



## WATERFRONT SEATTLE – INVESTMENTS IN ACCESSIBILITY

Waterfront Seattle is deeply committed to making Seattle’s new waterfront a model for accessibility – for users of all ages and abilities. Our waterfront’s steep topography, aging streets and sidewalks, and literally dozens of connections and pathways are some of our greatest assets but also pose real challenges to accessibility. To overcome these, the City’s Waterfront Program is making a wide range of proactive infrastructure investments in accessible design, including providing new elevator connections, creating wayfinding and ways to navigate the waterfront for all users, and aiming to make the incredible new public experiences on the new waterfront available to everyone. This is a balancing act focused on making the most critical investments that will benefit a variety of people with different needs. Helping ensure an accessible waterfront is an important dimension of what we mean by a “Waterfront for All.”

To further these goals, the Office of the Waterfront and Civic Projects has, since 2012, held numerous small-group meetings, tours and roundtables with representatives of the disabilities community, as well as contracted with accessibility design consultants to provide input on the design. Through this coordination, Waterfront Seattle has incorporated many features of accessible design into the program.

The following outlines draft content for the Waterfront Accessibility Plan. It is accompanied by a map showing accessible routes as a part of the new waterfront.

### SUMMARY OF PAST OUTREACH

The primary topic of engagement from 2012 to 2018 was the design of the Main Corridor, which is now nearing its final design milestone. The Office of the Waterfront and Civic Projects has met stakeholders from the disabilities community on the following occasions:

DATE	EVENT
February 16, 2012	Briefing to Seattle Commission for People with disAbilities
November 15, 2012	Briefing to Seattle Commission for People with disAbilities
May 14, 2013	Roundtable discussion with representatives from disabilities community (co-hosted with Seattle Lighthouse for the Blind)
April 16, 2014	Briefing to Seattle Commission for People with disAbilities
June 19, 2014	Briefing to Seattle Commission for People with disAbilities
July 23, 2014	Roundtable discussion with representatives from disabilities community
April 16, 2015	Briefing to Seattle Commission for People with disAbilities



DATE	EVENT
July 16, 2015	Briefing to Seattle Commission for People with disAbilities
October 1, 2015	Blindness simulation tour (hosted by Seattle Lighthouse for the Blind)
January 29, 2016	Design meeting with representatives from blind and low-vision community
July 17, 2017	Roundtable discussion with representatives from disabilities community
March 2, 2018	Roundtable discussion with representatives from disabilities community
April 19, 2018	Briefing to Seattle Commission for People with disAbilities
May 8, 2018	Roundtable follow-up with representatives from disabilities community
July 23, 2018	Detectable warning plate site visit with DeafBlind stakeholders

Attendees to the roundtable discussions have included stakeholders from a wide range of backgrounds, including but not limited to representatives from the following organizations:

- Seattle Commission for People with disAbilities
- Seattle Lighthouse for the Blind
- Seattle Deaf-Blind Service Center
- Hearing, Speech & Deafness Center
- Alliance of People with Disabilities
- Washington Council of the Blind
- Age Friendly Seattle
- Northwest Universal Design Council
- Washington State Department of Services for the Blind
- Feet First
- Northwest ADA Center
- Vision Loss Connections
- SightConnection
- Easterseals Washington
- Bridge Disabilities Ministries
- National Federation of the Blind of Washington
- King County Mobility Coalition
- Creative Inclusion, LLC
- Braitmayer Consulting
- Independent representatives and consultants

## ACCESSIBLE DESIGN ELEMENTS



## INTERSECTION DESIGN



FEATURE	WHAT WE'VE HEARD	WHAT WE'VE INCLUDED
<b>Curb ramps</b>	Preference for curb ramps that align the person crossing with crosswalk and curb ramp on other side	<b>Directional curb ramps</b> at all intersections, which are aligned directly with the crosswalk to which they lead and with the curb ramp on the other side of the street
	Tactile features as you approach a curb ramp are helpful as a warning signal for people walking who use canes	<b>Detectable warning plates on all curb ramps</b>
	Curb ramp detectable warning plates with visual contrast are helpful for people who are blind or low-vision	Standard concrete (no color) curb ramps to <b>provide contrast</b> with weathered steel warning plate
<b>Crossings</b>	Include pedestrian-operated signals with push-buttons at crosswalks	<b>Accessible Pedestrian Signals (APS)</b> at every signalized intersection, which include stop lights for people driving and devices for people crossing that play sounds to indicate when they should cross
	Desire for traffic-calming measures to increase predictability for pedestrians	In the roadway, <b>intersections are slightly raised</b> to prioritize pedestrians at crossings



## ACCESSIBLE PARKING AND LOADING

FEATURE	WHAT WE'VE HEARD	WHAT WE'VE INCLUDED
<b>ADA parking</b>	Desire for designated ADA parking spots on Alaskan Way, near popular pedestrian areas	<b>Six designated ADA parking spots</b> on or near Alaskan Way, in primary pedestrian zone between S King and Pike streets
<b>Accessible loading</b>	Desire for loading zone near Colman Dock mobility hub that is designed to be accessible, but is not time-limited, to allow for turnover and drop-offs	<b>Accessible loading zone between Columbia and Marion streets</b> that is 160-foot long and 13-foot wide, with 2-inch curb to allow people driving to drive onto elevated loading space
	Preference for direct pedestrian connection for people walking from drop-off zone to the entrance of Seattle Multimodal Terminal at Colman Dock	<b>Mid-block pedestrian crossing over bike path</b> to provide easy access to main entrance of Seattle Multimodal Terminal at Colman Dock

## PARK PROMENADE AND BIKE PATH DESIGN

FEATURE	WHAT WE'VE HEARD	WHAT WE'VE INCLUDED
<b>Bike path crossings</b>	Include tactile warnings for pedestrians who are blind or low-vision to know that they are approaching the bike path	<b>Landscaping along bike path</b> to prevent pedestrians from entering the bike path anywhere other than designated marked crossings
	Include tactile warnings for pedestrians who are blind or low-vision to know that they are approaching areas where pedestrians can cross through the bike path	At designated pedestrian crossings over the bike lane, <b>detectable warning plates on both sides of the crossing</b> are included
	Include pedestrian-operated signals with push-buttons at areas where people cross over bike path	<b>Accessible Pedestrian Signals (APS)</b> at every bike path crossing that aligns with a street intersection, which include stop lights for people biking and devices for people crossing that play sounds to indicate when they should cross



FEATURE	WHAT WE'VE HEARD	WHAT WE'VE INCLUDED
	Include warnings for people biking to alert them that they are approaching a pedestrian crossing	At bike path crossings that do not align with a street intersection, <b>signage that warns of people biking of pedestrian activity</b>
<b>Navigating through the promenade</b>	Include a north-south detectable wayfinding element that will provide textural guidance to help people walking using canes navigate through the promenade	<b>8-inch north-south wayfinding strip</b> all along promenade between light penetrating surface (LPS) and concrete pavement; the strip would be concrete stamped with a detectable pattern for caning
	Include tactile evidence of decision points (such as making turns towards intersection of Alaskan Way and cross streets) to help people walking using canes navigate through the promenade	<b>Gaps in wayfinding strip</b> that align with crosswalks to indicate decision points for pedestrians
<b>Navigating through the promenade</b>	Provide sufficient space on promenade that is clear of physical obstacles (benches, landscaping, etc.) for people walking using canes or mobility devices	Promenade contains <b>consistent public space 20 to 40 feet wide</b> that is clear of benches and other obstacles
<b>Railings</b>	Provide railings along waterfront that allow people using wheelchairs or mobility devices to still view Elliott Bay	<b>See-through railing mesh</b> to provide transparency while complying with building codes for railing heights

## EAST WEST CONNECTIONS

FEATURE	WHAT WE'VE HEARD	WHAT WE'VE INCLUDED
<b>Belltown street improvements</b>	Streetscape improvements can help connect people to existing elevators to improve east-west connections	Pedestrian improvements provide <b>new at-grade street connections on Bell and Lenora streets</b> to provide better connections to existing bridge and public elevator



FEATURE	WHAT WE'VE HEARD	WHAT WE'VE INCLUDED
<b>Overlook Walk</b>	ADA-accessible pathways from Pike Place Market to Western and the new waterfront are necessary for people with mobility needs	<b>New ADA-accessible ramp and elevator connections</b> from Pike Place Market to the Overlook Walk/Western Avenue and the waterfront: <ul style="list-style-type: none"> <li>• On the west side of Alaskan Way, <b>new public elevator</b> at the Aquarium's Ocean Pavilion to provide access from the park promenade to the Overlook Walk</li> <li>• On the Overlook Walk, <b>new ADA-accessible ramps</b> from Western Avenue to the new west overlook and related spaces</li> <li>• On the east side of Alaskan Way, <b>access to an elevator</b> from the main level of Pike Place Market to Western Avenue</li> <li>• On the east side of Alaskan Way, <b>upgraded elevators</b> at Pike Place Market from the Overlook Walk/Western Avenue to the street below</li> </ul>
	Elevated connections across Alaskan Way provide a grade-separated pedestrian connection	<b>Elevated pedestrian bridge structure</b> over Alaskan Way as part of the Overlook Walk, connecting Pike Place Market to the waterfront with no street crossing
<b>Union Street Pedestrian Connection</b>	ADA-accessible pathways from 1st Ave to the new waterfront are necessary for people with mobility needs	<b>New elevator at Union St</b> between Western Ave and Alaskan Way
<b>Seneca St improvements</b>	Pedestrian improvements can help leverage existing elevators to improve east-west connections	New sidewalk improvements provide <b>at-grade sidewalk connection</b> to existing public elevator at University St/Seneca St
<b>Marion Street Bridge rebuild</b>	Elevated connection from downtown core to Seattle Multimodal Terminal at Colman Dock would allow people with wheelchairs, scooters or other mobility devices to access transit	<b>Rebuilt Marion St Bridge</b> will create a wider, well-lit, grade-separated connection between the downtown core and Colman Dock, connecting to existing elevators at the ferry terminal



---

FEATURE	WHAT WE'VE HEARD	WHAT WE'VE INCLUDED
<b>Pioneer Square improvements</b>	Pedestrian infrastructure in Pioneer Square currently has access challenges, including sloped crosswalks, high curbs and curb ramps without detectable warning plates	Pedestrian improvements on S Washington, S Main, S King and Yesler streets may include <b>a continuous ADA path of travel and curb bulbs</b>