One of Three
Two Neighborhoods
Key Transportation Facilities
Hub Strategy Goals

1. **Easy to Use:** The hub should be easily discernable to residents and visitors
2. **Accessible:** Connections within the hub should be designed for people of all abilities
3. **Connected:** The hub should connect as many transit systems and routes as possible within the shortest distance possible
4. **Imbedded:** The hub should offer convenient access to adjacent areas of Center City
5. **Iconic:** The hub should be iconic and memorable
Data Collection
Average Daily Traffic
Pedestrians AM Peak
Pedestrians all day
Pedestrian Master Plan
Community Concerns
2\textsuperscript{nd} and 4\textsuperscript{th} are barriers
Railroad creates a barrier
Intersections are long
No enough green
Parking and curbspace
Community Identified Opportunities
Historic character
Alleys
Waterfront
Projects
Timeline

2013

- First Hill Streetcar is in operation
- Seismic upgrades to street support structures completed
Evaluate the current curb-uses in the vicinity of King Street Station

*Identify improvements to reduce congestion during train arrivals and facilitate passenger drop-off, pick-up, and waiting vehicles including during stadium events.*
Consider widening the crosswalk at 2nd Ave Ext S and S Jackson St to better connect with the Jackson Street Plaza.

Evaluate the pedestrian environment along S Jackson St between 2nd Ave Ext S and 4th Ave S. Consider widening crosswalks and curb ramps and improving signal timing.
**S4** Evaluate signals on S Jackson St at 4th Ave S and 5th Ave S for potential leading pedestrian signal or leading right turn to reduce conflicts

**S5** Consider closure or restrictions on 3rd Ave S from 2nd Ave Ext S to S Jackson Street

Evaluate removal of existing signal at S Jackson St to improve streetcar speed and reliability and improve the flow and function of adjacent intersections.
Propose that bicycles share bus-only turning movements from 5th Ave S to S Jackson

Evaluate the extension of bike markings on S Jackson St between 7th Ave S and 5th Ave S

Note: the First Hill Streetcar project will provide bicycle markings from 7th Ave S to 12th Ave S
Propose a bicycle route alternative to S Jackson St to connect to the waterfront trail and Mountains to Sound Greenway (between 4th Ave S and 5th Ave S) - consider sharrows on 5th Ave S (north of S Jackson St) to S Washington St to 4th Ave S and the waterfront.
Evaluate a bicycle box at the intersection of 2nd Ave Ext S and S Jackson St
to allow cyclists to safely transition from southbound to eastbound
Propose public art at the triangle on S Jackson St between 2nd Ave Ext S and 4th Ave S to enhance the pedestrian experience

Coordinate with and support the Trails to Treasure project in Pioneer Square
Support the expansion of the Clear Alleys program to Chinatown/International District

Evaluate options and partnerships for programming under-utilized open spaces to create more vibrant public spaces and improve security

*especially at Fortson Square- 2nd Ave Ext S and Yesler*
2016 – planning horizon

- Alaskan Way Viaduct and Seawall Project are complete and existing Viaduct is being removed
- Second and third floors of King Street Station are completed
- S Washington St and S Main St may be used as a transit couplet for Rapid Ride to West Seattle
- North Lot development in construction
- Link LRT service to Capitol Hill and Husky Stadium
Timeline

2020
• Link LRT service to Brooklyn, Roosevelt, and Northgate

2030 – planning horizon
• Street support structures (4th Ave S, S Jackson St, 2nd Ave Ext S, S Main St) will be/are replaced
• North Lot development to be completed
• Potential streetcar expansion to link South Lake Union and First Hill lines
Evaluate a re-route of 2nd Ave Ext S at S Main St connecting with a 2-way 4th Ave S

Alternatives:

a. Right-of-way becomes a pedestrian plaza or;
b. Buses and bicycles allowed to continue through

Note: emergency vehicles will continue to have through access in either alternative
Consider permanent canopies over sidewalks to protect pedestrians and transit patrons from inclement weather for all major connections and transfers.

Consider improving the intersection at S Jackson and Occidental to encourage strong pedestrian use. Evaluate crossing alternatives and additional landscaping.
Propose additional green streets to create a more vibrant pedestrian experience.

This can also reduce the urban heat island effect and provide a stronger connection between public open spaces and between neighborhoods.
M5
Identify and prioritize key pedestrian pathways to connect into Center City, transportation points (Colman Dock), and other destinations.

Specifically identify Jackson as a pedestrian connection.
M6 Evaluate alleys for potential retail, green features, and other purposes that promote pedestrian use and community improvements

Institute a pilot project in one of the alleys

Painted facades in Chinatown/International District

M7 Evaluate the entire hub for potential accessibility and barrier-free related improvements

Accessible ramps in the central business district
M8 Evaluate and design the 3rd Ave S streetscape plans south of Yesler

Refine design concepts and evaluate implementation

- Overhead string lighting, little Tully style
- Pedestrian lighting to match existing (page 18)
- Evaluate reduced street width, one-way traffic southbound and parking one side
- New sidewalk paving over existing anxiety
- Paved areas with seating
- Landscaped areas with trees and understory planting
- New landscaped areas with trees (page 20)

M9 Consider installing decorative crossing treatments to enhance the pedestrian character of the area

Especially between key transit connections

Crosswalk with rumple strips

Thermoplastic inlaid design
Evaluate and prioritize locations of missing street trees on all streets where there are no areaways or utility conflicts.
Evaluate and install missing pedestrian-scaled lights so that all streets have either the Pioneer Square or Chinatown/ID standard fixtures

Modify existing fixtures to accommodate LED-or similar high efficient lighting)

Evaluate and prioritize the repair or restoration of existing sidewalks to improve accessibility

May include repairs to areaways in partnership with property owners
M13 Evaluate a pedestrian-controlled signal at King Street across 4th Ave S
Including pedestrian bridge into King Street Station Mezzanine with access to Sounder platform (similar to the existing Weller Street Bridge)

M14 Propose urban design improvements on 4th Ave S for traffic calming and to improve walkability
Consider wider sidewalks and street trees
M15 Evaluate transit priority improvements on 4th Ave S

Bus restriction signage

M16 Partner with King County Metro to study bus layover location alternatives with the objective to move layover out of Pioneer Square

Bus layover on 5th Ave S
Evaluate improvements to transit waiting areas

(especially on Jackson between 4th and 5th) with additional waiting area, additional seating, trash receptacles, weather protection, leaning bars, directional signage, pedestrian-scaled lighting, landscaping and other amenities that reflect the high levels of use.
M18 Partner with King County Metro to study and select preferred Rapid Ride connections between 3rd Ave transit priority street and the new Alaskan Way surface street

M19 Consider significant roadway and urban design improvements to preferred Rapid Ride routes Consider unique paving that supports the historic character of Pioneer Square
M20 Coordinate all transit agencies to utilize and maintain a common group of transit signage and symbols

M21 Investigate opportunities to accommodate a new Greyhound curb-side location within the Hub
Look for opportunities to share a waiting facility such as King Street Station or Union Station
Evaluate directional signage for bicycles to and through the hub to provide wayfinding and encourage use.

Evaluate and identify needs and preferred locations for bicycle parking.
Evaluate bicycle connections from the Hub to 2nd/4th bicycle lanes, SODO trail, waterfront trail, and S Jackson
Consider an integrated art program building upon the cultural/historic richness of the two neighborhoods and the train stations.

Study the improvement of wayfinding to and through the Hub including additions or modifications that may clarify locations and routes.
Study opportunities to coordinate and support City programs that encourage alternative and unique sidewalk uses

through new permit programs like Festival Streets, Street Food and streamlining permit processes

Street activity in Fremont

Street cafe in Capitol Hill

Sidewalk retail in Chinatown/International District
Study a partnership that would lid portions of the railroad tracks on the west side of 4th Ave S in conjunction with street structural rebuilds to reduce noise and pollution and improve walkability. Leave some space for viewing the railroad and ventilation, above ground structures should be mixed with public open spaces and provide a better streetscape.

Development over railroad - Minneapolis, MN
Schedule

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Next Steps

June
- Prioritize projects for further study
- Mayor and Council review

July
- Develop preliminary design/studies for prioritized projects
- Final review

September
- Finalize document