



# Pike Place Limited Vehicle Traffic Pilot Plan (Retroactive)

June 23, 2025

# Background

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Pike Place the street supports the working market, providing essential access for farmers, crafters and other Pike Place Market small businesses. The street also supports direct access for Market residents, emergency vehicles, efficient local shopper access and ADA parking.

Market historical guidelines contemplate street use activations for long-term, regular street activities, including vending operations, sidewalk cafes and similar uses, but do not extend to traffic management. That said, MHC Guidelines favor pedestrian access within the Market, specifically:

- §3.8.6, “...changes shall enhance pedestrian movement and accessibility.”
- §3.8.7, “Public view of, into, through or from the Market are a cherished public amenity and shall not be diminished.”
- §3.8.8, “Pedestrian connections to and from the Market are integral to the relationship of the Market to the City”

Public opinion - gauged through media coverage, social media commentary and anecdotal feedback - and City officials have long advocated for a safer, less congested pedestrian experience along Pike Place.

Beginning in April, Seattle Public Utilities began a months-long project to replace-in-kind bricks on Stewart Street, necessitating a road diet along Pike Place for the entire duration of the project. Additionally, in late Q3 Puget Sound Energy will complete brick replacement at the intersection of Pike St and 1<sup>st</sup> Ave, which will restrict vehicle access in the corridor.

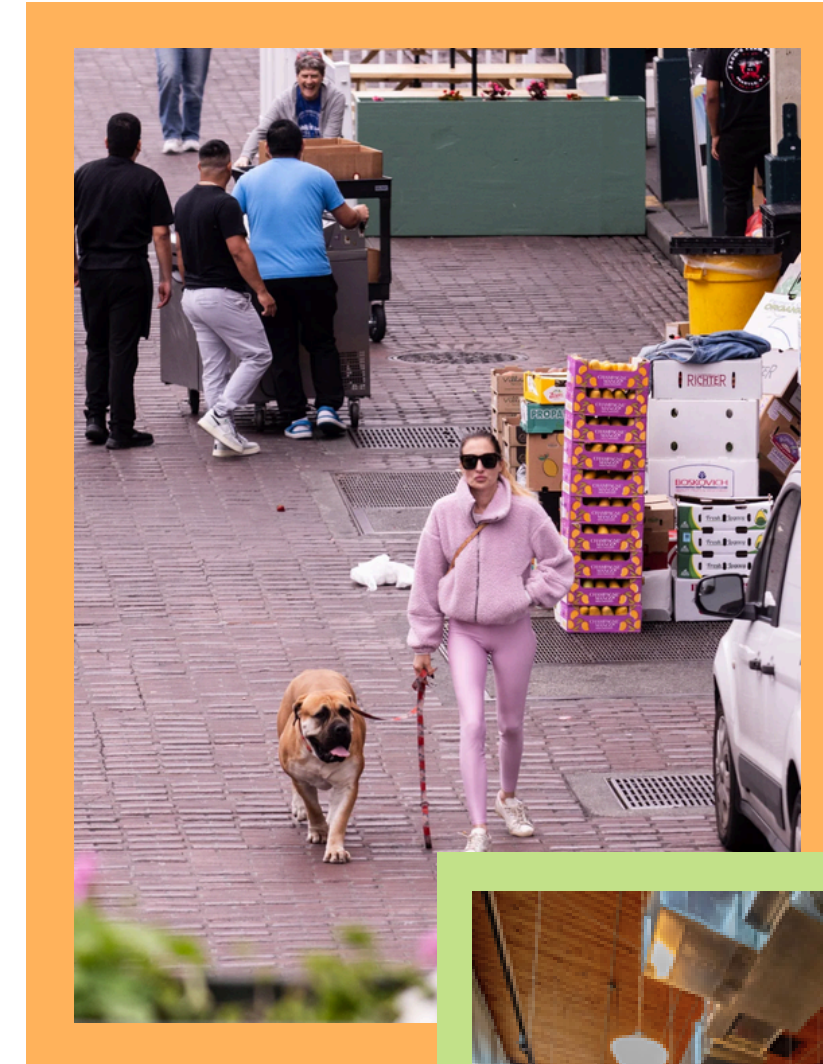
# Planning

Given the confluence of pressures from the public, City officials and street work projects, PDA leadership determined to pilot prioritized street access to align with the start of the construction on Stewart St.

The PDA hosted a series of community convening sessions attended by:

- Market community members (70+)
- SDOT officials
- Downtown Seattle Association
- Visit Seattle
- Disability Rights Washington
- Seattle Neighborhood Greenways
- Commute Seattle
- Market Historical Commission, PPM Constituency, and Friends of the Market representatives/members

These sessions helped to highlight core values and priorities for Pike Place access to inform the pilot program.



Community Convening Session at Folio



# Logistics and Next Steps

- Vehicle traffic restricted at 1<sup>st</sup> Ave and Pike Street daily from 10 am - 4 pm
  - Original hours began at 9 am, adjusted based on feedback and experience
  - Access limited to delivery vehicles and vehicles with a PDA-issued “Dash Pass,” offered to Market businesses, loyal local patrons and select others\*



Brick replacement work on Stewart Street

- Feedback and data collection ongoing, solicited through:
  - Let's Talk sessions
  - 1:1 community interactions
  - Market-wide community survey
  - Media coverage tracking
  - CSA pick-up surveys
  - Merchant sales data year-over-year
- SPU work on Stewart to pause effective 7/18
- SPU work on Stewart to resume early September
- PSE work at 1<sup>st</sup> and Pike to begin mid-September
- PDA to continue to assess necessary hours of limited vehicle access, parking needs, collaborating with SDOT on future parking space planning

\*Note that vehicles without a dash pass but sharing a valid reason for entry are admitted to Pike Place during limited access hours





June 16 feature in Seattle Met Magazine

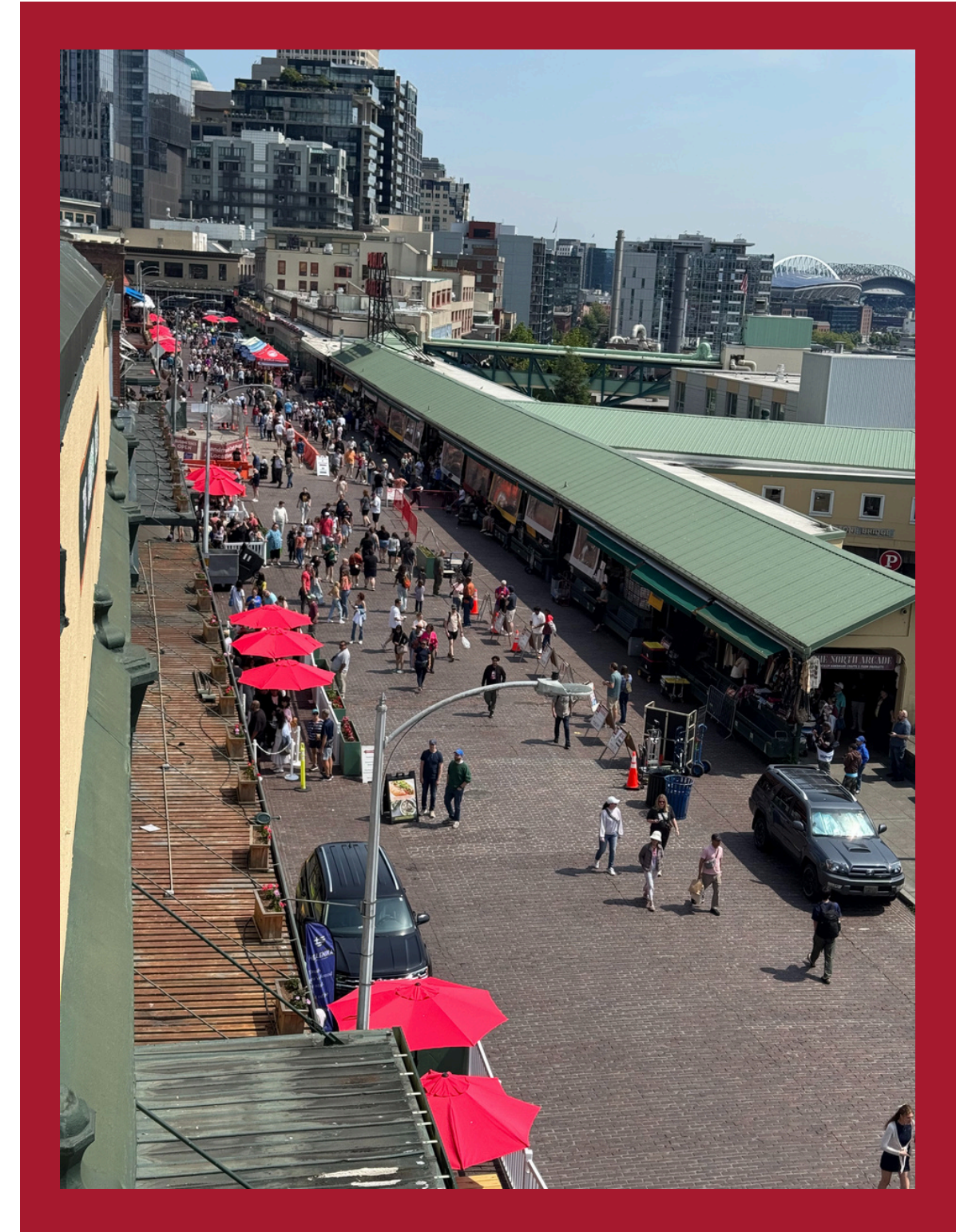
**PEDESTRIAN PILOT**

# Can Pike Place Market Actually Break Up with Cars?

# Long Term Vision

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- PDA leadership expect to continue to closely monitor vehicle and pedestrian traffic + Market community feedback through Q1, 2026
- Vehicle limitations expected to remain in busy periods, with restrictions eased in low-volume times. Priority uses will retain access at all times, with special events the rare exception
- Long-term vision would embrace artful elements in alignment with MHC guidelines to flexibly restrict traffic while honoring the District's history
- Ahead of the FIFA world cup games in Seattle in June, 2026, the PDA expects to develop a comprehensive street management plan (CSMP) to support a long-term Street experience that balances high-priority vehicle access with safe and enjoyable pedestrian experience
- PDA staff will share updates with MHC as the long-term comprehensive plan takes shape



Mostly pedestrian Pike Place on a late June Monday