



PIONEER SQUARE EAST WEST PEDESTRIAN IMPROVEMENTS

Concept Design Feedback Summary

Summer 2019





Pioneer Square East West Pedestrian Improvements Concept Design Feedback Summary

EXECUTIVE SUMMARY

In July 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 share the proposed concept design for the Pioneer Square East West Pedestrian Improvements project with the public.

Attendance and feedback:

- More than **170 people attended the public open house** on July 30, 2019 at AXIS Pioneer Square
- **1,358 unique users** visited the online open house between July 30 and August 23, 2019
- Attendees at the open house and visitors to the online open house submitted **119 comment forms and 81 notes** on the concept design roll plot

Key feedback themes included:

- Support for overall project goals to **improve east-west pedestrian connections** in the heart of Pioneer Square, including improving walking paths and crossings and creating safe places to sit and relax
- Encouragement to **prioritize pedestrians** in the design, with many advocating for the future of Pioneer Square to include fewer vehicles
- Desire to ensure that **accessibility** is at the forefront of design and implementation of this project, including considering the needs of people who are blind or low-vision, people using wheelchairs, people using canes, and more
- Concerns about **traffic congestion** and the impact it has on the livability, access, and economy of Pioneer Square
- Charge to address **safety for all** through improving lighting, sidewalks and crossings, bike access, and more
- Focus on the safety of **people who bike** through Pioneer Square
- Mixed views about **parking**, with a greater representation of views that short-term parking should be limited, lessened, or converted to loading zones



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 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 Ave and Alaskan Way. Waterfront Seattle hosted a preliminary kick-off open house in April 2019 to introduce the Pioneer Square East West Pedestrian Improvements project to the public and collect early input on community priorities for the area.

On Tuesday, July 30, 2019, the Office of the Waterfront and Civic Projects and the Alliance for Pioneer Square co-hosted a second public open house attended by more than 170 people to share a proposed concept design. The open house was held at the AXIS Pioneer Square from 5 - 7 PM. Here, attendees could view display boards and roll plot maps that showed challenges and opportunities in the area. 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. Interpreted materials were available, as well as assistance for low-vision attendees.

Following the in-person open house, an online version of the open house with the same content was available from July 30 – August 23, 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 2,679 visitors.

Feedback mechanisms

In total, 210 comments were shared during the feedback period from July 30 to August 23, 2019.

At the open house on July 30, 2019, attendees shared:

- 81 comments on the roll plots available at the open house
- 2 comment forms

After the open house, between July 30 and August 23, 2019, members of the public submitted:

- 117 online surveys on the online open house (online survey questions matched the comment form questions)

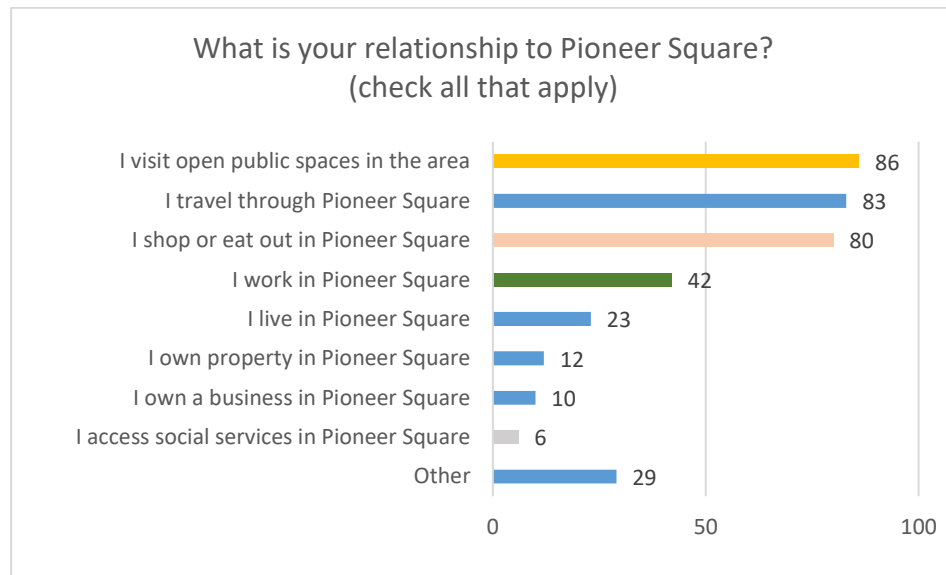


RESPONDENT DEMOGRAPHICS

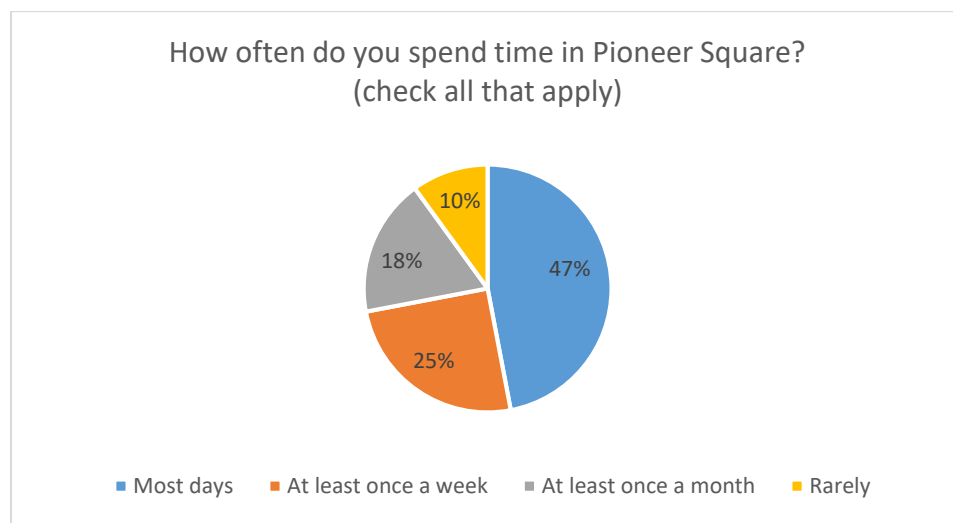
Relationship to Pioneer Square

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.

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



- 114 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 survey respondents using the following methods:

- 107 attendees to the online open house provided zip codes of where they live and work
- 19 attendees to the open house filled out information of at least one of the relevant zip codes on the sign in sheet

Providing zip code information was optional. 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.

Seattle zip codes

Zip Code	Sign-in sheets	Surveys		Neighborhoods
	Home and work	Home	Work	
98104	30	25	46	Downtown, Pioneer Square, Chinatown/International District, First Hill
98101	8	5	14	Downtown
98118	1	7	3	Columbia City, Seward Park, Rainier Valley
98117	1	2	0	Ballard, Crown Hill
98122	6	6	2	Central District, Madrona
98121	2	6	7	Bellevue, Downtown
98107	0	1	0	Ballard
98119	3	2	2	Queen Anne, Interbay
98102	1	3	0	Capitol Hill, Eastlake
98146	1	2	0	West Seattle, White Center, Burien
98115	0	4	0	Wedgwood, Ravenna, Sand Point
98144	0	2	0	Mount Baker
Other	21	42	33	Other neighborhoods in Seattle



KEY FEEDBACK THEMES

All comments collected at the open house and the online open house survey 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.

Pedestrian priority

Respondents showed strong preference for improvements that prioritize pedestrians in Pioneer Square. While many were happy with the curbless treatments and increased pedestrian space on Main and Washington streets, even more people encouraged the project to look further at fully pedestrianizing streets that have low traffic volumes.

Representative comments:

- *“Generally like the emphasis on pedestrian/people spaces. Like the idea of curbless streets. Hope that ongoing activation and programmatic elements will also be considered.”*
- *“Could cars be banned from Main and/or Washington streets? Instead of two narrow one-way streets, what about one two-way street and then one street just closed to cars. I like that both streets are narrower but it seems like there is a greater opportunity if you simply flex one of the spaces to be without cars and then keep the other to accommodate the stated low volumes.”*
- *“I like the improvements! Very well done, should create a pedestrian-oriented ZONE roughly centered at Occidental Square. I support.”*
- *“It's ridiculous none of the East-West corridors will be fully pedestrianized. Despite the major improvements to the pedestrian realm, how can it be not a single very low traffic street, in the oldest, perhaps most walkable neighborhood will not have the full exclusion of private vehicles? Ideally, both S Main St. and S. Washington would exclude all vehicles outside of limited periods of allowances for deliveries.”*

Accessible paths of travel

Respondents recognized that existing sidewalk cross-slopes and high curbs in Pioneer Square create challenges for many, including for people who are blind or low-vision, people who use canes, people using strollers, people in wheelchairs, and other pedestrians. Overall, respondents supported curbless streets and raised intersections while sharing feedback on how to ensure they are accessible.

Representative comments:

- *“I very much like the accessible features - wheeled items and people will be able to move across the streets easily, and it's great for strollers, wheelchairs, and bikes, as well as the elderly with canes.”*
- *“Main and Washington streets need curbs for people who are blind or low-vision - need a solid barrier instead of just bollards, since canes can miss bollards. Bumps/truncated domes are also not great - when they are wet they are slippery. If using them, they need to be far enough from the roadway for people to detect with canes. One idea that could work is if there is a different*



paving material in the roadway - using blacktop instead of concrete. Canes might be able to pick up the differences in texture if blacktop is used."

- *"As a wheelchair user, I like what you've done with curb cuts to open up access."
"This entire effort is fabulous. I don't see specifics on many of the presently sloped east-west sidewalks... They can be quite difficult to manage for older folks, especially in wheelchairs or walkers. What is the plan for those stretches of sidewalk?"*

Pedestrian safety

Respondents offered suggestions on how to improve safety for pedestrians, including audio pedestrian signals for people who are blind or low-vision at crosswalks, increased pedestrian lighting and signage.

Representative comments:

- *"Accessible pedestrian signals need to talk to let people who are blind know when it's safe to cross - they cannot just beep. I almost got killed at 2nd Ave Extension because of this. They need to say, 'safe to walk' and have to be loud enough for people to hear."*
- *"Be sure to include pedestrian oriented street lighting (below the tree canopy) so that the area remains vibrant and safe during the dark evening hours, particularly from November through April."*
- *"I'd highly recommend full stop signs at the pedestrian intersections at King and Occidental. I frequently see drivers ignoring the yield signs while pedestrians are in the crosswalk."*
- *"Please mind the safety/sight lines of crosswalks."*

Bike access and safety

Respondents expressed concerns about lack of bike infrastructure, noting that they would prefer dedicated bike lanes to bikes mixing with traffic, especially on Yesler Way.

Representative comments:

- *"I wonder about dedicated spaces for bikes. Right now we weave between pedestrians and vehicles and I know of at least three people who have been seriously injured on the trolley car tracks, leading to surgery in all cases. So I am concerned about the lack of bike facilities and safety - biking is a critical part of sustainable transportation."*
- *"The Yesler way images do not present a picture of a safe bike connection where I will want to take my children. As such, I will probably stay on the waterfront and we would not venture into Pioneer Square to shop and eat."*
- *"Proposed images show a bike connection, but no bike lanes (protected or unprotected) on the segment between Occidental and Alaskan Way. Please don't neglect this final, critical section of bike infrastructure, connecting the actual waterfront with the rest of the city via Yesler and the 2nd Ave cycle track."*



Landscaping and greenery

Comments around landscaping focused on positive environmental and traffic-calming impacts of green spaces on the area, and the city.

Representative comments:

- *“The traffic-calming elements, reduced crossing distances for pedestrians, and dramatic increase in trees and other green vegetation are all great! I would love to see any opportunity to include stormwater management in the green spaces (biofiltration, rain garden, stormwater planters) capitalized on. It need not impede any of the other uses, but any place that there is an opportunity to use green spaces to also capture, slow, and filter runoff from the roadways, especially so close to the waterfront, would be a huge uplift for bringing natural hydrology to the pioneer square watershed and the marine life of Puget sound.”*
- *“Love the design. Simple improvements in sidewalks and paving (which are often buckled or sunk), along with more lush vegetation, will really got a long way. It should be planted densely enough to feel like a jungle!”*
- *“The concepts look beautiful! I'm really excited about the additional greenery and improvements for pedestrians, especially for safety. I love that the connection to the water is being restored with more greenery and a beach.”*

Parking/loading

Respondents shared mixed views on parking and loading; some people felt that more parking and loading was needed to bring customers and deliveries to businesses and transportation hubs, while many more people felt that existing parking in Pioneer Square should be further limited to make space for pedestrian and bike improvements or for loading spaces for rideshare.

Representative comments:

- *“More parking and loading zones would be better. There are currently insufficient loading areas for deliveries to local businesses.”*
- *“I love the curbless street, especially at Occidental Park. Would like to see less parking and more space for pedestrians since most of the users of the space are on foot.”*
- *“Colman Dock is a transportation hub. Your schematics show trees where taxis need to park, to load or offload passengers.”*
- *“I approve of the proposed concepts with exception of parking and deliveries. Parking should be severely limited (disabled only).”*
- *“Strongly support making these streets more pedestrian and bicycle friendly and removing car parking on these streets.”*



Traffic and congestion

Concerns from respondents about traffic flow and congestion were present in many comments, citing population increase and changing traffic patterns in the city as factors.

Representative comments:

- *"I'm very concerned about traffic in the neighborhood. Have you done a study? Routing access to the ferries down Jackson and putting a large office building upon the corner of Jackson and Alaska Way will not result in a pedestrian friendly neighborhood."*
- *"As a former landscape architecture student, I support the ideals and design elements conceptualized in the renderings. The realist in me though remembers the city's own commissioned report regarding predicted traffic patterns (Dutch architecture firm report to the city). Based upon predicted traffic pattern changes, including demolition of the viaduct and SR-99 Tunnel toll avoidance, the pedestrian level experience is predicted to be the same or worse from Alaskan Way to 3 Ave. Since the time of that report, the population has increased dramatically, the homeless population has increased dramatically, and commutes into the city have increased. Those are issues that good traffic engineering, landscape design, and urban planning are going to have difficulty mitigating."*
- *"This street will continue to have more pedestrians as light rail ridership increases. The area can feel congested especially during sporting events. The intersection at Yesler and James gets really backed up with vehicles given the number of tourist groups crossing the street."*



NOTIFICATIONS

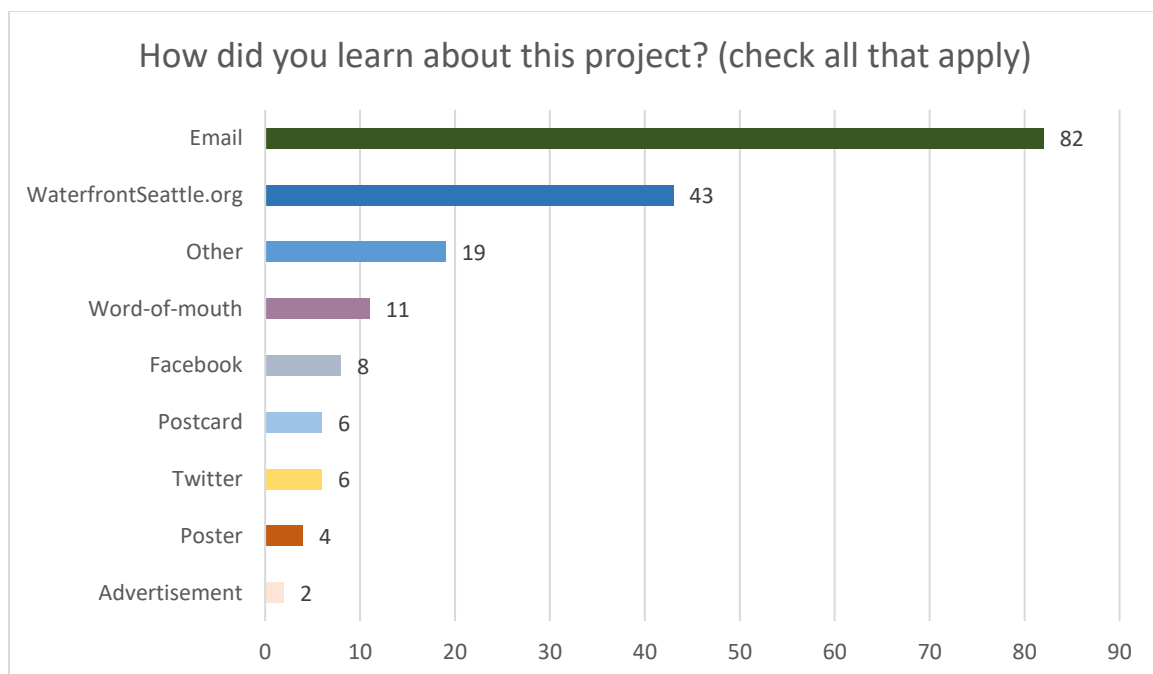
Notification methods

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 and Vietnamese
- **E-newsletter sent to subscribers** of the Waterfront Seattle email list
- **Social media posts**, including paid social media advertising on Facebook, Instagram and Twitter
- **Print and online display ads in local media publications**, including English-language ads in Northwest Asian Weekly, Seattle Globalist, Runta News, International Examiner, The Stranger, and The Daily Journal of Commerce, 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

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



APPENDICES

[Appendix A: Sticky note comments](#)

[Appendix B: Survey responses](#)





APPENDIX A: Sticky note comments

At the public open house, attendees could view three roll plot maps that showed the concept designs for Yesler Way, Washington and Main streets, and King St. Attendees could then comment via the use of sticky notes and place them at specific locations.

Yesler Way

Sticky note location	Sticky note text
Overall Yesler Way	CCC Streetcar is also unfunded!
	Rows of Cherry blossoms!
	Straighten crosswalk from tip of ????
	Will there be more police patrols?
At Alaskan Way	Too many bump outs – try some discipline!
	More bump outs can improve pedestrian safety
	How do we prevent camping in these new spaces?
	How to encourage peds to use design of crosswalk?
Between Alaskan Way and Western Ave	Street / sidewalk lighting???
	Pay attention to where hotel load/unload is – western? Alaskan way? Will be critical to corner
	arrow to street Is this parking? Seems dangerous
Between Western Ave and Post Ave/Firehouse Alley	All-way stop preferable for people with low vision
	Bike Park Corrals – especially on path to stadii
	No Planter strip at the travelers – they are future dog poop spots!
	Curb extension in front of travelers OK but make it as a clean sidewalk extension – no shrubbies please!
	Please add bike lanes or bike right of ways – connect between western and james (+1)
	Planters and some improvements on south side plz
	This is where I was attacked in 2018
	I like the scored concrete for streets
	How wide are the general purpose lanes? Wide lanes = speeding.
	This area is very dangerous. How will you make it safer?
	Make post alley “notable” (the intersection w/ yesler) (+1)



Between Post Ave/Firehouse Alley and 1st Ave S	Protect every planting area with low wrought iron fencing... and maintain
	Sidewalk grade <u>fix</u>
	Will this sidewalk be leveled and fixed for ADA? (between 1 st / yesler and waterfront) 😊
	Cross slope is steep on sidewalk. Integrate step/slope similar to post alley improvements.
	Need curb ramps that are directional – pointing east/ west or north/south – that's necessary for people with low vision.
	Add raised planters btw. Hotel and 1 st ave.
	Add crosswalk signals to 1 st / yesler intersection a possibility?
	I was <u>almost</u> hit by a car here (Yesler and 1 st NE corner) How about a curb bulb or two? (+1)
	Bravo for seeing the future western is <u>not</u> about cars. Take public transit.
Between 1st Ave S and Occidental Ave S	Curb too steep
	Improve ped experience new garage

Washington and Main streets

Sticky note location	Sticky note text
S Main St between Occidental Ave and 1st Ave S	No planter @ Globe building maintenance headache—dog poop!
	Not a dog owner but will there be a dog park there for those who do?
On Alaskan Way	Love the widened sidewalks and narrowed streets! Also love all the curbless features!
	Include sidewalks
	Maintain and wash – consistently and constantly! (+1)
	Street seating please- typically for all streets. Seat or lean against
	Benches very so after
	Please go east on your planted strips and bump- future doggie poop parts!
S Washington St between Alaskan Way & Firehouse Alley	Protect every existing and new planting area with low wrought iron fencing
	More bollards please.



S Main St between Firehouse Alley and 1st Ave S	Could there be a “ghost” of the streetcar tracks?
St Washington St between Firehouse Alley and 1st Ave S	Why are we not pedestrianizing this like Occidental?
S Main Street between 1st Ave S and Occidental Ave S	Bike parking (private and shared) designated
S Washington St between Occidental Ave S and 2nd Ave S	Will the fence around this restaurant be gone?
S Washington St between 1st Ave S and Occidental Ave S	Will this be one-way?
	Can this be leveled for café spot?
	This is a natural crossing spot
	Add bike Carrols
	Big curbs bulbs- Yay!
	Extend brick street all the way to Sinking Ship garage
S Main St between 2nd and 3rd avenues	3 rd and main – Americas most horrible bus stop!!

King Street

Sticky note location	Sticky note text
Overall S King St	Bikeways and green paint help at intersections
	How does Jackson fit it? Why no improvement on Jackson? +1: More connections farther south?
On Alaskan Way	No cruise ship terminal!
	How do you safely get to the bike/pedestrian trail on the waterfront?
Between Alaskan Way and 1st Ave S	Build rain gardens?
	More bike lanes and/or bike right-of-ways



Sticky note location	Sticky note text
	I can't help but notice that there are no improvements on the south side of King Street. We would appreciate some degree of sidewalk improvements. +2: -Agree! -Where's the improvements on the south side of king? More trees, bushes etc.
	Add center island to make it safer for pedestrians to cross
	Can we remove this (arrow pointing to Cowgirls)
Between 1st Ave S and Occidental Ave S	Sidewalk right of way improvements for GSI on south side of First
	Need square intersections and ramps both east and west for people with low vision
	Would appreciate modeling of truck turning radius from South King Street to First Avenue South to ensure trucks exiting stadium can make the turn with curb bulbs
	<u>Every</u> planting area needs to be protected with low wrought iron fencing and maintained aggressively +1: Especially to prevent dogs from pooping in the planting beds
	Concern that this new curb bulb will impede SPD's ability to use the parking lane to egress traffic from Century Link Field
	Tree pits are dangerous for people with low vision, better to have rubber (like Belltown)
	Need much more plan materials! +2: -Yes! -Agreed! Climate change demands more planting!
	Is there a four-way stop anywhere here?
Between Occidental Ave S and 2nd Ave S	Raised x-walks to slow down the crazy racecar drivers?!
	Constant trash cleanup and street/sidewalk washing
	Continuous hardscape park? Flow from one to another
	Sidewalk replacement needed here to occidental to second (arrows pointing to King County Print Shop and King Street Bar & Oven)
	Art and park engagement? +1: Art x 2. Historic and cultural representation through <u>vibrant</u> street art



APPENDIX B: 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 recorded below.

Question 1: Yesler Way

Share your thoughts on concepts for Yesler Way
Again, feels rather wide. Square this up!
Completing a dedicated bicycle facility is key on this corridor.
Could work if parking, double parking (delivery trucks) were limited to assure smooth flow of traffic through major Pioneer Square intersections.
Do it
fine! maybe we need a new parking garage down there since we will lose some street parking
Fine.Fin
good idea on choosing the north side to focus pedestrian improvements. This will continue to be a high traffic vehicular street with the car ferries unloading traffic into downtown via Yesler and Alaska Way. I support.
great
Great to see the east/west improvement conceptsâ€”anything we can do to connect the Pioneer Square core business areas with the waterfront makes sense and will encourage others to open businesses there and spend time in the area. Yesler Way improvements look promisingâ€”are there interesting opportunities to improve the alley where Post Ave meets Yesler? Even more promising than Nord Alley, there could be interesting public spaces (ones that spur new economic development) from Yesler to King St.
Hopefully the new sidewalks in the area will have less slant - making them more pedestrian-friendly.
How are there not protected bicycle facilities on Yesler Way, yet on-street parking/ load zones are being provided on both sides of the street? Again the proposal overestimates the importance of easy vehicle access and deliveries to the detriment of the neighborhood. There should be protected cycle lanes on both sides of the street at a minimum.
I am concerned with the \$8M out of the total \$20M spent so far for architectural expenses. This seems quite excessive to me. Also the future status of Post Ave is unclear. Post Ave needs something done because it is presently very dilapidated. It has not been properly maintained up to now. It is suggested by the artist's conception that Post Ave will become a primarily pedestrian walkway. I would like to see this clarified.
i am interested in developing of a beach at the end of Yesler way and and its time frame.
I am so pleased to see a more accessible curve than the current really high hazardous one. Additional bike infrastructure and planting areas are also really nice, but I think the planters should have curbs or barriers to keep them from getting backed into by delivery trucks and bad parkers... :)
I do not own a business on this street and so do not have any opinions.
I don't see any real consideration given to people biking through the area - how does this work and how does this connect to the other bicycle facilities in the city? How does this contribute to the overall bicycle network?



Share your thoughts on concepts for Yesler Way

I love the re-prioritization of the public streets to a pedestrian and bike friendly environment!

I this is a good plan. Busy street.

I would like to request that traffic signals be made a lot more prominent, and probably need to be hanging above the road. There are at least 2-3 times a month when I am almost hit by drivers who don't seem to be aware that there are any traffic light at all at the intersection of Yesler and 1st Avenue. They just drive right through red lights at full speed. I feel like that intersection is one of the worst and most dangerous that I have to cross. If there's some way to add speed bumps or force drivers to slow down as they're coming down the hill of Yesler that would be great too. Also why are there no crosswalk signals at Yesler and 1st Avenue? Also some of the other intersections in Pioneer Square are missing crosswalk signals as well.

I would like to see better bike infrastructure, such as a dedicated bike lane or supporting infrastructure.

I would like to see more improvements to the southern sidewalk on Yesler between 1st and Western. That sidewalk is off-camber, sloping steeply towards the street, and lacks any landscape buffer between pedestrians and vehicle traffic. The small businesses would benefit greatly from more improvements to the south side of the street.

In my experience, there is never very much traffic on Yesler between 2nd and Alaska way. Maybe that will change without the viaduct, but I doubt it. The sidewalks are narrow, and there is no green. The proposed redesign doesn't really seem to address either of these issues. Additionally, none of this design provides a clear link for bicycles to get from the waterfront trail through pioneer square to anywhere else east of there. Yesler should have a protected bike lane on it that connects from the waterfront trail to the PBL already on 2nd Ave and a connection to facilities further east (i.e. a safe connection to facilities on King St and Dearborn, so linking to 2nd and then to Main St going east). For a \$20 million project to not have the money for 2 blocks of a protected bike lane to connect the waterfront to the city for people biking is absurd. The changes to Yesler are underwhelming in this proposal. The sidewalks need to be wider. The street needs more trees, and it NEEDS and protected bike connection between the waterfront and at least 2nd Ave. If parking was removed from even one side of the street in this corridor, these things could easily be accommodated while keeping the street 2-way and if most parking was removed from both sides, even more could be done. It would also be really great is the street was curbless like what is planned on Washington and Main (if the renderings show it accurately).

It appears all eastbound traffic exiting to Yesler from the Coleman Ferry Terminal will be funneled into a single lane. Is this viable given peak summer offloads?

It would be nice if this area looked better. Better sidewalks, more outdoor seating.

Less inspired than Main/Washington but it's appropriate to emphasize Main/Washington given ferry access needs via Yesler. Would like to see more to better emphasize light rail station access and entryway into design, including restoration of fountain and including transparency and ways to keep it from turning into bath tub for homeless (not sure that could actually be worse than what's there now, though). Protected bike lane connection between Occidental and Yesler should be included in overall Waterfront scope.

Looking forward to seeing the change proposed. Beautiful!



Share your thoughts on concepts for Yesler Way

Looks good, but it seems really minimal in terms of improvements. I would like to see more similar to the other streets.

Looks good.

Looks good. Thanks for limiting pedestrian crossing to only one side of the intersection. It helps vehicles that are turning.

Looks great

Looks great!

make it happen!

Make the bike lane on Yesler extend the whole length of street. People on bicycles DO NOT mix with vehicles if they have children with them. There's a two way bike lane at each end of the street but nothing in the middle, just WHAT do you expect people to do in that space between where the bike lane goes away? Getting from the waterfront to 2nd Ave / the rest of the downtown bike network is critical, and this street breaks that potential link. This is a self inflicted failure.

MORE EFFECTIVE IF YOU JUST BUILD ROADBLOCKS!!!

My concern is ferry traffic, how it's routed, and effect on the neighborhood. Passenger only ferries are increasing in number, and an increasing number of pedestrians needs to be planned for..

Nothing is done to address improvements to crosswalks and sidewalks at the Yesler/James intersection - it's currently unpleasant and unsafe. Incomplete bike lane is useless. Pedestrian safety is a concern at 1st & Yesler.

Please do not 'sterilize' Pioneer Square!! The "rough around the edges" is what makes it what it is, which is unique and keeps it authentic. The diversity I see every time I go there (at least 3x week) is what makes it different from SLU, Ballard and Fremont and other neighborhoods which I no longer recognize.

Prioritize pedestrian and transit activity over cars and commercial traffic.

Proposed images show a bike connection, but no bike lanes (protected or unprotected) on the segment between Occidental and Alaskan Way. Please don't neglect this final, critical section of bike infrastructure, connecting the actual waterfront with the rest of the city via Yesler and the 2nd Ave cycle track.

Rarely walk here because it's so creepy and sidewalks are a mess. Any improvement would be great same

same as above

Same as above

same as above

Same as above.

same as above: great improvements to pedestrian safety and aesthetics. Any way that the tree boxes can include some stormwater management would make a big difference for fish and the people and whales that eat them. Filterra boxes are one option, expensive but highly effective:

<https://www.conteches.com/stormwater-management/biofiltration-bioretenion/filterra>, but many other companies have designed similar things, and there may be a non-proprietary option too.

see above



Share your thoughts on concepts for Yesler Way

See my comments on Main and Washington. And specifically for Yesler Way, anyone can look at the public "fountain" (which has been dry and drained of water for the 17 years I have lived here) and know for certain that Seattle does not and refuses to maintain its public spaces as designed or intended. Shall we pour more money into new public spaces and let them devolve like this? I say no. When the city demonstrates that it can manage the assets it currently owns with the resources it has, the taxpayers may look at new proposals.

Seems fine.

stop prioritizing ferry traffic.

The area around Chief Seattle's bust - needs a major overhaul to honor the man the city is named after! Where is "Chief Seattle Avenue" or "Duwamish Avenue" (he was Duwamish)

The intersection of 1st Avenue, Yesler Way, and James Street needs more clarity. Too many users make risky moves.

The pedestrian paths need to be accessible to people whose have limited mobility. Need more bike lanes and less car traffic

The Yesler way images do not present a picture of a safe bike connection where I will want to take my children. As such, I will probably stay on the waterfront and we would not venture into Pioneer Square to shop and eat. Again, be bold and get away from a car-dominated streetscape. People will come and a move away from cars will be transformative. Pioneer Square has a moment to make incredible people spaces. Seize it.

There are no obvious safety improvements to Yesler from the images. The street looks nicer, but not safer or more human-centric. The proposed design image shows a woman biking without a helmet, but the proposed street design still has car parking and wide travel lanes with no protected bike infrastructure. I wouldn't bike without a helmet there if I were her.

These look good!

This project does not consider the needs of cyclists traveling through Pioneer. We should be taking this opportunity to construct bike lanes (including protected bike lanes) on each of the streets reconstructed for this project. As part of this project, you should extend the Yesler Ave bike lane from 2nd to the waterfront. This is a major bike route for commuters cycling on and off of the ferry downtown. This is a huge missed opportunity, and committing this key infrastructure will make it far more expensive to build this protected bike lane at a later date. Do it now! Also, every side of the intersection at Yesler Way and Alaska Way should have a sidewalk. Make life easier for pedestrians, and don't require them to cross 3 sidewalks to get to the other side. People will jay-walk dangerously if you don't build a cross-walk on all 4 sides of the intersection. You can't stop people from being people. Make it safe to be a pedestrian!

This street will continue to have more pedestrians as light rail ridership increases. The area can feel congested especially during sporting events. The intersection at Yesler and James gets really backed up with vehicles given the number of tourist groups crossing the street. With Columbia becoming a bus street this should become more pedestrian friendly, appreciate the added planting. Wish it could have planting on either side of the road way.

too many cars. where's the bike lane?



Share your thoughts on concepts for Yesler Way

Unclear how the Protected Bike Lane will continue/be connected on Yesler Way - believe SDOT bike team has information (Bike Plan) that should be integrated. Also: would be great to confirm that that green space in the plans can also be leveraged for some water quality utility

Visually difficult to evaluate, but overall probably fine.

Where are the protected bike lanes?

Wider sidewalks, planters and greater pedestrian prioritization are good ideas.

Yesler needs a cycle track that connects fully to the bike network. This needs to be a priority and SDOT needs to work with Pioneer Square and the Waterfront Team to implement this ASAP as part of this project. It doesn't need to be fancy it just needs some paint. I am a ferry commuter and having the cycle track end after 1 block is not a safe route into downtown and Pioneer Square.

Yesler Way seems to be lacking road side rain gardens on both sides of the street. Please maximize green infrastructure opportunities in the design and construction.

Question 2: Washington and Main streets

Share your thoughts on concepts for Main and Washington

I think it's a huge mistake to reduce the lanes on Main and Washington from 2 lanes to 1 lane. Here, you are taking 2 streets that already have 2 lanes with the resulting capacity, and you are purposely reducing capacity? It is completely crazy and unnecessary as the sidewalks are already plenty big enough to handle pedestrian traffic. You purposely removing a lane from each street is completely crazy as you can improve the streets and walkability without losing the lanes. Any reduction in capacity from these streets will only make other streets even more clogged. We should be striving for vehicle efficiency and capacity, and instead you are again purposely taking steps to reduce capacity and make traffic even worse for all vehicles? It is so unnecessary. I believe the efforts for access to the waterfront park can all be achieved while maintaining existing lanes and vehicle (bikes, busses, electric cars) capacity. Why purposely remove vehicle capacity on purpose when we should be trying to maximize vehicle capacity while maintaining walkability. The existing sidewalks can be improved without losing these lanes.

2414 First Avenue 517

505 14th Avenue E. Apt. 101

All good except for addressing homelessness and danger in the evening

All look fine to me.

As a former landscape architecture student, I support the ideals and design elements conceptualized in the renderings. The realist in me though remembers the city's own commissioned report regarding predicted traffic patterns (Dutch architecture firm report to the city). Based upon predicted traffic pattern changes, including demolition of the viaduct and SR-99 Tunnel toll avoidance, the pedestrian level experience is predicted to be the same or worse from Alaskan Way to 3 Ave. Since the time of that report, the population has increased dramatically, the homeless population has increased dramatically, and commutes into the city have increased. Those are issues that good traffic engineering, landscape design, and urban planning are going to have difficulty mitigating.

Be sure to include pedestrian oriented street lighting (below the tree canopy) so that the area remains vibrant and safe during the dark evening hours...particularly from November through April.



Share your thoughts on concepts for Main and Washington

Changes look good. More parking and loading zones would be better. There are currently insufficient loading areas for deliveries to local businesses. Why isn't the abandoned streetcar pavilion (on Main @ Occidental) shown in your photos/renderings? Can it be preserved in place or relocated into Occidental park?

COLMAN DOCK IS A TRANSPORTATION HUB. LOOKS TO ME LIKE YOU ARE CLUELESS, TO THE EXTENT THAT VEHICLE TRAFFIC HAS TO GET THROUGH PIONEER SQUARE TO EITHER DRIVE ON OR DROP PASSENGERS AT THE TERMINAL!!!! YOUR SCHEMATICS SHOW TREES WHERE TAXIS NEED TO PARK, TO LOAD OR OFFLOAD PASSENGERS!!!! GET A CLUE, PLEASE!!!!

Could cars be banned from one or more of these streets? Instead of two narrow one-way streets, what about one two-way street and then one street just closed to cars. I like that both are narrower but it seems like there is a greater opportunity if you simply flex one of the spaces to be without cars and then keep the other to accommodate the stated low volumes. I think if Main was ped/bike-only then there would also be fewer people cutting over from 2nd and elsewhere so generally would calm the traffic in the area. Also may be out of scope but please close off the lane that cuts out from 2nd Ave southbound towards Main St. I routinely walk by there to get to my bus stop and it is very dangerous with cars trying to cut over there, getting in front of buses and going quickly where there are many pedestrians crossing. Make people go down to Washington or Jackson to turn right.

Disappointed that our business, SakÃ© Nomi is not listed on the plan views, though we've been in our 76 S. Washington St. location (next door to Planet Java) since 2007, and Seattle Publishing, which is listed, closed about 3 years ago. Ours is exactly the type of business that would benefit from the type of pedestrian improvements proposed.

Do it

Every one of these streets should have a bike lane. You should also eliminate the angle parking and replace it with bike lanes. These streets are for transporting people, not storing automobiles! As you acknowledge, there is very low traffic volume on these streets, which are already wide than necessary. They should have bike lanes on every block, to connect people East-West between the waterfront trail and the 2nd (and future 4th) Avenue bike lanes. Connecting between these busy bike routes is easiest in Pioneer Square, where the grade is much flatter than trying to climb uphill in the middle of downtown.

From what I can tell it looks like various amounts of paving vs planting. it's too bad there can't be a combination of both i.e. grasscrete/permeable pavement. I would always be in favor of more planting without it just being an isolated planter. I would support any curbside option as well as it seems to provide more flexibility. I would also support the use of as much brick as possible.

Generally like the emphasis on pedestrian/people spaces. Like the idea of curbside streets. Hope that ongoing activation and programmatic elements will also be considered.

Good job at traffic calming. I also appreciate that the green space appears like it is Green Stormwater Infrastructure friendly - would be great to confirm that that green space in the plans can also be leveraged for some water quality utility.

great

Great!

Great, love the raised intersections.



Share your thoughts on concepts for Main and Washington

Horrible. You prioritize parking over public transit or bike access. Put in protected bike lanes, not parking!

I appreciate the removal of the abandoned rail tracks in the roadway, have seen many cyclists get their wheels caught and fall. The rain garden planting strips are helpful for separating pedestrians from vehicles. Allowing more sidewalk for cafes should help attract more foot traffic especially on nice days.

I approve of the proposed concepts with exception of parking and deliveries. Parking should be severely limited (disabled only) and timed length of parking strictly enforced regardless of disabled (plated or hanger) displays.

I don't see any real consideration given to people biking through the area - how does this work and how does this connect to the other bicycle facilities in the city? How does this contribute to the overall bicycle network?

I find these concepts completely impractical for our business. The traffic volumes on Main St may seem like it can be accommodated by a one way street to you, to me this sounds like a nightmare. I regularly need access for my food and alcohol deliveries and drivers already complain about Pioneer Square as being impractical. Also, as a theater, we are constantly moving in sets and construction material and moving out old sets and this requires immediate access to my storefront which I have been fighting for since we moved in. I prefer to use 4th Ave to access my business as it is quicker and avoids the 1st Ave traffic. As it looks like I will always be funneled to 1st Ave and forced to turn right onto Main St in order to access my business I foresee my commute times to triple. To turn Main St into a one way street is great for tourists or people who work in offices and like to stroll around on their lunch break, but it sounds like a disaster for the businesses who operate on these streets. For 4 years I have been dealing with constant construction. And it is not just the traffic issues, it is also the blatant disrespect that the city and the construction companies have for their impact on our day to day affairs as they clog our streets and leave refuse and construction materials strewn about. I assume these words will die in bureaucracy. I have found the city to be deaf to the needs of small businesses. City officials come in with plans and platitudes and disappear when the work starts and hide behind their desks. Often the only way to get the city to respond is to complain loudly. The city of Seattle has lost my trust. As a business owner who has to consider whether or not to renew my lease in 2020 these ideas seriously encourage me to not renew my lease and find a neighborhood with a more realistic outlook on how people work day to day. This seems like a pretty concept drawn by someone who loves the idea of urban design but has never tried to operate a business in a neighborhood like Pioneer Square.



Share your thoughts on concepts for Main and Washington

I have no problem making something beautiful, but as I explained at the open house, our existing public spaces are disgusting and dangerous. Our city cannot manage the public spaces that we already have. I cannot agree that it is wise to add more publicly maintained space when we do not manage the spaces that we have. Until the horrid, dangerous, squalid bus stop at 3rd and Main is made to be fit for human occupation, there should not be one U.S. dollar spent on any other part of Main Street. This stop serves crowds of customers every single morning, and there are many problems. Let's start with the street paving: with heavy bus traffic (multiple buses lined up continuously during rush hour) which has to navigate over huge pot holes filled with putrid water and filth that is splashed upon all the waiting bus passengers (what message does this send to people who go through the trouble to take public transportation? Why can't Jenny Durkin forego just ONE chauffeur-driven ride to work just ONE SINGLE day and experience this joy with us?). Then you have the fights that break out amongst the patrons of the Union Gospel Mission (or those who are not even allowed inside UGM). I have been threatened on multiple occasions. I add more commuting time in winter months when it is dark, by transferring further up 3rd Ave just to avoid being killed, threatened, or splashed with filth from the street there. Then you have all the patrons of UGM (or their rejects) regularly using the one bus shelter as their smoking shelter (woe be unto you who politely ask them not to smoke there, and good luck EVER seeing any kind of enforcement of this). This is the most wretched bus stop in America. Make Jenny Durkin spend just 5 minutes there. I get sick of her "positive spin" on TV every night when the city sinks in this mire in front of everyone else's eyes.

I have walked in the past in this area and found many sidewalks were hard to walk on. The cross slope was way greater than 2 percent. In addition, at the alley crossings, there was a large step down (12 inches) from the sidewalk to cross the alley. So all substandard sidewalks need to be rebuilt. The concepts showed a lot of brick in the sidewalks. I do not like that. Concrete is much smoother and easier to walk on. Make sure all existing underground utilities are coordinated with, so that any utility work is done prior to the construction. It looks real bad to tear up a street just after it has been fixed.

I like it except for the use of 2nd ave south as access street. that street has a wonderful pedestrian scale and needs to have less traffic. use the already lighted and busy 2nd ave extension south as the connecting "access loop"

i like it! more green things! now we just need a grocery store!

I like the additional trees and pedestrian space

I like the bollards....I think those are necessary and needed and maybe should be more frequent. I think they are clean and not that visible. i'm glad you are not sticking big rocks there....I think those could get spray painted and full of gum and stickers, etc.

I like the planters, dividers, and extended sidewalks, but I don't see any bike infrastructure. Bikers are pictured on the street without any kind of supporting pavement markings or dedicated lanes, and this is not a best practice.

I like them! Very well done, should create a pedestrian-oriented ZONE roughly centered at Occidental Square. I support.

I like these plans. The more trees and landscaping the better.



Share your thoughts on concepts for Main and Washington

I like what I see, but am curious as to why Jackson Street seems to have been skipped over for improvements? I understand that possible options are constrained (or possibly made more difficult) by the presence of the streetcar line, but to ignore it completely seems like a missed opportunity. It's presently one of the most unpleasant streets to walk along in Pioneer Square, and yet it is one of the most used. I can't help but think of downtown Portland as an inspiring example of how to mix automobiles, streetcars and pedestrians through thoughtful use of well scaled paving materials, traffic control infrastructure, and landscaping. We can certainly do better than doing nothing at all.

I live on Washington St an hope the improvements go all the way from the waterfront to 4th and 5th. I also work on Main St and would love to see improvements all the way east to Japantown....

I love the curbless street, especially at occidental park. Would like to see less parking and more space for pedestrians since most of the users of the space are on foot.

I love the re-prioritization of the public streets to a pedestrian and bike friendly environment!

I love these proposed improvements. Pioneer Square is a great place to walk and linger, and any opportunity to improve and expand those functions should be explored.

I think all three options are good. Consider using stamped concrete to imitate bricks. Brick pavement creates challenges for people with mobility challenges due to changes as a result of frost heaving and also tends to be more slippery than other pavement options.

I think it is beautiful and much needed. Reconnecting Pioneer Square to the water is an absolute must and while I live on Main Street and will be impacted by the construction and changes, I'm looking forward to the finished product.

I think it is important to have continuous street trees on both sides of Main St between Alaskan Way and 1st Ave.

I think pedestrian over passes should be built on Alaska Way to facilitate the free flow of traffic. This is the secondary road from which traffic flows in city as an alternative to Hwy 99. Please install Overpasses.

I think there are still too many cars and there is too much space for automobiles in these pictures. Make an exceptional place by making it for people, not cars. Think big!

I think they are great, I like the focus on pedestrian space. I wonder about dedicated spaces for bikes. Right now we weave between pedestrians and vehicles and I know of at least three people who have been seriously injured on the trolley car tracks, leading to surgery in all cases. So i am concerned about the lack of bike facilities and safety - biking is a critical part of sustainable transportation

I very much like the accessible features- wheeled items and people will be able to move across the streets easily, great for strollers wheelchairs and bikes, as well as the elderly with canes.

I walk here everyday, to and from work. I like the one way street concept. Need to work on keeping this area safe after dark.

I would like to see street trees on bothe sides of Main Street, between Alaskan Way and First Avenue.



Share your thoughts on concepts for Main and Washington

I'd recommend including ADA accessibility evaluation of the southern sidewalk and stairs in front of the fire department on Main. I'd also recommend clearly visible signage (and strict enforcement) at Main & Occidental prohibiting traffic after 11 a.m. I routinely see this violated, and drivers typically shrug and say they didn't know, or that "everyone else is doing it." Ideally, Occidental between Washington and Jackson should be a protected pedestrian-only zone full time. Recent headline tragedies around the world have involved intentional vehicular assaults on groups of pedestrians in areas not physically restricted from traffic. We should plan to avoid such situations here. Along those same lines, what is meant by "Commercial loading in areas where there are no alleyways" in Occidental Park? Will the old streetcar stop be removed?

I'm very concerned about traffic in the neighborhood. Have you done a study? Routing access to the ferries down Jackson and putting a large office building upon the corner of Jackson and Alaska Way will not result in a pedestrian friendly neighborhood.

It is unclear to me what the 3 concepts are so I am commenting on each of the renderings, which are very cool and helpful for visualizing the proposed designs: Washington & Occidental - this looks great! Washington between 1st & Occidental - this looks like a horrible plan for those small businesses who will lose their customer parking. They should be compensated or bought out because this will probably kill them. Washington between 1st and Alaskan Wy - also looks bad for those businesses. I think reducing this street to 1 - lane is a big mistake. Presently, residents of south and West Seattle are suffering extreme delays in their commute home because of limited lanes and capacity. It is shortsighted to reduce the potential of this connecting street to less than 2 lanes. Consider keeping 1 lane for parking during the day, and sign that lane for no parking - travel lane for the evening commute. Main St between 1st Ave and Alaskan Way - looks okay Main St at Occidental Park - looks nice, but I am shocked that the traffic models for sport game days support that this street design can handle all the traffic with only 1 lane. When it backs up, it's may choke the north-south traffic flow on the streets around it as cars can't turn onto Main during a typical signal cycle on game nites.

it looks like vintage buildings will be replaced with super modern ones . is this the case ?

it still looks like auto-centric city planning, albeit with more trees. - add more crosswalks. - where will there be bike lanes? (the renderings feature people on bikes, but literally none of them are in bike lanes!) scooters would likely appreciate bike lanes too. - what's the plan with the cars? if you're taking out parking (great), there will be lots of pulling over/double parking, mostly by uber drivers/lyfts. make this easy to do, so that they're out of the way of bikes and pedestrians.

It's ridiculous none of the East-West corridors will be fully pedestrianized. Despite the major improvements to the pedestrian realm, how can it be not a single very low traffic street, in the oldest, perhaps most walkable neighborhood will not have the full exclusion of private vehicles? Ideally, both S Main St. and S. Washington would exclude all vehicles outside of limited periods of allowances for deliveries. If cities like Barcelona, Paris, Oslo, and Berlin can eliminate vehicles from entire downtown cores and major thoroughfares, why can't Seattle realize it on a few local access roads? The plan as stands impairs the potential for the area by allowing dangerous, space sucking vehicles on all streets. Local access concerns could easily be addressed with retractable bollards for the outlying cases where vehicle access is unavoidable i.e. critical deliveries, impaired person access, etc.



Share your thoughts on concepts for Main and Washington

I've always said that Pioneer Square would be a real neighborhood when people were out lounging, not loitering, out walking, not wandering. According to these renderings there are going to be sooooo many more happy people out and about in Pioneer Square. Families and dog walkers and people in wheelchairs and kids and bicyclists and just lots of really swell neighbors enjoying this great neighborhood. No more drug dealers or prostitutes or homeless people or vagrants in this vision of the hood. Truly amazing how a few planted pedestrian walkways can totally transform a community.

Like adding more plants. Hopefully the new sidewalks in the area will have less slant - making them more pedestrian-friendly. I don't drive in the area, so pedestrian considerations like a smoother, more level sidewalk and keeping crosswalks where I don't have to wait for a light to change are important.

Like the one way concept for Main and Washington.

Looks good

Looks good. I like how Washington Street will connect naturally to the historic boat landing pergola and beach area. It will make Pioneer Square seem even more historic because you will be more likely to visit the pergola and see historic markers/artworks relating to the history of both native peoples and the settlers in the boat landing area.

looks nice.

Love them. Simple improvements in sidewalks and paving (which are often buckled or sunk), along with more lush vegetation, will really go a long way. It should be planted densely enough to feel like a jungle!

Main St between Occidental and 1st avenues seems like the sight lines are questionable for that sidewalk in the image you presented. Like the truck is blocking view of any pedestrians about to cross on the left side. Generally speaking, please mind the safety/sight lines of crosswalks. Also, both streets seem rather wide at Oxy and 1st.

Maximize road side rain gardens and green infrastructure. Green space is way more important than roads in this neighborhood. We only have one chance to get this right.

Nice design. It looks like the street between Alaska way and Occidental curbless, which would be great. The bollards add an old-world charm. More trees and plants in the area is great. My only comment for change would be, why retain so much parking? In my experience, the parking here is rarely fully utilized, and as more transit (light rail and streetcar) expand in the area, they will be better served. Plus, a future where more people might use AV ridesharing doesn't need parking. If you're spending \$20 million already, don't provide the parking. Provide more flexible drop-off/loading areas or 30 minute parking spaces, but fewer of them. This also goes for the parking and street design east of Occidental... don't do angle in parking... noone likes that. You are only adding that to make up for a few lost spaces in the rest of the area. Just lower the amount of parking available. People will adapt accordingly and businesses will survive without it.

Overall, I'm worried about the forced traffic down Jackson with these two streets turning to one-way. As a wheelchair user, I like what you've done with curb cuts to open up access.



Share your thoughts on concepts for Main and Washington

Pedestrian walkways are certainly welcome. But shrubbery won't replace the drug dealers, vagrants, prostitutes, mission dwellers and the homeless population who are the majority of inhabitants on Pioneer Square streets. I know. I live on S. Washington Street in the Tashiro Kaplan Artist Lofts. Every day we deal with open drug dealing and prostitution in our entryways. Literally every day. And too many shootings. Residents aren't out and about, enjoying the public spaces in Pioneer Square. It's not a family-friendly environment. And, at night particularly, the streets are not safe. Residents are not lounging in our squares. Instead, mostly non-residents are loitering. Residents are not enjoying neighborly walks. Mostly, non-residents are wandering about. How do these improvements to our streets change the 'street population?' I'd like to know.

Please demolish the Benson Streetcar platform and remove the rails. Please restore the surface. Please await the CCC Streetcar waterfront transit access decision outcomes before reducing the streets. They are working well.

Please do not 'sterilize' Pioneer Square!! The "rough around the edges" is what makes it what it is, which is unique and keeps it authentic. The diversity I see every time I go there (at least 3x week) is what makes it different from SLU, Ballard and Fremont and other neighborhoods which I no longer recognize.

Prioritize pedestrian and transit activity over cars and commercial traffic.

Strong connections between Occidental Park and waterfront, and good prioritizing of pedestrian experience.

Strongly support making these streets more pedestrian and bicycle friendly and removing car parking on these streets.

thank you for a well presented web page

The concepts look beautiful! I'm really excited about the additional greenery and improvements for pedestrians, especially for safety. I love that the connection to the water is being restored with more greenery and a beach. I'm so glad the wretched, disgusting viaduct is gone.

The design concept is very nice and beautiful but how the city or gov will keep the new three areas clean and safe, that is the most important. If you can not do then don't do develop, it will cost the budget, waste money. Recently Seattle out of control from homeless and drug people every corner in Downtown Seattle.

The pedestrian paths need to be accessible to people whose have limited mobility. Need more bike lanes and less car traffic

the traffic calming elements, reduced crossing distances for pedestrians, and dramatic increase in trees and other green vegetation are all great! I would love to see any opportunity to include stormwater management in the green spaces (biofiltration, rain garden, stormwater planters) capitalized on. It need not impede any of the other uses, but any place that there is an opportunity to use green spaces to also capture, slow, and filter runoff from the roadways, especially so close to the waterfront, would be a huge uplift for bringing natural hydrology to the pioneer square watershed and the marine life of puget sound.

This entire effort is fabulous. I don't see specifics on many of the presently sloped east-west sidewalks... They can be quite difficult to manage for older folks, especially in wheelchairs or walkers. What is the plan for those stretches of sidewalk?

This is my favorite route to get to Uwajimayas and it will be great to have safer and wider sidewalks



Share your thoughts on concepts for Main and Washington

Too many cars in the charts. Is this Seattle's version of a vision? Let people drive around in the heart of the city in private vehicles?

Visually difficult to evaluate, but overall probably fine.

We need more street driving and parking! Taking away this and turning into Belltown is the worst idea for traffic. There are too many events and with the new dock the traffic will be worse. Trying to get a rideshare is already hard.

Would like to see either Main or Washington Street closed to vehicles entirely, and have the other street be 2-way.

Wow!!! Thank you so much for putting such thought and resources into this part of town. I think these plans will go a long way in revitalizing the area and making it possible for small businesses in the area to survive and feel safe, and be such a great thing for the entire community. Hopefully this will also lead to improvement of the safety of bus stops in the area, as another issue is difficulty in actually getting to Pioneer Square with limited parking. Please consider extending these improvements down Main Street to 2nd Ave. There are multiple small businesses on Main between 1st and 2nd, and by extending it to 2nd it will also make the improvements visible from a busy main road. The sidewalks on Main there are also difficult to access and in need of repair, and the community would greatly benefit if the full stretch is improved. :) Thank you!!!

Question 3: King Street

Share your thoughts on concepts for King Street

Again, how are there now protected bicycle facilities, yet dedicated turn lanes and on-street parking are continuing to be provided? It is mind-boggling that there will not be protected East-West Connections to King Street Station in a neighborhood whose build form predates the automobile.

Agree.

As with Yesler, there are no obvious improvements to safety on this street. We have committed to Vision Zero and to dramatically reduce our greenhouse gas emissions, but this street design doesn't seem to reflect that. Despite the attractive landscaping, the proposed design is still car-centric, provides parking for cars, and compromises the safety of people walking and biking to prioritize the convenience of people driving. At an absolute minimum, stop providing car parking and prioritize the street for people, more similar to the designs for Main and Washington Streets.

Do it

Doesn't seem like much change to me.

fine! the more green and the more big trees the better.

Fine.

great

Great!

Great, love the raised intersections.



Share your thoughts on concepts for King Street

Here is my only real suggestions. The eastern most block of your project (between Occidental and 2nd) seems not to fit with the rest. I don't see the need for two lanes nor a left turn pocket between 2nd and Occidental westbound. I would like to see the north side of this block receive the same pedestrian improvements as the north side of the blocks of King just west of Occidental. This will support a complete and robust ped connection between King Street Station (Amtrak now, hopefully someday Sounder or high-speed intercity rail) and the WSF Colman Docks area. Also, if there must be parking allowed on the north side of King, between 2nd and Occidental, why not consider taxi or Uber (TNC) parking only, and limit it to a few minutes? Or at least a loading zone with short limits that taxis and Ubers can utilize? There are consistent albeit temporal HUGE gridlocks of taxi's and Uber/Lyfts at times of intercity train arrivals at King Street Station that currently clog up King between 2nd and the Station horribly. Maybe designating TNC zones between 2nd and Occidental can alleviate that somewhat?

I do not own a business on this street and so do not have any opinions.

I don't like it, again you are killing parking for small businesses. These small businesses do more to create the heart and soul of Pioneer Square than landscape strips, that in all reality will be trashed out by the transient bums that are everywhere throughout the neighborhood.

I don't see any real consideration given to people biking through the area - how does this work and how does this connect to the other bicycle facilities in the city? How does this contribute to the overall bicycle network?

I like it except for the use of 2nd ave south as access street. that street has a wonderful pedestrian scale and needs to have less traffic. use the already lighted and busy 2nd ave extension south as the connecting "access loop

I like the addition of the planting area, would like to see more since this area has less vegetation than other streets.

I live here. I am disappointed at the lack of publicly funded improvements on King St. I do NOT want a cruise ship terminal! I want more plant materials to offset the carbon emissions in our area. I want salmon runs restored to the Sound for our killer whales/Orcas.

I love the re-prioritization of the public streets to a pedestrian and bike friendly environment!

I support the conversion of low-priority parking zones to improved streetscape.

I would like to see better bike infrastructure, such as a dedicated bike lane or supporting infrastructure.

I'd highly recommend full stop signs at the pedestrian intersections at King and Occidental. I frequently see drivers ignoring the yield signs while pedestrians are in the crosswalk. I see no planning to accommodate crowd control at King and Occidental during football games to prevent pedestrian crowds from spilling off designated sidewalks and illegally blocking vehicular traffic on Occidental, nor any planning addressing the masses of cruise ship passengers and vehicles from the Port of Seattle's proposed King Street cruise ship terminal. Standard sidewalk usage estimates are grossly insufficient for these volumes.

I'd like to see more trees and landscaping. It looks like most of focus is on Alaska to 1st with little done after 1st. South side is taken care of by the new buildings but more can be done to beautify the north side of King St.

It is utterly boring. Why leave so much ROW as pavement. Activate it.



Share your thoughts on concepts for King Street

It looks disorganized with all kinds of traffic mixed together. Your photos show senior citizens crossing with cars aimed right at them. Looks dangerous. We need a clearly marked east west route through Pioneer Square for people trying to bike from West Seattle via the Elliott Bay Trail or the Water Taxi.

King seems to be forgotten, although it is an important part of the plan since it is the initial entrance to PS and the waterfront. A couple of trees and fixing accessibility at 1/4 of an intersection doesn't like seem like an equitable distribution of funds. Take into consideration the Port's new terminal and get them involved in regards to traffic flow (they are showing their entrance at King St) and get them to invest in King street improvements now. Cruise guests will play a significant role on pedestrian interactions on King and the southern part of 1st Ave. Amtrak w/ SDOT needs to figure out Amtrak's load/unload - They impede traffic and pedestrian flow and taking a look at King and 2nd now is important as part of this plan.

King St is a pretty nice street now, especially on south side between 1st and King St Station thanks to new development. north side design west of 1st nicely complements that.

King St regularly receives very heavy pedestrian traffic due to stadium events, bus, street car, & heavy rail connections (not to mention the pending pedestrian and bike access improvements on the waterfront, and the heavy taxi/rideshare use) --> It would be good to consider raising this street (like Main & Washington) to calm traffic and improve pedestrian safety and access (transit HUB for ADA users). Also: would be great to confirm that that green space in the plans can also be leveraged for some water quality utility

King street is excessively wide so curb bulbs would help. I would also like to see a center vegetated island, possibly even wide enough to host cafe seating in the area just adjacent to King street station.

Looks essentially the same - more green in always good

looks fine (need auto traffic for train station, i suppose) no bike lane

Looks good.

Looks good.

Looks great! Could we also add signs in Pioneer Square telling people where to find the King Street Station? I am often stopped by tourists and visitors who ask me where the train station is, even when we are standing on King Street! Please add more maps or informational signs showing people where the train station is located as well as other landmarks and interesting features.

Looks great.

None.

People eating outside of Cowgirls in the middle of the day is funny, not realistic. I don't mind taking away the parking but adding a few trees isn't a great change. The medians and trees between north and south bound lanes on 1st are terrible looking. The grass (weeds) are brown and several trees outside my window are dead. If you are adding more trees and plant life please realize that they take maintenance to keep them looking good.

Please do not 'sterilize' Pioneer Square!! The "rough around the edges" is what makes it what it is, which is unique and keeps it authentic. The diversity I see every time I go there (at least 3x week) is what makes it different from SLU, Ballard and Fremont and other neighborhoods which I no longer recognize.

Prioritize pedestrian and transit activity over cars and commercial traffic.

Proposed changes seem very limited. Trees are nice, more would be better.



Share your thoughts on concepts for King Street
Protected bike lanes?
ROADBLOCKS ARE MORE EFFECTIVE AT REDUCING ROADWAY USE. PROBLEM IS, 98% OF TRIPS ARE IN CARS, HOWEVER WISHFUL YOUR THINKING MAY OTHERWISE BE. SO IF YOU WANT TO MAKE THESE EAST WEST CORRIDORS UNUSABLE BY CARS, PUT UP ROADBLOCKS! MUCH CHEAPER THAN WHAT YOU HAVE PLANNED.
same
same
same as above
same as above
Same as above
Same as for Main, Washington, Yesler.
see above
See above comments regarding parking and traffic flow.
South King Street is pretty good today.
The pedestrian paths need to be accessible to people whose have limited mobility. Need more bike lanes and less car traffic
This is my favorite concept because it creates a one way with maximized green infrastructure.
thumbs up!
Two new trees on King St.... that is all this proposes. There is almost no reason to ever walk on King St though, so I suppose it is fine. If any street could accommodate more parking, it is King St... perhaps add all the angled parking to this street on both sides. This would prevent people from driving through the neighborhood aimlessly looking for parking. Then you could do something like extend the pedestrian mall a block north and a block south to make it 4 blocks in total instead of only 2. Make more of the streets in the neighborhood curbless and one-way.
Visually difficult to evaluate, but overall probably fine.
waterfront streetcar still missing.
Weak proposal that includes only a planting strip and two trees west of First plus a curb bulb. Look for ways to create a stronger east-west connection to the waterfront. Extend feeling of connection to King St Station if possible. We were assessed by the LID due to our proximity to King. These are hardly improvements.
Wonderful!
Would like to see landscape additions to the north side of King St, wherever possible.
Would like to see something more innovative here. Bike Lanes? Tabled intersections?