Existing Conditions

1. Future Skate Park
2. Broad St. Substation Annex
3. Broad St. Substation (SCL)
4. 222 5th
5. 223 Taylor
6. Future Development
7. Future Development
Existing Conditions
Go big and bold, be city-defining and make it unique

Prioritize people and place, support walking, biking and getting to transit

Build for all ages and abilities
Thomas Street: Existing Section

66’ Right-of-Way

12’ Pedestrian Landscape Zone

12’

10.5’ Parking Zone

12’

21’ Travel Lane (2 way)

42’

10.5’ Parking Zone

12’ Pedestrian Landscape Zone

12’
Thomas Street: Proposed Section

- 6’ Landscape Zone
- 6’ Pedestrian Clear Zone
- 6’ Landscape/Furniture Zone
- 12’ Multimodal Lane
- 6’ Landscape/Furniture zone
- 18’ Travel lane (2 way)
- 4’ Landscape Zone
- 8” Pedestrian Clear Zone

66’ Right-of-Way
5TH & TAYLOR
Close half block from 5th Ave to Alley to vehicular traffic and create new public space coordinated with new skate park and adjacent development to create grand entry into Seattle Center. Improve street crossing to Seattle Center with new decorative surface treatment.

TAYLOR & 6TH
Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18’ curb to curb. Curb bulbs and a raised intersection create safe crossings and additional public space. Leverage current Seattle City Light Broad Street project and associated public benefit package for Thomas Street improvements.
6th Ave N to 7th Ave N
Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18’ curb to curb. Leverage WSDOT ongoing improvements at North Portal and adjacent surface parking lot and integrate into street concept plan. Prioritize safe and efficient pedestrian and bike crossings at 7th Ave through protected intersection treatments and signalization.

7th Ave N to Dexter Ave N
Implement Urban Village Neighborhood Access street type. Prioritize north side of the street and reduce travel lanes to 18’ curb to curb. Coordinate design with newly improved street frontage at 333 Dexter. Prioritize safe and efficient pedestrian and bike crossings at Dexter Ave through protected intersection treatments and signalization.
Concept Plan: 7th & Dexter

SURFACE PARKING (WSDOT)

333 DEXTER

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

FUTURE DEVELOPMENT

BLOCK 57
The development of pilot projects in different areas of the city allows a wide evaluation of the busiest and most complex transit hubs. Two pilot areas have been identified: Westlake Hub and Jackson Hub.

The objective is to develop site specific wayfinding system based on the principles to advance the planning and design of a solutions to solve site specific problems, and approaches established in this strategy. The lessons learned are used to calibrate and use the lessons learned.

The pilot projects will evaluate the following:
- Accessibility and hidden routes
- System identity
- Core pedestrian sign typology
- Regional, national and international
- Transit integration
- Visual appearance of the system
- Braille signs
- Data / content management
- Community integration
- Naming consultation
- Sign placement rationale
- Printed applications
- Hierarchy
- Clutter reduction strategy
- Accessibility
- Councillor and leadership support
- Stakeholder consultation
- Project communications
- City and partner collaboration
- Project communications
- Asset selection criteria and information
- Arrivals to the city
- Local distinctiveness – heritage, character areas
- Use of a second language
- Sign design templates
- Mapping scales
- Seamless Seattle
- Pedestrian
- Operational requirements
- Area Map
- Thomas Street Concept Plan | SiteWorkshop

The pilot is due for implementation late 2019-2020.