Design and construct **pedestrian improvements** on portions of Main, Washington, King and Yesler Streets between 2\textsuperscript{nd} Avenue and Alaskan Way in Downtown Seattle.

The primary 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.
PROJECT BUDGET AND FUNDING

• $20 million budget for all project costs (design, environmental, construction, construction management)
• Funding primarily from Waterfront Local Improvement District (LID), supported by other City funds
PROJECT OPPORTUNITIES

• Connect Pioneer Square to the water and new 20-acre park
• Support renewal and activation of Occidental Park
• Add planting and greenery
• Create opportunities for fronting uses to activate the streets
• Support economic vitality of the Pioneer Square historic district
• Improve access for people with disabilities
PROJECT CHALLENGES

- Aging infrastructure
- Areaways
- Accessibility and ADA access
- New traffic patterns
- Center City Connector coordination
- Passenger and truck loading needs
PROJECT SCHEDULE

- Concept Design -- June 2019
- 90% Design -- July 2020
- Construction start– September 2021
VALUES

Vibrant

Accessible

Comfortable

Respectful

Equitable
RAILROAD WAY
CENTER CITY CONNECTOR
FUTURE CURB SPACE

Legend:
- Pay Parking (parallel and single 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 plus proposed changes for Center City Connector and on Alaskan Way.
FUTURE PM TRAFFIC VOLUMES
OPEN HOUSE
REWEAVING THE GRID
WASHINGTON AND MAIN: ESSENTIAL LINKAGES
WASHINGTON AND MAIN: ESSENTIAL LINKAGES
MORE PEDESTRIAN SPACE, GREENERY, ACCESSIBILITY
WASHINGTON AND MAIN: OPTION 2
CURBLESS STREET WITH PRIORITIZED GREEN GATEWAY TO PIONEER SQUARE (PARKING CLUSTERED NEAR 1ST AVE)
PROMOTING PUBLIC LIFE
WASHINGTON + MAIN STREETS FEEDBACK

• Overall support for options presented, with greatest preferences for one way options (Option 3 and Option 2)
• Support for one-way pair in general

• Suggestions to consider during design:
  • Maximize pedestrian space, especially sidewalk space
  • Prioritize pedestrian accessibility and ADA-access
  • Focus on alleviating issue of sidewalk cross-slopes being too steep
  • Include more trees and plantings to create a green corridor from waterfront to Occidental Park
  • Address issues of safety for all and for people experiencing homelessness
  • Acknowledge Native and indigenous history of Pioneer Square
YESLER WAY

CONCEPT

Yesler Way prioritizes pedestrian improvements on the north side of the street to connect:
- the crossing to the ferry terminal
- the connection to Pioneer Square Park
- connections to the bus tunnel

At the same time, the improvements accommodate Seattle Department of Transportation’s (SDOT) future, two-way protected bike lane.
YESLER WAY FEEDBACK

• Overall support for concept as presented
• Suggestions to consider:
  • Prioritize bike infrastructure
  • Address challenging intersections, especially at Yesler Way and 1st Ave and at Yesler Way and James St
    • Support for raised intersection at James St
  • Focus on improving pedestrian safety at crossings
    • Improve signal timing at crossings and consider all-way walk signals at intersections
  • Improve connections to Colman Dock
  • Include raised intersections where possible
  • Keep parking on Yesler Way as possible
YESLER STREET PROPOSED PRIORITIES
**KING STREET**

**CONCEPT**

The proposal for King Street’s pedestrian improvements are generally more discrete than on other corridors with:

- more in-ground planting
- additional street trees
- curb bulbs

At King Street and Occidental, an alternative option raises the intersection, creating a pedestrian linkage with Occidental Mall to the north and the stadiums south.
KING STREET FEEDBACK

• Overall support for concept as presented, fewer comments overall than for other streets

• Suggestions to consider during design:
  • Add more greenery and lighting on both sides of King St
  • Some opposition for raised intersections, but overall more support since raised intersections can help with accessibility
  • Strengthen the connection to Occidental Park and the stadiums
  • Consider curb bulbs where street is wide, to accommodate multimodal traffic
KING STREET PROPOSED PREFERRED DESIGN

- Increase planting opportunities and shorten crossing distances in the first block of King Street
- Improve crossing conditions at First and King (curb bulbs, ramps, etc)
- Formalize existing post and paint treatments between Occidental and Second Avenue