



# PIONEER SQUARE EAST WEST PEDESTRIAN IMPROVEMENTS

60% Design Feedback Summary

Spring 2021





# Pioneer Square East West Pedestrian Improvements 60% Design Feedback Summary

## EXECUTIVE SUMMARY

In Spring 2021, we published an online open house to share the proposed 60% design for the Pioneer Square East West Pedestrian Improvements project with the public.

Attendance and feedback:

- **973 unique users** visited the online open house between April 23 and May 21, 2021

Key feedback themes included:

- Support for design aspects which make the area safer and more accessible for people walking, riding bicycles, and using wheelchairs
  - Specifically, support for added greenery, curbless design with bollards, reduced vehicle traffic, and more walkable streets. Sentiment that these improvements will invite more people into the neighborhood and revitalize business.
- Desire to fully pedestrianize the area and remove vehicle traffic and parking completely
  - Frustration with the amount of vehicle traffic and space allotted for parking in general downtown, and urges to prioritize non-vehicle visitors' needs in project design
  - Sentiment that this project could propose more drastic changes to Pioneer Square (specifically to prioritize pedestrian and non-vehicle experience) and that more improvements still need to be made
- Support for bike safety, bike-friendly intersections, more bike lanes, and improved accessibility for people using wheelchairs
  - Support for extending the bike lane on Yesler Way from 2<sup>nd</sup> Ave to ferry terminal
  - Support for considering accessibility needs of those who have limited mobility in navigating areas in general downtown (e.g. adding railings or ramps to help with steep inclines)
- Concern that vehicles will speed through curbless Main and Washington between 1<sup>st</sup> Ave and Alaskan Way
  - Support for considering additional bollards and plantings to deter vehicles driving through and parking in area
- Sentiment that currently Pioneer Square is an unsafe place to visit due to hectic vehicle traffic, lack of pedestrian-friendly design, encampments of people experiencing homelessness, lack of adequate safety features, and open drug use



- Suggestions to add lighting, have strategies to support people experiencing homelessness, and have a plan to maintain project improvements past construction
- Support for recognizing Coast Salish history of the Waterfront through additional design features and art

#### Note from project staff regarding pedestrianization:

A number of comments received on the 60% design focused on pedestrianizing Main and Washington Streets. Most of these comments appear to be from outside the Pioneer Square community. Pedestrian-only streets were not a big theme in our earlier open houses at Concept Design and 30% design.

The project goals have always recognized the need to preserve local access and loading zones while improving the pedestrian environment. As a historic district, Pioneer Square relies heavily on on-street passenger and commercial loading. Most buildings have no off-street parking or loading available. Further, commercial load zones have been moved from First Avenue to Main and Washington in part anticipating the future Center City Connector streetcar (with only a single travel lane each direction available on First Avenue and no stopping allowed in the curb lane) and to move them away from fragile and aging areaway streetwalls. Because turn movements are heavily restricted on First Avenue (due to "historic" signal infrastructure, poor sight lines, and fragile areaway streetwalls) the local streets are an important part of a street grid that provides access to every property. Community stakeholders have also strongly advocated for preserving existing short term on-street parking for customers and visitors.

Our street design must accommodate emergency vehicle access and consequently the design would not be very different if local vehicular traffic were not allowed. If in future the City and community decided that more restrictions should be placed on use of streets by vehicles the proposed street designs would be easily adaptable.

#### Response from project staff regarding the Yesler Way Protected Bike Lane:

Several people commented on the need to complete the missing link in the Yesler Way Protected Bike Lane (PBL) and otherwise improve bike infrastructure in the neighborhood.

Today there is a short section of two-way PBL on Yesler between Second Avenue and Occidental, and a new section of two-way PBL will soon be provided on Yesler between Alaskan Way and Western with completion of the Alaskan Way/Main Corridor project.

The Bike Master Plan calls for building a new section of PBL on Yesler that will bridge the gap between Occidental Avenue and Western Avenue. This is an important project that will connect cyclists using the Second Avenue PBL to Colman Dock and the Waterfront. The future bike project may require signal upgrades at the First Avenue/Yesler intersection. SDOT is currently seeking grant funding for that project.



The Pioneer Square East West Pedestrian Improvements Project considered the space needed to accommodate the future PBL and our design leaves that space available on the north side of Yesler. The PBL could not be funded through our pedestrian project because it is not eligible under our funding source.



## INTRODUCTION

The City of Seattle’s Office of the Waterfront & Civic Projects, working with community partner Alliance for Pioneer Square, began a project to improve the pedestrian environment on 4 east-west streets in the heart of Pioneer Square. This project will design and construct improvements on portions of S Main, S Washington, S King, and Yesler streets between 2nd Ave and Alaskan Way.

Due to the COVID pandemic, all outreach was conducted virtually, including an updated version of the online open house previously launched during the first phase of outreach in April 2019. The online open house hosted a [12-minute video](#) providing an overview of the 60% design and a survey that respondents filled out. The online open house received 973 visitors and 1,285 sessions.

### Feedback mechanisms

In total, 77 comments were shared during the feedback period from April 23 to May 21, 2021.

## RESPONDENT DEMOGRAPHICS

### Zip codes

Zip code data was gathered from survey respondents using the survey on the online open house.

#### Seattle zip codes

Zip Code	Surveys	Neighborhoods
	Home zip codes	
98104	25	Downtown, Pioneer Square, Chinatown/International District, First Hill
98101	2	Downtown
98118	6	Columbia City, Seward Park, Rainier Valley
98117	4	Ballard, Crown Hill
98122	4	Central District, Madrona
98121	1	Belltown, Downtown
98107	4	Ballard
98103	7	Green Lake, Woodland Park
98146	1	West Seattle, White Center, Burien
98115	3	Wedgwood, Ravenna, Sand Point
98144	2	Mount Baker
Other	19	Other neighborhoods in Seattle



## KEY FEEDBACK THEMES

We categorized the comments received through the online open house by question. We performed a qualitative analysis to identify major themes, described below alongside representative comments. Comments have been edited for brevity and clarity.

### What excites you most about our improvements for Pioneer Square?

- Respondents were excited to learn about design aspects that make streets safer and more welcoming for pedestrians and cyclists, such as the greenery, curbless design, and reduced vehicle traffic and improved walkability

*“Prioritizing increased pedestrian safety and comfort! Better connections to the waterfront and more outdoor dining and increased beautification of a beautiful, historic neighborhood.”*

- Respondents felt that these improvements would invite more people into the neighborhood and revitalize business, and serve as an improved connection between the waterfront and the rest of the Pioneer Square neighborhood

*“I love the greenery, use of brick for the road and pathways, and love the use of black bollards to create a sense of separation and safety as a pedestrian and to keep the space open without feeling unprotected. The greenery at corners is fantastic as are the narrower roadways for making the space feel welcoming and lush and avoiding a feeling of hot open concrete or discomfort... I also absolutely love the incorporation of local native art and culture into the environment and think that is an excellent and important aspect of place to be embracing and elevating. I would love to see even more elements of art and culture incorporated but very much appreciate those that have been”*

- Respondents also noted their desire to fully pedestrianize the area in their responses
- Respondents were appreciative of art recognizing indigenous history of the area, and expressed a desire for more

### Please share any concerns you have about the design for Main, Washington, Yesler, and King streets?

- Respondents expressed a preference for a fully pedestrianized space free of cars – a majority of respondents believe the space is still too car-centric despite proposed improvements
- Respondents noted importance of bike safety, suggested adding bike-friendly intersections, parking for bikes and additional protected bike lanes (especially on Yesler Way)

*“Need to continue the Yesler protected bike lane all the way to Alaskan way.”*

- Respondents expressed concern about the lack of bollards on Main and Washington streets between 1<sup>st</sup> Ave and Alaskan Way. They raised concerns about cars parking on sidewalks and driving too fast alongside the pedestrian improvements.
  - A smaller amount of responses expressed concern over the loss of short and long-term parking in the area



*"I like the curbless streets but please include more bollards to fully stop drivers from just driving over the curbless parts of the street"*

*"One concern is that sometimes curbless streets can feel like a vulnerable place to walk as a pedestrian on the sidewalk, and I hope the use of plantings and bollards and other similar elements will continue to be embraced to help create a sense of safety and separation"*

- Respondents expressed support for using this improvement effort as an opportunity to add more enhancements to certain areas:
  - Enhancing the mid-block crossing at King St between 1<sup>st</sup> Ave and Alaskan Way
  - Adding more improvements to the King St and Occidental St intersection
- Respondents raised concerns about safety and cleanliness of the project area, as well as whether there would be upkeep of greenery after construction
- Respondents had mixed views on who would be welcome to the project area. Some respondents were concerned proposed designs would attract people experiencing homelessness to the neighborhood while others wanted to make sure the area would be welcoming spaces for historically underserved people.

*"Create safe spaces for the historically underinvested, underprivileged, and communities of color."*

- Respondents had mixed support for maintaining commercial loading zones in the project area – a resident noted that the noise volume is disruptive, while another noted that maintaining them is important to support healthy businesses
- Respondents supported project area being connections to nearby locations, such as the Waterfront, ferry terminals, Link Light Rail station and King Street Station in Pioneer Square, and connecting King Street improvements to the Railroad Way project
- Respondents supported including more public art which recognizes the history of indigenous peoples and cultures in current-day Pioneer Square

*"This redesign and rethinking of Pioneer Square is a unique opportunity to recognize the original peoples culture. The design of the benches on Yesler, the bollards, paving patterns, seating configurations, and any many more opportunity should be designed by and if possible, created by members of the Tribes of the Coastal Salish."*

#### Are you more likely to visit public spaces in Pioneer Square after the proposed improvements?

- Respondents expressed that they are more likely to visit place spaces in Pioneer after the planned improvements

*"Absolutely. This project is going to make the affected roads much more appealing to frequent."*

- Respondents who live and work in Pioneer Square noted they are already in public spaces by necessity
- Respondents expressed concern about addressing homelessness in the area



*"Absolutely. If they turn out as pleasant as they look and issues with mental health and homelessness can be compassionately and effectively addressed I absolutely look forward to visiting more frequently once the improvements have been made."*

### Any final comments to share?

- Respondents urged more drastic changes to better cater the area to pedestrians and less to vehicles by:
  - Adding more physical barriers to keep cars from speeding through curbless sections of project and harming pedestrians
  - Changing existing and planned parking spaces to outdoor seating for businesses and/or widening pedestrian spaces
  - Extending the project boundaries further east to cover more of the Pioneer Square neighborhood

*"There is a significant amount of unrealized potential in the plan. Wonderful start and solid ideas but in the end given what feels like limited thinking the plan will not begin to impact or fully connect and enhance spaces in the neighborhood further to the east. The improvements do not even fully extend to the east side of the Pioneer Sq. neighborhood let alone connect to the ID. For such a large effort and project planning timeline to only get partially across the neighborhood is a disappointment."*

- Respondents wanted to ensure the project improvements will be maintained past construction, and inquired about the project's approach to encampments of people experiencing homelessness in the area, and whether they would be offered support to relocate or find housing outside the Pioneer Square neighborhood

*"Please provide realistic designs that take into consideration the homeless population, or a plan for homeless housing and relocation..."*

- Respondents suggested adding protected bike lanes to fully connect the waterfront to 2<sup>nd</sup> Ave
- Respondents supported adding new signage and art that recognizes the local indigenous culture

*"Would like to see new and improved wayfinding signage, as well as better/nicer/newer interpretive signs highlighting the dynamic historic buildings and the preceding indigenous culture. Would also love to see the representation of the Coast Salish people incorporated in designed elements of the improvements; the video mentions this would be addressed, but I am not seeing it in any of the proposals; it would have been neat to see this in the sidewalk/crosswalk/pavers/brick designs (similar to the designed brick showing the original shoreline)."*

## NOTIFICATIONS & OUTREACH TOOLS

### Notification methods

The online open house was promoted via the following notification methods:

- **Postcard mailers** sent to residents in the project area





- **E-newsletter sent to subscribers** of the Waterfront Seattle email list
- **Social media posts**, including paid social media advertising on Facebook and Instagram
- **Print and online display ads in local media publications**, including English-language ads in The Stranger, The Seattle Times, Real Change News, and The Daily Journal of Commerce, and translated ads in RuntaNews.com and Seattle Chinese Times
- **Emails** sent to the community sounding board and project partners

### Briefings

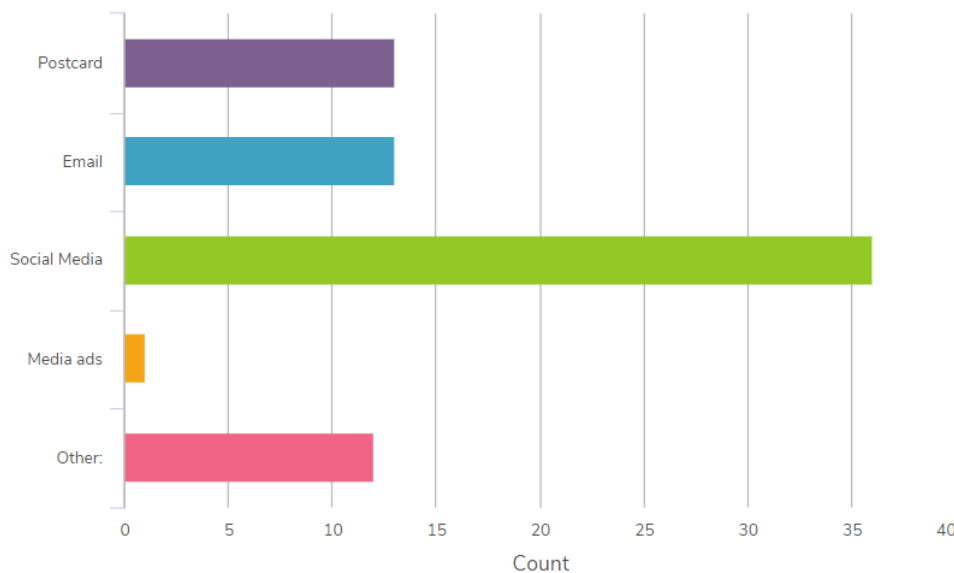
The project team attended a Community Meeting held by the Alliance for Pioneer Square on April 27, 2021. The team presented design updates and answered questions about the project.

### Materials

The project team prepared a screen-reader accessible guided presentation document and an accompanying narrated video about 60% design updates. The document was translated into Somali, Spanish, and Simplified Chinese, and the video had captions in the above languages.

### Notification effectiveness

75 respondents who filled out the online survey indicated how they learned about the project:



Most of the respondents who chose “Other” wrote in media outlets such as The Urbanist, The Seattle Times, Seattle Chinese Times, and The Stranger.



## APPENDICES

### APPENDIX A: Survey responses

Visitors to the online open house were offered the opportunity to fill out a survey with four open-ended questions. The full text of responses to each question are recorded below.

Question 1: What excites you most about our improvements for Pioneer Square?
It is wonderful to see improved streets. Generally, Seattle streets are too wide, sloppy, and dangerous to pedestrians and bicyclists. Bicycle lanes should always be protected when possible.
Provide safe, convenient and graceful pedestrian connections
Having more pedestrian space, and green areas!
Better walking connections, accessibility improvements.
Revitalizing the public right-of-way to provide more usable pedestrian space while maintaining parking/loading zones to ensure people will want to explore Pioneer Square and visit local businesses/establishments.
connecting pioneer square to waterfront. opening up to the water. cleaning up the streets and sidewalks
Pedestrianization and improvements for bicyclists. The new crossing with bollards at Washington and Occidental looks fantastic.
None. Too much parking instead of wider sidewalks or bike lanes.
New pedestrian crossings and additional access for all along pedestrian walkways. Specifically, at-grade crossings for Occidental & Washington and Occidental and Main look wonderful. Also excited about improvements to the south side of the sidewalk on Yesler, between Western and Alaskan Way.
Love the plan. People friendly streets, connecting the shore to the city with green natural plants and brick pavers showing the way.
When the construction ends
Pedestrian-first walkways in downtown! I strongly prefer these streets become pedestrian-only. There are plenty of roads for cars, we need more pedestrian walkways in Seattle. It's better for everyone. Also, excited for public arts in these spaces!
Opening up access to pedestrians, making it safer to move around. Attracting more foot traffic to revitalize the businesses in the area. More traffic inherently brings more safety and curbs loitering and littering.
Priority given to pedestrians and bicycles over cars.
I love the pedestrianization of the space
Improved aesthetics and pedestrian focus
More pleasant public space and hopefully inviting more businesses, residents and visitors to reinvigorate the neighborhood. Slowing traffic hopefully too and more accessibility for bikes, wheelchairs etc.
Added greenery. Benches walking friendly.
The opportunity to turn Pioneer Square into a pedestrian friendly neighborhood to support existing and future retail/residences is a high opportunity
Wider areas to walk. Plant life



Adding more greenery is great.
Commitment to acknowledging the area. You can't get these historical areas back. Improved environment will encourage more visitor and hopefully more permanent residents. People live here and that is forgotten. More green less cars
I work in Pioneer Square and have worked in the neighborhood for about 10 years. The neighborhood is great and has more potential. A lot of long time businesses and people in the neighborhood. I'm excited about everything I've seen design and constructed as part of this waterfront project. I hope the city can continue to be supportive and speed up the process.
Better walking environment & more greenery.
Giving people a place to gather without fear of cars is so nice. Taking this public square and making it more accessible for all.
Will SDOT remove the George Benson streetcar tracks?
Improved green spaces, revitalization of the Pioneer Square.
The space is badly in need of some improvements. Especially pedestrian.
Creating a more pedestrian friendly environment
Improved pedestrian experiences, more greenery, and improved vibrant community spaces. Improved and deliberate connections between the ferry and the light rail makes so much sense and was not something that I really thought about before until seeing your presentation.
The accessibility between Occidental Park and the Waterfront and additional greenery and foliage along the pathways connecting them.
Better walking access to the area
The bollards and curbless streets
Hello, Club music scene releases: <a href="https://Odaymusic.org">https://Odaymusic.org</a> MP3/FLAC, Label, LIVESETS, Music Videos, TV Series. Best regards, Oday MP3s
Increased walking areas
The more greenery and curbless roads
- Safe bike lanes - more green spaces - limiting traffic in the area - respecting Indigenous cultures - more safe, clean, fun spaces outside
Improved landscaping, city design, and environment.
I love the greenery, use of brick for the road and pathways, and love the use of black bollards to create a sense of separation and safety as a pedestrian and to keep the space open without feeling unprotected. The greenery at corners is fantastic as are the narrower roadways for making the space feel welcoming and lush and avoiding a feeling of hot open concrete or discomfort. I am greatly looking forward to the pleasantness of the space. I also absolutely love the incorporation of local native art and culture into the environment and think that is an excellent and important aspect of place to be embracing and elevating. I would love to see even more elements of art and culture incorporated but very much appreciate those that have been
Wide open east-west pathways. Plantings. Use of bollards instead of curbs
safety and easier access to dining/waterfront
Greater pedestrian space, improved crossings, more greenery
N/a



Reducing car access, widening pedestrian spaces
More green space and attractive lighting. Hopefully this will entice more pedestrian traffic onto the streets and draw in more retailers and restaurants.
Connecting occidental park sections with each other and adding bollards
The raised brick intersections at Main/Washington and Occidental. Occidental should be raised all the way north to Yesler...
The improvements around Occidental Square (Washington and Main). These are great! More of this in Pioneer Square.
Increased space for pedestrians.
Pedestrian access to waterfront and more street trees should create a beautiful & welcoming environment which would hopefully encourage more people to visit Pioneer Square. However, if the city doesn't find a solution to help solve the homeless problem, any/all "improvements" will be for naught.
walk-ability, green space
pedestrian focus
More space for pedestrians and narrowed roads.
I am most excited by the design's clear prioritization of pedestrians. The curbless, bollard-protected intersections will be fantastic! I also love the integration of the historical shoreline into the paving design.
The unified, welcoming access. The current conditions of the streets have much to be desired.
Having more pedestrian-friendly access through the neighborhood.
Revitalizing a i ce interesting part of Seattle.
Really nothing much excites me about this project. Downtown Seattle is lifeless and lacks meaningful public space. That Pioneer Square/Occidental Park, is still the most significant park in downtown area speaks volumes to the mismanagement and poor use of space. Seattle deserves a large scale public park- (Terminal 46). Putting a couple of trees along the side of a road does nothing to achieve this.
There's a lot to like with these improvements. Creating a seamless connection between the Occidental pedestrian mall south of Main and the park will be amazing. The addition of more benches, trees and pedestrian improvements will go a long way to making Pioneer Square a more popular place to spend time (and money) with local business.
The pedestrian, bike, and plaza spaces should all bring a great social atmosphere to the area and reduce the amount of air/noise pollution from cars. Also absolutely excited for all the bollards ,please keep those through design review and into construction. The brick roads look great for traffic calming. Creating a seamless connection between the Occidental pedestrian mall south of Main and the park will be amazing.
That they are considering pedestrians in their plan.
Curb bulbs and more outdoor shared space are nice. I wish it Pioneer Square was essentially a "super block" though with almost no cars (except deliveries and disabled access) within the Jackson-Yesler / waterfront-2nd square.
The opportunity to provide more welcoming and safe space for pedestrians. Pioneer Square is a great destination for people but could be so much more with some improvements. Making this space free of cars would go far in enhancing the neighborhood.



more street space for walking , riding and plantings
less space for cars, more space for people, plants, and businesses! vibrant streetscapes! curbless portions of street! use of smaller scoring patterns, bricks, and pavers great to communicate the pedestrian-priority nature of these streets.
More pedestrian space
I'm excited to make these streets more walkable and include public spaces, as well as hopefully provide a draw from the waterfront into Pioneer Square.
Making more of Pioneer Square feel like the pedestrianized area in Occidental Square.
Making Pioneer Square more pedestrian friendly.
Pedestrianization of streets, improved cycle and pedestrian infrastructure, increased safety and non-motorized access to local businesses.
Love the increased pedestrian space, traffic calming, and added greenery!
Prioritizing increased pedestrian safety and comfort! Better connections to the waterfront and more outdoor dining and increased beautification of a beautiful, historic neighborhood.
I am glad the goal is to improve safety, but these designs do not achieve it. Yesler Way needs a protected bike lane to connect commuters from the Coleman ferry dock directly to the existing protected bike lane on 2nd Avenue.
Fixing all the poor-condition sidewalks and making more space for people. I am not excited about so much space continuing to be dedicated to vehicles.
I like the narrower roads and pedestrian safety initiatives.
Increased greenery, use of rain gardens and an emphasis on pedestrian access. It looks like a beautiful open public space.

**Question 2: Please share any concerns you have about the design for Main, Washington, Yesler, and King streets:**

Will transit flow be choked? Suppose Seattle gets smart and kills the CCC Streetcar, will bus transit be able to turn to 1st Avenue from South Jackson Street? Will South Jackson Street be jammed with traffic so limited on the others?
The new designs are much better. It is nice to see bicycle paths separate from cars. Bicycle-safe curbs should be used. Please include bike paths on both sides of the streets . Please add more bulbing and center islands for pedestrian crossings. Please add bicycle friendly intersections.
How to relocate homeless camps is the most important, I haven't been to Pioneer Square for ages (3+) because of it.
I'm concerned about the lack of bollards on Main and Washington between 1st and Alaskan Way. Without proper street furniture to distinguish the driving from walking realms, drivers will not have a cue that they may be wandering into a parking lane or sidewalk. Bollards are highly effective and not costly. Please install more bollards.
I love the new designs for Washington St and Main St, but am a bit disappointed with the reduced scope for King Street. I participated in the April 27 presentation, and would like to echo a comment I read about including (or even enhancing) the mid-block pedestrian crossing on King St between 1st Ave & Alaskan as part of the overall project.



safety. will this become an attraction for tents, like is happening in occidental park? will it be a graffiti magnet like the shed in occidental? or a piss pot like the playground in occidental? hope there is thought about the population that hangs around pioneer square. bring in new life.

I think that in general "Festival Streets" in Seattle have been a huge failure, and this is what this design reminds me of. Bell Street is also a failure in my view. There is simply not enough to deter drivers from parking on sidewalks or speeding through these supposedly pedestrianized streets. In an ideal world I would love to see totally curbless designs like what is being shown, but in practice these become spaces for cars instead of places for people. This will be one huge loading zone for delivery vans and rideshares--this is what has happened with the recently opened "pedestrianized" spaces around Capitol Hill station. This aspect definitely needs another look. Favor people on feet/bikes/wheelchairs above all else.

Remove on-street parking. There are literally parking garages almost every block. Widen sidewalks, plant trees, or install protected bike lanes. I'm tired of Seattle catering to cars and cars alone.

Two concerns: 1) the concept images looking south along Washington from 1st to Alaskan way show a street that appears both much wider and brighter than it actually is. Particularly, the locations and heights of trees relative to sidewalks and the surrounding buildings seem out-of-scale. 2) Substantial sidewalk improvements appear to be planned on the south side of Yesler, especially between Alaskan Way and Western, in front of the Best Western and the businesses that occupy the ground level there. The design images seem to show a leveling and extension of the sidewalk/pedestrian area, which will be very welcomed as the current sidewalk is highly angled and difficult for some users to traverse. However, from other plan documents, it looks like the only pedestrian crossing of Alaskan Way and Yesler will be on the north side of Yesler. This means the pedestrian flow from the nice, new seating/walking spaces on Yesler to the waterfront (particularly passenger ferry access and the new beach area) needs to cross traffic three times, (Yesler->Alaskan->Yesler), instead of once. Furthermore, the south side of Yesler is currently used much more frequently by pedestrians than the north side to connect to 1st Ave S; I observe only limited E-W traffic on the north side of Yesler between 1st Ave S and Alaskan. To address the second point above, the pedestrian design should incorporate very clear barriers/discouragements of pedestrian crossing at the south side of the Alaskan Way & Yesler intersection, otherwise many people will cross on this unmarked south side.

There should be a safe passage up Yesler from the Ferry terminal to the Link station. Today it's like running a gauntlet going up Yesler, having to step over and dodge drug dealer / addicts, homeless, mentally ill and camps / tents. What's the plan to protect this beautification investment? How will it be protected and secured from being overrun from garbage, graffiti, urination, and defecation from those currently experiencing homelessness, mental illness and drug addiction that are currently living on or around these streets?

The commercial loading zones on Washington st. These are right in front of our apartment building, causing a lot of noise at all hours of the day and night. Also the construction has seemed to cause businesses to leave a once thriving district here in pioneer square.

I'm worried that we're not considering making these spaces car-free. We should embrace the longer walking path between the Square to the Waterfront Park and consider how other cities create such walkways. Such places are usually adored by residents and tourists. No cars!



We are missing the chance to bring back the street cars. It would be wonderful to have a street car connecting the ferry terminals to one of the light rail stations either. The design on King Street should include Occidental South as it connect to the Stadiums and the part 1 of project (Railroad Street).

I like the curbless streets but please include more bollards to fully stop drivers from just driving over the curbless parts of the street

Yesler needs bike lanes east of western avenue - traffic is too aggressive here for mixed use. King street has too many lanes. People coming for games and events should be arriving on the sounder, link, streetcar, buses, ferries and bikes and then be greeted with a pleasant pedestrian environment once they arrive. More than one lane in any direction leads to accidents, speeding, cars trying to pass each other while people are crossing the street. It is time to get real about climate change and livable cities, especially if we are spending this much money on a redesign anyway.

How will it be maintained so the tents and homeless don't take over and mess it all up.

My main concern is the lack of pedestrian protection outside of Occidental Park. You are creating curbless intersections at alleys and driveways, but no bollards or furniture are being provided to prevent drivers from ending up on the sidewalk. I live on Main and Alaskan and this is already a problem with the new sidewalks on Alaskan Way. Drivers are using curb cuts to park on sidewalks. This cannot happen if these projects are to be a success for pedestrians

Keeping it clean.

The new design will just add more space for tents. I'm sorry but without addressing the homeless issue, this project is set to fail. Residents and businesses DO NOT FEEL SAFE. There is a drug problem. It is not comfortable nor vibrant nor equitable. Homeless people are suffering, residents are suffering and the city is expanding the sidewalks.

It will be a great start. Can't have enough green and SAFE spaces. Main concern is having all this work done and not being able to monitor and having it destroyed like the new playground in occidental park.

I know there are some tall curbs in the neighborhood (accessibility).

How will the landscape elements be maintained? Will the city contract with the MID for maintenance?

I'm worried about cars still driving too fast through these new street designs. Adding bollards to protect pedestrians on Main and Washington between 1st and Alaskan way would help.

I am concerned that the green spaces on all the east-west streets is not an efficient use of scarce ROW. Seattle should not be narrowing these streets until the fate of the CCC Streetcar is known. The one-lane one-way streets will force more vehicle traffic to South Jackson Street. If the CCC Streetcar is killed, as I hope, SDOT and Transit may want to have frequent bus service on South Jackson Street with turns to and from 1st Avenue South. The PBL on the west end of Pine and Pike streets reduced them to one lane; transit was choked in congested traffic in the peak periods. Then, we would not want South Jackson Street choked with traffic. Before the streets are narrowed, SDOT should know the areaway issue and have a solution to it; that may be a more important project in which to place scarce funds.

No concerns, looks great!

As a resident on 2nd Ave the loss of short term parking is very concerning. As of right now half of the parking on 2nd Ave is reserved for use by a nearby hospital, the issue is, it sits unoccupied 98% of the



time. This means many of us residents are scrambling to secure a remaining spot for overnight parking. This of course is exacerbated by young party goers on Thursday/Friday/Saturday nights and sports games (I don't take issue with these folks, just dislike the heightened competition for parking) We would love to ditch the car entirely but Pioneer Square has no grocery stores and I have to commute to work. Additionally common areas could be better lit and I would love to see a public restroom so people stop peeing in the alleys.

There seems to be little to no relationship or recognition of the culture of the Coastal Salish. The European influence of design is already preserved and protected under Seattle's current preservation codes, by using the inspiration of past industries by European settlers in the design makes the key theme of respect the Coastal Salish seem feigned. This redesign and rethinking of Pioneer Square is a unique opportunity to recognize the original peoples culture. The design of the benches on Yesler, the bollards, paving patterns, seating configurations, and any many more opportunity should be designed by and if possible created by members of the Tribes of the Coastal Salish.

I'd like more attention on how to make Pioneer Square Park (at the Yesler and 1st triangle), Occidental Square, and Occidental Mall more vibrant and SAFE, and places for community and visitors to gather, rest, and enjoy.

Safety measures -- You have many proposed images of what the redeveloped streets will look like in the daytime. It would be helpful to also see depictions of the same scenes and intersections at night. I wonder if sufficient lighting for the streets and sidewalks have been considered for people who commute at night or walk through Pioneer Square at night.

The proposed First Ave Streetcar will make this area a mess, dump this bad idea.

I like the traffic calming, but we're still bending over backwards to cars here. Just fully pedestrianize the streets! People LOVE the parts of Occidental that are car-free and having more of that would truly make Pioneer Square a destination in the city. As someone who lives here, I don't really care how easy it is to drive to every inch of Pioneer Square; I care about what it's like to live here and walk here. Also, no bike line through the entirety of Yesler? Come on. We have that stupid stub of a lane between 2nd Ave and Occidental and that's it. I'm so tired of giving all this space to cars and people that don't even live here. We're never going to achieve our climate goals and safety goals if we continue to have this disjointed bike lane network that no one knows how to use. Do better please.

Hello, Club music scene releases: <https://Odaymusic.org> MP3/FLAC, Label, LIVESETS, Music Videos, TV Series. Best regards, Oday MP3s

Trash cans for pet waste?

How will we be able to keep it clean?

GENTRIFICATION!!!! Seattle is already too expensive to live in. Pioneer square has many human services, resources and shelters for homeless folk, and cultural communities. When this project beautifies this area, it will be taken over by rich folk, pushing out the native cultures here. Seattle and Pioneer Square need fair housing laws WITH RENT CONTROL. Seattle should not and cannot only be for those in the tech industry with disproportionately bloated paychecks. Create safe spaces for the historically underinvested, underprivileged, and communities of color.

That no matter how lovely a redesign we do that it'll be ruined by a transients and graffiti, taking from the many by the few. The vast majority of citizens, who are paying for this work and who should be able to enjoy it, won't in fact go and enjoy it if it's unclean and unsafe.





The limited King street improvements are disappointing given how wonderful the rest of the project is turning out. It would be great to see additional improvements there. The tall mature trees creating shade and protecting against hot summer sun are a major attractive characteristic of the neighborhood and it would be wonderful to see new plantings that will grow in to retain that character on streets such as King that remain open without a protective canopy. One concern is that sometimes curbsless streets can feel like a vulnerable place to walk as a pedestrian on the sidewalk, and I hope the use of plantings and bollards and other similar elements will continue to be embraced to help create a sense of safety and separation

1) I did not see anything about improved lighting. That will improve safety. 2) New benches should not be long enough for sleeping. 3) Many streets have strong inclines. Ramps/inclines work well for wheels, and certainly are an improvement for wheelchairs. But for those on crutches, or who have surgical boots, or orthoses, or canes, ramps are treacherous. Walking up or down a long ramp means one is always holding the body at an angle. One cannot stop to rest as ankles and knees do not lock at angles. Could part of pedestrian walkways include some hybrid between a ramp and stairway with a railing? This would also make it easier to pass in and out of doors. It may not even be necessary to do this to the entire walkway. I am fre

It does not appear to connect the King St. train station to pioneer square. i take the sounder to king st. and walk to work in Pioneer square. After arriving in Seattle by train, you need to walk through a sketchy neighborhood before feeling safe. I feel like Seattle could provide a better welcome.

Some images did not show bollards or other means of protecting people on the sidewalk from drivers on curb-less streets. Without some sort of barrier can may park on sidewalks or threaten walkers

There's too much priority on car traffic. Pedestrian only streets should be priority. We already have 8 lanes going through the waterfront when that could be made for a park. Get rid of cars and the area will thrive as a go to spot to dine and shop post COVID

Yesler is the primary E/W route from the waterfront to 1st Hill, I think it would be prudent fo use this opportunity to extend the existing bike lane segment from Occidental to 2nd Ave down to the new waterfront trail.

This is such a beautiful historic neighbourhood and I am glad you are being respectful of the past in this design. I also hope that people will be respectful of your work to improve these areas and that this will discourage vagrancy, vandalism etc. which are always a concern.

Need to continue the Yesler protected bike lane all the way to Alaskan way.

The fact that the protected bike lanes on Yesler do not extend to 2nd/4th avenues is a significant concern. Passenger ferry traffic as well as water taxi traffic are centered around the south end of the ferry terminal and heavily associated as an urban experience with Yesler. To have bikes protected and well accommodated for only one block and not all the way to the 2nd and 4th bike lanes is very short sited and raises safety concerns. Extend it... The limited improvements to King street and this pedestrian gateway from the train station into our city from national/international travelers as well as everyday commuters shows a lack of effort to fully develop a connected and cohesive pedestrian environment. See final comments section too.

Even though the roadway is narrowed between 1st and Alaskan Way, the ped crossing seem to feel wider with more pavement than other parts of those streets. Those ped crossing points should be the narrowest, like at Occidental Square. Yesler between 1st and Western still seems wide, which incentivizes cars to speed. I would not bike on it as shown in the illustrations.



That cars are still allowed. We should be shutting off these streets from cars to create a vibrant neighborhood for people so close to downtown.

After city, state and federal funds have poured in to help save small business survive the pandemic, I hope that planners for this project realize that the businesses that have managed to stay alive are, at this point, fragile. Consider us as if we were an endangered coral reef and try to treat with as much care as you would if in charge of that reef's future existence. It just seems it would be wasting all the money that has helped us so far if there is loud, dirty, prolonged construction outside our doorways during our hours of operation. Please do not say that after-hour construction (ending before residents' bedtime) is cost prohibitive - look at all the \$ spent recently to keep businesses alive ! Whenever the city says that there will be mitigation to help businesses, in the past that has amounted to "Businesses Are Open" signs. Ask any business owner who has endured while such a sign is outside their door and they will tell you how meaningless that "mitigation" is. While I applaud the goal and hopeful outcome of this project, if there is not truly meaningful mitigation I will definitely move my business out of the Square.

Would like to see access from First Ave going both North and South to Main Street going east.

still too much parking and roadways, would like to see designated bike ways

I am concerned that King Street is not getting the same level of treatment as the other streets. Specifically, the intersection of King and Occidental is a huge missed opportunity. Cars and trucks moving east to west along King Street go really fast and they often do not stop for pedestrians waiting to cross at this intersection. This may be because it is a T-shaped intersection with major destinations at either end of King St, which can give drivers the impression that fast speeds are safer than they really are. Unfortunately, I have experienced several near misses at this intersection and I now try my best to avoid it because I feel unsafe crossing there. This is a street design failure, but I think that it could be solved by some of the same strategies that are planned for the other Occidental intersections. This intersection should get a raised intersection, protective bollards, street lighting, and curb bulbs with native plants. This area also lacks sufficient places to rest, so I suggest that public seating be added to make it more accessible and comfortable.

Beautiful redesigns for sure. Seems many street parking spots will be gone. Will there be more public parking not too far away from these streets so visitors do not have to walk huge distances? Is there option for free shuttle between the waterfront park and public parking that are further away?

The neighborhood has been disrupted for over three years now between the failed streetcar project, the Viaduct demolition, and now this. My concern is that this is another disruption for very minimal payoff. Aside from sporting events or concerts, these streets have little traffic, anyway. This seems like a lot of overkill. Either make them pedestrian-only or don't waste our time and money on it.

I'll have to look closer before I render an opinion

Lack of meaningful improvements/additional public space. Why not close any of the streets running north-south?

First, the project adds additional parking spaces in Pioneer Square, which is not acceptable for such a transit-rich area. This additional parking does not help achieve climate goals, nor does it incentivize transit use. Please scrap the plan for additional street parking on Washington & Main Streets. Second, this project does not add sufficient improvements to bicycle infrastructure on Yesler Way to connect/extend the protected bike lane all the way to the waterfront. This oversight should be corrected to further our climate goals and further enhance our bicycle network. Third, seating



options seem missing in key areas of the design - additional seating is needed near Occidental Park and should be prioritized over seating closer to Alaskan Way.

Connecting the Yesler bike lanes to the waterfront should be a must. This would create a great connection through a part of city that needs good bike lanes. Any investment outside of bike lanes on Yesler should go to make better pedestrian spaces on the other streets.

That improvements stops at 2nd ave. How do you connect the neighborhood? Too many buses all wrapping around 3rd ave s and Washington and Main. Sacrificing those locations.

Yesler has a stub PBL for one block west of 2nd. This proposes to add another disconnected segment of PBL. It is very confusing riding on a bike and having bike infra appear and disappear. Worse, there's a PBL that ends just at the east end of the Yesler bridge overpass which should extend all the way to 2nd. There are many people who live up that way who could safely connect to Pioneer Square if they didn't have to mingle with people driving cars really fast down the hill. For that segment, we are giving more city space for use as private property storage than we give for people to be safe (the sidewalks are not a good alternative for someone on a bike because there are very steep curbs and it conflicts with many people walking).

Why are there still accommodations for cars? Why keep any parking at all? Why not go all in on making this space for people rather than automobiles? The bike lane on Yesler should also be connected to the planned bike lane on the waterfront. Not connecting this important bike facility is a big miss and just a continuation of car worship.

Yesler needs a continuous protected bike lane as an equitable access from southeast Seattle to the waterfront. The intermittent bike lanes/ space is confusing and limits the range of people especially youth and women riding bicycles to get to the waterfront and other downtown bike routes.

Limit use of large sections of concrete to ensure reads as human-scaled and pedestrian-priority space.

Bollards should be added everywhere where a car could access a pedestrian space (mostly segments of curbless street).

I want to see more public art.

My biggest concern is that you will be sending pedestrians into a 12-lane wide monstrosity of Alaskan Way, created by SDOT's unwillingness or inability to stand up to WSDOT and reduce lanes for cars coming in from ferries. We could do so much better in terms of pedestrianizing the waterfront. The noise and pollution of traffic on the north south route will diminish the value of the connection to the waterfront. I also didn't see much mention of bikes or bike parking.

Why do we need Washington and Main to be one-way streets? Why not make them pedestrian only?

Proposed street design continues to prioritize car infrastructure above all else. Occidental Square is one of the best pedestrianized parts of the city, it's very disappointing to see that none of these changes will go at least to where we were going 50 years ago, by fulling pedestrianizing blocks and removing on-street parking.

Yesler is still too car-centric and could use narrower lanes and more bike/pedestrian space. I really don't see the point of city-subsidized on-street parallel parking here when there's a huge parking garage on the corner of Yesler and 2nd. Better yet: turn Pioneer Square between Yesler and King into a pedestrian Superblock and close it to through traffic.

No protected bike lanes (PBLs) connecting the Yesler PBL to the waterfront PBL -- this makes no sense and goes against the purported values of the design. We need connected, safe, accessible mobility



options for folks who bike, roll and walk in one of the densest and busiest areas of our city that is well served by public transportation. Make it make sense!

Yesler Way needs a protected bike lane to connect commuters from the Coleman ferry dock directly to the existing protected bike lane on 2nd Avenue. There are frequently large groups of cyclists loading and unloading in a location that forces them to mix with cars in a dangerous manner. We need a protected bike lane so that drivers can understand and predict where cyclists will ride. These designs are missing a huge opportunity to connect two pieces of critical bike infrastructure. There is already a half-block of protected bike lane on Yesler between 2nd Avenue and James Street - please extend it all the way to Alaskan Way. At a minimum, you should extend it the additional half-block past James Street to reach 1st Avenue South. You are missing huge opportunities with these designs.

I would like to see Washington and Main Streets be dead-ends at Occidental Ave so Occidental can be a safe and continuous space for people walking and biking from Yesler to King. I am concerned about the lack of safe connections for people biking between Waterfront Trail and 2nd Ave Protected Bike Lane (PBL). As proposed in the 60% plans, there's a new crossing of Alaskan Way and a block of two-way PBL proposed to Western Ave on the north side of Yesler, but a short but critical gap remains between Western and Occidental where another existing two-way PBL ends. Please extend two-way protected bike lane (PBL) to provide a continuous, safe connections for people biking between 2nd Ave PBL and Waterfront area as this is the best and possibly only flat opportunity to connect these major bike facilities. Keeping a two-block gap will be very frustrating and unsafe for people biking, especially eastbound which requires crossing over travel lanes twice and sharing a lane despite a wide right-of-way.

Does wider sidewalks just allow for more tents? You can make this area as beautiful as you can, but if the non-sheltered continue to loiter and make the area unsafe, this is just money being thrown away, as no one will feel safe enough to enough the area. It is akin to lipstick on a pig. . .

My biggest concern is whether the city has a committed plan to maintain the new landscaping and infrastructure. Graffiti abatement and basic groundskeeping in the city's public spaces has been neglected for a long time. The city has had trouble keeping up with the backlog of projects and this will be a major addition to the portfolio.

**Question 3: Are you more likely to visit public spaces in Pioneer Square after the proposed improvements?**

same likelihood. I work in the Square.

Yes. Our family enjoys visiting Seattle, but much of downtown is a very hectic city and a stressful place to visit. Improved streets will make Pioneer Square much nicer and less hectic. Portland's Pearl District is a great example of a nice relaxing urban environment. Vancouver's Urban areas are also much better than Seattle's approach.

Maybe

YES!!!!!!!!!! :)

Absolutely. One of the worst parts about Pioneer Square is how car-centric it became in the post-war era. The neighborhood was designed in a time when there were no vehicles to conflict with people. It



is intended to be experienced on foot. These changes will enhance the neighborhood and improve businesses.
Yes
maybe. if businesses and people are present. if i feel safe.
Perhaps. My father lives in Pioneer Square and I regularly visit him. I used to work in the area and have fond memories of it, but it feels like a ghost town right now because of COVID. I would perhaps visit more if the entire neighborhood felt more like Occidental Square, which is Seattle's only truly pedestrian-only space.
No. Less so.
Definitely!
Yes, we live in the neighborhood.
Probably not because the businesses that were here made it what it was. Now its going to be turned in to price gouged real estate that no one can afford and the remaining businesses will probably vacate because the authenticity of the area has been irrevocably damaged. Also fix the street lamps so they compliment the historic nature of the area as well as not being glaring obstacles for those living here.
Yes.
I live in the area and will use it more once businesses come back, as today I have to go to other places for dining and entertainment since most of the places are gone.
Yes.
100% yes
Main and Washington, yes. Yesler (east of western ave) and King still look unsafe for pedestrians and bikes and unpleasant to be around. What a waste.
Yes
Absolutely. This project is going to make the affected roads much more appealing to frequent. SDOT should make finding funding for a full neighborhood project a priority.
Yes at first. Like to see how long it lasts
No
Yes. I live there and moved there in the fall 2016. Things were looking up. Of course with the pandemic it really highlighted so many problems. I would like to be proud of my neighborhood. No one wants to visit us anymore.
Yes, I think these improvements will help bring more people, more often to the neighborhood. It's long been a nightlife and transitional space for sporting events. Hopefully these improvements can help establish 24/7 use of this wonderful neighborhood.
Probably.
Yes. I can't wait for Sounders match days or just grabbing food at a restaurant and eating outside.
no, the likelihood will not change. I work here. I lived in the Square in 2000; I may again. I visit the Square.
Absolutely!
I live here and try to use the public spaces as much as possible. The number 1 thing that keeps people away from Pioneer Square is the abundance of homeless. I kinda wish the presumably millions of



dollars in funding for this was going to get some of these folks the housing, treatment and mental healthcare they need.
Yes, I work in Pioneer Square and use the public spaces already
Yes!!!
Yes.
Yes, we like to visit the area
Maybe, if they aren't covered in cars and people looking for parking. Build for PEOPLE, not cars. There are tons of buses that stop near these areas and the light rail has a stop. Not everyone needs to be able to drive and park their 2-ton metal box in my neighborhood just to get a coffee.
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Yes
Yes if it's actually accessible and not covered in tents.
As long as it doesn't become to elitist. I love the grunch that is Pioneer Square.
Yes.
Absolutely. If they turn out as pleasant as they look and issues with mental health and homelessness can be compassionately and effectively addressed I absolutely look forward to visiting more frequently once the improvements have been made. I would also like to see the streetcar installed, which would make access much easier particularly with respect to parking, and would activate the space and help it feel lively, but that is a separate issue. Thanks for all of your hard work
Yes. I expect lots of new activities as well as historic/beautiful views. I hope there is more on the shoreline than just open space. Think of muscle beach in Venice. Some off wall ideas just to get you started mini golf, a playground wheel like a coffeecup, picnic tables/grills, carnival games, skateboard park, a maze, water fountains from the ground, amateur sculpture park, something designed to decay and change, free wifi zone, funicular, a circular pier that enters the water, dog park, (why not the nation's first cat park?) something to honor the Kalakala (perhaps the ribs from the ferry, or things in it's shape. It should have safe public restrooms, perhaps even with showers for the unhoused.
Yes, I have to work there anyway. However, having a safer walk between king st station and Pioneer square would be a bonus for after work events and weekend visits.
Yes!
No
Any time cars are removed from the public space, it makes me much more likely to visit. The fewer cars (including parked cars), the better!
Definitely
Yes
I work in Pioneer Sq everyday so I will use these spaces extensively.
Maybe on weekends. I work in Pioneer Square, so I'm already there fairly frequently.
Yes, but I would be even more likely to visit if cars weren't allowed.
I love Pioneer Square. There is so much beauty here already - I don't need incentive to visit.
yes



yes
Yes.
I live in the Chinatown ID and make daily walking trips to Pioneer Square. While the proposed improvements won't chance the likelihood of these trips, they will definitely make me feel safer and more relaxed while I'm in the neighborhood!
Yes
I already visit every day since I live here.
I would love to come down to visit but not if the issue of safety, open drug use, homeless encampments and related garbage is not addressed along with the improvements. This goes for all the neighborhoods of Seattle that are plagued with the rampant crime and unchecked property damage caused by these illegal encampments. Seattle government should get real and address the issue. Doing nothing does NOT help anyone least of all the people who live on the streets.
No, until there is actual public space intended to draw Seattleites and tourists back to the downtown/waterfront core, I will continue to avoid this area.
Yes
Yes
It depends how many mentally ill people and homeless are out?
Yes.
yes
yes! hopefully this can be a great precedent for people streets that can be implemented elsewhere in the city.
Yes!
Yes
Yes. I am also hoping that it will support more small businesses with foot and bike traffic.
Yes, I would visit the area more.
Certain areas do seem to have significant improvements to pedestrian mobility and non-car business access, however the lack of changes on some streets (such as King St) will likely not lead to any increased public usage.
Yes!
Yes.
I will continue to travel through this area, by necessity, but it will continue to be dangerous if you do not add protected bike lanes.
Yes.
I work in Pioneer Square, so yes, but how much time I spend out there will be dependent on the safety aspect.
Honestly, it depends on the mix of businesses. In the past, one of the draws for me was the mix of high end and affordable dining options. Pioneer Square also featured an eclectic mix of small businesses. I would hope that continues.

**Question 4: Any final comments to share?**



Please also consider taking real action on the homeless issue. Religious-based shelters have had decades to solve the problem and have failed. They clearly do not work. Homeless people need science-based drug treatment and mental health treatment. They need to be taken off the street and given places where they are given real help. It need not be harsh and should not be a religious abstinence based program, (because these people will continue to choose to live in the streets if that is the only way they can continue their addiction). Ignoring this is ruining Seattle's core areas and harming business. It's embarrassing.

N/A

In my opinion we could go even farther and turn every other side street (where possible :) ) into pedestrian space, it would make the city more livable and less car centric designed!

I'm disappointed that 2nd Avenue is being left out of this scope. That street is far too wide and needs to be severely restricted for vehicles, expanded for pedestrians, and get more landscape.

i work in pioneer square. i usually go home but it would be nice to hang around more. more support for existing businesses. bring in new business

Maybe pave streets with bricks to help slow down drivers? What barriers will keep a person in a car from mowing down pedestrians? Even Amsterdam uses curbs--is this urge to be completely curbsless the right move? It seems like drivers don't understand cues if they are too subtle. This isn't Europe; people here don't know how to behave in these situations with ambiguous design cues and will end up parking their cars wherever they'll fit because they just can't figure out the street design. It needs to be made more obvious which spaces people are allowed to drive in--maybe bollards or minimal 1-2" curbs? I don't know what that would look like.

Replace on-street parking with walk and roll infrastructure.

Please encourage businesses/facilities along Yesler, Washington, and Main (esp. between 1st Ave S and Alaskan Way) to claim and utilize the new spaces available to them--seating and gathering space for people makes so much more sense than parking.

Beautiful plan, but once it's built what the plan to secure and maintain it?

Bring back the architectural and historical fixtures (i.e. small businesses and what made Seattle) that made this area a great area not only to live in but go out on the town at night and shop in for locals and tourism.

Looks very nice but still concerned about speeding cars.

Excited about the east west connections. Need to work on the north south now. First avenue is built like a highway through the neighborhood and it just doesn't make sense. It is time to widen the sidewalks, add bike lanes and calm the street. A random lane of sometimes parking and sometimes speeding cars is not helpful for the businesses or residents here and doesn't help people get anywhere any faster. Cars can use Alaskan, second or fourth avenue and first can be dedicated to neighborhood, local businesses and residents use (and the street car? what happened to that?)

Please ensure that plantings are properly maintained, and that this project will not immediately be torn up by areaway construction of the City Center Connector

Please provide realistic designs that take into consideration the homeless population, or a plan for homeless housing and relocation. Otherwise the the design mock-ups are a big lie.

Spending money for the improvements I'm good with, but if we can't maintain it will be another failure





Y'all are doing great work! Keep it up!

Pleased to hear that 2nd Ave (in front of the old Masins building) will be converted to 2-way operation. This will greatly help local circulation (including for people on bicycles) and is long overdue.

Once completed, the only real hesitancy with going to this place would be the homelessness, trash, and crime. It's not a place I feel safe in at night even as an man.

Please wait. In their current form, South Main and Washington streets work quite well for pedestrians and cyclists; they are already calm. Yesler Way pavement is in terrible condition. The areaways need help. Fix it first.

Hopefully there is a robust upkeep plan in place. That may be the most important to keep Pioneer Square thriving.

Please do not underestimate the amount of people who visit Pioneer Square by vehicle. I absolutely consider myself pro-transit and would love to see the street car we were promised that was going to go along First Ave all the way to the market.

The redesign and upgrades to Yesler should extend up to Fortson Square and Prefontain Fountain to provide a connection between the two open spaces and provide a more dominant pedestrian experience.

Would like to see new and improved wayfinding signage, as well as better/nicer/newer interpretive signs highlighting the dynamic historic buildings and the preceding indigenous culture. Would also love to see the representation of the Coast Salish people incorporated in designed elements of the improvements; the video mentions this would be addressed, but I am not seeing it in any of the proposals; it would have been neat to see this in the sidewalk/crosswalk/pavers/brick designs (similar to the designed brick showing the original shoreline).

Looking forward to all the new changes. Keep up the great work.

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What will upkeep and security be like around the area? Don't do a bunch of work just to have it destroyed by homeless camps.

I am excited about the new outside spaces and construction ending but I hope this projected is treated holistically, calculating for the consequences in an interdisciplinary way, and does not bring about more problems and elitism than already exist out here. Also, make it kid friendly! I am so tired of dogs being treated with more rights and privileges than children in this city.

I particularly love the use of greenery, the brick, and the bollards, and the fact that the project is creating narrow, human-scale areas that feel protected and interesting, rather than some of the wide-open and unprotected and often soulless designs that seem to be often prevalent these days for one reason or another. I appreciate the avoidance of large open concrete areas and the use of texture and elevation and other elements to help the space feel safe

You are designing something that could be found anywhere. It's a safe approach. It tries to appeal enough to everyone, but somewhat boring. This is something that Seattle could turn into a real destination. I remember the first time taking the link and seeing lighting in the tunnels. Take some risks. Make it quirky. Make it wierd. How about the nation's first Tromp L'oeil area for chalk artists or permanently painted walls and ground. How about sometihng that people will talk about all over the world?" rickgrossman@live.com

I am looking forward to the improvements!



No
How cool would it be if Pioneer Square's E/W streets of Main and Washington opened to people between the waterfront and 2nd by eliminating personal automobile access. Restricting to pedestrians, bicycles, and emergency vehicles we could create a world class urban destination in our oldest neighborhood!
There is a significant amount of unrealized potential in the plan. Wonderful start and solid ideas but in the end given what feels like limited thinking the plan will not begin to impact or fully connect and enhance spaces in the neighborhood further to the east. The improvements do not even fully extend to the east side of the Pioneer Sq. neighborhood let alone connect to the ID. For such a large effort and project planning timeline to only get partially across the neighborhood is a disappointment.
Why isn't more being done on the 2nd Ave section of the study area? It could use some more greenery at a minimum.
Cars aren't needed on every street. If we want to create a place people want to visit, a place attractive to tourists, insert some culture, we need to get rid of the car and build at a human scale. The renderings of Washington St and Main St are so close to what they have in European places people love to visit, but they don't allow cars in their streets designated for people.
I love to hang out at Occidental, I don't have to worry about cars.
There used to be homeless tents in the past, off and on, on a street or two to the east of this area. Since the improvements will be attracting more pedestrians, what is the plan to mitigate the homeless from setting up tents there?
Since Jackson is the terminus of the streetcar, it would have made a lot more sense to make that the pedestrian thoroughfare to the waterfront.
Make the changes necessary to address Seattle's major crime and homeless issues. You'll keep the city residents and bring back the tourist money. Seattle residents are leaving and these proposed changes are not enough to keep the city vital.
Please purchase Terminal 46 from the port of Seattle and turn it into the world class park that Seattle and the surrounding region deserve.
This plan presents beautiful improvements to an area much in need of enhancements, but key oversights and a failure of this plan to adequately address our climate goals (adding parking and neglecting to add a bike lane on Yesler) is disappointing. It's obvious the design team took a lot of time to craft a plan than increases greenery, but failed to critically look at whether their project furthered the goal of Seattle to make streets for people walking, biking and taking transit first, and for people driving second.
Thank you for working to improve pedestrian experience in Seattle. This should improve the area greatly and the work you're doing is so helpful. We need to work to house the members of this community unfortunate enough to not have a roof above their head.
I hope there are more lighting solutions planned for those narrowed streets.
Please don't miss this chance to create a truly welcoming, vibrant, and safe space. Ditch accommodations for cars. People make a city and neighborhood great, so focus on their needs.
The redesign is pretty good by American standards but isn't nearly as bold as what they've been doing for decades in Europe.



Please include more wayfinding, lighting and public art as well -- super important for this area, especially alongside better connections to the waterfront and light rail. Would be great to find a way to incorporate all three into one element too!

You must add protected bike lanes to these designs - this is a terrible waste of an important opportunity to connect existing bike infrastructure and fill a dangerous gap.

Please connect Waterfront Trail to 2nd Ave Protected Bike Lane.