

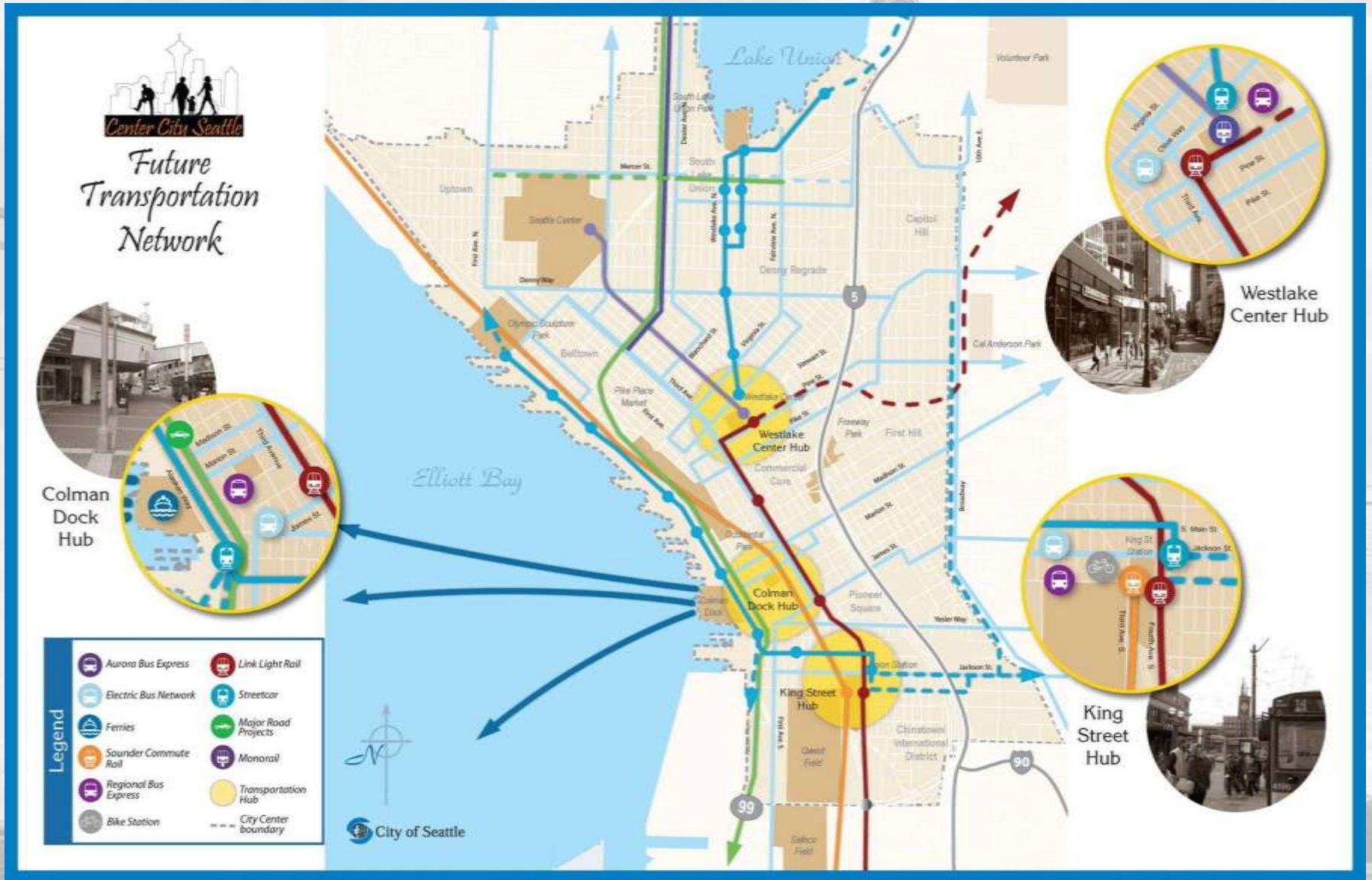


King Street Station Transportation Hub Strategy

Seattle Design Commission
June 2, 2011

Darby Watson and Sara Robertson
Seattle Department of Transportation

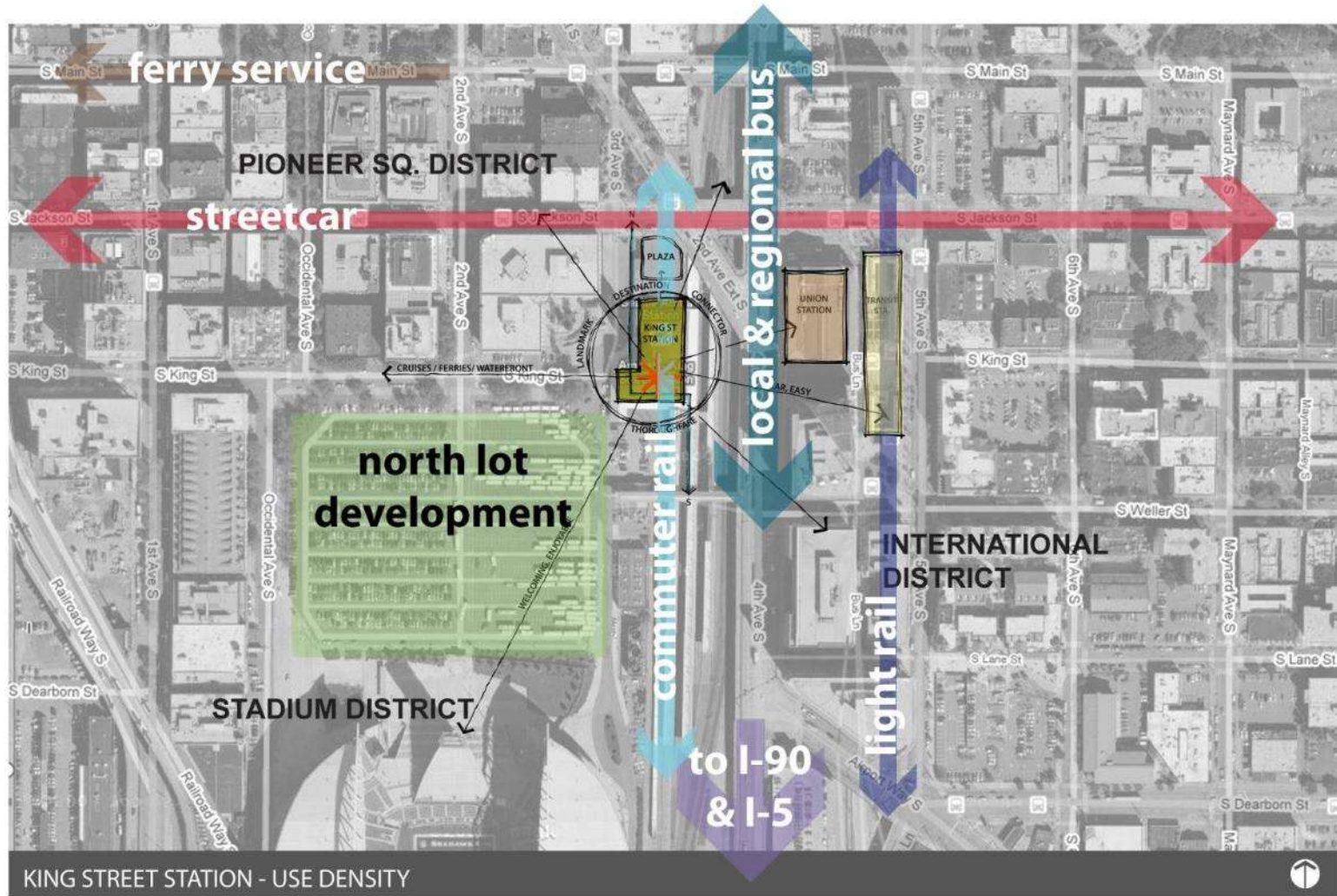
One of Three



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

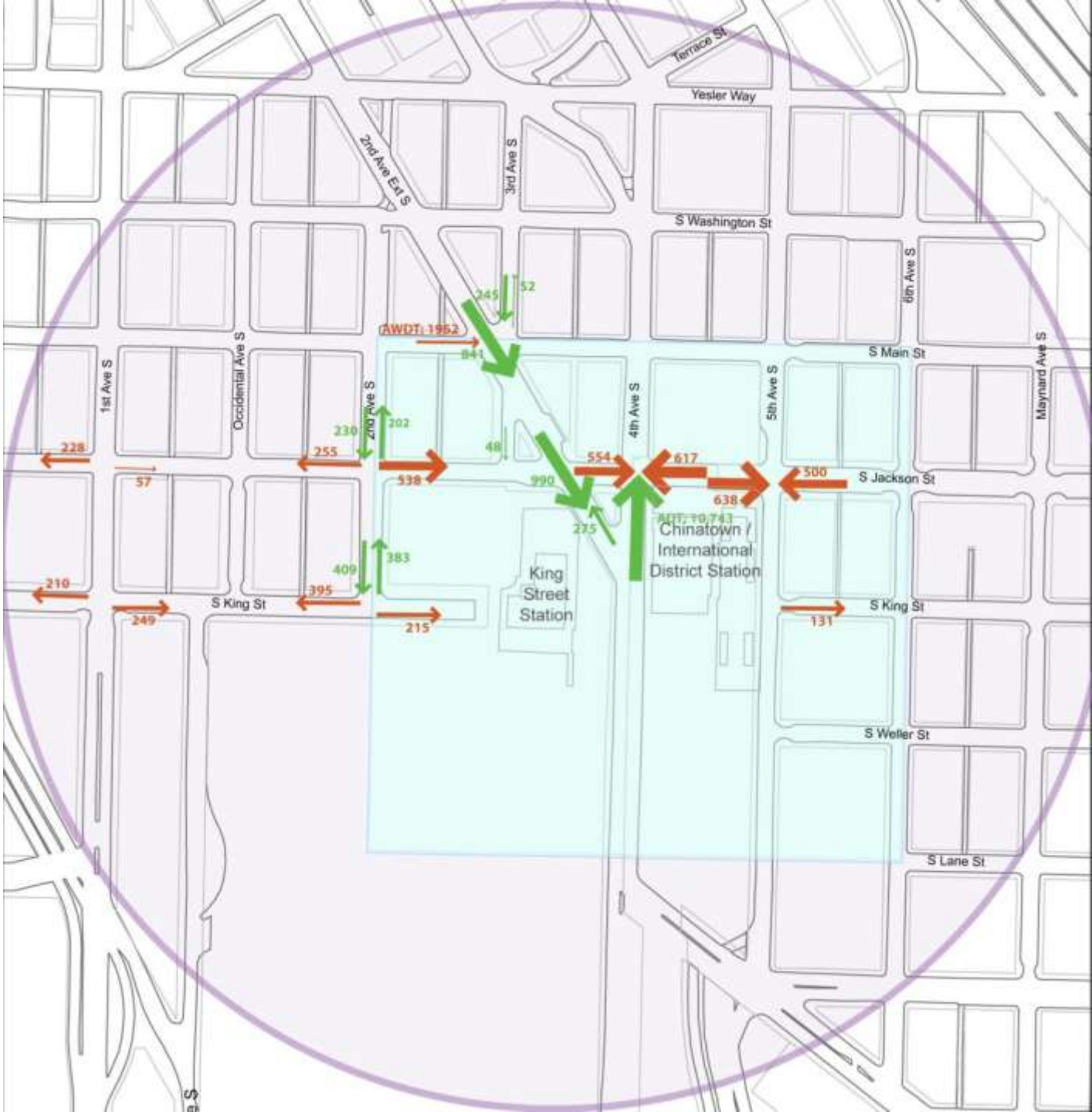
Data Collection

A grayscale photograph of a city street scene. The central focus is a tall, dark brick clock tower with a pointed roof and two visible clock faces. To the left of the tower is a large stadium with a distinctive white, lattice-like dome structure. The stadium has the word 'QWEST' visible on its facade. In the foreground, there are streetlights, utility poles with wires, and a traffic light. The sky is filled with soft, white clouds. The overall image has a muted, historical feel.

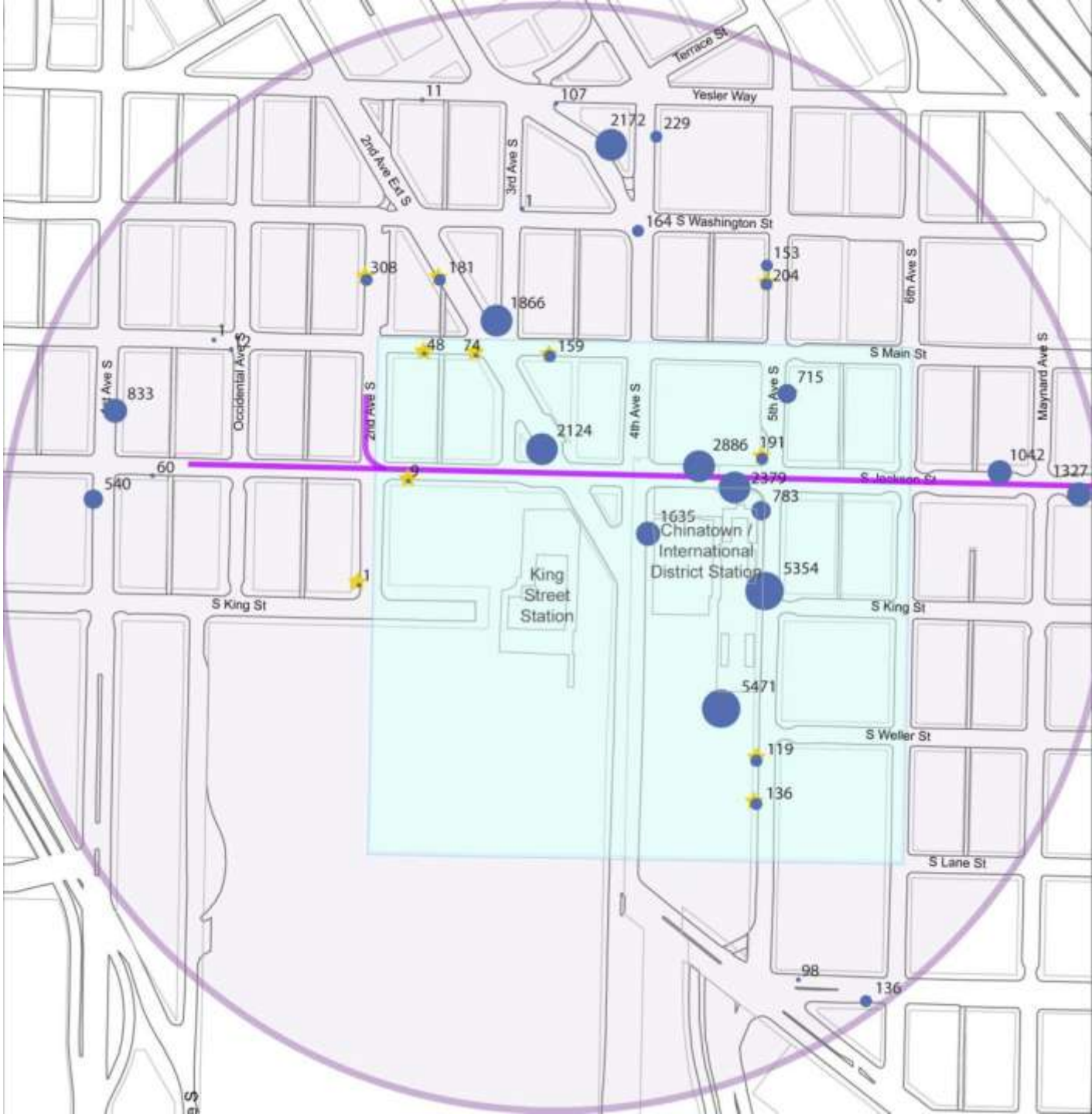
Study Area



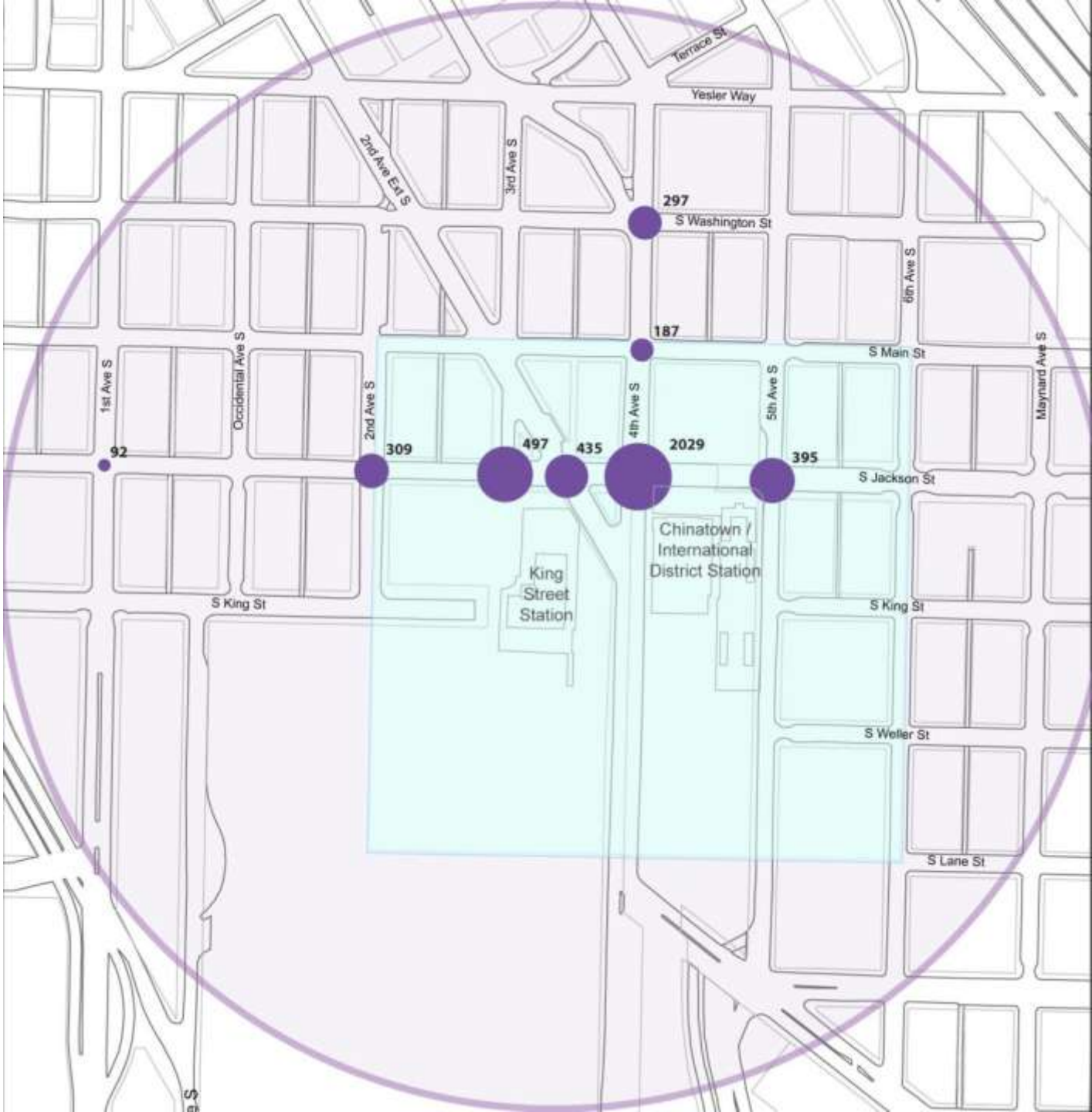
Average Daily Traffic



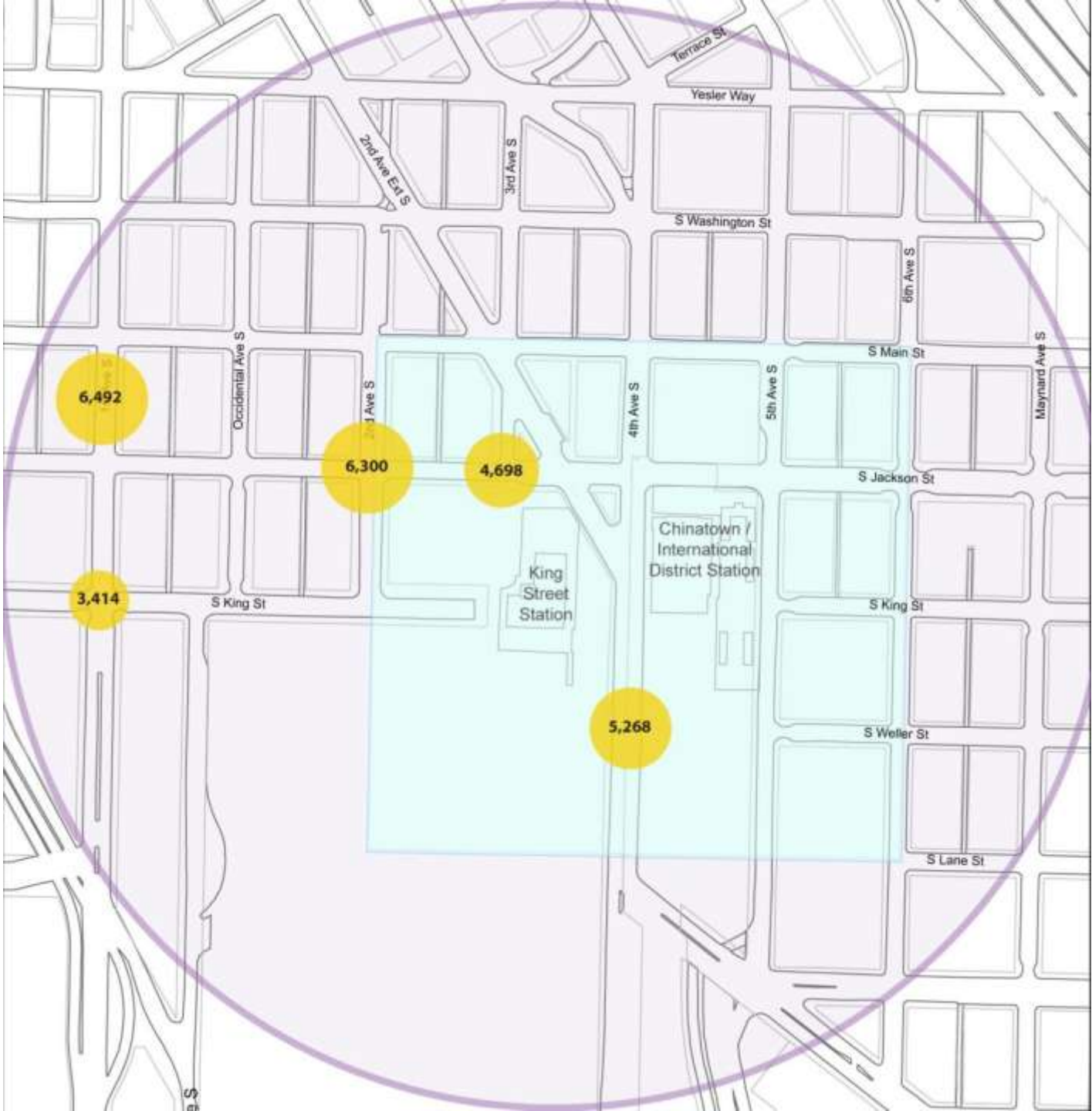
Transit Patrons



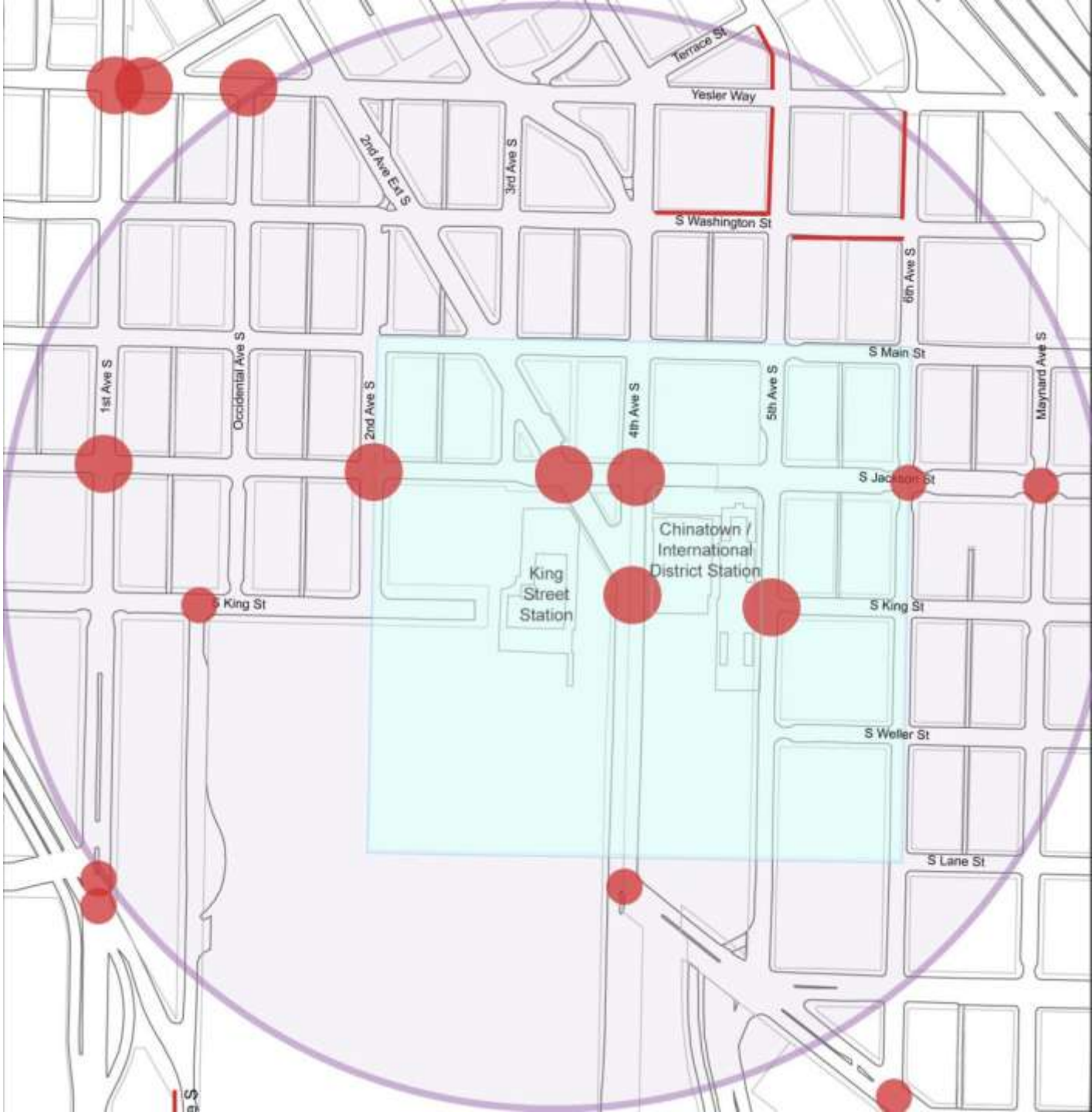
Pedestrians AM Peak



Pedestrians all day



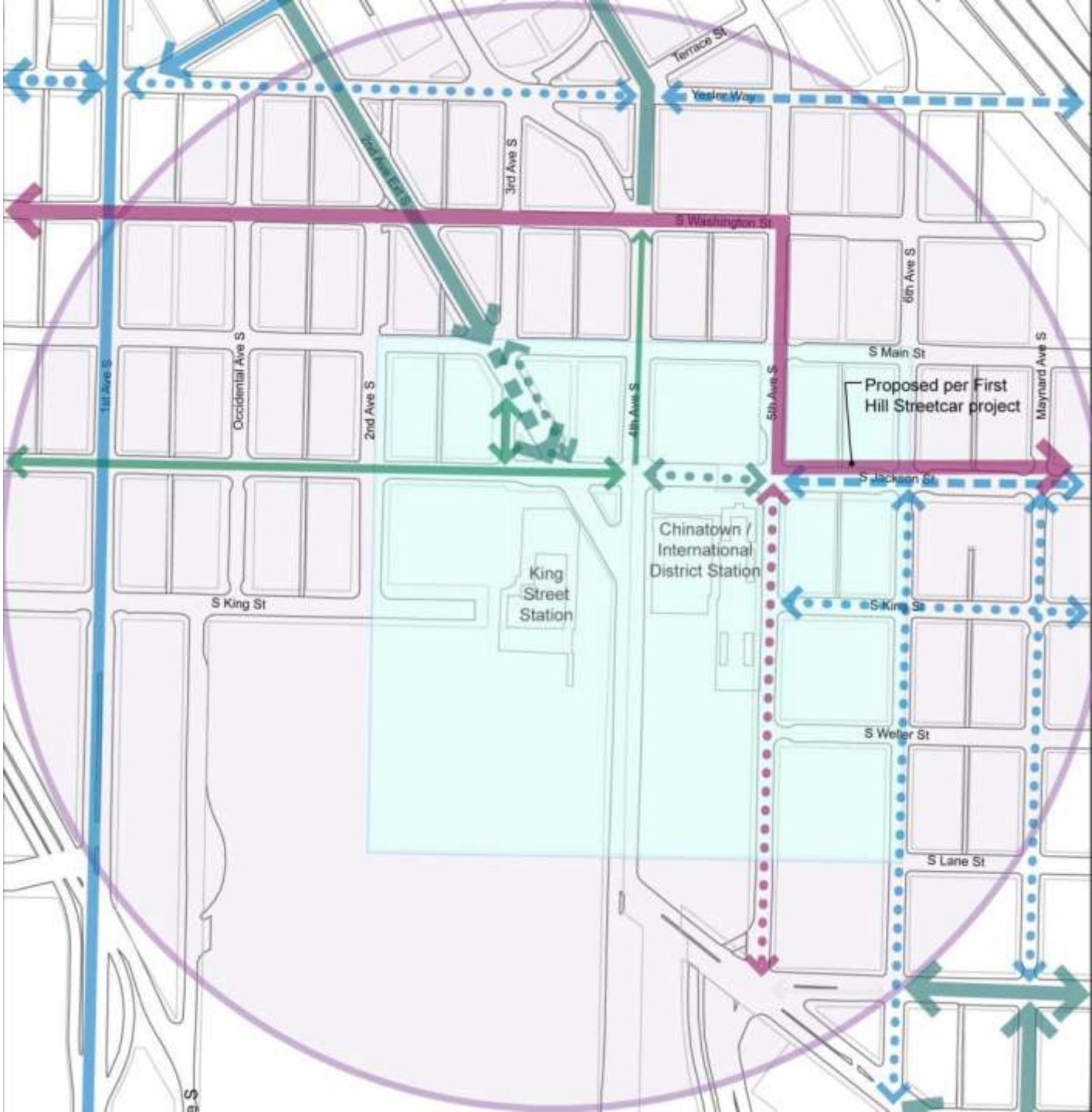
Pedestrian Master Plan



Bicycle Counts PM Peak



Bicycle Master Plan



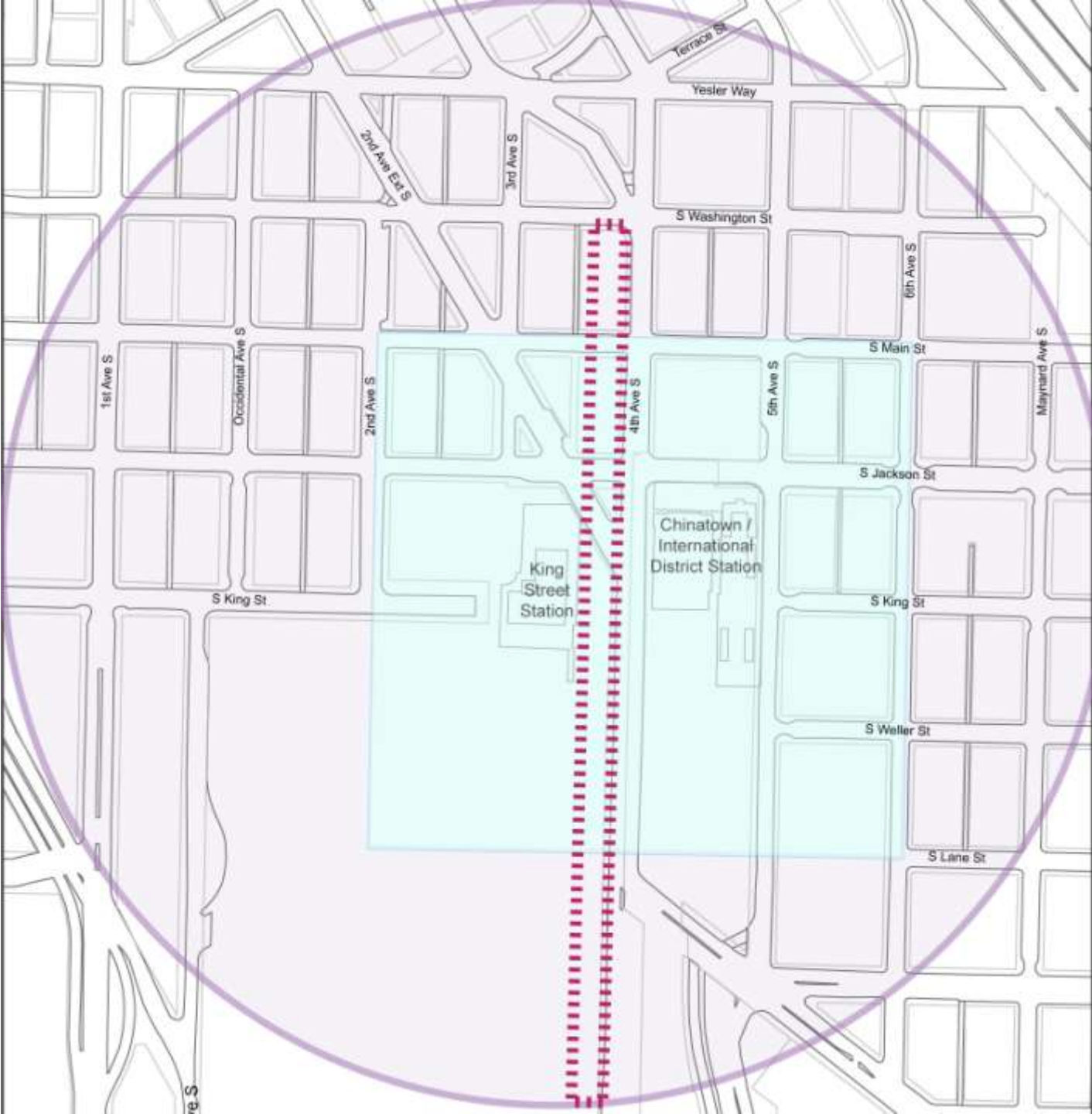
Community Concerns



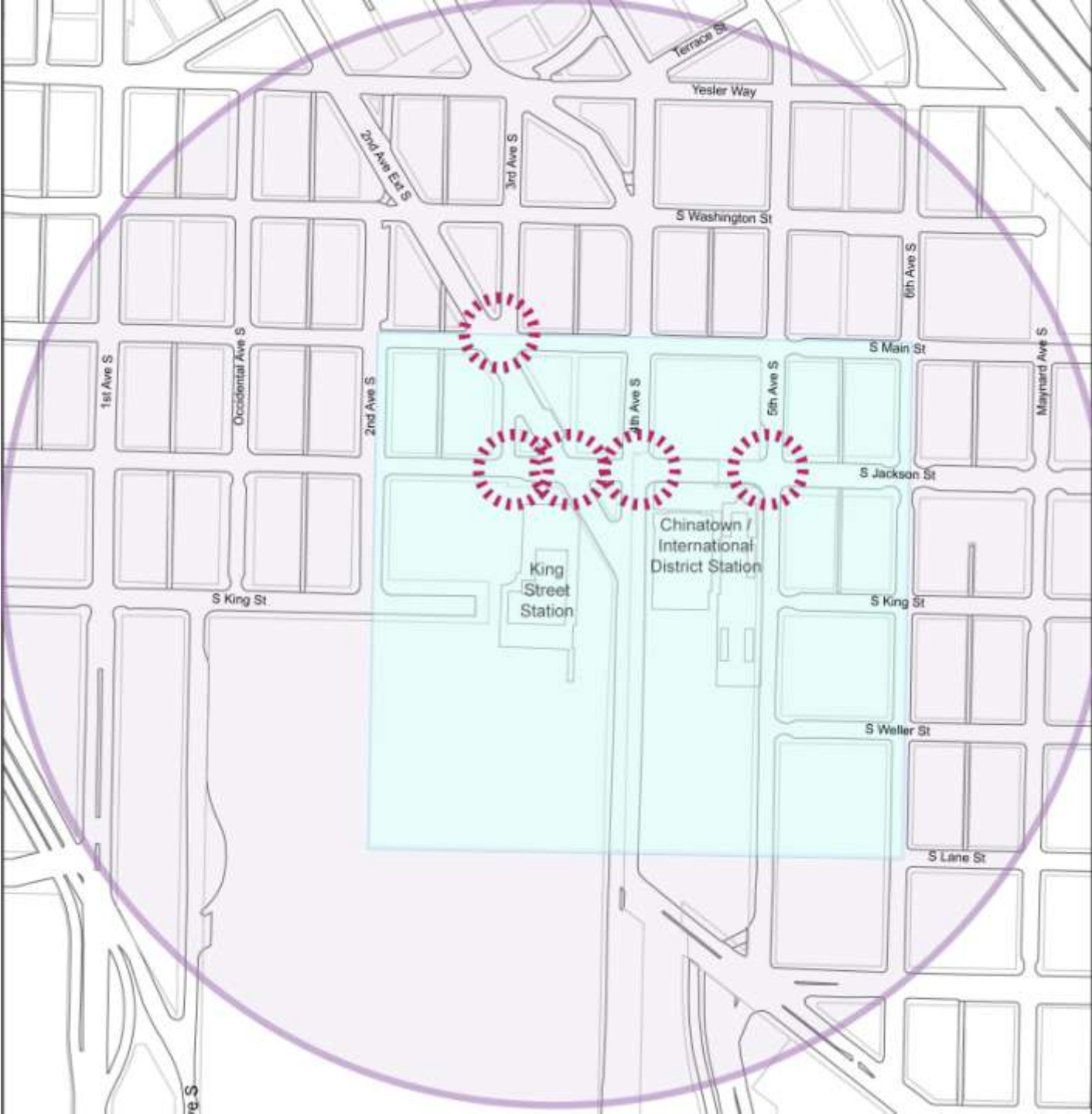
2nd and 4th are barriers



Railroad creates a barrier



Intersections are long



No enough green



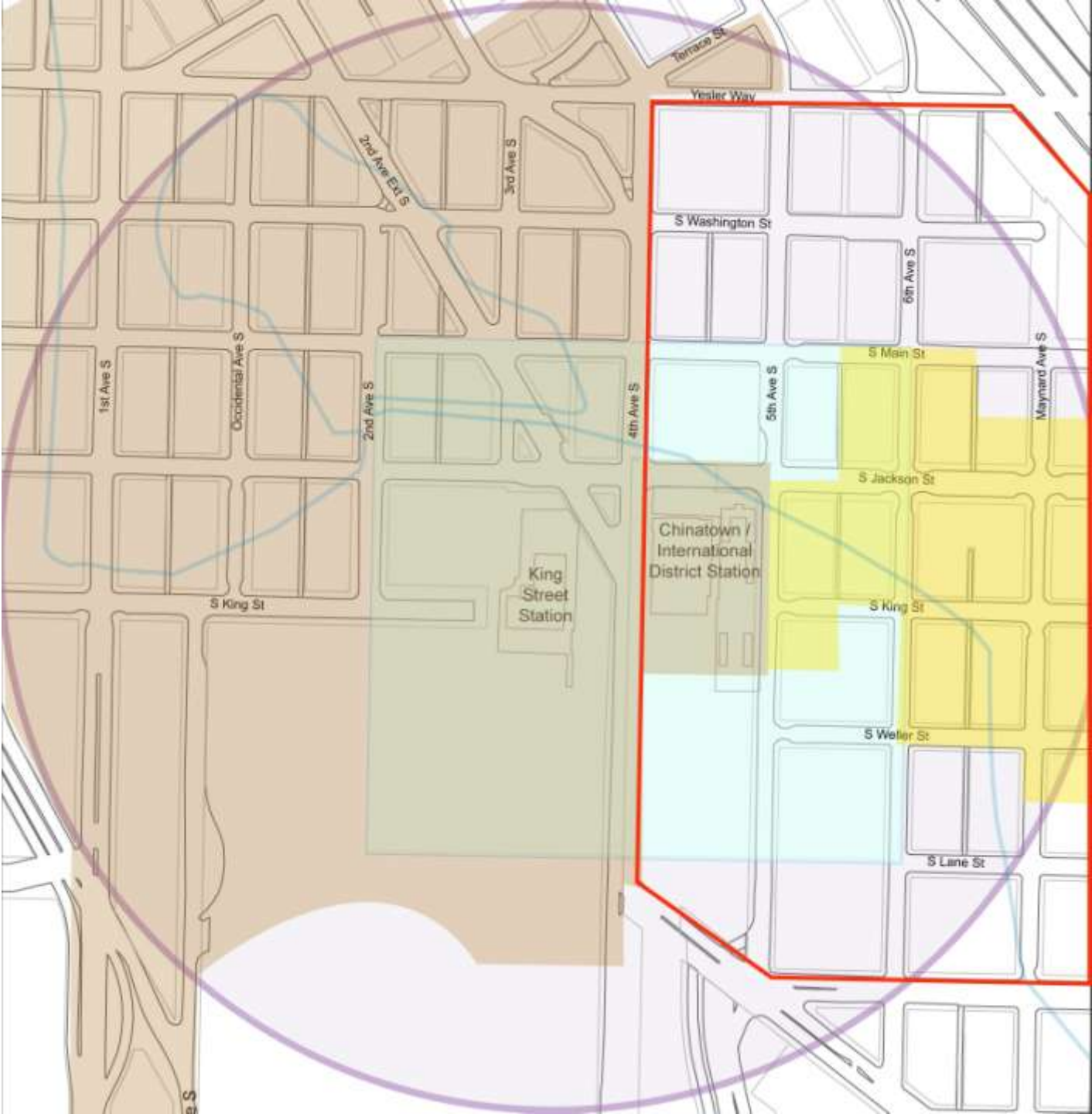
Parking and curbspace

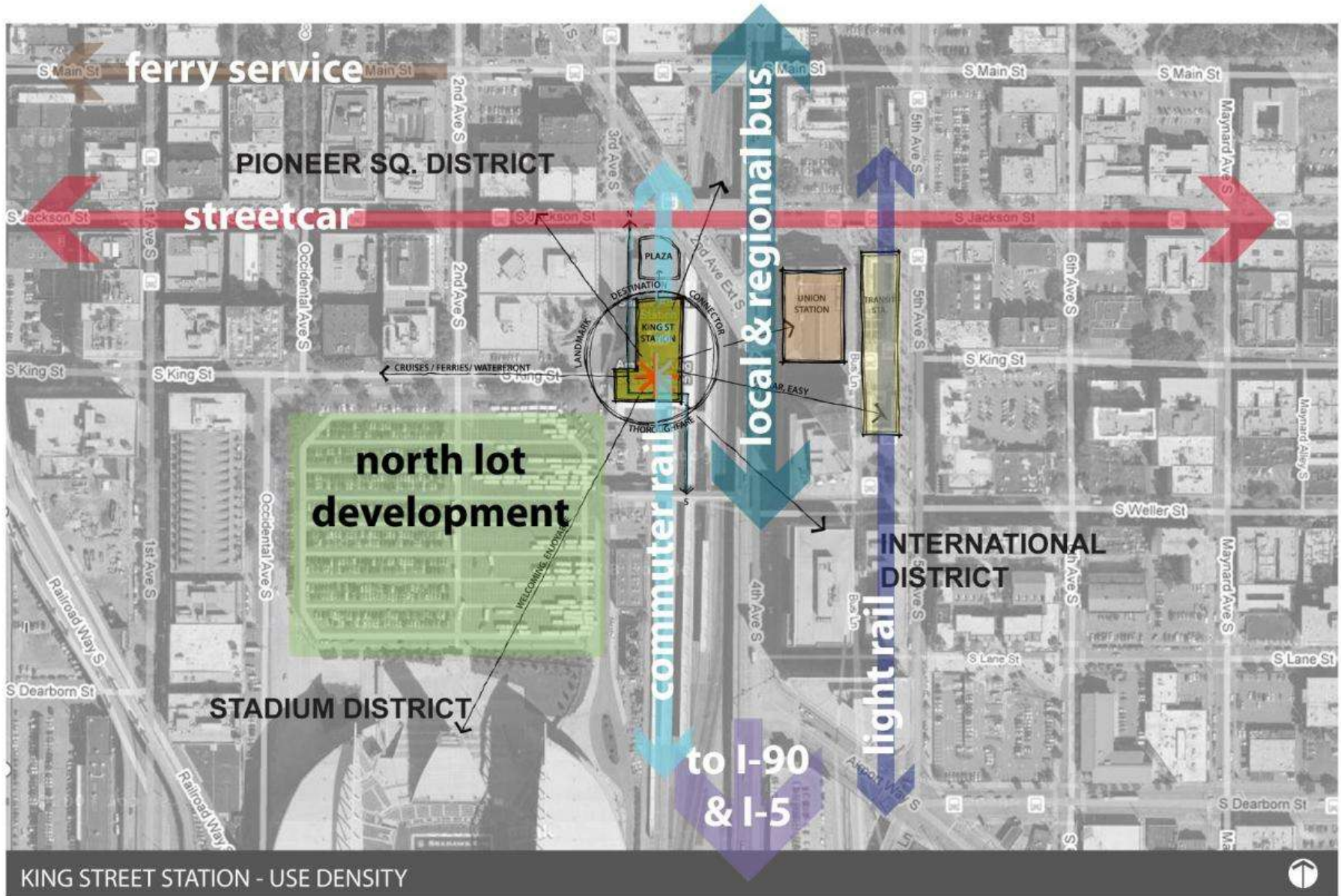


Community Identified Opportunities



Historic character





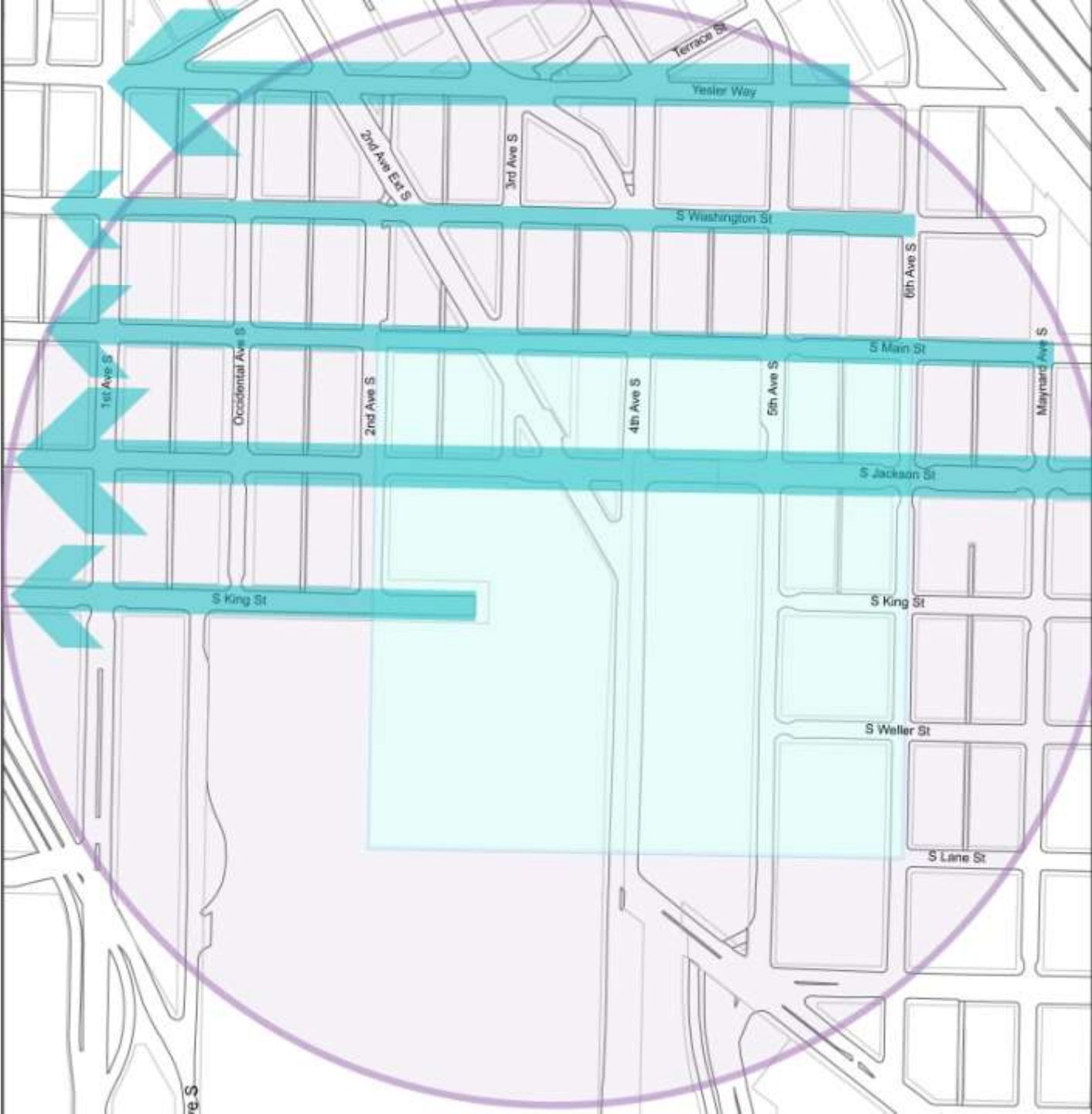
KING STREET STATION - USE DENSITY



Alleys



Waterfront



Projects

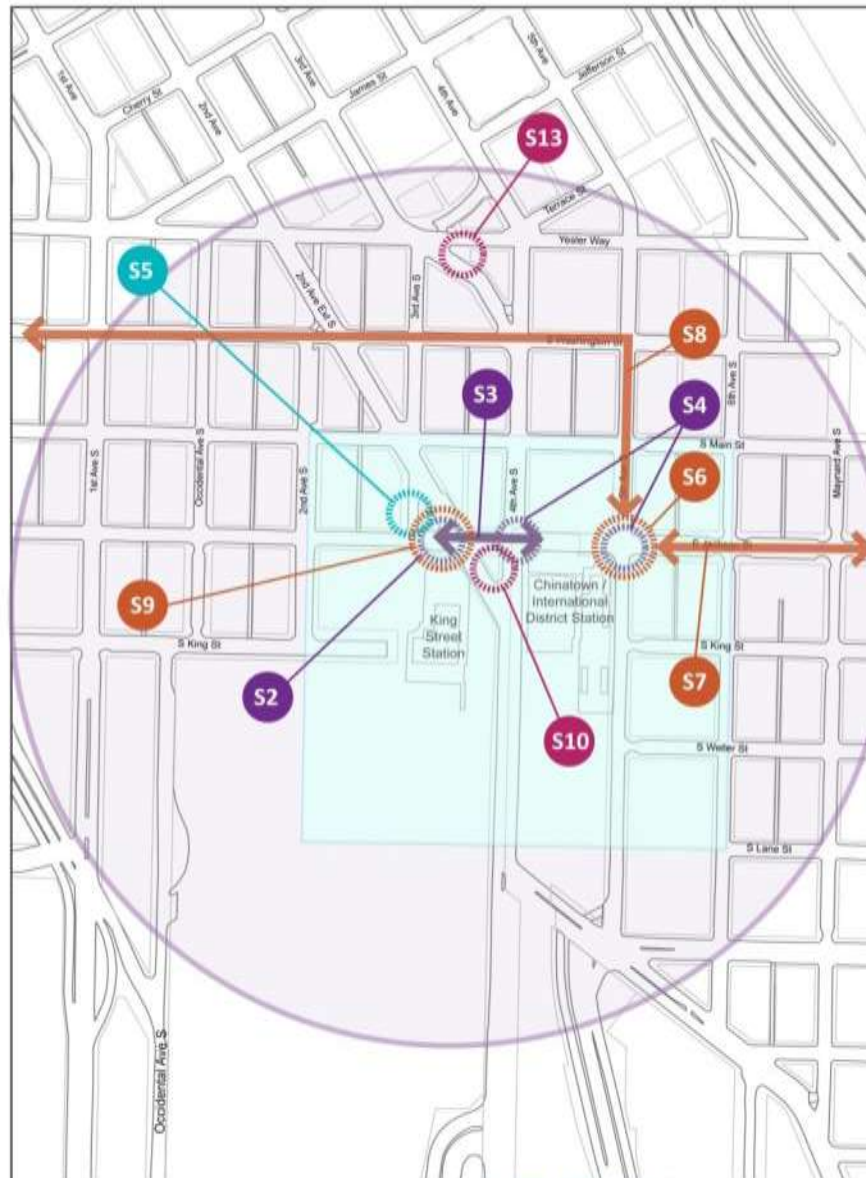


Timeline

The background image is a grayscale photograph of a city street. On the right side, a tall, dark brick clock tower with a pointed roof and two clock faces is the central focus. To the left of the tower is a large, modern stadium with a distinctive white, lattice-like dome structure. The stadium has the word 'QWEST' visible on its facade. In the foreground, there are streetlights, utility poles with overhead wires, and a traffic light. The sky is filled with soft, white clouds.

2013

- First Hill Streetcar is in operation
- Seismic upgrades to street support structures completed



**King Street Multi-modal Hub
Short-term Proposed Projects**

- Center City Hub
- 1/4 mile Study Area
- S** short-term
- M** mid-term
- L** long-term

- Traffic and Parking
- Pedestrian
- Transit
- Bicycle
- Placemaking

Hub-wide and/or neighborhood-wide projects

- S1
- S11
- S12

DRAFT



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 completeness, accompanies this document.
 Coordinate System: State Plane NAD83-91
 Map Datum: North State
 Contour Interval: 5 Feet
 Date: 11/11/2011
 Author: SDOT
 Project: 11/11/2011
 Project: 11/11/2011
 Project: 11/11/2011

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



Traffic on 2nd Ave S



Pre-game pedestrian traffic



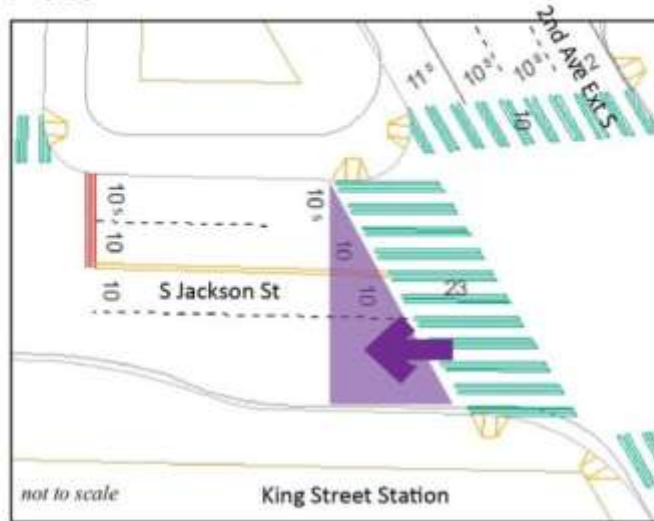
Traffic accessing 4th Ave S



Traffic on 1st Ave S

S2

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

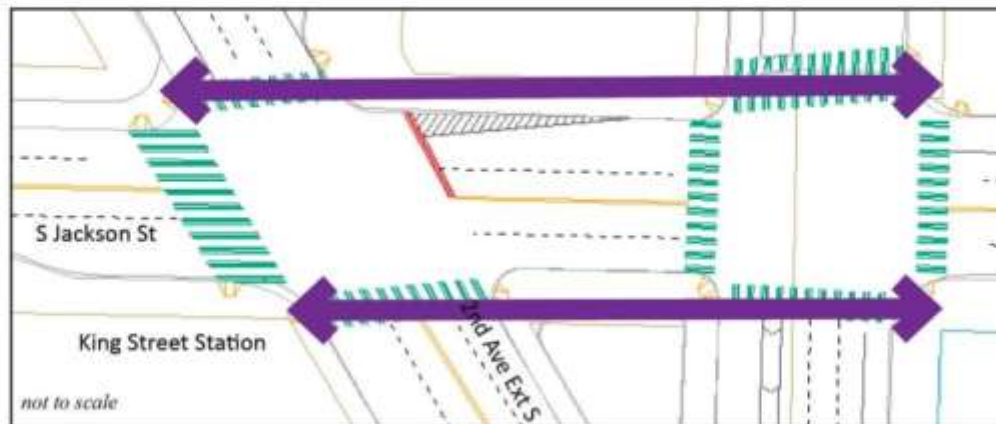


Looking south across Jackson

S3

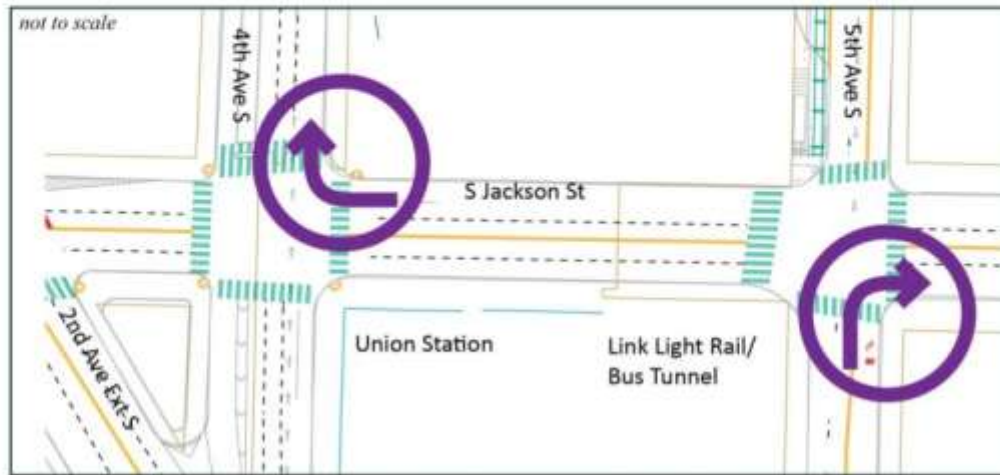
Evaluate the pedestrian environment along S Jackson St between 2nd Ave Ext S and 4th Ave S

Consider widening crosswalks and curb ramps and improving signal timing



S4

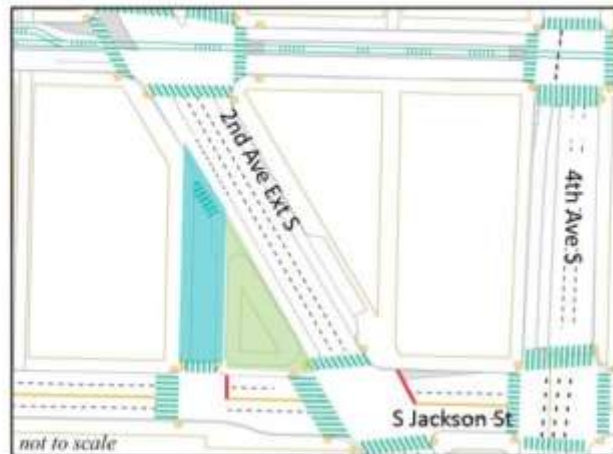
Evaluate signals on S Jackson St at 4th Ave S and 5th Ave S for potential leading pedestrian signal or leading right turn to reduce conflicts



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



Looking south from 2nd Ave Ext S

S6

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

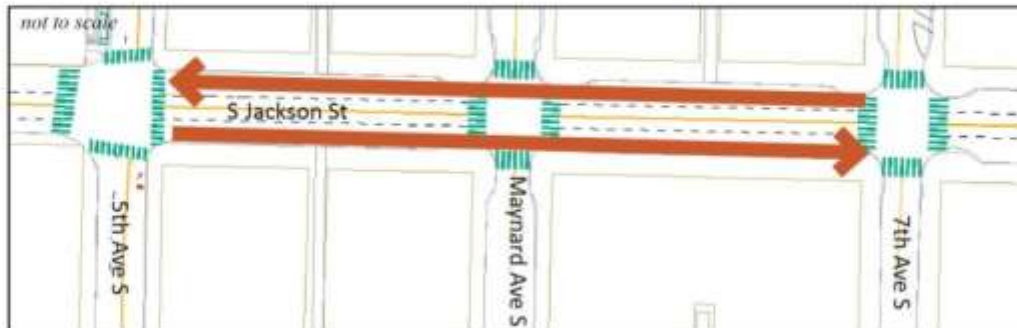


Looking north on 5th Ave S

S7

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

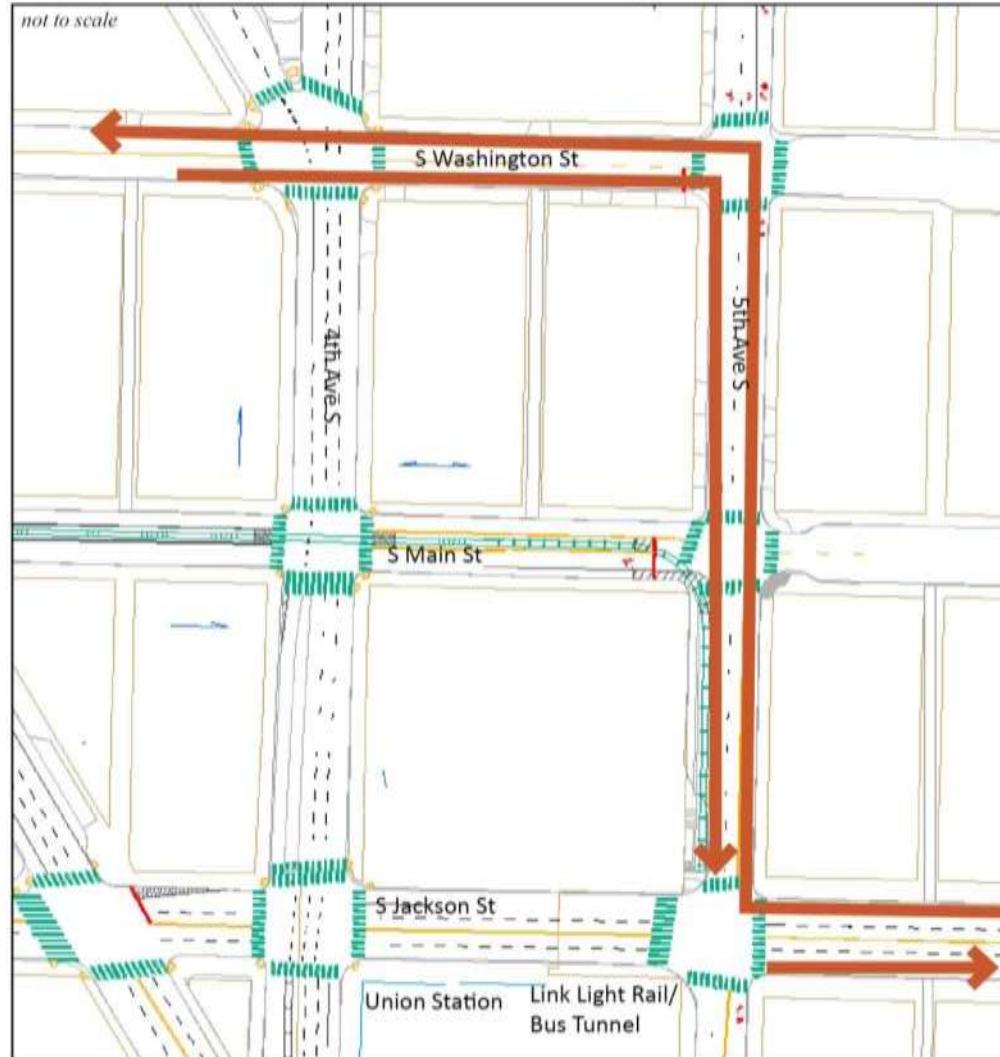
Note: the First Hill Streetcar project will provide bicycle markings from 7th Ave S to 12th Ave S



S8

Propose a bicycle route alternative to S Jackson St to connect to the waterfront trail and Mountains to Sound Greenway

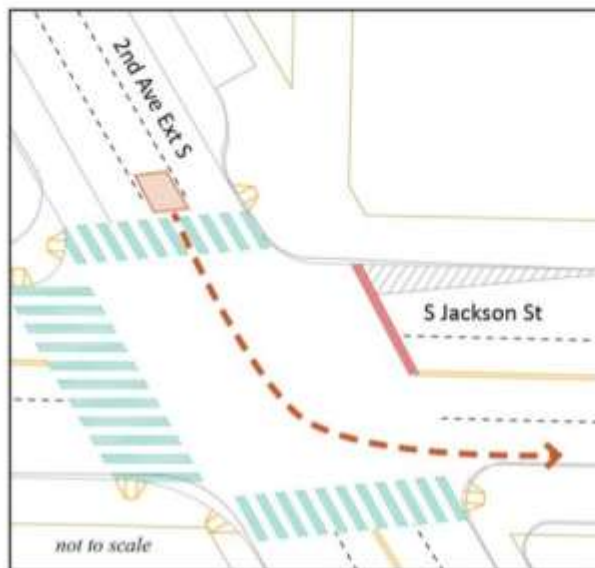
(between 4th Ave S and 5th Ave S) - consider sharrow on 5th Ave S (north of S Jackson St) to S Washington St to 4th Ave S and the waterfront



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



Looking north from Jackson

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



'Cloud Gate' by Anish Kapoor at Chicago's Millennium Park



The triangle opening between 2nd Ave Ext S and 4th Ave S

S11

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



S12

Support the expansion of the Clear Alleys program to Chinatown/International District



Pioneer Square dumpster-free alleys



Dumpsters in Chinatown/International District

S13

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)



A bocce game in Occidental Park



Fortson Square

Timeline

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

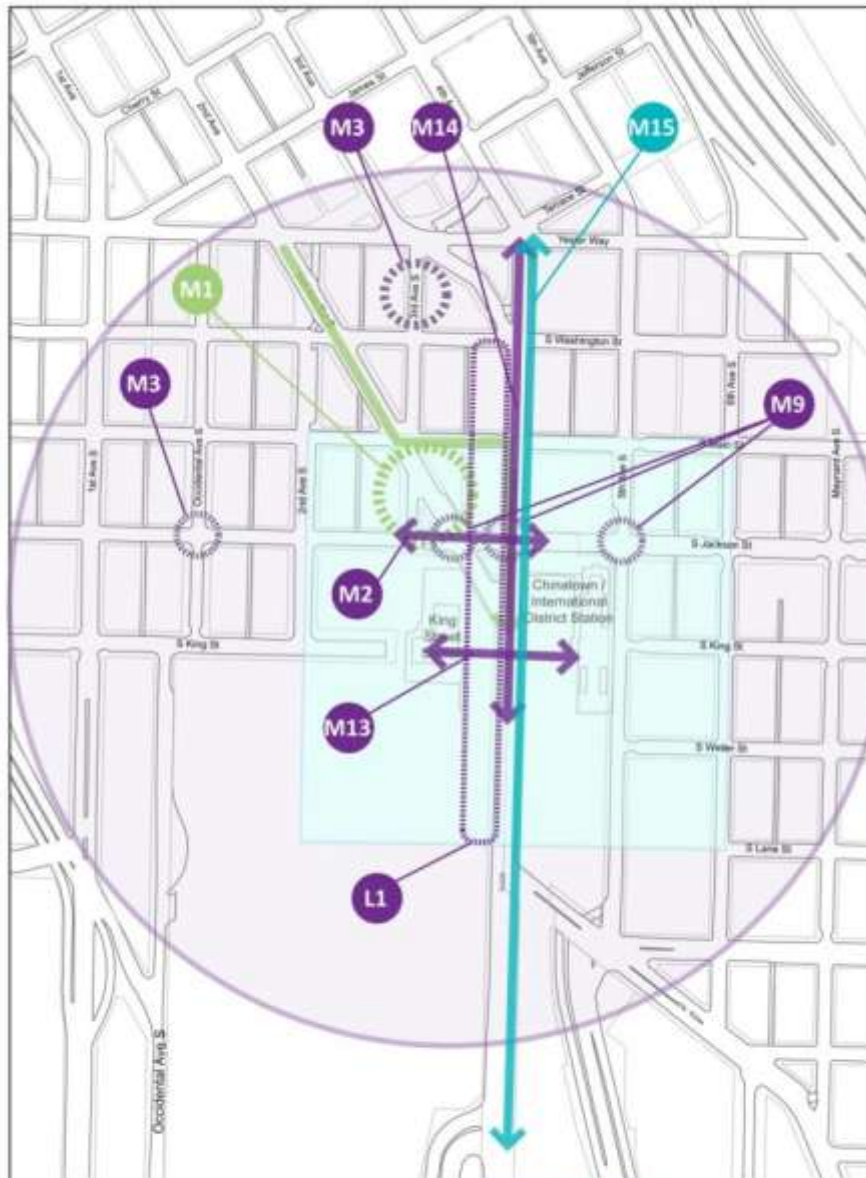
Timeline

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



**King Street Multi-modal Hub
Mid and Long-term Proposed Projects**

- Center City Hub
- 1/4 mile Study Area
- S** short-term
- M** mid-term
- L** long-term

- Traffic and Parking
- Pedestrian
- Transit
- Bicycle
- Placemaking

Hub-wide and/or neighborhood-wide projects

- M4 through M7
- M10 through M12
- M16 through M18
- M21 through M27

DRAFT

Scale: 0 100 200 300 Feet

SDOT
SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

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 PROJECT: SIOUX FALLS, SOUTH DAKOTA
 DATE: 11/15/2021
 BY: SDOT
 1000 EAST 10TH STREET, SUITE 1000, SIOUX FALLS, SD 57105
 PHONE: 605.338.3300
 FAX: 605.338.3301
 WWW.SDOT.SD.GOV

M1

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

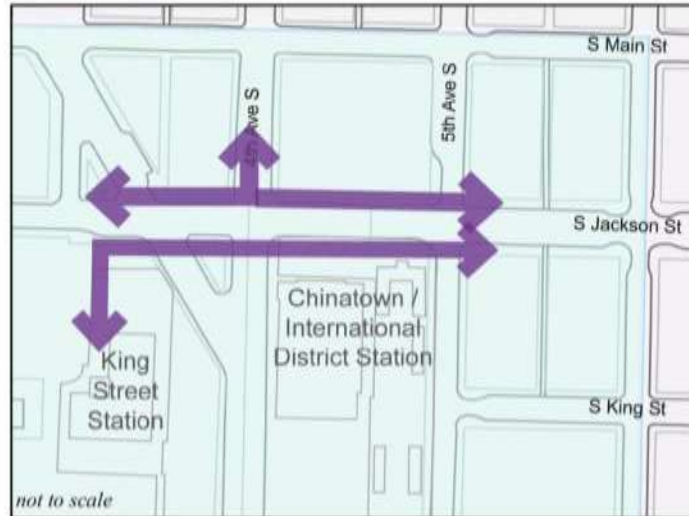
Alternatives:

- 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

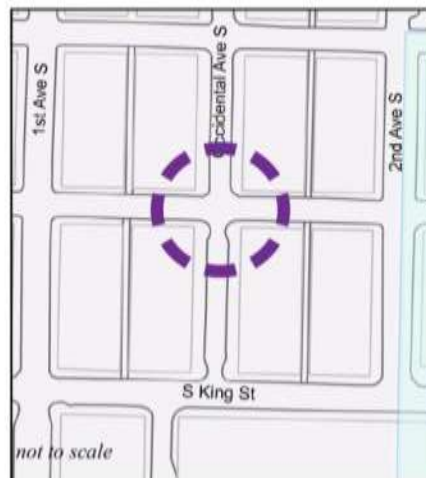
Consider permanent canopies over sidewalks to protect pedestrians and transit patrons from inclement weather for all major connections and transfers



Building Canopy

M3

Consider improving the intersection at S Jackson and Occidental to encourage strong pedestrian use
Evaluate crossing alternatives and additional landscaping



All-way walk at 1st Ave and University Street

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



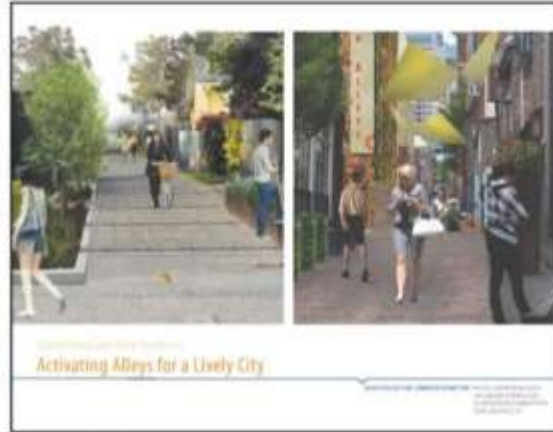
M6

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



Painted facades in Chinatown/International District



Alley design handbook

M7

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



Accessible ramps in the central business district

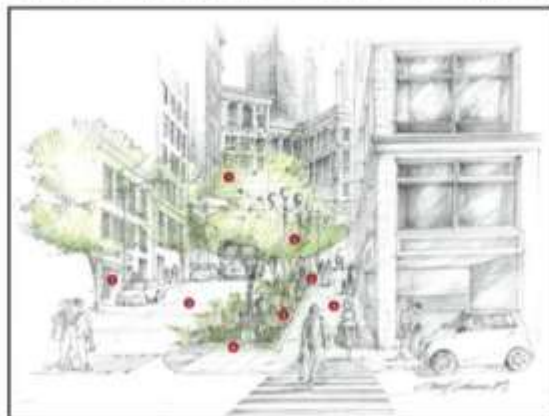


Accessibility tour

M8

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

Refine design concepts and evaluate implementation

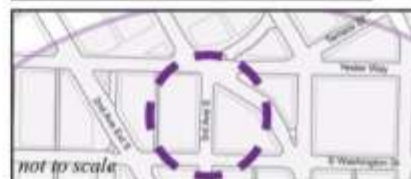


- 1 Overhead string lighting, Little Italy style
- 2 Pedestrian lighting to match existing (page 18)
- 3 Evaluate reduced street width, one way traffic southbound and parking one side
- 4 New sidewalk paving over existing alleyway
Paved areas with seating
- 5 Landscaped areas with trees and understory planting
- 6 New landscaped areas with trees (page 20)
- 7

SCITY

DU MEGARDNER

RAEH WEST | LANDSCAPE ARCHITECTS



M9

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

Especially between key transit connections



Crosswalk with rumble strips



Thermoplastic inlay 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

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



Pioneer Square three-globe fixture



Chinatown/International District standard

M12

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

May include repairs to areaways in partnership with property owners



Uneven sidewalks on S Jackson



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



Looking north along 4th Ave S from S Main St

M15

Evaluate transit priority improvements on 4th Ave S



Bus restriction signage

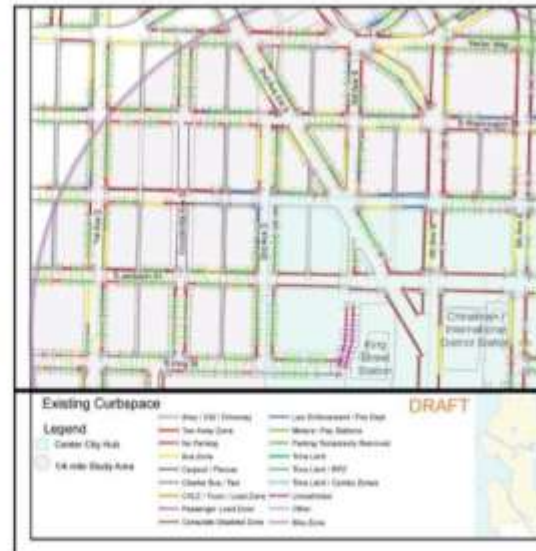


M16

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



Existing transit stop (5th Ave S and S Jackson St)



Improved transit stop (3rd and Bell)



Improved transit stop (6th and Jackson)

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

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

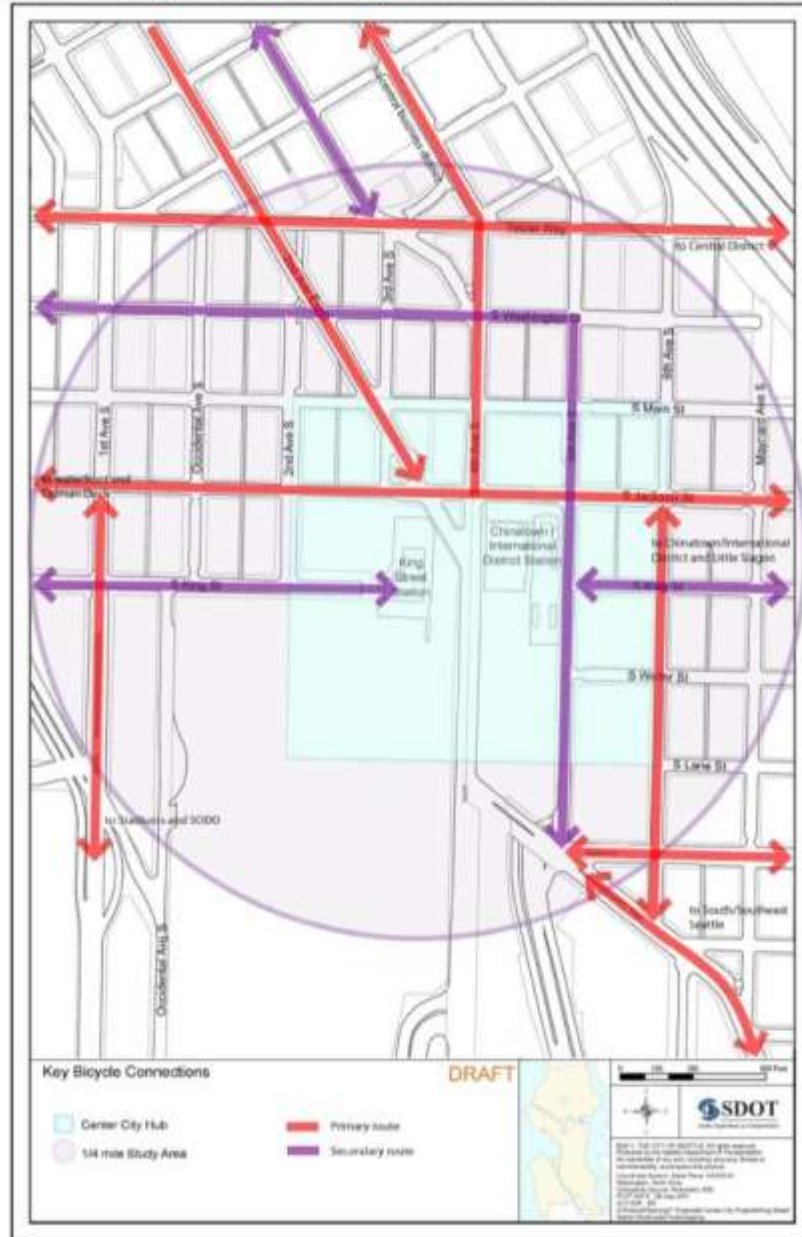


Secure bicycle parking facility- Washington DC



Attended bicycle parking facility- Bogota, Columbia

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

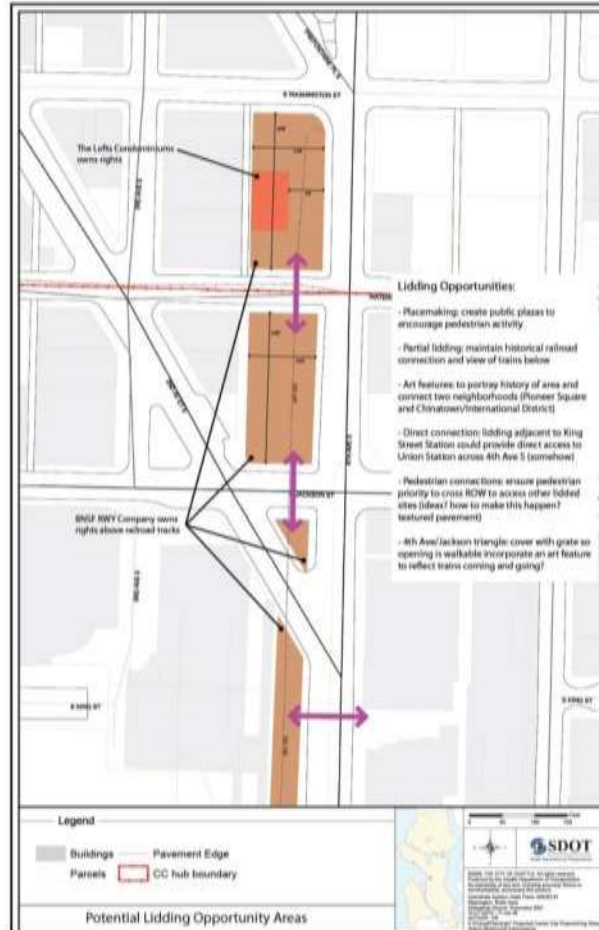


Sidewalk retail in Chinatown/International District

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



Development over railroad - Minneapolis, MN

Schedule

Schedule

3Q 2010	4Q 2010	1Q 2011	2Q 2011	3Q 2011	4Q 2011
Transportation Evaluation					
Urban Design Evaluation					
	Hub Design Alternatives				
		Preferred Hub Design			
				Prioritize and refine	
	Public Involvement				

Draft Recommendations Open House



Next Steps

The background of the slide is a grayscale photograph of a city street. On the right side, a tall, dark brick clock tower with a pointed roof and two clock faces is the central focus. To the left of the tower, a large stadium with a distinctive white, ribbed roof is visible. The street in the foreground has utility poles with wires and a traffic light. The overall scene is captured in a wide-angle shot under a cloudy sky.

June

- Prioritize projects for further study
- Mayor and Council review

July

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

September

- Finalize document