Mobility and access for the Central Waterfront begins with an essential premise that good design requires an equal emphasis on both place and function. That is, the waterfront must be a great place for all the people of the region and it must function effectively for the movement of people and goods, and for the servicing of the wide array of uses along the waterfront.

The mobility and access strategy seeks to connect the central waterfront with people and places throughout the city and region using a wide range of transportation options. The waterfront will be easier to get to and to experience along its full length.

Alaskan Way will accommodate vehicular and freight volumes and provide needed areas for parking and loading. It will feature efficient transit service and include safe and functional bicycle facilities and strong pedestrian connections. The needs of each mode of transportation will be balanced to create a great urban place and experience for all to enjoy.
Framework Plan

1. Public Access
2. Pedestrian Connections
3. Freight
4. Public Transit
5. Existing Parking
6. Alaskan Way Users
PEDESTRIANS
Creating a safe and inviting place for pedestrians is an essential goal of the central waterfront design process. The pedestrian design for the waterfront features a generously scaled promenade which will allow pedestrians to enjoy the new opportunities created by the removal of the viaduct. This is complemented by enhancements to east-west connections, to make it easy, pleasant and safe to get to the waterfront. Elevators and escalators will be provided to help where topography creates barriers, and pedestrian bridges (such as a wider and more attractive replacement for the Marion Street Bridge) will support connectivity.

BICYCLES
An important City goal is to increase the rate of cycling among residents. The waterfront provides views, atmosphere and activities that make it an appealing location for casual recreational cyclists as well as faster moving riders. Bicycle facilities should be designed to appeal to the broadest group of users, including commuters and avid cyclists as well as families and people who currently aren’t comfortable biking in an urban environment. Bike facilities will connect seamlessly with the Elliott Bay Trail to the north and south, providing opportunities for longer recreational riders and ensuring easy-to-navigate routes and connections for commuters riding to and through downtown.

TRANSIT CONNECTIONS
A broad network of transit connections provides excellent access to downtown and the waterfront today. With the removal of the viaduct, the appeal of the waterfront will grow, and the connectivity and accessibility should be expanded. King County is planning future transit connections to downtown from southwest King County using the new surface Alaskan Way to replace access currently provided by the Alaskan Way Viaduct. Addition of First Avenue as a north-south transit spine will provide for easy new access to the waterfront, as will the addition of high capacity transit along the Madison Street Corridor. To provide convenient local access along the waterfront, frequent, easy to use transit will run along Alaskan Way from the Sculpture Park to Pioneer Square.

FERRIES
Colman Dock serves over 4 million walk-on ferry passengers each year, both on vehicle ferries and on passenger-only ferries. Safe, pleasant and convenient pedestrian access from Colman Dock to nearby transit service on First Avenue, Alaskan Way and Madison, Marion and Columbia Streets should be provided.
TRAFFIC AND FREIGHT
The Alaskan Way corridor will be an important route for regional traffic and freight, providing a functional and reliable street connection from the SR99 stadium area ramps to Northwest Seattle as well as access to downtown from Southwest Seattle via the stadium ramps. Alaskan Way will also provide efficient access to and from the Colman Dock ferry terminal. The street will be designed as a good urban street serving all needs, with a 30 mph speed limit and signalized intersections at every block.

PARKING AND LOCAL ACCESS
Business on both sides of Alaskan Way rely on the street for deliveries, service and customer parking. The design of the new Alaskan Way should include short term parking and loading zones to serve these needs.
Creating a safe and inviting place for pedestrians is an important goal of the central waterfront design process. While cars, freight, bicycles and other users are important parts of the whole, the design starts with the needs of pedestrians, both along the corridor and connecting to it.

The pedestrian design for the waterfront features a generously scaled promenade which will allow pedestrians to stroll near the water or to find a tranquil spot to sit and enjoy the views. Alaskan Way will be punctuated with pleasant, safe and convenient crossings at every east-west street.

Key east-west connections will be enhanced with elevators and escalators to make it easier to enjoy waterfront and other downtown attractions in a single trip and to provide better connections to transit and parking.
ELEMENTS OF THE PEDESTRIAN PLAN

PROMENADE
The Promenade is envisioned as a pedestrian-scaled corridor along the water, framed with tideline planting areas, generous seating and strategically located canopies, and wide enough to comfortably accommodate a diverse set of users. The Promenade is flanked to the east by the new Alaskan Way, a city street of similar scale to First Avenue. East and west sides of the street will both include generous sidewalks that welcome pedestrian activity and, on the east side, encourage cafes to spill out into the open. Pedestrian crossings at every intersection connect and integrate activities along both sides of the street.

EAST-WEST CONNECTIONS
East-west connections will be enhanced to encourage pedestrian access and to promote movement and activity between the waterfront and other downtown areas. Every east-west street providing access to the waterfront has been reviewed. Where grades are challenging hill-climb assistance has been explored; where pedestrian routes are already strong the linkage to the waterfront will be cemented with welcoming and well-designed crossings at Alaskan Way.

A major new feature will be the Overlook Walk, a graceful path traversing the slope between the Pike Place Market and the Aquarium. The Overlook Walk will provide spectacular viewpoints of Elliott Bay and the Olympic Mountains, and will include diverse landscape-play areas for children, and shops and cafes sited along the gently sloping, fully accessible walk. Elevators and escalators will be incorporated into the Overlook Walk to provide additional accessibility options.

Elevators and escalators will be provided at Union and Seneca Streets to greatly improve connectivity between First Avenue and the waterfront. The Marion Street pedestrian bridge will be replaced with a wider, more attractive structure that will provide easy connections between Colman Dock and First Avenue. The removal of the ramp at Columbia allows for Columbia Street to be rebuilt, providing a welcoming connection into the downtown for vehicles and pedestrians alike.

PARKING AND LOADING
Many visitor attractions currently line the Central Waterfront, and the number of attractions and places to visit will only increase in the future. The need for parking and passenger drop-offs of all kinds [school buses, tour buses, taxis, passenger vehicles, etc] will increase as well. The concept plans for the new Alaskan Way include on-street parking and loading along almost all street sections, allowing the curb space to be managed to accommodate varying passenger drop-off and loading needs.
MOBILITY + ACCESS

PEDESTRIAN CROSSINGS

The new Alaskan Way will have signalized intersections at every at-grade crossing to facilitate pedestrian circulation on the waterfront. Each intersection will include a clearly designated pedestrian crosswalk with bulb-outs and pavement markings.
TYPICAL WATERFRONT INTERSECTION

- WATERFRONT PUBLIC REALM
- BICYCLE YIELD CROSSING
- PEDESTRIAN CROSSWALK WITH CONTRASTING PAVING
- PEDESTRIAN CROSSING SIGNALIZED INTERSECTION
- TREE-LINED SIDEWALK

- FULL STRIPED CROSSING
- TIDELINE CROSSING
- SYMBOL CROSSING
- PAINTED CROSSING
- PERMEABLE CROSSING
- TEXTURED CROSSING
MOBILITY + ACCESS

BICYCLES

GOALS
An important goal of the City is to increase the rate of cycling among residents; the waterfront provides views, atmosphere and opportunities for activities that make it a location that can appeal to casual recreational cyclists as well as faster moving riders. To appeal to the broadest group of users – which includes families and people who currently aren’t comfortable biking in an in-street urban environment – it is necessary to provide a design that includes some type of buffer, or separation between the street and bike facility.

This buffer could be in the form of a cycletrack, separated from the roadway by a row of parked cars, or it could be a separated path. It may be necessary to supplement an in-street facility (such as bike lanes) with a separated bike path, or provide a buffered facility by itself.

The waterfront presently draws many cyclists and connects with the Elliott Bay trail to the north and south. With the proposed waterfront improvements, it is anticipated that bicycle demands will increase.

The city has an ambitious bike plan, and an evolving bike network. Seattle has a well organized bike community, and a deep commitment to expanding the use of bicycles both for recreation and everyday transportation.
Given the importance of providing some degree of separation between cyclists and pedestrians, a “shared use” path does not work well given the pedestrian and cyclist volumes expected along the waterfront. Along a shared path, pedestrians – and especially children and the elderly -- must be cautious around faster-moving cyclists, limiting their enjoyment of the promenade. For cyclists who want to use the waterfront for getting to work or getting across town, sharing the bike path with crowds of pedestrians can be frustrating.

Conversely, too much separation between bicyclists and pedestrians is also poor design. The waterfront bike path should not be a bike highway, facilitating high speed cycling or limiting pedestrians’ ability to cross the bikeway east-west. Rather, the design should promote safe behavior through environmental queues such as changes in pavement texture, markings, landscaping and signage. These changes communicate to users that: the bike path is intended for low- to moderate-speed cycling, that pedestrians should generally stay out of the bikeway, that pedestrians may cross it with care wherever they choose, and that crossing pedestrians will have right of way at key locations.

The proposed bike path will connect with the Elliott Bay Trail to the north and south, and provides a buffered facility that can be enjoyed by a wide segment of riders. This may be supplemented by the addition of sharrows or in-street bike lanes for the more confident enthusiasts and commuters.
CYCLIST USER GROUPS

Current Commuter
These hardy, skilled cyclists are comfortable mixing with motor vehicle traffic and negotiating Seattle’s existing bike network. They prioritize fast, reliable commutes, and therefore prefer not to mix with pedestrian traffic.

Dedicated Recreational Riders
These experienced riders enjoy traveling as fast as cars on urban streets, meaning they prefer on-street facilities that minimize conflicts with pedestrians and allow riders to bypass congestion.

Casual Recreational Riders
These local riders typically travel at slower speeds, are more comfortable negotiating shared space with pedestrians, and enjoy side-by-side riding.

Future Commuters
These individuals are interested in bicycle commuting but have certain reservations regarding its safety and convenience, meaning they will typically only ride in dedicated paths or lanes, completely separated or buffered from vehicle traffic.

Future Family/Visitor/Casual Riders
These riders are typically the slowest, traveling in groups, and stopping frequently. They demand a high level of separation from motor vehicles and enough width to ride side by side.
BICYCLE FACILITY TYPES

Bike Lanes in Roadway
Type: Bike Lane
Advantages: Inexpensive and simple to construct and maintain. Sweeping effect of adjacent cars tends to keep out debris. Easy street-sweeper access.
Disadvantages: Bicyclist subject to traffic signals and turning motor vehicle movements at every block. Adjacent on-street parking spaces create “dooring” hazard. Double parking and loading conflicts.
Applicability: Attract current commuters and dedicated recreational riders, but tend not to attract casual recreational riders, future commuters, or future family/visitor/casual riders.
Addressing Concerns: Bike lanes should be wide enough to enable bicyclists to travel outside of the “door zone.”

Cycle Tracks along Roadway
Type: Cycle Track
Advantages: Physical separation from roadway tends to attract significantly more riders than bike lanes. Separated from the pedestrians zone, minimizing conflicts.
Disadvantages: Maintenance requires small-scale street sweepers. Local deliveries and pedestrian loading will conflict with cycle track operations. Bicycles subject to traffic signals and turning vehicle movements at every block. Cyclists may be less visible to turning cars than in bike lanes. Same pedestrian crossing conflicts as other facilities.
Applicability: Cycle tracks attract most types of bicycle riders, but especially less experienced ones, such as casual recreational riders, future commuters, or future family/visitor/casual riders.
Addressing Concerns: The benefits of cycle tracks are maximized when they are clearly differentiated from the pedestrian realm.

Multiuse Path along the Waterfront
Type: Multiuse Path
Advantages: Since they are not part of the regular street network, multiuse paths attract more inexperienced riders, and can be used both for recreation and transportation purposes.
Disadvantages: Multiuse paths are cycle routes shared with other non-motorized travelers, resulting in significant bicycle and pedestrian conflicts where there are high volumes of either group.
Applicability: Multiuse paths attract all types of riders, though some (current commuters and dedicated recreational riders) may avoid using them due to lower speeds and potential conflicts with pedestrians.
Addressing Concerns: When crossing roads and driveways, paths should assign right-of-way to pedestrians and bicyclists.
BICYCLE FACILITY TYPES

Dedicated Bicycle Path on the Water Side
Type: Dedicated Bicycle Path
Advantages: Separates bicyclists and other wheeled conveyances from pedestrians, minimizing conflicts. A water-side path would reduce turning conflicts, as the path would not need to cross roadways.
Disadvantages: Pedestrian/bicycle conflicts at east-west crossings. Requires additional width to accommodate pedestrians in a separate facility.
Applicability: Dedicated bicycle paths are typically used by all types of riders. They are typically wide enough for side-by-side riding and passing.
Addressing Concerns: To address pedestrian conflicts, bike paths can be more "street-like" or more "sidewalk-like," signaling to all users who has right of way at conflict points and encouraging safe movements.

Dedicated Bicycle Path on the Land Side
Type: Cycle Track
Advantages: Reduces pedestrian conflicts at major pedestrian gathering places, or intense urban activity.
Disadvantages: Pedestrian/bicycle conflicts at east-west crossings. Requires additional width to accommodate pedestrians in a separate facility. On the Seattle waterfront would require cyclists to cross traffic turning in and out of downtown at every block.
Applicability: Would attract more cyclists than bike lanes, but significantly fewer than a water-side path.
Given the goal to attract a broad range of cyclists, and understanding the context and character of the waterfront with the advantages and disadvantages of possible bicycle facility-types, the proposed design may be an off-street path, or a hybrid, that includes both off-street, and on-street elements.

The design of an off-street bike path would include:

- A twelve-foot, smooth-surface bike path, divided by a center line to separate directions of travel, using pavement texture, paint or other easily-crossable surface.
- Two foot buffer zones on each side of the bike path would provide recovery space for cyclists.
- The bike path should be at sidewalk level, particularly in locations where large numbers of pedestrians will be crossing it.
- In most locations, landscape will separate the bike path from the adjacent walkways and promenade. This landscape should generally allow pedestrians to cross the bikeway at frequent intervals, but should direct pedestrians to cross at crosswalk locations, major bus stops and passenger loading zones.
- At major pedestrian crossings, it is important to communicate to cyclists that they should slow and yield to pedestrians. Elsewhere along the bike path, it should be clear to pedestrians that they may cross, but that they should yield to cyclists. Addressing the details of the bicycle/pedestrian crossings is critical, and these will be refined in later stages of this project.

Recognizing that some riders will prefer riding in the street, shared lanes, or dedicated bike lanes could also be included along Alaskan Way. On-street bike facilities could include:

- Shared lane markings within the “Flex lane” area south of Colman Dock – the width of the outside lanes would be increased and shared-lane marking “Sharrows” would be added.
- On-street bike lanes north of Columbia Street.

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BICYCLES: DESIGN DIRECTION

Given the goal to attract a broad range of cyclists, and understanding the context and character of the waterfront with the advantages and disadvantages of possible bicycle facility-types, the proposed design may be an off-street path, or a hybrid, that includes both off-street, and on-street elements.

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- Shared lane markings within the “Flex lane” area south of Colman Dock – the width of the outside lanes would be increased and shared-lane marking “Sharrows” would be added.
- On-street bike lanes north of Columbia Street.
The Waterfront Seattle project area will be easily accessible to people from all over Seattle and the Puget Sound area using existing transit options and with planned transit improvements by King County Metro and other agencies. Today, Third Avenue is a major transit spine, with both surface transit and the downtown transit tunnel, for bus and light rail connections. A key proposal of this mobility and access plan is the addition of streetcar or trolley bus service on First Avenue. The new First Avenue transit service will be frequent and easy to use, and easily accessible from the waterfront with the improved east-west pedestrian connections proposed.

Other transit improvements serving the waterfront include the Madison rapid trolley bus route connecting Colman Dock to First Hill and beyond, and the new First Hill streetcar line which will terminate near First and Jackson. Frequent Rapidride buses serving West Seattle and Ballard will access Downtown using Alaskan Way and either Columbia or Main Streets.

To provide convenient local access along the waterfront, frequent, easy to use transit will run along Alaskan Way from the Sculpture Park to Pioneer Square. This transit will operate in the street and may be a streetcar, trolley bus or smaller transit vehicle. This transit mode needs to be focused on movement of people along the waterfront; characteristics could include high frequency operations, low floor vehicles, and a character distinctly of and for the waterfront in its design.

Colman Dock is one of three important intermodal transit hubs in the downtown, and serves over 4 million walk-on ferry passengers each year. Washington State Ferries plans to replace much of the dock structure and the passenger terminal building between 2015 and 2020. Both the larger vehicle ferries and passenger-only ferries will continue to arrive and depart from Colman Dock. Safe, pleasant and convenient pedestrian access from Colman Dock to nearby transit service on First Avenue, Alaskan Way and Madison, Marion and Columbia Streets is provided through new sidewalks, crosswalks and a wider Marion Street pedestrian bridge. Passenger drop off, taxis and future bike share programs would be accommodated adjacent to the dock on the west side of Alaskan Way.
**REGIONAL TRANSIT**

**COLMAN DOCK TRANSIT HUB**
Colman Dock is one of three important intermodal transit hubs in downtown Seattle; it serves over 4 million walk-on ferry passengers each year. To facilitate better connections with Colman Dock and the waterfront, a new high capacity transit corridor that stretches along Madison from Elliott Bay to First Hill and destinations beyond will provide easy and frequent access from the east.

The Waterfront plan includes improved transit stops on Columbia and Alaskan Way to provide easy connections for ferry passengers to the Madison transit service, north-south service on the waterfront, and potential RapidRide and other transit serving southwest King County on Columbia Street. The illustration at the right was developed to show the layout of transit hub operations.

**SOUTHWEST TRANSIT PATHWAY**
Transit from West Seattle and other areas south of downtown can currently get to the city center using ramps at Columbia and Seneca. Those ramps will be removed when the viaduct is demolished. City staff are working with King County Metro to find new pathways for southwest transit routes such as RapidRide from West Seattle.

Two options under consideration to accommodate this southwest traffic are Columbia or Main Street. Use of Columbia would necessitate that it become a 2-way street (for transit only), as shown in the illustration at the right. This would bring as many as 50 buses per hour at peak periods to Colman Dock, enhancing connectivity region-wide.

**FIRST AVENUE TRANSIT**
The Waterfront plan calls for a new frequent and easily accessible transit line running on First Avenue, connecting Pioneer Square and the King Street Station transit hub with Colman Dock (via the Marion Street bridge), the Seattle Art Museum, Pike Place Market, and other important Center City destinations further north. First Avenue will become the new front door to the waterfront once the Alaskan Way Viaduct is removed. Improved east-west pedestrian connections, including escalators and elevators at Union and Seneca Streets, and a new wider Marion Street pedestrian bridge, will make First Avenue transit easily accessible from the waterfront.

The City is currently studying options for connecting up two Center City streetcar lines -- the First Hill Streetcar, currently under construction, and the existing South Lake Union Streetcar. If First Avenue is selected then frequent streetcar service would connect the dense housing and job centers of First Hill, Capitol Hill and South Lake Union to within easy walking distance of the waterfront. If another streetcar route is selected then First Avenue would instead be served by a frequent and convenient low-floor bus connecting Pioneer Square and King Street Station with Pike Place Market, Belltown and the west side of Seattle Center.
MOBILITY + ACCESS

LOCAL WATERFRONT TRANSIT

One of the challenges of Seattle’s waterfront is its linear nature. Stretching from King Street in the south to the Sculpture Garden and Myrtle Edwards Park in the north, the Waterfront is over 1 1/2 miles in length, too great a distance for many people to walk. For more visitors to fully enjoy the waterfront some assistance with mobility is needed, in the form of north-south transit circulation. In order to optimize the use of limited space for many diverse demands, it is necessary to provide this assistance within the limits of the roadway.

RUBBER-TIRED TRANSIT

The simplest, lowest cost, most flexible, and easiest to implement option is some form of rubber tired transit. It is critical, however, that the vehicles and service model be unique to the waterfront, not regular King County Metro buses. There are many options for special vehicle types.

Proposed Routing: Rubber-Tired Transit Option

The route for both alternatives needs to cover the entire waterfront while connecting the Sculpture Garden, Pioneer Square and the Stadium area. The proposed route and stops for the rubber-tired transit option are shown here. There are 12 proposed stops in each direction, located to coincide with major activity centers and important east-west connections. The stops proposed would be in-lane stops, meaning the waterfront connector vehicle would stop in the lane of traffic to board and alight passengers. The transit stop could be created with a “bulbed-out” section extending into the parking lane.
MOBILITY + ACCESS

LOCAL WATERFRONT TRANSIT

WATERFRONT STREETCAR

An Alaskan Way streetcar between the Sculpture Park and Pioneer Square could serve the longer term needs for north-south circulation along the waterfront. A streetcar in this area could be tied in to the First Hill Streetcar Line, eliminating the need for a maintenance area on the waterfront. A streetcar along the waterfront would run in the street, sharing the center lanes with other vehicles and using the medians as platform locations. While the streetcar could be modern or historic there are some design issues that need further study for use of historic cars, including grades, ease of access and safety of operations on a busy arterial street.

Proposed Routing: Streetcar Option

The route for both alternatives needs to cover the entire waterfront while connecting the Sculpture Garden, Pioneer Square and the Stadium area. The proposed route and stops for the streetcar option are shown here. There are 8 or 9 proposed stops in each direction, located to coincide with major activity centers and important east-west connections. Stops will be located in the center median of Alaskan Way.

The “flex” lanes on Alaskan Way south of Yesler will make it difficult for streetcars to stop and serve passengers. It may, therefore, be more appropriate for north-south streetcar transit to turn at Yesler, leaving the waterfront a little earlier but still providing good connections from the Sculpture Park to Pioneer Square.
GREEN-POWERED WATER TAXI
Local North/South transit could be supplemented by a water born taxi serving popular activity areas.
The new Alaskan Way will serve an important role for regional traffic, transit and freight. The Alaskan Way surface street is part of a larger system of improvements – along with the new SR 99 bored tunnel – to replace the Alaskan Way Viaduct. While the new tunnel will provide an efficient bypass of the downtown core for regional traffic, those accessing Downtown and Northwest Seattle from SR 99 will primarily use the new Alaskan Way. With the removal of the Alaskan Way Viaduct, and construction of the new SR 99 tunnel, the use and function of Alaskan Way will change. The new street will accommodate the following uses:

- Freight traffic travelling between the Duwamish Industrial Area and northwest Seattle
- Vehicles traveling between Northwest Seattle and the SR99 stadium area ramps and other destinations south of Downtown.
- Ferry traffic accessing Colman Dock to/from the south
- Transit serving southwest Seattle and King County to/from downtown

As a result, the new Alaskan Way surface street will accommodate more traffic than it does today – with the greatest concentration of traffic at the southern end of the new street, between the south portal of the SR 99 tunnel, and Colman Dock.

Alaskan Way will remain a primary regional freight route through downtown Seattle.

**Existing Traffic Patterns**
Today, access to downtown Seattle from the Alaskan Way Viaduct is provided through ramps at Seneca and Columbia Streets.

**Future Traffic Patterns**
After the SR 99 Bored Tunnel opens in late 2015, access to downtown Seattle will be provided via the new Alaskan Way, using the existing street grid.
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LOCAL CONTEXT: ALASKAN WAY

The new Alaskan Way is configured to support multiple users, including: cars, regional transit, local circulator transit freight, and bicycles. The street is designed to function as a typical downtown arterial street with a 30 mph speed limit and signalized intersections at each cross street.

KEY ELEMENTS

- Special purpose “Flex Lanes” between King Street and Yesler Way accommodate ferry traffic and transit lanes. Center turn pockets facilitate southbound left turns into downtown Seattle in some locations.
- In-street parallel parking and loading is provided along Alaskan Way.
- While bicyclists are provided with a separate off-street facility, some cyclists will be chosen to ride in the street. The new Alaskan Way will safely accommodate these more confident recreational cyclist and commuters.
- Frequent, easy to use transit will run along Alaskan Way from Pioneer Square to the Sculpture Park. Transit will operate in the street and may be a streetcar, trolley bus or smaller transit vehicle.
- Alaskan Way will continue to provide access to and from the Colman Dock ferry terminal. The new Alaskan Way must also accommodate queuing ferry traffic due to removal of the queuing space beneath the Alaskan Way Viaduct.
- A broad array of businesses and institutions line both sides of Alaskan Way. Each of these entities require vehicular access for deliveries, service, parking and loading functions.

TRAFFIC VOLUMES

Traffic volumes will vary significantly along the corridor, with the highest volumes expected in the area to the south of Colman Dock due to additional demand from ferry traffic and vehicles and transit using Alaskan Way to access downtown to and from the south.
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LOCAL CONTEXT: EAST-WEST STREETS

The east-west streets that link Alaskan Way to the city vary in function, character and the nature in which access to and from the waterfront occurs. Proceeding north, the east-west streets become steeper, and eventually only connect to the waterfront through stairs, or elevators, or in some cases are impeded by topography or other constraints. The following focuses on how these streets will function as proposed in the Framework Plan.

COMPLETE STREET CONNECTIONS

The following streets intersect with Alaskan Way, and provide connections to the waterfront for all modes, including vehicles, bicycles and pedestrians to ensure safe and inviting connections to Alaskan Way.

- **Railroad Way** is primarily a pedestrian-focused shared street, with limited vehicle access. It will provide an important link between the Stadium District, Pioneer Square and the waterfront.
- **King Street** is a key access route to King Street Station and the parking lots for the stadiums.
- **Jackson Street** will connect the waterfront to the First Hill Streetcar project improvements.
- **Washington and Main Streets** are identified in primary pedestrian connections between Pioneer Square and the waterfront, and will be improved to enhance this emphasis.
- **Yesler Way** will remain as a primary connection between Pioneer Square, and the waterfront, including Colman Dock. Improvements will include enhanced pedestrian and bike connectivity.
- **Columbia Street** is important for transit and considered to be part of the Coleman Dock transit hub. Improvements will include a transit plaza to accommodate bus connections to and from the southwest, and central Seattle.
- **Marion Street** is the main pedestrian connection to Colman Dock. A new bridge will retain the connection between First Avenue and Colman Dock, but also add stairs and an elevator on the east side of Alaskan Way to allow pedestrians to better access the ferry from Alaskan Way.
- **Spring Street** serves a key role as being the furthest north vehicular connection between the waterfront and downtown core and is also a key pedestrian link.
- **Broad Street** is a key connection that links Belltown to the waterfront, and one of the few streets to cross the BNSF tracks near the waterfront.
- **University Street** a key pedestrian connection, with access to the Seattle Art Museum, Benaroya Hall and University Street transit station using the existing Harbor Steps. Improvements are limited to enhancements between Alaskan Way and Western Avenue.
- **Bell Street** provides an important pedestrian connection over the BNSF tracks and Alaskan Way to link to the Bell Street Cruise Terminal and access to the waterfront.

PEDESTRIAN CONNECTIONS

The following streets provide limited connectivity between Alaskan Way and the downtown core primarily due to differences in elevation. This difference in elevation limits the ability of providing vehicular connections. Improvements will focus on enhancing pedestrian connections to the waterfront.

- At **Seneca Street** enhancements include an improved stair, and escalator/elevator connection between First Avenue and Western Avenue. Between Western and Alaskan Way, the connection will be a shared street, with limited vehicular activity.
- **University Street** a key pedestrian connection, with access to the Seattle Art Museum, Benaroya Hall and University Street transit station using the existing Harbor Steps. Improvements are limited to enhancements between Alaskan Way and Western Avenue.
- **Union Street** offers a great opportunity for an improved pedestrian connection between Waterfront Park and the downtown core. Improvements will include an improved stair, and escalator/elevator connection for pedestrians.
- **The Pike Street Hillclimb** offers an important pedestrian connection between the Waterfront and the Pike Place Market.
- At **Virginia Street**, the new Overlook Walk offers the opportunity to create a new connection from Virginia Street through Victor Steinbreuck Park to the waterfront.
- At **Lenora Street**, the existing pedestrian bridge will be rebuilt.
- At **Vine Street**, a new pedestrian bridge is proposed to span across the BNSF tracks to create a connection to the waterfront.

2.140
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PARKING

Historically, people accessing the waterfront by car have either parked beneath the Alaskan Way Viaduct, or parked in nearby parking lots and garages. With the removal of the Alaskan Way Viaduct – and the parking below – the central waterfront design will employ a number of strategies to address this change in parking conditions. Parking availability will remain an important factor for attracting and retaining businesses along the waterfront, and ensuring visitors from throughout the region can enjoy waterfront attractions.

Seattle’s Central Waterfront attracts a diverse group of visitors today. In the future, the number and range of reasons people visit the waterfront will multiply. User groups include, among others:

- Customers of existing and future businesses
- Customers and employees of major tourist destinations (i.e., hotels, Seattle Aquarium, Pike Place Market, Underground Tour, Space Needle, Seattle Center, Bell Street Cruise Terminal, Seattle Ferry Terminal)
- Visitors to Seattle via attending conventions, staying in area hotels
- Cruise ship tourists
- Baseball, soccer, concert, and football (professional and college) game attendees
- Sporting and special event attendees at CenturyLink and Safeco stadiums
- Visitors to downtown visiting multiple sites
- Local residents and employees
- Recreational users (walkers and bikers)
- Commuters and regional travelers passing through

It is helpful to consider the varied customer groups in terms of their trip purpose, duration, and sensitivity to parking location and price:

<table>
<thead>
<tr>
<th>Parking Purpose</th>
<th>Typical Duration</th>
<th>Priority for Accommodation along Waterfront</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loading</td>
<td>Less than 20 minutes</td>
<td>Very high</td>
</tr>
<tr>
<td>Cruise ship loading</td>
<td>Episodic and intense</td>
<td>Very high - requires detailed management plan</td>
</tr>
<tr>
<td>Short-stay visitors and shoppers</td>
<td>Less than 4 hours</td>
<td>High. Ensure parking pricing favors short term parkers.</td>
</tr>
<tr>
<td>Tour and school buses</td>
<td>A few hours</td>
<td>High. Ensure there is a strategy in place for tour and school buses for all waterfront attractions. Designated bus staging and parking areas will need to be managed by time of day and coordinated with special events. Passenger loading should be proximate to destination, especially for school buses.</td>
</tr>
<tr>
<td>Waterfront event attendees</td>
<td>A few hours</td>
<td>Moderate. Develop parking management strategies for major waterfront events, directing visitors to specific parking facilities distributed throughout Center City.</td>
</tr>
<tr>
<td>Non-Waterfront event attendees</td>
<td>A few hours</td>
<td>Low. Accommodate elsewhere, but attract to waterfront before and after events</td>
</tr>
<tr>
<td>Cruise ship passengers</td>
<td>Several days</td>
<td>Low. Accommodate elsewhere and provide shuttle connections.</td>
</tr>
<tr>
<td>Employees</td>
<td>8 hours or more</td>
<td>Incentivize employees to use transit and ride share; prioritize short term shoppers and visitors.</td>
</tr>
</tbody>
</table>
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Recommendations:
The new Alaskan Way will include short-term on-street parking, passenger loading zones and truck loading zones on each block. However, while parking along the new Alaskan Way will be convenient for waterfront businesses and activities, there will be fewer spaces than previously available under the viaduct. To mitigate this reduction and accommodate the anticipated increase in the number of people experiencing the waterfront, additional strategies are being explored in conjunction with the mitigation of parking impacts associated with the construction of the tunnel by WSDOT. Key strategies include:

- partnering with private developers to build a mixed use project that includes new short term parking
- better utilization of existing parking near the waterfront using real time information (signs showing parking availability, smart phone apps)
- revising on-street parking policies to optimize parking occupancy and turnover
- partnering with private parking facilities to provide more short-term parking for waterfront visitors

Parking Management:
In order to meet the demands for parking in the Central Waterfront it will be necessary to manage available parking carefully to maximize the use of that parking for high priority users. Strategies for managing parking include:

1) Pricing for short-term use of space
- Work with private parking facility owners to reduce the price for short term (less than 4 hours) parking for facilities in the proximity of the waterfront. This strategy will be used and evaluated as a mitigation strategy for the SR 99 Bored Tunnel construction. That provides an opportunity for garage owners to assess the value of the short term parking market. The city will work to educate parking providers on the viability of the short term parking market and will look for opportunities to encourage marketing of short term parking in private garages.
- on-street parking will be similarly managed, to maximize the use of space for the high priority users of the waterfront

2) E-Park expansion
- Improve ability for motorists and pedestrians to reach destinations and parking in Pioneer Square and along the Central Waterfront. E-park build-out is occurring in 2012 and will incorporate approximately 10 additional parking garages (see e-Parking Garages figure, this page). The build-out phase targets the Pioneer Square and Central Waterfront neighborhoods; approximately sixty percent of candidate garages in the built-out system are located within three blocks of parking removed for the Alaskan Way Viaduct Seawall Replacement Program.
Parking Supply:
To mitigate construction impacts on existing short-term parking on the Central Waterfront and in Pioneer Square, $30 million was included in the SR 99 Bored Tunnel project budget to fund parking programs and replacement parking. While the mitigation plan is focused on parking impacts during construction, several strategies provide long-term benefit consistent with the Waterfront Parking Strategy.

Off-Street:
More specifically, approximately $10M could be allocated to provide incentives for mixed-use development that includes parking in the close proximity to the waterfront. It is anticipated that up to 500 off-street short term parking spaces could be added to the available waterfront parking using this strategy. Additionally, up to $5M could be allocated for purchase and re-purposing of a parking garage.

On-Street:
The new Alaskan Way will include space for convenient short-term, on-street parking and loading on each block. It is estimated that between 60 and 120 parking stalls can be created in the All Day parking/loading zones, and an additional 50 to 100 stalls could be available during Off-Peak periods (9AM – 3PM, nights and weekends). Allocation of available space for parking or loading functions could potentially vary during the day and per block. Designation will be determined through close coordination with adjacent uses. The diagram below shows the location of All Day and Off-Peak parking/loading space along the new Alaskan Way.
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Parking visibility and connections:
A number of east-west connections will be enhanced as a part of the waterfront program. Improvements include adding elevators and escalators to facilitate movement in steeper areas as well as improving lighting, and adding plantings and other enhancements to improve and activate these connections as a part of the public realm. It is expected that these enhancements will make it easier and more attractive to park between First Avenue and Third Avenue visit the waterfront, perhaps as one of several stops on a visit to downtown Seattle.

As can be seen on the figure to the right, the proposed enhancements to Union Street, Seneca and Columbia provide effective and easy connections to several hundred parking stalls.
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PRECEDENT CASE STUDY

San Francisco's Fisherman's Wharf is a popular tourist destination visited by tourists from across the globe. The site provides a useful case study because of its high visitation rates, relatively limited regional public transit access, and the steep grades and distance that separate it from San Francisco's major hotel districts. It is also notable that on-street and off-street public parking opportunities within a quarter to half mile walk of Fisherman's Wharf are substantially more limited than Seattle's Central Waterfront.

As visitation to Fisherman's Wharf has grown over the last two decades, parking supply has shrunk and is expected to shrink further, as on-street parking is removed from Jefferson Street in the heart of the wharf commercial district, and as the F-line streetcar is extended to Fort Mason. The bulk of the growth in visitation to the Wharf has been by transit, walking and bicycling.

A 2006 survey of over 900 visitors showed that less than 25% of visitors arrived by private vehicle; those who did typically were traveling with multiple passengers. Almost 60% of visitors arrived by transit or on foot to Fisherman's Wharf, with only a small percentage staying in the immediate vicinity. Almost all Fisherman's Wharf visitors went to multiple destinations during their visit, so those who did drive only required a single parking space for several destinations.