



Waterfront
SEATTLE

PIONEER SQUARE EAST WEST PEDESTRIAN IMPROVEMENTS

Public Open House Summary

April 2019





Pioneer Square East West Pedestrian Improvements Open House and Online Open House Summary

EXECUTIVE SUMMARY

In April 2019, the Office of the Waterfront and Civic Projects and the Alliance for Pioneer Square co-hosted a public open house and an online open house to introduce the Pioneer Square East West Pedestrian Improvements project to the public and share early design concepts and priorities.

Attendance and feedback:

- More than **150 people attended the public open house** on April 2, 2019 at AXIS Pioneer Square, including over 70 people who participated in a walking tour of the neighborhood
- **1,146 unique users** visited the online open house between April 2 and 25, 2019
- Attendees at the open house and visitors to the online open house submitted 86 comment forms, 156 notes on the concept design roll plot and sent two relevant emails

Key feedback themes included:

- Broad support for project overall, and validation that the proposed design will **improve east-west pedestrian connections** between Pioneer Square and the waterfront
- Enthusiasm for **maximizing pedestrian space** on east-west streets and linking pedestrians to transit hubs, existing public open spaces, businesses, residences and social services
- Broad support for plan to **convert S Main and S Washington streets to narrow one-way streets** to increase space for accessible pedestrian pathways, add trees and plantings, retain parking/loading and allow space for sidewalk cafes
- Support for **raised intersections and curbless street concepts** to improve access for people of all ages and abilities
- Emphasis on **addressing pedestrian safety at challenging intersections and crossings**
- Mixed views on retaining parking on the four streets, with greater support for **loading zones over short-term parking spots**
- Charge to **address issues of safety for all**, including for people experiencing homelessness
- Emphasis on **respecting the lived experiences and cultures of indigenous and Coast Salish people** in Pioneer Square



INTRODUCTION

The City of Seattle's Office of the Waterfront & Civic Projects, working with community partner Alliance for Pioneer Square, has begun a project to improve the pedestrian environment on four 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 Avenue and Alaskan Way.

On Tuesday, April 2, 2019, the Office of the Waterfront and Civic Projects and the Alliance for Pioneer Square co-hosted a public open house attended by more than 150 people to introduce the project and share early design concepts and priorities. The open house was held at the AXIS Pioneer Square and began with a walking tour attended by over 70 people through S Main, S Washington, S King and Yesler streets from 4:30 to 5:30 PM. The open house continued from 5:30 to 7:30 PM, where attendees could view display boards and roll plot maps that showed challenges and opportunities in the area, as well as three potential options for pedestrian improvements on Main and Washington streets, and an early concept for King St and Yesler Way. Attendees could provide input by providing comments on post-it notes on the roll plot maps, or by filling out a survey at the comment station. Interpreters were available for any visitors who wanted language interpretation into Mandarin, Cantonese or Spanish.

Following the in-person open house, an online version of the open house with the same content was available from April 2 to April 25, 2019, to provide additional opportunities for feedback. Visitors were offered the opportunity to fill out a survey at the end of the online open house, with questions that matched the comment forms provided at the public meeting. The online open house received 1,146 unique visitors in 1,354 sessions.

Feedback mechanisms

In total, 254 comments were shared during the feedback period from April 2 to April 25, 2019.

At the open house on April 2, 2019, attendees shared:

- 156 comments on a roll plot of the concept design
- 18 comment forms

After the open house, between April 2 and April 25, 2019, members of the public submitted:

- 68 online surveys on the online open house, matching the comment form questions
- 2 relevant emails sent to info@waterfrontseattle.org

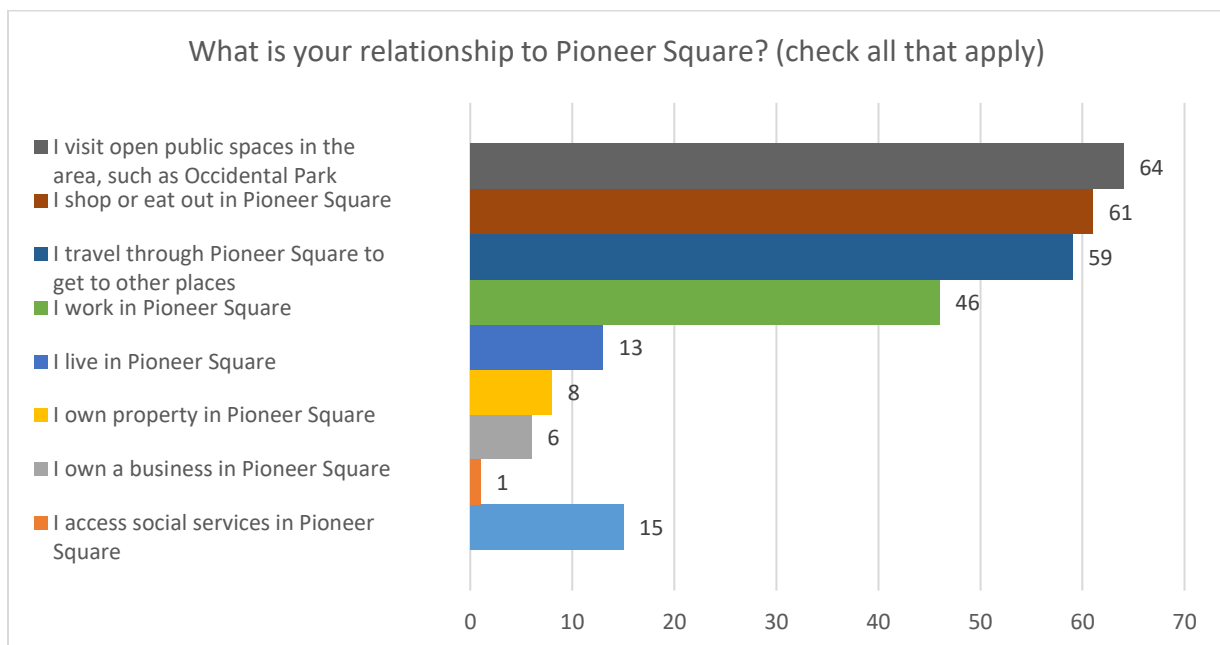


RESPONDENT DEMOGRAPHICS

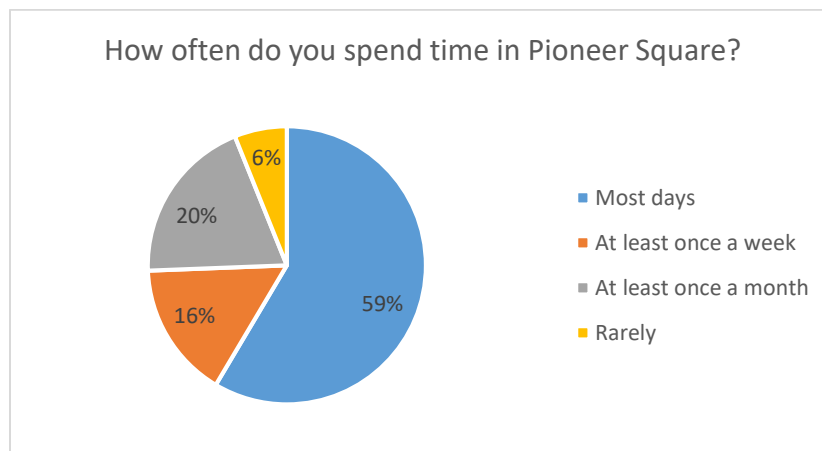
Relationship to Pioneer Square

Respondents who completed the comment forms at the open house or the online survey were asked to provide additional information about how and why they spend time in Pioneer Square.

- 83 respondents answered the question “What is your relationship to Pioneer Square?” Respondents could check more than one box from multiple options provided, as well as write in an answer:



- 82 respondents answered the question “How often do you spend time in Pioneer Square?” and were asked to choose from one of four options:





Zip codes

Zip code data was gathered from open house attendees and survey respondents using the following methods:

- 109 attendees to the open house and walking tour on April 2, 2019 provided a zip code on the sign-in sheet at the venue entrance
- 80 respondents who submitted a comment form at the open house or filled out the online survey provided some zip code information on where they live and work

Providing zip code information was optional. Sign-in sheets at the open house did not differentiate between home and work zip codes. Comment forms and online surveys asked for both home and work zip codes, but not all respondents provided both. There may also be overlap between zip codes listed on the open house sign-in sheets and respondents who filled out the survey.

Summary

Area	Zip codes on sign-in sheets	Zip codes on surveys	
		Home	Work
Pioneer Square	46	15	43
Downtown Seattle and Belltown	14	9	14
Other Seattle	42	34	11
Other King County	6	5	2
Other Washington State	1	9	0
Out of state	0	1	0

Seattle zip codes

Zip Code	Sign-in sheets	Surveys		Neighborhoods
		Home	Work	
98104	46	15	43	Downtown, Pioneer Square, International District, First Hill
98101	10	4	12	Downtown
98118	0	7	2	Columbia City, Seward Park, Rainier Valley
98117	1	7	0	Ballard, Crown Hill
98122	6	4	0	Central District, Madrona
98121	4	5	2	Belltown, Downtown
98107	5	2	0	Ballard
98119	4	2	1	Queen Anne, Interbay
98102	2	3	2	Capitol Hill, Eastlake
98146	3	2	0	West Seattle, White Center, Burien
98115	3	2	0	Wedgwood, Ravenna, Sand Point
98144	3	1	0	Mount Baker
Other	15	9	6	Other neighborhoods in Seattle



KEY FEEDBACK THEMES

All comments collected at the open house, from the online open house survey and from relevant emails to the Waterfront Seattle inbox, were categorized by topic. A qualitative analysis was conducted to identify major themes, described below, along with representative comments. Comments have been edited for brevity and clarity.

S Washington and S Main streets

Three options were shared for S Washington and S Main streets, including two options that featured narrow-one way streets in alternating directions, and one option that presented a curbless street option.

One-way loop

Of the three options presented for S Washington and S Main streets, most respondents preferred options 2 and 3, both of which featured narrow one-way streets. Themes in the comments:

- Support for maximizing sidewalk space and prioritizing pedestrians on these streets
- Support for retaining parking and loading for use by residents, visitors and local businesses
- Understanding that extending curbs out will provide accessible pathways for pedestrians

Representative comments:

- “I support the one-way couplet system to minimize the amount of space dedicated to vehicles. I think this is important to consider since many of the options to level out the over steepened sidewalks will likely require using the area between the curbs for a level walking surface. In addition, this concept allows Occidental Park the ability to spill out and draw people along the east west streets to other services and shops.”
- “I like the one-way couplet and more space for peds and less space for cars. I feel like car traffic is already fairly low and so devoting more of the space to peds makes total sense.”
- “Prefer the one-way options, but need the ability to do the loop using 1st. If Washington is west-bound as proposed, then a left turn from 1st to Main needs to be accommodated.”

Curbless streets

Most comments expressed support for a curbless shared street on Washington and Main streets, but some respondents shared concerns about curbless concepts. Themes in the comments:

- Support for curbless concept to prioritize pedestrians and calm vehicle traffic
- Concern about safety for pedestrians in spaces shared by people walking, biking and driving
- Emphasis on the need for long-term maintenance and upkeep of pavement



Representative comments:

- “Like raised streets, curbless, but concerned about division/safety between peds and vehicles if all same level.”
- “I do not like Option 2 for a curbless street. I do not trust SDOT design (see Bell Street) or brainless drivers. Brainless American drivers need a curb to help tell them where they belong and where they do not.”
- “Curbless streets to improve ADA.”

[Intersections](#)

Separate from curbless concepts, respondents supported raising the intersections of S Washington and S Main streets at Occidental Ave S to better connect to the public open space at Occidental Park and increase accessibility.

Representative comments:

- “Like raising intersection [at Occidental Ave] for crossing and visibility for pedestrian crossing.”
- “I prefer the raised Occidental intersections. I take both my mother and my mother-in-law on walks through Occidental Square (because of the trees and lights) and the steep, high curbs present a challenge for both of them (they're in their 70s).”
- “Raise [Washington St at Occidental Park] to improve access to north side.”

[Yesler Way](#)

Priorities for Yesler Way included supporting future bike infrastructure, connecting to transit hubs and improving pedestrian crossings at intersections.

[One-way block between Alaskan Way and Yesler Way](#)

The concept shared for Yesler Way included an alternative to have Yesler Way as one-way eastbound for one block between Alaskan Way and Western Ave. Few people commented on this proposal; those who did respond expressed support but wondered how the intersection would accommodate people who bike.

Representative comments:

- “I like alternative option that has plaza on Yesler and would allow for an art/artifact column of the viaduct.”
- “Making Yesler one-way after Western makes a lot of sense.”
- “Will this intersection be controlled? Seems dangerous and confusing for drivers turning from Western to Yesler to have car and bike traffic to deal with.”



[Intersections](#)

The concept shared for Yesler Way included an alternative to raise the intersection at James St and Yesler Way. People commented on that alternative as well as other intersections that are currently challenging along Yesler Way. Themes in the comments:

- Support for making intersection of Yesler Way and James St easier for pedestrians to navigate, with different suggestions on how to achieve that goal
- Requests for all-way walk or other pedestrian signal improvements at Yesler Way and 1st Ave S

Representative comments:

- “Consider possibility of closing the intersection to James St; it's hazardous for bike lanes on the North and confuses pedestrians.”
- “I support the alternate with the raised intersection at Yesler and James. The volumes of pedestrian and bike traffic on Yesler are very high and this will help with pedestrian crossing speed while slowing car traffic, which will benefit me especially as a bike commuter.”
- “All way crossing at 1st and Yesler, phase with lights and walk/don't walk.”
- “A countdown crossing signal for pedestrians is really needed at 1st & Yesler. Currently, a pedestrian has NO idea how much time he/she has to cross the street, based on the traffic signal alone.”

[Multimodal connections](#)

The concept shared for Yesler Way allowed for a planned future protected bike lane on Yesler Way. People commented on the need for bike connections and for accessing other modes. Themes in the comments:

- Requests to implement planned bike infrastructure as soon as possible to improve safety and access for people who bike
- Suggestion to improve pedestrian access to transit hubs, including Link Light Rail to Colman Dock

Representative comments:

- “Glad it will have the bike lane. I hope it's put in at the same time as other improvements. Important to have a good connector to biking from Alaskan Way and to merge and cross the crossing streets.”
- “I'm glad that the plan is forward compatible with the eventual bike lane. It isn't clear why the bike lane isn't part of this project, however. Leaving it for later seems to allow for future opposition to its construction.”
- “Ensure egress for later improvements to connect Colman Dock to King Street Station and Link Light Rail.”
- “Yesler development should prioritize pedestrian access between the Pioneer Square station and Colman Dock. Traveling west down Yesler is difficult from Pioneer Square.”



S King Street

Key themes for S King St included improving intersections and connections to transit, as well as considering how to prioritize pedestrians further.

[Intersections](#)

The concept for S King St included an alternative for tabling the intersection of S King St and Occidental Ave S. Themes in the comments:

- Support for raised intersections and curb bulbs along S King St to improve pedestrian crossings
- Requests for pedestrian crossing signals at 1st Ave S and S King St

Representative comments:

- “‘Alternative’ raised crosswalk option on King St is much better to enhance/continue pedestrian traffic between the two Occidentals, will be helpful especially when there are visitors and game day crowds.”
- “Curb bulbs and tabled crosswalks are great here - the road is wide and there is tons of multimodal activity going on. Designating safe zones for pedestrians will help prevent accidents.”
- “I’m highly in favor of the tabled pedestrian crossing option at King and Occidental. There are a lot of pedestrians at this intersection throughout the day (I use it every day), and I think this is an effective way to highlight the pedestrian path and slow traffic.”
- “A countdown crossing signal for pedestrians is really needed at 1st & King. Currently, a pedestrian has NO idea how much time he/she has to cross the street, based on the traffic signal alone.”

[Other pedestrian connections](#)

Respondents emphasized connections to transit further east and south of the project area from S King St, as well as questioning whether freight/truck needs should be prioritized on S King St.

Representative comments:

- “Promoting the transit tunnel connection at the south end of Pioneer Square is important. This can be accomplished with signage and minor pedestrian improvements. Improve the safety for pedestrians from the over track crossing south of King Street Station to King Street and to the walkway between the station and King Street Center.”
- “I think more could be done here. King St is a beautiful street, and I don’t think driving boats to the stadiums should be a major driver of vision for it, and that’s probably not good for the historic street anyway. Oversized vehicles should come up Royal Brougham.”



[Across the project](#)

Overall, respondents agreed with project goals to create new pedestrian connections to the waterfront.

Representative comments:

- “Pedestrian improvement is critical to maintaining the historical aspects of Pioneer Square.”
- “I think we need to balance access for pedestrians and enough auto access to support businesses, including access into and out of the neighborhood and some parking for customers. It seems like any of these concepts could work, depending on how they are implemented.”
- “I love the goals and values of this project. I have longed for better connection with the water, and it was especially bad during the tunnel years.”

[Safety and comfort](#)

Respondents highlighted concerns about safety and feelings of discomfort in Pioneer Square, including attending to the needs of people experiencing homelessness.

Representative comments:

- “My biggest concern is the homelessness issue and mentally ill. I have compassion for people and want to see greater social services being provided for them. In the end, these improvements will only work in tandem with that solution. Any public space will have refuse, tents and human waste - and won't feel safe to the average pedestrian - unless we can address this concern.”
- “Safety is not included. This is a MAJOR concern for my myself, friends, co-workers, and family. This is the PRIMARY reason we do not spend more time in Pioneer Square and WILL NOT be here once it is dark. How many businesses lose significant revenue during the winter months due to decreased patronage?”

[Respect for indigenous and Coast Salish people](#)

Respondents emphasized the need to respect and acknowledge the lived experiences of indigenous and Coast Salish people in Pioneer Square.

Representative comments:

- “The name Pioneer Square has a charming ring that belies what it represents – the obliteration of Native presence from the area. (I note that in the last day party on the Viaduct no mention was made of the fact that at one point Kikisoblu, so called Princess Angeline, lived right by there.) Long past time to start honoring by naming/renaming whenever possible in Native terms, to acknowledge Seattle's true ancestors. It's the least we can do. The language is not easy to reproduce in an English phonetic version, but get there. So overdue.”
- “Improve the procession to Pier 48 and Habitat beach down Washington and Main. Important for Coast Salish people.”
- “No cheesy sports graphics [on crosswalks]. Should be an indigenous coastal Salish symbol.”



[Parking and loading](#)

Respondents shared mixed views on parking and loading on all four streets. Themes in the comments:

- Support for prioritizing pedestrians over vehicles on S Washington and S Main streets, since these streets currently have low vehicle volumes
- Emphasis on loading zones (both pedestrian and commercial) over short-term parking to account for rideshare and business loading
- Requests from people who work in Pioneer Square to retain parking as much as possible

Representative comments:

- “With the increase of transit options, parking will become less of an issue and we will need more space on the streets for pedestrians to circulate.”
- “As someone who works in Pioneer Square, parking is important for people doing business here.”
- “Reduce parking and raise rates. More loading areas.”
- “Pioneer Square is superbly served by a variety of public transportation (bus, ferry, train, light rail, streetcar,) all within the 5-10-minute walk. Let’s envision the core with parking-free streets and time-posted loading zones only, retaining 1st Ave, Yesler, Jackson, 2nd Extension for parking free arterial use.”
- “Support parking on both sides of each street. Parking is through the roof and we need to be able to have street parking for clients that don't want to use a parking garage rate.”

[Trees and landscaping](#)

Most respondents expressed strong approval to add more trees and greenery on the east-west streets. Themes in the comments:

- Support for adding street trees, with some concerns trees on certain blocks obstructing views between Pioneer Square and the waterfront
- Concerns about landscaping maintenance, especially if in-ground plantings are used

Representative comments:

- “I like the trees leading to the park from the water.”
- “Pioneer Square has a history of poor maintenance for low plantings: see out front of Cone & Steiner, Prefontaine, 1st Avenue center tree strips, etc.”
- “Keep in mind there’s a neat little water view from 1st & Main. Maybe low plantings instead of trees to preserve that?”
- “I like the idea of adding significant additional street trees and in-ground planting to the various concepts. Unfortunately as a region we missed an opportunity to have a full linear park where the viaduct now stands, but in a region like the Pacific Northwest that values trees, we need to have more greenery downtown and on and near the waterfront. This opportunity cannot be passed up.”



NOTIFICATIONS

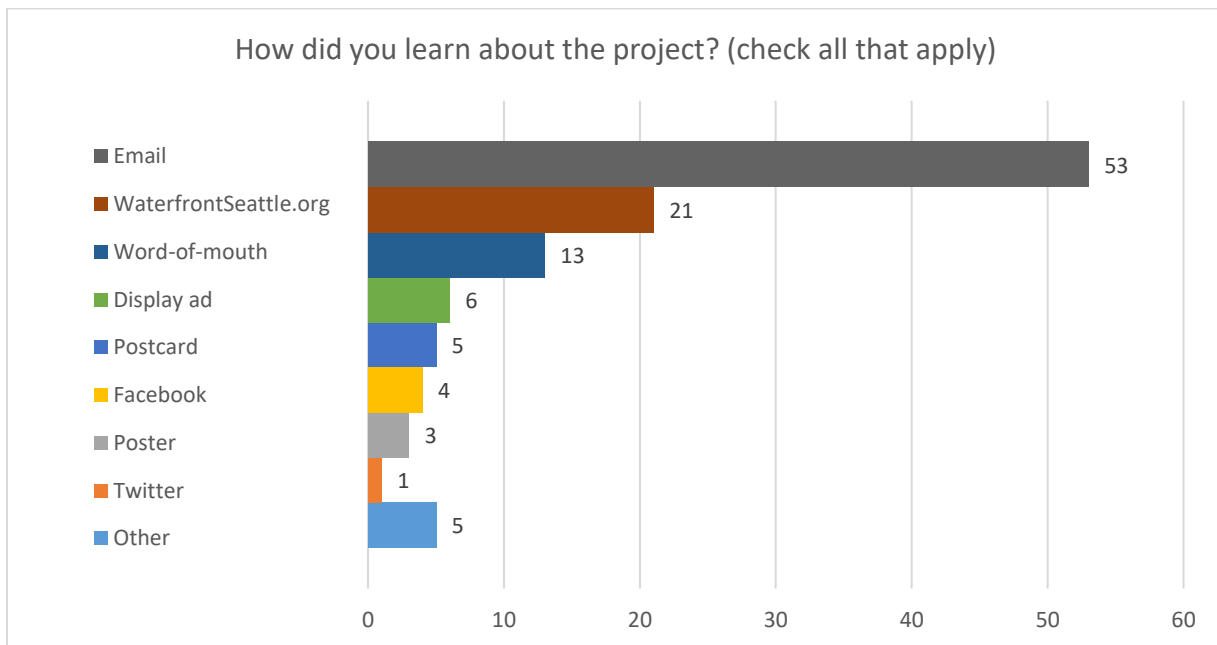
Notification methods

The open house and online open house were promoted via the following notification methods:

- **Postcard mailers** sent to residents in the project area
- **Posters distributed** to buildings in Pioneer Square, downtown Seattle, and the Chinatown-International District, including posters translated into Simplified Chinese
- **E-newsletter sent to subscribers** of the Waterfront Seattle email list
- **Social media posts**, including paid social media advertising on Facebook and Twitter
- **Print and online display ads in local media publications**, including English-language ads in Real Change News, Northwest Asian Weekly, Seattle Globalist, Runta News, International Examiner and The Stranger, and translated ads in La Raza NW and Seattle Chinese Times
- **Emails** sent to the community sounding board and project partners
- **Events posted to online calendars**, including community blogs and media outlets

Notification effectiveness

80 respondents who submitted a comment form at the open house or filled out the online survey indicated how they learned about the project:



APPENDICES

Appendix A: Walking tour questions and comments

Appendix B: Sticky note comments

Appendix C: Survey responses

Appendix D: Emails





APPENDIX A: Walking tour questions and comments

Approximately 70 people attended the two public walking tours that preceded the open house on April 2, 2019 that visited Yesler, Main, Washington and King streets to view challenges and opportunities in the project area. Attendees had the opportunity to ask questions and share comments during the tour.

Comments
Ferry terminal traffic is dangerous to pedestrians.
Pier 48 is a historic site for the Duwamish, Chinese and Japanese. Those communities should be considered if the City decides to do anything with it.

Questions	Answers
Why was S Jackson Street not included in the project area?	S Jackson St is programmed with an existing street car that will link to the future Center City Connector. Because of that and higher hourly peak vehicle flow on S Jackson St, other east-west streets are higher priorities for pedestrian improvements.
Who is the developer of the McRory's building and what is happening to it?	Urban Visions is creating a new mixed-use development.
Where can you make left turns from Alaskan Way into Pioneer Square?	Drivers can eastbound left turns from Alaskan Way at Jackson and King streets.
If you reduce parking and loading on east-west streets, where will that be accommodated?	Some parking and loading would be relocated to Alaskan Way.
With a curbless street concept, would brick paving be carried through the improvement options?	We're not yet at the stage of looking at materials – the next phase of design and outreach will include a closer look at materials.
Will you raise the crosswalks at Occidental Ave S and S King St?	We are looking at this as an option – we need to see how it would work with our budget and other project priorities.
Are curb bulbs part of the budget?	This project is specifically for pedestrian improvements, which can include curb bulbs. We are considering bulbs at select intersections.
Why do the Stadiums want big trucks going through Occidental Ave S at S King St?	There are currently many loading needs on this street, including the annual boat show at CenturyLink field. The City wants to keep that access as much as possible.
How far south do the waterfront improvements go on Alaskan Way?	Alaskan Way improvements go up to the fire hydrants at the intersection with S King St.
Will there be crosswalks across Alaskan Way?	All intersections across Alaskan Way are full signalized intersections with pedestrian crossings on both sides of the street, except



	for at Yesler Way where there is no pedestrian crossing on the south side of Yesler Way.
How will you stop charter buses parking everywhere?	Charter buses are not allowed on the sidewalk, should only park where allowed by SDOT.
How will you address parking constraints and loading throughout the neighborhood?	Our options focus on periodic parking and prioritize loading. Some businesses want parking on east-west streets to be clustered close to 1st Ave S, while others prefer parking mid-block.
What is the plan for Pier 48?	There is no permanent plan for Pier 48 – the pier is owned by WSDOT and while we’ve designed a project for the pier called Washington Landings, it is currently not funded.
Will you improve storefronts by adding lighting and weather frontages?	We’ll work to accommodate what’s currently there – other future use at businesses would be under the business owner’s future permit. We’re improving the palate and footprints of the street. We won’t change the light fixtures in Pioneer Square since they are historic, but Seattle City Light may put in LED lights.
Are you looking at closing any streets to vehicle traffic entirely, such as connecting Occidental Park to the waterfront in an all-pedestrian space?	We did look at the idea of pedestrian-only spaces early on in the project, but people have not liked that idea so far.
Are there any thoughts on redoing James St?	That is not currently in the docket – the agreement we made with the neighborhood that led to this project did not include any requests for James St.
On S Washington St, will there be improvements going up to 2nd Ave S?	We’re presenting a few different options, but the main priority is access to the waterfront.
Can you make improvements to the intersection of 2nd Ave S and 2nd Ave Extension S, which is dangerous and confusion to pedestrians?	That intersection is not in our project area, but we can take down that comment and pass it own so that it can be considered by the City.
Have you considered using roundabouts in the area?	We are not currently considering roundabouts.
When will construction of the Center City Connector begin?	While Mayor Durkan has expressed that the project is moving forward, our understanding is that funding is still pending. The project is now expected to be completed closer to 2025.
What will the elevation difference be between the sidewalks and the street after your project is done?	It depends on which concept we move forward with – we’re proposing a curbless option that would raise the street to the sidewalk level, for instance.



Where will pedestrian access be for the pedestrian-only ferry terminal?	Pedestrians going from Pioneer Square to the passenger-only ferry can cross Alaskan Way on the north side of Yesler Way and enter the ferry terminal.
Are there any plans for improving sidewalks between 1st Ave S and Occidental Ave S on Washington and Main streets?	Yes, those blocks are within our project area.
What is being done about drugs and homelessness, and what is being done?	We'll need to look into which areas have safety concerns.
Will there be a program to clean alleys?	Various businesses are working on cleaning up alleys and activating them.
When are this project's improvements going to begin?	We expect to start construction in fall/winter 2021, with construction expected to last about one year. We want to make sure construction on Alaskan Way is completed before we begin building this project.
Who is affected by the LID?	Property owners in Pioneer Square are all within the LID study area.



APPENDIX B: Sticky note comments

At the public open house, attendees were shown five rollplots of options for the four east-west streets. Attendees could then comment on sticky notes and place them at specific areas on the rollplots:

- Yesler Way Concept
- Washington & Main Option 1
- Washington & Main Option 2
- Washington & Main Option 3
- King Street Concept

Several attendees also placed sticky notes on boards or other locations, providing general comments.

Yesler Way Concept

Sticky note location	Sticky note text
On Alaskan Way	Ensure unambiguous connections between PBL and other bicycle facilities
	Save this column of viaduct as plinth for Yesler
	[referring to comment above] Ok idea
Between Alaskan Way and Western Ave	Enliven alley as “continuation” of Western
	Sidewalk café opportunity (show in design), awnings protect people from rain
	Will this intersection be controlled? Seems dangerous and confusing for drivers turning from Western to Yesler to have car and bike traffic to deal with.
Alternative: One-way option for Yesler Way between Alaskan Way and Western Ave	Building, awnings
	No bulb out, consistent curb line, extend sidewalk one side and plant trees
	What purpose does this tacking serve besides making Western a mess?
	More correctly represents future flow
	I like alt. option that has plaza on Yesler and would allow for an art/artifact column of the viaduct.
Between Western Ave and 1st Ave S	Save a column from the viaduct and include it in this public space
	[referring to comment above] +1
Between Western Ave and 1st Ave S	No trash cans in alley (or cleared more regularly)
	This must be a left-turn lane or it will go into oncoming traffic!! Adjust flow numbers?
	Please have “Walk” “Don’t walk” signs for safety. With increased traffic it’s very dangerous
	Evergreen street trees?



Sticky note location	Sticky note text
Between 1st Ave S and Occidental Ave S	This area is pedestrian heavy – this seems insufficient EXISTING CONDITION
	ENSURE EGRESS for later improvements to connect Colman Dock to King Street Station and Link Light Rail
	Remove the 50 trash cans in the alley – it’s an eyesore and substance abusing people tip them over and make a huge mess
	Close James a build a dog park.
	[referring to comment above] +1
	Re-level cobblestones so it’s flat and walkable please
	Get rid of benches as it attracts substance abuse people who park there all night long
	Please add green space if possible
	Too much pedestrian concentration here to focus on traffic. Also, cobblestones need fixing
	Public restrooms – substance abuse people use garden as restroom
	Current layout seems awkward and with a diagonal approach, I can see drivers not looking at bikes crossing the intersection. The “Tables Yesler & James” alternative seems like a better layout to control traffic flow for all parties involved.
	All way pedestrian walk at First and Yesler?
	All way crossing, phase with lights and walk/don’t walk
	Pedestrian signals at First and Yesler would reduce crossing confusion
Alternative: Tabled intersection at Yesler Way and James St	Yes raise James intersection, close sinking ship
	Close off James for Freeway access
	Close James between 2nd Ave and Yesler Way?
	Raised intersections throughout Pioneer Square. Use paving to accent share spaces in right-of-way
	Yes! Raise the big intersections to empower peds, aid accessibility, and keep traffic safe

Washington & Main Option 1

Sticky note location	Sticky note text
Along waterfront	The people are coming to Seattle (local & visitors) so think of walkers not cars (Growth)
	No bulb outs, consistent curbs, extend sidewalk one die and plant trees
	2-way streets slow traffic, if cruise terminal is constructed at Pier 46 lots of traffic and lost tourists!
S Washington St at Alaskan Way	AGREE! Change the style of the street name signs from s+d green to Pioneer Square historical
S Main St at Alaskan Way	Switch sides of trees to keep parking



Sticky note location	Sticky note text
S Washington St between Alaskan Way and alley	Add above ground plantings where trees & in-ground don't work 2nd floor manufacturing needs space on street for loading and unloading, 2-way allows more loading and flexibility
S Main St between Alaskan Way and alley	No trees please rubble wall @ 85-75 south main Sidewalks so uneven they are not pedestrian friendly. Level. Add steps/ramp to business entrances
S Washington St between alley and 1st Ave S	Look at concept Bell street and make 1-way I like the 1-lane street. Great!
S Main St between alley and 1st Ave S	Consider making at least 1 street car free
S Washington St between 1st Ave S and Occidental Ave S	Plant trees on north side because of light Raise street to improve access to N side
S Main St between 1st Ave S and Occidental Ave S	Flip trees and parking to provide green space on S side Where can I park my bike or bikeshare? Extend raised street to alley at park I like the trees leading to the park from the water. Similar to Chicago Boulevard by Olmstead.
S Washington St between Occidental Ave S and 2nd Ave S	Raised curb. Great! Make 2nd between Washington and main 2-way for bikes and cars.
S Main St between Occidental Ave S and 2nd Ave S	Great idea to table top bud don't do cute graphics or painted cultural icons Likes raising intersection for crossing and visibility for pedestrian crossing AGREE. No cheesy sports graphics. Should be an indigenous coastal Salish symbol Great curb connection here. Crosswalk very needed with stop sign.

Washington & Main Option 2

Sticky note location	Sticky note text
Cross-section of Option 2	Trees yes – no low planting – always looks bad in P. Square No low planting in P. Square please [pointing to curb bulb precedent photo] This photo should be reversed (travel lane on left)
Along waterfront	Prefer 1-way couplet over the 2-way street option One way bad idea, particularly if cruise ship terminal goes in
S Washington St at Alaskan Way	- No pull outs - Consistent curbs - One side sidewalk extensions w/trees



Sticky note location	Sticky note text
S Main St at Alaskan Way	How long are pedestrian waits at signals to cross Alaskan Way going to be?
	Trees need to be back from corner for visibility of bldgs., street signs, and bldg. #s
	Good to have wider sidewalks if level
S Washington St between Alaskan Way and alley	Prefer one way couplet -> additional parking incorporated?
	Generally more trees, less cars/parking
S Main St between Alaskan Way and alley	No trees on S. side rubble wall
	How do people move in + out of Bldgs. If blocked by trees?
	I like keeping Main/King pedestrian focused
S Washington St between alley and 1st Ave S	No to one-way couplet
	Too constricting to access of vehicles
	Please all way crossing
	I vote for this option. Flexibility [referring to comment above] +1
S Main St between alley and 1st Ave S	I would like brick on Main/King to tie into Occidental Park.
	15 min parking only! Uber or Lyft
	Prefer option #2 over #1 and #3
	- Shared street w/low speeds & low volumes (similar to Occidental Mall) - Provide ample crossing opportunities
S Washington St between 1st Ave S and Occidental Ave S	Less vehicle traffic through the park would be great
	Yes! Continued curbless throughout!
	Please minimize parking + vehicles downtown
	Prioritize pedestrians + cyclists
	If curb + street raised to curb leve, have ramp down to alley in alley
	Same comments for option 3 Engineer for café seating where ADA ramps inhibits today
S Main St between 1st Ave S and Occidental Ave S	Yes, curbless
	Not trees but yes plantings at edges of park. Plantings above ground where can't have trees
S Washington St between Occidental Ave S and 2nd Ave S	Trees on north side of street – provide shade, bldg. energy efficiency, grow the best
	Option 1 & 3 is more democratic east-west WRT tree distribution. Washington looks harsh here.
	Curb out here
	I prefer 1 way street options on Main & WA
	I like the curbless street options the best
	Want vehicular access to Firehouse Pub. What happens/how do I access with proposed couplet
S Main St between Occidental Ave S and 2nd Ave S	Like the way one way streets either option 2 or 3. Wider sidewalk



Washington & Main Option 3

Sticky note location	Sticky note text
Cross-section of Option 3	Trees are a must!
	Keep in mind there's a neat little water view from 1st & Main. Maybe low plantings instead of trees to preserve that?
Along waterfront	Agreement and approval of habitat beach project
	Cancel CCC Street car and reallocate its space and resources for better projects
	Extend side walks on one side. Want consistent curbs
S Washington St at Alaskan Way	Pedestrian protection (IE cars crashing into sidewalks. Add decorative plants for protection)
S Main St at Alaskan Way	Procession to Pier 48 and Habitat beach down Washington and Main. Important for Coast Salish people.
S Washington St between Alaskan Way and alley	Good idea to open up to green stormwater infrastructure
S Main St between Alaskan Way and alley	Like the 951 idea
S Washington St between alley and 1st Ave S	Likes amenities (plantings) on one side of the street. Leaves room for possibilities
S Main St between alley and 1st Ave S	Where can I park my bike or lime bike?
S Washington St between 1st Ave S and Occidental Ave S	Can one of these streets be pedestrian only? There's less traffic now [referring to comment above] No! that would ruin business
S Main St between 1st Ave S and Occidental Ave S	One side walk expansion with planting more trees would look better
	Consider making occidental paving continuous rather than trying to make main street "look" continuous
S Washington St between Occidental Ave S and 2nd Ave S	Plant trees on North side of Washington to provide shade
S Main St between Occidental Ave S and 2nd Ave S	Priority streets should continue brick design language.
	Curb-less streets to improve ADA

King Street Concept

Sticky note location	Sticky note text
Overall comments	No bulb-outs, consistent curbs, extend one side sidewalk to plant trees [pointing to sentence saying "The proposal for King Street's pedestrian improvements are generally more discrete than on other corridors with:"] What does this mean? Do you mean discreet?
	More benches for people to sit on
Between Alaskan Way and 1st Ave S	Trees and planting areas are #1 priority (rain gardens)



Sticky note location	Sticky note text
Between 1st Ave S and Occidental Ave S	If this is a curb change [curb at northeast corner of King St and 1st Ave S], please talk to adjacent property owners and area stakeholders before you consider changes
	Please do not reduce westbound traffic lanes. We need left turn straight to Alaskan Way and right turn lane. Do not reduce.
	Please talk to CenturyLink field about ingress/egress plans for show movie-in/outs and post-event exiting on King Street. Stadium egress plan requires three lanes at 1st and King.
	[pointing to area just west of northwest corner of King St and Occidental Ave S] Utilities below street will not allow for trees
Alternative: Tabled intersection at Occidental Ave S	Like!
	Cross Occidental south of King to through traffic. Stadium + business + resident traffic only.
	“Alternative” raised crosswalk option is much better to enhance/continue pedestrian traffic between the two Occidentals, will be helpful especially when there are visitors and game day crowds
	Does this mean I can ride my bike on Occidental? How do I ride my bike from T-Mobile Park to the waterfront? On 2nd Ave bike lane?
Between Occidental Ave S and 2nd Ave S	Prefer this for pedestrian flow! Stop signs currently needed for King St crosswalks
	[At crosswalk across King St at Occidental Ave S] Safe crosswalk here is critical. Cars move too fast on this street. A matter of time before a ped is killed by an idiot who thinks he is late.
	Formalize paint and post [at intersection of King St and 2nd Ave S]
	The planting areas at Hawk Tower and Marriott/13 Coins would be great to emulate
	[referring to comment above] I second this

Other Comments

Sticky note topic	Sticky note text
Pioneer Square as a whole	Reduce parking and raise rates. More loading areas.
	Restrict or ban private motorized vehicles in this 12-square block area (Yesler to King, 2nd Ave to waterfront)
	Pioneer Square is a special place. Whatever is done there needs to be a commitment of the part of the city to maintain otherwise we are going to be throwing money out. All sidewalks should have a level surface. There can be a stair step close to the curb where planters can be set. Trees! The curb scape near 3 Coins with the rail are great. “Bear proof” garbage cans throughout Pioneer Square. Security to monitor so no continued disruption of property. Replace broken glass blocks.



Sticky note topic	Sticky note text
	<p>Like raised streets, curbless, but concerned about division/safety between peds and vehicles if all same level</p> <p>lower curbs, flatter sidewalks would be a huge improvement and with places for the rain to go not into the sewer would be great</p> <p>Just watched "Seattle is Dying" and agree 100%. Why spend \$20m on improving the streets when we have a substance abuse problem in Pioneer Square? Please remove benches under the pergola – it's home to substance abusers 24x7 and very unsafe. In the walk today we have 6-10 passed out people on the sidewalks. Enforce the existing laws and clean up the streets and sidewalks, then we can improve them! Fixing the sidewalks and leaving the addicts is broken.</p> <p>This like past Improvements in Pioneer Square will not solve the vagrancy and crime/drug issues in the area. I've lived here since the 70's and this is not the first time a project was going to "fix" Pioneer Square. Pay close attention to Main Street. Homelessness must also be resolved for Pioneer Square to be pedestrian friendly.</p> <p>Use the sprinkler overspray (at random times at night) to keep the alcohol and drug addicted people from setting up tents in the otherwise beautiful setting</p> <p>I especially like the idea of adding trees (deciduous) for shade in the summer and to allow sunlight in winter. As I mentioned to Liz, I'm hoping some of the alleys can be developed into safe pedestrian uses. Also need a public restroom, safe and clean for the throngs. It's hard to find a restroom in the square.</p> <p>Why are the International District and east Pioneer Square excluded? I think the sidewalks suck. I think all monies should be spent repaving. The sidewalks and streets building to building to get rid of 12-18" curbs and slopes.</p> <p>Focus on increasing pedestrian occupancy (not just access) to these wonderful blocks!</p> <p>I hate the idea of a cruise terminal coming to Alaskan Way S/Pioneer Square area...ugh!!!! 😞</p> <p>Thank you for asking for our feedback.</p>
<p>One-way couplet for Washington and Main streets</p>	<p>Do it!</p> <p>Sounds great!</p> <p>Yes!</p> <p>Vote yes – one-way couplet. International best practice for historic pedestrian priority spaces. Make Seattle a class A global city</p> <p>Clockwise would be better (only right turns)</p>



Sticky note topic	Sticky note text
Alaskan Way	Provide curb load/unload space for charter buses on Alaskan Way. East side of Alaskan Way ideal.
	Revised zoning now allows 170' (+utilities, etc) buildings along Alaskan Way. All existing building are no taller than 140'! Allowing the taller building is completely contrary to the city's stated goal of removing the barrier of the viaduct and how there will be a 170' wall along the waterfront instead!
2nd Ave S	Make 2nd two-way between Washington and Main for bikes and cars
Railroad Way	Brick paving
	We (Gridiron) want every tree as promised
Bell Street	Please continue bike lane all the way up Alaska!



APPENDIX C: Survey responses

Attendees at the open house and visitors to the online open house were offered the opportunity to fill out a survey with three open-ended questions. The full text of responses to each question are compiled below, sorted by question.

Main and Washington options

Share your thoughts on the three concepts presented for Main and Washington streets
I do not see any automated walkway to accomodate folks who can not walk which should be from main bus access terminal. option 2..any maintsins street parking is ok witgh me. WHY NOT INCORPORATE SEATTLE UNDERGROUND TUNNELS TO GET PEOPLE SAFELY AROUND DOWNTOWN.OR MAKE ELEVATED AUTOMATED WALKWAYS/BIKE LANES TROUGHOUT CITY.
Option 3 looked great. I would like to see the old street car tracks incorporated someway into the design, if possible, to remind people of the history of the neighborhood.
nice work priorities: pedestrian accessibility and safety infrastructure support for local business
I like Option 2
I like the one way couplet. I drive through here to go to train station a couple times per month and it would be fine. Having a super wide sidewalk is critical to connecting to waterfront. I like option 3 best because of the wider planting areas - need more green downtown.
Justin Clark photo on the top of the page is such a joke, does he work for the city council. Its impossible to read your website Why are you so styled, Justin should take pictures of what goes on in Pioneer Square, lets give him the title of RAPIST.
Option 3 would provide great access to the new waterfront.
I like reduction of car traffic to one-way, with loading on one side (Option 3). I like the idea of every other street going one-way the same direction (similar to 2nd going South and 4th going North). This leaves a broad sidewalk for pedestrians and bicycles to have safe passage.
I love them. Option 3 is my favorite, then option 2. Trees and plantings are a great way to connect to the waterfront.
Reducing pollution and putting pedestrians and cyclists first should be a priority while giving the motorist a chance to travel unimpeded by new designs.
Applies to all: The name Pioneer Square has a charming ring that belies what it represents " the obliteration of Native presence from the area. (I note that in the last day party on the Viaduct no mention was made of the fact that at one point Kikisoblu, so called Princess Angeline, lived right by there.) Long past time to start honoring by naming/renaming whenever possible in Native terms, to acknowledge Seattle's true ancestors. It's the least we can do. The language is not easy to reproduce in an English phonetic version, but get there. So overdue.
Main and Washington streets are access point to the Occidental Square; they should be pedestrian friendly near the surrounding blocks of the park while keeping in mind of future Centre City Connector on 1st Ave. For the span discussed in this open house, option 3 seem to be the best option.



Share your thoughts on the three concepts presented for Main and Washington streets

Applies to all: The name Pioneer Square, charming though it may be, is an obliteration of whatever names the original people here may have had for that place. Use whatever opportunities become available to be "respectful" and "equitable" to Seattle's truest ancestors by naming/ renaming whatever/whenever possible using Native words. The language is not always easy to represent in English approximation but get there. I note that Kikisoblu/ so called Princess Angeline used to live right by/ under the Viaduct and during the last days fest no mention was made of that fact. It could have made for resonant historic connection. Highlight those connections now wherever there is a chance. Way overdue.

I really like Option 3 and support the one way couplet system to minimize the amount of space dedicated to vehicles. I think this is important to consider since many of the options to level out the over steepened sidewalks will likely require using the area between the curbs for a level walking surface. In addition, this concept allows Occidental Park the ability to spill out and draw people along the east west streets to other services and shops. With the increase of transit options, parking will become less of an issue and we will need more space on the streets for pedestrians to circulate. This is already a problem on many of our streets in the city where narrow sidewalks simply cannot accommodate all the pedestrian traffic. Additional tree canopy will also allow a major identity of Pioneer Square (Sycamore Tree canopy) to extend along the east west streets where it is currently lacking.

Pedestrian improvement is critical to maintaining the historical aspects of Pioneer Square. Options 3, with prioritized pedestrian movement and space, is the best for maintaining the character of Pioneer Square

South Main Street is used by transit east of 2nd Avenue South; transit need wide turning radii.

I prefer the one way option two, with parking loading on both sides. converting the streetscape to handle more pedestrians and have more amenities will make the neighborhood more friendly for shopping, eateries and special events. drop offs on both sides will keep businesses and car services happy.

I find the concepts fragmented and piecemeal, lacking an overarching design approach. Is there not a larger purpose to aspire to than curb bump-outs? I suggest prioritizing the following as a basis for design: 1. Urban Forest: extend our urban forest tree cover to all ROW's by configuring curb extensions that are conducive to healthy tree boulevards not random tree pockets. 2. Transportation: Pioneer Square is superbly served by a variety of public transportation (bus, ferry, train, light rail, street car,) all within the 5-10 minute walk, lets envision the core with parking-free streets and time-posted loading zones only, retaining 1st Ave, Yesler, Jackson, 2nd Extension for parking free arterial use.

they do not feel very cohesive. there is talk early about the north-south street concepts, but none for these. Why not? they need to be more about the pedestrian and less (to not at all!) about the car. creating a wonderful green extension of Occidental down these streets to connect with the water is great. first to second, yesler to washington needs to feel like a 'park in the city' - all about pedestrians.

Prefer option 2 with parking and access on both sides of Main Street.



Share your thoughts on the three concepts presented for Main and Washington streets

It's hard to understand fully, but I think I like option 3 that makes it easier to cross and best connects the waterway to Occidental Park area. There's an opportunity here to include built in public features for family-friendly walkways (eg beside curb cuts, incorporating resting spots, dance steps or playing activities into the sidewalk or walls or standing features and benches.)

I like the one-way couplet and more space for peds and less space for cars. I feel like car traffic is already fairly low and so devoting more of the space to peds makes total sense.

no preference, like all options

They're all big improvements. I have no clear favorite

I support option 3, but all three seem like improvements.

I live at 75 South Main Street presently and have lived and worked in PS since 1985. The majority of owners here are very much for the addition of trees along our street with only a concern that the roots will not grow into our basement rubble wall (original from 1895). I am very much against bulbs and low planting for a few reasons. 1. Pioneer Square has a history of poor maintenance for low plantings: see out front at Cone & Steiner, Prefontaine, 1st Avenue center tree strips, etc. 2. Dogs and people leave waste, garbage, needles, etc, in these areas. If the planters are raised they become easier to maintain, but then become basically seating for the mission folks (our next-door neighbors are The Bread of Life Mission). So, trees yes, low planting no. A few more questions, suggestions: 1. Light posts along Main have been on and off at night, is this being corrected? 2. The City has been removing garbage cans and there are none on Main Street between the viaduct and 1st Avenue and none for the Mission, where many people line up and stand with nowhere to put waste except the alley. 3. Will there be planting and maintenance below the trees down 1st Avenue?

I prefer Option 1, mainly because of the raised Occidental intersections. I take both my mother and my mother-in-law on walks through Occidental Square (because of the trees and lights) and the steep, high curbs present a challenge for both of them (they're in their 70s). I also like that there will be less parking. I feel like we need to do more to mitigate automobile traffic, especially ride-share drivers (who often drive unpredictably and disregard traffic laws). I wish there were more trees in Option 1, but it's still many more than we currently have. I also think the one-way couplet is a genius idea. Crossing those streets will be much safer, and automobile traffic would be more predictable and manageable.

I prefer one way streets in either of the two options.

As I understand, all the options have not addressed the most critical aspect for pedestrian movement. One plate illustrate the existing sidewalk cross slope. I would be interested in knowing which option came closest to solving this problem in function, grade, and funding.

I think with limited funds smoothing sidewalk slopes and height from roads is the top priority. With better sidewalks people will enjoy pioneer square more. Trees and parking adjustments can come later.

Option 1 is best. best pedestrian experience. Couples N/S occidental route with E/W options with similar feel. Allows traffic to pass that can't use yesler or jackson

Too much to digest quickly!

Please keep parking/loading on Washing St @ Alaskan Way. One way street on Washington is a good idea (going westbound)



Share your thoughts on the three concepts presented for Main and Washington streets

Prefer option #2 over #1 and #3. Low volume low speed shared street with proper crossing opportunities. Green treatments where able. unambiguous crossing opportunities. Discourage vehicular cut-through.

Maximize sidewalks and plantings. Encourage less cars on those streets

Change street signage from green/white (standard) to historical design to differentiate the neighborhood and theme it!

I like the one-way couplet concepts and think having as many curbless streets as possible is best. I urge you to include a full planting of trees on as many blocks as you can.

Option 1 looks best to me

The future is pointing to driverless cars, carshare (Uber, Lyft) and mass transport. Now is the time to build for the future and MAXIMIZE all sidewalks to broaden as much as possible. Especially MAIN ST as it is one centerpoint in Seattle.

Option 1 or 3 are fine. I do not like Option 2 for a curbless street. I do not trust SDOT design (see Bell Street) or brainless drivers. Brainless American drivers need a curb to help tell them where they belong and where they do not.

why does this form not confirm the submission of a comment?

just testing without ad blocker

currently it seem option 2 sounds good

Dislike

I like the option 3 concept that does the most to open up a pedestrian corridor, while adding more trees to these streets.

Good luck. The homeless people are screaming outside the Starbucks and Cafe Umbria all the time. I can't even walk on the sidewalks some of the time because the tents are pushed out so far.

Anything that prioritizes accessibility would be my preference. Option 3 appeals to me.

Option 3, i love green space and having pedestrian friendly roads or the one way couplet.

I like Option 3 - Prioritize pedestrians and looks like the safest option

no mention of safety.

Safety is not included. This is a MAJOR concern for my myself, friends, co-workers, and family. This is the PRIMARY reason we do not spend more time in Pioneer Square and WILL NOT be here once it is dark. I how many businesses lose significant revenue during the winter months due to decreased patronage?

I prefer concepts 1 and 2 due to the large planting areas. Generally, the project talks about connecting land and water, but there is no mention of stormwater infrastructure investments in the project description. The waterfront is installing many Stormwater BMPs, these side streets should receive the same treatment - it is a lost opportunity if we are creating greenspace and not making it multi-benefit (Green Space + Utility [stormwater BMPs]). If partnering with private property owners, installation of Stormwater BMPs may also be able to address structural concerns around area ways.



Share your thoughts on the three concepts presented for Main and Washington streets

I like the idea of adding significant additional street trees and in-ground planting to the various concepts. Unfortunately as a region we missed an opportunity to have a full linear park where the viaduct now stands, but in a region like the Pacific Northwest that values trees, we need to have more greenery downtown and on and near the waterfront. This opportunity cannot be passed up. Don't like the idea of a one-way couplet---traffic will already be difficult enough down there---that will make it more confusing to some.

I walk from Colman Dock to 2nd and Jackson everyday, at varying times of day. i have a few thoughts. 1. My biggest concern is the homelessness issue and mentally ill. i have compassion for people and want to see greater social services being provided for them. In the end, these improvements will only work in tandem with that solution. Any public space will have refuse, tents and human waste - and won't feel safe to the average pedestrian - unless we can address this concern. I didn't see that in your list of concerns but as someone who walks the corridor daily, it is my top concern. 2. I hear what you say about ADA, these streets are not flat! It would be great to see ADA prioritized as much as possible. 3. As someone who walks these streets daily, I do not see it ever overrun with pedestrians. To that end, it would seem that providing for a mix of uses is critical, especially since there are less and less places to park and drive downtown. 4. When not walking, i bike commute. Please ensure that bicyclists are considered in your design. Right now biking off the ferry is taking your life in your hands - everyday! it is super confusing for bicyclists and I see people break the law all the time because it is so confusing/unclear as to where bicyclists belong. So that would a key consideration. Maybe it's wayfinding signs or shared path signs. 5. LOVE your idea about the interpretive/historical signage - connecting past and present is so powerful, and Pioneer Square has such a great history. Thank you!

I am not a fan of one-way streets when those streets are not strategically linked to highway entrance and exit ramps. Main and Washington are local streets with low volumes and low speeds. They are not linked to highway ramps. The creation of one-way streets can, inadvertently, cause MORE driving around, as confused drivers search for their destinations within the neighborhood (since the direct options of two-way streets are removed). Therefore, I prefer Option 1.

I prefer the one way alternatives and I favor the alternative that allows more street trees.

I like the idea of a two lane no curb street that would maintain parking (option 2). As someone who works in pioneer square, parking is important for people doing business here and I also think having an open walkable neighborhood connected to the waterfront is important!

I prefer Option 3, or Option 2. The streets are fairly underutilized for vehicle traffic as is, especially with one way restrictions already in place

Two way traffic. with parking on both sides because it is needed. Parking is through the roof and we need to be able to have street parking for clients that don't want to use a parking garage rate. I have worked in this area for 14 years and am tired of the angled walkways so i would options that make walkway level. Reducing space that is tent friendly would be great. I am constantly walking around tents, urine and garbage from homeless encampments in the area and don't want even more. new concrete will lighten up the area!



Share your thoughts on the three concepts presented for Main and Washington streets

I prefer that Washington Street be closed to traffic to connect Occidental square across the road. Very few cars use that portion of Washington anyway. The one-way option with larger pedestrian access and lots of trees for Main is preferred. The sidewalks on Washington and 2nd are way too tall and should be lowered.

Like the idea of one way streets for Washington and Main. Although I rarely drive into Seattle (usually take the bus) I do occasionally have to drive and then parking is horrible. I would not support any options that make parking even worse. extremely hard to see the visuals - is there a way to increase the size of the maps?

oppose one way options

I have owned a business in Pioneer Square for six years. During that time, the construction efforts in the area have been near-relentless, with constant impacts to my and my clients' commutes (and general sanity!). Every possible mode of access to the area has been compromised at one time or another, and oftentimes simultaneously. I was displaced from the Grand Central Building, much to my distress, due to Unico's planned conversion of the office space to multiresidential. It's been a rough road, no pun intended. I share all this with you as background to say that despite all of these challenges, I have no desire to leave Pioneer Square, and would very much like to see its beauty preserved and a sense of calm restored. I like the idea of a one-way couplet on Washington and Main, but please preserve space for loading and unloading, which is required for all businesses at one time or another.

Option 2 is best, ride shares such as Lyft and Uber will still stop to load/unload passengers even if they are blocking traffic. Maintaining street parking and load/unload zones will maintain the flow of traffic.

Option 3 preferred, since it balances between pedestrians and vehicles while somewhat prioritizing pedestrians. Also a nice option to have lower plants closer to the waterfront to open up views. Curbless Option 2 blurs the line too much. Not in favor of the one-way couplet option.

My first choice as a pedestrian who frequently visits this area is Option 3. I would also support Option 2 if business in the area prefer it. Occidental Park is a lovely place for lunch. Traffic during the week already seems to largely stay off Main and Washington St immediately around the Park. It would be great to expand this to connect to the future waterfront. I look forward to the day soon that the viaduct comes down and I can see the Olympics down the street corridors.

I like Option 3 because it maximizes the potential to plant street trees and makes for the best pedestrian experience. The most severe curb slope is one you are not planning on addressing - on 2nd Ave north of Main. These are the streets people walk to get from Occidental to Main, etc. If you don't fix the worst curb slope - probably one of the worst in the city - then walkability for this area will always be seen as a problem. Don't limit improvements to just the east-west streets! Fix the worst places at least.

I love the goals and values of this project. I have longed for better connection with the water, and it was especially bad during the tunnel years. Honestly, I don't feel qualified to comment on the details of the concepts you've presented. I think we need to balance access for pedestrians and enough auto access to support businesses, including access into and out of the neighborhood and some parking for customers. It seems like any of these concepts could work, depending on how they are implemented. Keep up the good work.



Share your thoughts on the three concepts presented for Main and Washington streets

Prefer the one-way options, but need the ability to do the loop using 1st. If Washington is west-bound as proposed, then a left turn from 1st to Main needs to be accommodated. The walkability of both corridors as they currently exist adjacent to Occidental Park is great - try to extend this all the way to the waterfront.

Places and cities for PEOPLE first - not cars! This is downtown, who cares if someone can drive here? Can they walk around here? Can they safely bike here? Then you will get more PEOPLE here, which is what your greedy business owners want: more customers! Not more cars!

I like Option 3.

Traffic Nightmare Too expensive! The kayak loading area is ridiculous

Yesler Way concept

Share your thoughts on the concept presented for Yesler Way

Yesler development should prioritize pedestrian access between the Pioneer Square station and Colman Dock. Traveling west down Yesler is difficult from Pioneer Square. Preparations for a protected bike lane should be considered as a priority when making any decisions.

Sounds good. Build the bike infrastructure ASAP! Will be well used!

Pedestrian improvements would be a good.

Yes, Yesler should continue to have automobile traffic prioritized, especially as a way for traffic to flow to/from the ferries. If there is room for bicycles too, that would be even better.

It's fine, I like it. It would be great to see the loitering on Yesler addressed, particularly around the train station.

Why not use robotics to save time and money and speed up construction as these can work 24 hours a day without stopping using modular design for easy construction.

Yesler Way, while being an arterial, is quite narrow. Removal of most street parking and move loading zone to Occidental Avenue S. should be considered. The improvement should consider also repaving the sidewalk on the south side, which is absolutely horrendous to navigate. Consider possibility of closing the intersection to James St; it's hazardous for bike lanes on the North and confuses pedestrians. Consider possibility of acquiring the "sinking ship" parking garage and convert it to a public space and connect it to the existing Pioneer Square plaza.

Am glad to see improvements to the sidewalks!

Excellent to see it as a bike connection and pedestrianized street

Some want local transit service on the new waterfront. Yesler Way is a possible connection between the waterfront and the transit network. The SDOT seawall project destroyed transit layover and bus stops on Alaskan Way in 2013. Is a two-way cycle track compatible with bus stops?

I support the alternate with the raised intersection at yesler and James. the volumes of pedestrian and bike traffic on Yesler are very high and this will help with pedestrian crossing speed while slowing car traffic, which will benefit me especially as a bike commuter. I am support the one way option but don't fell it is as important-- and that it will be resisted by drivers. It is definitely true that Yesler needs alot more save space for pedestrians, I would advocate losing all parking and widening the alternate non car spaces.



Share your thoughts on the concept presented for Yesler Way

Do away with curb bump outs and retain Yesler as arterial street; retain trees on lower Yesler as transition to waterfront "green".

Yesler and King should be the car oriented streets with the south side of yesler green and more pedestrian to tie into what is happening south. 2nd Ave Extension South should also get this treatment - connecting yesler to king with west side of street green and more pedestrian. 2nd ave south from main to king should be turned into a second plaza street....like occidental - it has the right scale bldgs, it is nice connector from yesler (and light rail station!) to the stadiums.

Glad it will have the bike lane. I hope it's put in at the same time as other improvements. Important to have a good connector to biking from Alaskan Way and to merge and cross the crossing streets.

Seem fine, it would be nice if there was a way to make the sidewalks wider though.

1. Highest priority: Please provide a pedestrian signal at the intersection of Yesler Way and 1st Ave S. I have been working in Pioneer Square for 13 years and have seen people get hit by cars making left turns and have almost been hit once. 2. Appreciate the bike lane. 3. Request an improved crosswalk from Western to Yesler Way.

I like the tabled intersection at Yesler and James. That intersection is often challenging for pedestrians.

I'm glad that the plan is forward compatible with the eventual bike lane. It isn't clear why the bike lane isn't part of this project, however. Leaving it for later seems to allow for future opposition to its construction.

I like the options presented for Yesler. Making Yesler one-way after Western makes a lot of sense. The current crossing from James to Merchant's Cafe can be risky for pedestrians - not all drivers realize what's going on in that complicated intersection (although I find fewer drivers stop for pedestrians on James than Yesler). Bumping out the curbs will help. Is it possible to plant more trees?

I like the raised table approach to slow traffic crossing 1st.

Raised intersections are key crossings are a great idea. facilitates access slows traffic and increases accessibility.

Good. Localize traffic.

Intersection @ western/yesler seems risky with two way bike track in an uncontrolled (no light) intersection. It's already a dangerous intersection to cross as a pedestrian. Please keep parking/loading on south side of Yesler between Alaskan&1st.

Ensure unambiguous connection of PBL w/ other facilities. Curb bulbs at crosswalks to encourage driver yielding. Green the street.

Activate light squares with lights on at night Yesler and James should have unique pavers in the street as the gateway to Pioneer Square All sidewalks repaved and level. Trees and greenery. Tear down sinking ship and have more park space connecting Pioneer Park to Occidental Park Trinity to move to SODO Close Saveway Mart

Green space for pets if not in the waterfront design. Change street signage from green/white (standard) to historical design to differentiate the neighborhood and theme it!

The protected bike lane is very important for West Seattle to Downtown trips. Closing up the intersection of Yesler and James with more curb bulbs and pedestrian space would make this intersection feel a lot safer for all users.



Share your thoughts on the concept presented for Yesler Way

Need to easily allow ferry drivers to unload and load from yesler. It slows the ferry down to leave if it can't unload. Good place for parking, lower curbs and corner curb cuts. Redo paving for park its so sad to see it the way it is. Westlake doesn't look like that.

Please add "Walk," "Don't Walk" signal lights on 1st and Yesler. Please add green space on sidewalks, including trees.

It's fine. Build the bike lane at the same time as the improvements.

pedestrian improvements and connections mentioned sound good.

Useless unless it eliminates the homeless

Cleaning up the proposed area on Yesler would be good for tourism and visitors.

Again, accessibility should be priority. I had the least reaction to this corridor

No thoughts, it looks good.

no mention of safety.

Safety is not included. This is a MAJOR concern for my myself, friends, co-workers, and family. This is the PRIMARY reason we do not spend more time in Pioneer Square and WILL NOT be here once it is dark. I how many businesses lose significant revenue during the winter months due to decreased patronage?

I appreciate concepts which maximize green area while maintaining traffic flow. Generally, the project talks about connecting land and water, but there is no mention of stormwater infrastructure investments in the project description. The waterfront is installing many Stormwater BMPs, these side streets should receive the same treatment - it is a lost opportunity if we are creating greenspace and not making it multi-benefit (Green Space + Utility [stormwater BMPs]). If partnering with private property owners, installation of Stormwater BMPs may also be able to address structural concerns around area ways.

I like the idea of adding significant additional street trees and in-ground planting to the various concepts. Unfortunately as a region we missed an opportunity to have a full linear park where the viaduct now stands, but in a region like the Pacific Northwest that values trees, we need to have more greenery downtown and on and near the waterfront. This opportunity cannot be passed up.

I don't have specific input outside of what I said above - except that, right now Yesler is a free for all craziness in the mornings when coming off the ferry. Seriously - bikers and motorcycles weaving through cars, pedestrians everywhere. Someone is going to get hurt, not necessarily your fault but i think we need some education on how to share the road around here!

Concept is fine. My only comment is that a countdown crossing signal for pedestrians is really needed at 1st & Yesler. Currently, a pedestrian has NO idea how much time he/she has to cross the street, based on the traffic signal alone.

I like the approaches shown, but I don't really know what is gained with the "tabled" alternative. I'm not opposed to it, but it isn't clear to me what would be gained. Does it improve pedestrian crossing accessibility, capacity or speed?

I think south side pedestrian improvements would be better as that side has more businesses.

no two way bike lane. these just make bicyclist lazy and unaware of their real traffic surroundings. imho -as a long time urban cyclist and driver but i know you will do it anyway, so at least keep the sidewalks level and clean all the throw up, fecal matter, garbage and urine off the sidewalks at regular intervals. it's disgusting and a health hazard. new concrete will lighten up the area!



Share your thoughts on the concept presented for Yesler Way

Sounds great.

extremely hard to see the visuals - is there a way to increase the size of the maps?

support

I am a ferry commuter, so the demolition of the viaduct, constant changes to Alaskan Way, and renovation of Colman Dock has only added to the impacts referenced above. Yesler is a critical connection for ferry commuters, and I have two main concerns for this aspect of the project: PLEASE consider an elevated skybridge or some protected crossing for pedestrians across Alaskan Way. It is an extremely dangerous street to cross -- drivers and bicyclists are very aggressive in this area, and I have had several near misses while traversing this intersection. The duration of the traffic light at Yesler and Alaskan is simply unendurable and often causes commuters with little time to spare to risk unwise sprints against traffic. Secondly, I am very glad that the pitch of the sidewalks will be addressed. I've seen many people with disabilities and elderly folks struggle to traverse the north side of Yesler in front of the Best Western. Dogs are walking horizontally, which is hilarious to watch but probably isn't so fun for them. I just avoid that side of the street entirely after damaging my ankle last winter in that area.

I like option of tabled pedestrian crossing at Yesler and James.

I don't know why you would prioritize a bike lane on Yesler over Jackson. Yesler is so steep that few bikes go that way, yet many go up Jackson. From 2nd Ave to the west on Jackson, should prioritize trolley and bikes and move all car traffic over to Yesler.

The connection to the transit tunnel needs to be more inviting.

Places and cities for PEOPLE first - not cars! This is downtown, who cares if someone can drive here? Can they walk around here? Can they safely bike here? Then you will get more PEOPLE here, which is what your greedy business owners want: more customers! Not more cars!

There is two-way PBL on Yesler now, so by "in the future" I assume you mean future extension to the West side of Alaskan way, promenade? If other streets don't offer a crossing to promenade, then this one is extra important.

Too expensive, but the trees are nice, it will give the homeless a place to escape the sun

King Street concept

Share your thoughts on the concept presented for King Street

More plants, link to the occidental mall. Also, linking Jackson and King better would be nice.

Adding more trees and raising the intersection sounds great! Like this idea a lot to accommodate more frequent crush of pedestrians during game days and provide flexibility for other events.

Raised intersections would help pedestrian movement.

Yes, this should remain an arterial of sorts for traffic into the stadium areas. Perhaps only one wide lane each direction with separation from the pedestrian walkways.

I think more could be done here. King St is a beautiful street, and I don't think driving boats to the stadiums should be a major driver of vision for it, and that's probably not good for the historic street anyway. Oversized vehicles should come up Royal Brougham.



Share your thoughts on the concept presented for King Street

How about a green wall to offer a better green balance between the asphalt concrete and steel, this will soften the edges of the general urban environment. A green wall will absorb excess carbon emissions too.

This looks great!

This comment is about the entire project and not just South King Street. It would be good to use directionals in street names. The Council may not fund the CCC Streetcar. the many millions of local capital, the right of way, and the service subsidy could be much better used elsewhere. This project needs two tracks: one with the CCC and one without the CCC. Also, Seattle could estimate the cost of strengthening the area ways. Should the project sounding board consider input from throughout the city and not just Pioneer Square; it is the historical and current transit hub; it attracts visitors from throughout the world; it is shared. Please check in with pedestrian groups, cycling groups, freight, and transit.

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curb bulbs and tabled crosswalks are great here- the road is wide and there is tons of multimodal activity going on. Designating safe zones for pedestrians will help prevent accidents.

Do away with curb bump outs and make King into a boulevard arterial street.

Yesler and King should be the car oriented streets with the north side of king green and pedestrian to tie into what is happening north

I really like the idea of raising the King St/Occidental intersection to create more of a continuous feeling up the hill into the main part of Occidental park. The block between King and Jackson seems like it has so much potential for improvement and more use but it's pretty much dead space on the south end of the block

Like the concept

I'm very supportive of the tabled crosswalks and more trees.

This will look nice to the people and tourists who go to games.

I am concerned too many trees will decrease accessibility.

I think it looks good

Please provide a bike lane.

no mention of safety.

It's fine. Do not build the raised intersection alternative. I don't want speeding drivers running over my toes at the corners of Occidental Ave S.

more greenery would be an improvement as well as the linkage proposed

Keep junkies out

I like the raised crosswalks. The more the better. They are always preferred for ADA access



Share your thoughts on the concept presented for King Street

My main concern on King is pedestrian safety. Many people use Main Street as a thoroughfare and do not see pedestrians in the crosswalks between Occidental and Second. In addition, drivers at the four-way stop sign at Second and King regularly drive through the crosswalks while pedestrians are in them (I don't have to tell you this, but it is illegal to do so). Because of the Amtrak station on one side and access to the ferry on the other, King is a busy street with many ride share cars and drivers new to the area. Anything that increases pedestrian safety would be welcome. Raised pedestrian crosswalks would help mitigate against drivers going 30mph down King and also help with pedestrian visibility. I also wonder if maximizing the loading areas and minimizing (or eliminating) long term parking would help with the dangerous ride share traffic (see below). I realize this is likely outside your purview, but it would be nice to have a designated area for ride-share pick-up. In addition to Uber, Lyft and so on, this area has corporate shuttles from Amazon, Microsoft, Swedish, Starbucks, and others. Designating a single area (say the block between Second and the Amtrak station) as a zone for passenger pickup might help things. Nearly everyone double parks (the Swedish Shuttle stops where the free downtown shuttle stops on Second, so often one or both stick out into traffic); and I've seen Uber drivers park by the curb bump between First and Alaskan, simply blocking the entire line while waiting for their passenger. On game days, traffic enforcement does a decent job, under the circumstances, and are generally good about pedestrian right-of-way. But I don't think the City realizes how much ride-share traffic occurs in this area on a daily basis (or exactly how many corporate shuttles operate here. Maybe all the parking along King should be load/unload only. That might help.

Raised table again slows down traffic - important on event days.

Raised interesections would be great! See above.

Sorry - no thoughts on this one - good job!

Accomodate freight/truck traffic w/o sacrificing ped and bike safety. Curb bulbs at crossings where able.

Change street signage from green/white (standard) to historical design to differentiate the neighborhood and theme it!

Seems basically like a generic upgrading of the sidewalks to current city guidelines.

-better connection to stadiums -curbless great! -more trees on both sides

Safety is not included. This is a MAJOR concern for my myself, friends, co-workers, and family. This is the PRIMARY reason we do not spend more time in Pioneer Square and WILL NOT be here once it is dark. I how many businesses lose significant revenue during the winter months due to decreased patronage?

The raised pavement adjacent to Occidental park is a good concept to improve pedestrian access and safety. Generally, the project talks about connecting land and water, but there is no mention of stormwater infrastructure investments in the project description. The waterfront is installing many Stormwater BMPs, these side streets should receive the same treatment - it is a lost opportunity if we are creating greenspace and not making it multi-benefit (Green Space + Utility [stormwater BMPs]). If partnering with private property owners, installation of Stormwater BMPs may also be able to address structural concerns around area ways.



Share your thoughts on the concept presented for King Street

I like the idea of adding significant additional street trees and in-ground planting to the various concepts. Unfortunately as a region we missed an opportunity to have a full linear park where the viaduct now stands, but in a region like the Pacific Northwest that values trees, we need to have more greenery downtown and on and near the waterfront. This opportunity cannot be passed up.

No comment, I do use King Street daily and it is the current best with the recent improvements between King and Alaskan

Concept is fine. My only comment is the same as my comment for Yesler. A countdown crossing signal for pedestrians is really needed at 1st & King. Currently, a pedestrian has NO idea how much time he/she has to cross the street, based on the traffic signal alone.

I think the plan is reasonable, but I think it should take into account the increased traffic on 1st Avenue southbound during afternoon commute hours due to the new tunnel. This may be a temporary issue until Alaskan Way is restored, but there can be long waits to turn left (south) onto 1st from King, particularly when there are pedestrians in the intersection. It may make sense to eliminate that left turn and shift southbound traffic to Occidental and Alaskan Way. This might help simplify traffic and improve pedestrian safety- but in any case, the curb bulbs will be a big help.

It could use more trees on both side of the street, and linking to Occidental would be nice - and perhaps more visible ways than a raised street is needed (trees, plaza features, etc).

Boats, really? why not just let them drive in from the west? you are accommodating an annual event that benefits high income buyers ? here... please improve the areas around a tree well. don't use permeable pavement. it will lose effectiveness quickly. new concrete will lighten up the area!

Yes to more trees and a raised intersection at Occidental!

extremely hard to see the visuals - is there a way to increase the size of the maps?

support

I do not frequent this area, so no comments here. Thank you VERY much for the opportunity to share thoughts with you. I realize that I've vented some frustrations, but I think it's important context for you to consider as you plan this project. You have an exhausted and overwhelmed community of business owners, employees, residents, and commuters to respect. We would greatly appreciate this project being divided into phases so that only one street is being renovated at a time. That said, I do believe that these efforts will ultimately result in a much more beautiful and accessible area. Thanks for listening.

I'm highly in favor of the tabled pedestrian crossing option at King and Occidental. There are a lot of pedestrians at this intersection throughout the day (I use it everyday), and I think this is an effective way to highlight the pedestrian path and slow traffic.

I support a pedestrian linkage to Occidental Park.

Currently, the left turn from King St. onto 1st Ave is almost undoable during rush hour in the evening. Maybe this will improve once the viaduct is down but maybe not given that 1st Ave is access to 99 in this area. So making curb bulbs and taking it down to a single lane will be unworkable! You need to fix this traffic nightmare before you eliminate any lanes on King St.



Share your thoughts on the concept presented for King Street

Promoting the transit tunnel connection at the south end of Pioneer Square is important. This can be accomplished with signage and minor pedestrian improvements. Improve the safety for pedestrians from the over track crossing south of King Street Station to King Street and to the walkway between the station and King Street Center. Why was the crosswalk on King Street eliminated? The route is there and continues to be used - eliminating it only creates a safety issue it doesn't prevent the use of this route. The pedestrian linkage at Occidental is another important need. Thanks for recognizing this.

Places and cities for PEOPLE first - not cars! This is downtown, who cares if someone can drive here? Can they walk around here? Can they safely bike here? Then you will get more PEOPLE here, which is what your greedy business owners want: more customers! Not more cars! More Life - not MORE FOSSIL FUEL DEATH MACHINES!

Is pedestrian and bike crossing to west side of Alaskan Way/Promenade (and Pier 48) out of scope? If so that seems unfortunate, this is 4 blocks south of Yesler Way, with as best I can tell, no intervening access.

It's a dead stet anyway. How much will the housing levy be at the end of the project?



APPENDIX D: Emails

In April 2019, the Waterfront Seattle Program inbox received 2 emails about the Pioneer Square East West Pedestrian Improvements project.

Email text

I am Interested in improvements for pedestrians on portions of main, Washington king and Yesler between second and Alaskan Way. How about a bus stop on first avenue?

WE NEED A BUS STOP IN PIONEER SQUARE.

I just visited your online site and have questions about access to and from the ferry under your proposed scenarios. I recently retired to the PNW, on Bainbridge Island, and travel to and within Seattle primarily recreationally. I would like to more easily get to SeaTac (with luggage!) and the UW/Wallingford areas via transit. In your 2025 scenario—

1. Where are the pedestrian and vehicle accesses at Alaskan Way to the WSDOT ferries?
2. How will pedestrians most easily access transit hubs in the study area from Colman Dock?

I am very excited about the planned improvements. I would like to increase my “walk on” travel to Seattle and these new pedestrian/traffic improvements will make a big difference. Incidentally, I am a retired transportation engineer and realize what a big job this is, with limited funds. Your ideas are awesome—Good luck!