

Downtown Seattle Project List

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Prepared for:	Seattle Downtown Regional Center Plan
Prepared by:	Seattle Department of Transportation

PROJECT NUMBER	NEIGHBORHOOD	PROJECT TITLE	PROJECT DESCRIPTION	PROJECT TYPE	EXTENTS - MILEAGE
1	CID, Pioneer Square	2nd Ave Ext / 4th / Jackson Improvements	<p>Street improvements to provide more comfort for people outside of personal vehicles at the complex intersection and transit hub at 2nd Ave Ext, 4th Ave, and Jackson St. These include:</p> <ul style="list-style-type: none"> Reduce the number of general purpose travel lanes on 2nd Ave Extension north and south of Jackson Street in order to provide more space for people walking, rolling, biking, and gathering. Pursue investment to increase public space activation and greening. Revise intersection operations and reduce crossing distances at intersections along Jackson Street (at 2nd Ave Ext and 4th Ave) to respond to consistent community feedback on intersection safety and comfort, and to provide better conditions for 2026 FIFA World Cup attendees. Program and improve the pedestrian island south of Jackson, between 2nd Ave Ext and 4th Ave, as part of the street reconfiguration, as identified in the Jackson Hub Concept Plan (2019). Consider pedestrianizing the 3rd Ave slip lane that connects 2nd Ave Ext with Jackson or re-designing to add mobility hub elements. Pursue installation of upgraded bicycle infrastructure between Jackson and Yesler on 4th Ave, to connect with the existing protected bike lane north of Yesler. If such installation is not operationally feasible, extend existing 2-way PBL infrastructure on 2nd Ave Ext as far as Jackson St as a local connection to King Street Station." 	Bike, Pedestrian, Vehicle, Transit	~4 city blocks
2	CID	King Street Festival Street	Flexible street concept to allow for street activations and car-free periods in the heart of CID (from 5th Ave to Maynard Ave S).	Pedestrian, bike, PSPS	~2 city blocks
3	CID	5th Ave S: car-lite street	Restrict general purpose traffic as local only from 5th Ave between Jackson and Weller St and make roadway transit and bike only at some or all days and times of the year, to provide a more pleasant environment adjacent to CID Link station and to improve streetscape for gateway into CID at 5th and King.	Transit, bike, PSPS, pedestrian	~2 city blocks
4	CID	King St and Jackson St I-5 underpass improvements	Work with relevant partners to support the vision from Friends of I-5 CID, which includes street and public space investments on both Jackson and King, with programming potentially in the existing parking lot in between the two blocks that is underneath I-5. Concurrently, continue to improve the King St neighborhood greenway for safer bicycle and pedestrian mobility and additional urban design elements.	Bike, pedestrian, PSPS	~2 city blocks
5	CID	Lane St (and other non-commercial oriented CID streets) re-allocation of right-of-way	Reallocation of street right-of-way for activation and greening, in concert with potential development site(s). Expand reach of vibrant public spaces and commercial frontages with uses such as seating and vending beyond where it is already thriving, such as King Street.	PSPS, pedestrian	Neighborhood wide.
6	CID	Maynard St: support a vibrant retail street	Introduce pedestrian scale elements and green infrastructure like trees or planter boxes or less intense landscaping where areaways are present along this vibrant retail corridor from Jackson St to Dearborn St.	PSPS	~4 city blocks
7	CID	Improve alleys in the CID	Celebrate historic alleys through improving urban design elements. Support businesses and residents by improving alley conditions throughout the district through maintenance and modernization.	PSPS, pedestrian, vehicle	Neighborhood wide.
8	CID	Reimagine street grid in South CID at Dearborn / Charles St	In concert with future Link station site, development and changes in land use, re-imagine street grid to support movement through the area while creating a more comfortable pedestrian environment. Explore squaring the grid from Seattle Blvd to Charles St to connect with Airport Way. Improve Dearborn St bicycle facility condition and signalization around I-5 ramps, and improved sidewalk maintenance on Dearborn St, pedestrian lighting, and pedestrian infrastructure.	Pedestrian, vehicle, transit, freight, bike	~10 city blocks
9	CID, Pioneer Square	Jackson St corridor multimodal improvements	Pursue STP large capital project for multimodal improvements along Jackson St to prioritize transit operations and upgrade King Street neighborhood greenway infrastructure, along with wider sidewalks for better pedestrian comfort and green landscaping, throughout CID and Little Saigon. (1st Ave to Rainier)	Pedestrian, transit, bike	1st Ave S to Rainier Ave S
10	CID	Little Saigon intersection and corridor improvements	Pursue improvements to 12th and Jackson intersection to make crossings safer and prioritize people and transit movements, in concert with King County Metro. Expand “King Fixture” (red lantern light post treatments) into Little Saigon as noted in the The CID Lighting Study (p19).	Pedestrian, PSPS, pedestrian	1 block, intersection area
11	CID	Rainier Ave S + Boren Ave corridor and intersection improvements	Re-allocate space on Rainier Ave S in Little Saigon as part of the larger Rainier Corridor project, including transit-only lanes, protected bike lanes, improved pedestrian crossings, removal of slip lanes (e.g. at Dearborn St), and a pedestrian-friendly redesign with signal timing adjustments of the complex intersection at Rainier/Jackson/Boren/14th .	Pedestrian, bike, transit	1 block, intersection area

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12	Pioneer Square	1st Ave S corridor transformation: S Jackson to S Dearborn	Re-think right-of way from S King St to S Dearborn St including considering reducing travel lanes to one through lane in each direction. Support local businesses and visitors through a diversity of curbside uses, wider sidewalks, and activation.	Pedestrian, PSPS, Vehicle	~2 city blocks
13	Pioneer Square	Intersection Improvements	Pursue traffic calming, wayfinding and safety enhancements (e.g., stop signs, chicane, elevated crosswalk, painted intersection, wayfinding, or others), especially in advance of 2026 FIFA World Cup.	Pedestrian, PSPS, Vehicle	1 block, intersection area
14	Pioneer Square	Occidental Ave people street	With successful piloting during 2026 FIFA World Cup, transform Occidental Ave from Jackson St south to the stadiums to create a people-focused connection with Lumen Field and T-Mobile Park. Focus on which streets are prioritized for people walking vs. others that prioritize people rolling (e.g. bikes, scooters, etc).	PSPS, pedestrian	~0.5 miles
15	Pioneer Square	Virginia and Stewart Multimodal Improvements	Create an adaptable street that is people-first and limits through traffic on 2nd Ave between Washington and Lumen Field, in conjunction with a pilot during 2026 FIFA World Cup.	PSPS, pedestrian	~4 city blocks
16	Downtown Core	5th Ave, 2nd Ave, 4th Ave, and Olive Way transit lane re-allocation with bus restructures	With changes to the future transit network, reallocate BAT lanes to support businesses, improve safety, and create more space for pedestrians.	PSPS, pedestrian, transit	Multiple blocks and streets in downtown
17	Downtown Core	3rd Ave Transit Spine	With changes to the future transit network in concert with Sound Transit light rail expansion, consider changes in operations, design, and activation for transit riders along this critical transit spine. This could include improving transit reliability, and adding sidewalk space to allow more people to wait comfortably for transit, walk, roll, dine, and visit local businesses.	PSPS, pedestrian, transit	~20 city blocks in downtown
18	Downtown Core	1st Ave S corridor transformation: S Jackson to Stewart St	1st Ave segment with the future Center City Connector, includes dedicated lanes for streetcar to support and enhance this vibrant retail corridor. The Center City Connector will join the South Lake Union and First Hill Streetcar lines to create a seamless connection through these vibrant neighborhoods, including through the heart of Downtown Seattle's commercial core. When complete, 5 miles and 23 stations of streetcar service will be available to access hundreds of destinations, including Pike Place Market, Colman Dock, and First Hill, along with four direct connections to Link light rail, and connections to Sounder and Amtrak service at King Street Station.	PSPS, pedestrian, transit, vehicle	~13 city blocks in downtown
20	Downtown Core	North/South bicycle facilities downtown	Install and improve protected bike lanes to accommodate additional bicycle and e-mobility volumes and tygles of mobility (e.g., cargo bikes), and speeds through wider facilities and upgraded barriers. Make PBL 4th Ave one-way northbound and install a new PBL on 5th Ave southbound. (Pine St to S Main St)	Bike	4th and 5th Aves in downtown core
21	Belltown and Denny Triangle	Belltown 3rd Ave transformation	Reduce width for vehicle movements on northern portion of 3rd Ave to allow for more activation and people-focused public spaces. Do so in conjunction with more ground floor residential development, leveraging street improvements and sidewalk widening + greening opportunities afforded by private development. (Bell St to Denny Way)	Pedestrian, PSPS	~7 city blocks along 3rd Ave
22	Belltown and Denny Triangle	1st Ave S corridor transformation: north of Stewart St	On northernmost segment of 1st Ave pursue potential tree-lined median similar to southernmost segment, expanded street dining opportunities in Belltown to support local businesses and improvements to the pedestrian experience.	Pedestrian, PSPS	~12 city blocks
23	Belltown and Denny Triangle	Westlake Ave Transformation: Olive Way to Denny Way	Restrict vehicle access to transit, deliveries, and pickup/drop offs to transform this street, which disrupts the street grid and neighborhood traffic operations, into a truly people-focused and vibrant mixed use corridor. Consider design treatments that are context-sensitive: some blocks may have different needs than others.	Pedestrian, transit, vehicle	~5 city blocks
24	Belltown and Denny Triangle	5th Avenue green corridor	Pursue a green corridor design on 5th Avenue underneath Monorail tracks, between the columns and the western curb, to create an expanded landscaped pedestrian/bicycle space and relocate the curbside functions to between the Monorail columns.	Pedestrian, PSPS, Vehicle, Bike	~8 city blocks
25	Belltown and Denny Triangle	Virginia and Stewart Multimodal Improvements	Convert Virginia St into a two-way transit street with bus-only lanes, and add a protected bike lane on Stewart St. Opportunity to invest in fewer, better bus zone improvements and enhanced transit reliability measures.	Transit, bike, PSPS	~12 city blocks
26	Belltown and Denny Triangle	Denny Way multimodal improvements	Improve Denny Way for people walking, rolling, and taking transit. This could include repairing sidewalks, planting new trees, and improving intersections for safer travel by removing slip lanes and shortening crossing distances. Improve connections to nearby ad future Link stations and adjust signal timing and operations to better support transit and freight movement.	Transit, pedestrian, vehicle, PSPS, freight	~20 city blocks

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27	Belltown and Denny Triangle	Bell Street upgrades and expansion	Extend the Bell Street shared street treatment westward to the new waterfront, from 1st Ave to Elliott Ave, and north/eastward from 6th Ave as far as Denny Way. Evaluate function of existing shared street configuration to make it function better for pedestrians and bicyclists, including travel along the street, crossings of the north-south avenues, and turns to and from the street.	Pedestrian, bike, vehicle	~6 city blocks
28	Belltown and Denny Triangle	Enhance intersections on Vine St and Clay St	Install all-way stop control or traffic signals to facilitate safer pedestrian crossings and reduce speeds along the major north/south corridors.	Vehicle, pedestrian	Intersections
29	Belltown and Denny Triangle	Elliot Ave and Western Ave multimodal improvements	Update Western Ave and Elliot Ave to make the streets more welcoming to people walking and rolling, reduce speeding, and improve business access needs. (Bell St to Denny Way)	Vehicle, pedestrian	~9 city blocks
30	Waterfront	Waterfront Seawall and Promenade between the Aquarium and Broad St	Continue the waterfront pedestrian promenade between the Seattle Aquarium and Broad St to strenthen the pedestrian connection between the Aquarium, the cruise terminal, the Olympic Sculpture Park, and Elliott Bay Trail. Concurrently, modernize and re-build the seawall and make water-side improvements to maintain structural integrity.	Pedestrian	~9 city blocks
31	Downtown Core	Duplicate I-5 crossings project from First/Hill Capital Hill Plan (Denny Way to Yesler Way)			