AGENDA

• Outreach Schedule
• Vehicular Traffic Effects
• Parking and Loading Effects
• Improvement Opportunities
• Discussion
<table>
<thead>
<tr>
<th></th>
<th>FEBRUARY</th>
<th>MARCH</th>
<th>APRIL</th>
<th>MAY</th>
<th>JUNE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sounding Board</strong></td>
<td>2/8/19 Meeting</td>
<td><strong>TODAY</strong></td>
<td>Schematic Design</td>
<td>Design Development</td>
<td>Through Summer</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Initial Traffic Options</td>
<td>Traffic Impacts Prioritization Conversations #2</td>
<td>Respond to SB and PSPB Concerns Final Prioritization</td>
<td></td>
</tr>
<tr>
<td><strong>Public Outreach</strong></td>
<td></td>
<td></td>
<td>Public Open House</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PSPB</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PROJECT GOALS AND OBJECTIVES

DESIGN AND CONSTRUCT PEDESTRIAN IMPROVEMENTS ON PORTIONS OF MAIN, WASHINGTON, KING AND YESLER STREETS BETWEEN 2ND AVENUE AND ALASKAN WAY IN DOWNTOWN SEATTLE.

THE PRIMARY PROJECT OBJECTIVES ARE:

• CONNECT THE CORE OF PIONEER SQUARE TO THE NEW WATERFRONT;

• PROVIDE SAFE, CONVENIENT, GRACEFUL PEDESTRIAN CONNECTIONS AND FOSTER POSITIVE CITY LIFE AND ACTIVITY IN KEY PIONEER SQUARE EAST-WEST STREETS.
VALUES

VIBRANT
ACCESSIBLE
COMFORTABLE
RESPECTFUL
EQUITABLE
PEDESTRIAN ENVIRONMENT: QUALITY

HOW CAN WE IMPROVE THE EXISTING PUBLIC REALM BY MAKING IT MORE VIBRANT, ACCESSIBLE, COMFORTABLE, RESPECTFUL AND EQUITABLE?
PEDESTRIAN ENVIRONMENT: QUANTITY

ARE THERE OPPORTUNITIES TO RECLAIM MORE SPACE FOR PEDESTRIANS?
PEDESTRIAN ENVIRONMENT: QUANTITY

CAN INTERSECTIONS BE KEY PLACES TO MAKE CROSSINGS SAFER AND CREATE CONNECTIONS TO THE DISTRICT’S EXISTING PUBLIC SPACES?
SIDEWALK IMPROVEMENT OPPORTUNITIES

WHAT ARE THE OPPORTUNITIES TO:
1) CREATE APPROPRIATE WALKING SURFACE, AND
2) CREATE MORE SPACE FOR PEDESTRIANS?
AREAWAY EFFECT
APPROACHING PIONEER SQUARE FROM THE SOUTH
CENTER CITY CONNECTOR
TRAFFIC WITH ALASKAN WAY, CCC + 2-WAY MAIN
CURRENT CURB SPACE

Legend
- Pay Parking (parallel and angle spaces)
- No Parking or Tow Away Zone
- Commercial/Truck/General Load Zone
- Law Enforcement/Fire Department
- Bus Zone
- Represents zone for other vehicles; includes passenger load, disabled, consulate, charter bus, taxi, bike, vendor (number of spaces not designated)

Note: Locations without parking designations indicate alleys, driveways, or crosswalks

Source: SDOT, Map of “Curb Spaces and Temporary No Parking”, Reviewed 2/21/2019
FUTURE TRANSIT
FUTURE PM TRAFFIC VOLUMES
YESLER AND KING STREET

- Arterials with higher traffic volumes
- King Street: large vehicle access route for Stadiums
- Yesler Way: planned protected bike lane
- Surgical opportunities
YESLER AND KING STREET OPPORTUNITIES

PLANTINGS

STREET TREES

ADA SPOT FIXES

CURB BULBS
WASHINGTON AND MAIN STREETS

- Local streets with low traffic volumes
- Wider range of opportunities
- Connect to the district’s most significant public space: Occidental Mall
TRAFFIC WITH ALASKAN WAY, CCC + 2-WAY MAIN
TWO-WAY WASHINGTON + MAIN OPPORTUNITIES

- CONTINUOUS ADA ROUTE OF TRAVEL
- STREET TREES
- PLANTINGS
- CURB BULBS
- SEATING
- SIDEWALK CAFES
2-WAY WASHINGTON AND MAIN

- Maintains existing traffic patterns
- Calms traffic by narrowing lanes
- ADA path of travel on two-sides of the street
2-WAY WASHINGTON AND MAIN

- Maintains existing traffic patterns
- Calms traffic by narrowing lanes, adding curb bulbs
- ADA path of travel on one-side of the street
- Limited planting/tree opportunities
2-WAY WASHINGTON AND MAIN

- Maintains existing traffic patterns
- Calms traffic by narrowing lanes, adding street trees and vegetation
- ADA path of travel on one-side of the street
- Significant planting/tree opportunities
- Reduces on street parking/loading availability
ONE-WAY WA/MAIN COUPLET
ONE-WAY WA/MAIN COUPLETT

- Maintains access to all frontages
- Calms traffic by narrowing lanes
- ADA path of travel on both sides of the street
- Limited planting/tree opportunities
ONE-WAY WA/MAIN COUPLETT

- Maintains access to all frontages
- Calms traffic by narrowing lanes, adding curb bulbs and plantings
- ADA path of travel on both sides of the street
- Limited planting/tree opportunities
ONE-WAY WA/MAIN COUPLETT

- Maintains access to all frontages
- Calms traffic by narrowing lanes, adding plantings and street trees
- ADA path of travel on both sides of the street
- Significant planting/tree opportunities
MAIN AND/OR WASHINGTON CUL-DE-SACS
MAIN AND/OR WASHINGTON CUL-DE-SACS

- Eliminates Alaskan access to/from Washington and/or Main
- Creates public space at end(s) of streets
- Creates cul-de-sacs at ends of streets
- ADA path of travel on both sides of the street
- Limited planting/tree opportunities
MAIN AND/OR WASHINGTON CUL-DE-SACS

- Eliminates Alaskan access to/from Washington and/or Main
- Creates larger public space at end(s) of streets
- Alleys used for access
- ADA path of travel on both sides of the street
- Significant planting/tree opportunities

Diagram:
- 12.5' SIDEWALK
- 8' PARKING / LOADING
- 12.5' TRAVEL LANE
- 12.5' TRAVEL LANE
- 12.5' PARKING / LOADING
TABLED INTERSECTION AT OCCIDENTAL
NEXT STEPS + DISCUSSION

• Team to bring back schematic options
• Discussion
  • Are there traffic operations on Washington and Main that are resonating with you? Why/why not?
  • Are there options that you think should not be advanced?
  • Are there specific concerns that you want to make sure we consider as we move forward?