Community Forum #2
Mobility and Access
February 8, 2012
What is Waterfront Seattle?
CONCEPT DESIGN PHASE

2010

LATE 2010
Design Milestones
Hired design team

FEB 2011
Developed initial concepts

MAY 2011
Refined initial concepts, introduced “folds”

OCT 2011
Further refined concepts

EARLY 2012
Roadway design, further refine concepts

MID 2012
2013
Present concept design, phasing and funding ideas

Outreach Activities
Began Central Waterfront Committee meetings, launched project website
First civic event; places, uses, overall vision
Second civic event; bay ring, urban framework, tidelines, folds
Third civic event; program, habitat, art
Community forums, briefings, expanding the conversation
Gather input on design, phasing and funding
CITY-WATERFRONT CONNECTIONS
CONTINUITY ALONG THE WATERFRONT

CONTINUOUS WATERFRONT ACTIVITIES

- STROLLING
- RUNNING
- ROLLER-BLADING
- BIKING
- SITTING
- VIEWING
- DOG-WALKING
- DRIVING / PARKING
PARKING

- **P** PARKING
- PEDESTRIAN CONNECTIONS
- MULTI-MODAL TRANSIT HUB
- TRANSIT STOP
- WATER TRANSIT
- MONORAIL
- FIRST HILL STREET CAR
- POTENTIAL MADISON ST TROLLEY BUS
- SOUTH LAKE UNION STREET CAR
- 3RD AVE CITY BUS SERVICE
- UNDERGROUND BUS + LIGHT RAIL
- POTENTIAL 1ST AVE TRANSIT
- POTENTIAL WATERFRONT TRANSIT

**Legend:**

- **P**: Parking
- Circles: Pedestrian connections
- Squares: Multi-modal transit hub
- Circles: Transit stop
- Blue: Water transit
- Green: Monorail
- Light blue: First Hill street car
- Yellow: Potential Madison St trolley bus
- Light green: South Lake Union street car
- Gray: 3rd Ave city bus service
- Blue: Underground bus + light rail
- Purple: Potential 1st Ave transit
- Purple: Potential waterfront transit

**Scale:**

- 0'-2400'

**Orientation:**

- North (N)
STREET DESIGN
FUNCTIONS OF THE STREET

VEHICLES, PARKING AND LOADING
FERRIES: LOADING AND UNLOADING
STREET DESIGN
FUNCTIONS OF THE STREET

VEHICLES, PARKING AND LOADING
FERRIES: LOADING AND UNLOADING
TRANSIT LINKAGE
STREET DESIGN
FUNCTIONS OF THE STREET

VEHICLES, PARKING AND LOADING
FERRIES: LOADING AND UNLOADING
TRANSIT LINKAGE
NORTH/SOUTH BICYCLE AND PEDESTRIAN MOVEMENT
STREET DESIGN

SEGMENTS

1. ALASKAN WAY: S. KING TO YESLER
2. ALASKAN WAY: YESLER WAY TO MARION
3. ALASKAN WAY: MARION TO SENECA
4. ALASKAN WAY: SENECA TO PIKE
5. ALASKAN WAY: PIKE TO PINE
6. ALASKAN WAY: PINE TO LENORA
6A. ELLIOTT-WESTERN CONNECTOR: PINE TO LENORA
6B. ELLIOTT-WESTERN CONNECTOR: LENORA TO BELL
SEGMENT 4: SENECA TO PIKE
INTERSECTION @ UNIVERSITY STREET

- FURNITURE ROW
- HARBOUR STEPS
- FREEWAY PARK

HISTORIC PIERS - TIDELINE PROMENADE

PED/BIKE/SERVICE INTERFACE

14' BIKEWAY
16' PARKING/LOADING
46 PEDESTRIAN CROSSING DISTANCE

PRIVATE PROPERTY LINE
SEGMENT 3: MARION TO SENeca
INTERSECTION @ SPRing STREET
SEGMENT 2: YESLER WAY TO MARION ST.
INTERSECTION @ MARION STREET
SEGMENT 1: S. KING TO YESLER WAY
INTERSECTION @ S. MAIN STREET

- OCCIDENTAL PARK
- WATERFALL PARK
- KING STREET STATION
- DANNY WOO COMMUNITY GARDENS

PIONEER SQUARE BEACH - PIER 48 FESTIVAL PIER -

PED/BIKE/SERVICE INTERFACE

16' MULTI-USE PATH
12' PEDESTRIAN CROSSING
20' MEDIAN
12' PEDESTRIAN LANE
PRIVATE PROPERTY LINE
• How can we make the future waterfront easier to travel to, from, and along?
  ▪ What would make your journey more convenient and pleasant?

• What’s the best way for bikes, pedestrians, transit, cars and freight to share the waterfront?

• How can we make the waterfront accessible for people of all ages and levels of mobility?