Support all modes and users



Seattle's Transportation Strategic Plan



**The
Sustainable
City**



**The
Equitable
City**



**The
Productive
City**



**The
Livable
City**

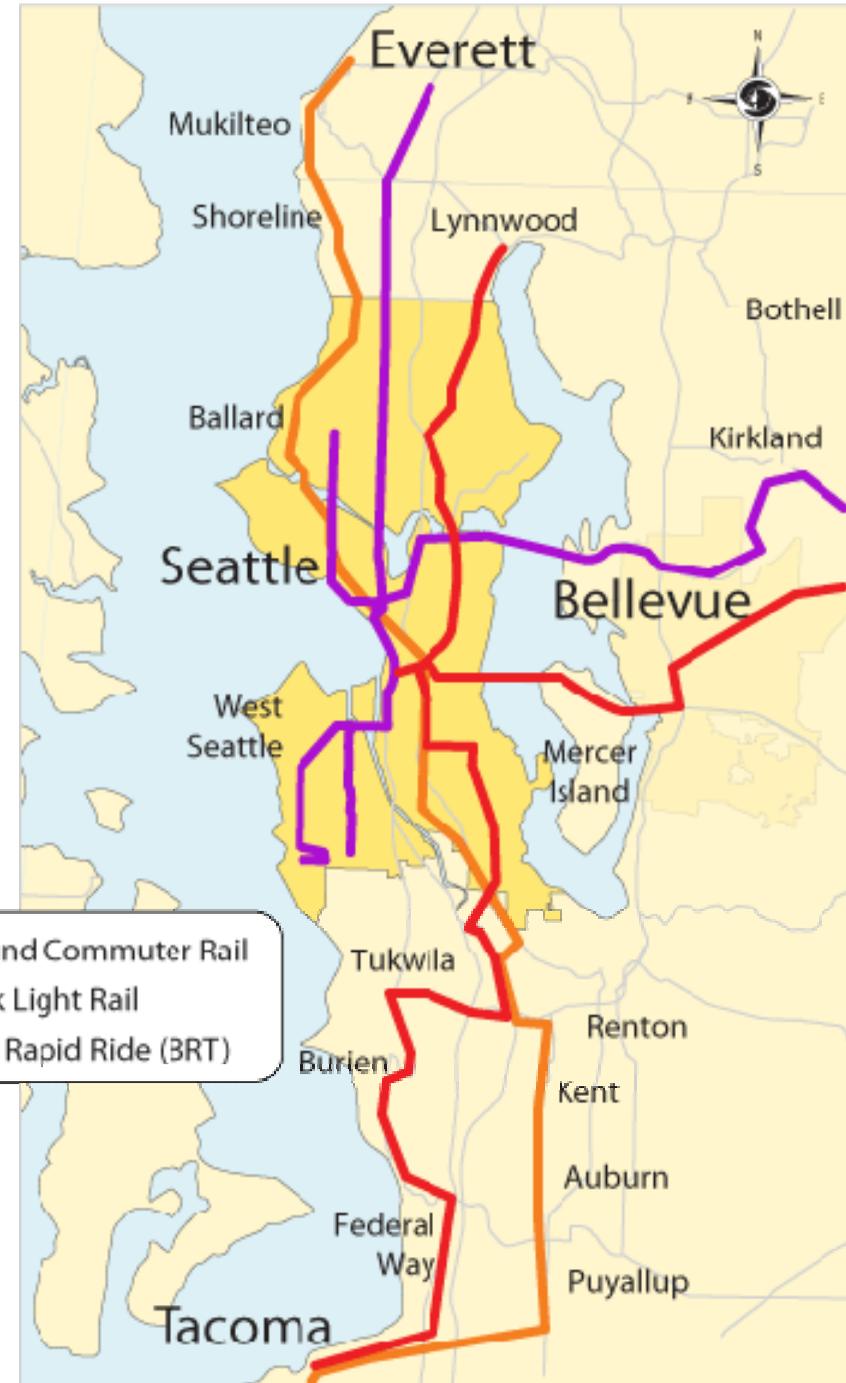
Efficient and Reliable Transit Service



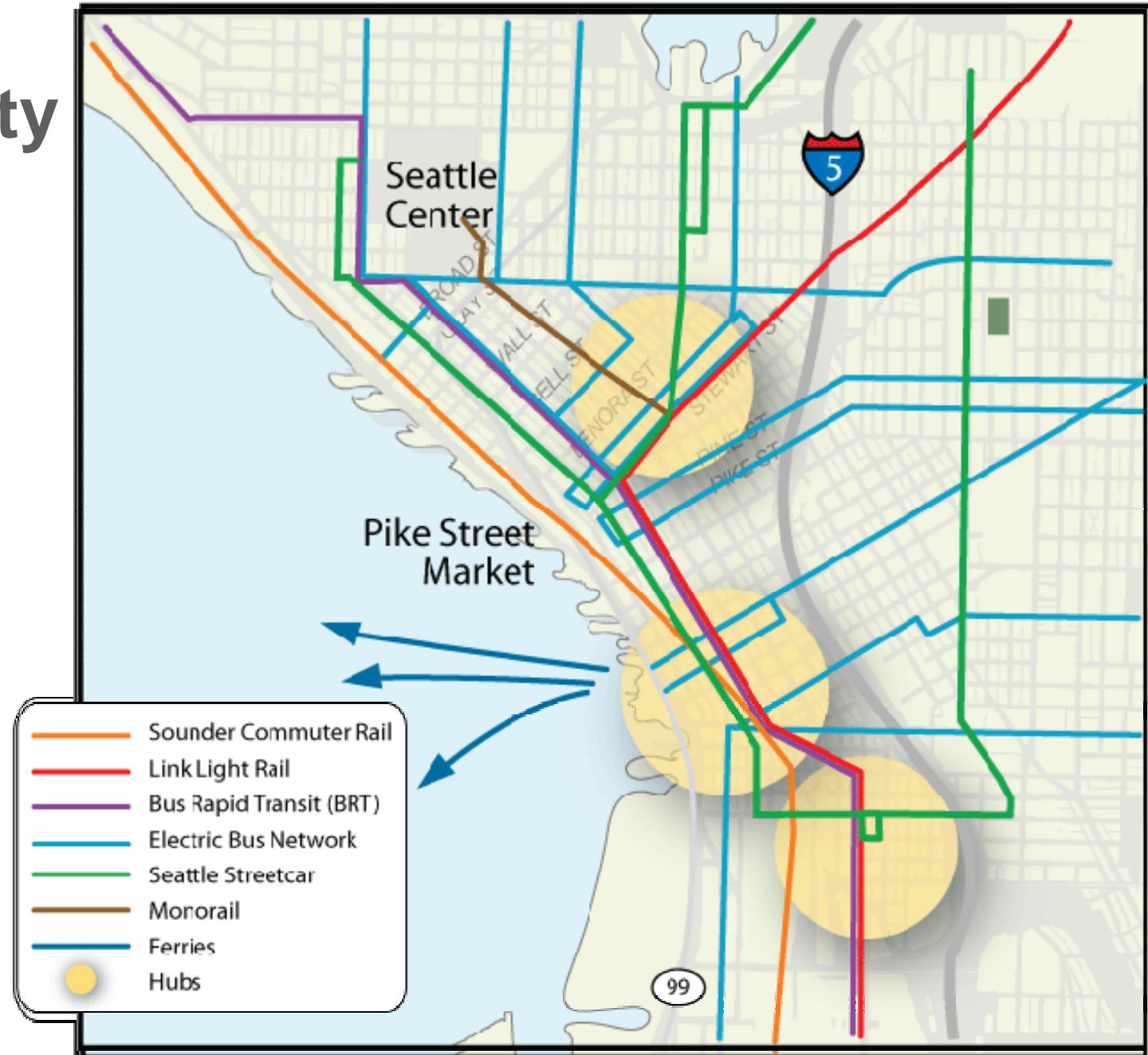
Planned Regional Transportation System



- Sound Commuter Rail
- Link Light Rail
- Bus Rapid Ride (BRT)

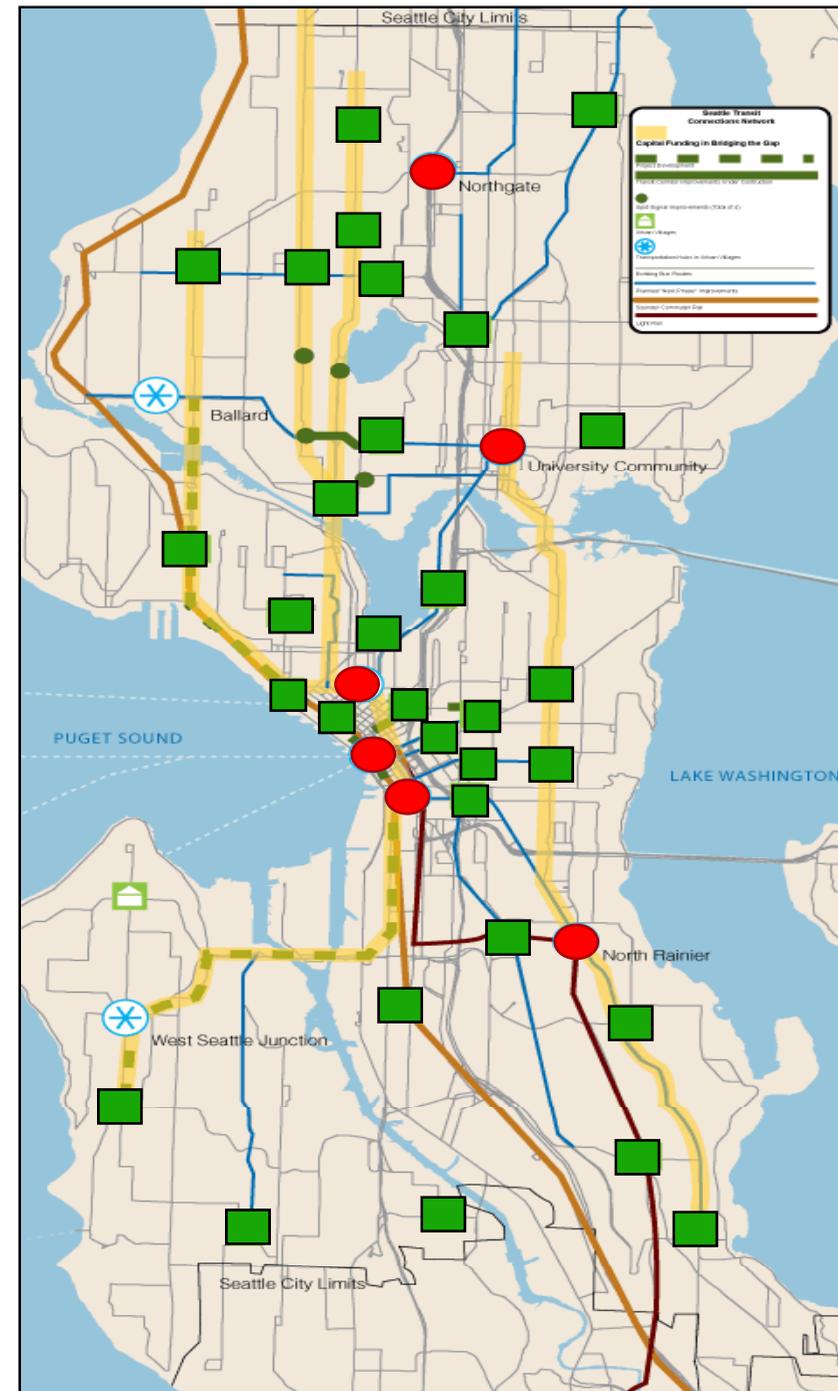


Planned Center City Transit Network



City Transit Plan

- Build a core service network
 - Every 15 minutes
 - 18 hours per day
 - 7 days a week
- Improve infrastructure
 - BAT lanes
 - Signal priority
 - Bus bulbs

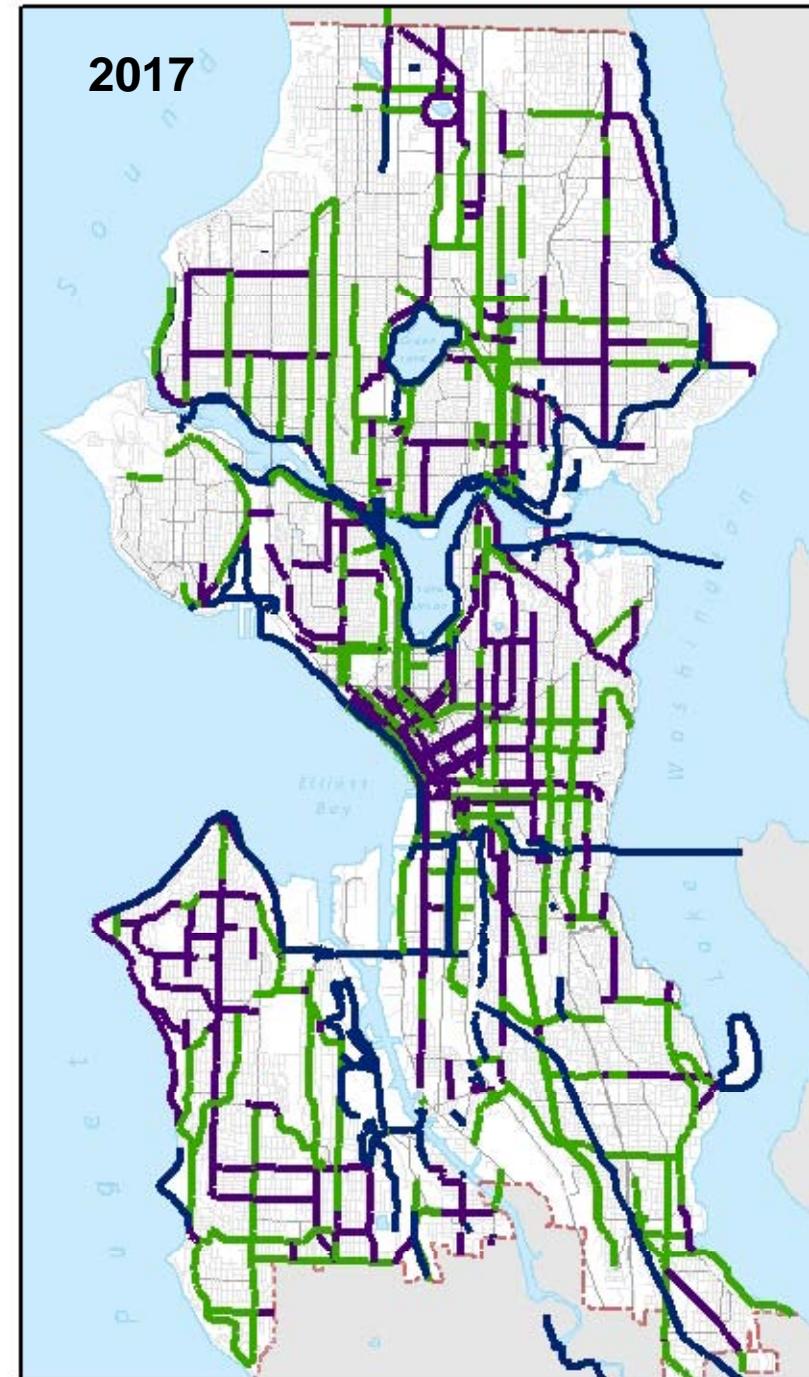


Safe and Inviting Places to Walk and Cycle



Bicycle Master Plan

- Goals
 - Triple the amount of cycling
 - Reduce crashes by one third
- Seattle's bicycle system
 - 2006 -- 68 miles
 - 2009 -- 125 miles
 - 2017 -- 450 miles
- System includes bike lanes, sharrows, signs, trails

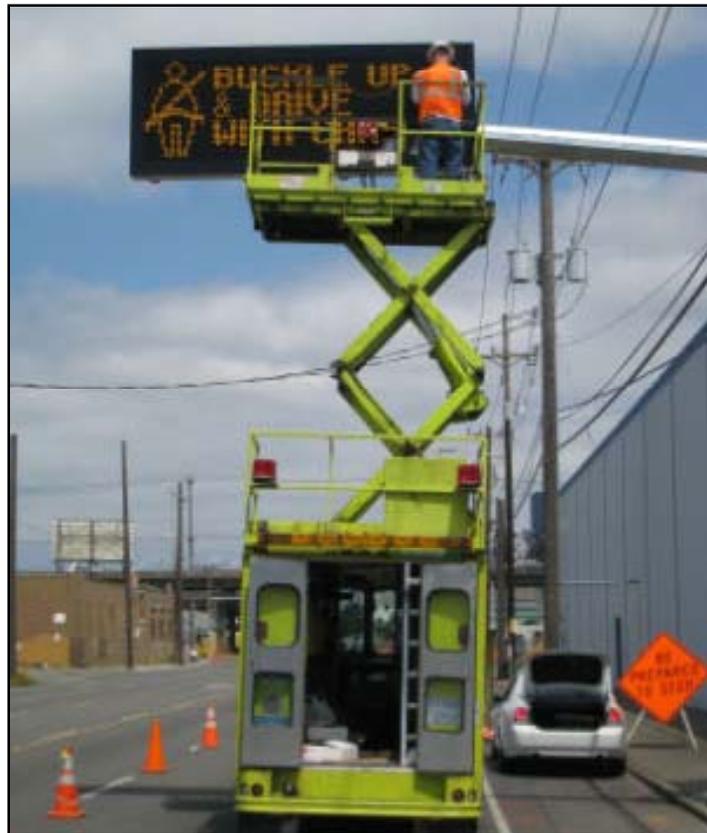


Effective Movement of Freight and Goods



ITS Strategic Plan

- Coordinate freeways, arterials, and transit
- Preserve and maintain existing systems



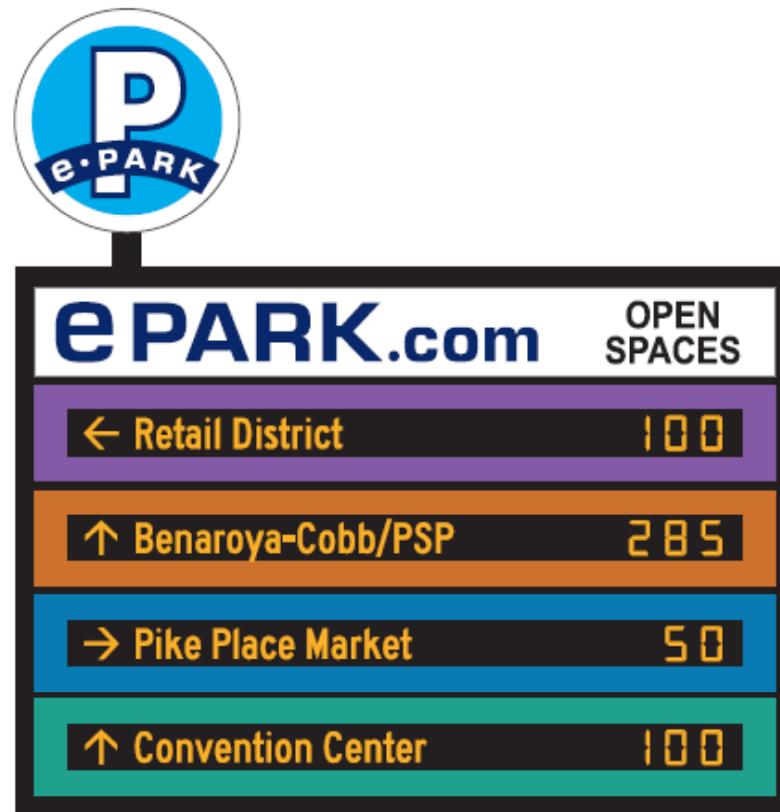
Key Programs



Supporting sustainable transportation

Parking Management

- Work with neighborhoods on area-wide parking management
- Develop electronic guidance in Center City



Bridging the Gap

- Passed in 2006
- 9 year transportation levy
- Raises \$544 million
- Three components
 - \$365 million levy
 - Commercial parking tax
 - Employee hours tax



Your Transportation Levy Dollars at Work



Moving Seattle Forward

Be bold, even if incrementally



A panoramic view of the Seattle skyline at dusk or dawn. The Space Needle is the central focus on the left. The city is filled with various skyscrapers and buildings. In the background, Mount Rainier is visible, partially covered in snow. The sky is a mix of blue and orange.

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