Draft West Quadrant Transportation Concepts

The Central City is the transportation hub of the region. Most regional freeways and highways lead to and through the Central City in addition to a well established and expanding multi-modal transportation system (that is, for pedestrians, cyclists, transit riders, auto users and delivery and freight vehicles).

The West Quadrant of the Central City is the area with the highest concentration of employment, retail, entertainment and educational opportunities in the region. The development of a multi-modal transportation network in the Central City has been essential to support the growth of the quadrant. It is also essential to reduce the amount of transportation-related carbon emissions and limit congestion by emphasizing growth in non-auto trips.

With this framework in mind, staff has developed a set of draft transportation concepts that set the stage for continuing development of and investment in the transportation network to enhance how people and goods move to, from and within the quadrant and support the larger quadrant and Central City goals.

Each concept map layer relied on a set of “guiding principles” for its development. These principles reflect both long-standing policies, including the recently adopted Central City 2035 Concept Plan, as well as responses to issues and ideas developed as part of this planning process, including the quadrant’s charrette and discussions with the SAC and other stakeholders.

One last note on how to interpret the maps. The maps reflect ideas both at a concept level and at the quadrant level. A concept should be interpreted as a general idea and policy intent; to implement it typically requires more analysis and refinement. On the issue of scale, the concepts don’t intend to reflect all of a subdistrict’s issues and ideas. Subsequent maps and language will be developed to address more specific subdistricts’ ideas.

GUIDING PRINCIPLES

Transportation System
• Strengthen the West Quadrant of the Central City as a hub for moving people and goods, reinforcing its role as a regional center and enabling successful high density employment and housing development
• Provide a balanced and safe transportation system supportive of the quadrant’s and city’s goals of enhanced livability, health, equity, affordability and sustainability
• Continue to prioritize non-auto uses of the right-of-way to efficiently use limited space
• Encourage placing transportation modes onto different streets to minimize conflicts for competing space and create a multimodal street hierarchy
• Continue to encourage the growth of West Quadrant via non-auto modes

Transportation Concept Layer Map 5a: Transit
• Continue to enhance transit service in the West Quadrant to provide high quality service and connectivity to the city and region
• Maintain/preserve what we have and make it more effective
  – Address service and reliability issues
    • Bridgeheads
    • SW Lincoln to Transit Mall bus connection
• Enhance existing
  – Increase headways throughout day and service hours to serve a 24-hour quadrant
  – Develop a clearer hierarchy of transit corridors
• Expand
  – Increase access/coverage of identified areas
  – Use the Streetcar Loop as the main platform to expand streetcar lines to the rest of the city
  – (Prioritize streetcar extensions off of new Loop)
• Integrate
  – Enhance connections to other transit providers and modes, including access to BikeShare stations

Transportation Concept Layer Map 5b: Pedestrian
• Create a highly accessible, safe and convenient pedestrian environment
  – Continue to prioritize pedestrian travel and the West Quadrant as a Transportation System Plan (TSP) Pedestrian District
  – Provide safe and comfortable crossings of barriers (e.g. freeways, busy streets)
• Place making
  – Encourage the use of right-of-way for public spaces
  – Encourage the temporal uses of right-of-way for community uses
• Street network
  – Identify a hierarchy of places and corridors
  – Align pedestrian corridors with:
    • Transit corridors
    • Major activity areas (e.g. retail, institutions, employment)
    • Open spaces (e.g. Park Blocks to River)

Transportation Concept Layer Map 5c: Motor Vehicles (freight and automobile)
• Provide regional access to support the West Quadrant as the region’s main employment center and support housing development
• Provide efficient freight access, circulation and delivery of goods
• Address targeted operational areas in balance with other modes
  – I-405
  – South Waterfront
• Continue to rely on demand management tools to more efficiently use limited system capacity
  – Prioritize local auto trips and discourage through auto trips
  – Continue to emphasize ways to limit growth in auto trips and congestion
• Parking and Loading
  – Rethink parking policies to:
    • Simplify zoning code
    • Provide more flexibility for existing and added parking stalls to serve multiple trip purposes
    • Address district-specific parking needs and help lower cost of new development
    • Develop a freight strategy for the Central City
  – On street:
    • Better accommodate freight delivery needs
    • Provide more flexibility in use while emphasizing turnover
  – Off street:
    • Continue to prohibit new surface parking lots
    • Encourage the redevelopment of existing surface lots
    • Address freight and service delivery needs and adjust zoning regulations

Transportation Concept Layer Map 5d: Bicycle
• Create a system for all types of users (all ages and abilities) and trip purposes
  – Recognize the West Quadrant as a Bicycle District
  – Encourage the growth of cycling trips
• Street network improvements
  – Create a connected bicycle network with minimum density of facilities
  – Address safety spots and encourage separation from other modes
• Accommodate all types of trips
  – Into/out of the quadrant
  – Inter districts (e.g. Downtown to Goose Hollow)
  – Local/final destinations
Desire for more service coverage in corridor

Potential water transit stop

Access issues

Union Station intermodal facility

Light rail

Transit Mall

Streetcar

Transitway

LEGEND

MAP 5a
TRANSIT
TRANSPORTATION MODAL CONCEPTS

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LEGEND
- Freeway
- Freeway connection/access improvement area
- Trafficway
- Circulation study area
- Access issues

MAP 5C
MOTOR VEHICLES
TRANSPORTATION MODAL CONCEPTS

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