



OCC Near-term Pedestrian and Accessibility Improvements (2017-2023)

July 13, 2017

Discussion Draft

1. Identify near-term implementation opportunities from adopted and ongoing concept plans, for example:

- a. Consider interim implementation of the pedestrianization opportunities suggested in:
 - Little Saigon Concept Plan: Little Saigon unopened alley ROW between Jackson and King.
 - Thomas Concept Plan: 3rd Ave W between W Thomas St and Elliott Ave.
 - Pioneer Square Concept Plan and S Jackson St Connections Project: 3rd Ave S between 2nd Ave Ext and Jackson St, alley between 2nd Ave Extension and S Main St.
- b. Denny Way Concept Plan:
 - Interim improvements at angle intersections to reduce pedestrian crossing distances.
 - Consider permanent pedestrian improvements to bus stop triangle and pedestrian crossing at Denny Way and Stewart St.
- c. Lake2Bay and 3rd Ave Transit Corridor:
 - Triangle at 3rd Ave at Denny Way.
- d. Explore strategies for temporary activation of private surface lots such as:
 - Triangle and Overlook Plazas which were identified by Alliance for Pioneer Square in Pioneer Square Concept Plan.
 - Surface parking lots adjacent to implemented Pavement to Parks.

2. Implement age-friendly improvements, for example:

- a. Develop an age-friendly toolkit to inform capital project design.
- b. Market to Mohai prototype: Partner with community stakeholders to integrate age-friendly elements into design.
- c. Develop an SDOT Bench Program.
- d. Require pedestrian-scale street lighting for private development proposed in downtown.
- e. Update curb ramps as per ADA requirements.

3. Update street design standards to meet best practices:

- a. Streets Illustrated – updated SDOT Right of Way Improvements Manual.

- 4. Enhance legibility and wayfinding in the Center City:**
 - a. Develop coordinated pedestrian wayfinding design standards and pilot implementation between 2017-2019.
 - b. Explore strategies to integrate recommendations with ongoing capital improvements.

- 5. Focus existing and new programs to enhance sense of place in the Center City, for example:**
 - a. Pavement to Parks (P2P) Adaptive Streets Program: Consider adding a Center City focus in the near-term.
 - b. Explore strategies for converting Headwaters P2P (Taylor Ave N between 5th Ave and Denny) into a permanent open space.
 - c. Explore strategies to foster a sense of place and augment the public realm through temporary art installations.
 - d. Active edges and facades: Explore strategies such as interim landscaping and vending along private surface parking lots and dead facades to extend activity hours.
 - e. Food truck zones: Explore strategies to increase the variety and number of food trucks in the Center City.
 - f. P-Patch partnership on Broad St ROW: Explore interim use of SDOT ROW as a community P-Patch in partnership with Department of Neighborhoods.
 - g. Explore interim strategies to infill partially completed green streets.
 - h. Consider pilot opportunities to foster a greater variety of vending in the ROW.
 - i. Use near-term opportunities as platforms for public engagement for the long-term public realm planning effort.

- 6. Improve the pedestrian realm and transit experience at mobility hubs, for example:**
 - a. Test legibility improvements and curb space allocation opportunities through a mobility hub demonstration project.
 - b. SDOT, Metro, and ST planned transit spot improvements.
 - Lean rails.
 - Longer pedestrian phase lengths at key locations.
 - Shelters.
 - Planters and landscaping.
 - Explore strategies to remove the 5th Ave/S Jackson St old trolley station.

- 7. Daylight planned pedestrian and accessibility improvements in capital projects, for example:**
 - a. Pike Pine Renaissance Act 1.
 - b. Center City Streetcar Connector: Implement fully and partially raised intersections at several locations, all-way walks at 1st and Cherry and 1st and Pike, and update curb ramps along entire corridor.
 - c. Implement flexible porous surface installation on various project corridors including Madison BRT and 3rd Ave, potentially on Pike/Pine.

- d. New Rapid Ride routes through the Center City: Implement sidewalks repair, curb ramp updates, improved streetscape, and new landscaping at bus zones along BRT corridors.
- e. Review and implement improvements at Pedestrian Masterplan identified high priority locations throughout Center City.
- f. Implement planned pedestrian signal improvements at multiple locations.

8. Develop data and a protocol to measure public life:

- Build on existing methodology and data to develop and implement a protocol for measuring public life as part of the long-range public realm plan.