

10/14/2026

Memo: to Constituency Voting Members

From: Irene Wall, Constituency member

Re: Resolution/Declaration on Street Management

**Background:** At the September 15<sup>th</sup> meeting, the chair asked me and Graham Marmion to work on a consensus version from our separate versions of the “declaration.” The 2<sup>nd</sup> version of the document (prepared by Cory Hutton) following our joint editing session on 9/21/26 became much longer, less focused and added an entirely new section which had not been mentioned in our editorial meeting.

The question of whether to put the current version on the agenda for a vote was narrowly decided at the 10/13/26 Ops Committee meeting **with 5 members voting AGAINST**. Unfortunately, the disputed version had already been included on the agenda even before the Ops Committee vote to include it.

**Issues with the current draft of the document:** The following are the main points which prevent my concurrence with the latest version and **why I urge a NO vote at this time.**

1. The Resolution section creates an entirely new Committee (Street Management Committee) with no definition of its necessity, authority, membership or duration.
2. The Resolution’s principal author appoints himself and one other the person to be the co-chairs of this new committee and reserves the authority to add other committee members without any objective qualifications to ensure a diversity of viewpoints on the committee. This in my opinion will not achieve the stated goal of “building consensus” among the many stakeholders and interest groups making up the Market’s internal communities and other interests (of visitors and shoppers and the general public.) The declaration also grants considerable authority and autonomy to “speak for the Constituency in matter of street management policy.”
3. The new committee overreaches by essentially demanding membership in any advisory body convened by the PDA and SDOT that has anything to do with “street management.” ***(Several members of the Ops Committee asked why this consultancy on street management should not be accomplished through the currently elected PDA representatives.)***
4. The Declaration rejects the Fall-Winter Operating Modes proposed by the PDA and SDOT and approved by the Market Historical Commission and asks for a new year-round “Authorized Vehicles Only” mode. The creates a confusing conflict as other sections of the document acknowledge the MHC’s authority to make that decision. At prior meetings Ops Committee members and other market business owners clearly state that shopper access to Pike Place by vehicle is important during the Fall-Winter months. Requiring pre-authorization to arrive by car will discourage customers and hurt Market businesses and create an administrative burden on PDA staff to decide who is “authorized.”

**Recommendation: Wait for the Shared Streets designation before finalizing the Resolution/Declaration.**

The pending designation of Pike Place and Post Alley as “shared streets” under the new *Title 11 Chapter 11.45 – Shared Streets* formalizes the priority of pedestrians over all vehicles and reduces speed limits to 10 mph. Per SDOT communication, we expect to hear a formal announcement about Shared Street implementation very soon. The operation mode of Pike Place is **already decided through March 2027**. It makes sense to respond to the Shared Streets designation before finalizing any declarations related to streets in the Market Historic District.

**Areas of Agreement on Street Management**

We can agree that reasonable efforts using public education, signage, geofencing technology and street design elements can and should discourage “cut through” vehicles, and lost drivers who turn into Pike Place and get frustrated. However, customers arriving by car with the intent to shop and support Market businesses should be allowed. Efforts to promote one-hour free parking in the garage (and better directional signage to the garage) would also help reduce congestion on Pike Place during peak seasons.

The PDA is in the best position to manage the street, including implementing “No Private Vehicle Access” during special events and on days or times within days with heavy pedestrian activity. This is the current practice.

The PDA and SDOT should consult with the Constituency, and the Merchants Association on matters affecting the operation of Pike Place and Market access streets before making significant changes. The Constituency’s representative on the PDA Council can represent the concerns of the Constituency on traffic-related and other matters as they now do.

It can be noted that the draft Declaration asks for greater vehicle restrictions than the SDOT June poll showed public support for. Only 23% favored making barriers permanent and only 17% favored restricting unauthorized vehicles.

**Conclusion:** If a vote on this Resolution/Declaration is not tabled (for future consideration if needed), then I urge the members to Vote NO.