

# Thomas Street Redefined

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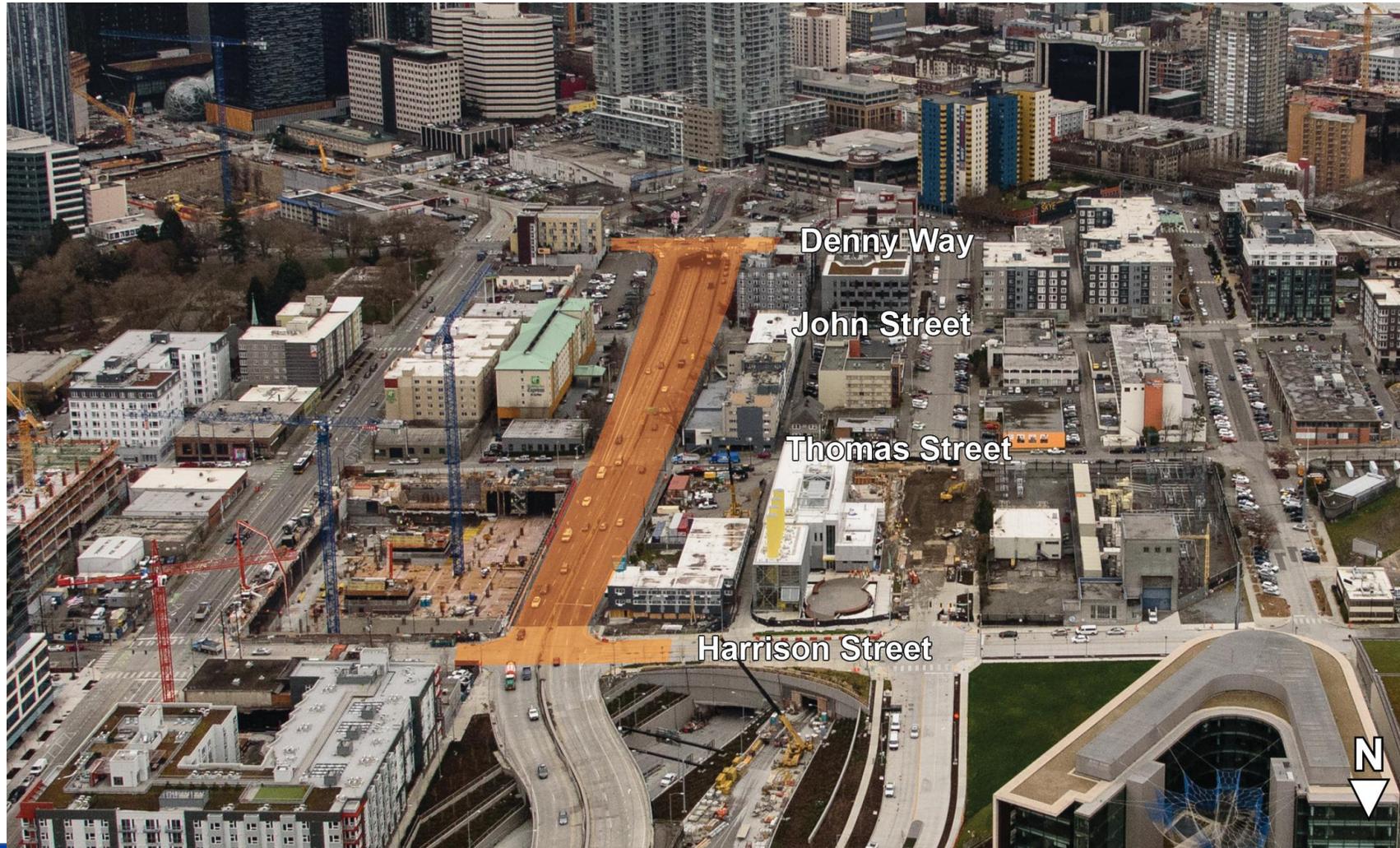
# Presentation overview

- Context within other plans & projects
  - North Portal Connections
  - Overview of Concept Plans
  - Thomas Green Street Concept Plan (2013)
  - Bicycle Master Plan
  - Streets Illustrated
  - North Downtown Mobility Action Plan
- Thomas Street Redefined
  - 5<sup>th</sup> to Dexter
  - Eastlake to Elliott
- Next Steps

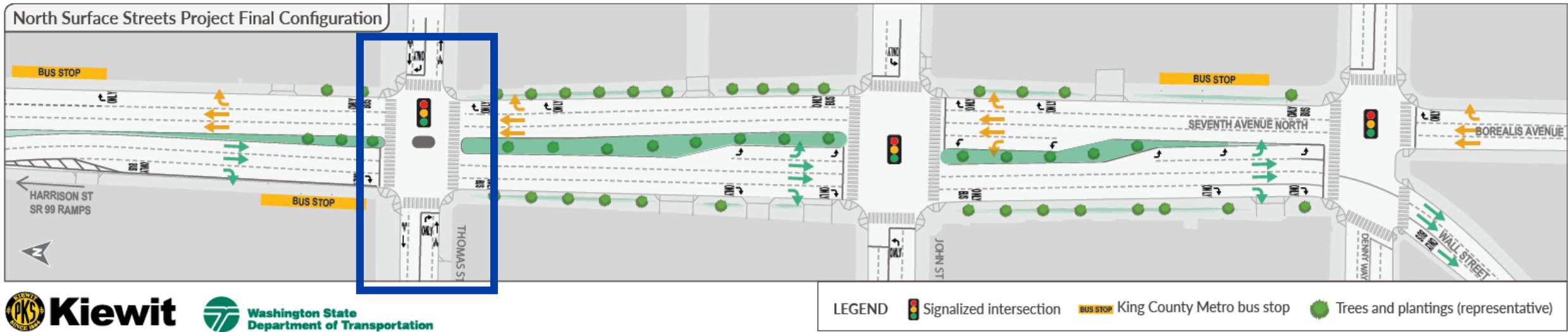


# Context within other plans & projects

# WSDOT North Portal: Street Grid Reconnection

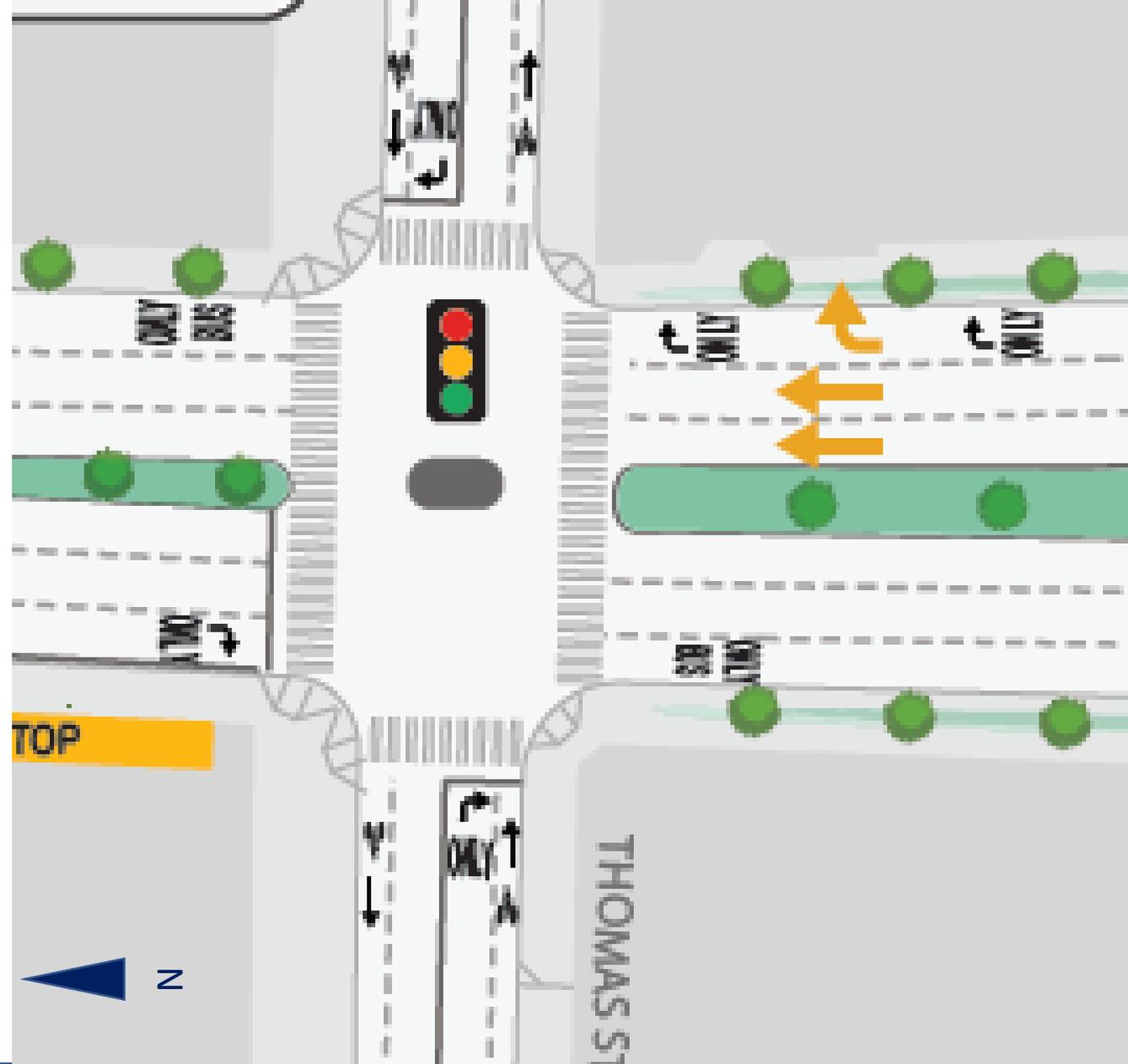


# 7<sup>th</sup> Ave N: Design Context



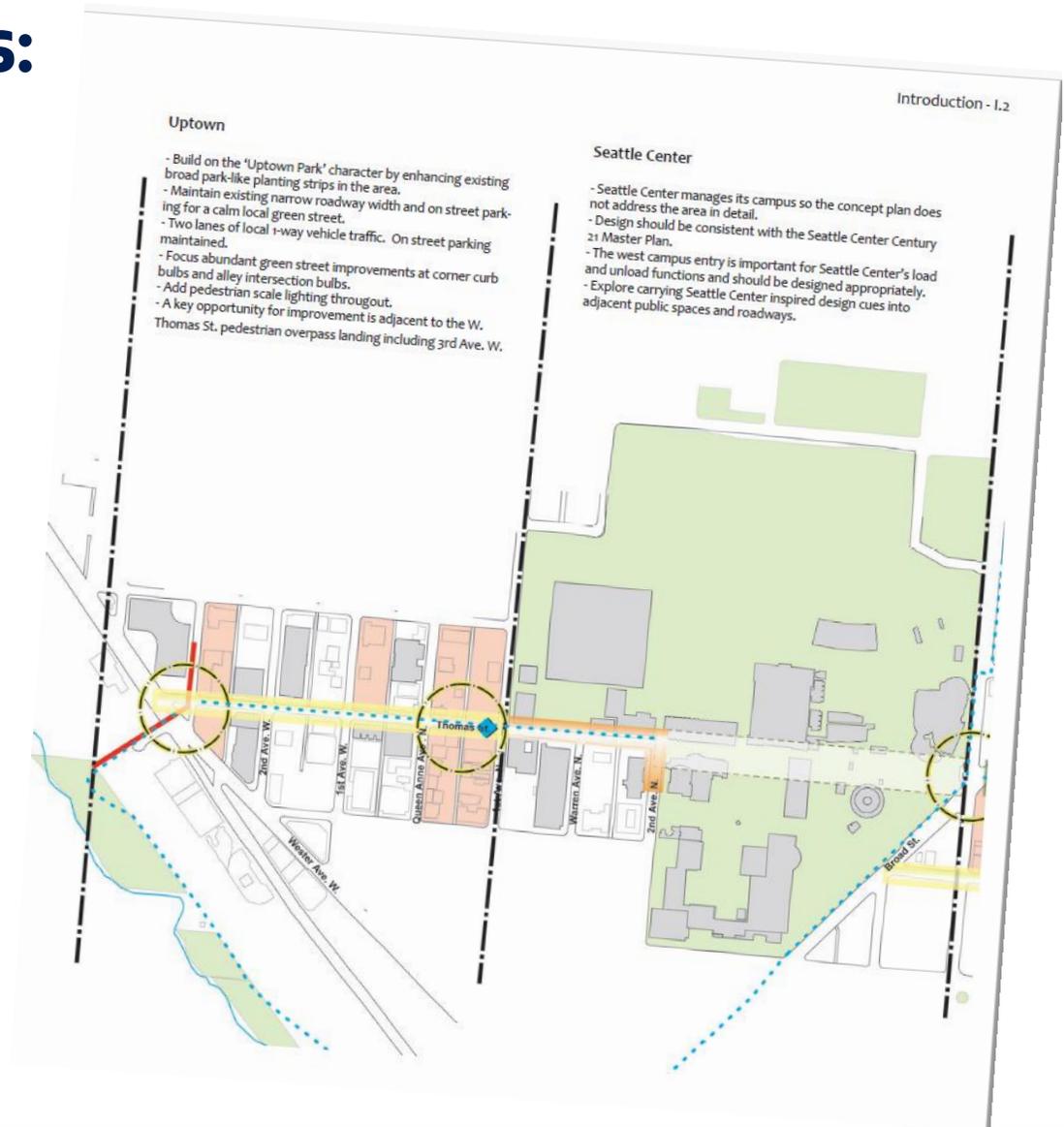
# Walking and Biking Priority

- No through movement for vehicles on Thomas Street
- No left turn from 7<sup>th</sup> Ave N to Thomas Street
- Crossing signal for people walking and biking



# 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





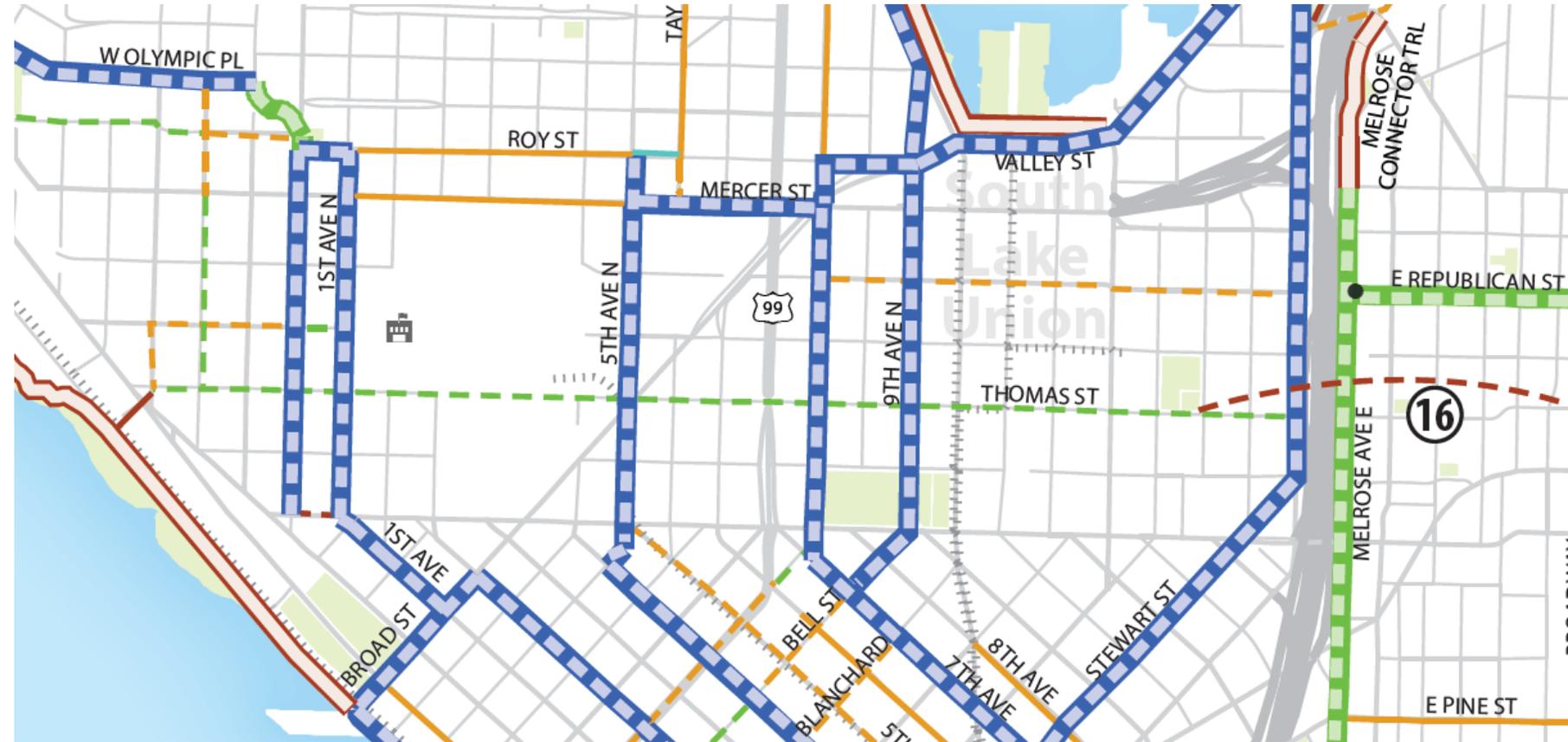


# 2013 Thomas Green Street Concept Plan: South Lake Union



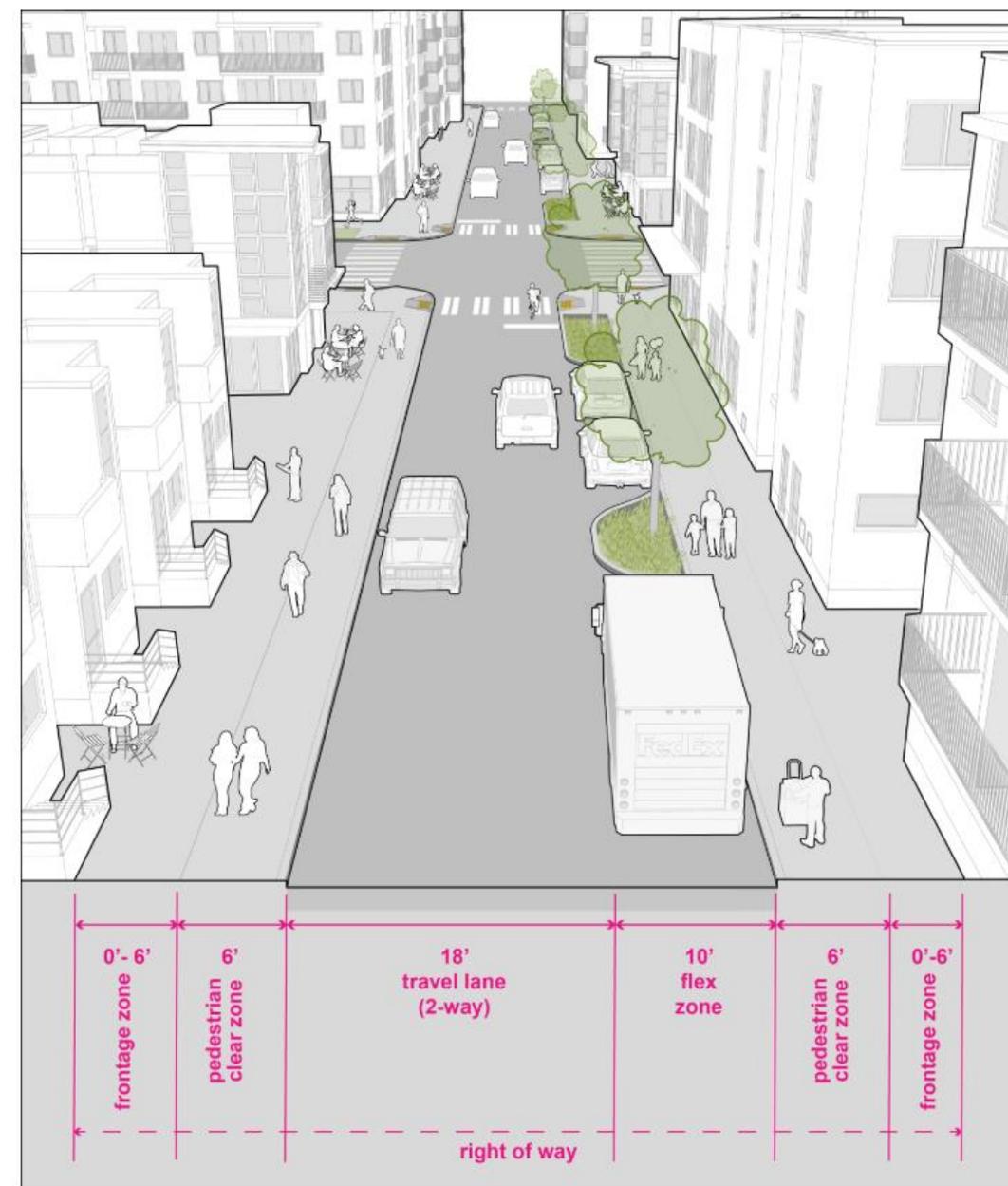
# 2014 Bicycle Master Plan

- Neighborhood Greenway on Thomas Street
- East – West connection
- 2019 Imp. Plan:
  - Eastlake to 5<sup>th</sup>
  - Seattle Center to Waterfront



# 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 North Downtown Mobility Action Plan (NODO MAP)

- Identified implementation of crossing signal/protected intersection at Dexter and Thomas
- Renewed interest in a completed connection for people walking and biking between South Lake Union and Seattle Center



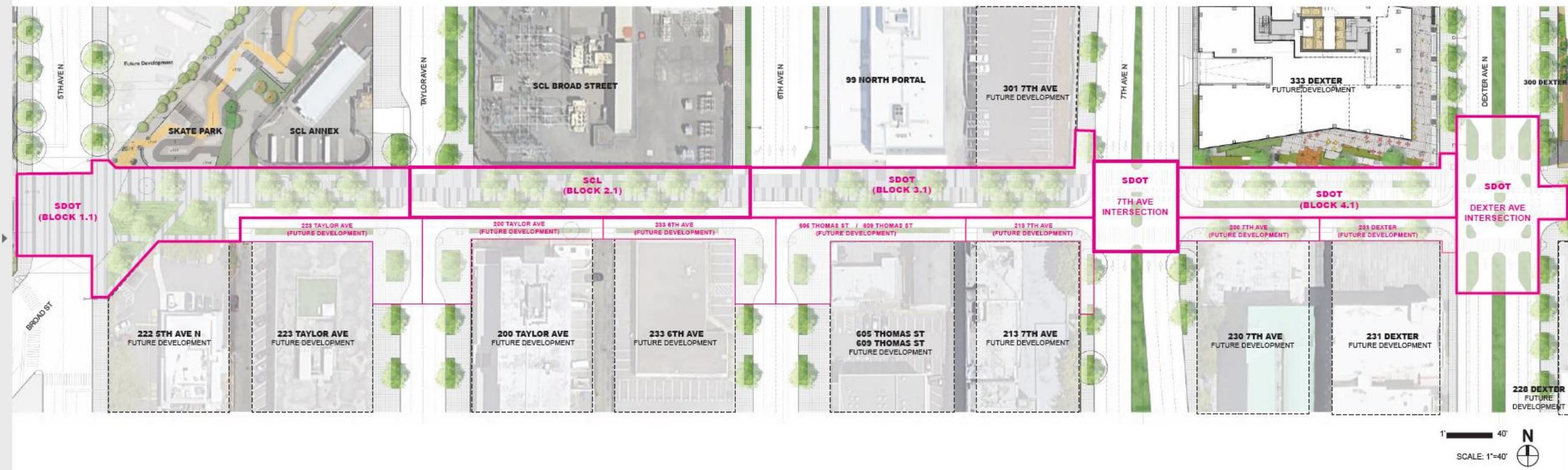
# Thomas Street Redefined

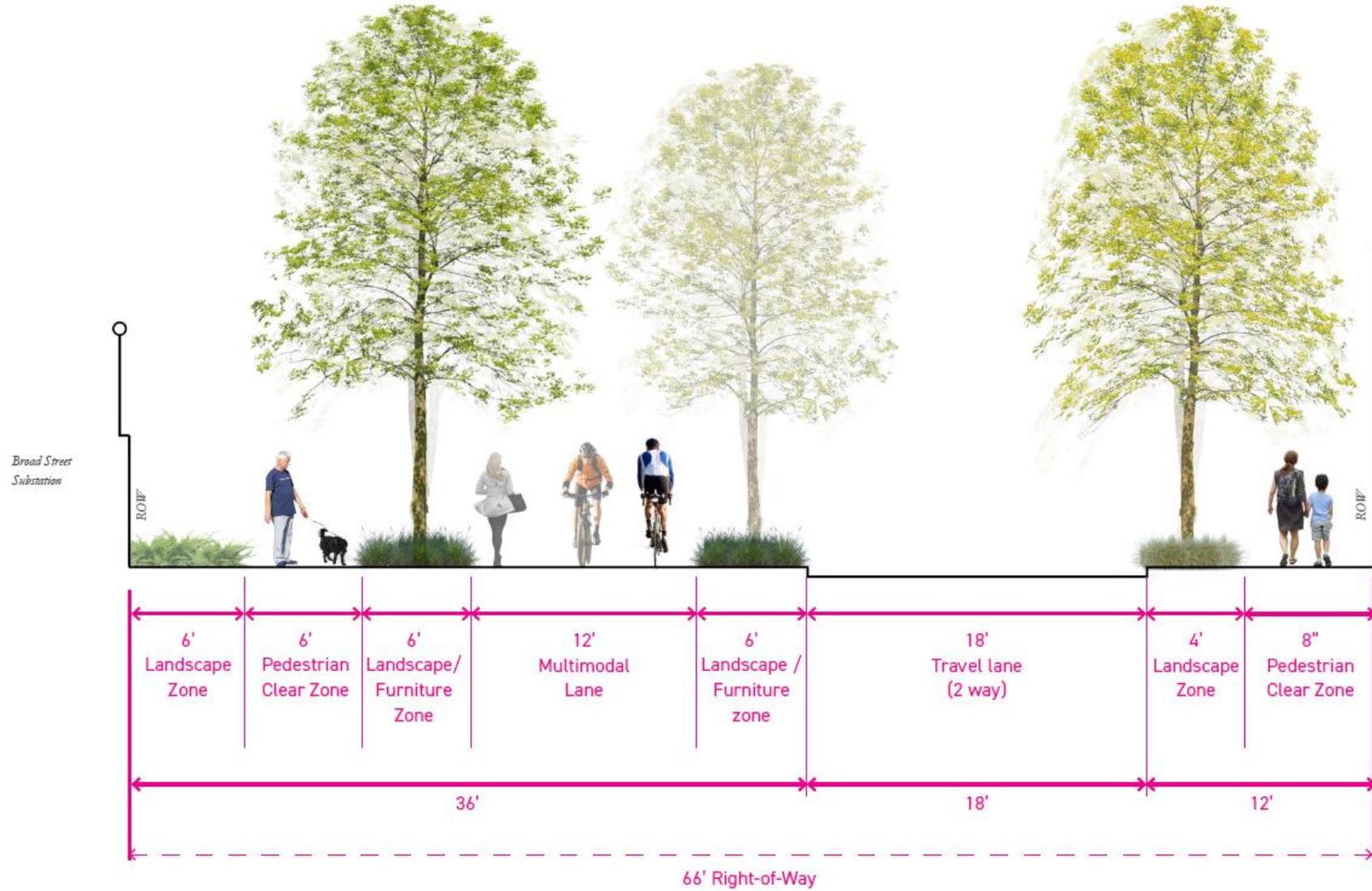
# 2019 Thomas Street Charrette

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



# Thomas St Redefined - 5th to Dexter

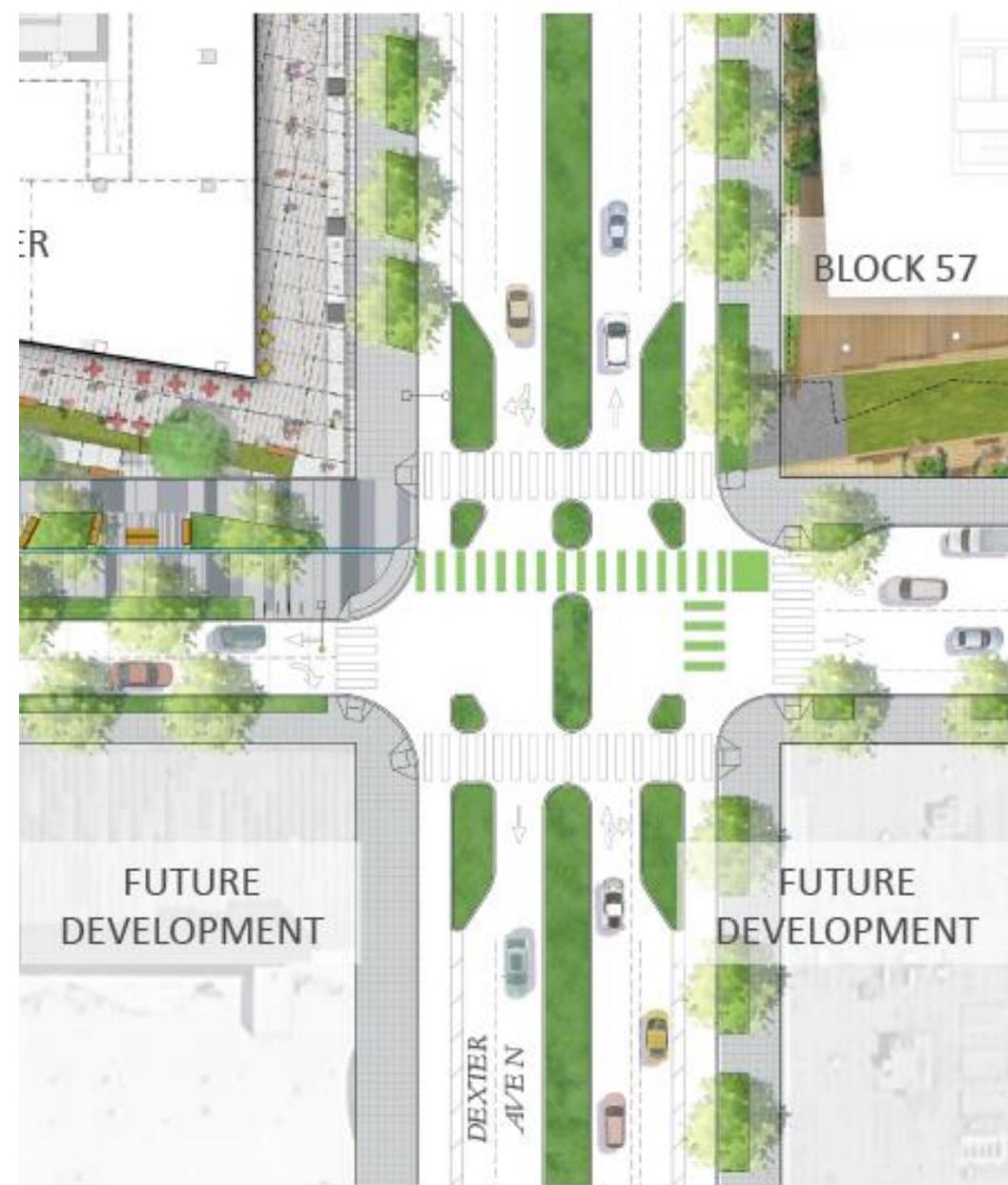






# 3 Key Transformative Elements

- Plaza connecting Seattle Center
  - Skate park connection
  - Half Block closure 5<sup>th</sup> to alley
- North Promenade Cross-Section
  - 36' pedestrian and bicycle promenade
  - Multi-use pathway, sidewalk and landscaping
  - 18' roadway
- Dexter Ave Protected Intersection
  - Bike facility connection
  - Transit connection

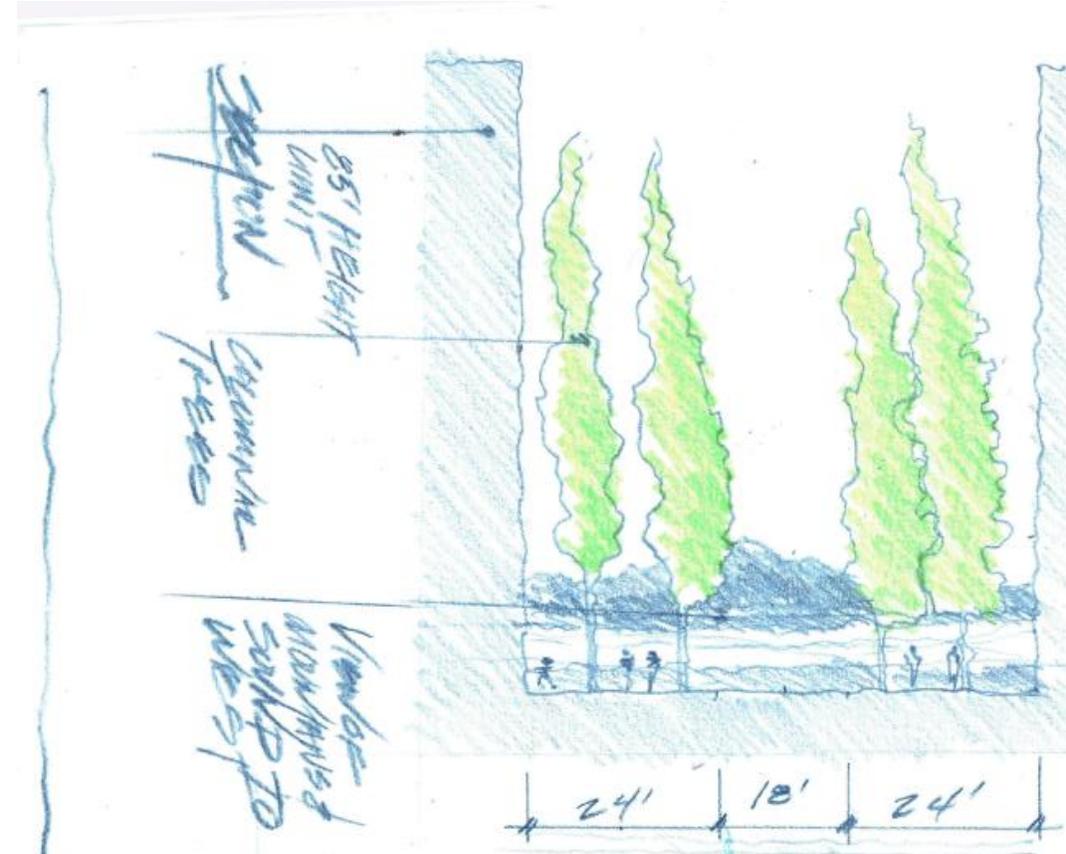


# 5<sup>th</sup> to Eastlake



# Elliott to Seattle Center

- Build upon
  - Streets Illustrated
  - Seattle Center to Waterfront Neighborhood Greenway
- Improve connection to Thomas Street Overpass



# Next Steps

Action Item	
Continue stakeholder engagement	Ongoing
Complete Thomas St Redefined Concept Plan from Elliott to Eastlake	Q1 2020
Construct Interim Changes <ul style="list-style-type: none"><li>5<sup>th</sup> Ave N &amp; Thomas St – Half Block Closure</li><li>Dexter Ave N &amp; Thomas St – Right In/Right Out Diverter</li></ul>	Q1 2020
Advance design of Dexter & Thomas Protected Intersection	Construction 2021
Advance design of Seattle Center to Waterfront Neighborhood Greenway	Construction 2021
Advance Thomas St Redefined Design concepts at: <ul style="list-style-type: none"><li>5th Ave N to Taylor Ave N along Thomas</li><li>6th Ave N to 7th Ave N along Thomas (adapt WSDOT work on northern block face)</li><li>Dexter to Terry</li></ul>	Design 2020

# Questions?

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[www.seattle.gov/transportation/projects-and-programs/programs/greenways-program](http://www.seattle.gov/transportation/projects-and-programs/programs/greenways-program)

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