



# 3rd and Yesler

## Safety Improvements



# Our vision, mission, and core values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

# Presentation overview

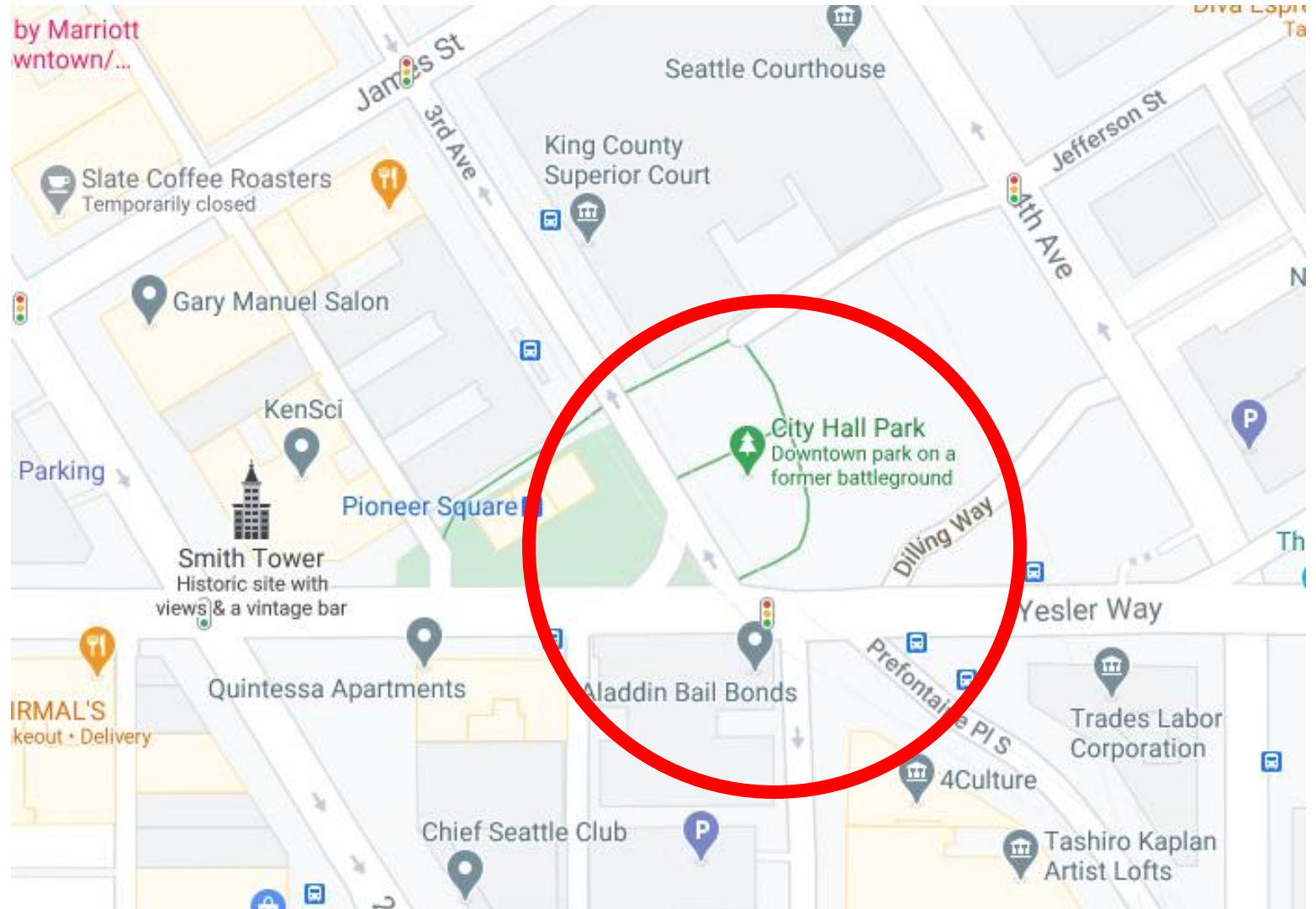
- Background
- Adjacent Projects
- Scope of Work
- Communications
- Schedule and Budget
- Questions

Background



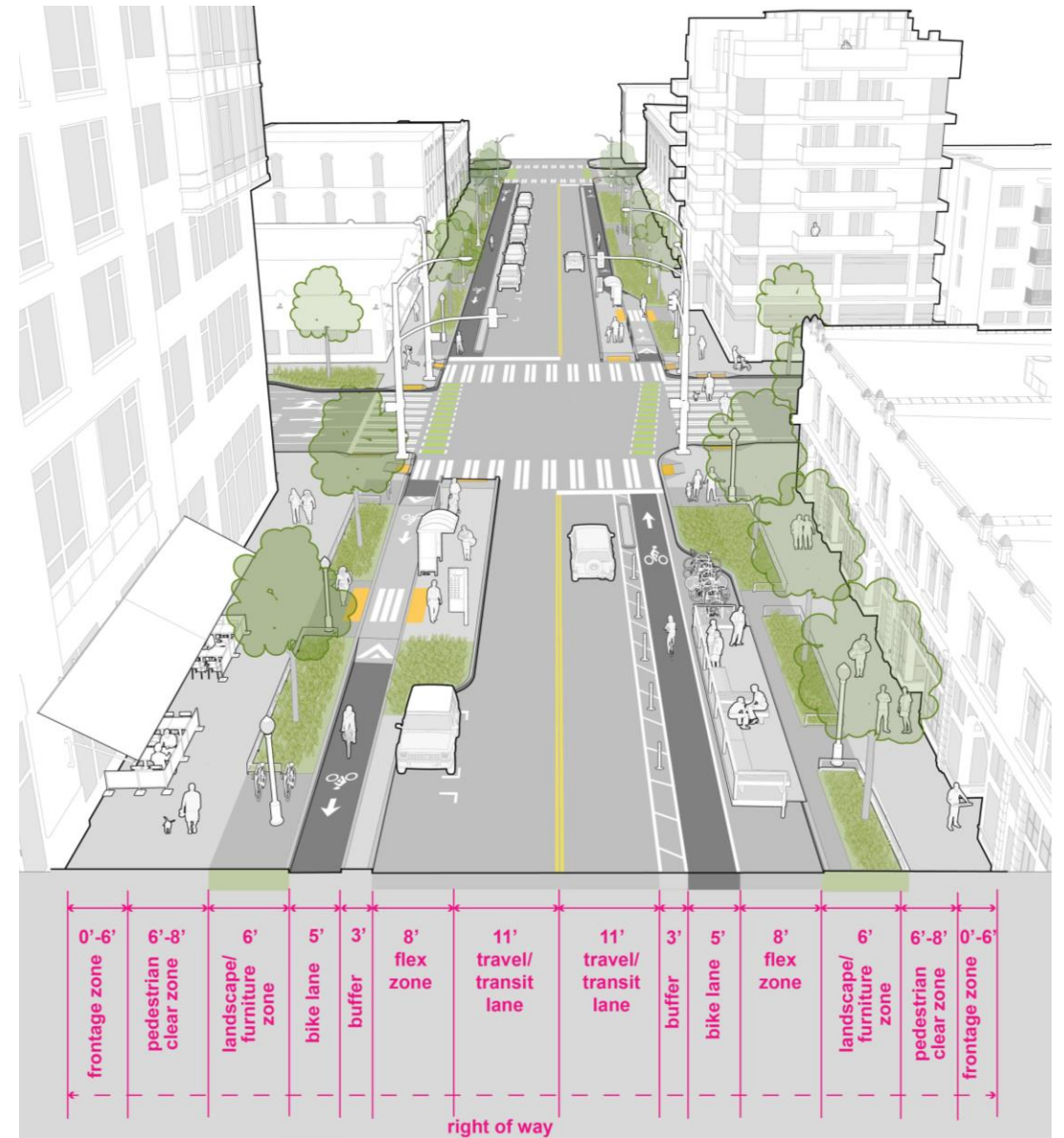
# Location

- Half block radius of 3<sup>rd</sup>/Yesler in Pioneer Square
- Adjacent to City Hall Park and Prefontaine Place, which includes the Pioneer Square light rail station entry and the Prefontaine Fountain



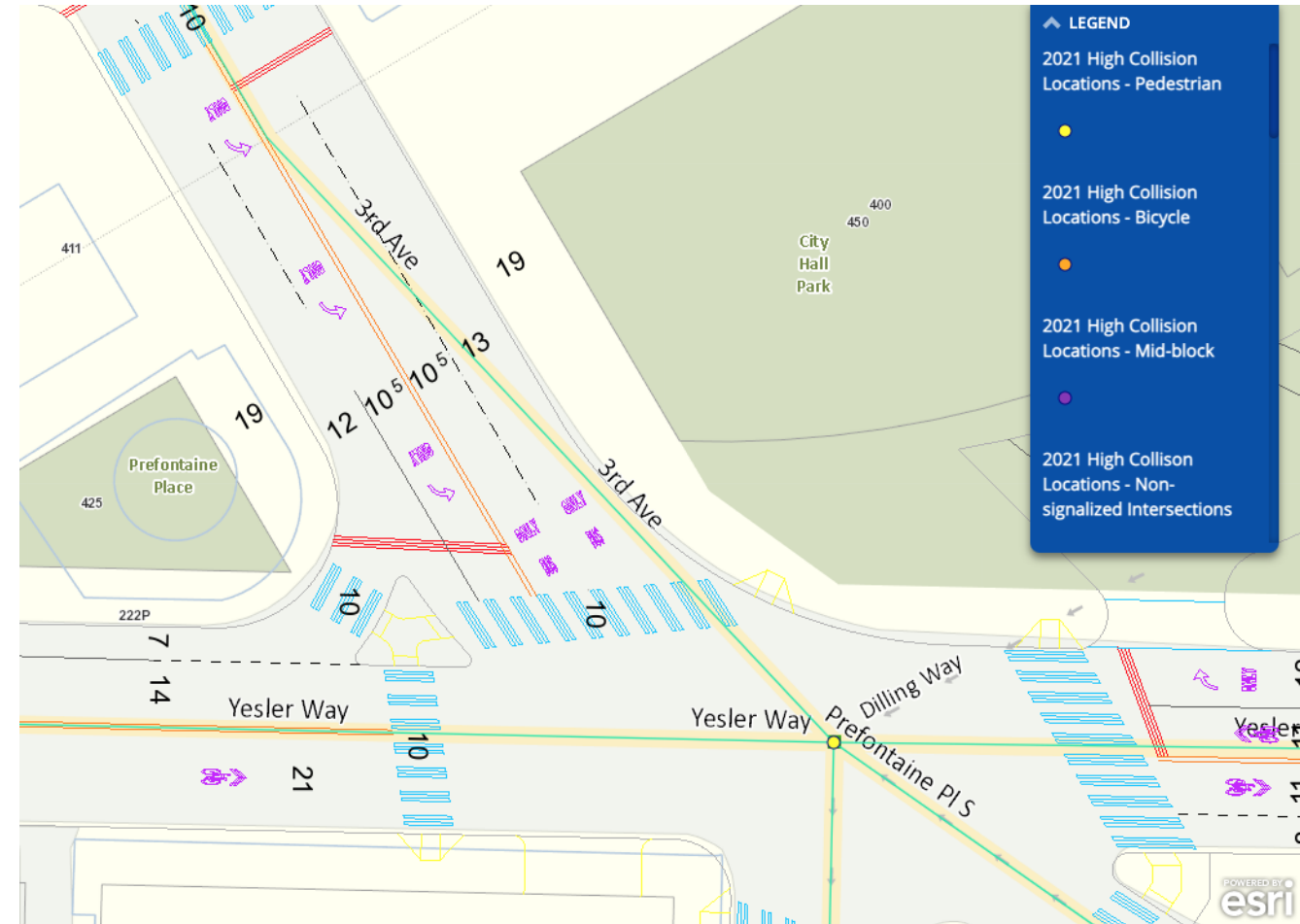
# Street Info (3<sup>rd</sup> Ave)

- Classification: Minor Arterial
- Street Type: Downtown Neighborhood (shown to right)
- Frequent Transit Network
- Priority Investment Network (peds)
- Speed Limit: 25mph
- No Areaways



# Safety

- 3<sup>rd</sup>/Yesler has been a High Collision Location (HCL) for the past 3 years for pedestrians
- Persistent vehicle vs pedestrian collision patterns in west and north crosswalks
- HCL and Bicycle and Pedestrian Safety Analysis (BPSA) recommend **shortening crossing distances** (geometric improvements) and **expanding turn restrictions** (geometric and regulatory)





# Existing Conditions (looking south)





# Existing Conditions (looking north)



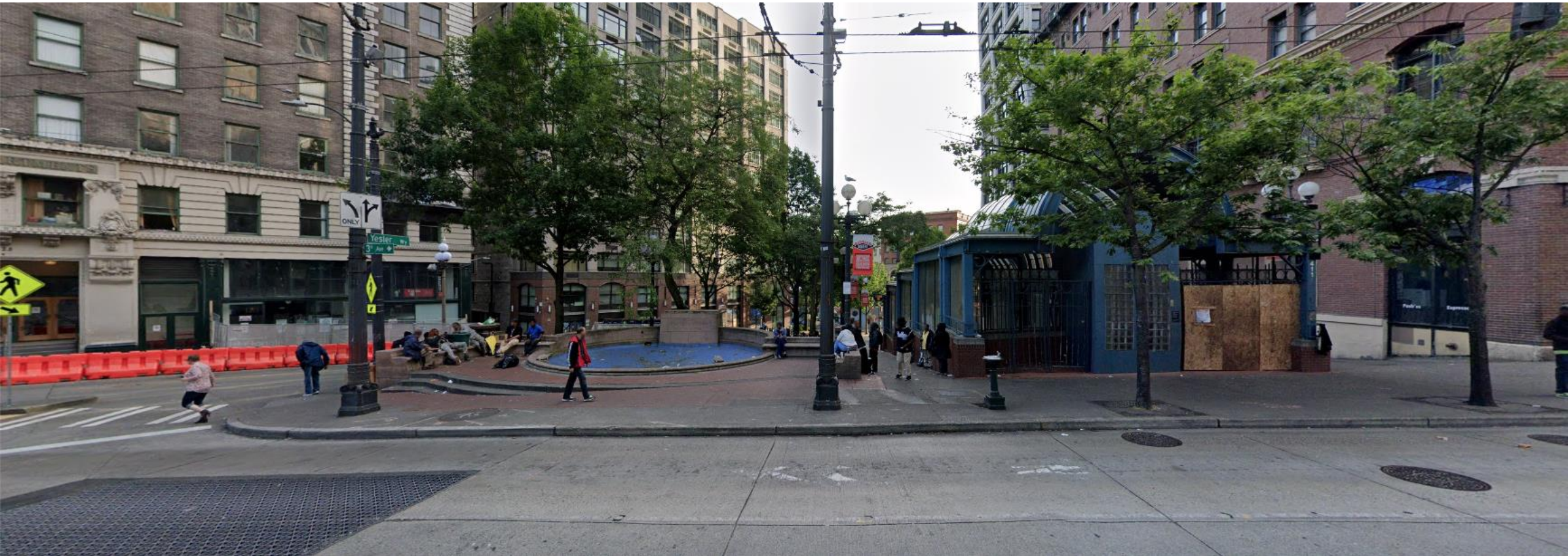


# Existing Conditions (City Hall Park)





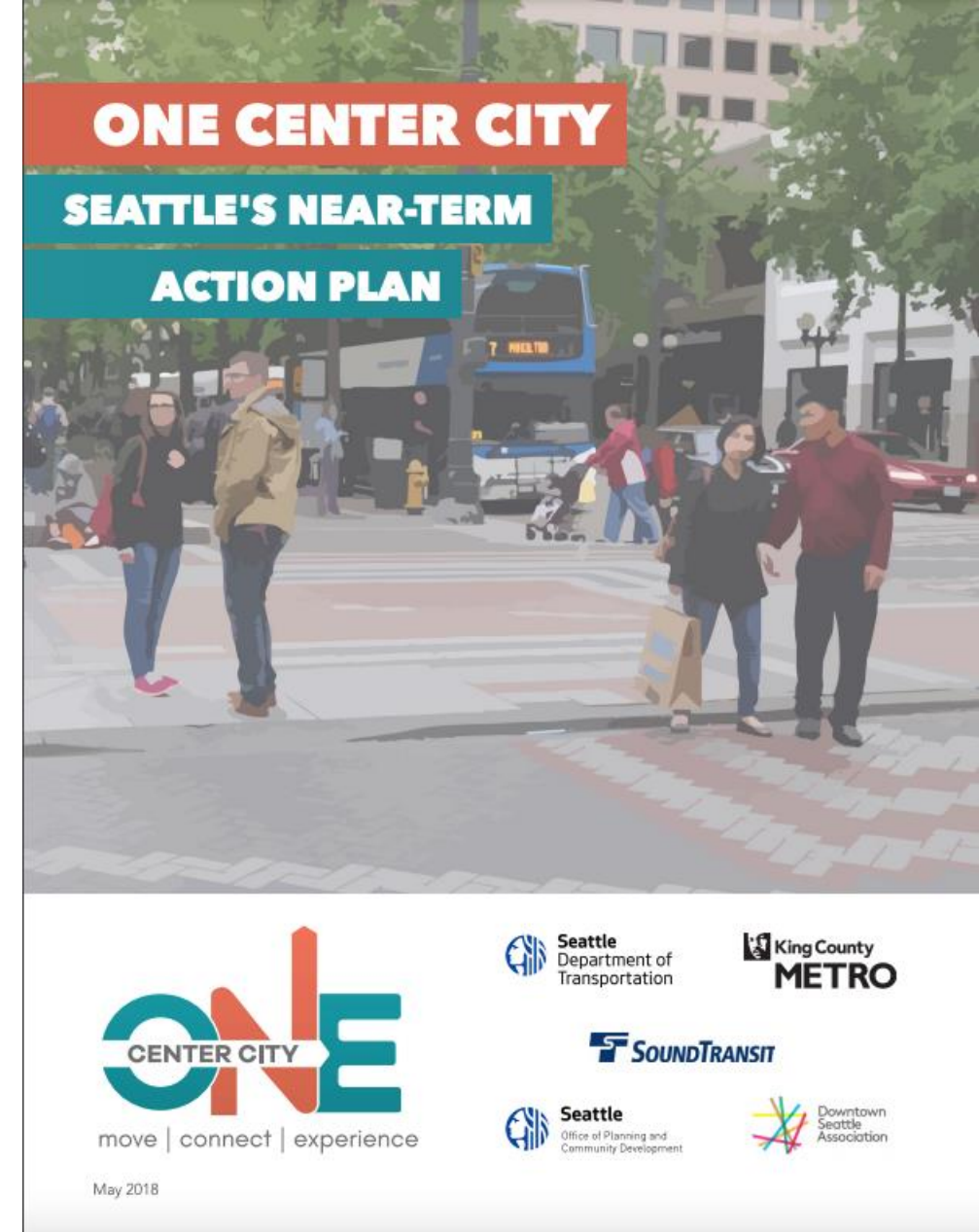
# Existing Conditions (Prefontaine Pl)





# Project History

- Part of One Center City Near-Term Action Plan
  - Subset of Ped Safety and Transit Corridor projects
  - Co-funded by King County / Sound Transit / SDOT
- Originally had much smaller scope but this area was the focal point of a Public Life study carried out in 2019
- One of the key recommendations from that Plan was to explore 3rd Ave rechannelization



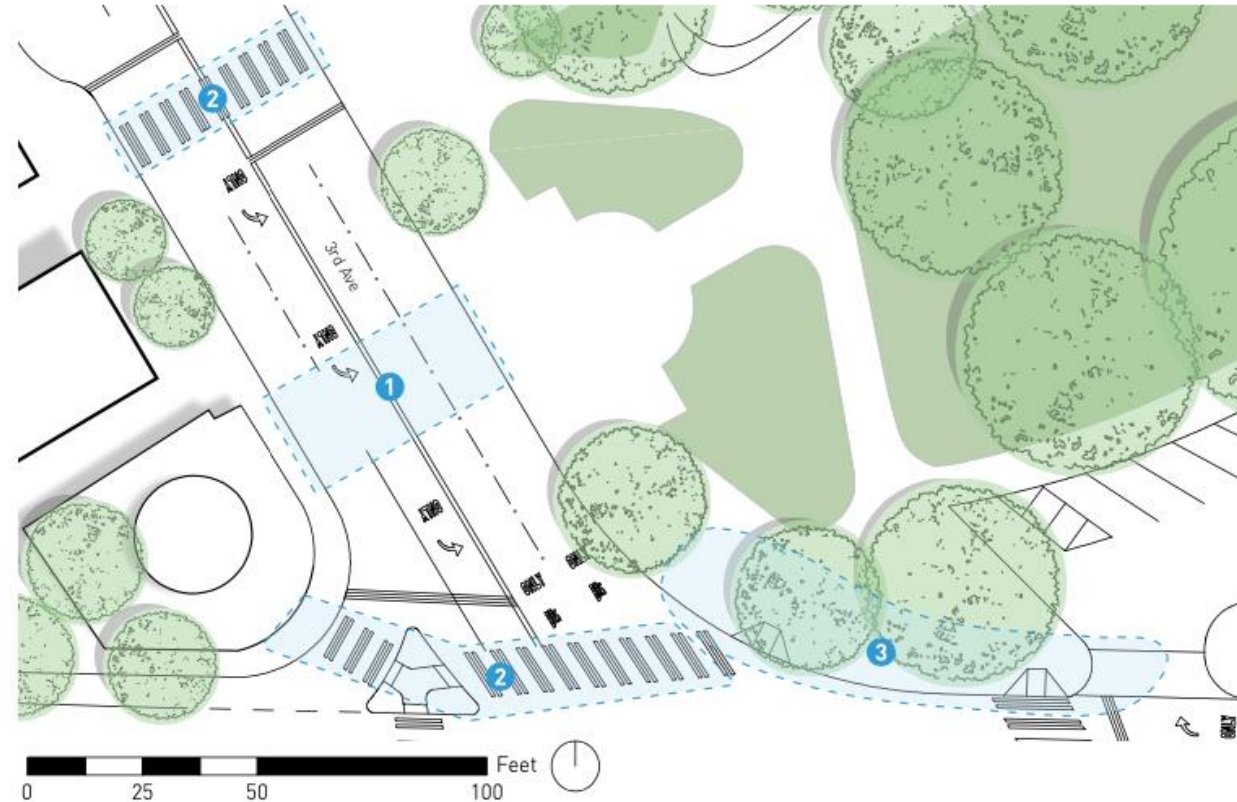
# Public Life Study

- In 2019, SDOT conducted a public life study, which included Prefontaine Place and City Hall Park
- Key Findings
  - Very few women, youth, or elderly using these public spaces
  - High concentration of people near busy transit locations
  - City Hall Park is underutilized
  - Spaces lack identity, a sense of place, and do not function as a cohesive network



# Project Goals

- Prefontaine Place
  - Investigate design solutions that promote mobility, improve sight lines, and strengthen connection with City Hall Park to encourage utilization.
- City Hall Park
  - Develop a plan to improve circulation through the park, meet the basic needs of park users, and explore design strategies that focus on attracting people to utilize the park for a variety of uses.





# 3<sup>rd</sup> Ave Transit Study

- 3<sup>rd</sup>/Yesler traffic analysis completed in 2020 in conjunction with the future Rapid Ride R Line
- Traffic Analysis (approved by Metro 11/2020) showed that **3<sup>rd</sup> Ave could be reduced to one NB lane north of Yesler and would be a net benefit to transit**
- Metro: “any increase in delay or queuing resulting from reducing Prefontaine and 3rd Ave to one NB lane is offset by the improvements gained from being able to adjust the signal operations with the revised channelization”

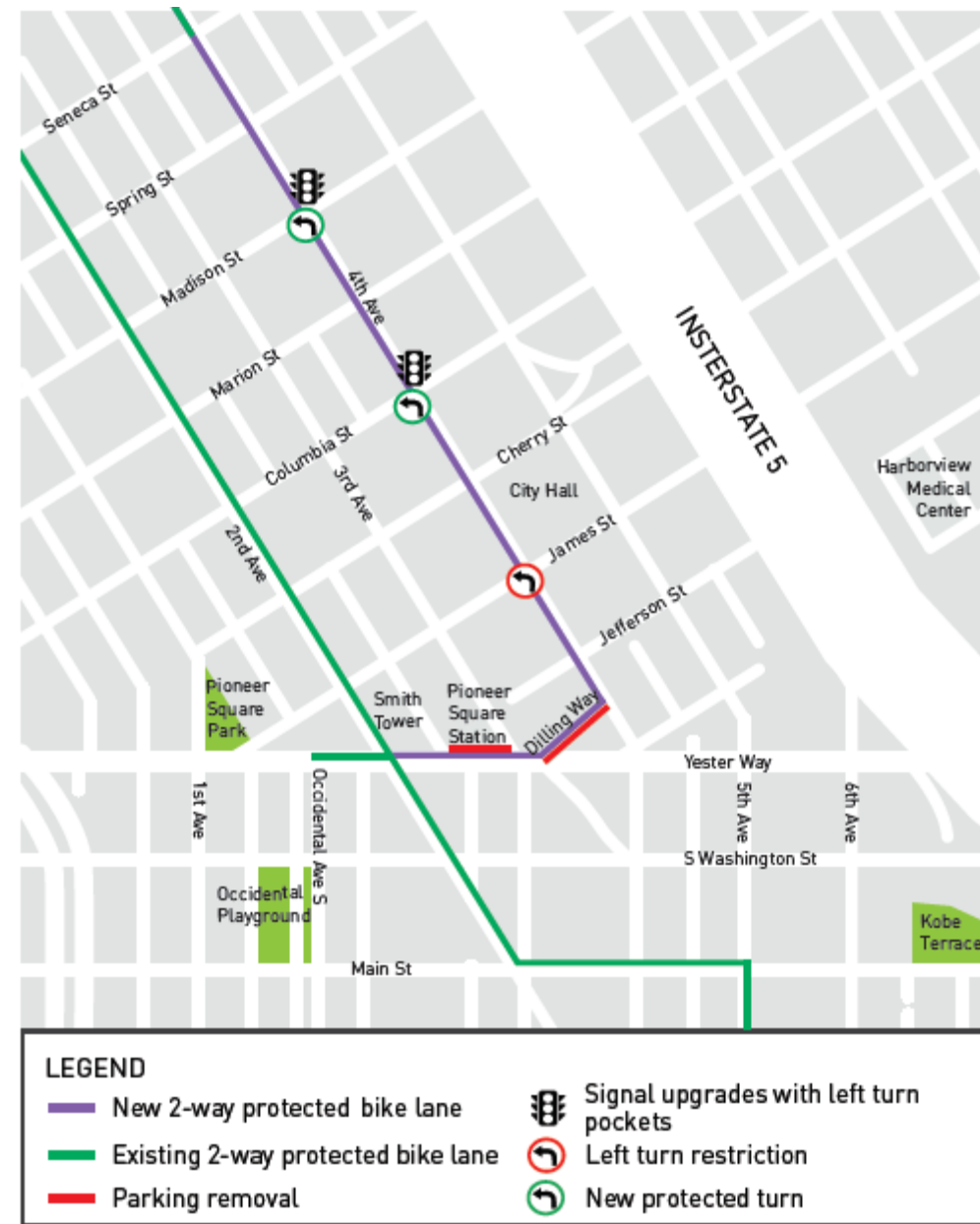
Table 2. Transit Travel Times: Baseline vs. 3-Lane 3<sup>rd</sup> Avenue

Transit Travel Times	AM Peak		PM Peak	
	Scen. 1: Baseline 4-lane w/near side	Scen. 2: 3-lane w/near side	Scen. 1: Baseline 4-lane w/near side	Scen. 2: 3-lane w/near side
S of S Washington St to N of James St	130s	133s (+3s)	153s	139s (-14s)

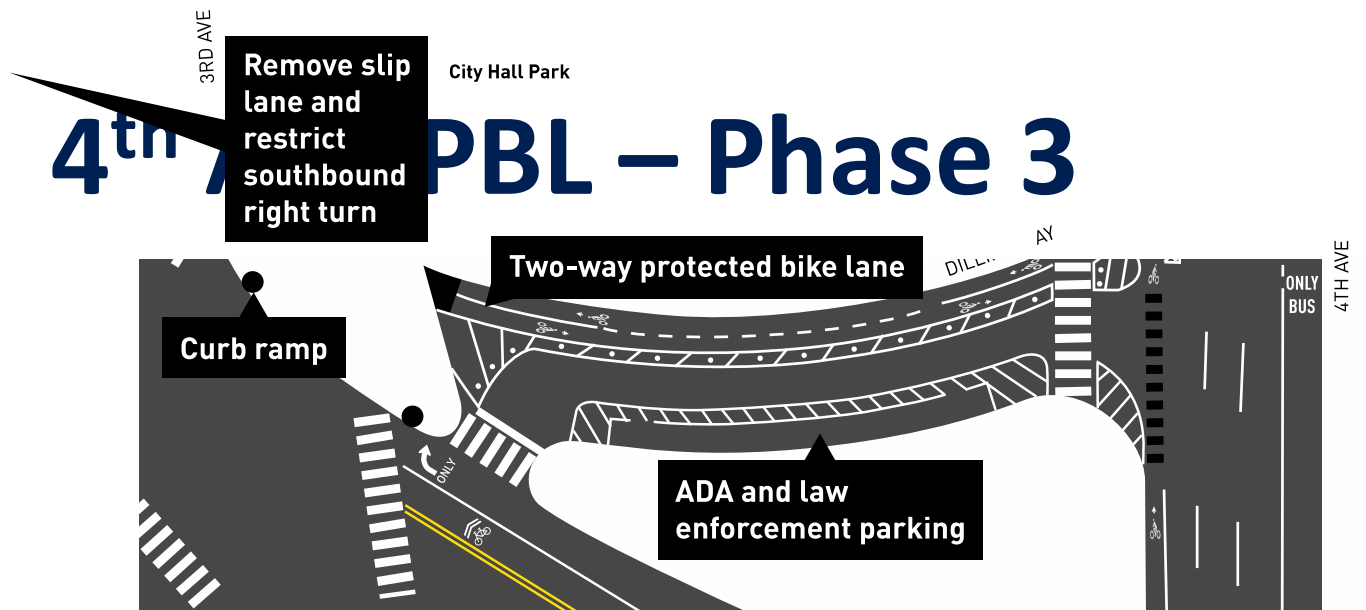
Adjacent Projects

# 4<sup>th</sup> Ave PBL – Phase 3

- Completed fall 2021
- Removed some parking on Dilling Way and Yesler Way
- <https://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/4th-ave-mobility-improvements>

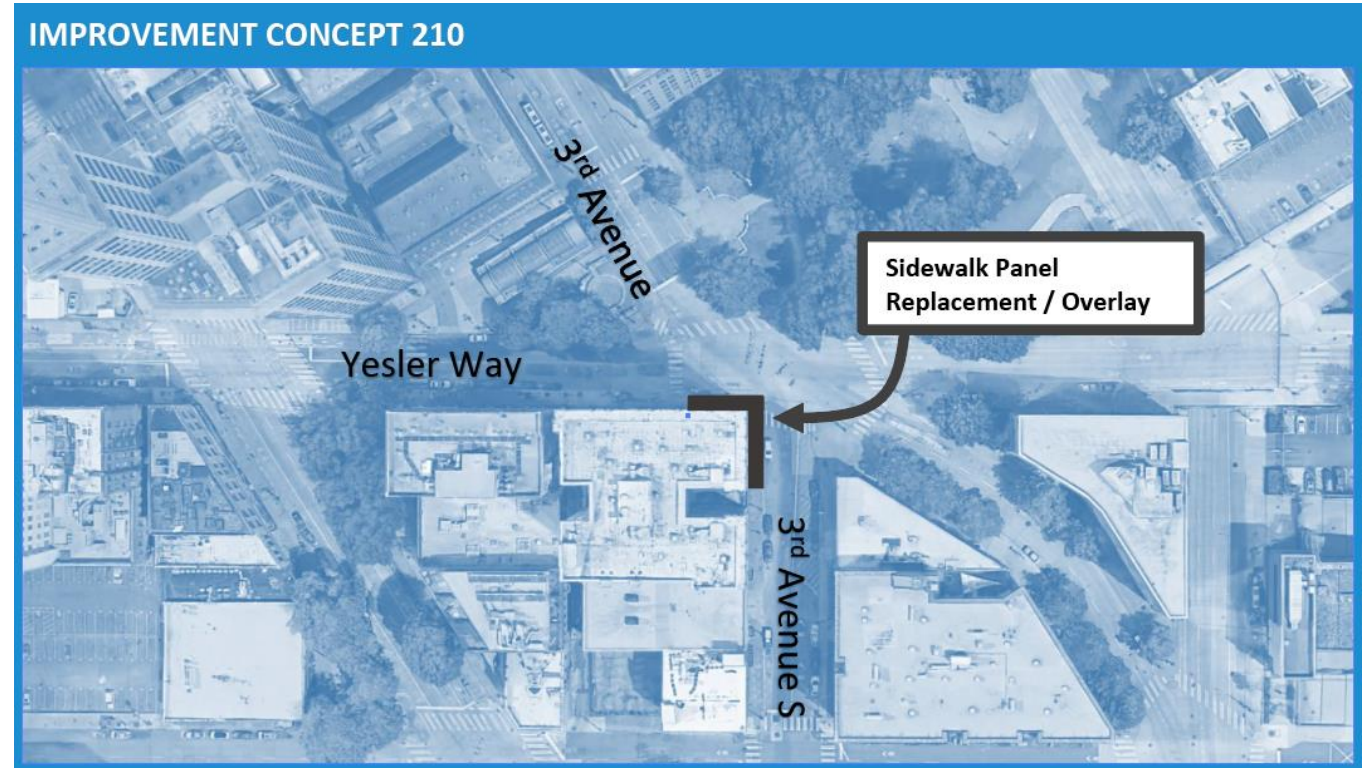






# 3<sup>rd</sup> and Yesler – Neighborhood Street Fund

- Low Income Housing Institute apartment bldg. sidewalk repair
- Originally part of SDOT's NSF program, but cost prohibitive due to areaways
- Our project aims to build other pedestrian infrastructure in this area (ADA ramp and crosswalks)



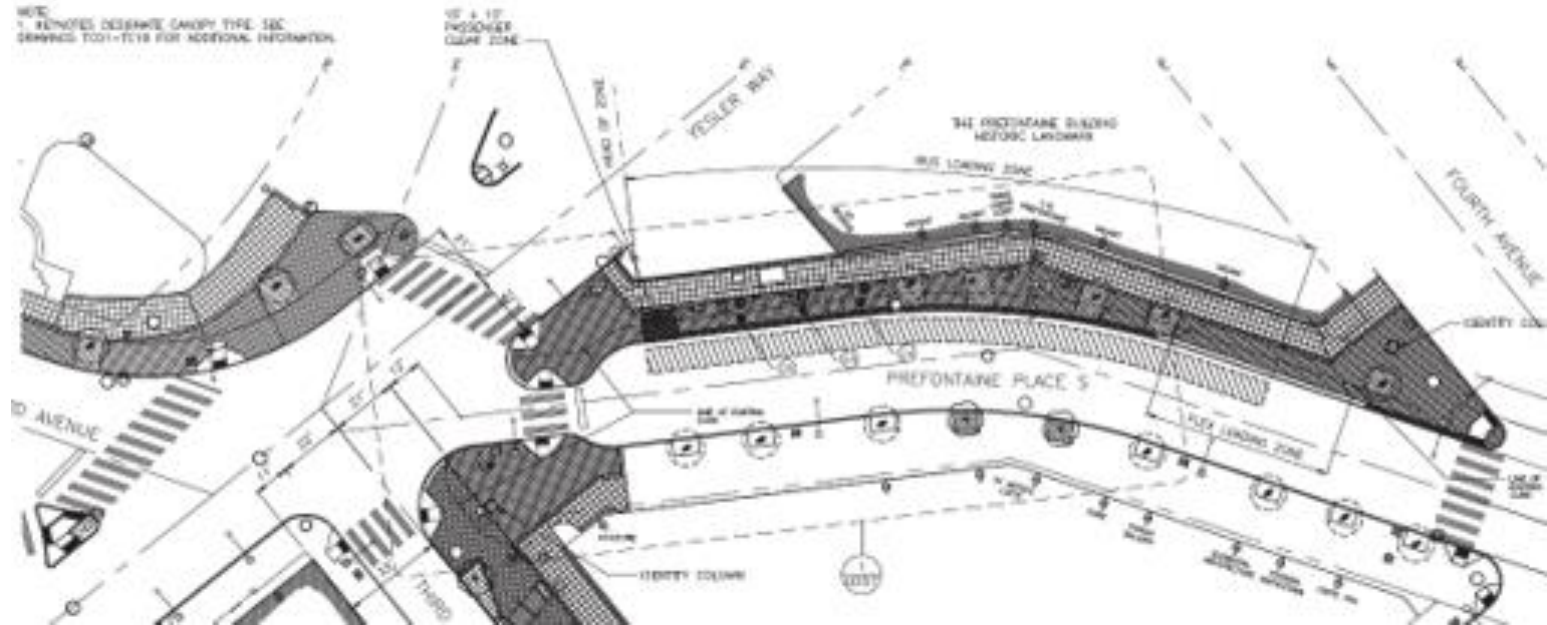
# King County Civic Master Plan

- Civic Campus Master Plan underway to develop a strategic roadmap for improvements to County facilities and public spaces over the next 25 years
- Courthouse Vicinity Improvement effort in response to safety and sanitation issues around the KC Courthouse



# Prefontaine Pl S

- Extension of Parks Dept City Hall proposal (shown on slide 16) onto Prefontaine Place S
- Also led by Parks Dept
- On hold in 2021 to participate in the Alliance's NW Pioneer Square Framework Plan



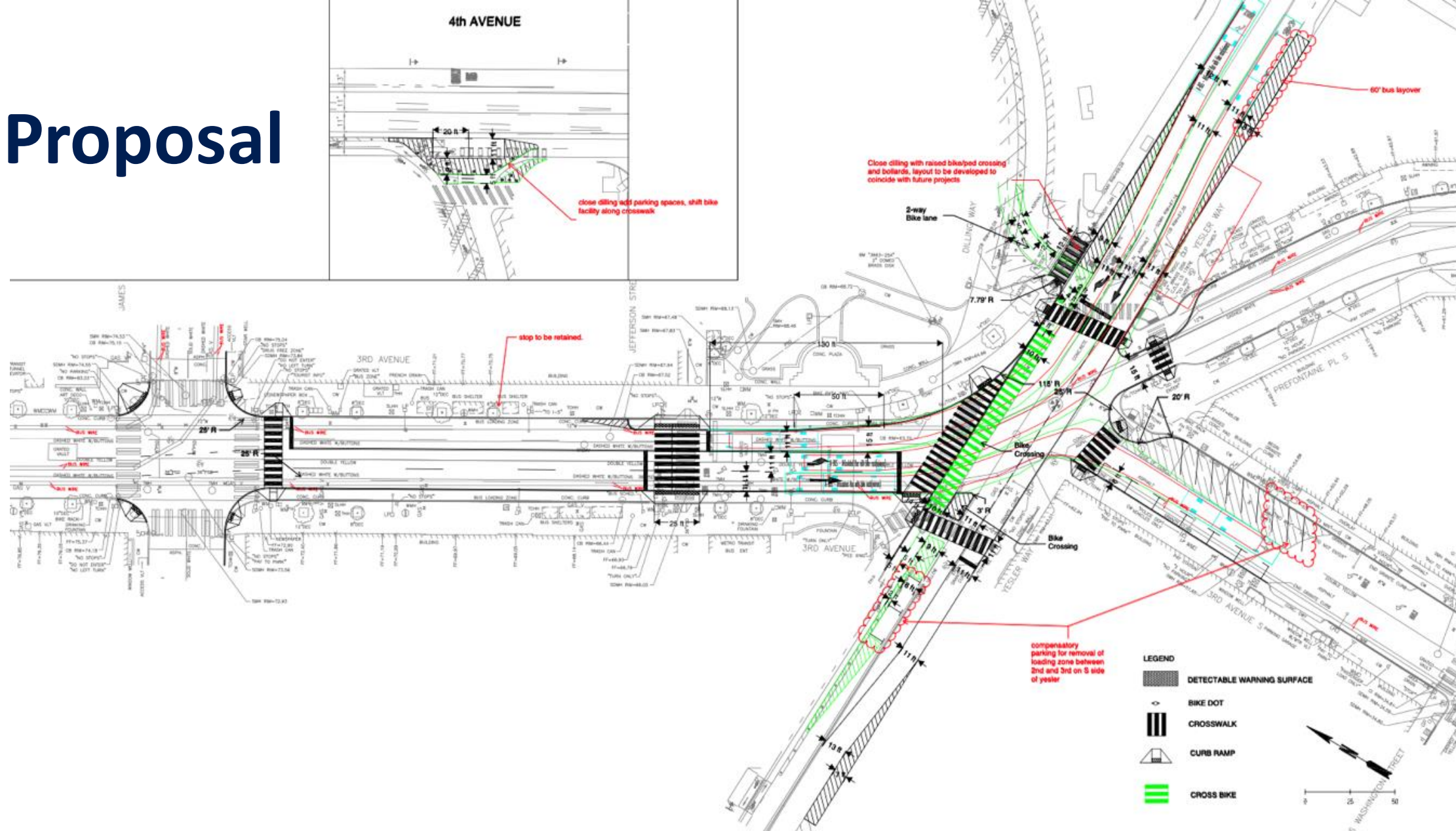


Scope of Work

# Possible Scope Components

- Road rechannelization of 3<sup>rd</sup> and Prefontaine Place, remove 1 NB lane
- Expand sidewalk space with curb extensions on 3<sup>rd</sup> Ave to alleviate space constraints (especially on west sidewalk)
- Close Dilling Way to vehicles
- Realign bike crossing and add crossbike markings
- New curb bulbs, crosswalk, and back-in angle parking on 3<sup>rd</sup> Ave S
- New pedestrian crossing islands on Yesler
- Bus stop on Yesler shifted further east

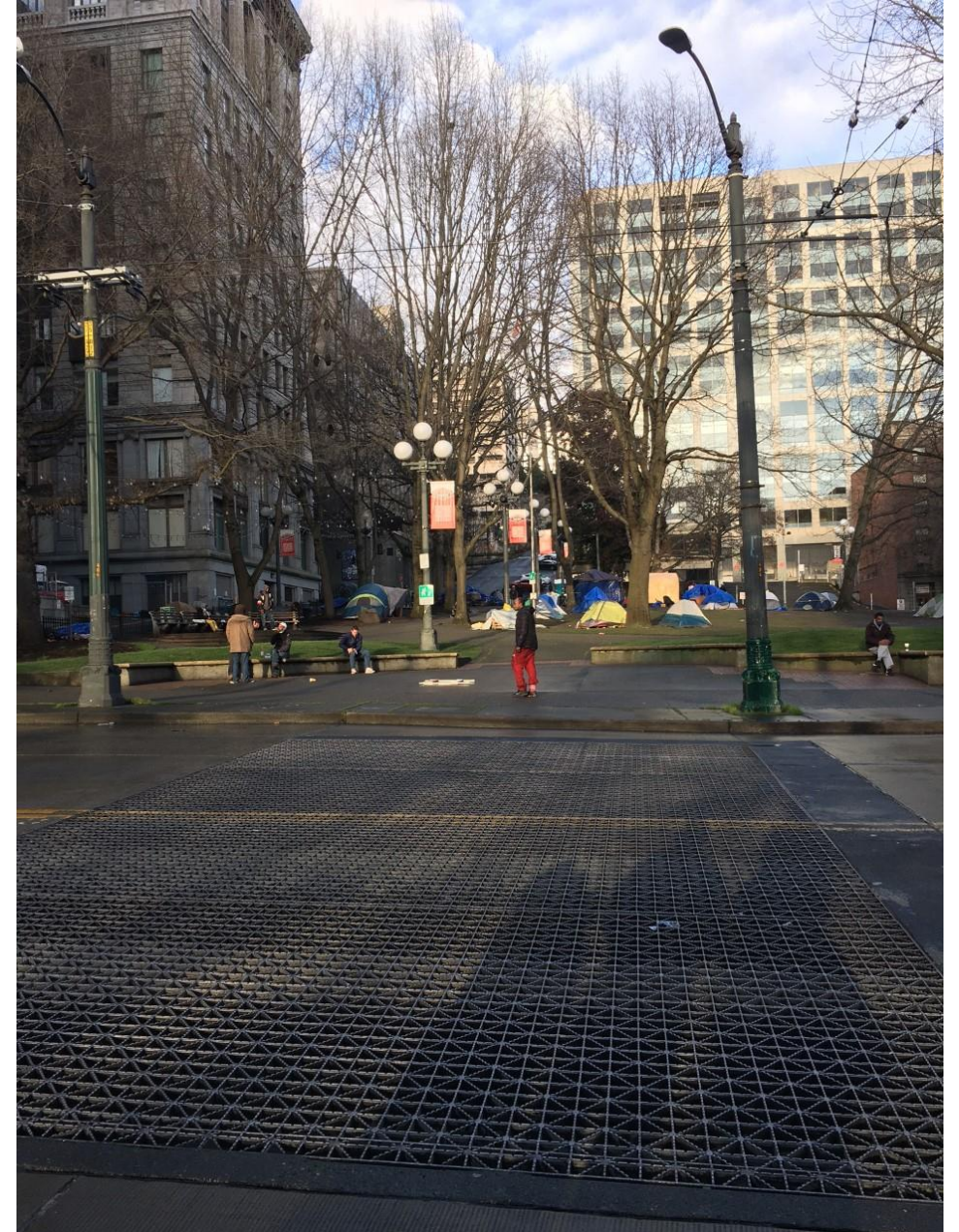
# Proposal





# Risks

- Pilot period results
- Metro OCS relocation
- Cumulative construction impacts





Communications

# Project Development Core Team

## DESIGN TEAM LEADS

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Program Owner  
**Gabriel Seo**  
SDOT



Project Developer  
**Louisa Miller**  
SDOT



Design PM  
**Alex Atchison**  
Parametrix



Transportation Ops  
**Tom Le**  
SDOT



Signal Ops  
**Laura Wojcicki**  
SDOT



Communications  
**Sara Colling**  
SDOT

# Key Stakeholders

- King County Metro
- King County Courthouse
- Seattle Parks Department
- Sound Transit
- Alliance for Pioneer Square
- Pioneer Square Preservation Board
- Community Members
  - Unhoused community
  - Transit riders
- Downtown Seattle Association





Schedule and Budget

# Budget & Schedule

BUDGET	
Phase	Total
Development (0-30%)	\$150,000
Design (30-100%)	\$150,000
Construction	\$700,000
<b>Total</b>	<b>\$1,000,000</b>

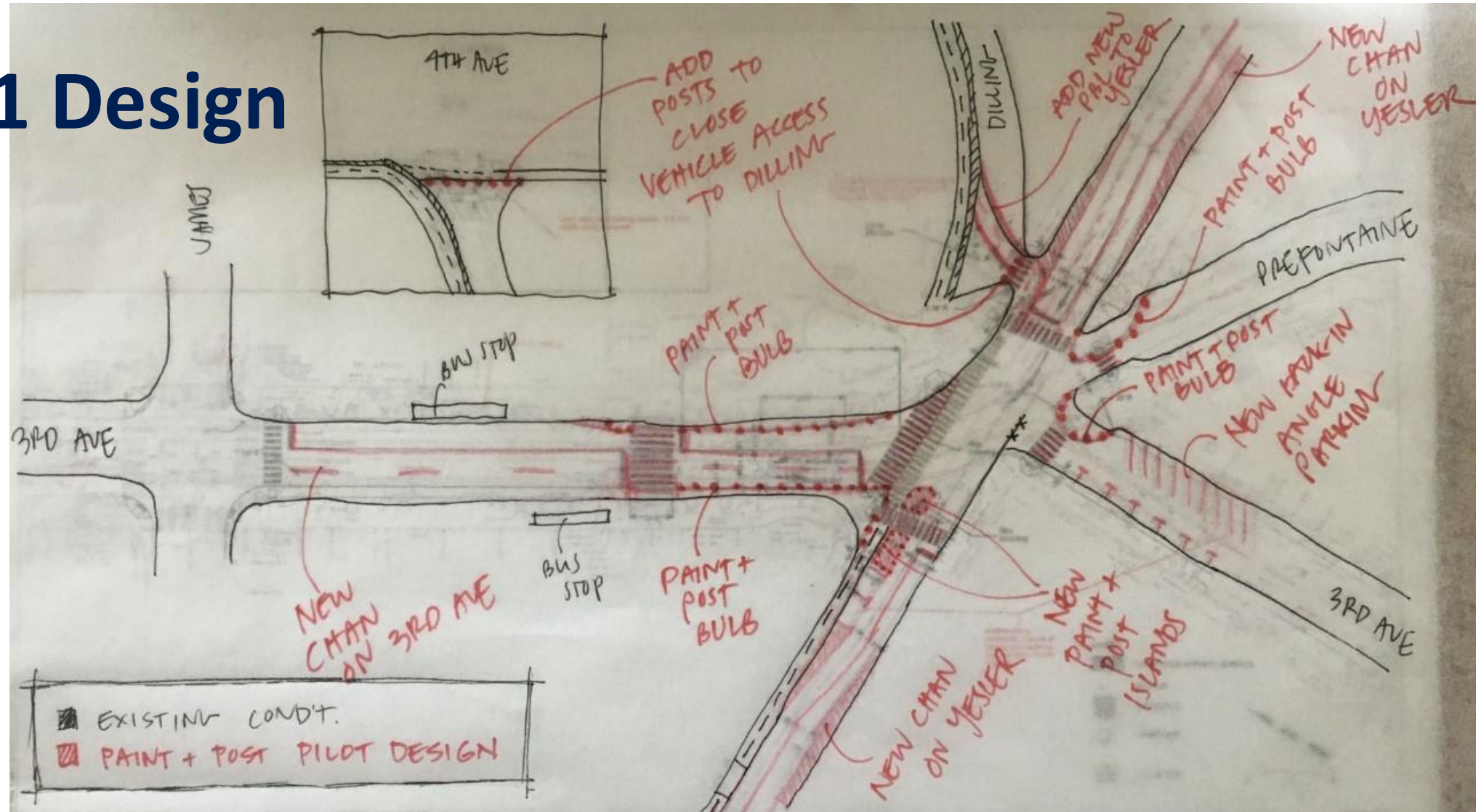
FUNDING	
Source	Total
One Center City - NTAP	\$1,000,000

# Schedule (Phases 1 & 2)

- Phase 1: Pilot Period (approximately 4 weeks in March/April 2022)
  - Temp paint and posts for channelization shown on next page
  - Signal phasing updates (excluding bike signal)
- Phase 2: Interim Period (immediately after the pilot period in 2022)
  - If pilot approved, replace all temp markings with final channelization markings
  - If pilot not approved, replace temp markings on 3<sup>rd</sup> Ave S and on Yesler only



# Phase 1 Design



# Schedule (Phases 3 & 4)

- Phase 3: Partial Permanent Improvements (after interim period):
  - Add crossbike markings, the new leg of the Dilling Way protected bike lane, and the bike signal heads with pedestal relocation and existing NW corner pedestrian island removal.
  - Concrete work: Construct curb bulb at 3<sup>rd</sup> Ave S/Yesler and any concrete work needed to close Dilling Way to vehicular traffic
  - If pilot not approved, install a modified curb bulb at the NW corner of 3<sup>rd</sup> Ave / Yesler (at the slip lane) along with the pedestrian islands for the west crosswalk.
- Phase 4: Remaining Permanent Improvements (TO BE BUILT BY OTHERS)
  - Any remaining scope improvements that were not able to be built by crews in previous phases, plus the new sidewalk extensions, roadway paving, etc. that is scoped in the larger capital project.

# Questions?

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[www.seattle.gov/transportation](http://www.seattle.gov/transportation)

