

# Vision Zero 12 Ave S Project

## Application to the International Special Review District

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Separate attachment: plan set



*12 Ave S looking north from S Charles St*

# Project overview

## Vision Zero Project Goals

- Install safety enhancements for people walking and biking at S King, S Weller St and S Charles St
- Reduce speeds of vehicular traffic on 12th Ave S at the Jose Rizal Bridge
- Improve the walking and bicycle connections along and across 12th Ave S

## Bicycle Master Plan Project Goals

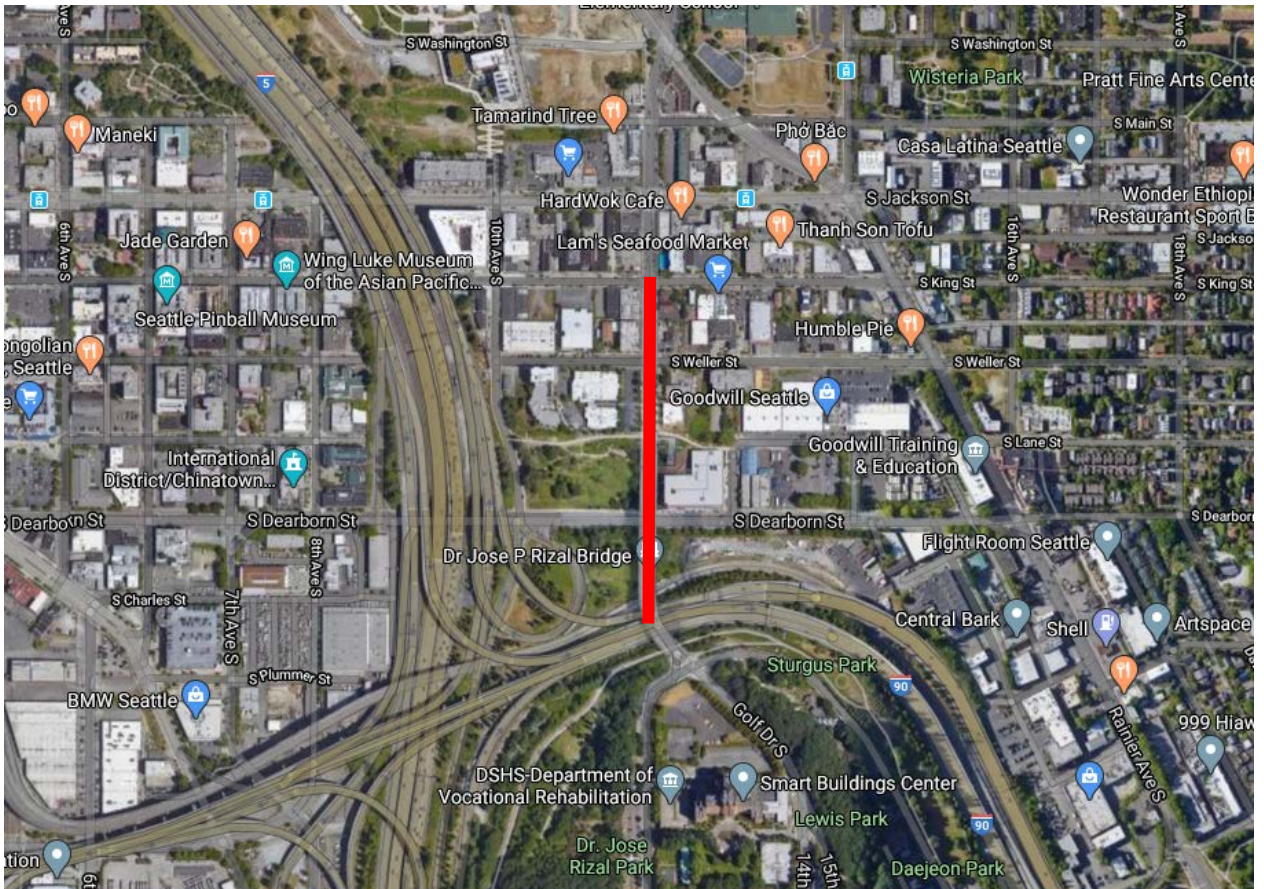
- Create an all-ages-and-abilities bicycle facility between the S King St Neighborhood Greenway and the Mountains to Sound/I-90 Trail

## Opportunity Statement

Enhance safety for people of all ages and abilities that walk, bike and drive between the north end of Beacon Hill and the CID.

## Project Limits

12 Ave S between S King St and S Charles St/Golf Dr S



# Existing Conditions

## Safety Focus

This corridor was prioritized because of the number of pedestrian and bicycle collisions that have occurred here. In addition to the number of reported collisions, SDOT also measured high speeds on the Jose Rizal Bridge.

Roadway User	Fatality/ Serious Injury	Injury	Total
Bicyclist	0	10	10
Pedestrian	2	12	14

12th Ave S from S Charles St to S Weller St

Roadway User	Fatality/ Serious Injury	Injury	Total
Bicyclist	0	4	4
Pedestrian	0	1	1

12th Ave S/Golf Dr S and S Charles St

Roadway User	Fatality/ Serious Injury	Injury	Total
Bicyclist	0	4	4
Pedestrian	1	10	11

12th Ave S and S Weller St

Bridge Safety Analysis of Bicyclist and Pedestrian Collisions, Jose Rizal Bridge 1/1/2004 – 8/1/2017

## Collision Data Summary

- There were a total of 34 crashes that occurred from 1/1/2004 to 9/1/2018 at the three intersections in the corridor. Ten of those crashes involved bicyclists and fourteen involved pedestrians.
  - 7 total crashes at Charles (2004-2018)
  - 19 total crashes at Weller (2004-2018)
  - 8 total crashes at King (2004-2018)
- Crashes were evenly distributed among movements and crosswalks.
- In all fourteen crashes involving a pedestrian, the pedestrians had the right of way at the time of the collision.



## Existing Conditions

### Vehicle Speeds

- Speeds in these 3 blocks are 10% higher than overall corridor
- Speed limit is 25 mph
- Average speed 32/33 (NB/SB)

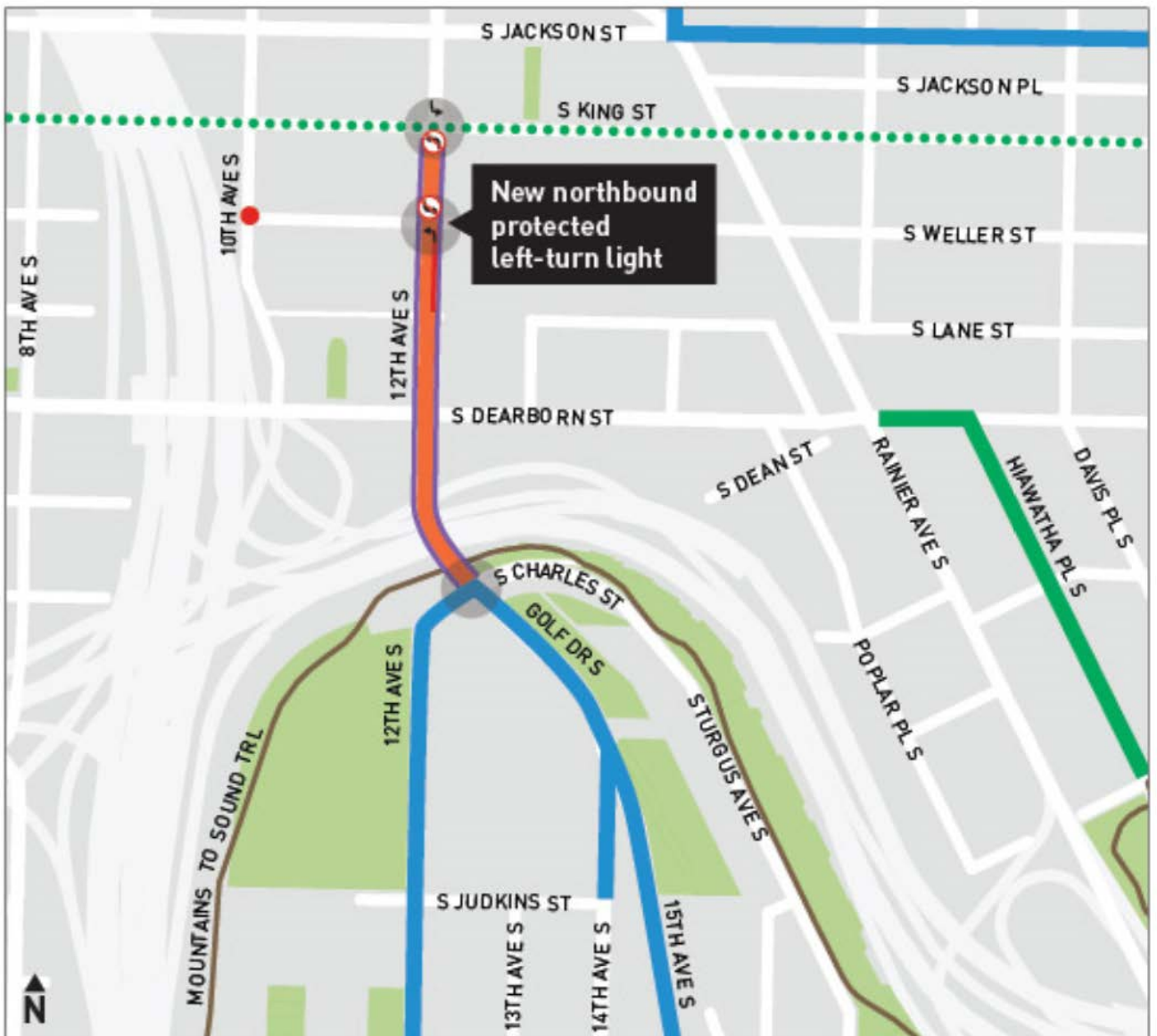
Location on 1 Ave	85 <sup>th</sup> percentile speed (NB/SB)	Average number of motorists traveling 10+ mph over posted speed limit (NB/SB)
E Harrison St (2017)	28 / 26	.6% / .4%
E Union St (2017)	29 / 29	.2 / 1.8
Columbia St (2017)	28 / 27	.2 / .3
Spruce St (2017)	28 / 27	.2 / .5
<b>Weller St (2017)</b>	<b>33 / 32</b>	<b>8.9 / 3.7</b>

### Existing roadway conditions

12 Ave S currently has four lanes of traffic: two northbound and two southbound. There are transit stops northbound and southbound at S Weller St. There is a protected northbound left turn pocket at S King St. While there is no northbound left turn pocket or signal phase at S Weller St, SDOT has counted high volumes of left turns at this intersection, likely because motorists don't have to wait for a signal. Unfortunately, this turning movement aligns with a number of the collisions at S Weller St. Northbound motorists making a left turn are striking pedestrians in the west crosswalk.

## Proposed Project Elements

- Safety improvements:
  - Curb bulbs and protected left turn lane at S Weller St
  - Lead pedestrian interval and slip lane closure at S Charles St/Golf Dr S
- Protected Bike Lane: S King St to S Charles St to connect Mountains to Sound trail and S King St Neighborhood Greenway
- Construct portions of S King St Neighborhood Greenway at 12 Ave S and S King St intersection
  - Raised crosswalk on west leg of intersection
  - Curb bulbs onto S King St
- Pedestrian lighting installed at locations around Little Saigon
- Signs, markings and a bicycle counter on 12 Ave S



# Design Development for 12 Ave S portion of project

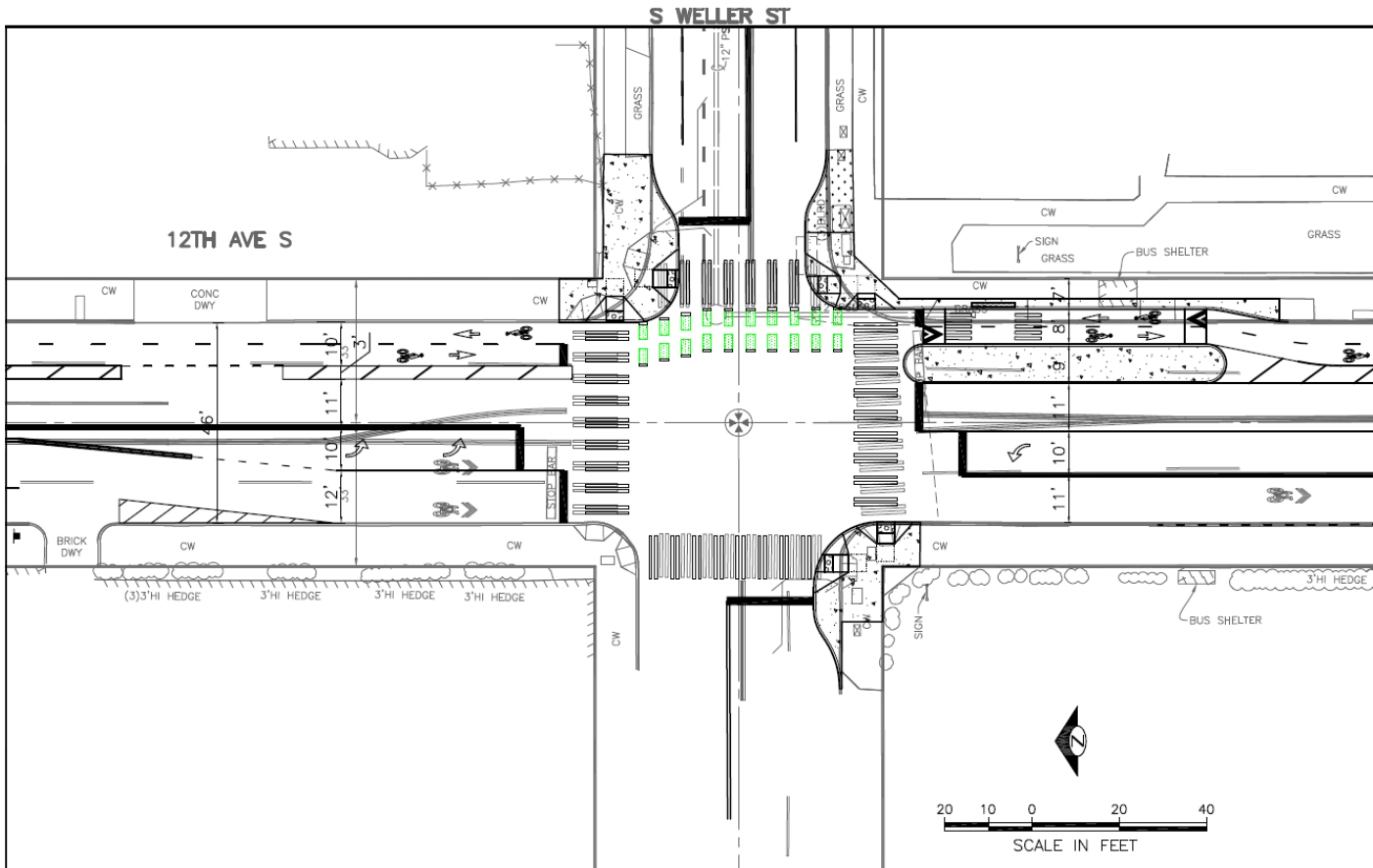
## How we incorporated community feedback

### Original Design

- Two-way protected bike lane on the east side of 12 Ave S
- Northbound and southbound protected left turn pockets at S Weller St
- Moved east curb on southeast corner of 12 Ave S and S Weller St to maintain bus stop
- Southbound bus zone at S Weller St relocated to S Lane St



Between S Weller St and S Lane St, looking north.

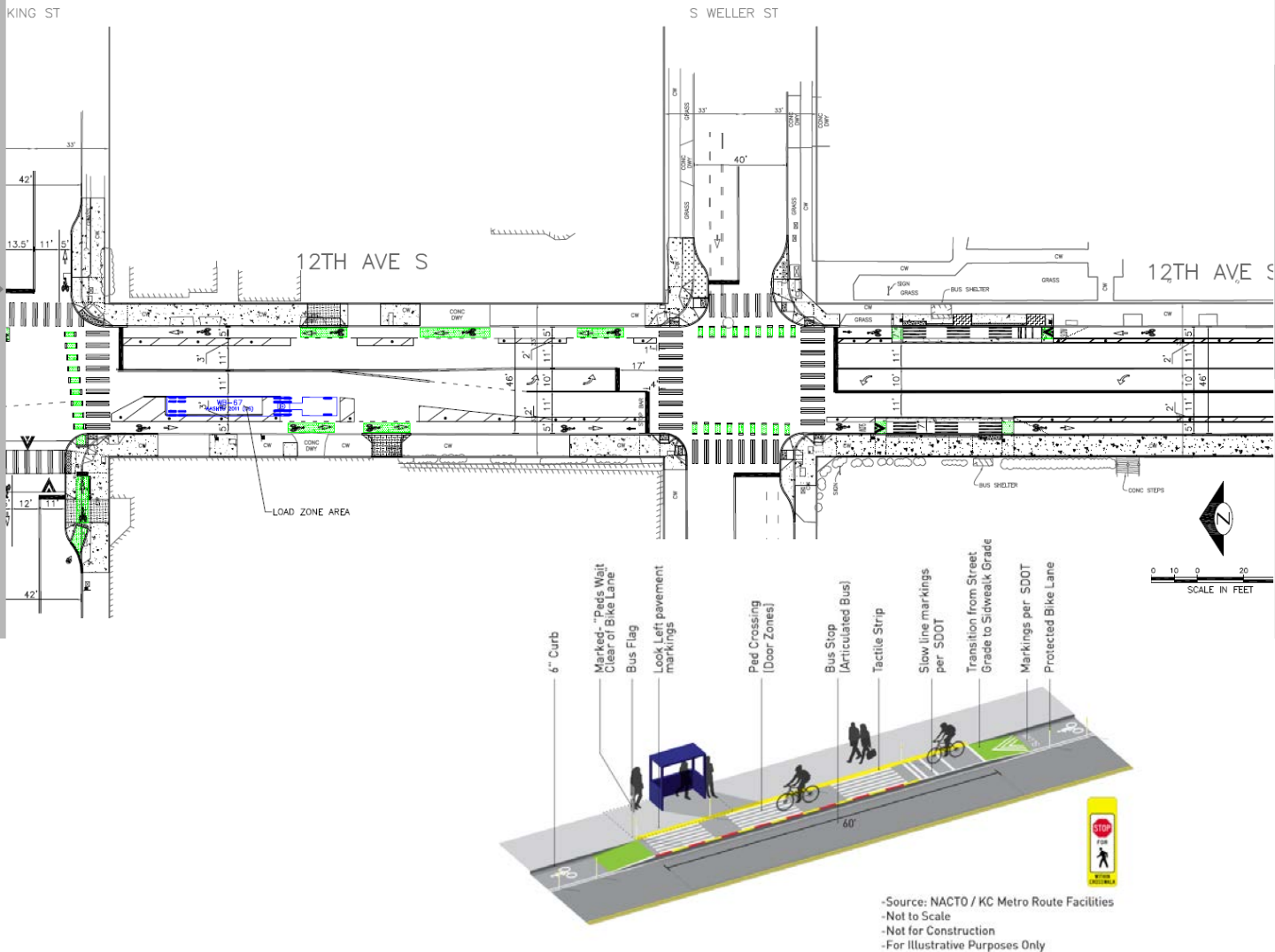


### Feedback received

- Concern about relocating Metro bus zone to S Lane St
- Bicyclists concerned about having to cross from west to east, then back again
- Bicyclists concerned about having uphill bicyclists so close to downhill vehicle traffic
- While we didn't identify this as an issue at the time, this design impacted the existing load zone on 12 Ave S between S King St and S Weller St. It would have shifted trucks further north.
- In addition to community feedback, SDOT staff also identified cost concerns with this option due to the level of signal infrastructure impacted.

## Revised Design (Version 2)

- One-way protected bike lanes on either side of 12 Ave S
- Northbound and southbound protected left turn pockets at S Weller St
- Southbound bus zone able to remain at S Weller St
- Shared bus/bike zone at existing bus stops

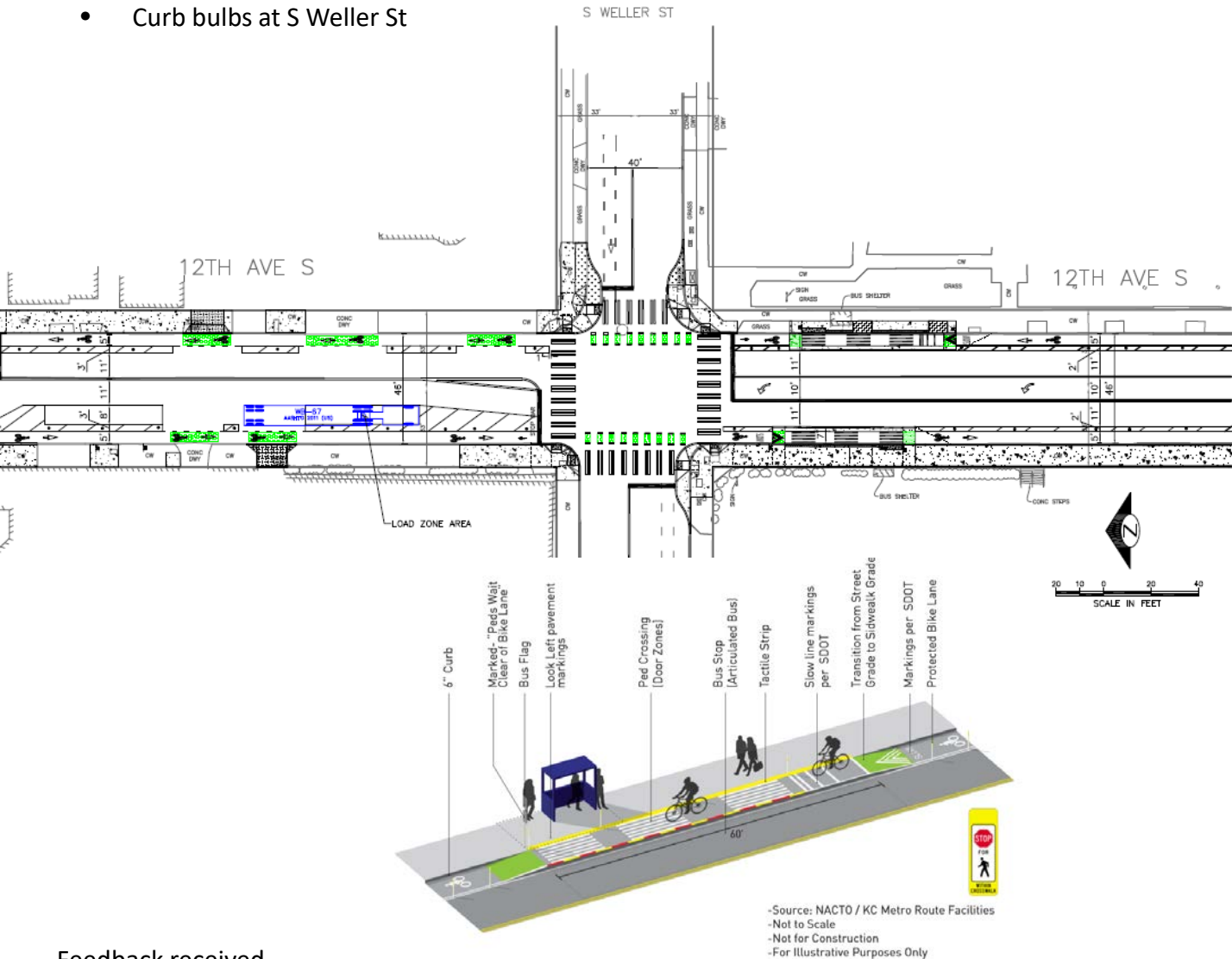


## Feedback received

- Concern about design impacting the existing load zone on 12 Ave S between S King St and S Weller St. It required that trucks shift further north. This would mean that the back of a semi-truck would no longer be aligned with the entrance to the HauHau Market warehouse.

## Final Design (Version 3)

- One-way protected bike lanes on the either side of 12 Ave S
- Northbound left turn pocket at S Weller St with protected left turn phase
- Southbound left turn restriction at S Weller St
- Northbound left turn restriction at S King St
- Southbound bus zone able to remain at S Weller St
- Jose Rizal Bridge reduced to one lane in each direction
- Shared bus/bike zone at existing bus stops
- Curb bulbs at S Weller St



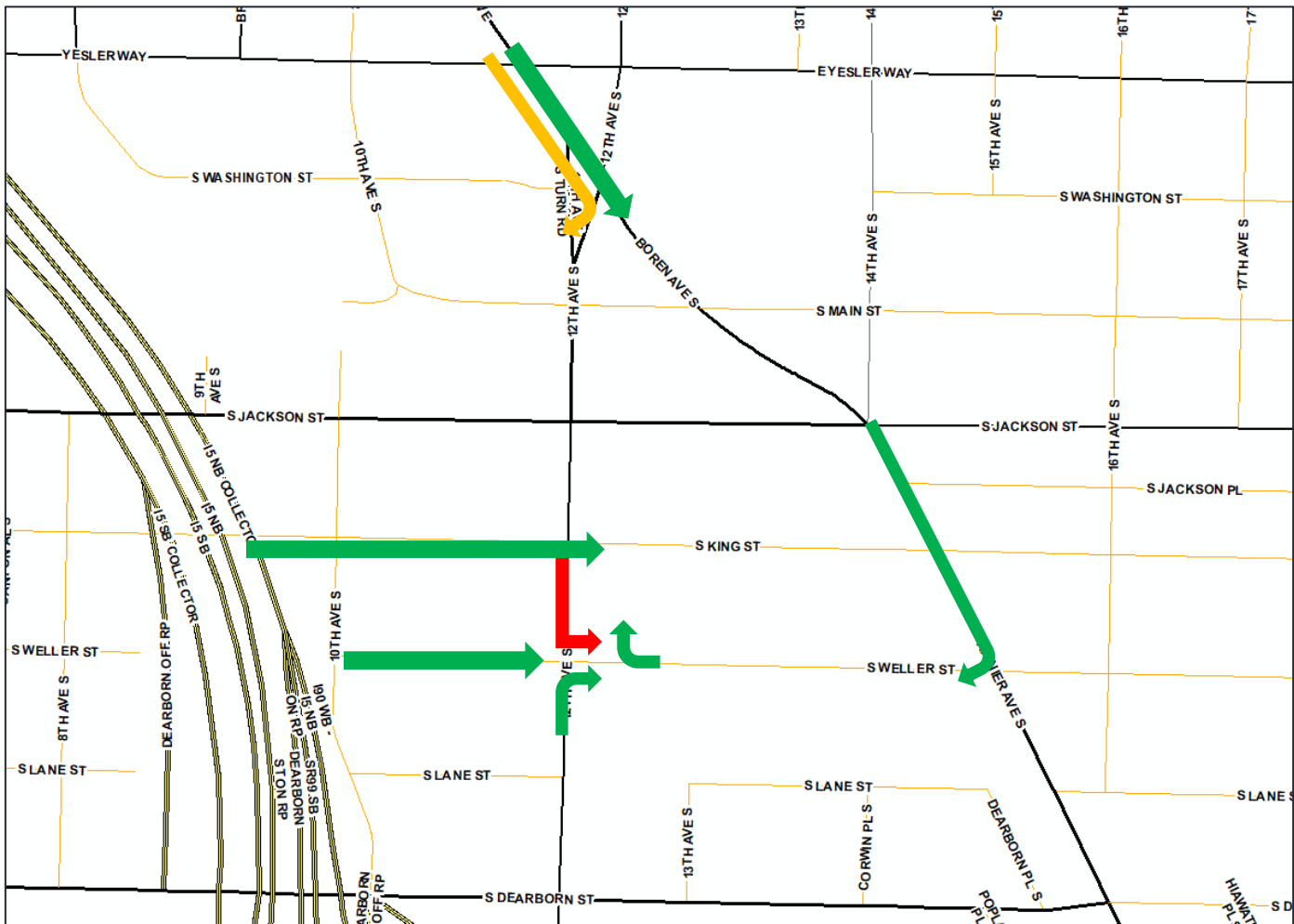
## Feedback received




- We have heard some concerns from properties on S Weller St between 12 Ave S and Rainier Ave S due to the southbound left turn restriction. The following page shows all the alternative ways to access this block.
- SDOT also worked with adjacent businesses at S Weller St to confirm that there would be no impact to legal parking spots when curb bulbs are installed, and existing load zones will still be able to operate as they do today.
- It is worth noting that there is general concern about reducing the number of lanes on 12 Ave S. However, SDOT models show that the main congestion points are the S Jackson St and Yesler Way intersections. Reducing the number of lanes on this portion of 12 Ave S is ultimately recommended for the safety benefits it will bring.



# Circulation to S Weller St under final design

- Access maintained for all movements but southbound left turn on 12 Ave S
- 2019 traffic volumes showed 7 southbound left turns in the peak hour



-  Vehicle movement permitted and recommended
-  Vehicle movement permitted but not recommended for access to S Weller St between 12 Ave S and Rainier Ave S
-  Vehicle movement not permitted in proposed design



## Summary of Issues and Concerns

As described in the preceding pages, the SDOT Vision Zero 12 Ave S team conducted a robust engagement process spanning over a year. Our team believes that we have addressed each issue or concern raised during the project design period.

Issue/Concern	Description	Resolution
Metro bus stop locations	SIHB requested that both bus stops at S Weller St be maintained. Original designs assumed they had to be moved.	Current stop locations maintained. The project will construct a raised bike lane at the bus stops to fit both elements within the project footprint.
Load zone for HauHau market storage; parking on 12 Ave S	HauHau Market utilizes a load zone on the west side of 12 Ave S between S King St and S Weller St for loading to and from their warehouse. The ability to allow the back of a semi truck to align with their driveway was a top community priority.	The final design allows for a semi truck to load as they do in the current configuration, though the truck will park to the east of the Protected Bike Lane. Changes made to the design to allow this include the removal of the southbound left turn lane at S Weller St, and Metro trolley wire adjustment on this block (that will occur during construction).
Truck turning movements to S King St and S Weller St	Maintaining truck turning movements to and from S King St and S Weller St was a community priority.	The final design accommodates the same truck turning movements as are possible today, aside from the northbound left turn at S King St, which is removed for all users and replaced with a protected left turn at 12 Ave S and S Weller St, and an all-way stop at 10 Ave S and S Weller St.
Left turn restriction at S Weller St for southbound traffic	While the removal of the southbound left turn at 12 Ave S and S Weller St is needed to allow loading activity on 12 Ave S, one future Seattle Indian Services Commission development on S Weller St between 12 Ave S and Rainier Ave S has concerns about customer and tenant access.	Eastbound access to S Weller St between 12 Ave S and Rainier Ave S is possible via 10 Ave S and S Weller St (then traveling east through the signal), and from northbound 12 Ave S (by making a right turn). Westbound access is possible from Rainier Ave S. These options will likely be sufficient. The development is several years away from construction and conditions can also be reviewed closer to their construction completion date.

## Summary of Issues and Concerns, continued

Issue/Concern	Description	Resolution
Reduction of lanes on 12 Ave S	While this concern was not voiced as often as site-specific issues, it is worth mentioning that there is some concern from the community about reducing the number of motor vehicle travel lanes on this segment of 12 Ave S.	The section of 12 Ave S between Yesler Way and S Lane St experiences periodic congestion in its current configuration. This is especially the case when congestion occurs on I-5, resulting in motor vehicles using Beacon Hill as a bypass. SDOT modeled existing and predicted traffic on this corridor. Congestion is expected to increase during peak times at the S King St and S Weller St intersections. This will especially be the case for northbound left turns, since they can currently be made at S Weller St without waiting for a protected phase. Reducing the number of people hit by motor vehicles making the northbound left is a key reason for this project. The increased congestion is expected to impact northbound vehicles on the Jose Rizal Bridge, and not impact the existing signals at S Jackson St, Boren Avenue and Yesler Way.
Loss of parking due to new curb bulbs	We received questions from adjacent businesses concerned about parking loss due to new curb bulbs.	Curb bulbs proposed on 12 Ave S at S King St and S Weller St would prevent motor vehicles from parking closer than is legally allowed to the intersection. This may be perceived as parking loss, but simply restricts parking within legal limits.
Placement of pedestrian lights to make best use of funding	Concerns raised by Seattle City Light about placement of proposed pedestrian lights under I-5. New LED lights maintained by SCL will be making this area very bright already.	Our team reached out to the Lighting Committee within the Little Saigon Neighborhood to get their feedback. After discussion, they gave SDOT a list of prioritized alternatives for pedestrian lighting, as detailed in this application.

# Design Development for 12 Ave S and S King St

## *S King St Neighborhood Greenway*

SDOT's S King St Neighborhood Greenway project began construction in 2019 with project elements along S King St between 5 Ave S and 18 Ave S, including:

- Sidewalk and roadway spot repair
- New traffic signal installed at Rainier Ave S and S King St
- Interim paint-and-post improvements for bicyclists at 12 Ave S and S King St

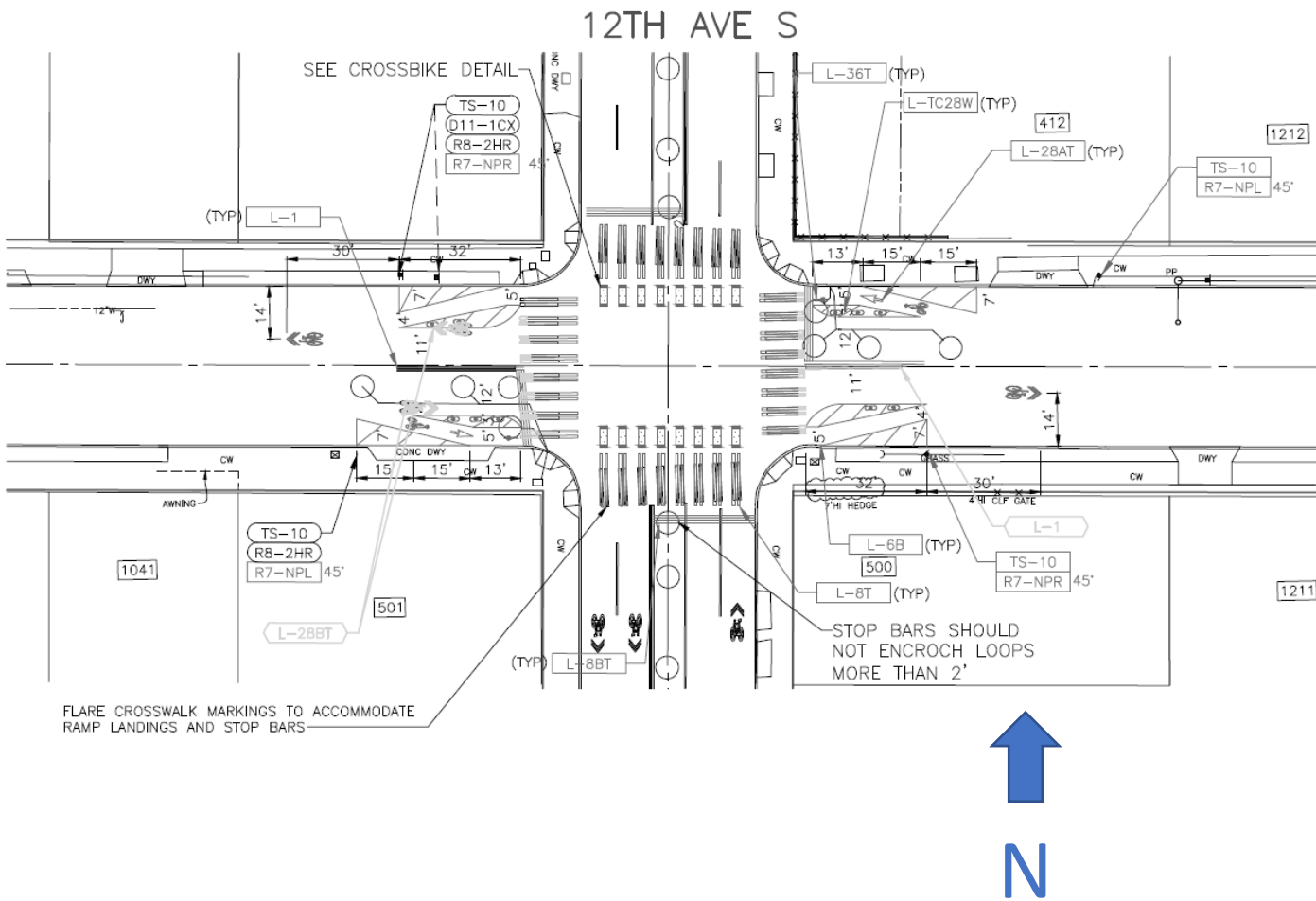




# 12 Ave S and S King St

## 2019 Interim Improvements

The interim paint-and-post improvements for bicyclists at 12 Ave S and S King St were designed to provide space for people riding bicycles east and west on S King St. They provided protected space on each approach for people to wait for the signal. This space had previously been used for parking and for motorists making a right turn.

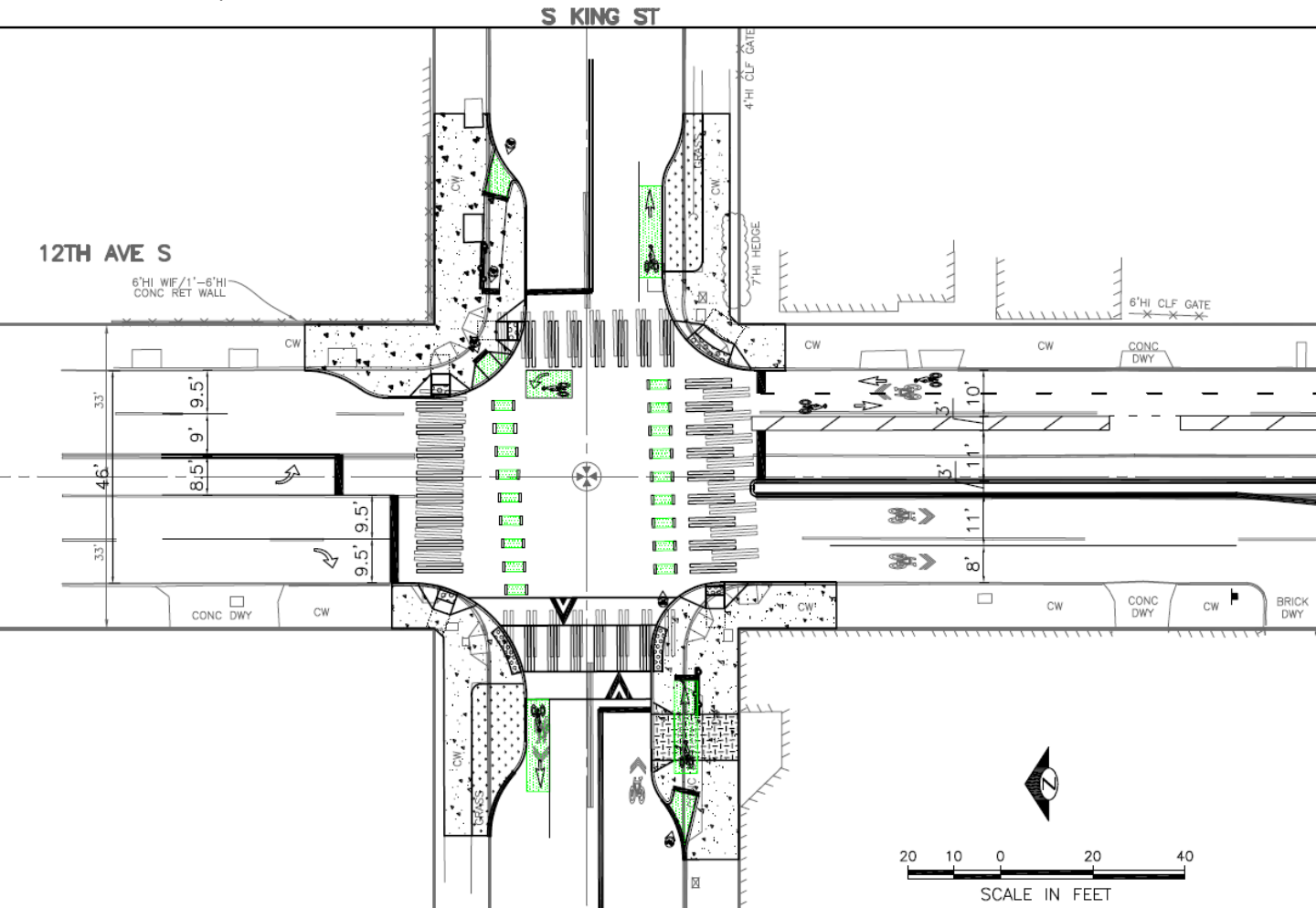


# 12 Ave S and S King St

## 2020 Proposed Improvements

The changes proposed at 12 Ave S and S King St are in response to community requests for:

- Slower traffic on S King St
- Less confusion at this busy intersection
- Continued access to S King St between 12 Ave S and Rainier Ave S (especially the southbound left turn)



This design includes:

- Raised crosswalk on the west leg of the intersection to improve pedestrian safety and provide a protected space for bicyclists to wait for the signal
- Northbound left turn phase restricted; the turn will be made at S Weller St instead
- Curb bulbs to increase the amount of space for people at the corners and shorten the crossing
- Southbound left turn phase maintained

Concerns heard during the design phase included concern about loss of parking due to the new curb bulbs. The curb bulbs were perceived to restrict 4 – 5 parking spaces, but will remove only two spots, and pushing vehicles further from the intersection is important for improving safety for people crossing the street. Concerns about the raised crosswalk were raised by a nearby site under construction, but after further discussion they determined that they could still operate on this route.

# 12 Ave S and S King St

*Existing and Proposed*



*Rendering of S King St and 12 Ave S, looking east*

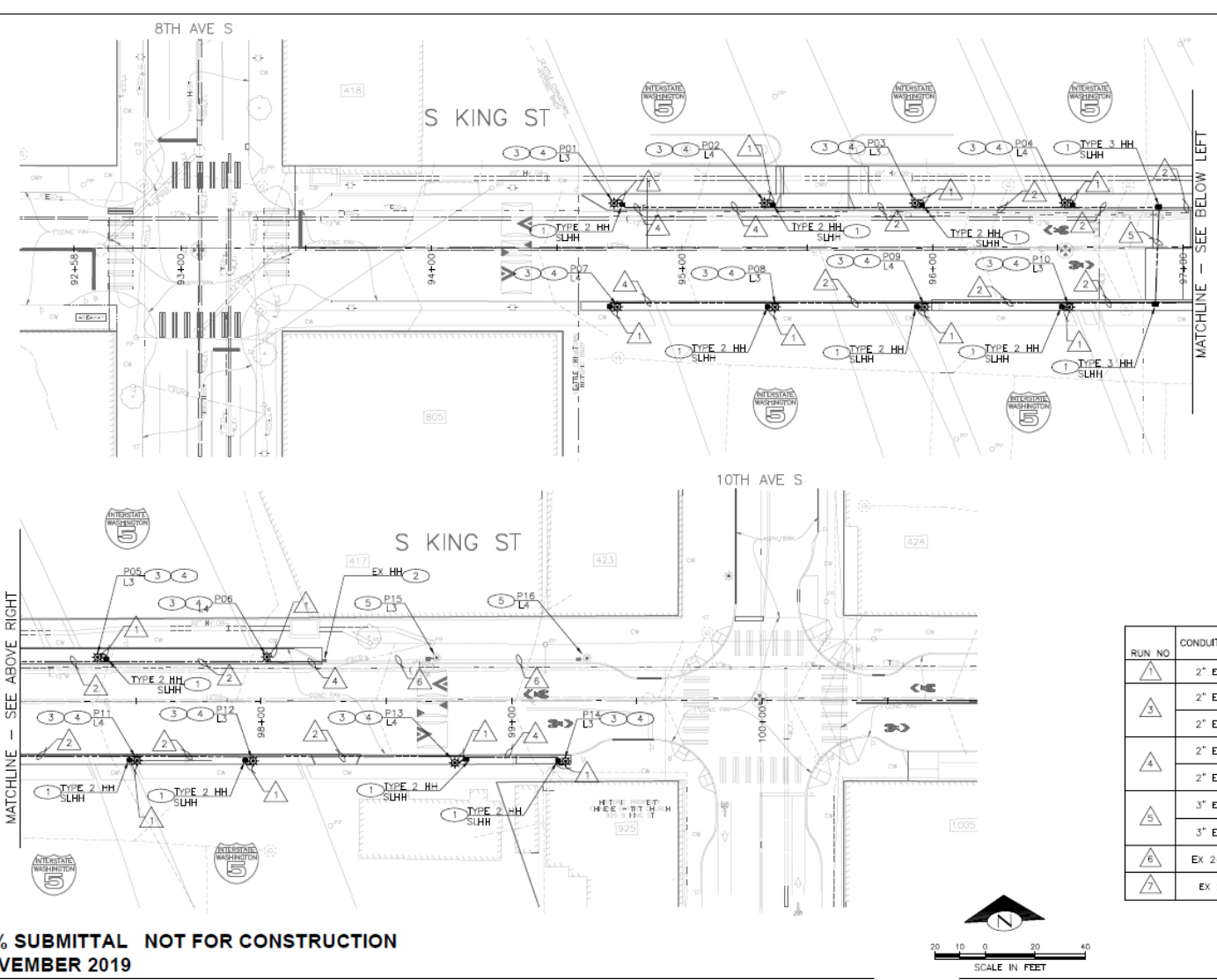
# Pedestrian Lighting in Little Saigon

## Design Development

Initial outreach for the S King St Neighborhood Greenway project identified improved lighting on S King St under I-5 as a community priority. Because of the desire to expedite as much of the neighborhood greenway project as possible in 2019, these pedestrian lights and their associated civil improvements, were moved into the 2020 VZ 12 Ave S contract.

The initial design included the following:

- 14 pedestrian luminaires [Pedestrian Luminaires, LED, Post-Top, International] placed on the north and south sides of S King St under I-5 (between 8 Ave S and 10 Ave S)
- Expansion of the north sidewalk to provide a space for the new pedestrian lights and to narrow the roadway on S King St (parking would still be allowed on the north side of the street)



90% SUBMITTAL NOT FOR CONSTRUCTION  
NOVEMBER 2019

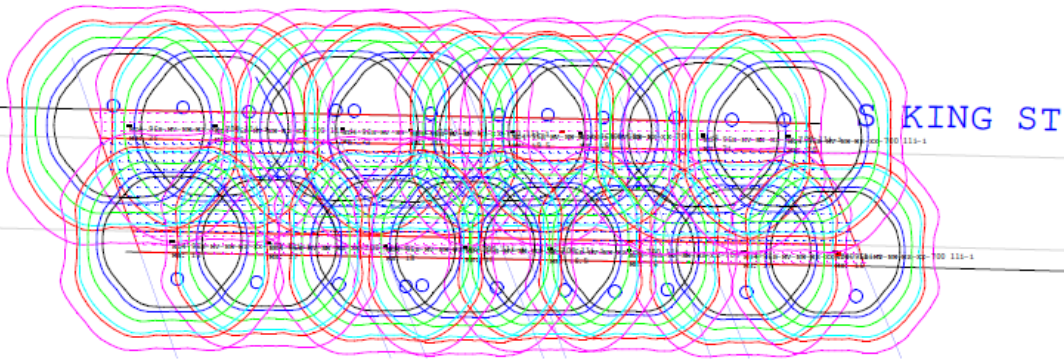




# Pedestrian Lighting in Little Saigon

## Design Development

In December 2019, Seattle City Light (SCL) finalized a design to replace the underdeck lighting on S King St under I-5. The new lighting will be brighter and would make the proposed pedestrian lighting superfluous.

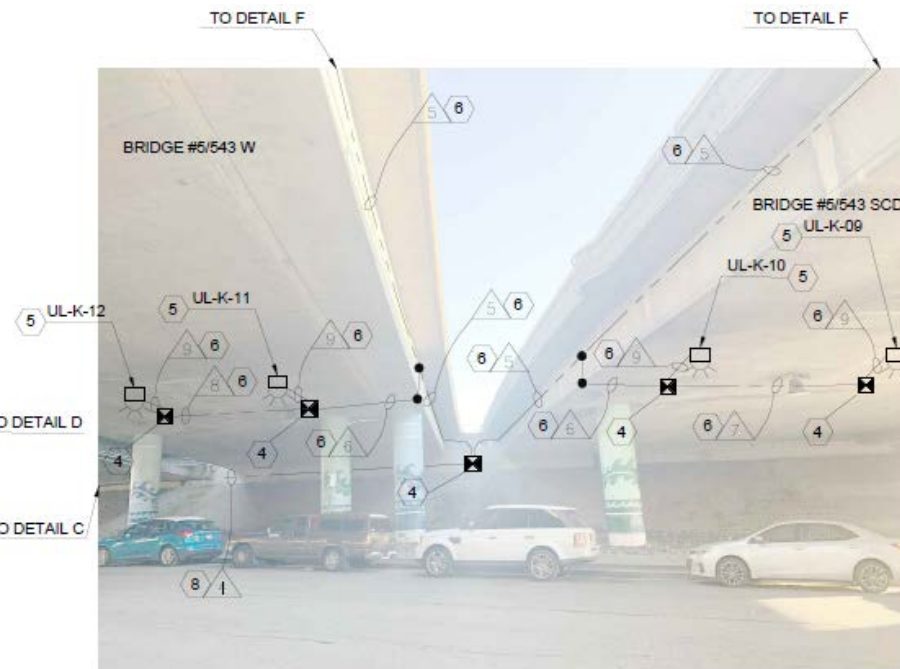


SCL lighting calculations for underdeck lights on S King St

### LED Outdoor Luminaires ND Luminaire



Underdeck lighting proposed by SCL



DETAIL D: BRIDGE #5/543 W & #5/43 SCD ON SOUTH SIDE OF S KING ST  
NTS

# Pedestrian Lighting in Little Saigon

## *Design Development*

As a result of SCL's new underdeck lighting design, SDOT reached out to SCIDPDA, Friends of Little Saigon, and the established CID Lighting Committee. This group had worked with a lighting consultant and produced a lighting plan for the Little Saigon and Chinatown ID neighborhood. Our aim in reopening this design issue was to make sure that funds identified for lighting were being used most effectively.

Emails and meetings in December 2019 and January 2020 resulted in a desire to reallocate SDOT's pedestrian lighting to other priority locations in Little Saigon. Following are the alternate locations identified by the Lighting Committee, followed by whether SDOT and SCL were able to meet this request:

**Priority area 1** (12<sup>th</sup> Ave S between S Weller St and S Lane St, in front of Seattle Indian Health Board and current Navigation Center)

**Priority area 2** (north side of S King St, in front of new Little Saigon Park)

**Priority area 3** (south side of S King St, just east of I-5, in front of the ACRS Food Bank)

**Priority area 4** (12<sup>th</sup> Ave S, between S King St and S Weller)

# Pedestrian Lighting in Little Saigon

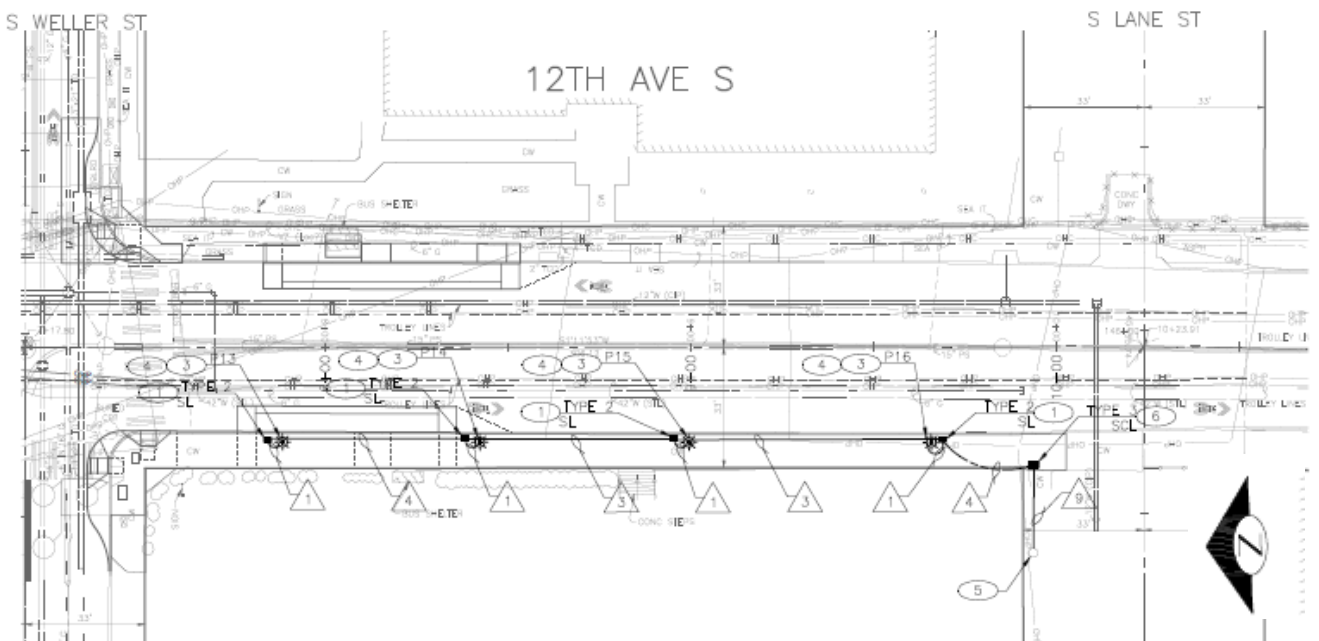
*Priority Area 1 (12<sup>th</sup> Ave S between S Weller St and S Lane St, in front of Seattle Indian Health Board and current Navigation Center)*

SDOT was already planning extensive sidewalk repair on the west side of 12 Ave S on this block. It will be simple and cost effective to add lighting in this area.

Because the Seattle Indian Services Commission has plans for redevelopment on the east side of the street, the current site of the Navigation Center, SDOT did not plan on touching the curb or sidewalk on the east side of the street beyond what is necessary for this project. Because frontage improvements associated with the future development may impact the sidewalk, we don't recommend this location as a good one for pedestrian lighting at this time. Constructing it will take a large portion of available funds, and it would be difficult to construct in locations that won't be impacted in the near future.



**Conclusion:** Four pedestrian lights added to the west side of 12 Ave S between S Weller St and S Lane St, in front of the Seattle Indian Health Board.



# Pedestrian Lighting in Little Saigon

*Priority Area 2 (north side of S King St, in front of new Little Saigon Park)*

The Seattle Department of Parks and Recreation is developing the Little Saigon Park on S King St between 12 Ave S and Rainier Ave S. SDOT reviewed this location with Seattle City Light (SCL). Unfortunately the existing driveways on this block are so close together than SCL's requirements for clear space around pedestrian luminaires cannot be met.

SDOT also reviewed the possibility of installing pedestrian lighting just to the west of this location, in front of Nissei Veteran's Hall. The impact of connecting power to this location would be both impactful to traffic on S King St and the driveway to HauHau Market's garage, as well as very expensive. Therefore this option was not pursued further.



*S King St between 12 Ave S and Rainier Ave S, looking at north curb*

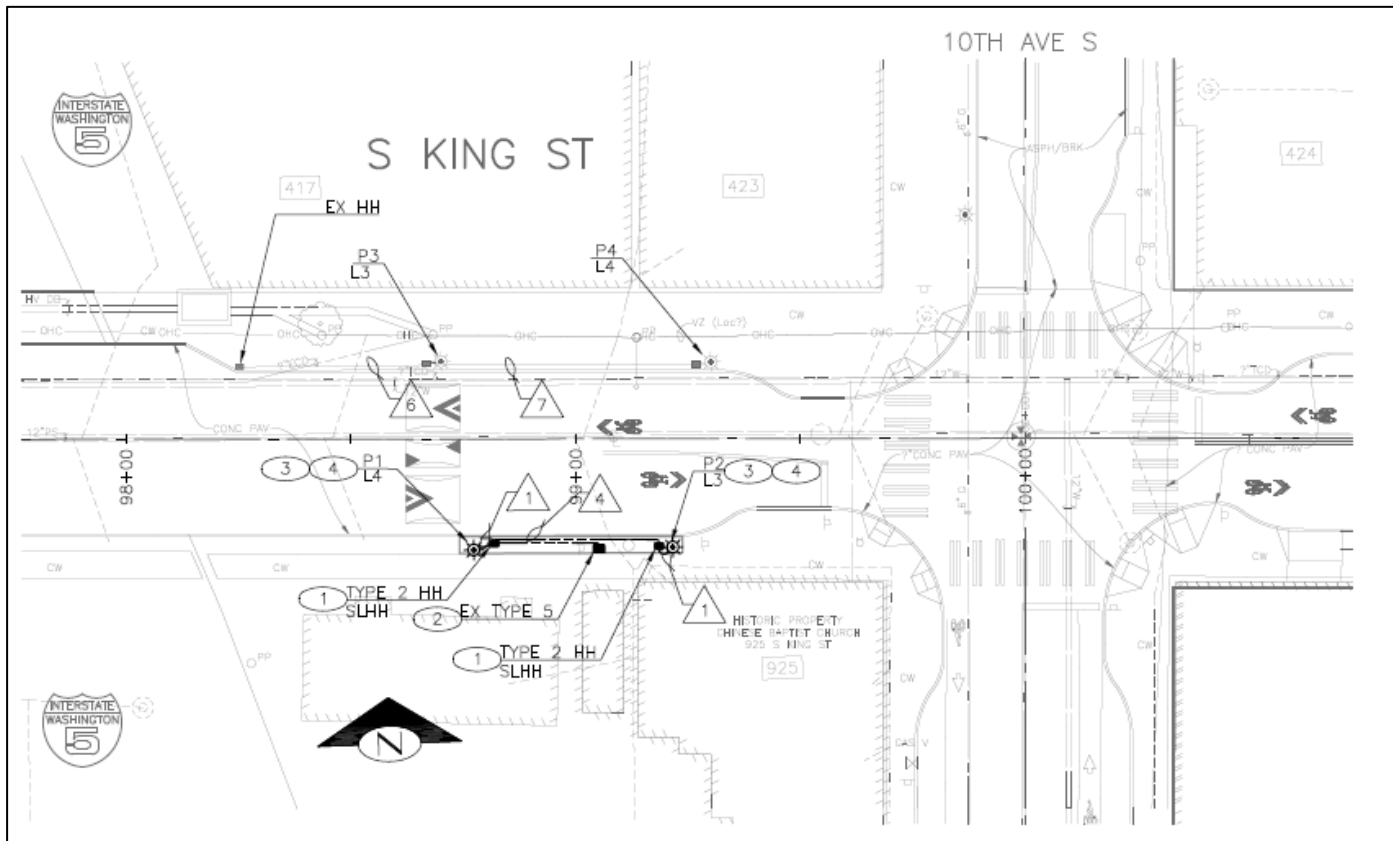
**Conclusion:** SDOT is unable to install pedestrian lights in front of the new Little Saigon Park.



# Pedestrian Lighting in Little Saigon

Priority area 3 (south side of S King St, just east of I5, in front of the ACRS Food Bank)

As this location was part of the original project design, SDOT is able to maintain two pedestrian luminaires in this area that is just to the west of the new SCL lighting under I-5.



**Conclusion:** SDOT will install two pedestrian lights in this location.

## **Pedestrian Lighting in Little Saigon**

*Priority area 3 (south side of S King St, just east of I5, in front of the ACRS Food Bank)*



Proposed: south side of S King St, just east of I-5, in front of the ACRS Food Bank

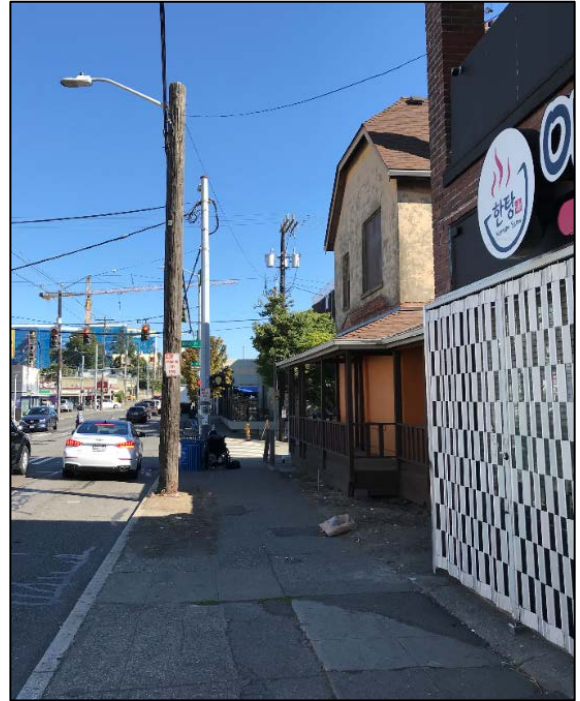
# Pedestrian Lighting in Little Saigon

## Priority area 4 (12<sup>th</sup> Ave S, between S King St and S Weller)

This was another area where SDOT was already planning extensive sidewalk repair on both sides of 12 Ave S on this block. By expanding the area of sidewalk repair, we can add lighting in this area.

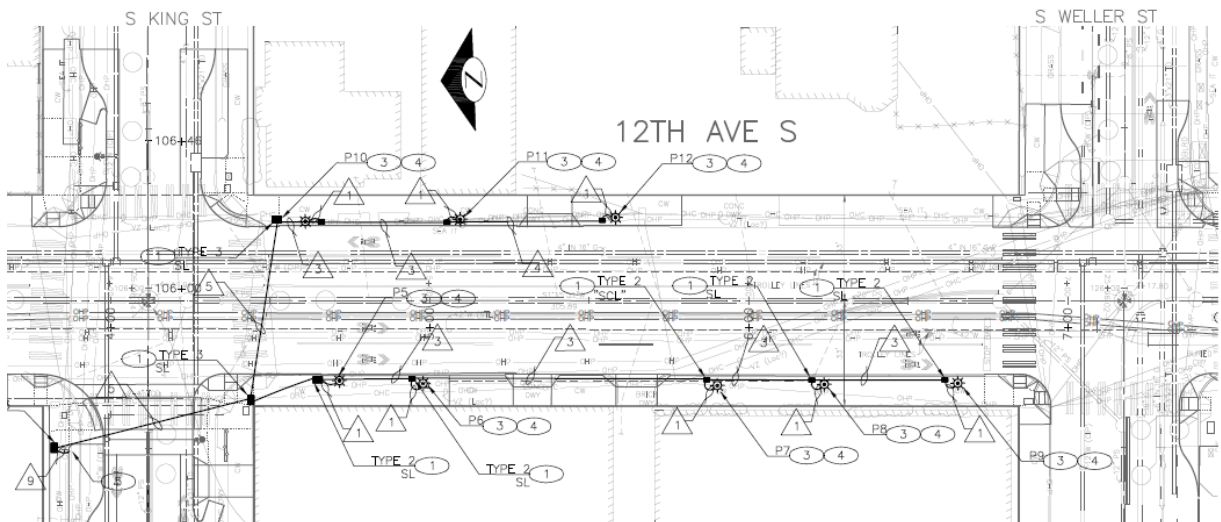


*West side of 12 Ave S looking south from S King St*



*East side of 12 Ave S looking north from between S Weller St and S King St*

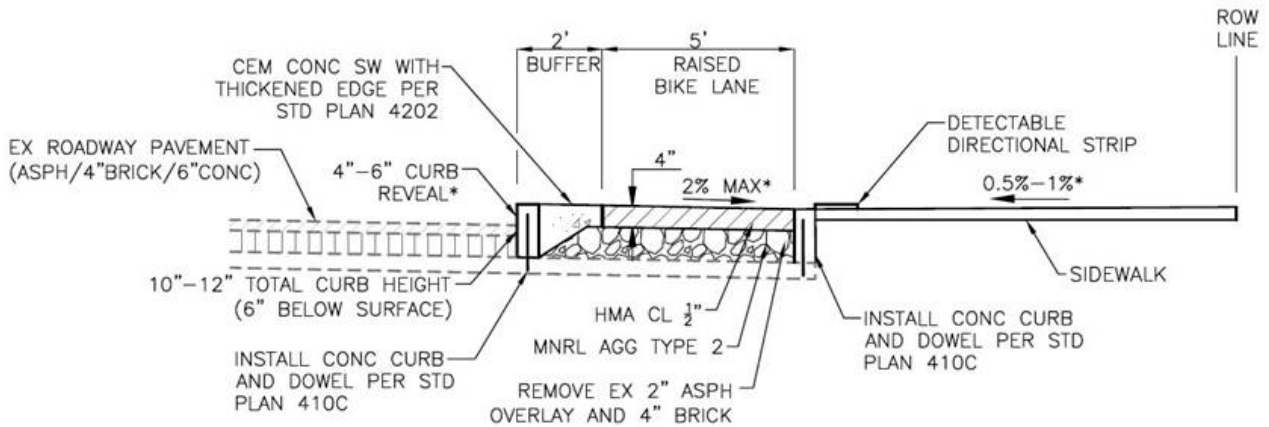
**Conclusion:** Three pedestrian lights added to the east side of 12 Ave S between S King St and S Weller St, and five lights added on the west side of the street.



# Existing brick removal on 12 Ave S

## 12 Ave S between S Weller St and S Lane St

We are removing brick at the bus islands. It's under the asphalt (not exposed brick pavement) in the roadway. This removal is necessary for us to construct the new raised bicycle lane at the bus zone.



\* SEE CR SHEETS FOR GRADING INFORMATION

### TYPICAL SECTION A-A



# 12 Ave S Corridor - Photos

The following pages show the corridor from south to north, existing conditions and proposed improvements. We start at the intersection of 12 Ave S and S Charles St/Golf Drive S for context, even though this is outside of the International Special Review District boundaries.

## 12 Ave S/S Charles St/Golf Drive S

- Connection to Mountains to Sound Trail and future Beacon Hill bicycle route connections
- Alternate access to 12 Ave S as it continues to the west.
- Southbound protected bicycle lane requires a protected crossing of the southbound slip turn lane

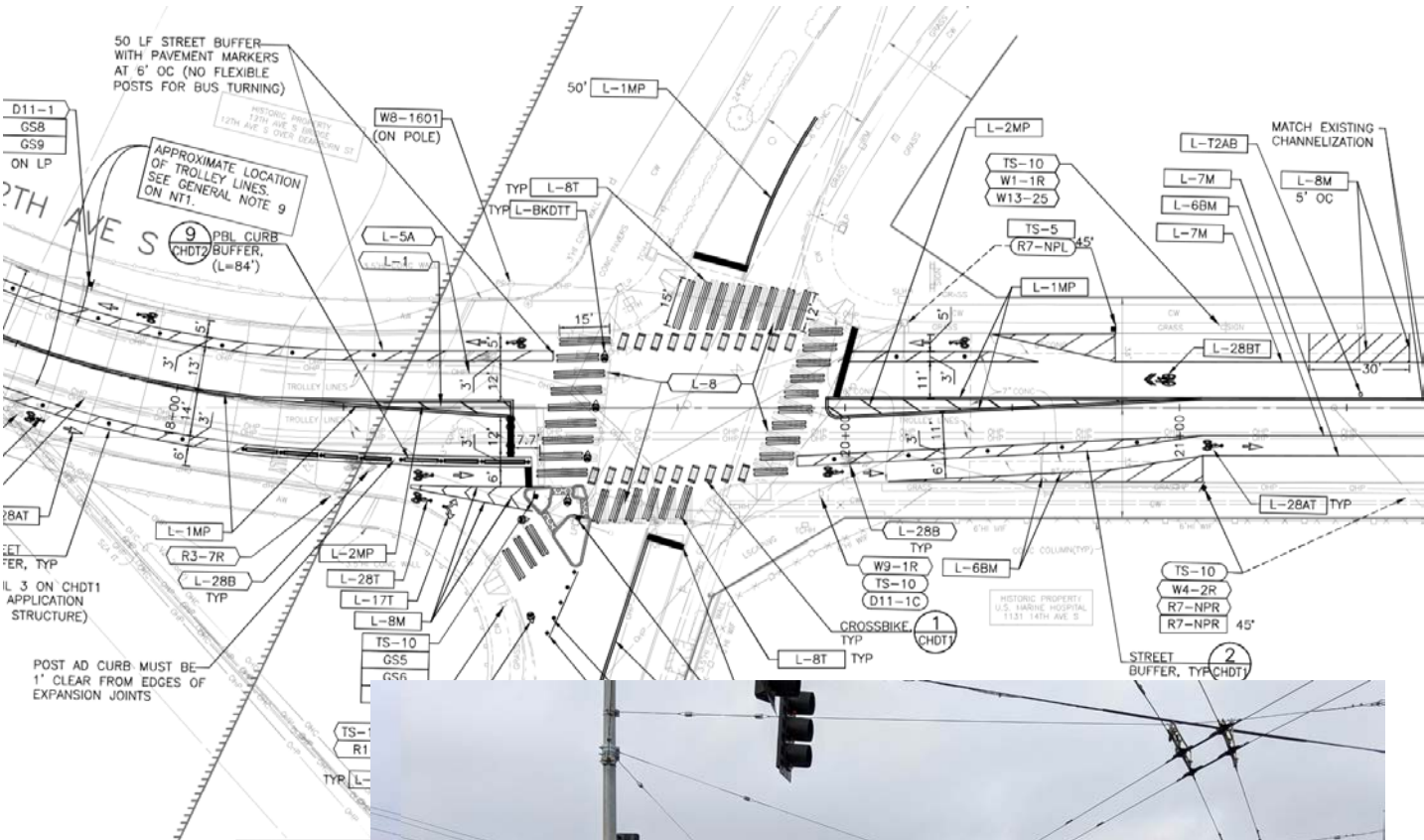


*12 Ave S and S Charles St, view west to the existing southbound slip turn lane*

# 12 Ave S Corridor - Photos

## 12 Ave S/S Charles St/Golf Drive S

- Access maintained for all movements though the southbound right turn from 12 Ave S will no longer occur via the slip turn lane





# 12 Ave S Corridor – Photos

## 12 Ave S between S Charles St and S Weller St



*Jose Rizal Bridge, looking south :existing (top) and with proposed project elements (bottom)*

# 12 Ave S Corridor – Photos

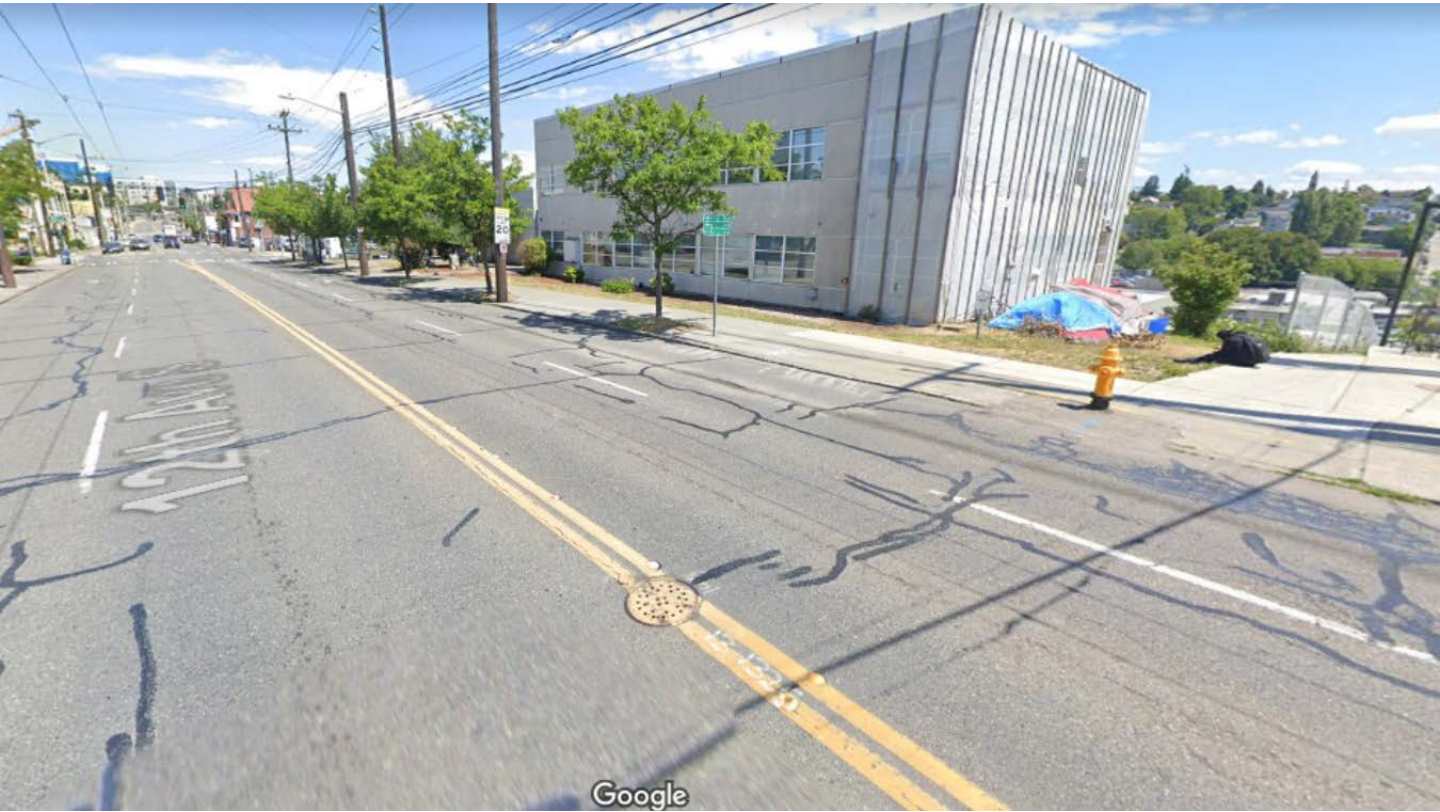
## 12 Ave S between S Weller St and S Lane St



*West side of 12 Ave S between S Lane St and S Weller St, looking north:  
existing (top) and with proposed project elements (bottom)*



12 Ave S Corridor – Photos  
12 Ave S between S Weller St and S Lane St



*East side of 12 Ave S between S Lane St and S Weller St, looking north:  
existing (top) and with proposed project elements (bottom)*



# 12 Ave S Corridor – Photos

## 12 Ave S between S Weller St and S Lane St



*West side of 12 Ave S between S Lane St and S Weller St, looking south from S Weller St: existing (top) and with proposed project elements (bottom)*



# 12 Ave S Corridor – Photos

## 12 Ave S between S Weller St and S Lane St



*East side of 12 Ave S between S Lane St and S Weller St, looking south from S Weller St:  
existing (top) and with proposed project elements (bottom)*

# 12 Ave S Corridor – Photos

## Detail of 12 Ave S and S Weller St bus stop



This page shows an additional detail of the proposed bus stop with raised bike lane on the west side of 12 Ave S just south of S Weller St



*S Weller St, looking south :existing (top, left) and with proposed project elements (bottom, right)*



# 12 Ave S Corridor – Photos

## 12 Ave S between S King St and S Weller St



*12 Ave S between S King St and S Weller St, looking northeast from S Weller St: existing (top) and with proposed project elements (bottom)*

# 12 Ave S Corridor – Photos

## 12 Ave S between S King St and S Weller St



*East side of 12 Ave S between S King St and S Weller St, looking north: existing (top) and with proposed project elements (bottom)*



# 12 Ave S Corridor – Photos

## 12 Ave S between S King St and S Weller St



*East side of 12 Ave S between S King St and S Weller St, looking south: existing (top) and with proposed project elements (bottom)*



# 12 Ave S Corridor – Photos

## 12 Ave S between S King St and S Weller St



*Southeast corner of 12 Ave S and S King St, looking south: existing (top) and with proposed project elements (bottom)*



# 12 Ave S Corridor – Photos

## 12 Ave S and S King St

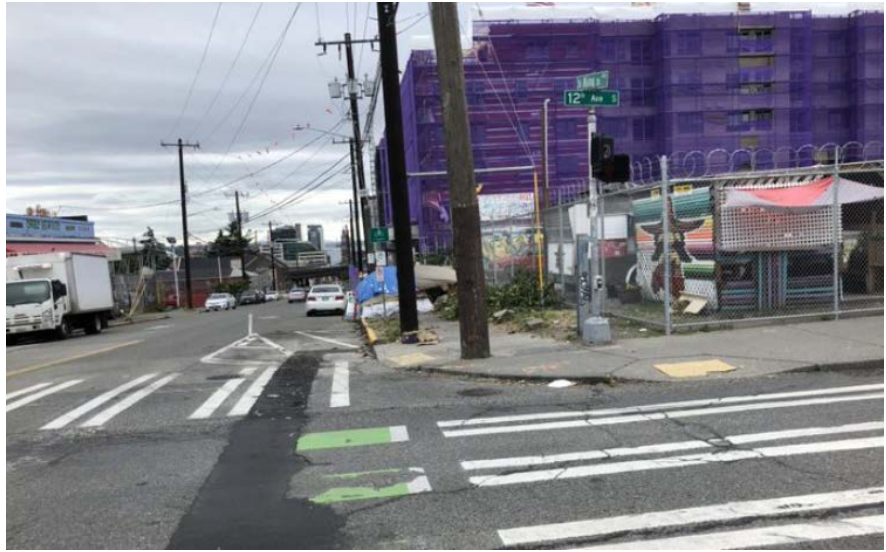


*Northeast corner of 12 Ave S and S King St, looking north: existing (top) and with proposed project elements (bottom)*



# 12 Ave S Corridor – Photos

## 12 Ave S and S King St



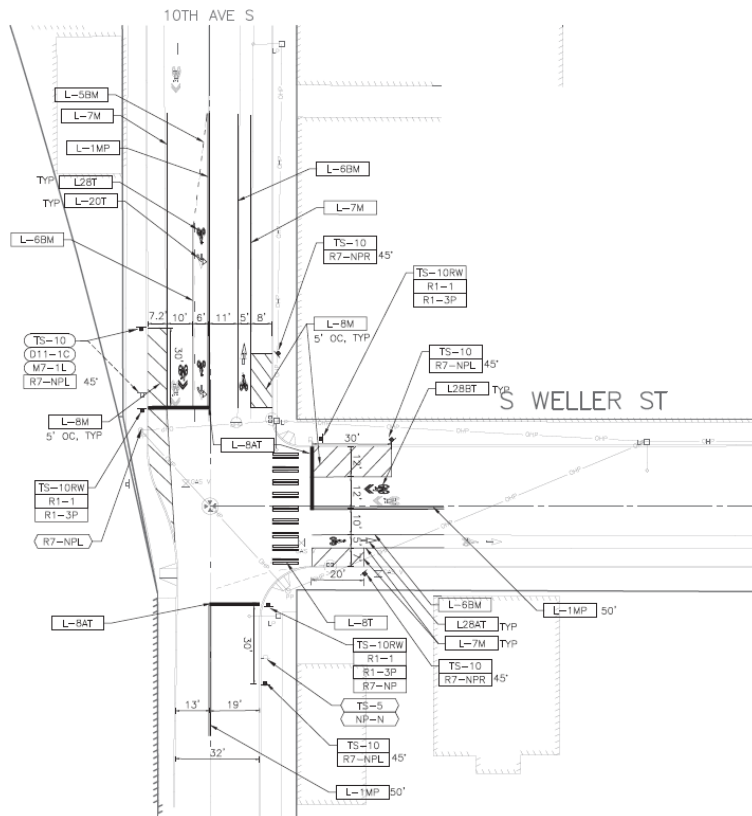
*Northwest corner of 12 Ave S and S King St, looking west: existing (top) and with proposed project elements (bottom)*

# 10th Ave S and S Weller St All-Way Stop

## 10th Ave S and S Weller St

Another change is recommended to neighborhood circulation based on changes this project would make on 12 Ave S. Because this project will add a protected northbound left turn at 12 Ave S and S Weller St, SDOT expects volumes at the intersection of 10 Ave S and S Weller St to increase. The future volumes expected at this intersection lead SDOT to recommend an all-way stop at this intersection.

The plans for the Vision Zero 12 Ave S project include stop signs for each approach at 10 Ave S and S Weller St, stop bars on all three approaches, and a marked crosswalk on the east leg of the intersection. Parking will be restricted 30-feet in advance of the stop sign, and 20-feet from the corner on the other side of the street in order to improve intersection visibility.





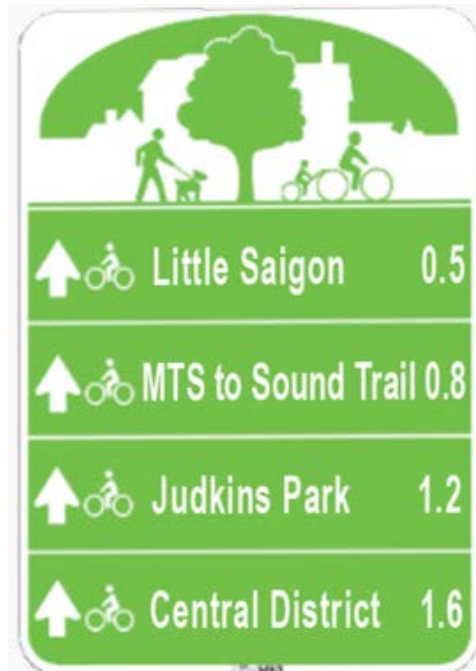
# 10<sup>th</sup> Ave S and S Weller St - Photos



*Intersection of 10 Ave S and S Weller St, looking north; :existing (top) and with proposed project elements (bottom)*



# Sign types proposed for Vision Zero 12 Ave S Wayfinding Signs



GS Bicycle Transportation Hub Placard – These signs have 4 destinations and the four blades are combined into one sign with a neighborhood greenway logo.

# Wayfinding sign intent and outreach

A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes. Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.

## Eligible Destinations:

- Transit station names
- Urban center names
- Neighborhood names
- Regional bicycle route names
- Street name of greenway or direction of greenway
- Park names when adjacent to bicycle facilities
- Higher education facilities

## Ineligible Destinations:

- Privately owned / operated business
- K-12 Schools
- Common public landmarks
- Museums

For the VZ 12 Ave S and S King St Neighborhood Greenway signs, the SDOT team asked some key questions of community members during project design. We've heard from the CID community their concerns about sign clutter and inconsistent naming of the neighborhood/area. We worked with Department of Neighborhoods' Community Liaisons to reach out and conducted intercept surveys in CID and Little Saigon to gather ideas and input from the community. SDOT also attended community events to inquire feedback on neighborhood destination ideas and translation of text to check for accuracy.

The signs shown in this application represent the consensus heard in these forums and includes an attempt to combine signs whenever possible.

We also know there's an ongoing effort in the CID community to change the name of the Link Light Rail station. Since that is Sound Transit's decision to make, we decided to use the term 'Amtrak/Light Rail' in this signage. If the name should be changed in the future, SDOT is happy to update our wayfinding signs to reflect a new name.

# Vision Zero 12 Ave S Sign Schedule

The following four wayfinding signs are included as part of the VZ 12 Ave S project. This table augments the sign schedule found on sheet 27 (CHDT3) of the plan set.

## AUGMENTED BICYCLE GUIDE SIGN SCHEDULE

GS # (GUIDE SIGN #)	PICTURE	SHEET	SIGN CODE	ARROW	SIGN TEXT	ARROW	SIZE
GS1		CH1	D1-4CG	AHEAD AHEAD AHEAD	[BIKE] Mt To Sound Trail 0.3 [BIKE] Pratt Park 0.5 [BIKE] Judkins Park 0.7 [BIKE] Central District 1.1	RIGHT	18X24
GS2		CH1	D1-4CG	AHEAD AHEAD AHEAD LEFT	[BIKE] Chinatown Int'l Dist 0.3 [BIKE] Amtrak/Light Rail 0.5 [BIKE] Pioneer Square 0.9 [BIKE] Mt To Sound Trail 0.3		18X24
GS3		CH1	D1-4CG	LEFT LEFT	[BIKE] Amtrak/Light Rail 0.5 [BIKE] Pioneer Square 0.9 [BIKE] Judkins Park 0.7 [BIKE] Central District 1.1	RIGHT RIGHT	18X24
GS4		CH1	D1-4CG	AHEAD LEFT	[BIKE] Amtrak/Light Rail 0.5 [BIKE] Pioneer Square 0.9 [BIKE] Mt To Sound Trail 0.3 [BIKE] Central District 1.1	RIGHT RIGHT	
GS5							
GS6							
GS7							
GS8							
GS9							

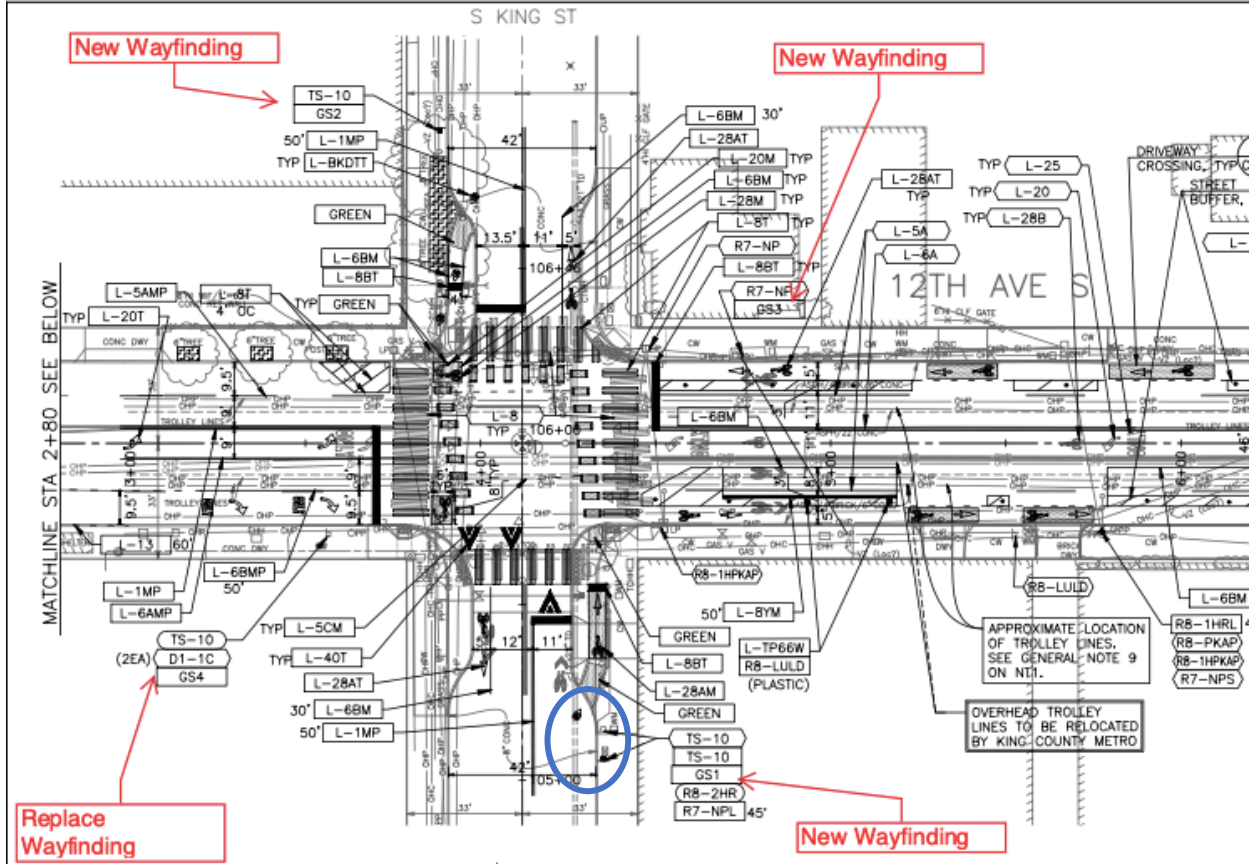
These signs are located outside the District boundaries.

# GS1: S King St approaching 12<sup>th</sup> Ave S

Heading East towards 12<sup>th</sup> Ave S



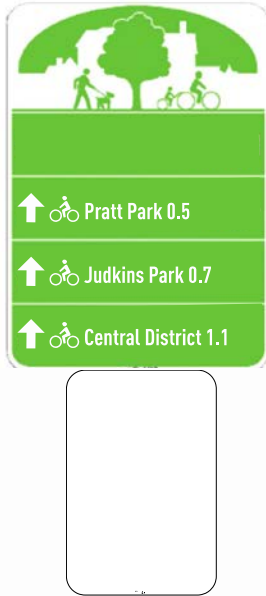
Existing Conditions





# GS1: S King St approaching 12<sup>th</sup> Ave S

Heading East towards 12<sup>th</sup> Ave S



Proposed wayfinding signs

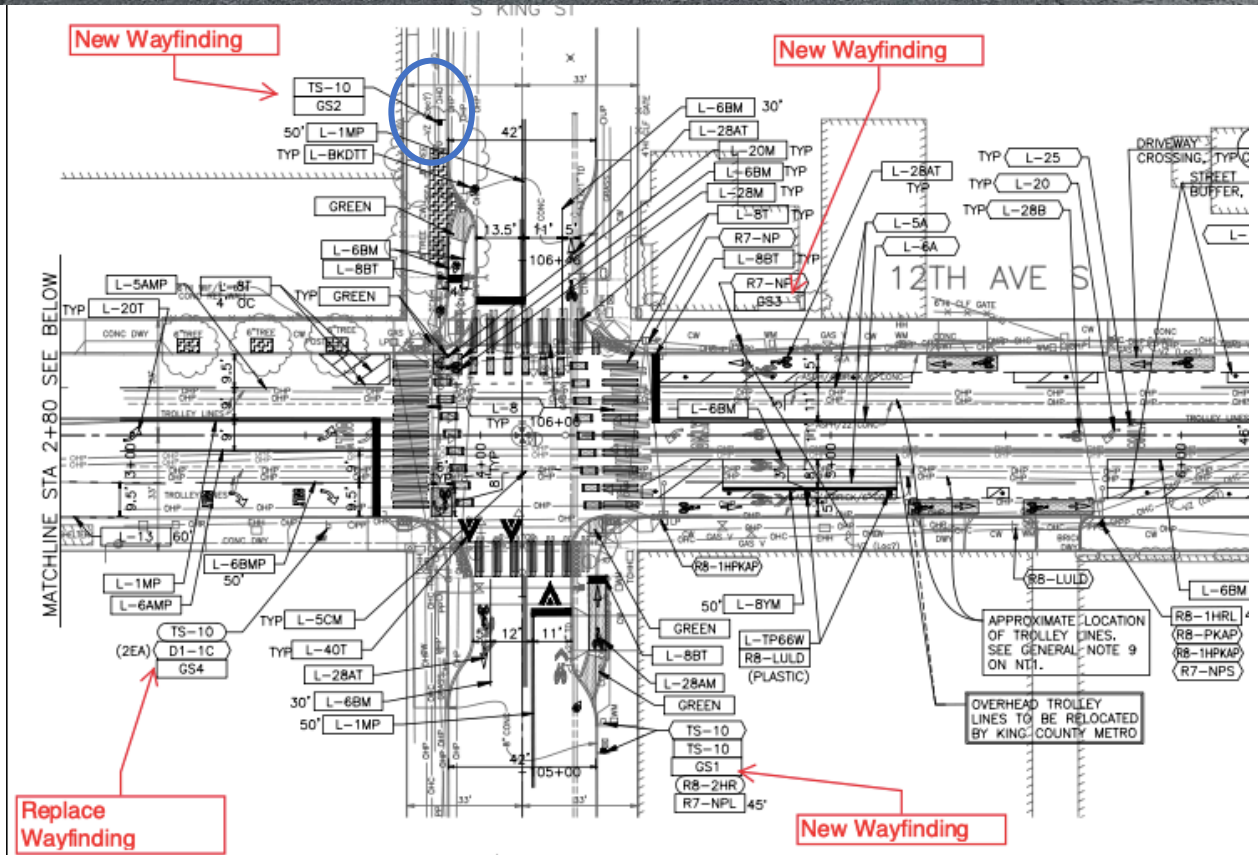


# GS2: S King St approaching 12<sup>th</sup> ave S

Heading West towards 12<sup>th</sup> Ave S



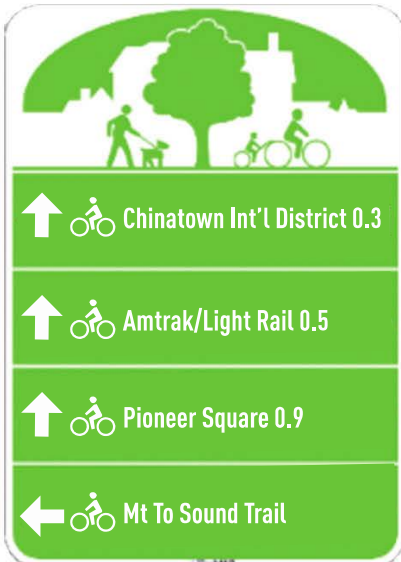
Existing Conditions





# GS2: S King St approaching 12<sup>th</sup> Ave S

Heading West towards 12<sup>th</sup> Ave S



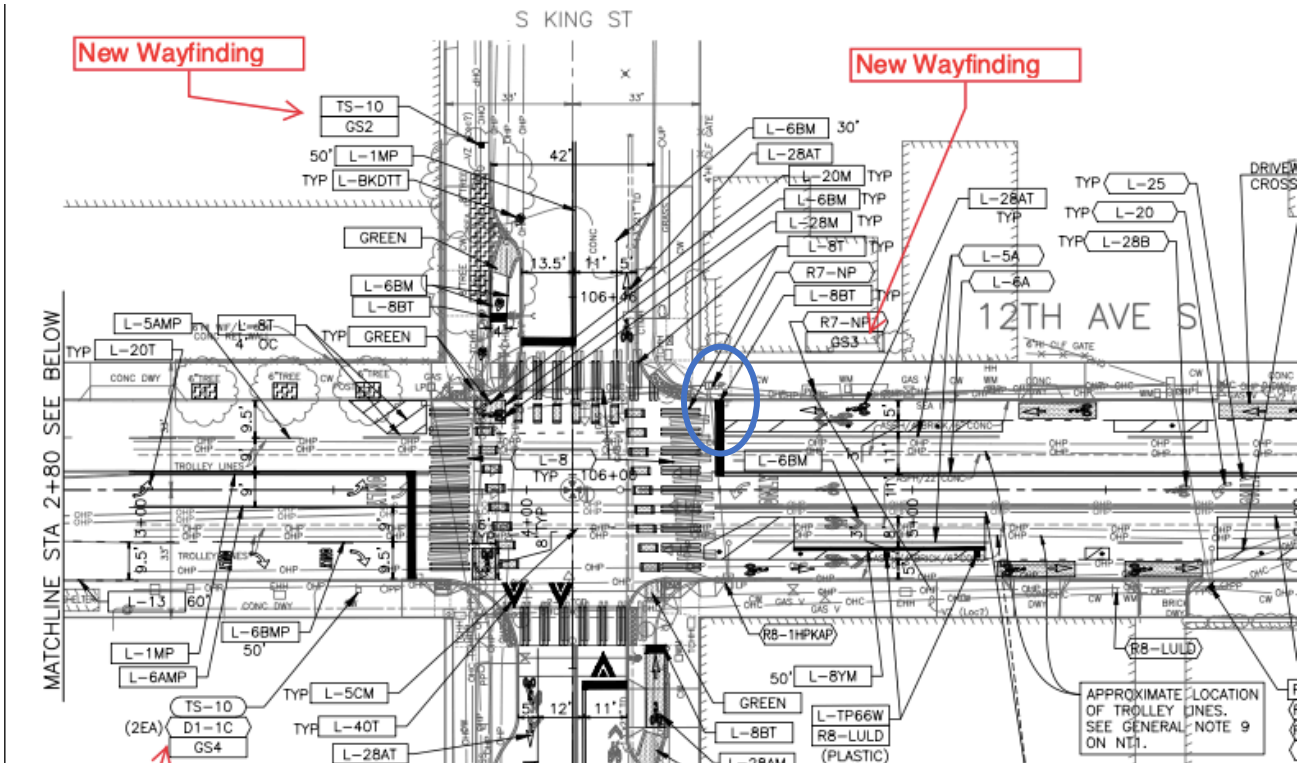
Proposed wayfinding signs





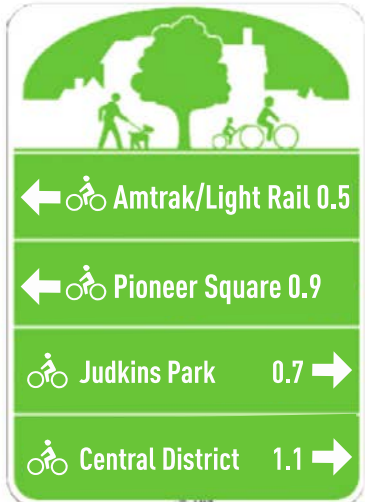
# GS3: 12 Ave S approaching S King St

South of S King St (heading north)



# GS3: 12 Ave S approaching S King St

South of S King St (heading north)



Proposed wayfinding signs



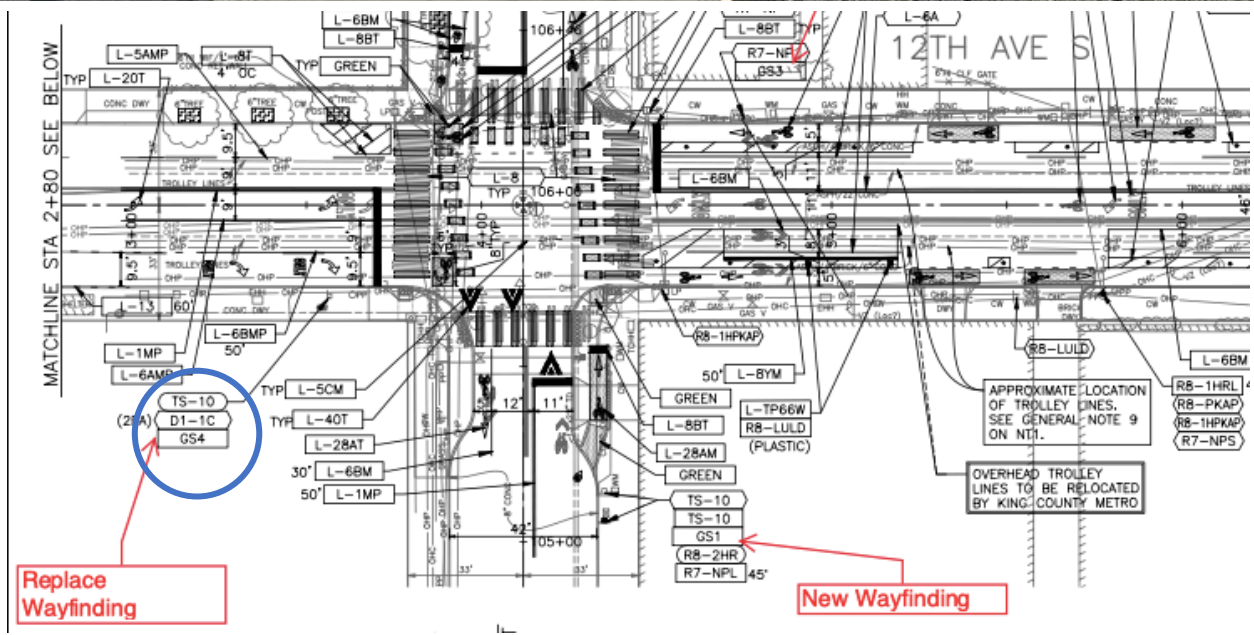


# GS4: 12 Ave S approaching S King St

North of S King St (heading south)



Existing Conditions



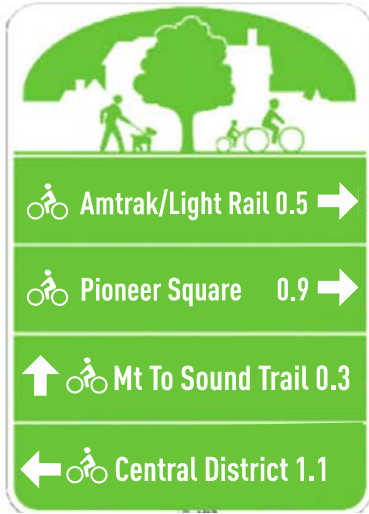
Replace Wayfinding

New Wayfinding



# GS4: 12 Ave S approaching S King St

North of S King St (heading south)



Proposed wayfinding signs

