

# Thomas Street Redefined

Seattle Design Commission Meeting  
February 6, 2020



# Presentation overview

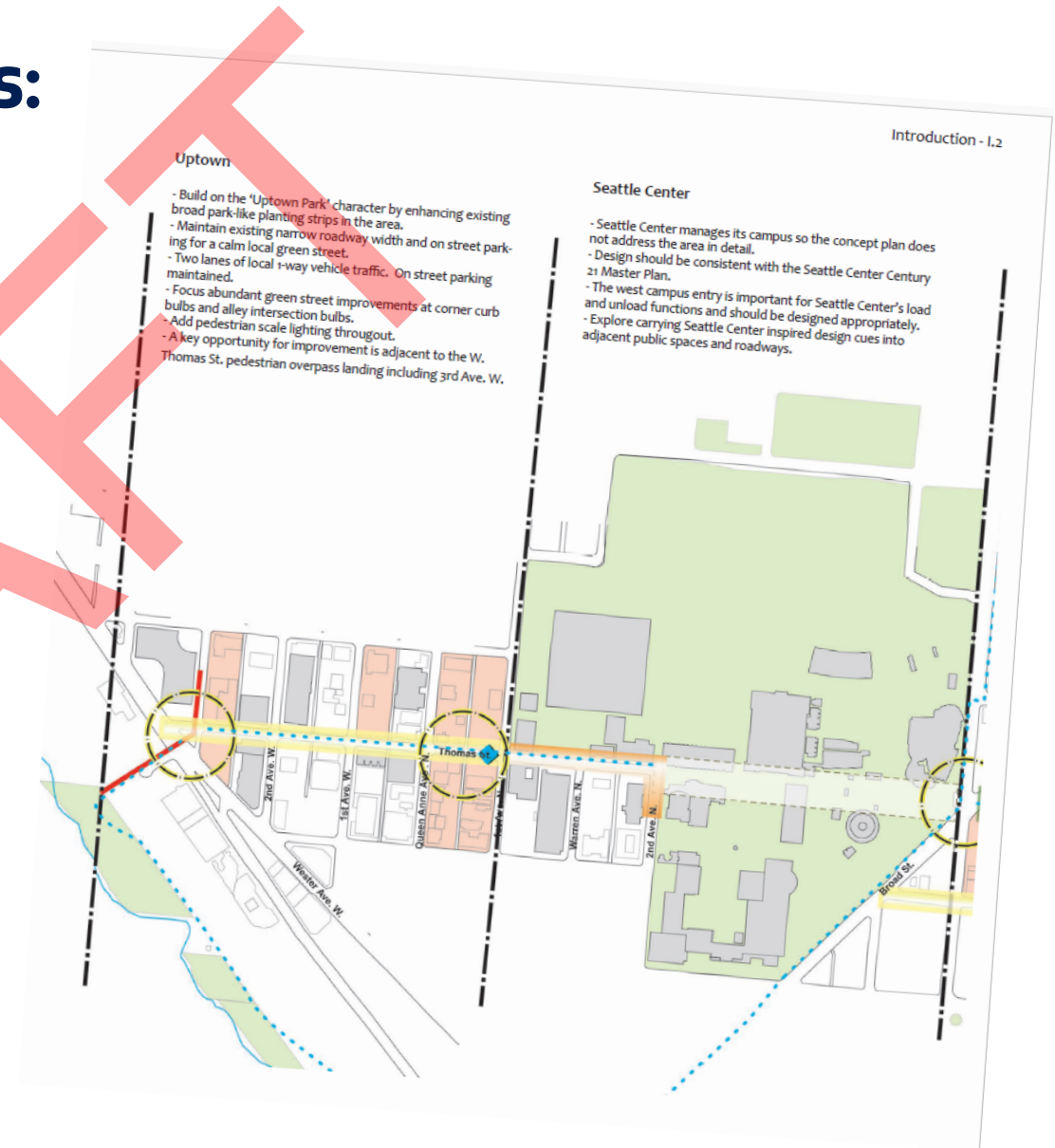
- Overview of Concept Plans
- Thomas Green Street Concept Plan (2013)
- Thomas Street Charrette – Key Takeaways
- Thomas Street Redefined
- Next Steps





# Overview of Street Concept Plans: Purpose

- Solidify a vision for the street and guide physical improvements
- Useful in discussions with private development proponents and the City about bold visions that go beyond Streets Illustrated typologies
- Vetted and approved by SDOT, which helps to minimize delay and/or reduce risk to applicant



# 2013 Thomas Green Street Concept Plan:



“Transform Thomas St into a green street- a low intensity street that prioritizes pedestrian and bike mobility over automobiles”

-South Lake Union  
Urban Design  
Framework, 2010

## Context: Supporting Policy and Best Practice





Terry Street



Bell Street

- Green Streets are designed to give priority to pedestrian circulation and open space over other transportation uses.
- Green Streets are legislated in the land use code and discretionary pedestrian improvements on green streets enables private development to receive bonus density.





8th Ave N



# Greenways



Table 4-2: Facility Designation Guidelines

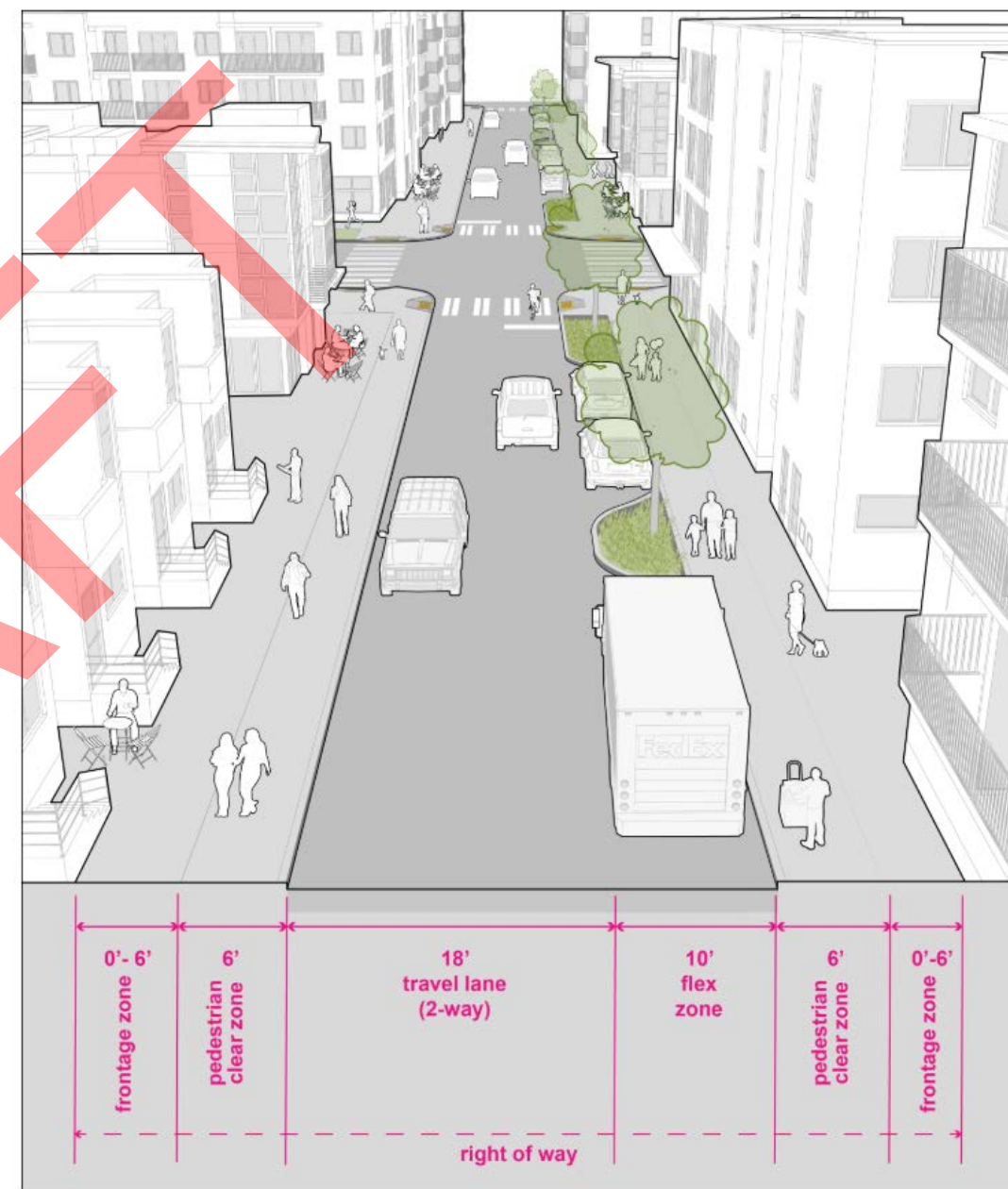
Generalized Bicycle Facility Designation	Bicycle Facility Types	Posted Speed Limit (mph)	Average Daily Traffic (ADT) per day	Street Classification
Neighborhood greenway	Neighborhood Greenway	20	1,500 or less	Non-arterial
Shared street	Shared lane pavement marking (sharrow)	25 - 30	To be used due to ROW constraints or topography	Non-arterial and Collector/Minor arterials
In street, minor separation	Bicycle lane; Climbing Lane	30	8,000 or less	Collector arterial
	Buffered bicycle lane	30	15,000 or less	Collector/Minor arterials
Cycle tracks (protected bicycle lanes)	Physically separated (raised or with barrier on-street facility)	30 and greater	15,000 and above	Minor/Principal arterials
Off-street*	Multi-use trail	N/A	N/A	N/A

- Neighborhood Greenways are residential streets with low motorized traffic volumes and speeds that are designated and designed to give bicycle and pedestrian safe and pleasant travel priority.
- Neighborhood Greenways are recommended on non-arterial streets with less than 1,500 ADT and a max speed limit of 20 mph.



# 2018 Streets Illustrated

- Urban Village Neighborhood Access
- 2-way Travel lane: 18' min – 20' max
- More visionary than the 2013 Streetscape Concept Plan
  - Narrow vehicle lanes
  - Surplus ROW prioritized for: greening, public space programming, parking or widened sidewalks
- Implementation of 2013 Concept Plan Cross-Sections added protection to bike lanes
  - Based on pre-construction AWDT selected PBL over NGW treatment



# 2019 Thomas Street Charette

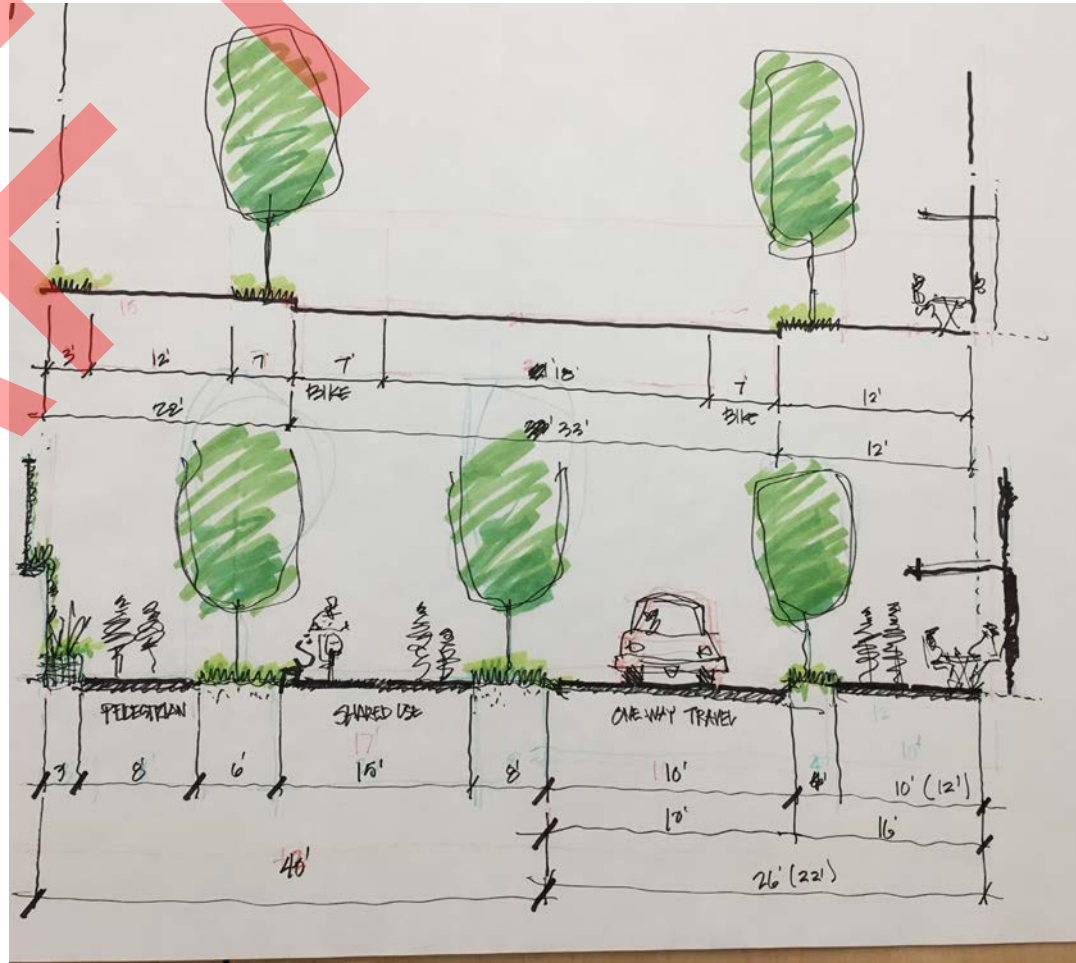


# 2019 Thomas Street Charrette

1. Go big and bold, be city-defining and make it unique
2. Prioritize people and place, support walking, biking and getting to transit
3. Build for all ages and abilities



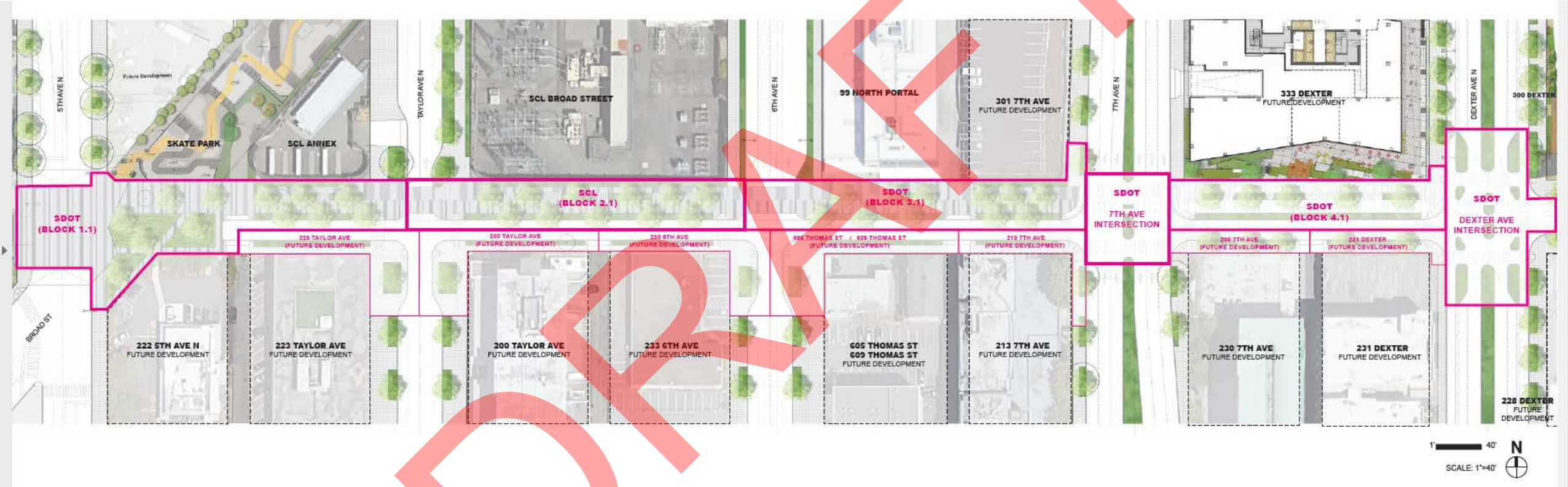
# 2019 Thomas Street Charrette: 5th to Dexter Tables Takeaway





# Thomas Street Redefined

# Thomas St Redefined - 5th to Dexter





# Thomas St Redefined - 5th to 6th





# Thomas St Redefined - 6th to Dexter









## SITE FURNITURE



## SURFACES



## WAYFINDING

Seamless Seattle



## LIGHTING



## ART





# Next Steps

- ❑ Finalize 2020/2021 implementation strategy
- ❑ Explore interim closures
  - 5th Ave N & Thomas St (Q1 2020)\*
  - Install right in/right out at Dexter Ave N & Thomas St. (Q1 2020)
- ❑ Advance Thomas St Redefined Design at:
  - 5th Ave N to Taylor Ave N along Thomas
  - Protected Intersection
- ❑ Collaborate with SCL to deliver the street concept along substation

