

RESOLUTION OF THE CONSTITUENCY OF THE PIKE PLACE MARKET PRESERVATION AND DEVELOPMENT AUTHORITY

Establishing a Street Management Committee, Adopting a Declaration on Street Management, and Directing Its Transmittal

WHEREAS the Constituency's purpose under Article II, Section 1 of its Bylaws is to provide a forum for public participation in determination of Pike Place Market Preservation and Development Authority (PDA) policy decisions affecting the general public and users of Pike Place Market, and to communicate Constituency opinions to the PDA; and

WHEREAS the Seattle Department of Transportation (SDOT), in partnership with the PDA, presented a Temporary Certificate of Approval application for fall and winter street use and design at Pike Place to the Market Historical Commission on August 26, 2026; and

WHEREAS that proposal was not submitted to the Constituency in a time and manner affording reasonable opportunity to review and comment prior to its adoption, as provided in PDA Charter Article XV, Section 3; now, therefore,

BE IT RESOLVED that the Constituency establishes a Street Management Committee pursuant to Article VI, Section 1 of its Bylaws, to give the Constituency a continuing voice in the development of street management policy and help build consensus on street management within the Pike Place Market Historical District; and

BE IT FURTHER RESOLVED that Emily Pike and Cory Hutton are appointed Co-Chairs of the Committee; that the Committee shall be open to any person wishing to participate in its work; and that Co-Chair vacancies shall be filled by the Operations Committee; and

BE IT FURTHER RESOLVED that the Constituency adopts the Declaration on Street Management attached hereto and incorporated by reference, which shall stand as the position of the Constituency until amended or rescinded; and

BE IT FURTHER RESOLVED that the Chair and Secretary-Treasurer are directed to transmit the Declaration, with a statement of its adoption and the names and contact information for the Street Management Committee Co-Chairs, to the Chair of the PDA Council, the Executive Director of the PDA, the Chair of the Market Historical Commission, and Radcliffe Dacanay at the Seattle Department of Transportation.

DECLARATION ON STREET MANAGEMENT

Proposed for adoption by the Constituency

1. Purpose

The Constituency of the Pike Place Market Preservation and Development Authority (the “Constituency”) speaks here to the Temporary Certificate of Approval application (the “Street Management Plan”) presented to the Market Historical Commission (MHC) on August 26, 2026 for “fall and winter street use and design at Pike Place” by the Seattle Department of Transportation (SDOT) in partnership with the Pike Place Market Preservation and Development Authority (PDA).

Through this declaration, the Constituency responds to both the process used to develop the Street Management Plan and its substance, and adopts the priorities, principles, and proposal set out below as its standing position on street management policy for Pike Place and the Pike Place Market Historical District.

2. Participation in Street Management Policy

The Constituency’s bylaws establish its purpose, in part, to “provide a forum for public participation in determination of PDA policy decisions that affect the interests of the general public and users of the Pike Place Market.”

Street management is a PDA policy action that directly affects the Constituency’s body of farmers, crafters, merchants, restaurateurs, employees, residents, customers, neighbors, families, locals, and other Market stakeholders — whose labor, patronage, and advocacy, across generations, have sustained the Market for more than a century.

The Street Management Plan presented on August 26, 2026, was not submitted to the Constituency in a time and manner that afforded a reasonable time to review and comment on the proposal prior to its adoption, as provided in PDA Charter Article XV, Section 3 (Review Required for Less Major Actions).

Therefore, the Constituency calls for regular PDA briefings, in partnership with SDOT, on all future street management deliberations, strategies under review, and proposed policy actions, and calls for any street management actions taken and/or being considered to be included in the PDA’s quarterly reporting to the Constituency, as provided in PDA Charter Article IX, Section 4 (Constituency Meetings).

Briefings, however, only inform the Constituency of decisions being made; they do not include the Constituency as a Market community participant. An opportunity to comment upon an already-developed proposal is not a substitute for the Constituency being included in shaping its development.

To give the Constituency a continuing voice in that work, the Constituency, by the resolution adopting this declaration, has established a Street Management Committee to help build consensus on street management within the Pike Place Market Historical District.

Therefore, the Constituency further calls for the PDA, in partnership with SDOT, to recognize the Constituency's role as the Market community's forum for public participation in PDA policy by seating the Chair(s) of its Street Management Committee, or Constituency members serving on the Committee and temporarily designated by the Chair(s), on any working group, committee, or advisory body concerned with street management policy, and by including them as participants in any other process that discusses, evaluates, considers, or revises street management policy.

3. Standing Positions

The Constituency reaffirms its April 2025 resolution calling for the PDA to “enact policy to reduce personal vehicle traffic in the market while being mindful of business delivery needs, EMS access, and access for disabled visitors.”

The Constituency further reaffirms its September 2025 resolution recognizing the MHC's authority over proposed changes in use and design in the Historical District.

These standing positions ground the priorities, principles, and the proposal that follow.

4. Pike Place, the Historic Street

The Constituency both acknowledges and cherishes the storied fight to save the historic Market from the urban-renewal efforts of the 1960s and early 1970s, and nothing in this declaration shall be read to support creating a “100% car-free Pike Place Plaza” or the “mallification of the Market.” **Pike Place must continue to serve both as the historic backbone of a Working Market and as the heart of a vibrant community space.**

The Constituency further acknowledges that part of the Market's character has always been the zesty jumble of people and vehicles that came to it: farm wagons, delivery trucks, and customers arriving on foot, by horse, streetcar, bus, bicycle, and personal automobile.

The Constituency further holds that the Market is not a drive-through attraction. **Vehicles passing through on their way elsewhere, or people driving the length of Pike Place to see the Market from inside a car, do not come to the Market; they come through it.**

The Constituency further finds that modern passenger vehicles are substantially larger than those Pike Place has carried for most of its history. The jumble is historic, but today's vehicles disrupt it: they occupy more of the narrow street, crowd out efficient loading, and have structural blind spots that are a safety concern for all users of the bustling street. Their larger profiles also obscure historic facades, hide multi-generational storefronts, and conceal entrances.

The self-regulating equilibrium that once balanced vehicles and people on Pike Place cannot bear today's vehicles. Protecting what makes the Market work, and what makes it authentic, now requires deliberate prioritization of uses.

5. Street Use Priorities

The Constituency further holds that **Pike Place exists to serve the historic Market**: the merchants, residents, and social service organizations who call it home, and the people who patronize and depend on it.

The Constituency further holds that **access for emergency responders and for people with disabilities is not a priority to be balanced against others; it is a foundational requirement** of any street management policy, and nothing in this declaration shall be read to reduce it.

The Constituency further holds **the following two priorities to be of equal weight, neither subordinate to the other, and both essential to a Working Market that actually works**:

- Merchant, resident, and social service organization uses of Pike Place, and the deliveries they depend on, must be prioritized as predictable and reliable year-round — including use of personal vehicles for Market business and third-party commercial delivery services.
- Pedestrian uses of Pike Place must be prioritized as safe, inviting, and accessible year-round, particularly for families with children and people with disabilities.

6. Street Management Principles

Street management must ensure the limited space on Pike Place serves the prioritized uses.

Clear terms help build consensus. **In this declaration, “must” is used where the Constituency finds broad consensus, and “should” where the Constituency’s view is less settled and warrants further good-faith discussion.** “Operational” means merchants, residents, social service organizations, and the deliveries they depend on; “customer” means those coming for a specific Market merchant or service; and “visitor” means those coming to experience the Market generally.

The Constituency therefore adopts the following principles for street uses within the Historical District during Market operating hours to guide its work on street management policy:

1. Operational (i.e. merchant, resident, and social service organization) access must meet the Market’s unique delivery, loading, and unloading needs with predictable operating modes and dedicated zones.
2. Customer parking must be reliably supported, and should be provided off Pike Place (e.g. free short-term use of the garage, garage validation, and short-term zones on nearby streets such as 1st Ave and Virginia).
3. Visitor parking must be supported off Pike Place (e.g. Market garage with validation) with signage outside the Historical District clearly guiding visitors to available parking options.
4. Visitor pickup and drop off (e.g. rideshare, tour buses) must be supported off Pike Place (e.g. dedicated zones on nearby streets).
5. General through-traffic on Pike Place (i.e. people driving through with no intention to stop in the Market) must be prohibited (e.g. with signage and geofencing).
6. Visibility and wayfinding for operational access, customer parking, visitor parking, and pedestrian paths within the Market must be clear and intuitive.
7. Street management rules must be understandable, predictable, and consistently communicated to the Market community, customers, and the general public.

7. Street Management Proposal

The “Fully Open” operating mode (i.e. open to all traffic) as described in the Street Management Plan presented to the MHC on August 26, 2026 (in effect Monday through Thursday, from October 2026 through March 2027) does not support the Constituency's priorities and principles as defined in Sections 5 and 6. **The Constituency therefore proposes the following adjustment to the current operating schedule to ensure Pike Place serves the Market and those who depend on it:**

- **Market Hours, Monday through Thursday: “Authorized Vehicles Only”**, a variant of the approved Soft Closure mode in the Street Management Plan presented on August 26, 2026 using signage and geofencing without barriers or staff-managed entry, and restricting Pike Place at all access points (i.e. Pike St, Pine St, and Stewart St) to emergency, merchant, resident, social service, delivery, and ADA vehicles. Short-term customer access remains an open topic of good-faith discussion, and clear nearby alternatives should be developed to reduce pressure on Pike Place.
- **Market Hours, Friday through Sunday: “Soft Closure”** as presented on August 26, 2026 (i.e. restricting Pike Place at all access points, Pike St, Pine St, and Stewart St, to Authorized Vehicles Only using signage, geofencing, barriers, and staff-managed entry at Pike St).

PDA leadership and operations staff should also use their judgment to shift to *Soft Closure* or *Full Closure* operating modes, with the use of barriers and staff-managed access, when conditions warrant (e.g. busy days, holidays, special events). When Pike Place is busy, the PDA should provide a security escort to assist with parking and crowd management.

When *Full Closures* are in place the PDA should clearly communicate them in advance, and have a protocol in place to support merchants that may need access.

The Constituency recognizes that the current Street Management Plan operates under an MHC Temporary Certificate of Approval, and that changes within it would require MHC review and/or approval. The Constituency therefore asks that the “Authorized Vehicles Only” variant of the *Soft Closure* operating mode be considered for use Monday through Thursday this fall and winter to the extent the PDA has authority to adjust street management operations as circumstances warrant under the existing MHC approval.

The Constituency also calls for the proposed “Authorized Vehicles Only” operating mode to be carried forward for consideration in the street management proposal expected in January 2027.

8. Monitoring, Feedback, and Reporting

The Constituency also calls upon the PDA, in partnership with SDOT, to monitor and gather feedback on the following:

- The efficiency of operational loading and unloading, including: access to load zones / parking, delays due to congestion, and difficulty moving goods due to improper parking.
- The experience of pedestrians using the street, including: conflicts between drivers and pedestrians, ADA access, child safety, and general ability to navigate (e.g. difficulty finding merchants, blocked access).

The Constituency further requests that the PDA and SDOT share their observations and detailed data with the Street Management Committee whenever such information is shared with other Market stakeholders or advisory bodies, and include summaries in their regular briefings to the Constituency's General Assembly.

The Constituency's Street Management Committee will also be engaging the Market community and general public on street operations, and will share its observations and community feedback with the PDA and SDOT.

9. Direction to the Street Management Committee

The Constituency directs its Street Management Committee to:

- Represent the Constituency, through its Chair(s) or a Committee member temporarily designated by the Chair(s), in processes that develop, evaluate, or revise street management policy, and engage the Market community in that work.
- Collaborate with the PDA, SDOT, the Market community, and the general public to develop a street management consensus consistent with the priorities and principles established in Sections 5 and 6.
- Advocate for the street use priorities, street management principles, preferred operating modes, and supporting access measures established by this declaration.
- Advocate for monitoring and reporting to evaluate the effectiveness of street management policies, review outcomes, and assess impacts on Market businesses.
- Keep the Constituency informed of significant developments in street management policy and report back on efforts to advance the positions established by this declaration.

The Chair(s), and any Constituency member serving on the Committee whom they temporarily designate, are authorized to speak for the Constituency in matters of street management policy consistent with the priorities, principles, and positions established by this declaration.

Where their judgment in a proceeding would depart from those priorities, principles, and positions, they shall seek direction from the Constituency before committing it to a position.

10. Requests of PDA Council Representatives

Recognizing that its Representatives exercise their own judgment as members of the PDA Council, the Constituency requests that PDA Council Representatives:

- Ensure the Constituency's adopted positions are communicated clearly in Council deliberations on street management policy.
- Request regular PDA and SDOT briefings to the General Assembly as street management proposals are being developed, including how they will be evaluated for effectiveness, measured outcomes, and impacts on Market businesses.
- Keep the Constituency informed of significant developments in street management policy and any proposed PDA actions.
- Share their reasoning with the Constituency where their position in a Council vote or action differs materially from the Constituency's adopted position.