

KING STREET STATION TRANSPORTATION HUB STRATEGY

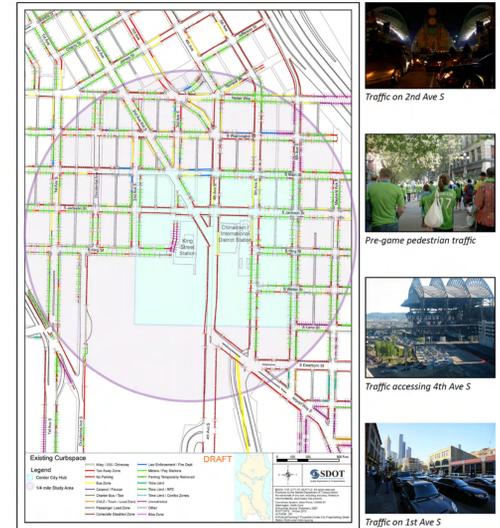
Short-term proposed projects before 2016



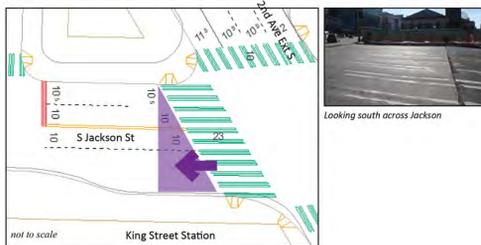
Hub Strategy Goals

- 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

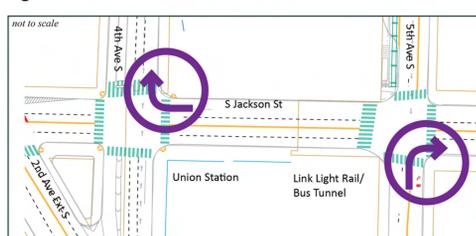
S1 Evaluate the current curb-uses in the vicinity of King Street Station
Identify improvements to reduce congestion during train arrivals and facilitate passenger drop-off, pick-up, and waiting vehicles including during stadium events



S2 Consider widening the crosswalk at 2nd Ave Ext S and S Jackson St to better connect with the Jackson Street Plaza



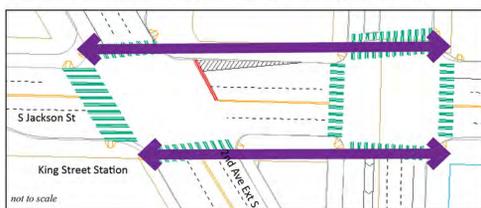
S4 Evaluate signals on S Jackson St at 4th Ave S and 5th Ave S for potential leading pedestrian signal or leading right turn to reduce conflicts



S6 Propose that bicycles share bus-only turning movements from 5th Ave S to S Jackson



S3 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



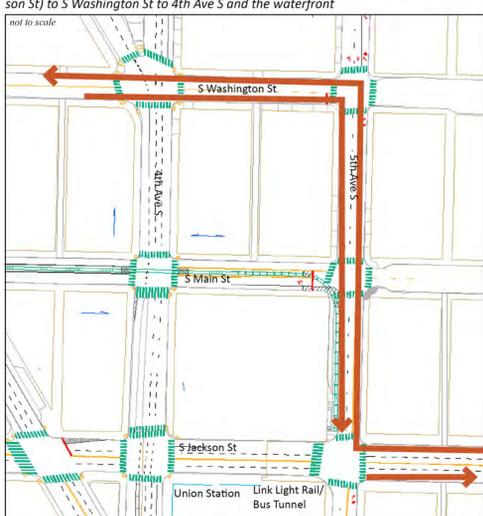
S5 Consider closure or restrictions on 3rd Ave S from 2nd Ave Ext S to S Jackson Street
Evaluate removal of existing signal at S Jackson St to improve streetcar speed and reliability and improve the flow and function of adjacent intersections



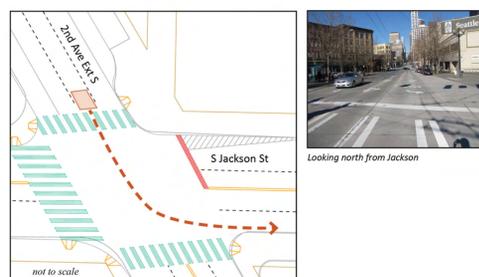
S7 Evaluate the extension of bike markings on S Jackson St between 7th Ave S and 5th Ave S
Note: the First Hill Streetcar project will provide bicycle markings from 7th Ave S to 12th Ave S



S8 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



S9 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



S10 Propose public art at the triangle on S Jackson St between 2nd Ave Ext S and 4th Ave S to enhance the pedestrian experience



S11 Coordinate with and support the Trails to Treasure project in Pioneer Square



KING STREET STATION TRANSPORTATION HUB STUDY

Mid-term proposed projects

2016



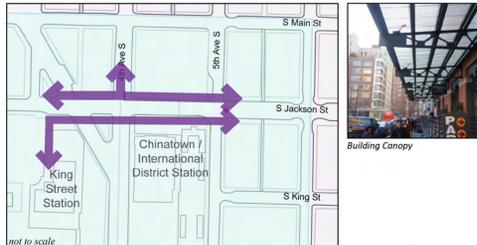
M1 Evaluate a re-route of 2nd Ave Ext S at S Main St connecting with a 2-way 4th Ave S

Alternatives:

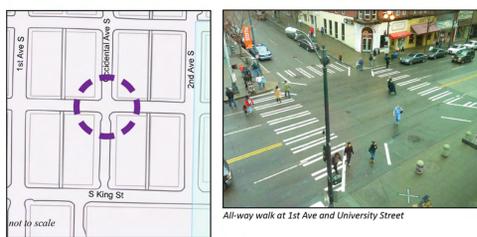
- a. Right-of-way becomes a pedestrian plaza or;
 - b. Buses and bicycles allowed to continue through
- note: emergency vehicles will continue to have through access in either alternative



M2 Consider permanent canopies over sidewalks to protect pedestrians and transit patrons from inclement weather for all major connections and transfers



M3 Consider improving the intersection at S Jackson and Occidental to encourage strong pedestrian use



M4 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



Activating Alleys for a Lively City

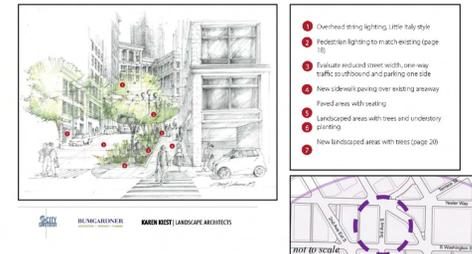
M7 Evaluate the entire hub for potential accessibility and barrier-free related improvements



Accessibility tour

M8 Evaluate and design the 3rd Ave S streetscape plans south of Yesler

Refine design concepts and evaluate implementation



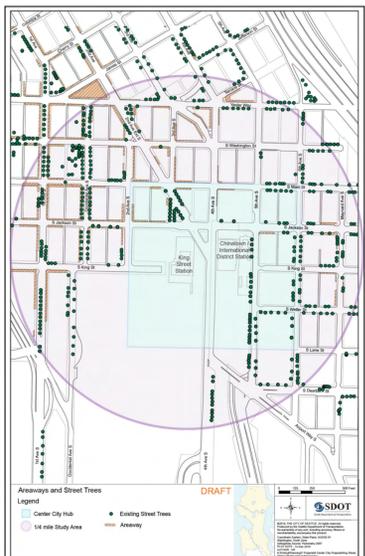
M9 Consider installing decorative crossing treatments to enhance the pedestrian character of the area

Especially between key transit connections



Thermoplastic inlaid design

M10 Evaluate and prioritize locations of missing street trees on all streets where there are no areaways or utility conflicts



M11 Evaluate and install missing pedestrian-scaled lights so that all streets have either the Pioneer Square or Chinatown/ID standard fixtures



Chinatown/International District standard

M12 Evaluate and prioritize the repair or restoration of existing sidewalks to improve accessibility



Historic inlaid glass prisms

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)



Pedestrian bridge at Weller St

M14 Propose urban design improvements on 4th Ave S for traffic calming and to improve walkability

Consider wider sidewalks and street trees



KING STREET STATION TRANSPORTATION HUB STUDY

Mid and long-term proposed projects

2016 - 2030

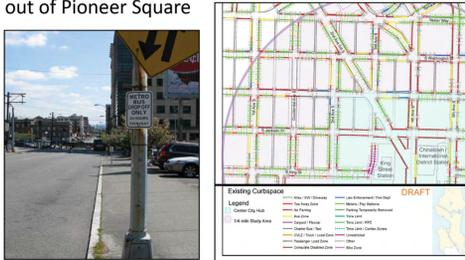


M15 Evaluate transit priority improvements on 4th Ave S



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



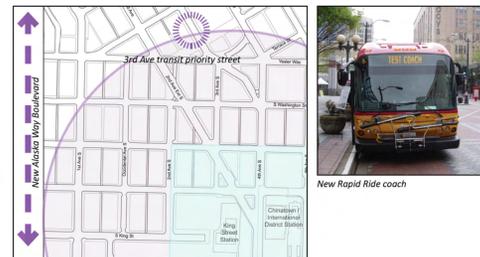
Bus layover on 5th Ave S

M17 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



Existing transit stops in the Hub area

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



New Rapid Ride coach

M19 Consider significant roadway and urban design improvements to preferred Rapid Ride routes Consider unique paving that supports the historic character of Pioneer Square



Pioneer Square Historic street

New Rapid Ride stop

M20 Coordinate all transit agencies to utilize and maintain a common group of transit signage and symbols



Sound Transit logos

King County Metro sign

Sound Transit logo

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



Greyhound ticket kiosk

Greyhound joint location

M22 Evaluate directional signage for bicycles to and through the hub to provide wayfinding and encourage use



Bicycle-specific directional signage

M23 Evaluate and identify needs and preferred locations for bicycle parking



Secure bicycle parking facility - Washington DC

Attended bicycle parking facility - Bogota, Columbia

M24 Evaluate bicycle connections from the Hub to 2nd/4th bicycle lanes, SODO trail, waterfront trail, and S Jackson



M25 Consider an integrated art program building upon the cultural/historic richness of the two neighborhoods and the train stations



Union Station

Chinatown/International District Chinese Gate

M26 Study the improvement of wayfinding to and through the Hub including additions or modifications that may clarify locations and routes



Wayfinding signs

Sound Transit wayfinding signs

Wayfinding kiosk at King Street Station

M27 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

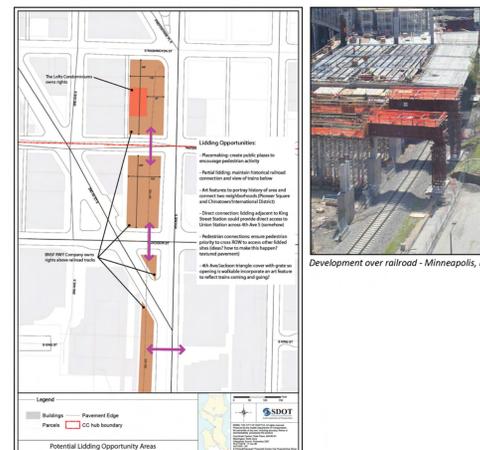


Street activity in Fremont

Street cafe in Capitol Hill

Sidewalk retail in Chinatown/International District

L1 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



Potential Lidding Opportunity Areas

Development over railroad - Minneapolis, MN