

06

STREETS

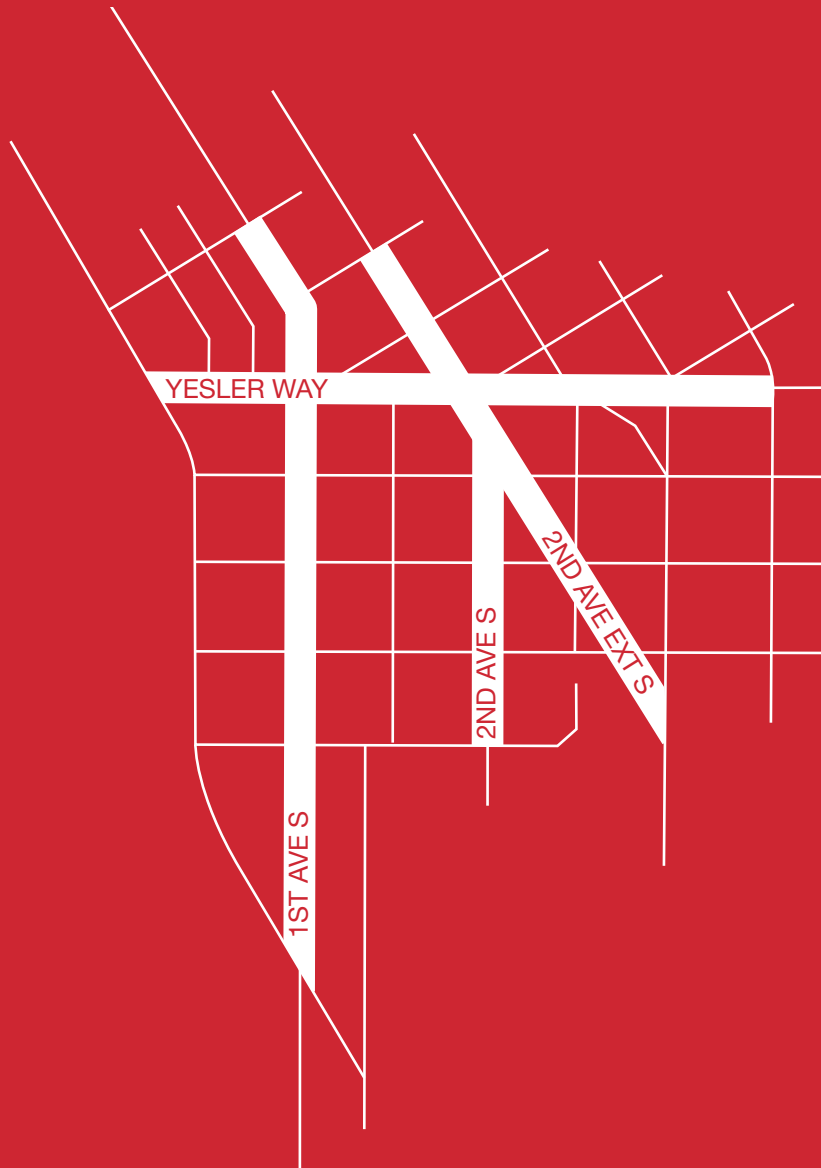
The streets of Pioneer Square are essential for multi-modal transportation, open space, health and wellbeing, safety, and the identity of the neighborhood. They are traversed daily by diverse users, including visitors and residents alike.

How the four streets were selected

1st Ave / 1st Ave S, 2nd Ave S, 2nd Ave Ext S, and Yesler Way

These four streets were selected based on critical function to the neighborhood, existing deficiencies, and overlap with ongoing projects in the district. While other streets may be more “typical”, with the notable exception of Occidental Ave S, the selected 4 streets each take on a unique function for the neighborhood that cannot be generalized. These functions range from a primary commercial corridor and pedestrian stroll (1st Ave), a low-key commercial street (2nd Ave S), a connector that is currently a barrier (2nd Ave Ext S), and a historic East West connecting channel (Yesler Way).

STRATEGY



DESIGN CONCEPTS

The design of streets in Pioneer Square must support a walkable community with diverse destinations, needs, interests, and levels of accessibility. The designs must support and celebrate the existing urban fabric. This section focuses on pedestrian and placemaking aspects of the street. Operational aspects, such as load zones, metro operations, private drives, police, fire, etc... will need to be considered in the context of the larger neighborhood and downtown operations and as projects become reality.

STREETS

1ST AVE / 1ST AVE S

"THE PEDESTRIAN STROLL"

2ND AVE S

"THE LOCAL"

2ND AVE EXT S

"THE CONNECTOR"

YESLER WAY

"THE CONNECTING CHANNEL"





1ST AVE / 1ST AVE S

“THE PEDESTRIAN STROLL”

WHAT PEOPLE SAY

“...NOT ENOUGH CLEAR WALK SPACE.”

“LOVE TREES ON 1ST”

“CLUTTER!”

SPECIAL STREET

GLASS BLOCKS

- 46% of blocks feature visible glass blocks

HISTORIC CHARACTER

- 74% of survey respondents like the historic character of the street

TRANSPARENCY

- 87% of blocks have a strong blockface with a high degree of transparency

9.1 DOORWAYS

per block, by far the most in Pioneer Square

AT CAPACITY

CURB CUTS

- 30% of blocks have nonexistent or inadequate curb cuts for crossings

LOTS OF PEOPLE

- 7.9 people were observed walking per block, the highest of any Pioneer Square street

10.3 FT WALKWAY

- the average walkable width of sidewalks is 10.3 ft, and is often obstructed by seating or signs

MORE PLACES TO SIT

- 32% of survey respondents want more places to sit along the sidewalk

CLUTTERED

A-BOARDS

3.4 per block

UTILITY BOXES

0.4 per block

NEWSPAPER RACKS

2.3 per block

TRASH & RECYCLING

2.1 receptacles per block

ONGOING PROJECTS

1. 1ST AVE STREETCAR

The 1st Ave Streetcar project will remove a lane of parallel parking and add an at-grade streetcar corridor in the center lanes.

2. PARKS & GATEWAYS

Pioneer Place is one of the oldest and most historic open spaces in the city. Working with the Parks & Gateway project, the plans for 1st Ave seek to highlight and improve access to the plaza.

3. FREIGHT MASTER PLAN

The existing freight master plan lists 1st Ave as a major truck street.

ANALYSIS & CONCEPT

GOALS

1. A SIMPLE LANGUAGE

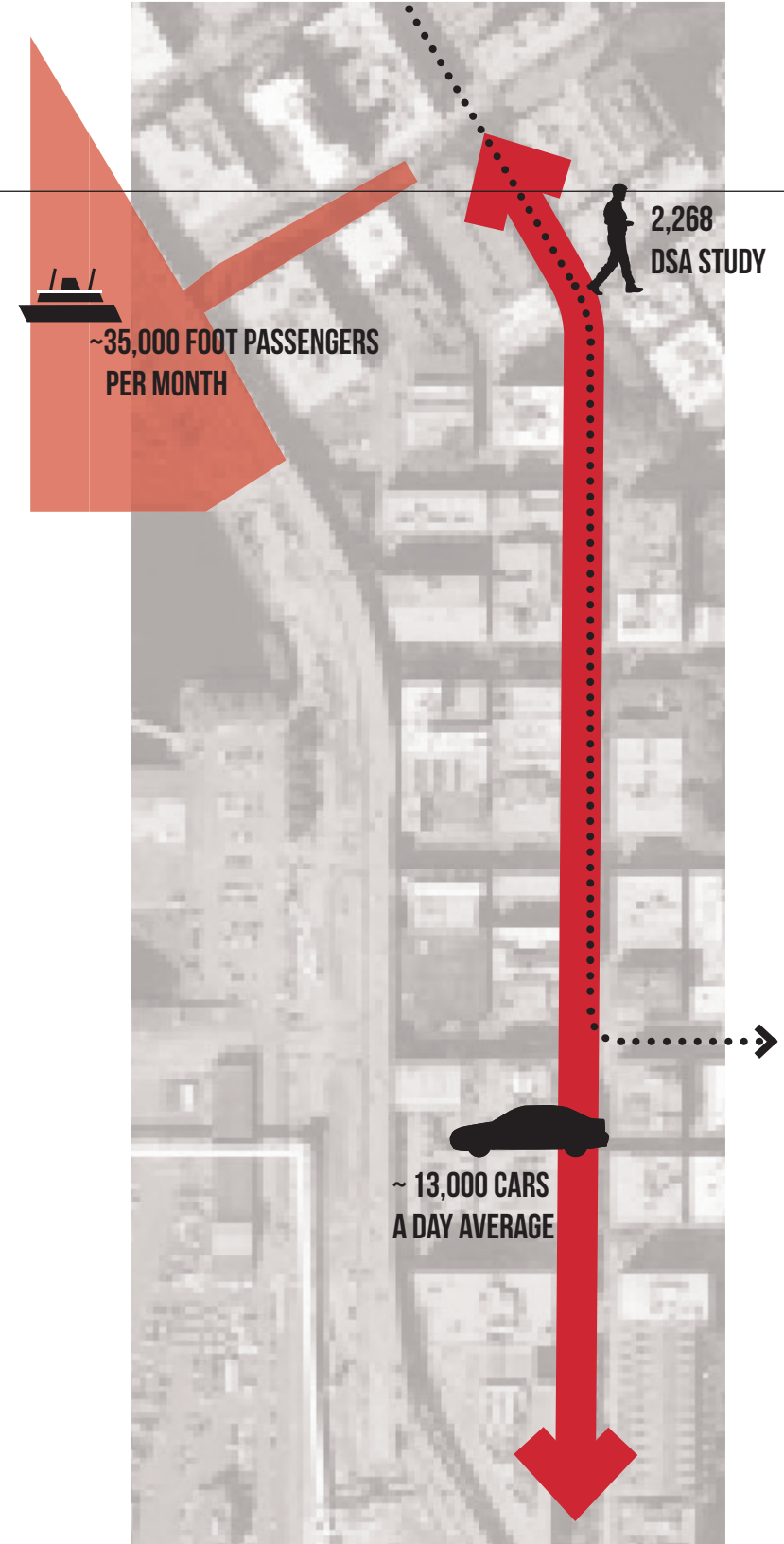
1st Ave already has a lot happening. The role of the streetscape is to create a simple repetition of elements and small spaces that support the existing and future land uses.

2. SPACE TO WALK SAFELY

1st Ave is crowded - with both people and objects. In order to support its functionality, the street must create clear pedestrian pathways and safe crossings.

3. STREETCAR STREET

The upcoming streetcar is an opportunity to integrate pedestrian movement with an city-wide transit system.

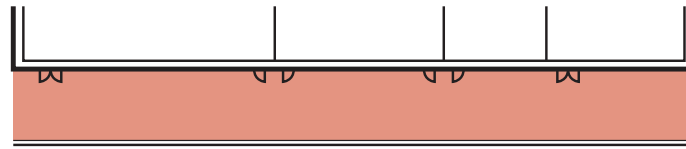


DESIGN PRINCIPLES

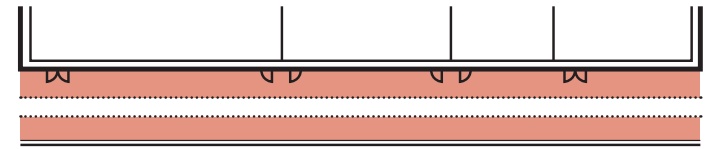
- + A consistent pedestrian clear-zone of 5' minimum, 8' desired
- + A variety of buffer options along the sidewalk edge to correspond with the adjacent land use condition
- + Raised all-way crossings at all intersections along 1st Ave, except S Jackson St
- + Organized zones for unique seating and shelter

BUILDING A RHYTHM

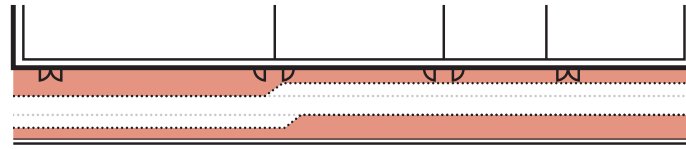
1) 16' EXISTING PEDESTRIAN R.O.W.



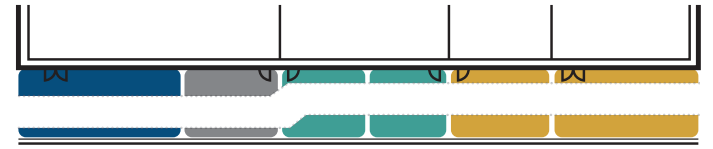
2) 5' VISUAL CORRIDOR



3) 8' DESIRED UNOBSTRUCTED WALKWAY



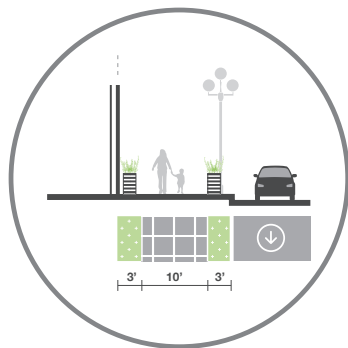
4) KIT-OF-PART ZONES BY FRONTAGE



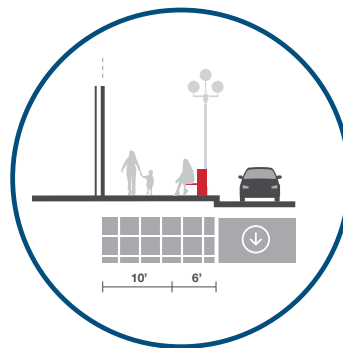
KIT OF PARTS



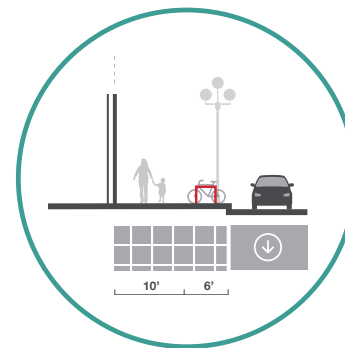
CAFE SEATING



PLANTERS



SEATING

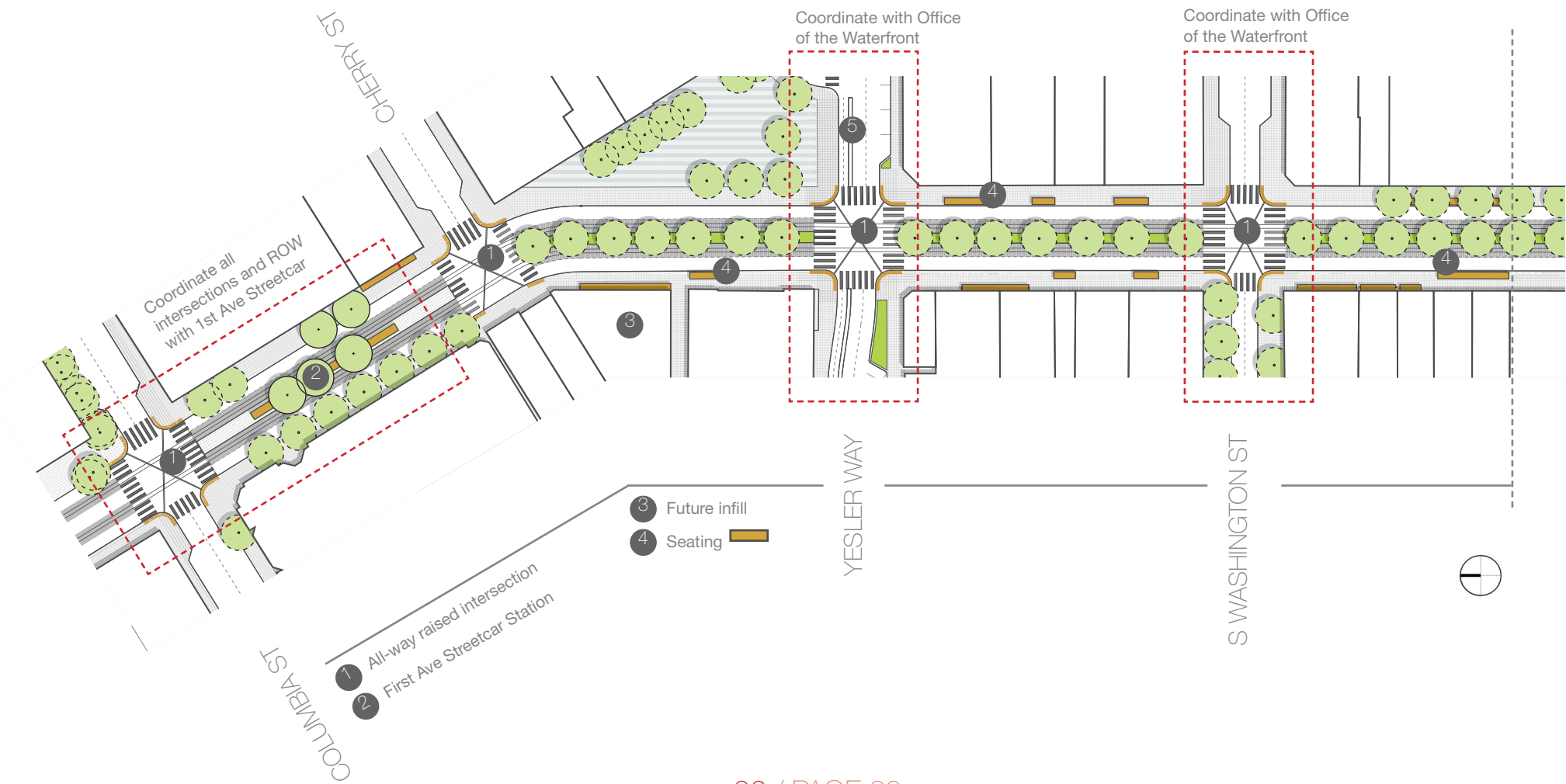


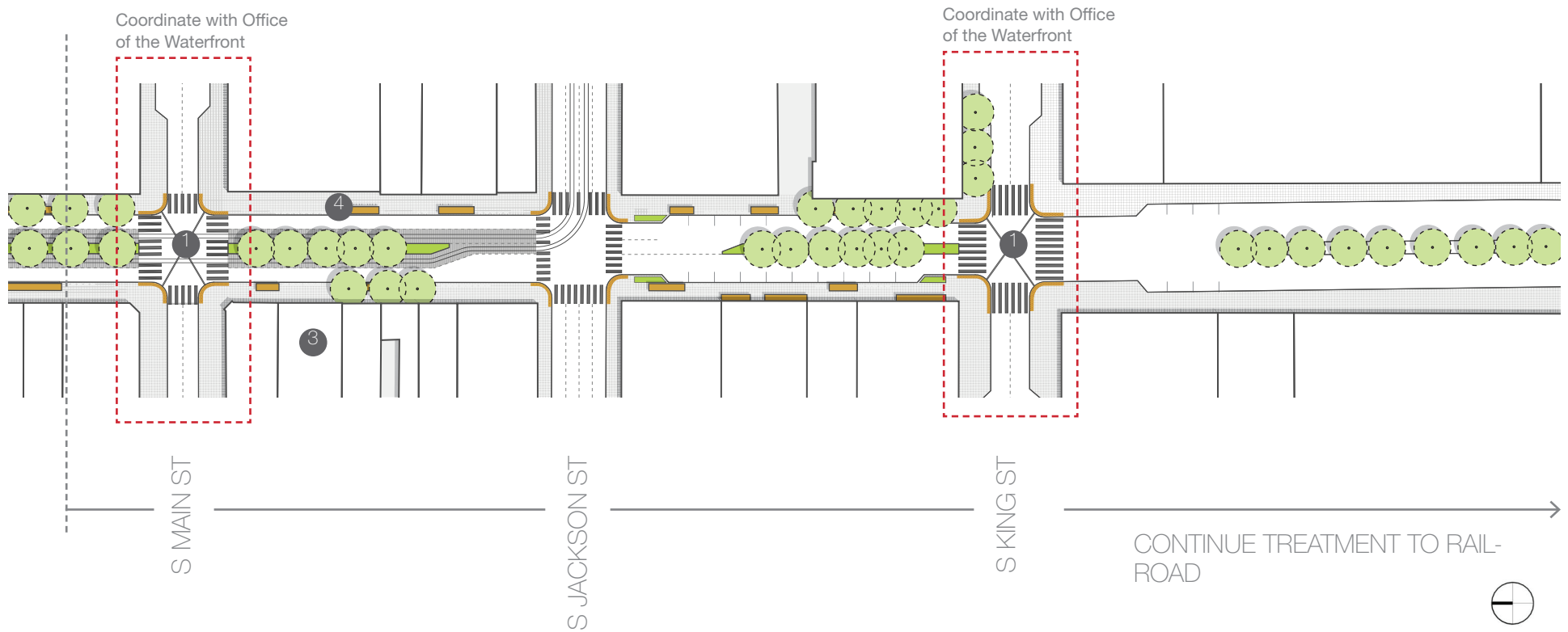
BIKE PARKING



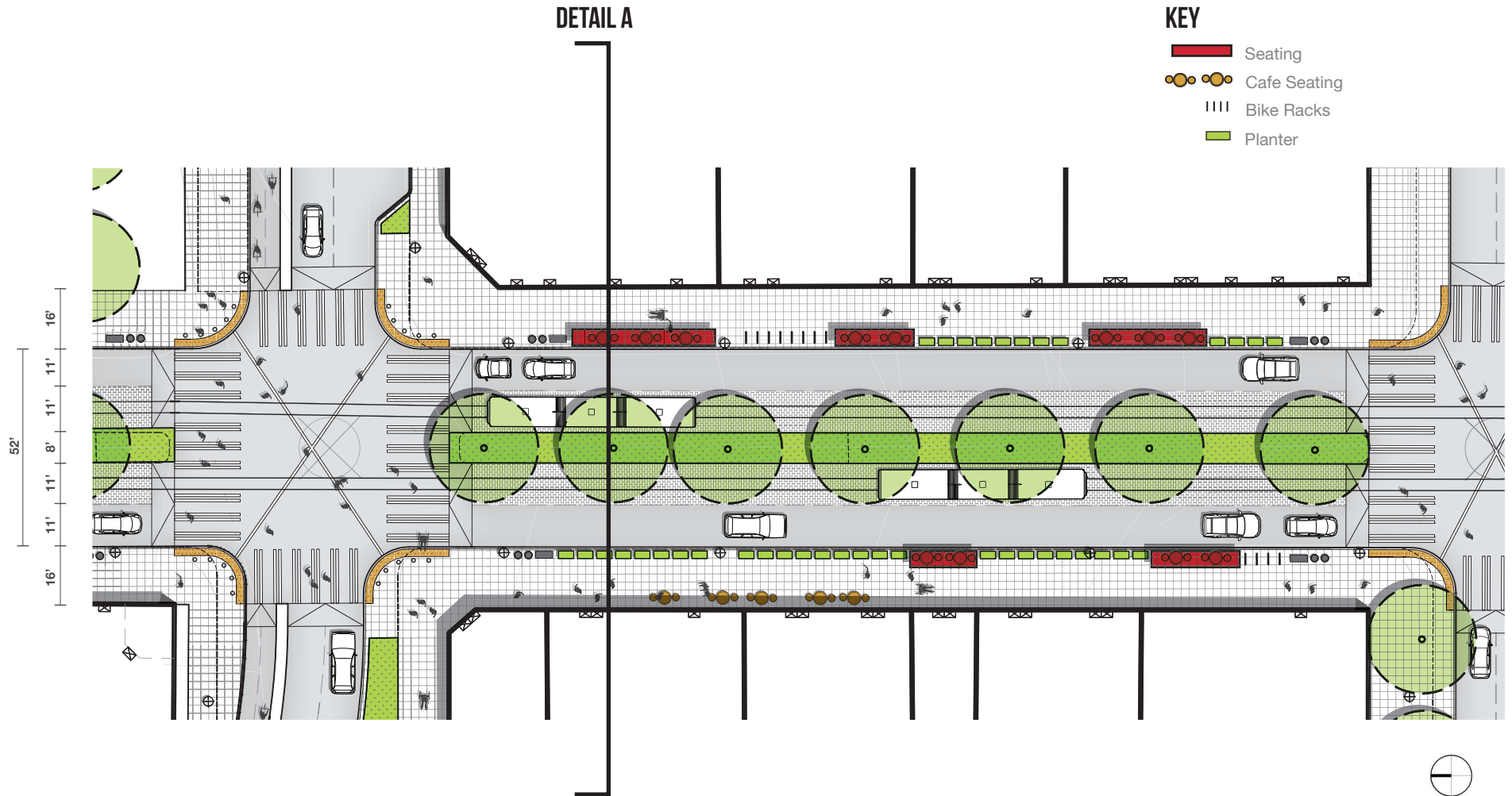
EXISTING TREES

SITE PLAN



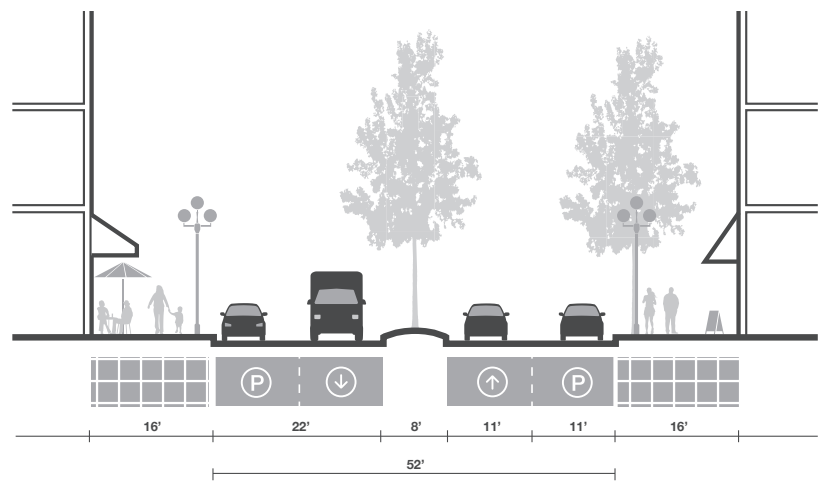


PROTOTYPE BLOCK

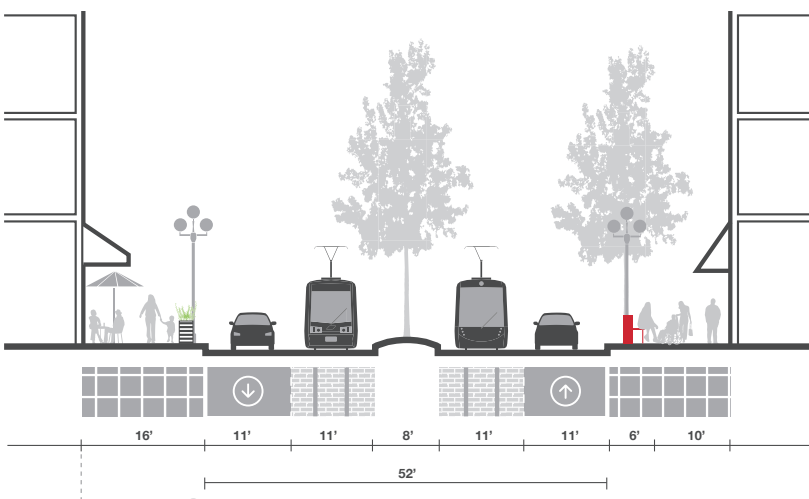


DETAIL A - CROSS SECTION

EXISTING
LOOKING NORTH

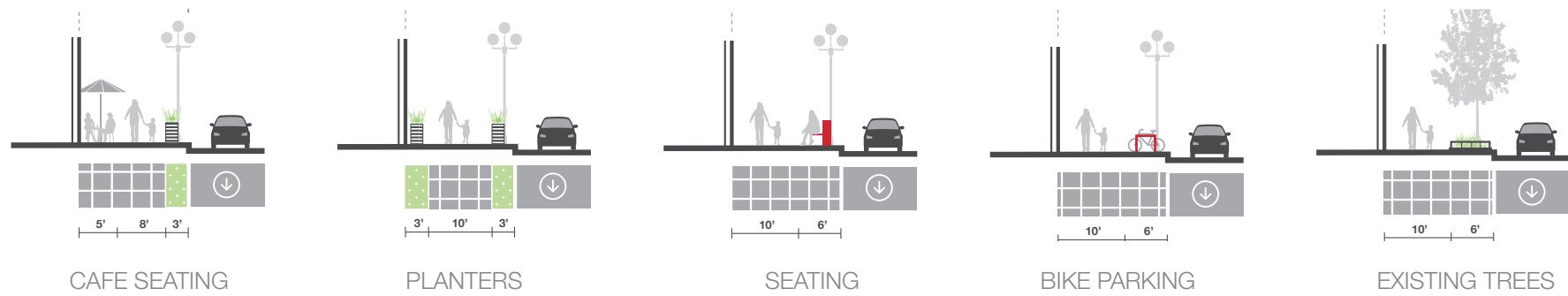


PROTOTYPE
LOOKING NORTH



Coordinate all intersections and ROW improvements with 1st Ave Streetcar

PROPOSED SIDEWALK CONDITIONS



NOTE:
Sidewalk amenities require an SDOT
Street Use Annual Permit

STREETSCAPE - BEFORE



STREETSCAPE - AFTER



2ND AVE S

"THE LOCAL"

WHAT PEOPLE SAY

"...RENAME ONE OF THE STREETS..."

"MORE OUTDOOR SEATING"

"...CONNECT TO PARKS
[OCCIDENTAL AVE S & PLAZA AT
2ND AVE EXT S]..."

GREAT VIEW STREET

ICONIC VIEWS

50% of blocks feature iconic views, highest of any street in Pioneer Square

DESIREABLE LOCATION

QUIET SPACES

2nd Ave S was noted most among the four streets for its quiet spaces

MORE PLACES TO SIT

28% of survey respondents want more places to sit along the sidewalk

MORE SHELTER & SHADE

26% of survey respondents want more shade or shelter along the street

FULL OF POTENTIAL

EXISTING LANDMARKS

- there are several significant landmarks including Waterfall Park, Seattle Fire Department HQ, and the Klondike Gold Rush Museum

10.7 FT SIDEWALKS

- the average walkable width of sidewalks is 10.7 ft, second highest in Pioneer Square

ACTIVE COMMERCIAL

2+ active commercial units per block, third most of any street in Pioneer Square

ONGOING PROJECTS

1. PRIVATE DEVELOPMENT

The street features several ongoing construction projects and has an existing surface parking lot that presents a potential future development opportunity.

ANALYSIS & CONCEPT

GOALS

1. A MAIN STREET TYPOLOGY

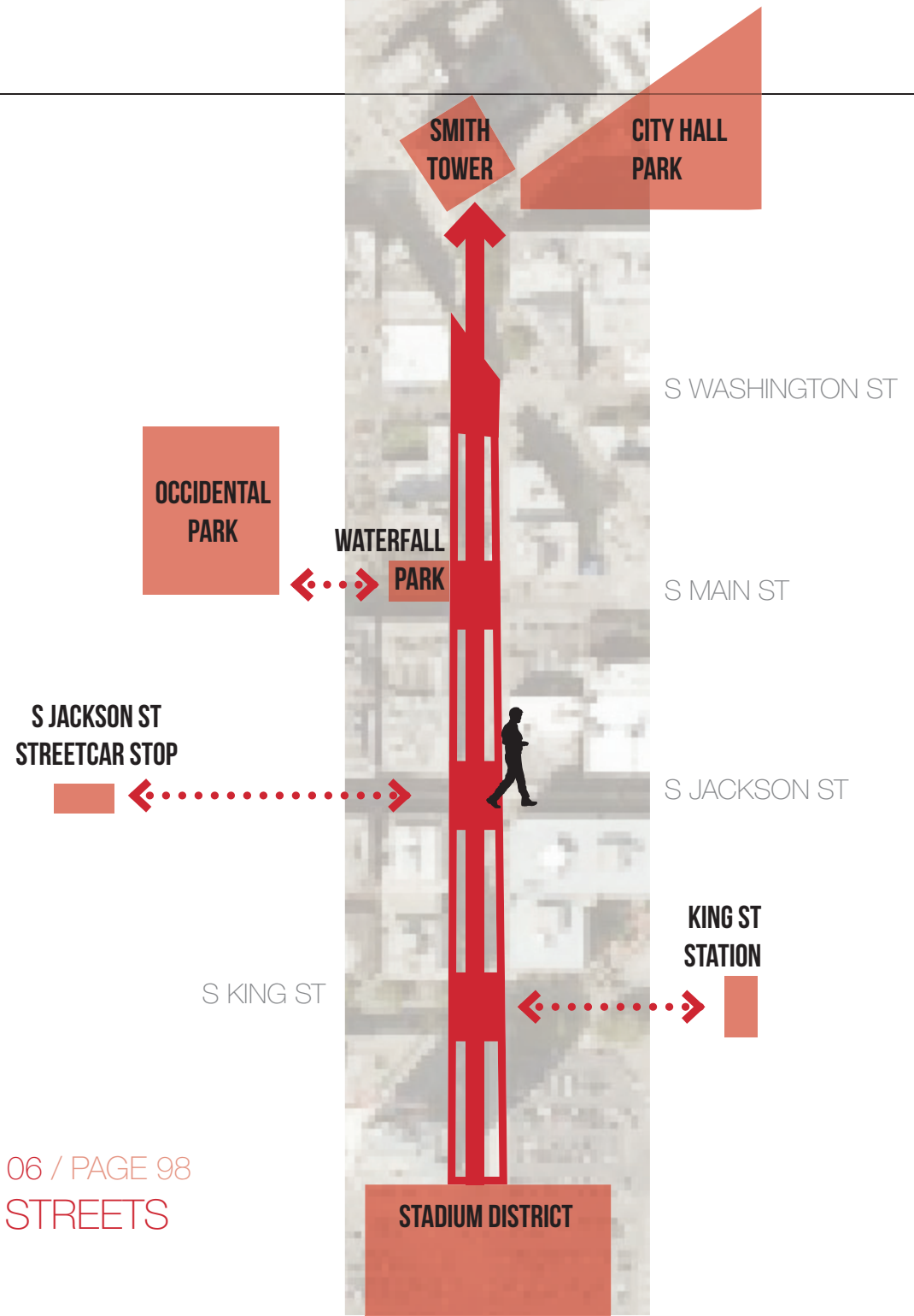
2nd Ave S, as a low key parallel to 1st Ave, is an opportunity to showcase local business and agencies, active retail, and outdoor cafes.

2. VIEW STREET

2nd Ave S features trademark views towards the Stadium District and Smith Tower. These views should be highlighted through the organization of space.

3. FLEXIBILITY

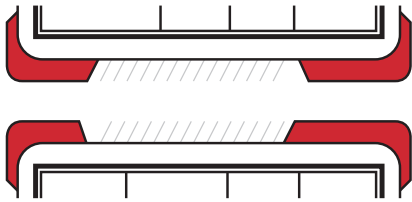
2nd Ave S needs to simultaneously accommodate parking, ample pedestrian space, existing and future developments, and the occasional game-day rush through an adaptable street and streetscape.



DESIGN PRINCIPLES

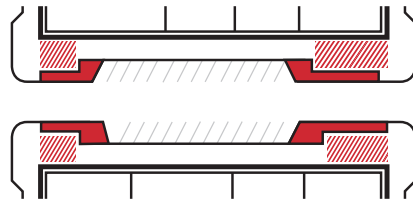
1. FRAME BLOCK WITH CURB BULBS

to encourage slow traffic, create larger amenity spaces, and to establish a repetitive street typology



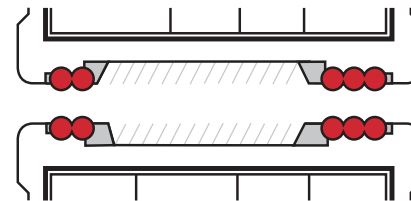
2. CREATE “ROOMS” OF ACTIVITY

by utilizing mid-block curb bulbs and planting to create pockets for seating and socializing



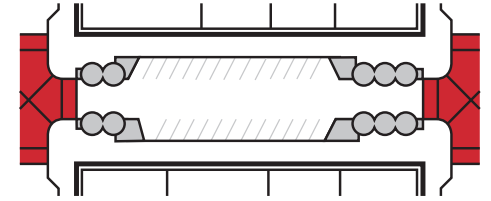
3. BALANCE TREES & VIEWS

by limiting trees to planting areas and leaving larger open areas for views to Smith Tower and the Stadium District.

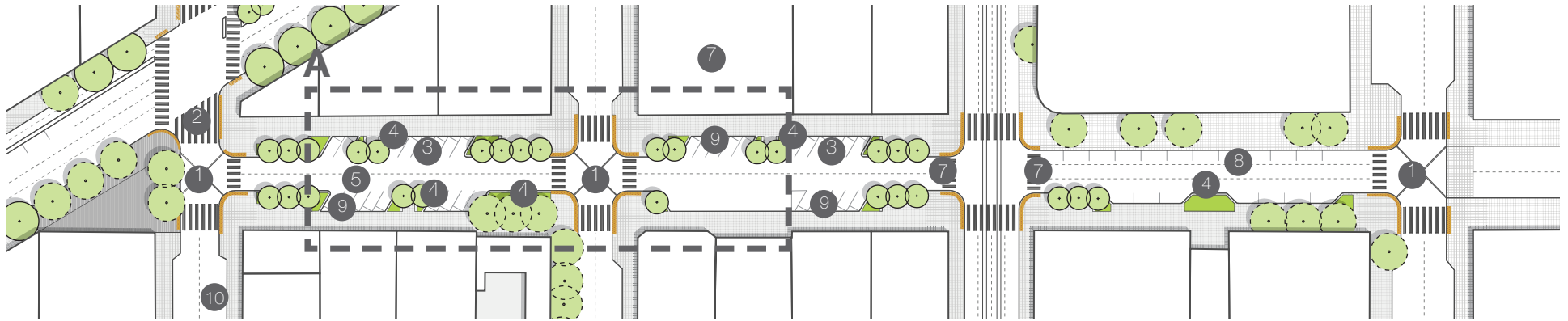


4. RAISE THE INTERSECTIONS

(except for S Jackson St and S King St) in order to reinforce 2nd Ave S as a consistent pedestrian corridor



SITE PLAN



S WASHINGTON ST

- 1 All-way raised intersection
- 2 Wedge crosswalk
- 3 Back-angle parking
- 4 Rooms of Activity
- 5 One-way conversion (desired condition for this block)

S MAIN ST

- 6 Future infill
- 7 Raised crosswalk (intersection not raised)

S JACKSON ST

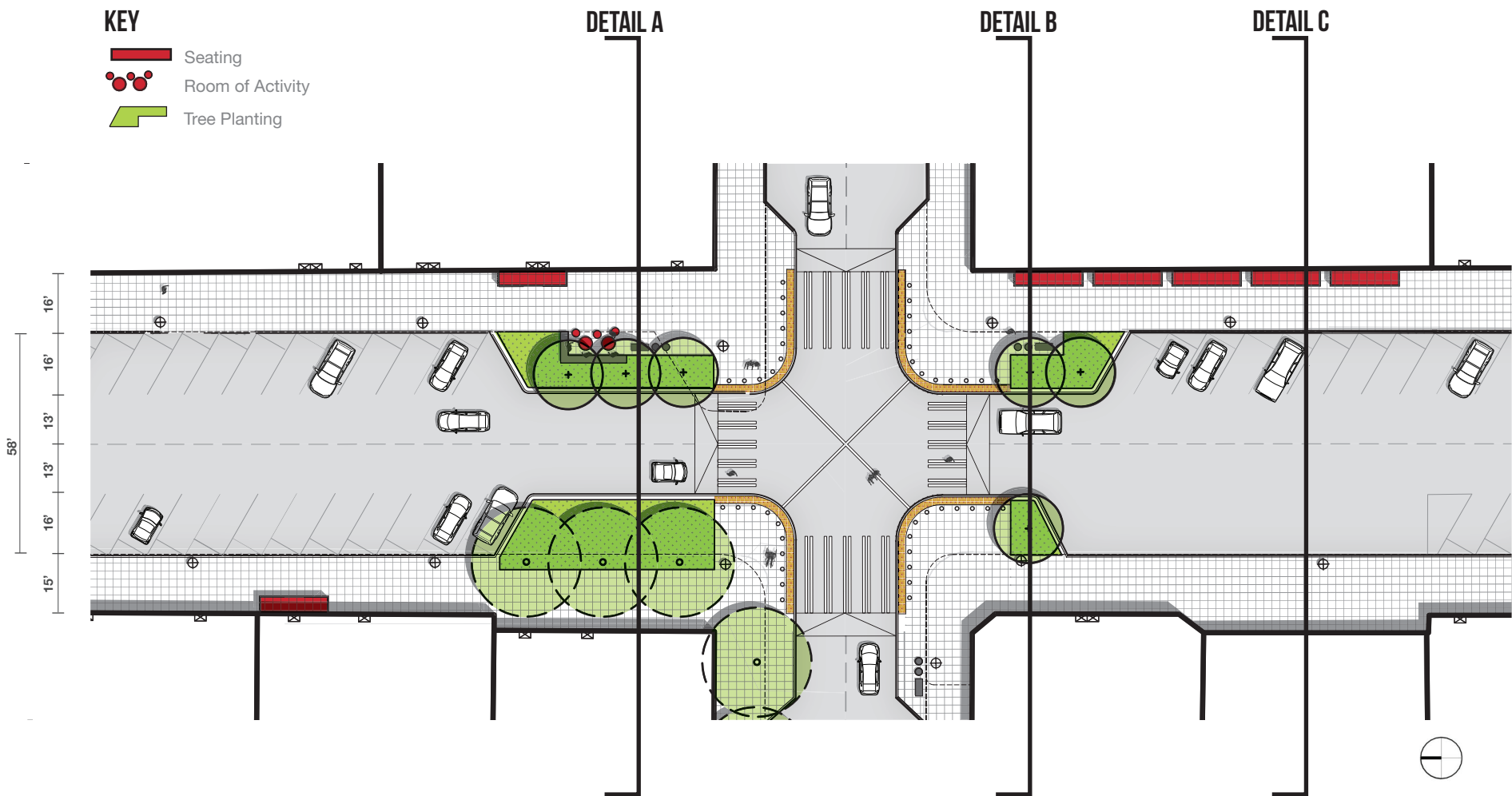
- 8 Flexible parking / traffic lane (desired for Stadium and King St Station Access)
- 9 Possible locations for time restricted truck loading zones
- 10 Loading Zones (alternative to time restricted truck loading zones)

S KING ST



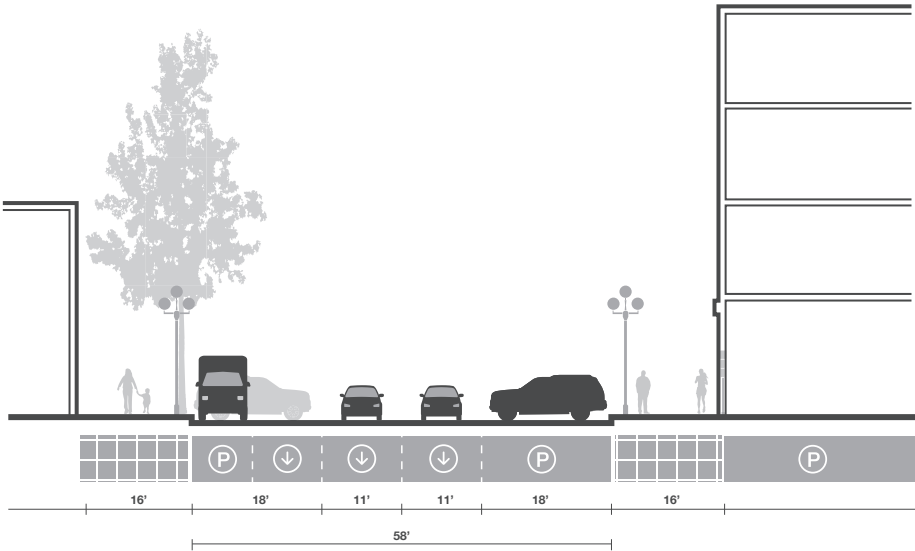
NOTE:
Articulated bus turns are currently necessary at S. Washington Street and 2nd Avenue Extension to 2nd Avenue. Desired long term curb radius does not need to accommodate articulated bus turns

PROTOTYPE BLOCK



DETAIL A - CROSS SECTION

EXISTING
LOOKING NORTH



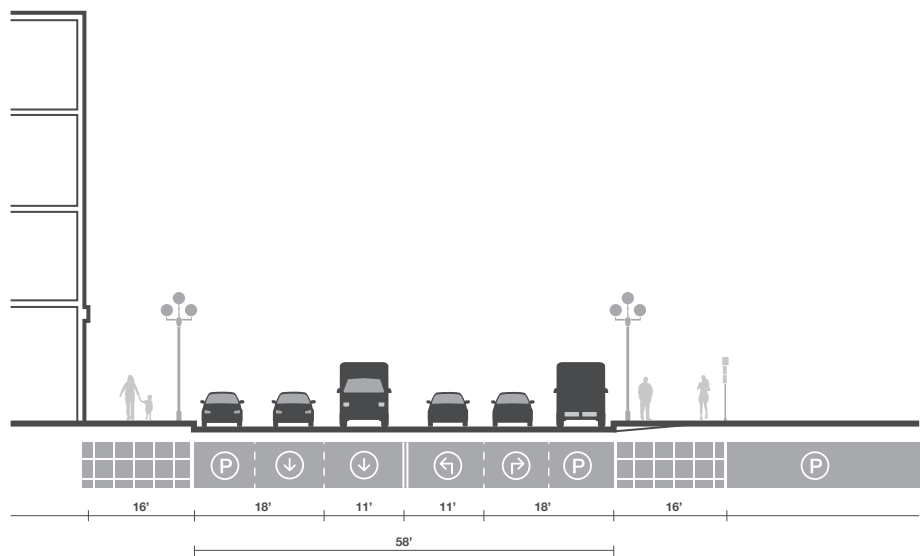
PROTOTYPE
LOOKING NORTH



NOTE:
Sidewalk amenities require an SDOT
Street Use Annual Permit

DETAIL B - CROSS SECTION

EXISTING
LOOKING NORTH

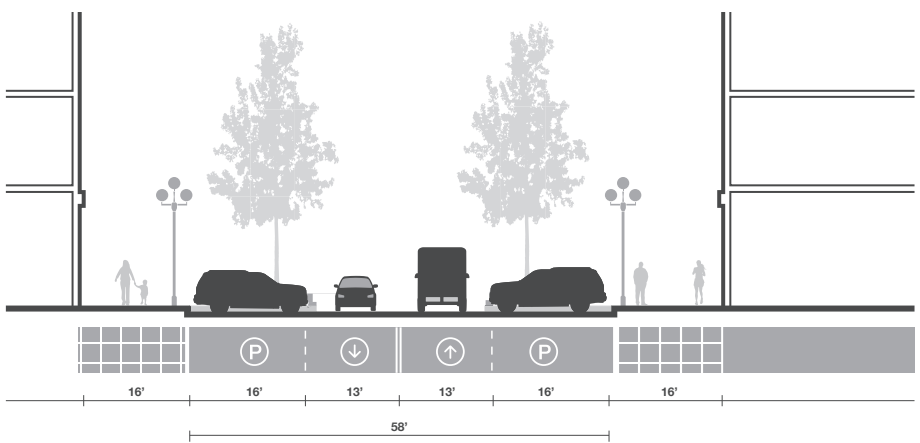


NOTE:
Sidewalk amenities require an SDOT Street Use
Annual Permit

PROPOSED
TYPICAL AT BLOCK CORNERS, LOOKING NORTH



TYPICAL MID-BLOCK, LOOKING NORTH



S WASHINGTON ST INTERSECTION - BEFORE



S WASHINGTON ST INTERSECTION - AFTER



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STREETS

A black and white photograph of a city street intersection. In the foreground, there are tram tracks and a crosswalk. The street is lined with multi-story buildings. On the left, a brick building has a circular sign that reads "THE COMEDY UNDERGROUND". A small, light-colored building with arched windows is at the corner. A white delivery truck is parked on the street. In the background, more city buildings and a tall skyscraper are visible. Overhead, there are many power lines and tram wires. Traffic lights are suspended over the intersection. A "ONE WAY" sign with an arrow pointing left is visible on a building in the background.

2ND AVE EXT S

"THE CONNECTOR"

WHAT PEOPLE SAY

"...NEED ACTIVE STREET LIFE
EAST OF 2ND EXT..."

"MAKE BUS STOP NICER
[TRIANGLE AT 3RD AVE ST]"

"FIX THE INTERSECTION [AT S
WASHINGTON ST]"

UNDEFINED

UNDESIRABLE

44% of survey respondents said the street is generally uninteresting or undesirable

SPORADIC TREES

55% of blocks have minor to no tree coverage

CURRENTLY PED-UNFRIENDLY

POOR CROSSWALKS

25% of crosswalks are poorly marked or insufficient, highest in Pioneer Square

INTERSECTIONS

40% of survey respondents feel that the intersections are unsafe for pedestrians

HIGH-SPEED TRAFFIC

44% of survey respondents disliked being next to such high-speed traffic

LACKING AMENITIES

NO SEATING

there are 0 public seating opportunities outside of plazas and bus shelters

DEBRIS & TRASH

58% of survey respondents listed debris and trash as a problem with the street

LOTS OF PEOPLE

14.0 people per block. Despite a lack of benches, shelter, and suitable traffic buffers, 2nd Ave Ext S had the most observed people of any street in Pioneer Square.

ONGOING PROJECTS

1. SEATTLE BIKE MASTER PLAN

SDOT has plans to extend an existing cycletrack on 2nd Ave / 2nd Ave Ext S from Yesler Way to S Main St.

2. THIRD AVE CORRIDOR

The plans for Third Ave corridor feature an expanded bus zone and major curb revisions near the intersection with 2nd Ave Ext S.

3. PARKS & GATEWAYS

Union Station Square and King Street Station Plaza design updates present an opportunity to expand and enhance a cohesive pedestrian environment around the station.

ANALYSIS & CONCEPT

GOALS

1. BRIDGE THE GAP

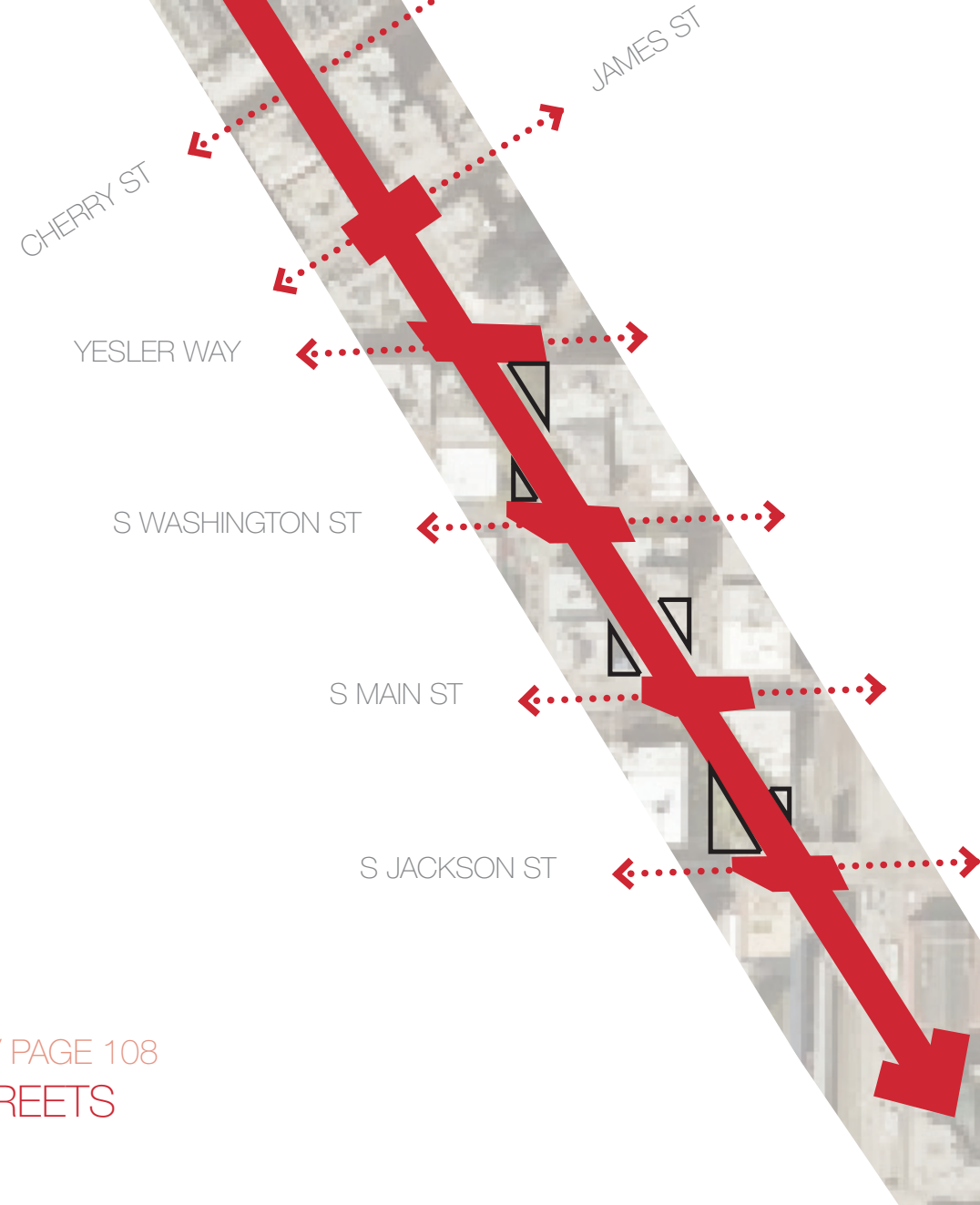
The west and east sides of 2nd Ave Ext S are physically and psychologically disconnected. The street redesign must create stronger connections and safer crossings across the arterial.

2. HUMANIZE THE CORRIDOR

The cars move fast and there are minimal buffers or sheltered areas. This presents an opportunity to create a human-scaled experience with greater separation from the street.

3. CREATE AN OPEN-SPACE NETWORK

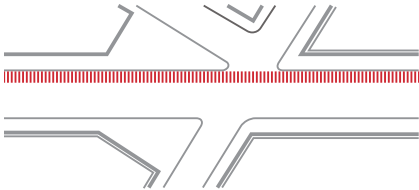
Take advantage of under-utilized triangular plazas to create small spaces use and activity.



DESIGN PRINCIPLES

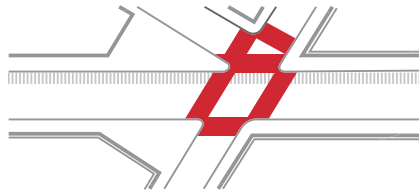
1. EXTEND THE CYCLETRACK

to S Main St and make it a prominent feature of the street



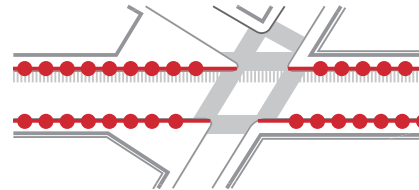
2. EMPHASIZE INTERSECTIONS

with large pedestrian corners and wide and distinct crossings



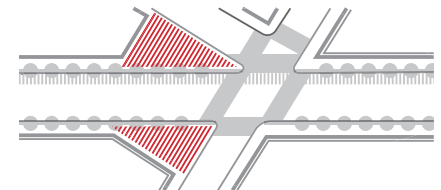
3. CREATE A COMFORTABLE EDGE

with human-scale repetition of trees and site amenities

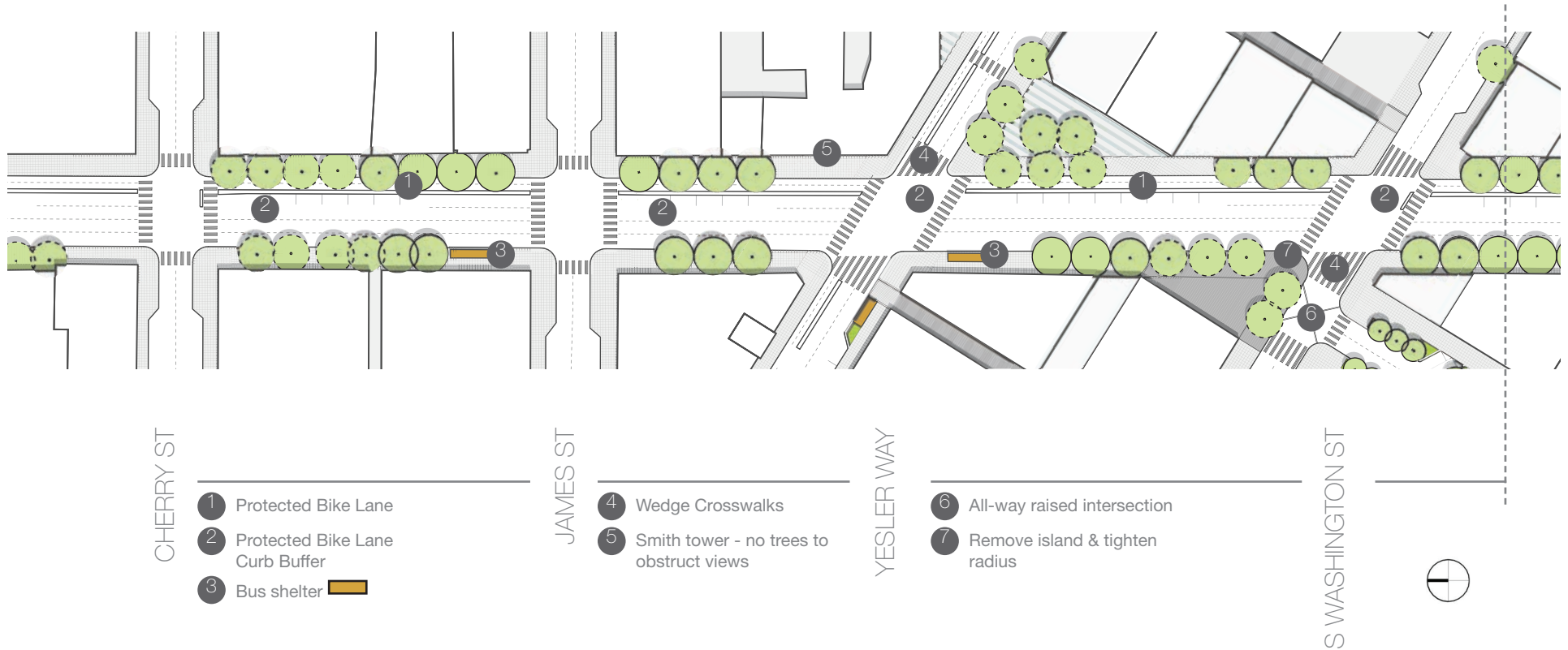


4. ACTIVATE LEFTOVER TRIANGLES

to provide crossover cues and visual consistency

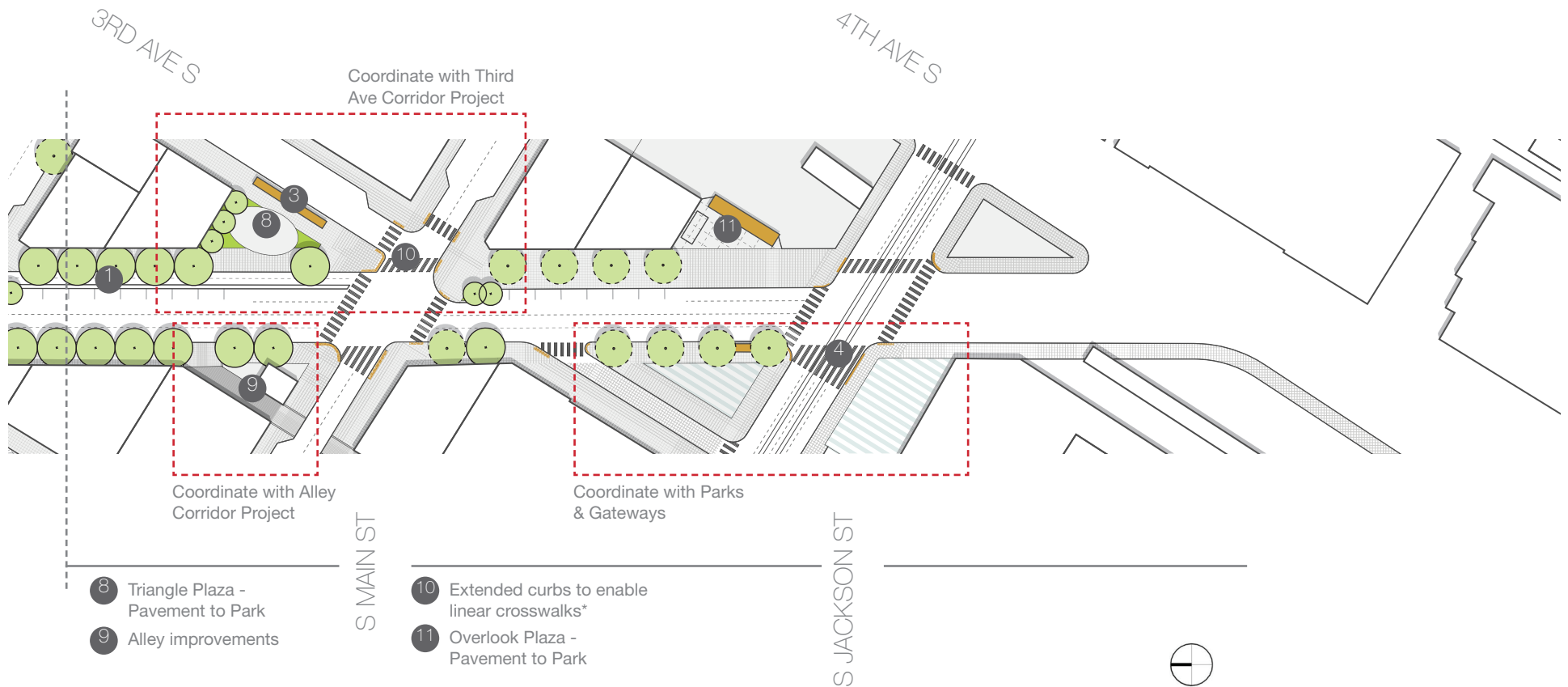


SITE PLAN



NOTE:

Articulated bus turns are currently necessary at S. Washington Street and 2nd Avenue Extension to 2nd Avenue. Desired long term curb radius does not need to accommodate articulated bus turns



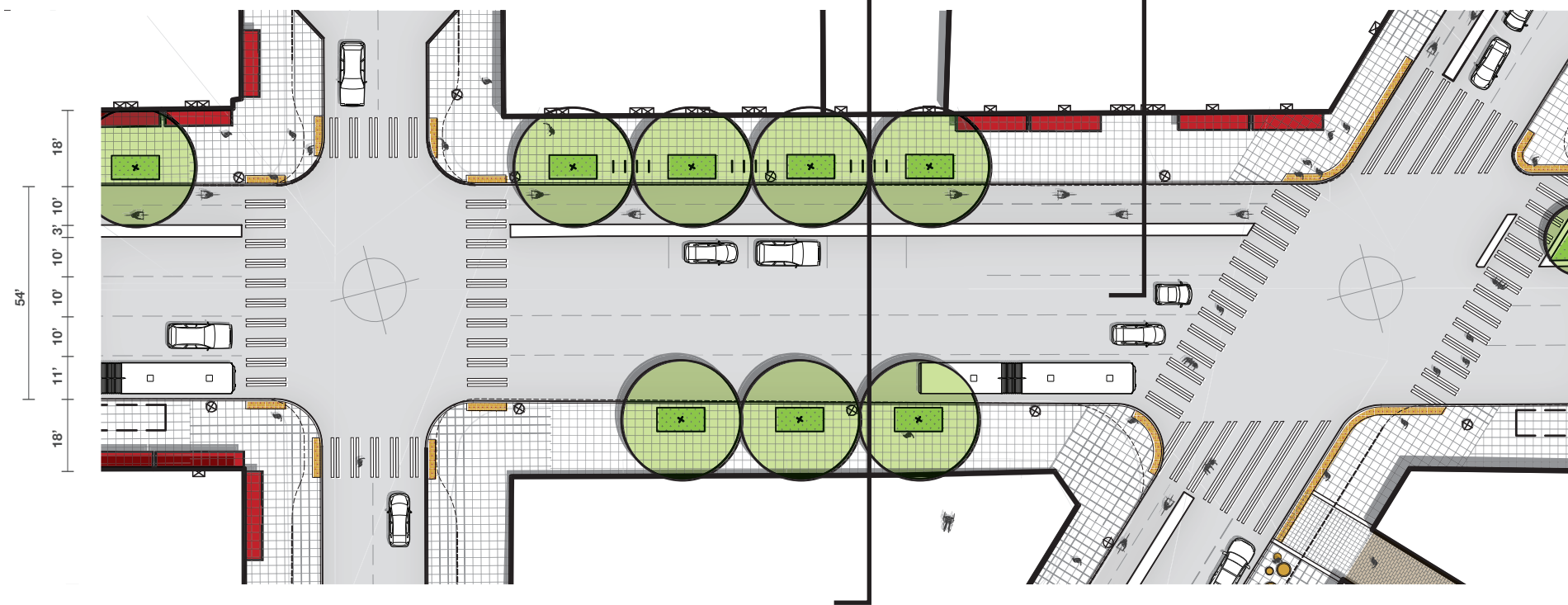
PROTOTYPE BLOCK 1

KEY

- Seating
- Bike Racks
- Tree Planting

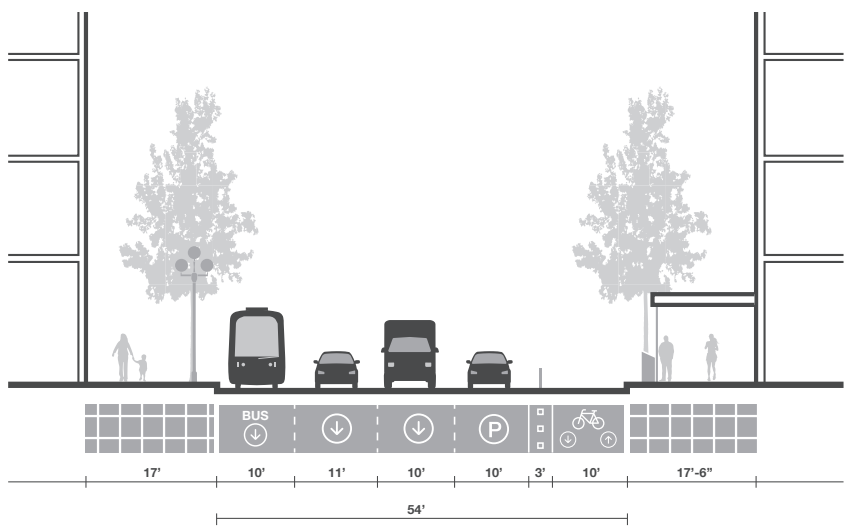
DETAIL A

DETAIL A'

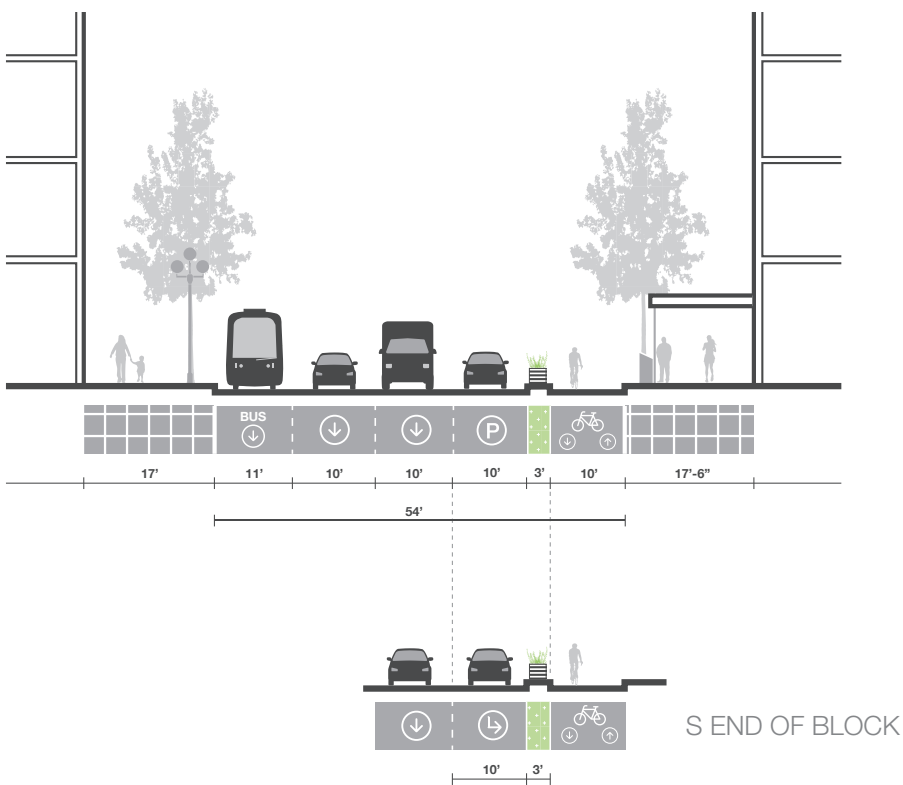


DETAIL A

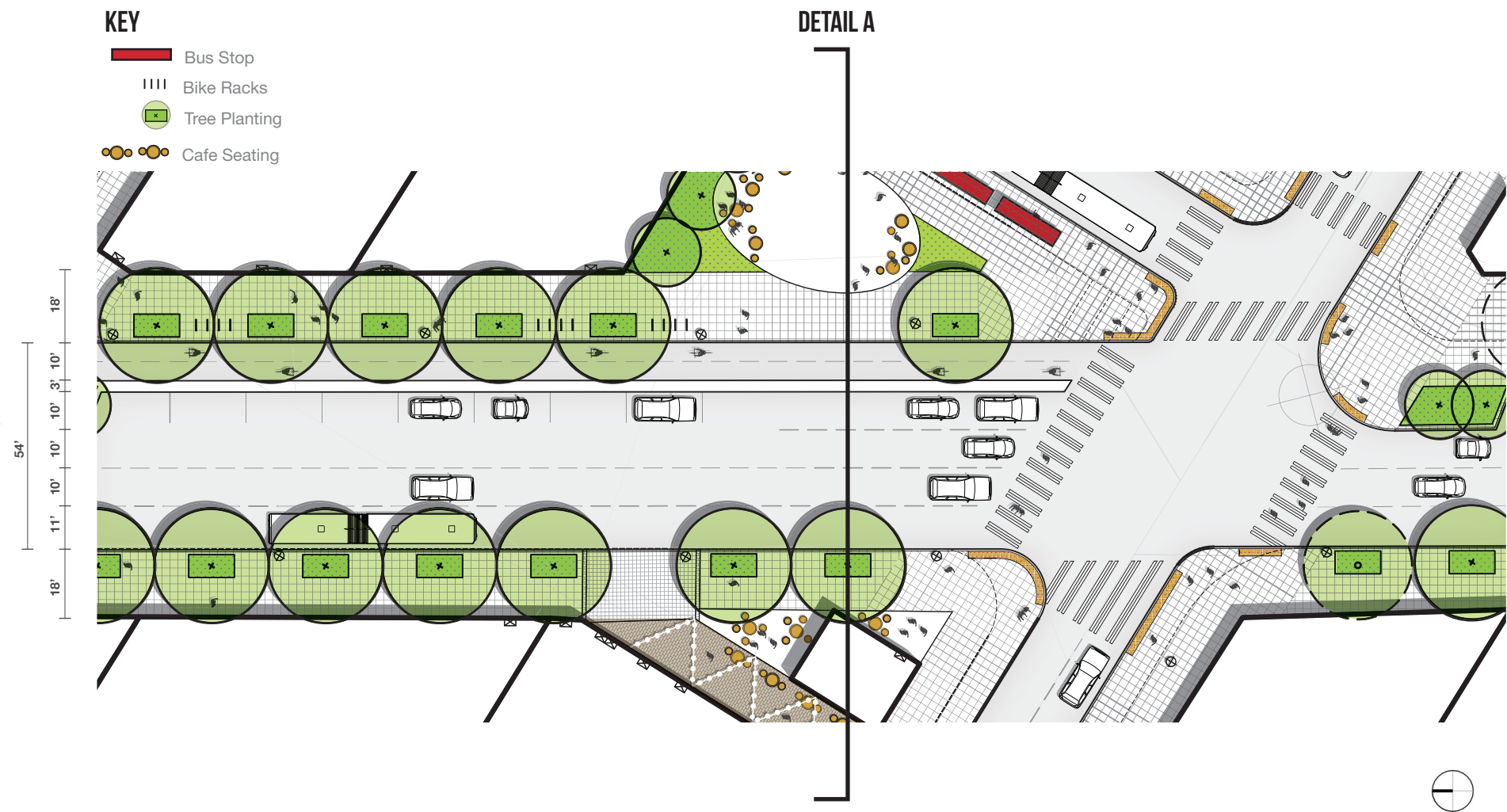
EXISTING
LOOKING NORTH



PROTOTYPE
LOOKING NORTH



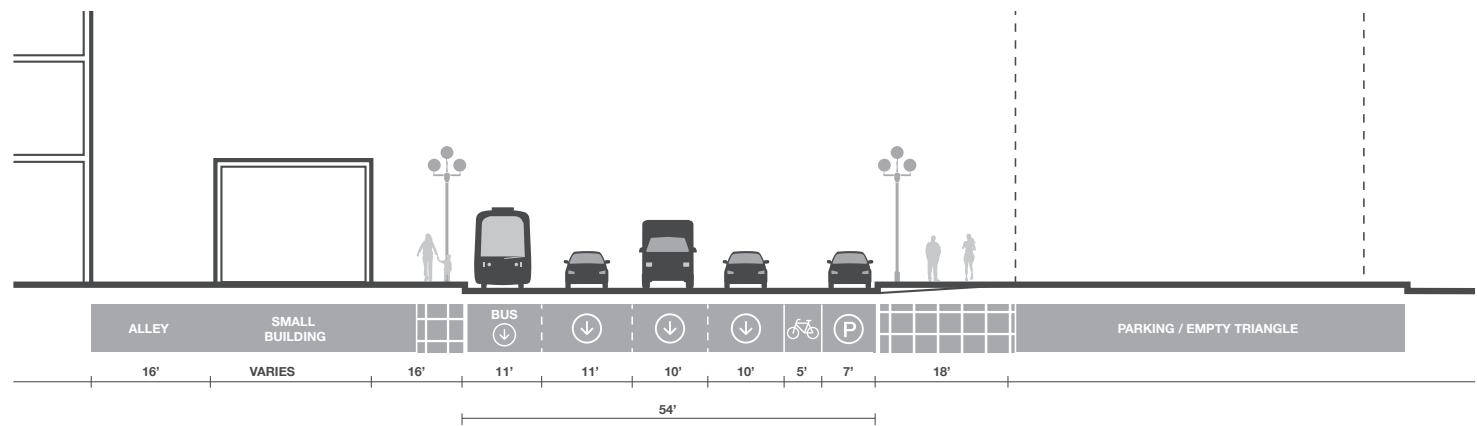
PROTOTYPE BLOCK 2



DETAIL A

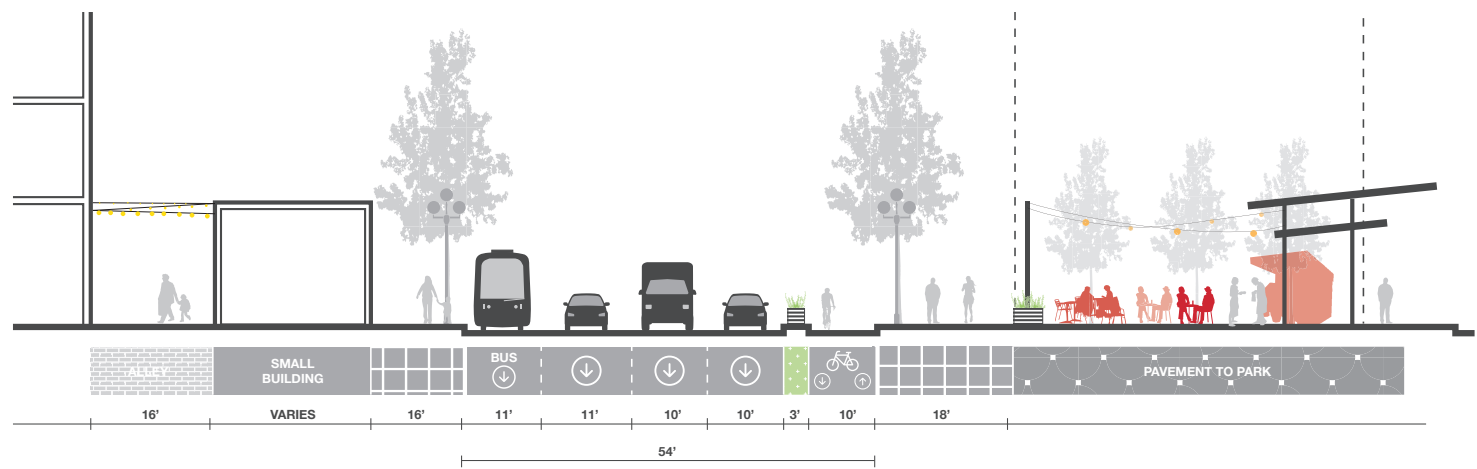
EXISTING

LOOKING NORTH



PROTOTYPE

LOOKING NORTH



CYCLETRACK - BEFORE



CYCLETRACK - AFTER



3RD AVE INTERSECTION - BEFORE



3RD AVE INTERSECTION - AFTER



YESLER WAY

"THE CONNECTING CHANNEL"

WHAT PEOPLE SAY

"VERY DANGEROUS
INTERSECTION [3RD AVE ST]"

"ALL-WAY PED CROSSING AT
PIONEER PLACE..."

"EXTEND BIKE LANES
FROM 2ND/YESLER TO
WATERFRONT..."

LANDMARK STREET

5 PARKS & PLAZAS

along Yesler - the Seattle Waterfront, Pioneer Place, plaza at 2nd and Yesler, Prefontaine Place, and City Hall Park.

5 ALLEYS

intersect with Yesler Way

ICONIC VIEWS

42% of survey respondents like the views along Yesler Way, towards downtown, the Smith Tower, the waterfront, and the Stadium District.

CHALLENGE TO PEDESTRIANS

9.1 FT WALKWAYS

- the average walkable width of sidewalks is 9.1 ft, among the narrowest of major streets in Pioneer Square

SIDEWALK HAZARDS

62% of blocks featured walkway hazards, such as uneven surfaces, unmanageable slopes, or protruding objects

INTERSECTIONS

- 38% of survey respondents viewed the intersections as unsafe

LACKING AMENITIES

DEBRIS & TRASH

- 50% of survey respondents listed debris and trash as a problem with the street

UNDESIRABLE

- 36% of survey respondents view the street as undesirable or uninteresting

ONGOING PROJECTS

1. SEATTLE BIKE MASTER PLAN

SDOT has identified Yesler Way as a critical local bike connector. With new bike infrastructure at Yesler Terrace, there is an opportunity to create a continuous bike corridor.

2. THIRD AVE CORRIDOR

The plans for Third Ave corridor feature major curb revisions near the intersection with Yesler, and present an opportunity to re-imagine this critical intersection.

3. PARKS & GATEWAYS

City Hall Park and Pioneer Place are being redesigned for the project, and present an opportunity to expand and enhance a cohesive pedestrian environment around the parks.

ANALYSIS & CONCEPT



GOALS

1. CONNECT HILL TO WATER

Yesler Way is the primary EW corridor and needs to provide a continuous, safe, and enjoyable pedestrian and bike experience from Yesler Terrace to the waterfront.

2. CONNECT HISTORICAL ELEMENTS

The history of Yesler Way needs to be celebrated and shared through the design and organization of the streetscape.

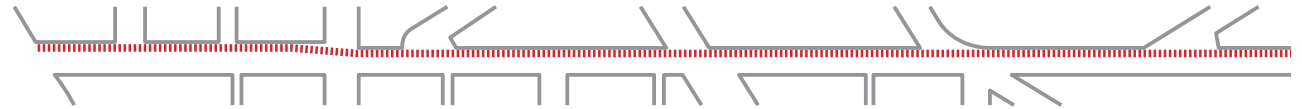
3. CONNECT PUBLIC SPACES

Yesler Way should strengthen connections between City Hall Park, Prefontaine Place, Pioneer Place, Coleman Dock, and the future Seattle Waterfront.

DESIGN MOVES

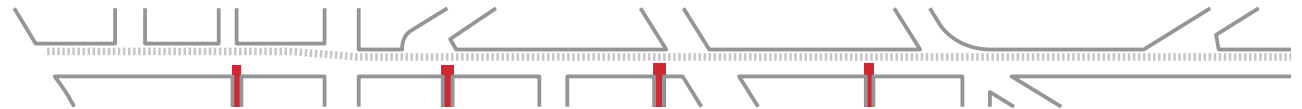
1. EXTEND A CYCLETRACK

connection from Yesler Terrace to the Waterfront



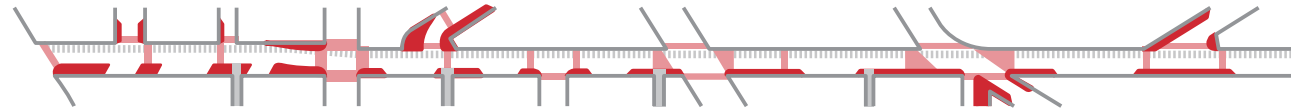
2. HIGHLIGHT ALLEY ENTRIES

with curb bulbs and alley markers



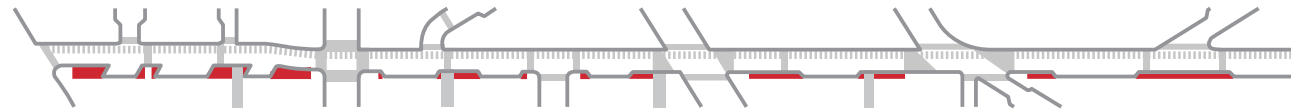
3. CREATE PED-FRIENDLY CROSSINGS

with curb bulbs and enlarged crosswalks at key intersections



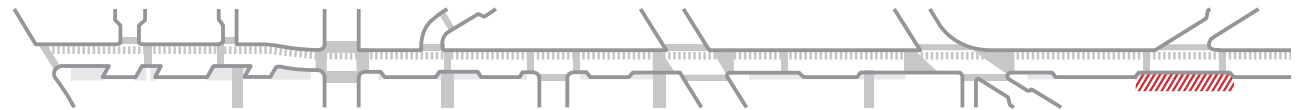
4. CREATE SPACES

for terraced plantings, seating areas, and historic references

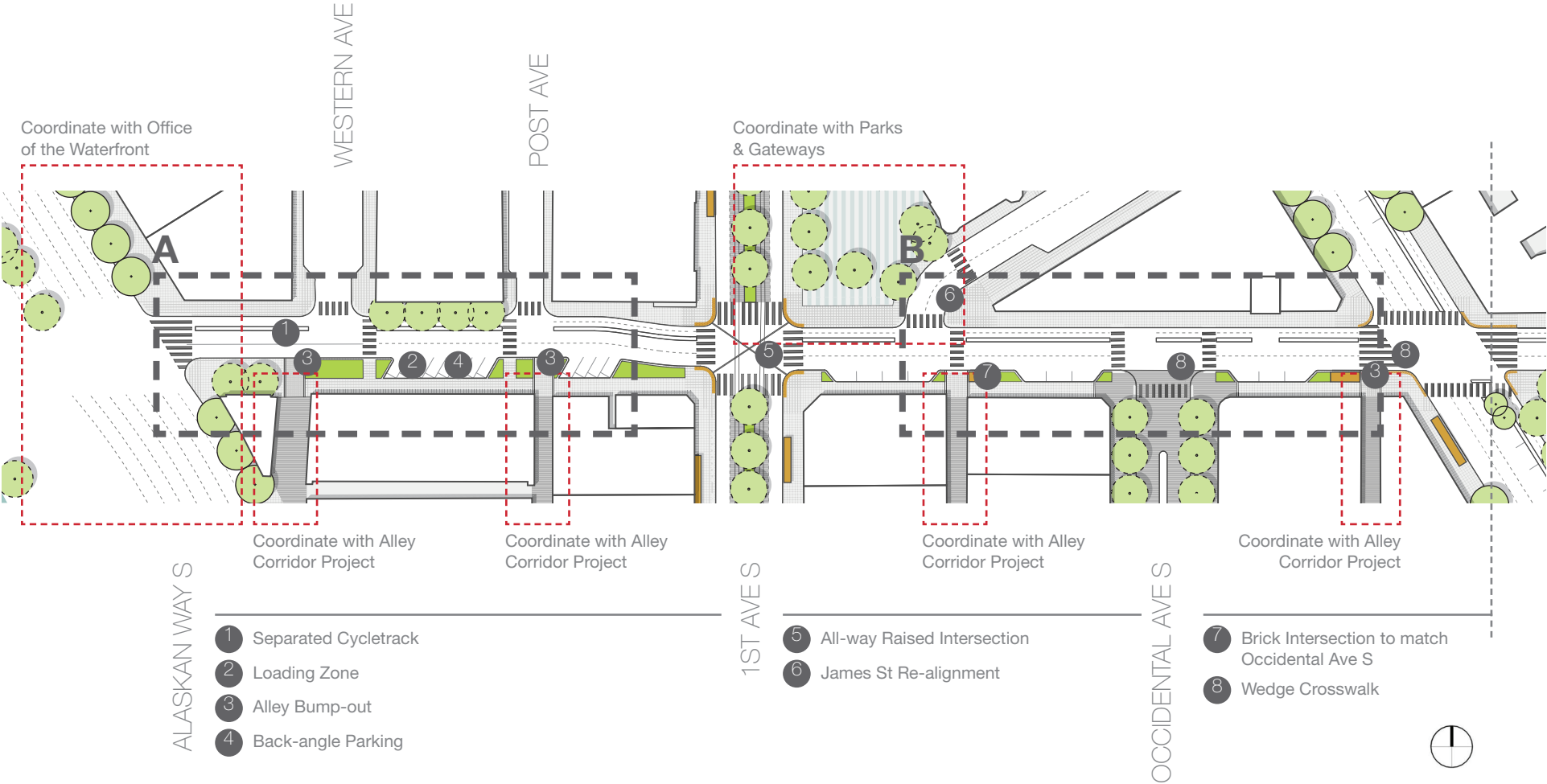


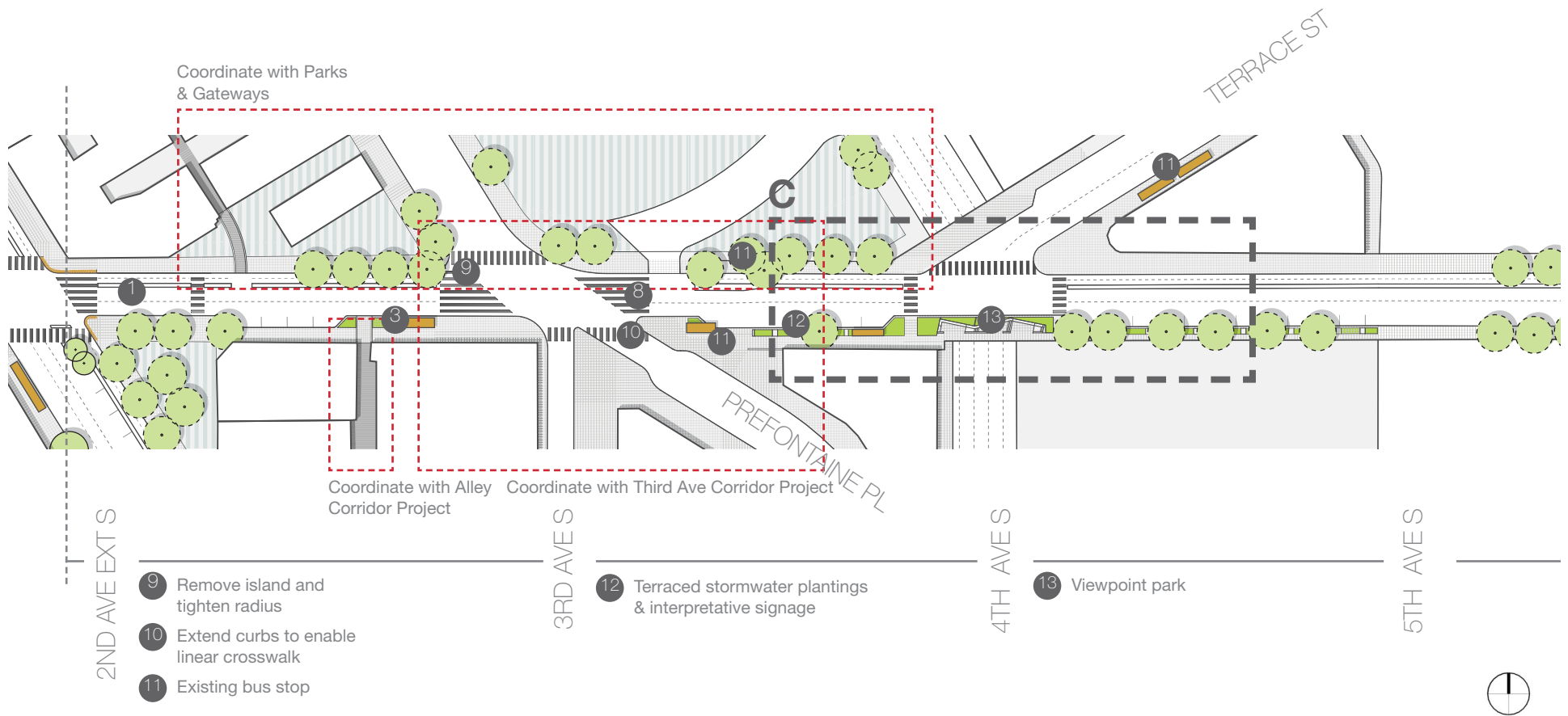
5. HIGHLIGHT VIEWS

by creating a viewpoint parklet on the Yesler bridgeway

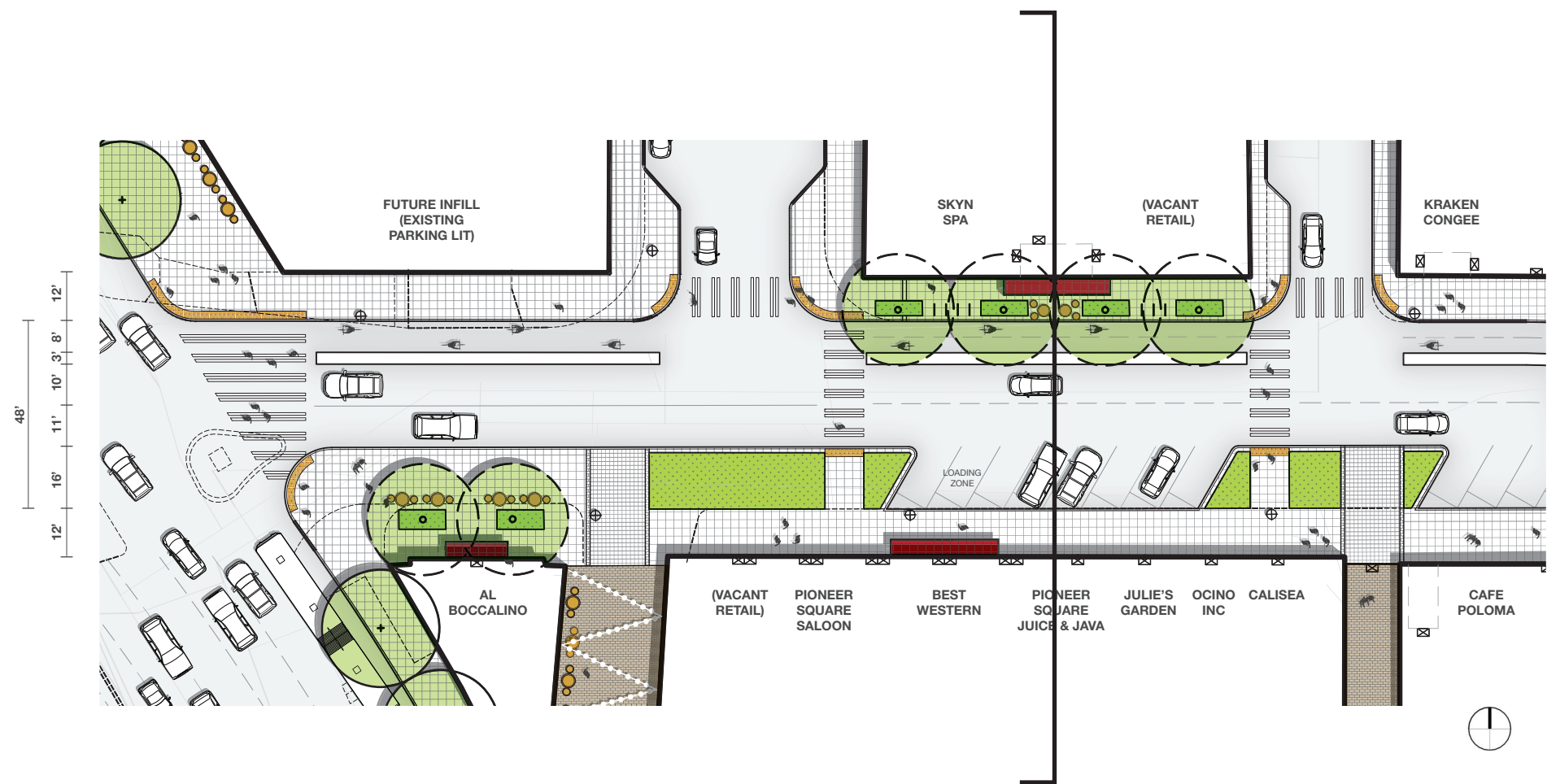


SITE PLAN



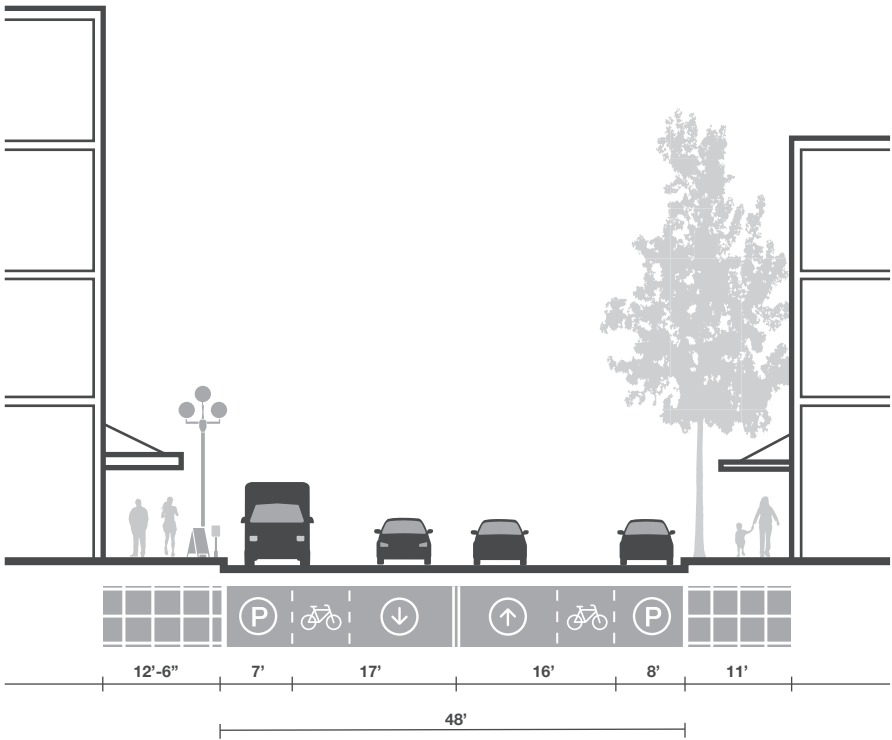


DETAIL A



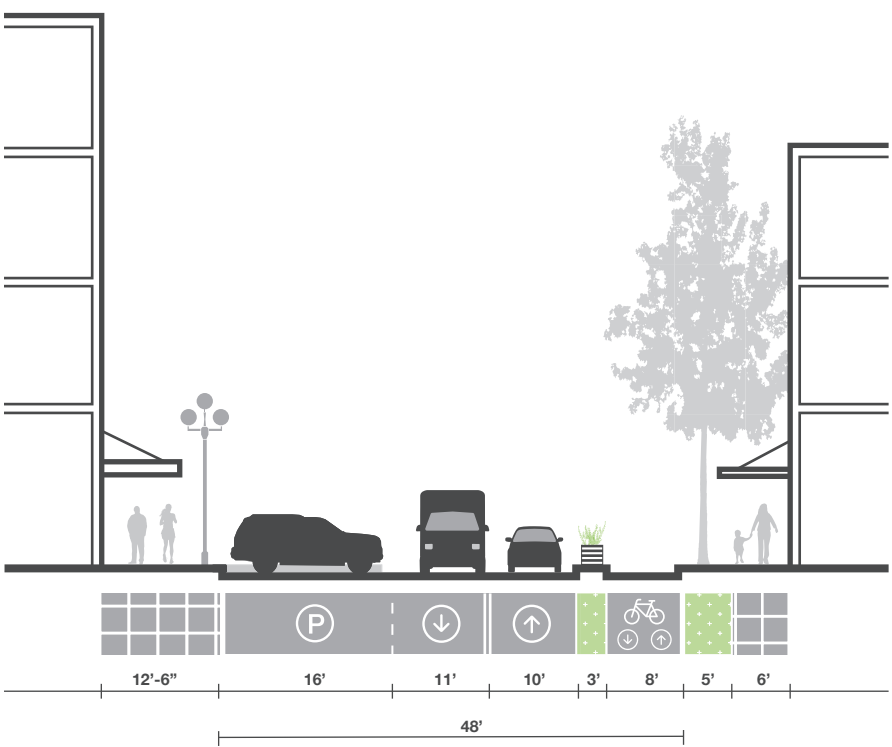
EXISTING

BETWEEN POST AVE & WESTERN AVE

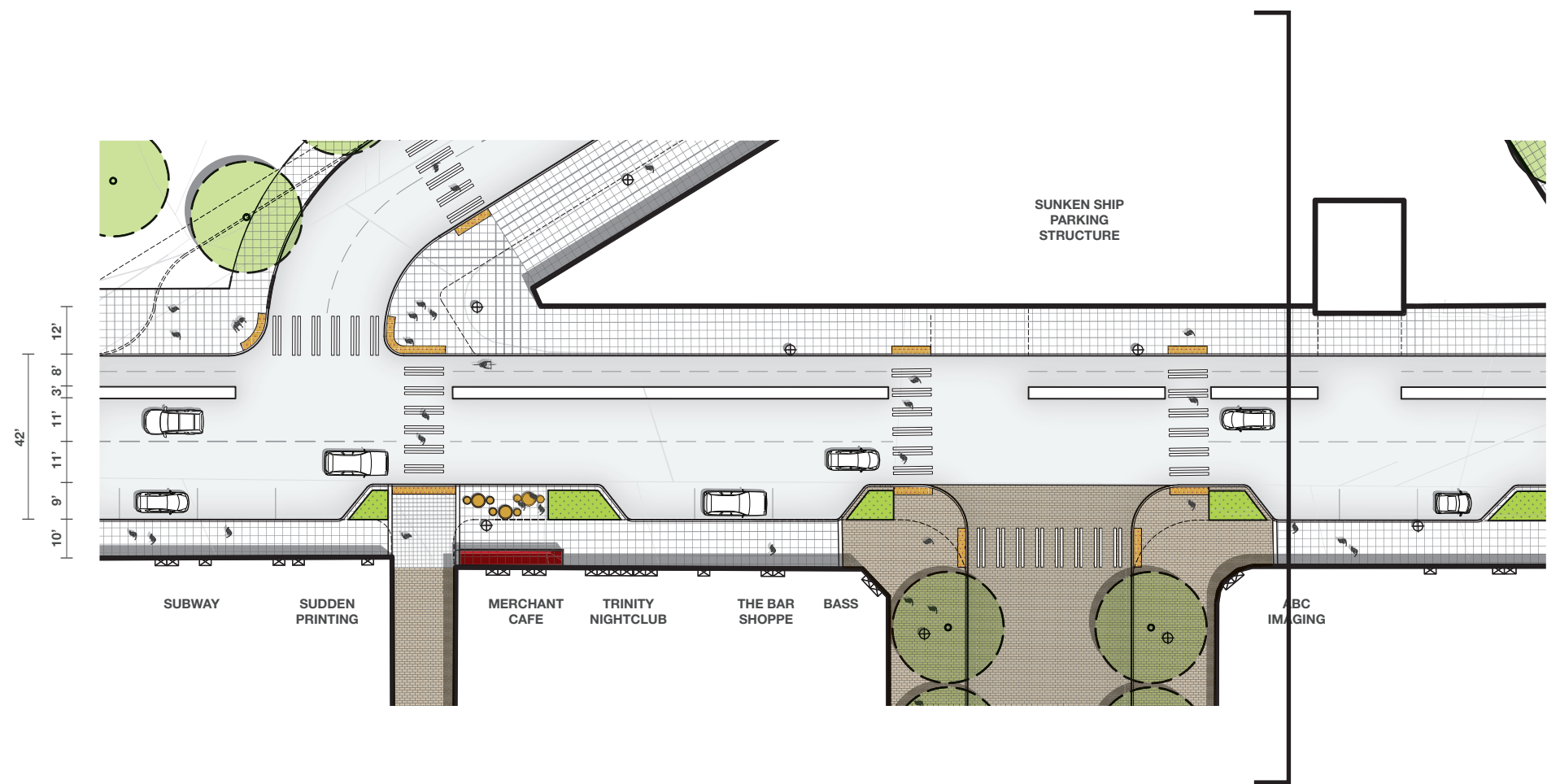


PROPOSED

BETWEEN POST AVE & WESTERN AVE

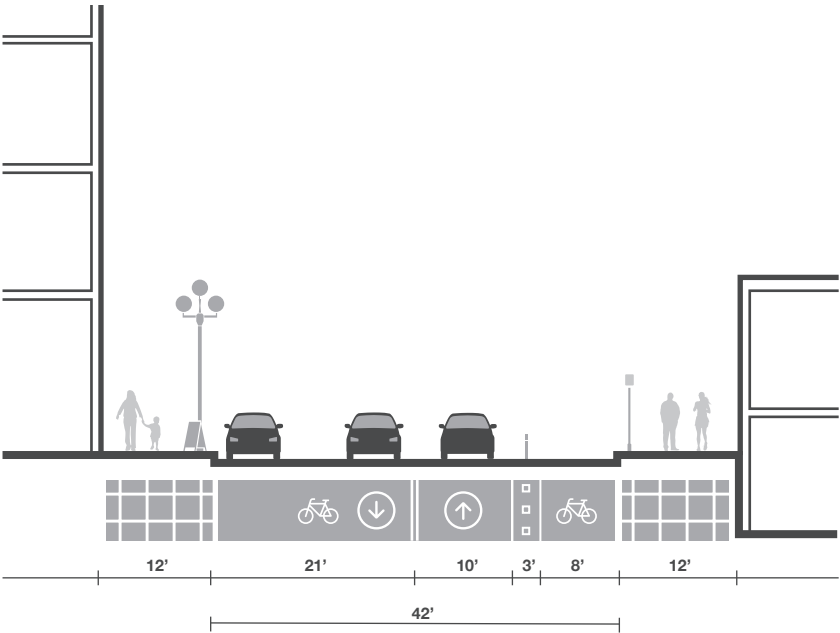


DETAIL B



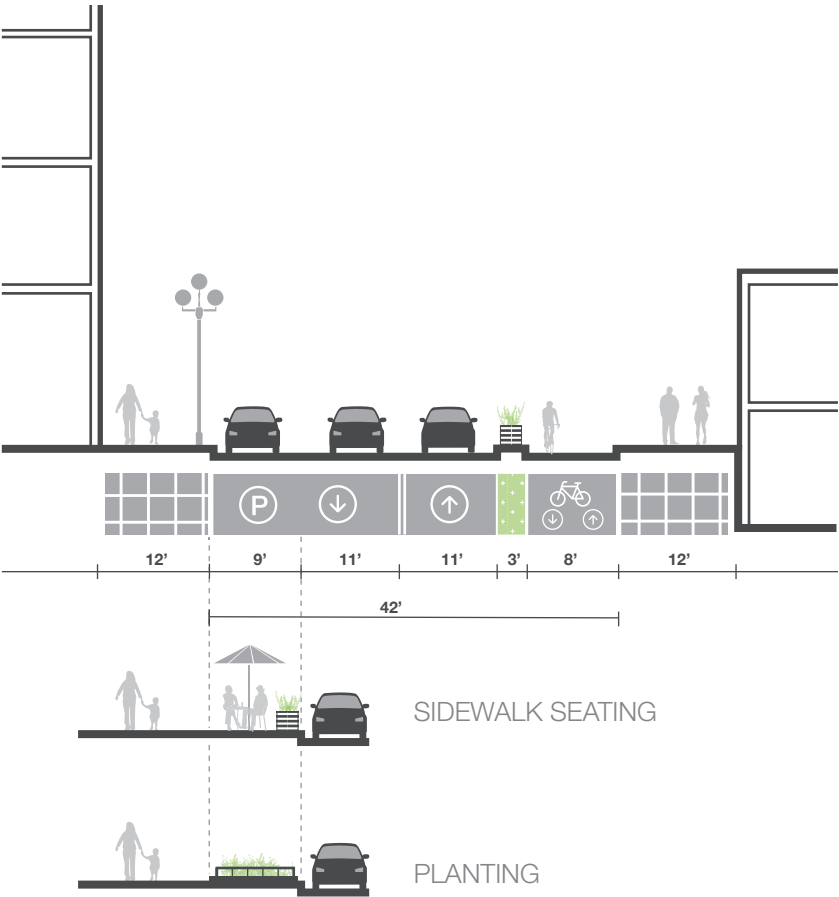
EXISTING

BETWEEN OCCIDENTAL AVE S & 2ND AVE EXT S - LOOKING WEST

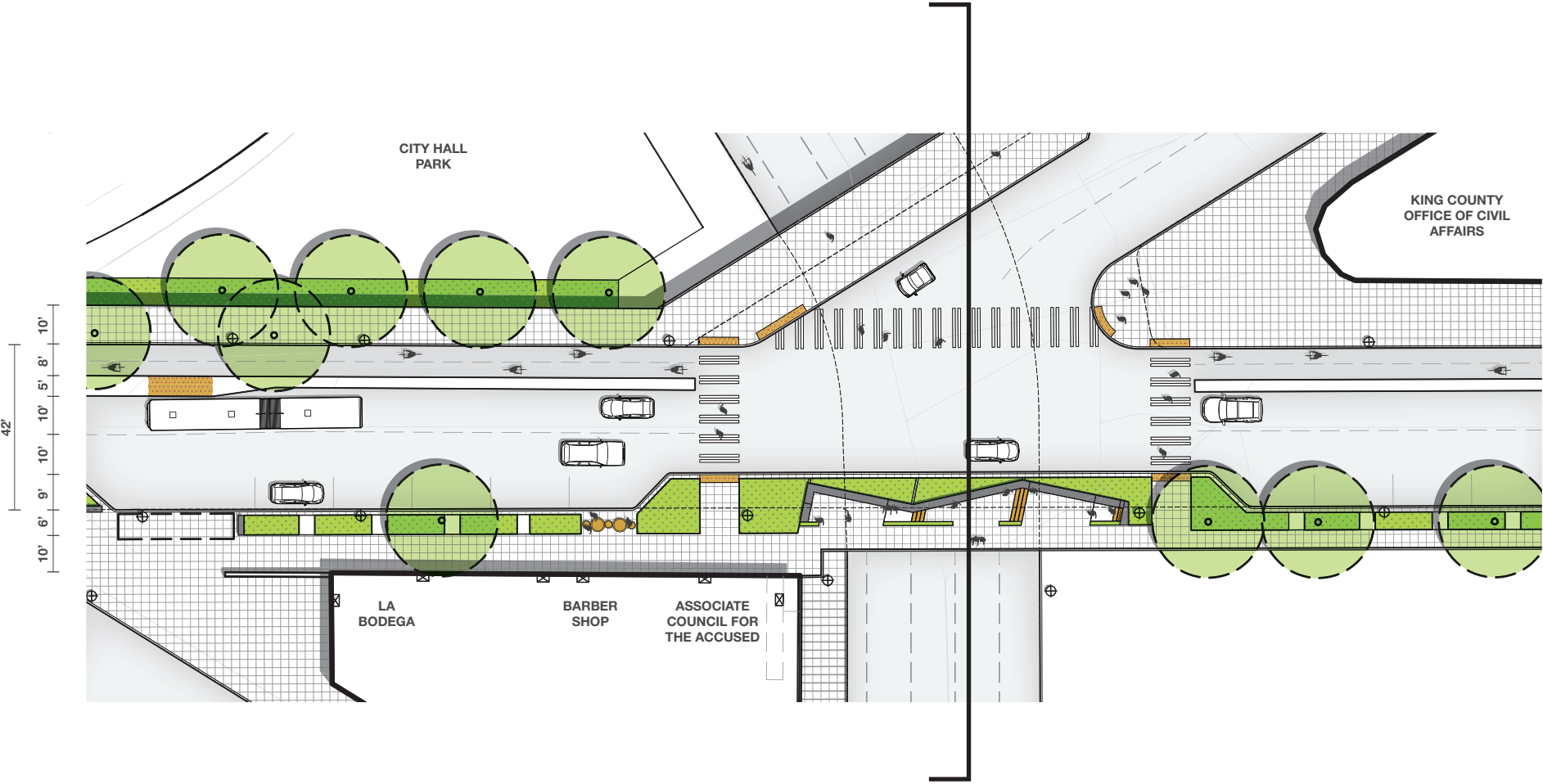


PROPOSED

BETWEEN OCCIDENTAL AVE S & 2ND AVE EXT S - LOOKING WEST

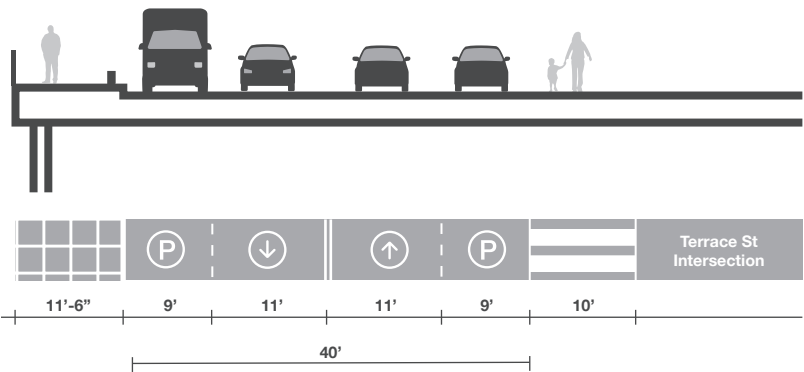


DETAIL C



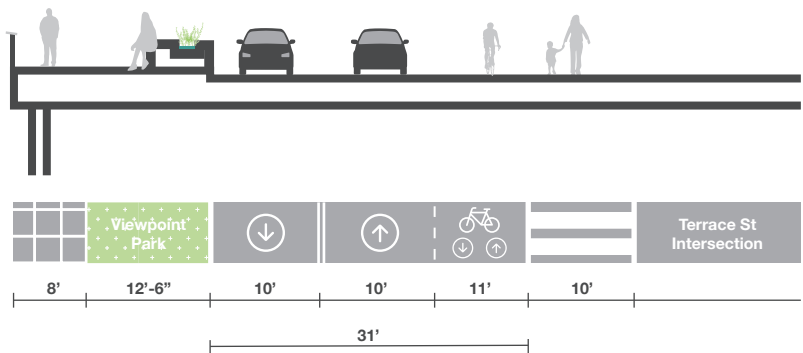
EXISTING

AT TERRACE ST INTERSECTION - LOOKING WEST



PROPOSED

AT TERRACE ST INTERSECTION - LOOKING WEST



BRIDGEWAY BEFORE



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STREETS

BRIDGEWAY - AFTER



JAMES ST INTERSECTION - BEFORE



JAMES ST INTERSECTION - AFTER





AMP UP THE

PIONEER

SQUARE-NESS