

2013-38 • Pioneer Square Accessibility

The Pioneer Square Historic District, with specific priority streets



Applicant Problem

Lack of ADA accessibility throughout one of the most visited neighborhoods in the city. Impacts people who use wheelchairs, strollers, or people navigating with luggage.

Applicant Solution

Through a robust neighborhood process numerous curb cuts and sidewalks were identified that are in need of modification to meet ADA accessibility standards. We are submitting maps identifying all these areas which also highlight the neighborhood priorities.

PIONEER SQUARE: ACCESSIBILITY

Highest Priorities: create routes connecting Colman Dock, Streetcar & King Street Station (work needed marked in grey)

- MISSING CURB RAMPS**
Issue: Missing curb ramps at corners and mid-block/alley crossings
Recommendations: Install curb ramps to ADA standards
 - Yesler Way between 1st Ave S & alley, south side mid-block
 - Yesler Way & James St, NE corner
 - Yesler Way & James St, SE corner
 - S Jackson St between 2nd Ave S & 3rd Ave S, north side mid-block
- POOR CURB RAMPS**
Issue: Makeshift curb ramps at corners and mid-block/alley crossings
Recommendations: Improve curb ramps to ADA standards
 - S Jackson St & Occidental Ave S, SE corner
 - S Jackson St between Occidental Ave S & 2nd Ave S, north side mid-block
- STEEP/SLANTED SIDEWALKS**
Issue: Numerous slanted sidewalks makes using a wheelchair difficult and dangerous
Recommendations: replace sidewalks to make level
 - Yesler Way between 1st Ave S & mid-block alley south side
 - S Jackson St between 2nd Ave S & 3rd Ave S, north side
 - S Jackson St between 3rd Ave S & 4th Ave S, south side
- OTHER BARRIERS**
Issue: Broken, uneven sidewalks
Recommendations: Replace and level surfaces
 - 1st Ave S between S Washington St & S Main St, west side
 - 1st Ave S between S Jackson St & S King St, east side

PROJECT TYPE:
Pedestrian Improvements

APPROXIMATE LENGTH:
N/A

COST ESTIMATE:
Priority 1: \$130,000
1st Ave S and Jackson St

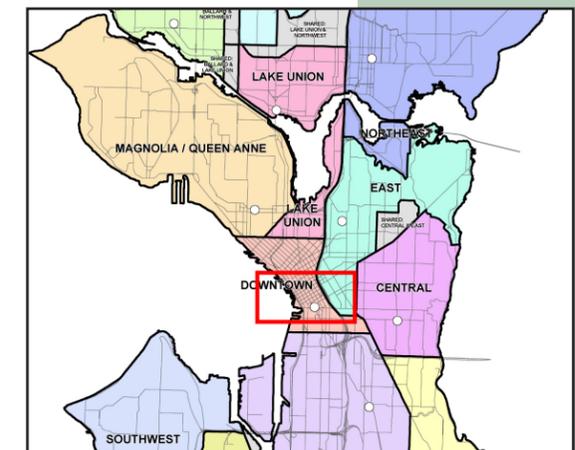
- 175 lf of sidewalk replacement
- 4 new curb ramps
- 1 new alley driveway

Priority 2: \$240,000
Yesler Way

- 20 new curb ramps
- 1 new driveway reconstruction

Remaining Locations:
\$630,000

- 22 new curb ramps
- 12 new alley driveways
- 375 lf of commercial driveway replacement
- 5 alley paving locations



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

In 2012, the International Sustainability Institute and the Alliance for Pioneer Square audited neighborhood streets and sidewalks to understand how they might be more pedestrian friendly. The audit included forty residents, businesses and local officials identified improvements that the community would like to see. These improvements consist of 19 locations of missing curb ramps, 26 curb ramps that do not meet current ADA standards, and several areas of sidewalk that is uneven, broken, missing, or sloped beyond acceptable ADA limits. The audit report has identified the highest priority locations for routes connecting Colman Dock, King Street Station, and the First Hill Streetcar terminus.

Much of the highest priority work has already been completed as part of the First Hill Streetcar Project and will be completed by the City's Arterial Asphalt and Concrete (AAC) project on 1st Avenue S. The proposed NSF project, would construct repairs at the remaining locations identified by the audit report. The remaining repairs have been grouped by priority. Due to the type of work proposed by this project, the City's stormwater requirements are not anticipated to be triggered. No drainage upgrades are proposed as part of this project.

CONSTRUCTABILITY:

- Existing grades present a challenge for some sidewalk and curb ramp repairs.
- Elevation difference between existing business entrances and street elevations sometimes can be too great to provide full-width ADA-compliant sections. Some repairs may need to be made to the maximum extent feasible.
- Some driveways noted for repairs are for emergency vehicles and will require uninterrupted access.
- Areaways are present, which will add difficulty to sidewalk grading.
- Many utility covers are in areas to be re-graded.

COMMUNITY ISSUES:

- Outreach will be necessary for businesses that will be impacted during construction.
- Some transit stops may be impacted during construction.
- Outreach will be necessary to Seattle Fire Department to verify driveway re-grading will work with large emergency vehicles.

BENEFITS

- Increased access to businesses and transit by limited mobility pedestrians.
- Improved pedestrian safety by eliminating existing tripping hazards.



Sidewalk lacking ADA-compliant ramps adjacent to Occidental Park. Looking west along S Main Street.



Vertical sidewalk discontinuity. Looking east along S Jackson Street.

Applicant Problem

The Lake to Bay Loop is a 3.2 mile pedestrian route between Lake Union and Elliott Bay that creates a vital and safe connection to some of Seattle’s civic treasures, including Lake Union Park, Seattle Center, the Olympic Sculpture Park, the waterfront, Pacific Science Center and Myrtle Edwards Park. While only separated by a mile, these attractions for residents and tourists have remained divided by Highway 99 and major arterials. The Lake to Bay Loop will link these attractions, and the growing neighborhoods of Belltown, South Lake Union, Denny Triangle and Uptown Urban Centers to each other and to the Seattle Waterfront. At the same time that these neighborhoods are experiencing unprecedented employment and residential growth, they lack sufficient parks and open space. By making use of the existing street right-of-way and partnerships with adjacent property owners, the Loop will extend those spaces into the public realm, forge new east-west connections, and become a wonderful open space in and of itself.

While the idea is more than a decade in the making (it was originally conceived as the “Potlatch Trail” about fifteen years ago), a group of stakeholders has been meeting regularly for the past three years to update the idea and bring it to fruition. This group to date has included Amazon.com, Belltown Business Association, Belltown Community Council, Bill and Melinda Gates Foundation, Cascade Bicycle Club, Center for Wooden Boats, City of Seattle, Cushing Terrell, Feet First, FOLK Park, Great City, KCTS 9, Lake Union Opportunity Alliance, Museum of History and Industry, Pacific Science Center, Queen Anne Community Council, Seattle Art Museum, Seattle Center, Seattle Center Foundation, Seattle Parks Foundation, South Lake Union Chamber of Commerce, South Lake Union Community Council, Space Needle, Uptown Alliance, and Vulcan, Inc.

Over the past several years, many city projects have effectively resulted in the implementation of the Lake to Bay Loop on many segments, including: the installation of Lake to Bay way-finding by

SDOT in the Fall/Winter of 2012-13 (signage, kiosks and pavement stamps); the recent opening of the Thomas Street Pedestrian Overpass; completion of the Olympic Sculpture Park; opening of the new Gates Foundation campus at 5th Ave. N. and Mercer with streetscape enhancements; realization of the Terry Avenue Green Street; construction of a the Mercer Street corridor project; development of the Thomas Street Streetscape Plan, and; the imminent reconnection of the street grid at Thomas St. via the North Portal SR99 tunnel project in 2016.

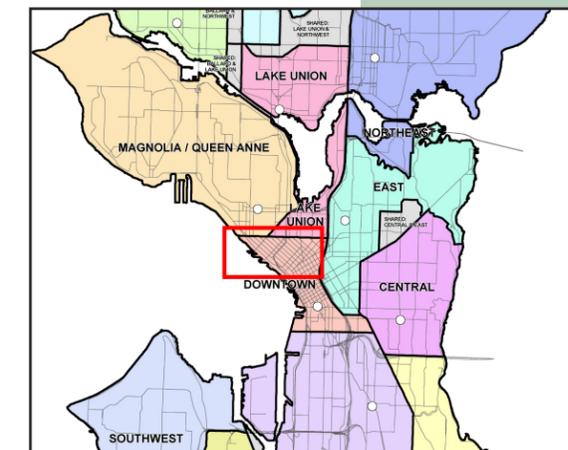
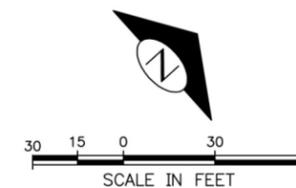
Despite this momentum, key segments of the Lake to Bay Loop on Broad St. and Harrison St. (the “Bay Loop”) remain unplanned and unfunded, despite growing use with the opening of the Sculpture Park and Thomas St. pedestrian overpass. With strategic investments in the Bay Loop along Harrison and Broad Streets, the full Lake to Bay project could be realized in a matter of several years. That’s why the Belltown Business Association and the Queen Anne Community Council are submitting two Lake to Bay Loop proposals to the 2012 Street Fund -one to develop the Loop on Broad St., and another one for Harrison Street.

While today Broad Street has sidewalks, the streetscape here is lacking greenery, area of rest, way-finding cues, artistic elements and pedestrian amenities that would truly make it a safe, easily navigable, and delightful regional pedestrian route both night and day.

PROJECT TYPE:
Pedestrian Improvments

APPROXIMATE LENGTH:
1550 lf

COST ESTIMATE:
\$385,000



Applicant Solution

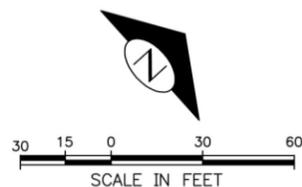
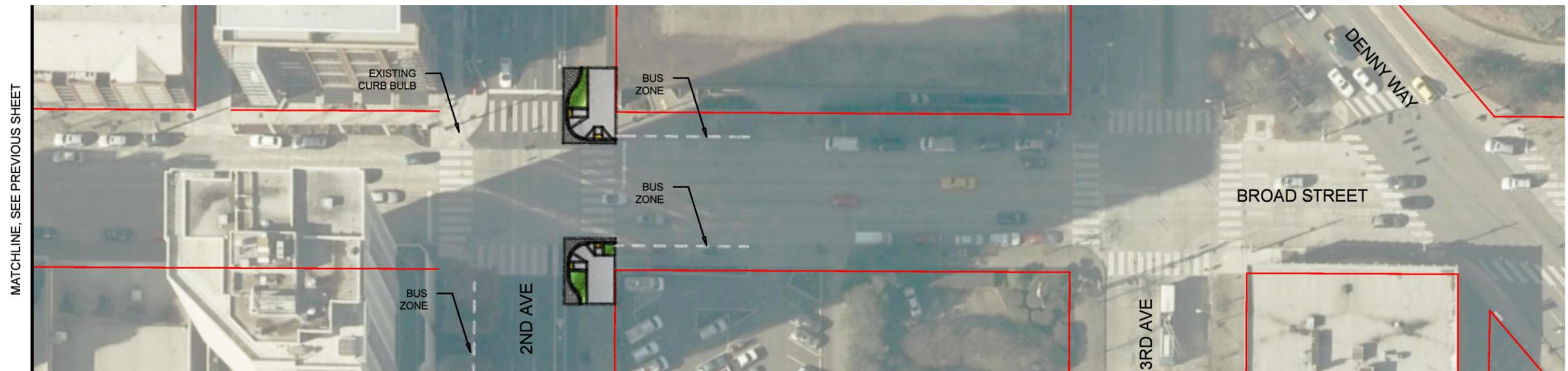
While not every envisioned improvement on Broad St. can be achieved in one project, the Belltown Business Association is seeking funds via the Bridging the Gap Neighborhood Street Fund to make corridor improvements on four blocks of Broad St. between Alaskan Way and Denny Way. These enhancements will focus on landscaping, enlivening the pedestrian experience with art, improving safety and navigation at night, and providing additional visual cues to encourage pedestrian movement between the Seattle Waterfront, Seattle Center and Uptown neighborhood.

Proposed corridor improvements using Neighborhood Street Funds include:

- 1) Installation of a continuous planting strip
- 2) Improved pedestrian lighting, ideally in the form of inlaid LED lights like those further north on Broad Street at the Seattle Center and those being installed in the Mercer Corridor

- 3) Widened sidewalk for a partial block at 1st Ave., a location with a narrower sidewalk width than the rest of the project area
- 4) Artistic elements such as sculptural pieces, murals and pavement stamps to enliven bland concrete and asphalt streetscapes and invite pedestrians to linger. These elements could mimic installations at the Sculpture Park and Seattle Center to create a sense of unification and continuity.
- 5) Banners on light posts and/or utility poles at the crest of the hill to invite pedestrians down to the waterfront in one direction and up the hill to Seattle Center and Queen Anne in the other.

These improvements would build upon other enhancements being envisioned for the Broad St. corridor. Specifically, the Belltown Business Association, Pacific Science Center, Belltown Community Council, Seattle Parks Foundation and the Seattle Department of Transportation are currently engaged in dialogue about using Third Avenue Transit Initiative funds, private matching dollars and other public funds yet to be identified to create an enhanced neighborhood gateway park at the Third Ave/Denny Way/Broad Street Triangle. While a separate project from this NSF proposal, together they would build out the Lake to Bay Loop on this critical segment of the route with both regional and local significance.



Seattle Department of Transportation (SDOT) Review

PROJECT DESCRIPTION:

Broad Street between Alaskan Way and Denny Way is configured as two-way, four lane roadway with left turn pockets provided at Elliott Avenue. On-street parking is provided on both sides of Broad Street between 1st Avenue and 2nd Avenue. Several Metro routes travel along this corridor and there are bus stop locations located near the intersections of Broad Street and 1st and 2nd Avenues. This corridor serves as a connection from Seattle Center and the Denny corridor to the Olympic Sculpture Park and the waterfront. SDOT installed Business Access and Transit (BAT) lanes along this segment in May 2013.

The proposed project will provide additional landscaped locations by installing curb bulbs at all locations that do not interfere with transit operations. Curb bulbs are proposed at 1st Avenue and 2nd Avenue. Additionally, on-street parking will be eliminated on the north side of Broad Street between Western Avenue and 1st Avenue to provide widened sidewalk with landscaping similar to other locations along this corridor. Pedestrian scale illumination will be installed as feasible on existing poles located along the corridor. A budget for an artist has been included in the cost estimate to provide installations as feasible. Due to the limited scope of this project, the City's stormwater requirements are not anticipated to be triggered. Minor drainage upgrades are proposed as part of this project at the new curb bulb locations.

CONSTRUCTABILITY:

- Because this corridor is fully developed, it may be difficult to bring power to the pedestrian illumination without damaging existing sidewalk. It can be installed where power is already in place.

COMMUNITY ISSUES:

- Approximately five on-street parking spaces will be removed to install wider sidewalk with landscaping.

BENEFITS

- Improved aesthetics along a high use pedestrian corridor.
- Improved visibility and safety for pedestrians with the installation of new curb bulbs.



Existing sidewalk looking east along Broad Street.



Existing sidewalk and parking along Broad Street looking west.

