



TRANSPORTATION

IMPROVING ACCESS, MULTIMODAL CIRCULATION, AND STREET DESIGNS

INTRODUCTION

The fundamental concept of the Downtown Strategy (DTS) is “Connecting People, Places and Spaces.” To achieve this bold and holistic design vision significant attention must be paid to improving and expanding multimodal (i.e., pedestrian, bicycle, transit, vehicle) connections to Downtown’s attractions and businesses. Better trail connections, sidewalk and pedestrian safety improvements, new and enhanced bicycle facilities, and upgraded bus stops are all a part of improving circulation and streetscapes in Downtown Olympia. Vehicular access into and throughout Downtown as well as parking also remain key concerns addressed by this chapter.

Streets, trails, and other connecting elements obviously serve a critical transportation function. Their character and aesthetic quality are also important because pedestrian activity and

positive urban development depend on attractive streetscapes. For example, multimodal street improvements can result in increased foot traffic and sales for adjacent businesses.¹ In addition, aesthetic improvements to streets have a significant marketing component, as they generally improve the area's sense of place. Accordingly, this element addresses both the function and urban design qualities of Downtown streets.

Recommendations included in this chapter focus on near-term opportunities (implementable actions for the next six years). However, to determine appropriate near term actions it was necessary for the planning team to think more holistically about what it would take to create a complete network for each transportation mode in Downtown. As a result, concepts for longer-term projects are also provided herein, enabling the DTS vision to inform future transportation and public realm investments.

These recommended design concepts commence an exciting change for the look and feel of Downtown streets. Up until now these streets have generally been designed using the same standards as other areas of the City. Here we recommend a palette that will set Downtown streets apart from other areas, as well as enhance unique character areas within Downtown.

The success of these measures will heavily depend on measures in the Land Use and Design chapters. Also, the analysis in this strategy did not include a quantitative parking analysis; however the City initiated a parking study and strategy update in 2016 that will be coordinated with the DTS.

¹. <http://www.nyc.gov/html/dot/downloads/pdf/dot-economic-benefits-of-sustainable-streets.pdf>

GOALS AND OBJECTIVES

The following are Olympia Comprehensive Plan Goals that form the foundation of the concepts and recommendations in this element.

- GT1:** All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be human scale, but also can accommodate motor vehicles, and encourage safe driving.
- GT12:** The transportation system provides attractive walking, biking and transit options, so that land use densities can increase without creating more traffic congestion.
- GT13:** A mix of strategies is used to concentrate growth in the city, which both supports and is supported by walking, biking, and transit.
- GT16:** Streets are public space, where people want to be.
- GT27:** Parking is provided in a way that reduces the number of employees who commute alone by car.
- GT 29:** The transportation system is maintained at the lowest life-cycle cost to maximize the City's investment in its infrastructure.
- GE4:** The City achieves maximum economic, environmental and social benefit from public infrastructure.

Based on the Comprehensive goals the following design related objectives were identified during the planning and public engagement process.

- Support safe, comfortable multimodal (bicycle, pedestrian, and vehicular) transportation options that connect homes, jobs, services, treasures, and parks/open spaces, and where day-to-day needs are close to home or work.
- Better lighting is needed on some streets, alleys and parking lots so people feel safe at night.
- Balance Transportation needs: recognize that people will drive and accommodate cars, but also emphasize walkability.
- Collaborate with the Port to balance the need for truck and rail transportation corridors.
- Sidewalk improvements are needed to improve pedestrian safety and enhance the aesthetic of Downtown.
- Benches can be controversial, due to street dependency issues. A clear process and criteria for installing benches is needed.

CONCEPTS

Regional Transportation Hub

Downtown is a regional hub for vehicle mobility, including freight. With four of the region's arterials converging here, including the only local streets connecting east to west Olympia, it is critical the street network support car and truck traffic. However, the transportation measures of the DTS especially emphasize pedestrian, bicycle and transit modes because these modes are currently underdeveloped and yet essential for a vibrant, lively Downtown. A recent study by the New York Department of Transportation showed a positive correlation between multimodal street improvements and retail sales in urban downtown areas.

To enhance the pedestrian realm, several of the proposed street modifications call for reducing the width or number of lanes on specific Downtown streets. While it appears the proposals would likely not substantially increase congestion, a traffic study should be completed to understand the impacts to motor vehicle movement and to identify the most effective measures to increase walking, biking and transit. Additionally, suggested changes to lanes, turning movements and signals on some streets, such as Capitol Way, will require traffic modeling to determine the most efficient configuration.

Parking

People often complain there is not enough parking in Downtown, yet surface parking area makes up over 50% of the ground floor use of land. Ensuring convenient parking is available is important to promote Downtown's status as a regional shopping and entertainment destination. However, redeveloping unattractive surface lots to a higher and better use is also important to create more active and attractive streetscapes and achieve the City's housing goals. Also, at some point multimodal goals may call for the City to remove some on-street parking to make way for wider sidewalks or bicycle lanes. Businesses may welcome the idea if convenient parking could be provided elsewhere, such as in a parking structure.

The City manages 3,707 parking stalls in Downtown, and this is an essential public service. Approximately 9,000 additional spaces are managed by the private sector for patrons, employees and leases. The Parking system is operated as an enterprise fund and is operated in manner that provides cost recovery for operations of the system and investment in capital improvements that benefit the system on a long-term basis.


As density and intensity increase, the need for changes in how the parking system is managed will be necessary. Thus, this chapter includes an action for the City to update its parking strategy in coordination with the DTS, and this action is already underway in 2016-2017.

Multimodal Connectivity

Each of Downtown's transportation modes, including auto, pedestrian, transit, bicycle and freight has specific needs. At the same time they must "share the road", necessitated by a limited amount of right of way (ROW). The functional circulation network described below is intended to maximize mobility and access for those using Downtown while accommodating through traffic.


DTS Multimodal Improvements

TRANSIT


 Downtown Strategy study area

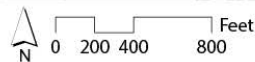
 Repaving in next 5 years

Existing

 Existing Bus Routes

Near-Term Actions

 Transit Improvements



Transit

Transit service is a critical transportation mode for Downtown, and relates to a number of DTS goals, including: reducing traffic congestion, enabling compact urban development; and opportunities to reduce transportation/housing costs. As Downtown and the region grows, transit is expected to accommodate a large share of trips, so it is critical for the DTS to consider transit access needs now and in the future.

Served by Intercity Transit, Olympia and surrounding Thurston County communities enjoy excellent transit service that centers on the Olympia Transit Center at State Avenue and Washington Street. Additionally, the free Dash shuttle service carries riders from Downtown to the Capitol Campus. Accommodating this high level of bus movement is an important priority and the proposed street improvements are intended to avoid disruption to bus circulation.

Capitol Way and Franklin St. are highlighted on the map at left because the proposed short-term street improvements will support and enhance transit service along these streets. Bus routes are an important consideration on Capitol Way. The proposed lane reduction proposed on Capitol Way, from 4 to 3 lanes, will carefully consider the operational efficiency of transit along this street.

DTS Multimodal Improvements

BICYCLE

Downtown Strategy study area

Repaving in next 5 years

Existing

Bike corridor

Bike lane

Bike-Ped Connection

Near-Term Actions

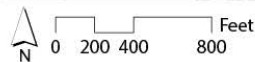
Low-stress bike facility

Bike routes

Proposed Improvements (Mid-Term / Long Term)

Bike corridor

Other bike routes



Bicycle

Bicycle access is an important consideration of the DTS for a number of reasons. Comprehensive Plan goals and policies place emphasis on creating a more robust network of bicycle facilities to accommodate a growing number of experienced and novice bicyclists. In the DTS public process, Olympians again asked for better commuter as well family friendly/protected routes through Downtown. New residential buildings Downtown, such as 123 4th, are experiencing high use of their bicycle storage facilities, suggesting demand for bicycle facilities goes hand in hand with urban housing options. . Downtown Bicycling facilities that connect to attractions or more expansive trails can also be a tourist attraction.

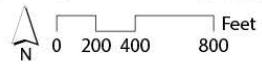
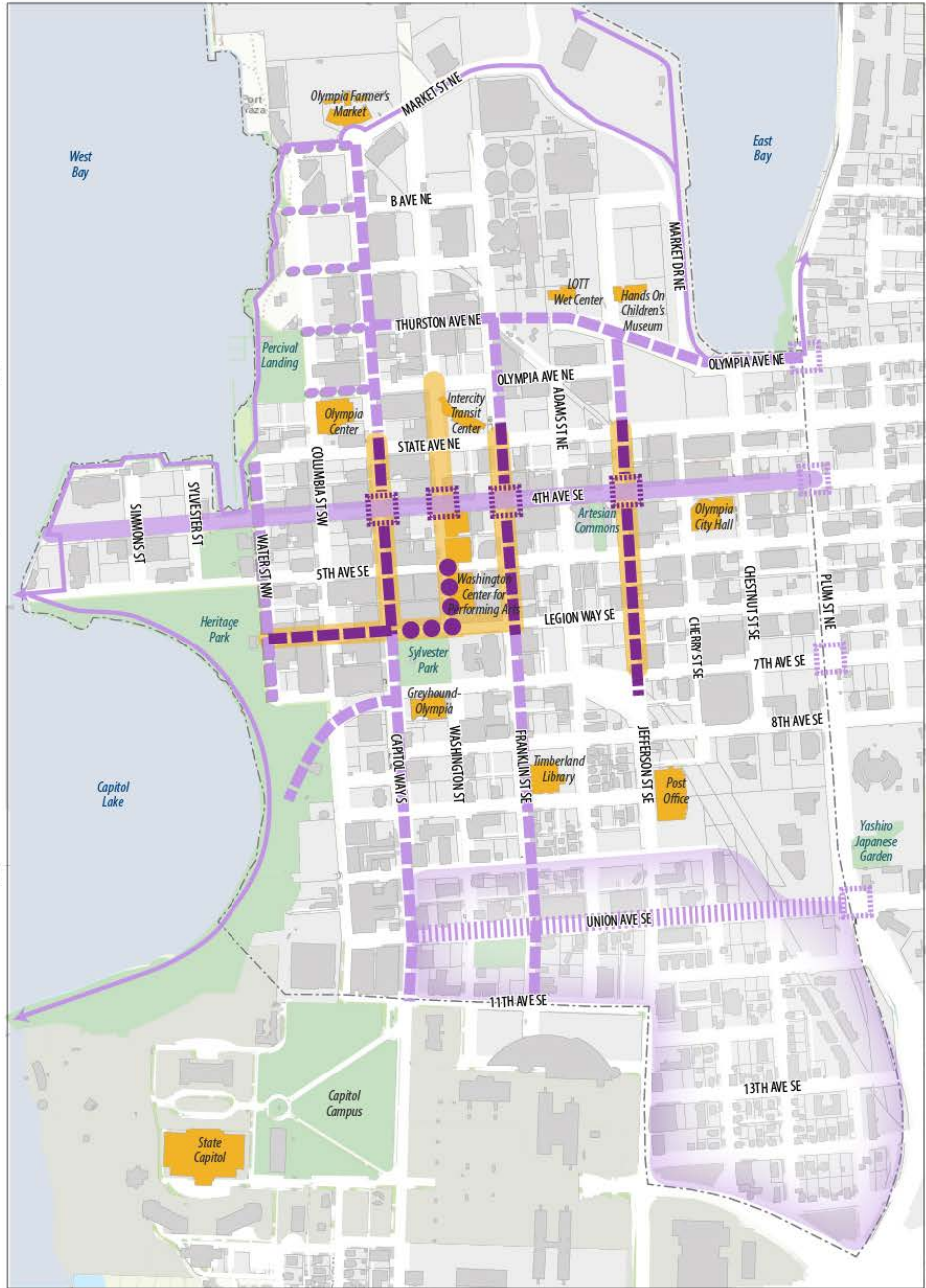
A goal of the DTS is to allow cyclists from a wide range of abilities to access Downtown by bike. East/west bicycle access has been improved with bike lanes on Thurston Avenue, Legion Way and the new bicycle corridor along 7th Ave. However, north-south access remains difficult. All of the central north-south streets are encumbered by limitations or competing modes such as bus traffic, railroad tracks or ROW width. This Strategy recommends bicycle facilities on Washington St and Legion Way, plus a Bike Corridor on Cherry Street

Mid-term and long-term projects are also included in this map, to show where there may be future plans for bicycle improvements, or where bicycle facility needs were identified through the DTS outreach process. These improvements are not immediately addressed by DTS actions, but the ideas are included, so that they can be addressed in future studies or plans.

DTS Multimodal Improvements

PEDESTRIAN

-  Downtown Strategy study area
-  Repaving in next 5 years
- Near-Term Actions**
-  Festival street
-  Shared street
-  Needed pedestrian connections
-  Intersection improvement
- Proposed Improvements (Mid-Term / Long Term)**
-  Olympia Waterfront Trail Route (partially complete)
-  Shared street
-  Needed pedestrian connections
-  New commerical opportunities
-  Reduced traffic impacts
-  Neighborhood-based Street Improvement Program
-  Intersection improvement



Pedestrian


Walking is a nearly universal mode of transportation; virtually every trip begins and ends in the pedestrian realm. Thus, careful study and consideration of pedestrian access is essential to the DTS. Moreover, pedestrian improvements are also associated with other benefits, such as increased retail sales and healthier communities.

Downtown has a strong foundation for an excellent pedestrian environment: a traditional, small block street grid, many attractive buildings, sidewalks with street trees and lots of pedestrian oriented activities. The Strategy recommends a number of intersection, sidewalk, lighting and streetscape improvements that will build on this existing foundation, and improve the quality of Downtown's pedestrian experience. Also key to improving Downtown for pedestrians, as well as cyclists, is the opportunity to increase multi-use trail connections throughout the area. The DTS has included an action to convene the partners, and determine the next steps for improving The Waterfront Trail Route, aka the "Big W." With this effort is an opportunity to identify future trail connections, such as to Capitol Campus and the SE neighborhood.

Mid-term and long-term projects are also included in this map, to show where there may be future plans for pedestrian improvements, or where pedestrian facility or safety needs were identified through the DTS outreach process. These improvements are not immediately addressed by DTS actions, but the ideas are included, so that they can be addressed in future studies or plans.

DTS Multimodal Improvements

TRUCK & FREIGHT

 Downtown Strategy study area

 Repaving in next 5 years

Existing*

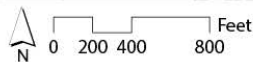
 Port Freight Route (Truck)

 Port Freight Route (Rail)

 Other Freight Routes



* The DTS has not made changes to existing freight routes, but has recommended some multi-modal improvements along the 4th Ave corridor



Regional auto and freight routes




As noted earlier, Downtown is at the center of the region's transportation network and must accommodate substantial through automobile and freight traffic, most notably on State and 4th Avenues. Safe, reliable freight access through Downtown is a vital aspect of economic development, and a careful consideration of this DTS. Businesses within Downtown are also served by trucks, requiring convenient loading and unloading zones located on service alleys or streets.

Public comments as part of the DTS reflected a concern about vehicle speeds on 4th Ave, with particular mention of truck speeds. In 2016, the City conducted speed tests on 4th and found speeds were generally consistent with the speed limit west of Cherry St; East of Cherry Street, as drivers prepared to exit Downtown, there was an increase in speed. This finding did not suggest a need to alter truck routes or reduce the speed limit on 4th, rather the recommendations seek to further calm traffic and improve pedestrian safety and comfort at intersections. The citywide Transportation Master Plan presents an opportunity to further consider freight routes in a more holistic manner.

The street improvement recommendations are based on a modal priority concept which integrates the transit, bicycle, pedestrian and auto/freight networks to reduce conflicts and facilitate the performance of all modes. This concept is the basis for the recommendation that follow.

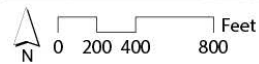
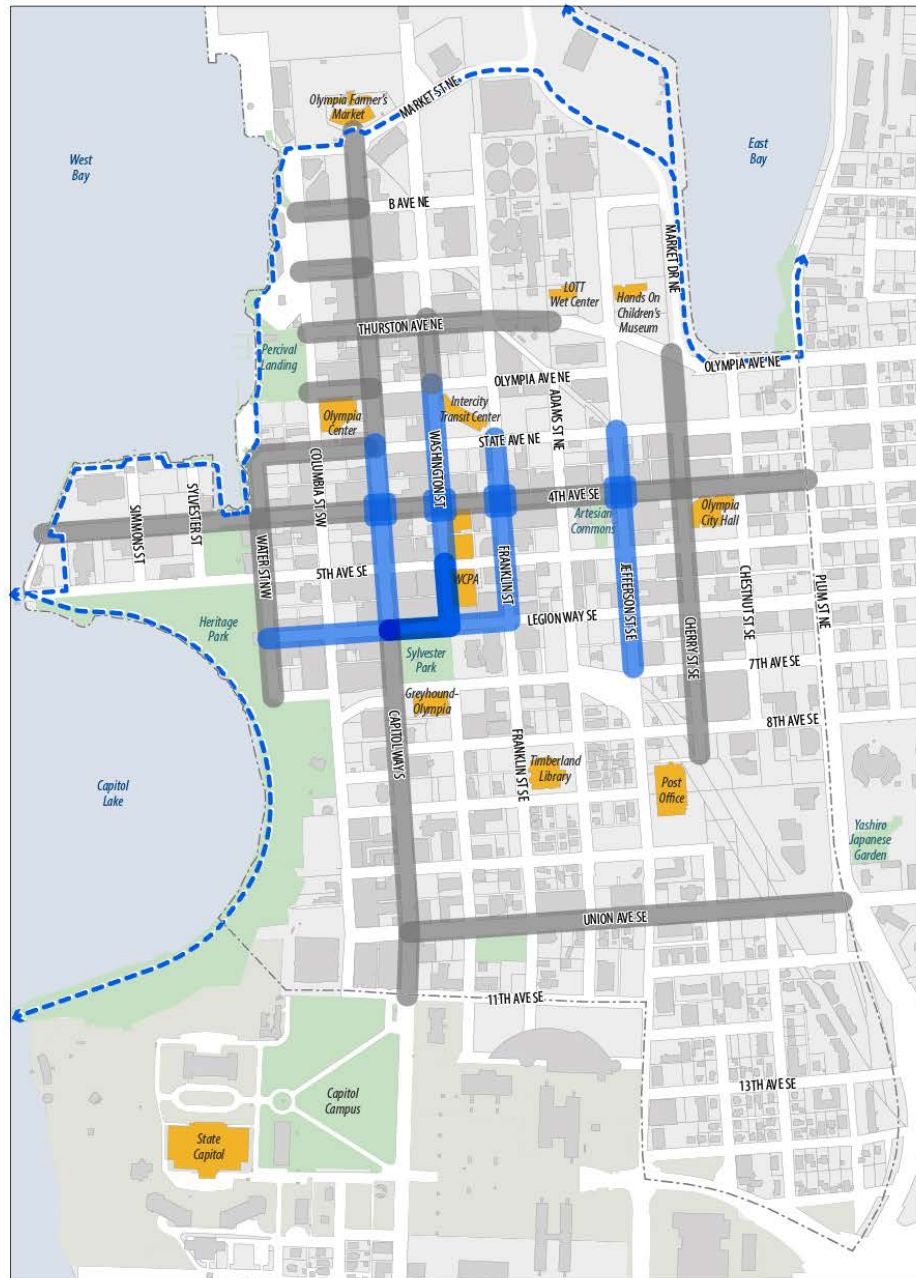
DRAFT Street Improvement Actions

KEY PHYSICAL IMPROVEMENTS

-  Short-term investments
-  Long-term investment opportunities (looking for funding and partnerships)
-  Olympia Waterfront Route trail planning and completion (immediate and long-term actions)

NOTE

Updated street standards and transportation master planning may lead to additional long-term street improvements.



IMPLEMENTATION

Street improvements are expensive and often require significant time to plan, design, fund and construct. Therefore, projects must be prioritized and planned to derive the most public benefit from the improvements. In addition, funds must be acquired from a variety of sources, including impact fees, grants, developer contributions and other funding mechanisms such as bonding. The Development Incentives chapter describes some of these funding measures.

The City has identified 5 street segments for repaving over the next 6 years, which are indicated in blue on the map below. These segments need to be repaved, offering an opportunity to leverage Transportation Benefit District fees dedicated to pavement management, along with additional City funds and grants to transform the pedestrian experience and at the same time add bicycle facilities on Washington and Legion.

An important first implementation step will be a traffic study that models the effects of proposed changes to intersection and lane configurations on major streets. As noted above, this will also help identify the most desirable design for each street.

The recommended near term actions outlined below represent an ambitious six year work plan. This includes an action for the City to explore additional funding opportunities, including grants, for the longer term street improvements identified. These long term proposals will also be considered when the City updates its citywide Transportation Master Plan beginning in 2017.

Design concepts for near and long term improvements are described following the recommended actions.

For the recommended actions on the following pages, the scope, timeline, and partners/participants are preliminary and will be refined as the City approaches implementation. Many of the actions will include briefings for and sometimes guidance from City advisory boards and neighborhood organizations.

RECOMMENDED ACTIONS

T.1 Utilize upcoming street repaving projects as opportunities to improve multimodal circulation, intersections for pedestrian and bicycle safety and comfort, and enhance streetscape character.

Timeframe and Implementation

2016: Traffic analysis begins

2017: Design work for Franklin and Legion

2018: Design work for Jefferson. Construction of improvements on Franklin and Legion.

2019-2020: Design work for Washington and Capitol. Construction of improvements on Jefferson.

2020-2021: Construction of improvements on Washington and Capitol.

Lead

Public Works

Partners and Participants

- Community Planning and Development
- Arts Commission
- Bicycle and Pedestrian Advisory Committee
- Intercity Transit
- Parking and Business Improvement Area Board
- Olympia Downtown Association

Description and Intent

A need to repave five street segments in the core (Franklin, Jefferson, Legion, Washington and Capitol) presents the opportunity to leverage dedicated funds to make transformational improvements to these streets over the next six years. Guided by the palette of unique character areas, this ambitious investment should make a significant impact in Downtown's retail core, attracting people and investment to the area. The street designs will also provide the bases for developing streetscape standards for the various character areas.

Upcoming design phases for all streets will include internal coordination to ensure consistency with existing plans and operations, as well as public outreach events, so stakeholders and the public have a chance to review and comment on the evolution of the designs.

Franklin and Legion will be the first segments to be improved, followed by work on Jefferson. Design concepts proposed for Washington and Capitol require further traffic analysis, which was begun in 2016. These streets will likely be completed toward the end of the six-year implementation period.

Key Relationships to Other Actions

- D.1** Coordinate with design guidelines to ensure compatibility between private and public realm and goals for each character area being met
- D.4** Coordinate with the art and wayfinding plan so that street designs include the desired art and wayfinding features
- T.3** Intersection improvements will help calm traffic on 4th Ave
- T.5** Some proposed improvement, particularly those involving lane removal, are dependent on the transportation analysis included in T.5

LU.6, R.1, R.5, and H.3

Street improvements encourage a healthy business environment and attract private investment

T.2 Explore traffic calming opportunities at intersections along 4th Ave SE.

Description and Intent

Traffic speed and noise was cited as a concern by members of the public throughout the DTS engagement process, particularly along 4th Ave, which is a main freight route to industrial operations on West Bay frequently used by large trucks. As several of the street repaving improvement projects will cross 4th Ave, there is an opportunity to implement traffic calming within the next six years. Improvements under consideration include sidewalk extensions at intersections, art and other amenities and perhaps a raised intersection, if determined to be feasible by the transportation analysis.

Key Relationships to Other Actions

- T.1** Opportunities for intersection improvements will come with near-term street repaving projects.
- R.1** Slowing traffic on 4th Ave will help Downtown feel safer.
- T.5** Transportation master plan
- D.4** Art theme would be beneficial on 4th and should coordinate with art and wayfinding plan.

Timeframe and Implementation

2017-2021

Lead

Public Works

Partners and Participants

- Community Planning and Development
- Intercity Transit
- Parking and Business Improvement Area Board
- Olympia Downtown Association

T.3 Update streetscape design guidelines in the Engineering Design and Development Standards (EDDS) for alignment with street function and character area recommendations.

Timeframe and Implementation

2017: Develop design guidelines for the Capitol to Market character area, as part of design work for Franklin and Legion

2018: Develop design guidelines for the Artisan/Tech character area, as part of design work for Jefferson.

2019-2020: Update design guidelines for the Capitol to Market character area, as part of design work for Washington and Capitol Way

Ongoing: Develop design guidelines for remaining character areas with development and or as opportunities arise.

Lead

Public Works

Partners and Participants

- Community Planning and Development
- Police and Fire Departments
- Bicycle and Pedestrian Advisory Committee
- Parking and Business Improvement Area Board
- Olympia Downtown Association

Description and Intent

Streetscape design guidelines establish the priority mobility function (i.e. walking, biking, transit, cars) the visual objective (i.e. traditional, historic, eclectic), and style of lighting, paving, furniture and landscaping in the streetscape. They guide both public and private sector investments. New guidelines will help set Downtown streets apart from other areas of the City, as well as enhance the five unique character areas within the Downtown. Street design guidelines for all character areas will be developed over time, as opportunities become available. The street improvements outlined in T.1 will provide a context to develop and pilot streetscape design concepts that can subsequently inform the EDDS update. The EDDS are updated on an annual basis.

Key Relationships to Other Actions

- D.1** Coordinate with design guidelines so each character area has compatible public and private realm design guidance.
- T.1** Streetscape design guidelines will be developed during the design phase of each of the street repaving project, and may subsequently be adopted into the EDDS.

T.4 Explore new and diverse funding options for future streetscape improvements and sidewalk repair and replacement.

Description and Intent

This action would focus on dedicated public funding as well as private funding opportunities (i.e., grants, partnerships) for streetscape improvements. Although exploring funding options is a step for any individual street project, this all-inclusive action may also identify resource for longer-term opportunities identified in the DTS.

Long-term opportunities are more fully described in the next section, and include:

- Sidewalk improvements on Thurston Ave, between Washington and Adams, to better connect East and West Bay.
- Improving Market and B and A Streets, between Capitol Way and Columbia, to better link Farmer’s Market to Percival Landing. (Opportunities are emerging with potential redevelopment in the permitting phase. Overall, the sea-level rise strategy will be crucial to the development of streetscape standards and improvements in the North Capitol Area.)
- Improving Union Ave. to be more multimodal, greener, more attractive, and better connected to the Downtown. (Opportunities for improvement may come with redevelopment.)
- South Capitol way street improvements, to serve as a gateway between Downtown and the Capitol Campus.
- Cherry Street Bike Corridor and Shared Street between 4th and State.
- Pedestrian connection improvements on Water Street.
- Improvements for residential streets in the SE neighborhood, to upgrade sidewalks and add more space for plantings and street trees.
- Pilot project to test the “flexible bollard street” concept.

Key Relationships to Other Actions

LU.6, R.1, R.5, and H.3

Street improvements encourage a healthy business environment and attract private investment

Timeframe and Implementation

Ongoing

Lead

Public Works

Partners and Participants

- Community Planning and Development
- Parking and Business Improvement Area Board
- Olympia Downtown Association

T.5 Develop a city-wide Transportation Master Plan.

Timeframe and Implementation

2017-2019: Development of a Transportation Master Plan

Lead

Public Works

Partners and Participants

- Community Planning and Development
- Intercity Transit
- Olympia Planning Commission
- Bicycle and Pedestrian Advisory Committee
- Parking and Business Improvement Area Board
- Olympia Downtown Association

Description and Intent

This effort will focus on creating a complete multimodal transportation system citywide, including a closer look at Downtown. It will incorporate DTS recommendations for longer term investment opportunities, including family-friendly bike connections, especially on Legion, Washington, Thurston and Cherry.

The Transportation Master Plan should include goals for reducing greenhouse gases, targets for mode split (the percentage of travelers or number of trips using a particular type of transportation) auto-dependency and single-occupancy vehicles, and prioritize transit, bike and walking modes.

Key Relationships to Other Actions

- T.1** Some new multimodal function and facilities with street repaving projects.
- T.2** Streetscape design guidelines will be developed and adopted into the EDDS ad hoc, with individual streetscape improvement projects.
- T.9** Incorporate latest plans for the 'Olympia Waterfront Route'.

T.6 Update the Downtown Parking Strategy – determine path forward for more convenient, available parking to support local business and residential needs.

Description and Intent

The City has initiated a 10 year strategic plan for the City's Parking System to ensure the parking system is being operated, managed and developed in a manner that helps to implement goals for Downtown, including increasing the Downtown population by 5,000 people over the next 20 years. Parking is an important issue for Downtown, and concerns about parking were consistently raised by stakeholders throughout the DTS engagement process.

Underway in 2016-2017, the parking strategy will:

- Be coordinated with the DTS and anticipate future needs;
- Evaluate projected changes in travel mode, management tools, the potential for structured parking, new technologies and, signage;
- Consider changes to how existing parking is managed, the amount of parking required for new development and the residential parking program.

Key Relationships to Other Actions

R.1 Adequate parking supports retail.

H.3 Flexible parking standards (i.e., not demanding too much parking) facilitates construction of housing.

Timeframe and Implementation

Note: Stakeholder meetings to be held throughout have not been scheduled yet.

- Project kickoff – October 2016
- Parking inventory and code audit – November 2016
- City data collection (records) – October 2016 - March 2017
- Develop information for public (postcard & website) – January/February 2017
- Field data collection – March 2017
- Data collection analysis – March-May 2017
- Public workshop – May or June 2017
- Parking garage/demand based pricing/wayfinding and signage/financial analysis/draft strategies matrix – April-July 2017
- Draft report – Fall 2017

Lead

Community Planning and Development

Partners and Participants

- Public Works
- Olympia Downtown Association
- Parking and Business Improvement Area Board
- Bicycle & Pedestrian Advisory Committee
- Port of Olympia
- Washington Center for Performing Arts
- Downtown residents
- Small Downtown retailers
- Major Employers & Headquarters
- Washington State Capitol Campus
- Downtown Neighborhood Association
- Real Estate and Development Community
- Chamber of Commerce
- Economic Development Council
- Visitor Convention Bureau
- Coalition of Neighborhood Associations

T.7 Prepare and adopt a Street Tree Master Plan to inform future street tree and streetscape plantings.

Timeframe and Implementation

2016: Street tree inventory

2017: Complete Street Tree Master Plan, and coordinate this effort with design of Franklin and Legion street improvements.

Lead

Community Planning and Development

Partners and Participants

- Public Works
- Olympia Downtown Association
- Parking and Business Improvement Area Board

Description and Intent

Street trees are an important part of the pedestrian realm. Mature street trees can be a tremendous asset to streetscapes by reducing noise, air and stormwater pollution; providing shade and wildlife habitat; increasing property values; slowing traffic; adding natural beauty and seasonal change to the urban environment. Today, street trees in Downtown Olympia vary significantly in both maturity and condition.

The Street Tree Master Plan will set the stage for urban forestry in Downtown and on 12 major arterials throughout the city. The aim is to plant the “right tree, right place” (i.e., plant trees that can thrive in our urban environment, enhance beauty, don’t overshadow architecture or traffic signals and won’t damage sidewalks). Another aim is to balance tree preservation with street function and other objectives. Successful future tree plantings in Downtown will depend on proper location, the use of design tools to expand soil volumes and growing space, and careful site preparation to facilitate the long-term healthy growth of street trees.

A street tree inventory completed in 2016 provides necessary data to inform protection, maintenance and replacement efforts

The Street Tree Master Plan will inform design of Downtown streets in T.1 as well as the EDDS update. The City will want to keep in mind that streetscape retrofits around existing trees can be complicated and limit design options, so there may be cases where complete replacement is warranted. Also, the way sea-level rise is addressed could limit street tree species, as many species cannot withstand salt exposure.

Key Relationships to Other Actions

T.1, T.2, T.3

Incorporate arborist recommendations into upcoming street designs and design guidelines

T.8 Complete an evening lighting audit to determine areas where more street and pedestrian lighting is needed. Share information with Downtown property owners and businesses leading to next steps for improved lighting.

Description and Intent

Nighttime lighting in the Downtown public realm, and particularly parking and pedestrian spaces, has been identified by business owners, theatre managers and members of the public as a concern in Downtown. In 2016, the City finished Phase 2 of an alley improvement effort, which among other things resulted in pedestrian scale lighting and LED retrofits to a number of alleys locations that were not sufficiently lit to provide pedestrian comfort and safety at night.

A comprehensive lighting audit of public spaces Downtown would be helpful to identify areas where more lighting is needed, as well as address where existing lighting could be more efficient, and opportunities to upgrade to LED lighting. This effort would include streets, crosswalks, alleys (not yet addressed by previous alley lighting actions) and parking lots.

Key Relationships to Other Actions

D.1 Coordinate with lighting requirements in design guidelines

T.1, T.2, T.3

Conduct lighting audit ahead of upcoming street design projects, if possible, so that results can be incorporated into the designs

Timeframe and Implementation

2016: Alley lighting improvements are nearly complete, and have resulted in upgraded lighting in several locations around Downtown.

Leads

- Community Planning and Development
- Public Works

Partners and Participants

- Olympia Downtown Association
- Parking and Business Improvement Area Board
- Downtown theaters

T.9 Convene the partners and coordinate next steps for improving and marketing the 'Olympia Waterfront Trail'.

Timeframe and Implementation

2018-2019

Lead

Parks, Arts, and Recreation

Partners and Participants

- Community Planning and Development
- Public Works
- Port of Olympia
- Parking and Business Improvement Area Board
- Olympia Downtown Association
- Olympia Yacht Club
- State Capitol Campus

Description and Intent

Identified in the City's 2016 Parks, Arts and Recreation Plan, as well as the Regional Trails Plan, this 6.2 mile pedestrian (and in some places bicycle) route along the shoreline extends from West Bay, around portion of the Port Peninsula, along East Bay to Priest Point Park. Also called the "Big W" trail, most of the shoreline needed to complete the trail is now in public ownership.

Next steps include exploring opportunities to:

- Enhance existing segments of the route, and complete any missing segments.
- Create seamless bicycle access along the entire route.
- Connect the trail to:
 - West Bay Park;
 - Heritage Park via a sidewalk trail along Water St and;
 - Proposed pedestrian improvements along Thurston Ave.
- Encourage waterfront recreation and tourism.
- Consider how the trail relates to a sea level rise response.

Key Relationships to Other Actions

LU.1 Coordinate with sea level response plan

LU.2 Coordinate with isthmus plan

LU.4 Coordinate with waterfront recreation enhancement

T.5 Coordinate with the city-wide Transportation Master Plan

R.4 Completing and promoting this route will benefit tourism

STREETSCAPE QUALITY WITHIN THE CHARACTER AREA FRAMEWORK

A street's "streetscape" refers to the composition of landscaping, paving, lighting, furniture, artwork and other features. The streetscape can have a significant effect on the attractiveness of an area, pedestrian activity, civic and cultural life, and the retail sales of local businesses. This Strategy addresses these objectives, in part, by recommending streetscape design concepts that complement the envisioned design character and activities of near-by surroundings.

As described in the Guiding Framework section, five "character areas" have been identified in order to accentuate the variety and richness of physical settings and human activities within Downtown. (See Volume 1 - "Concept" on page 7.) This character area framework provides a useful basis for identifying the most appropriate type of streetscape character for each street. It also helps to ensure that the streetscape character meshes well with the architectural character as guided by the design guidelines in the Design Element.

Street Character

CAPITOL TO MARKET (CTM)

- █ Capitol Way S
- █ Washington and Legion - CTM festival streets
- █ Core CTM Area
- - - CTM Transition*
- █ South CTM Area

ARTISAN/TECH & ENTERTAINMENT

- █ 4th Ave - Entertainment
- █ Jefferson St SE
- █ Artisan/tech
- █ Thurston Ave - Pedestrian Trail Connection

WATERFRONT

- █ Water Street
- █ Waterfront Shared Streets

SE NEIGHBORHOOD

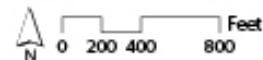
- █ Union Ave - Neighborhood Commercial/Gateway
- █ Neighborhood

OTHER STREETS

- █ 4th Ave - West**

* Dashed streets indicate a transition to another character area, or a hybrid street that expresses elements from multiple character areas.

** Recommend setting character for the segment of 4th Ave west of Washington as part of Isthmus Planning.



The general streetscape design concept for each character area is summarized below and more specific recommendations are presented in the subsequent Streetscape Design Recommendations section.

- **Capitol to Market:** Reinforce the historic character of the core of Downtown and strengthen the visual connection between the Campus, the Core, the Market by creating an active retail streetscape with unifying streetscape materials and furnishings.
- **Artisan/Tech:** Encourage a robust and varied streetscape that integrates old and new, makes use of existing materials and streetscape elements where feasible, and encourages creative uses of the public realm.
- **Waterfront:** Connect Downtown streetscapes to the waterfront through the use of the furnishings and streetscape elements used at Percival Landing, and the integration of other marine themes and materials.
- **Entertainment District:** Emphasize a lively pedestrian-oriented streetscape with active nightlife. Art will serve as the main unifying element on streetscapes.
- **South East Neighborhood:** Promote pleasant, well-landscaped streets with street trees and wide, inviting sidewalks. Residential uses will predominate, with some local commercial opportunities along Union Ave.

The Street Character map identifies the character areas and streets with specific design guidance.

STREETSCAPE DESIGN RECOMMENDATIONS

Designs proposed in this section reflect a conceptual level of design, and will require further analysis to determine feasibility. It is anticipated that the design phases of future street improvement projects will further refine, and in some cases change, the design concepts shown here. Upcoming analysis and design phases will also account for transit operation efficiency in the all roadway reconfigurations, and the addition of facilities including, but not limited to, bulb outs, stop placement, and pull-outs for stops versus in-lane bus stops.

Conceptual streetscape elements and furnishings were identified through the DTS process, and are referenced in the following pages. The complete Streetscape Palette is included as [Appendix E.1](#). This conceptual palette is intended to establish the desired design character for Downtown streets, and inform the design of future streetscape improvement projects, where the final materials and elements will be selected.

Capitol to Market - Character Area Standards

Streets in this area should provide robust pedestrian amenities for visitors, business patrons and residents. Existing curb bulbs at intersections should be updated with new paving to provide pedestrians additional space, and new curb bulbs should be considered, including midblock bulbouts at alleys. Expanded midblock site furnishings zones and parklets in key locations may provide further opportunities to extend the pedestrian realm.

Consistent street and pedestrian lighting is important along all streets throughout the Capitol to Market character area to encourage pedestrian activity at all hours. Street furnishing styles should reflect a “classic main street” theme, and be made from high-quality materials that complement the historic early 20th century architectural context, particularly within the Downtown core. Typical furnishings may include benches, bike racks, trash receptacles, seating walls, artwork and wayfinding.

Unless otherwise specified, streetscape furnishings and infrastructure will draw from the following character palette.

Streetscape Palette

- Lighting: SL-1, PL-1, PL-2
 - *Optional pole treatments include banners, artwork and flower baskets.*
- Paving: SW-1, CW-1, CW-2, AP-1, AP-2
 - *Standard concrete sidewalk (path of travel) with accent paving treatment in site furnishing zone between curb and sidewalk trees where property owner initiates, or to provide additional air and water to the roots.*
 - *Where room allows (generally where the sidewalk is greater than 14' wide) provide paving differentiation in frontage zone, between sidewalk and building.*
- Furnishings: B-1, BL-1, BR-1
- Streetscape Plantings: SP-1, SP-2, and SP-5. SP-6 south of Legion Way only.
 - *Provide enhanced street plantings into curb bulbs, including trees per the recommendations of the Street Tree Master Plan. Maintain low vegetation at intersections for safety sightlines.*
 - *Consider opportunities for green stormwater infrastructure in southern blocks of Capitol to Market Area that do not have potential for sea level rise inundation (generally south of Legion Way.)*

Select images from the Capitol to Market streetscape palette



See Appendix E.1 for more details.

Capitol to Market - Near-term opportunities

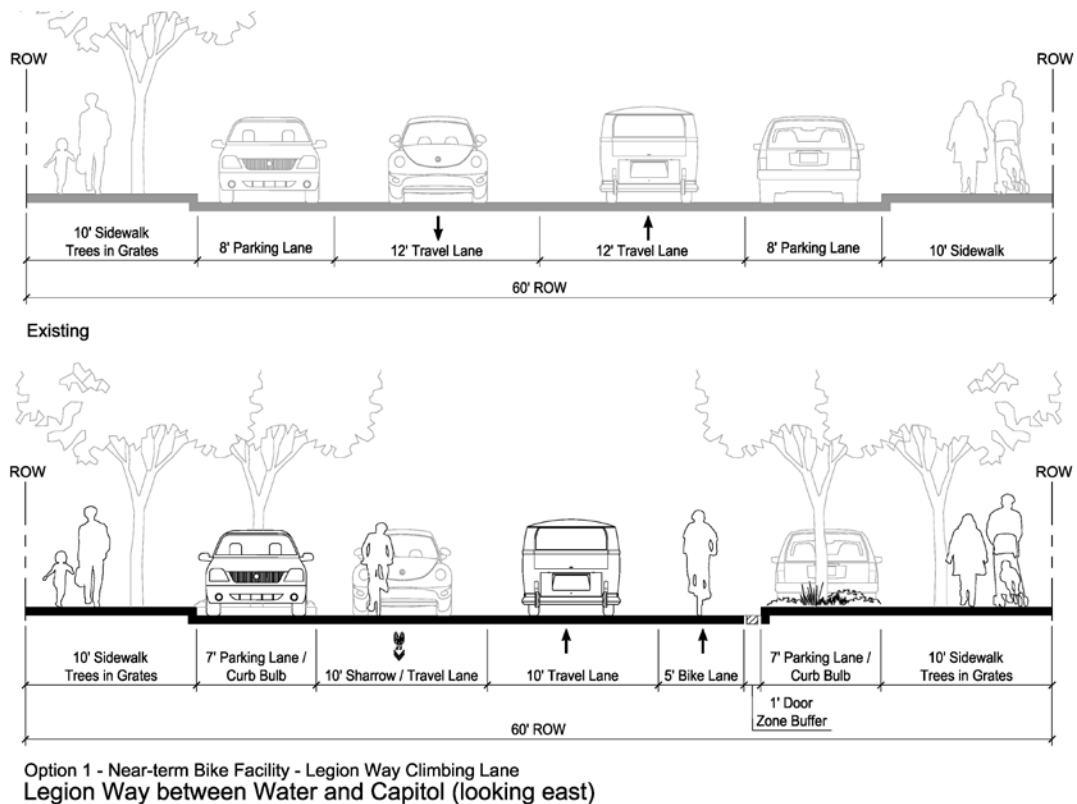
Improvements on the following CTM streets are planned in the next 6 years.

Legion - Water St. to Capitol Way

Functional Characteristics

The strategy for the future design of Legion Way between Water Street and Capitol Way focuses on improving a key pedestrian connection between Downtown and Capitol Lake and improving this segment as an east/west bicycle connection. This segment of Legion Way connects the core of Downtown and Sylvester Park to the waterfront, Capitol Lake and Heritage Park. This segment of Legion also serves as an important east/west bicycle connection for people travelling between the west side of Olympia and Downtown.

One option for this section of Legion, shown in the section marked Option 1 below, narrows the travel lanes to accommodate an eastbound bicycle climbing lane and adds curb bulbs to extend and enhance the pedestrian realm. Westbound bicyclists would share the lane with vehicles (as indicated by the sharrow -- on-street markings that indicate where lanes are to be shared by cyclists and drivers) due to the downhill slope in the westbound direction along this segment.

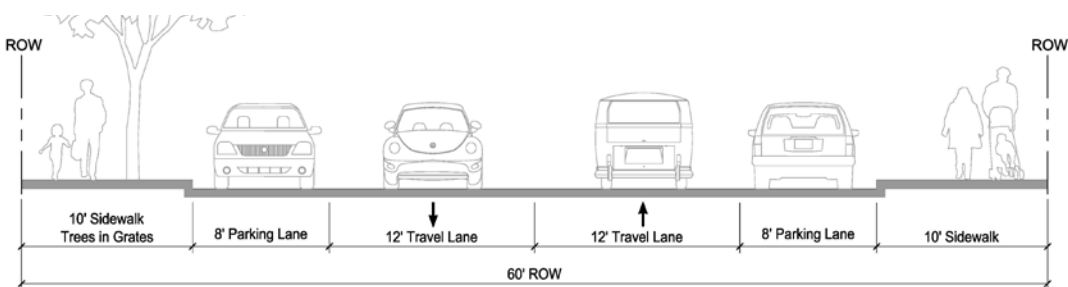


A second option, shown in the section marked Option 2 below illustrates an alternative proposed street section for this segment of Legion that creates a parking-protected eastbound climbing lane and a westbound bike lane. This design eliminates parking along the north side of Legion to accommodate a westbound bike lane, thus may be something the City opts to explore at a later date when there is more structured parking in the area. The bike lane alignment along the curb may constrain the opportunity for curb bulb plantings, the parking lane along the south side of Legion could incorporate planting islands to enhance the streetscape and create a park-like streetscape connection to Sylvester and Heritage Parks.

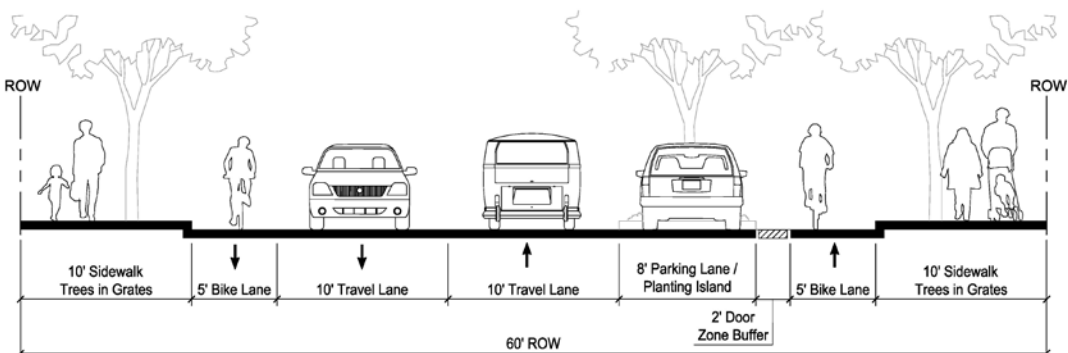


Image illustrating a "sharrow" street marking and a bike lane.

(Photo courtesy NACTO Urban Bikeway Design Guide)



Existing



Option 2 - Parking Protected Climbing Lane
Legion Way between Water and Capitol (looking east)

Streetscape Characteristics

The primary objective of the redesign of Legion Way west of Capitol Way is to continue aspects of festival street character on Legion Way from the heart of Downtown to Heritage Park and the waterfront. A consistent visual character will help draw pedestrians and bicyclists between these two Downtown activity centers. Catenary lighting could be continued West of Capitol Way, to connect Heritage Park and the proposed festival street segment on Legion adjacent to Sylvester Park.

While Legion west of Capitol Way will have curbs, this segment could apply similar paving materials and accents to continue the visual character the Legion festival street.

Streetscape Palette

- All per CTM standards
 - *Explore opportunities to connect to festival street elements and materials.*

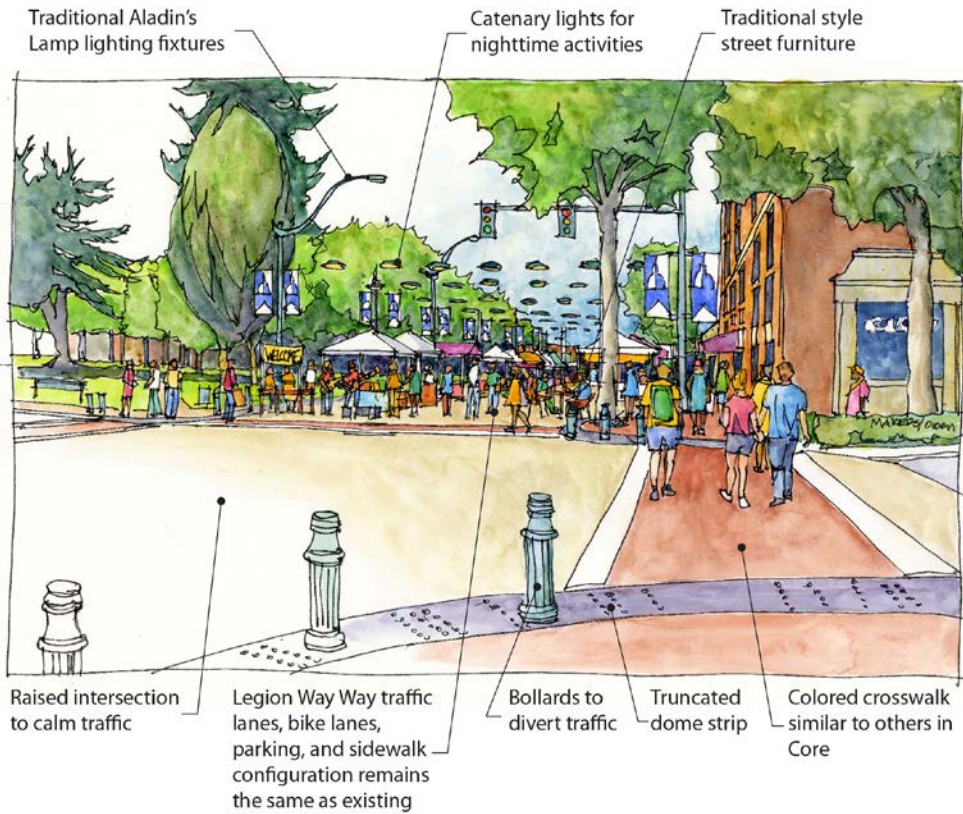
Legion Improvements East of Capitol Way (A Festival Street)

Functional Characteristics

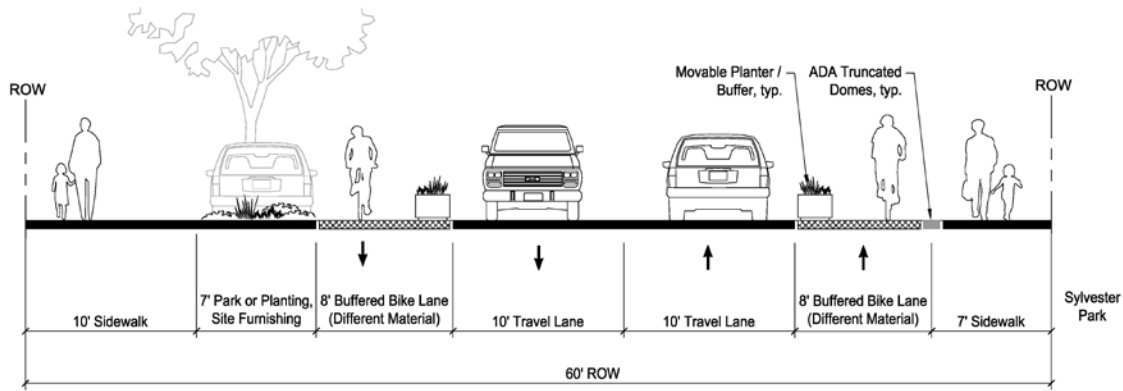
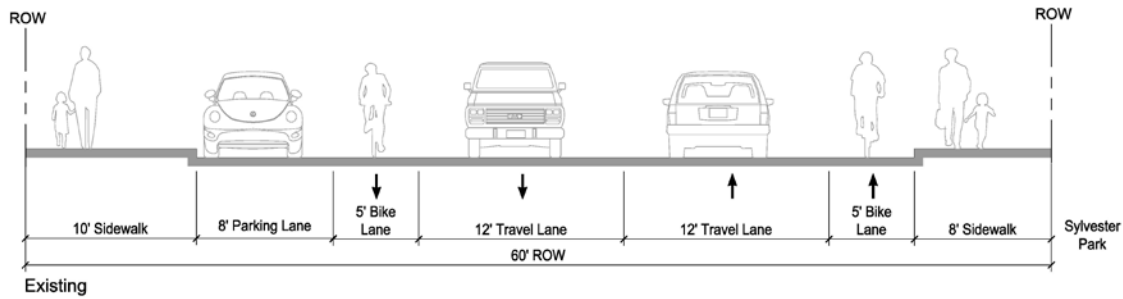
Legion Way, between Capitol Way and Washington, provides an opportunity for a festival street; a street that can be periodically closed to vehicles and used for special events. A curbless or low rolled curb street design will allow easy use of the street as a public open space. With this configuration, the street can accommodate street fairs and markets, and provide spill-over space during events at Sylvester Park or adjacent buildings. The curbless street design offers a relatively level ground-plane between the street and the sidewalk, while different paving materials or striping define vehicle, bicycle and pedestrian lanes during non-event times. The section at right illustrates a conceptual design for a Festival Street on Legion Way.

When not used for special events, the street would provide multimodal access typical along the non-festival segments of the corridor, but maintain the traffic calming effect of the curbless or rolled-curb profile. Paving treatments and other design features could help encourage slower vehicular speeds. Legion is a bike route through Downtown, and bikes lanes could be differentiated by the use of a separate paving material or prominent striping.

The Legion festival street will be implemented as a pilot project, allowing the City to study and then field-test the design. There may be an opportunity to extend the festival street concept to Washington as part of that street repaving effort. (See Washington Street Bikeway and Festival Street section below.)



Artist rendering of the Legion Way Festival Street segment.



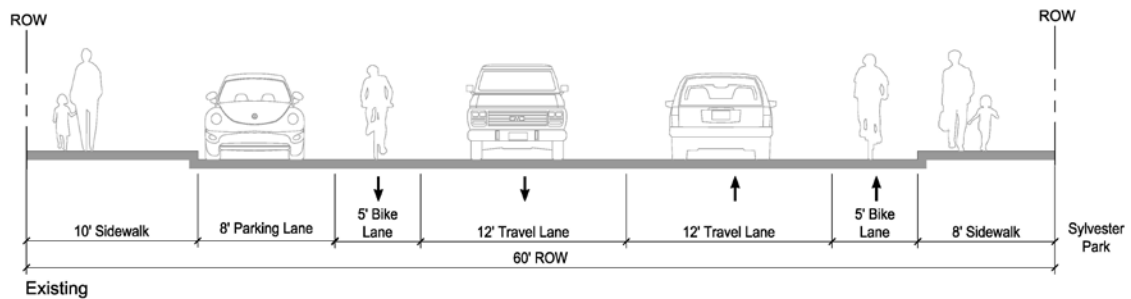
Festival Street with Buffered Bike Lanes
Legion Way (between Capitol and Washington)

East of Washington, Legion would switch to a traditional curb, but maintain the multimodal traffic mix established on the Festival Street segment. The section below of Legion between Washington and Franklin illustrates how the narrowed travel lanes would continue east of Washington, a buffered bike lane would formalize the separation of bike and vehicles along the corridor. Curb bulbs could also be installed along this segment due to the presence of the parking lane along the north side of Legion.

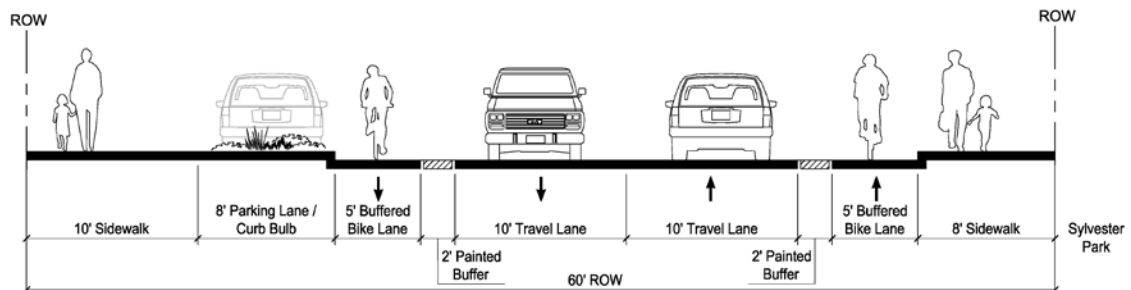
Streetscape Characteristics

The festival street segment should be designed with utmost flexibility to accommodate closing the street for events. While streetscape elements should be drawn from the Capitol to Market character palette, they will distinctly reinforce the concept of the street as a flexible and celebratory space. Well-designed pedestrian lighting can help encourage pedestrian activity at all hours. Catenary lighting adds a celebratory character to the space, and could be installed on both Legion and Washington to encourage the feeling of a continuous space.

Site furnishings along the festival streets should be minimal and movable to accommodate utmost flexibility for the space to be closed to cars and rearranged for public events. Street trees and plantings should also be located and spaced to accommodate special events and large groups of people. A raised intersection across Capitol Way S could provide a gateway opportunity into Downtown, though the feasibility of this concept would need to be fully tested during the project’s design phase.



Existing



Enhanced Buffered Bike Lanes
Legion Way (between Washington and Franklin)

Streetscape Palette

Potential opportunity to coordinate on a palette for Sylvester Park during design of Legion Way. A water source to support event uses may be needed on the festival street segment between Capitol and Washington.

- Lighting: SL-1, PL-1, PL-2. PL-6 on festival street segment.
- Paving: SW-1, CW-1, CW-2. AP-2 and DW-1, particularly on festival street segment.
- Furnishings: B-1, BL-1 and BR-1. AS-2 on festival street segment.
- Street Plantings: SP-1 and SP-2. SP-7 possible on festival street segment.

Select images from the Legion Way streetscape palette



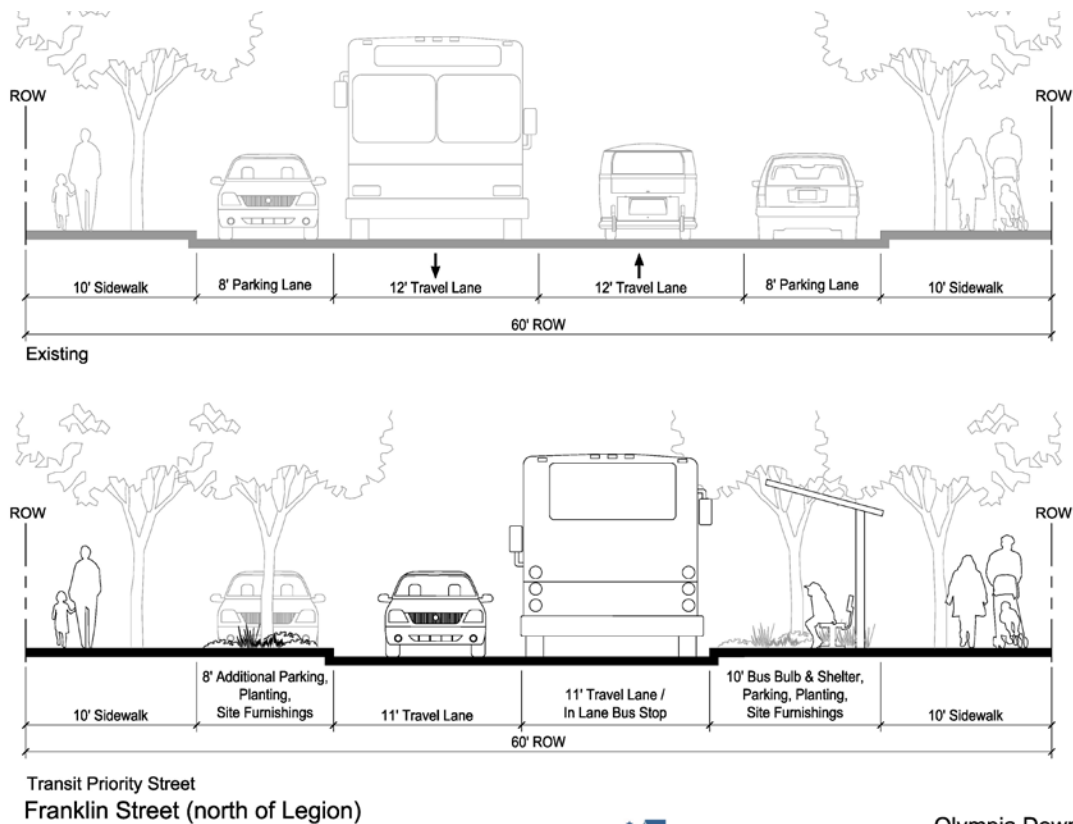
See Appendix E.1 for more details.

Franklin - Transit Street

Functional Characteristics

The proposed design of Franklin St north of Legion Way focuses on creating a transit priority street that will accommodate heavy bus traffic and improve pedestrian access to bus stops.

The Franklin Street section shown below illustrates a conceptual street section that incorporates a bus bulb with a bus shelter, seating and plantings as well as narrowed travel lanes for in-lane bus stops. Additionally, planted curb bulbs with site furnishings improve pedestrian crossings and sightlines while creating pedestrian amenity zones. The plantings will also help green the street, and improve the streetscape aesthetics for pedestrians and transit riders.



Streetscape Characteristics

The primary objective of the redesign of Franklin St is to support transit efficiency and improve the quality of the pedestrian experience. Between Legion Way and Thurston Ave, streetscape elements along Franklin should reinforce the civic, historic character of the CTM area and provide more greenery. As a main transit route through Downtown, transit shelters may provide opportunities to further enhance the street's identity.

As Franklin Street moves north into the Artisan/Tech Area and south into the SE Neighborhood area, the streetscape element may shift to reflect the surroundings, match the uses of adjacent buildings, and take advantage of site opportunities (i.e. landscape, gateways, GSI, etc.)

Streetscape Palette

- Lighting: Per CTM standard*
- Paving: Per CTM standard*
- Furnishings: BR-1, AS-4, BS-1, BR-1
- Streetscape Plantings: Per CTM standard*

*May transition to AT palette elements north of Thurston and SEN palette elements south of 7th.

Select images from the Franklin Street streetscape palette



See Appendix E.1 for more details.



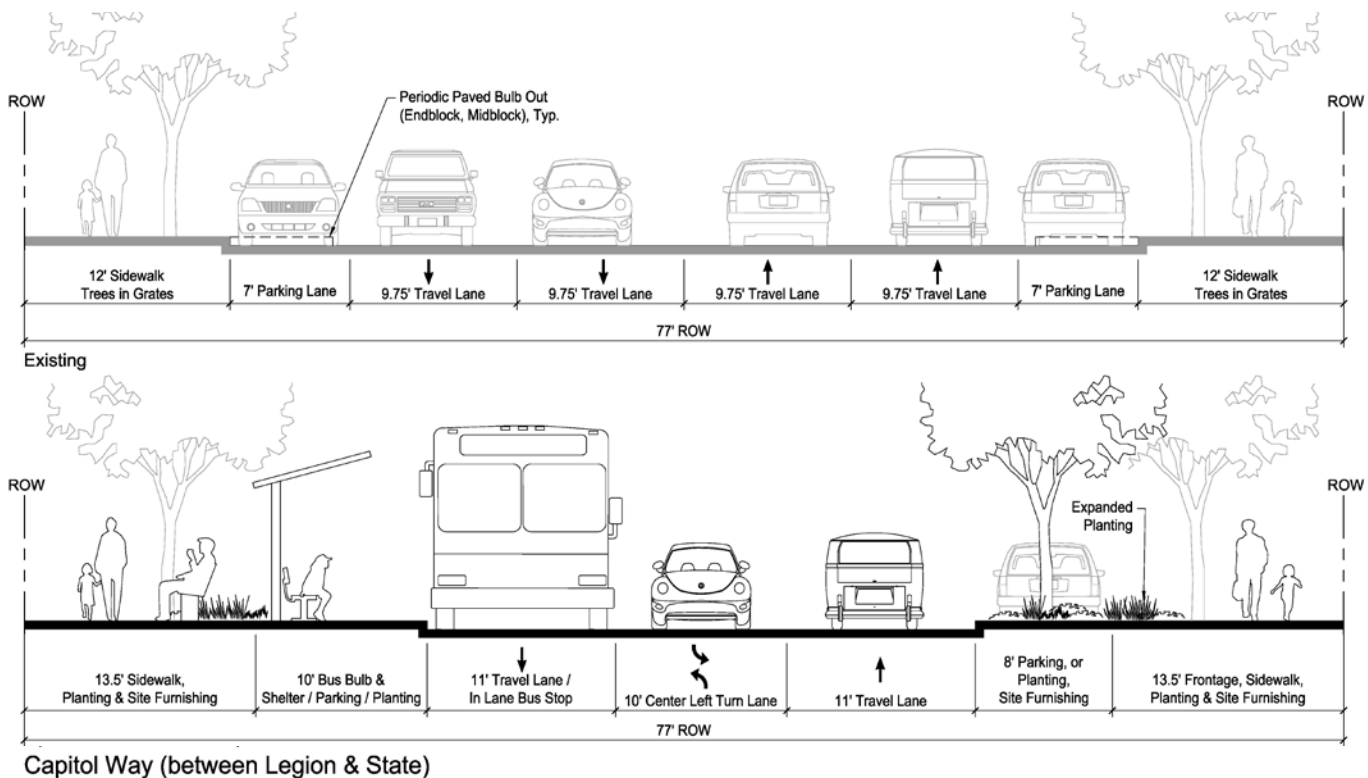
Capitol Way

The recent study *Greening Capitol Way* identified that Olympia stakeholders “strongly” felt Capitol Way should have a distinctive character with identifiable materials and details, creating a signature Downtown character. Goals identified by the study included reducing traffic speeds, increasing landscaping, circulation and open space areas.

Functional Characteristics

The strategy for the future design of Capitol Way focuses on creating a mix of mobility function for pedestrians, transit and vehicular traffic and parking.

The Capitol Way section shown below illustrates a proposed street section that reconfigures the lanes on Capitol Way from four through lanes to two through lanes and a center left turn lane. A traffic study is underway to confirm that such a reconfiguration is feasible. For example, the location of left-turn pockets and in-lane bus stops must be evaluated for feasibility. This proposed lane configuration would match the existing lane configuration of Capitol Way north of State Ave. Due to the Capitol Way’s significance as a transit route and core retail street, loading zones, in-lane bus stops and left turn movements must be addressed as a part of the redesign.



This reconfiguration achieves the goals expressed for Capitol Way including calming vehicular traffic and increasing sidewalk and site furnishing areas. In-lane bus stops avoid transit delays (due to re-entering traffic) and allow for generous bus waiting zones. The lane reconfiguration allows for wider sidewalks, which can better accommodate heavy pedestrian traffic. These enhanced sidewalks can be broken into four distinct zones: a parking and parking step-out zone, landscape/furniture/transit zone, pedestrian zone (dedicated to movement along the street) and frontage zones (for business entry, signboards, planters etc.) Cues to these zones can be provided using paving materials/ finishes and score joints, site furnishings and plant materials.

Due to the transit and pedestrian priority of Capitol Way and the identification of Washington St as the priority north/south bicycle route, no on-street bicycle facility is provided along Capitol Way.

Streetscape Characteristics

The primary objective of the redesign of Capitol Way is to create Olympia's signature street with an inviting pedestrian experience and visual continuity from the Capitol Campus through Downtown to the market. Consistent street light, including pedestrian lighting, and street trees, the primary visual feature, will unify the corridor. Other elements, including streetscape furnishings and paving should complement the character of the historic core. These elements should be drawn from the Capitol Way character palette.



Artist rendering of some conceptual street improvements for Capitol Way.

Select images from the Capitol Way streetscape palette



See Appendix E.1 for more details.

Streetscape Palette

- Lighting: Per CTM standard
 - Color bands or decorative pole treatments could set this corridor apart and add visual continuity.
- Paving: SW-1, SW-2, CW-1, CW-2, AP-1, AP-2
 - Accent paving treatments can help distinguish the parking, landscape, pedestrian and frontage zones.
 - Opportunities for Capitol Way to have its own paving accent treatments, to distinguishing this corridor from the rest of Downtown.
 - Consider for special crosswalk treatment.
- Furnishings: Complement CTM standards and AS-4, BL-1, BS-1, BR-1
 - Unique to Capitol Way but complement the clean, classic furnishings of the CTM.
 - North of State S, benches and other seating opportunities are important for pedestrian senior residents and users of senior services.
- Streetscape Plantings: SP-1, SP-2, SP-5,
 - Expanded site furnishing areas and curb bulbs provide opportunity for signature plant palette.
 - In the southern segment of Capitol Way, south of Legion Way, GSI may be feasible along the roadway or in curb bulbs.
 - Consider installing a center planted median in Capitol Way north of State Ave to improve the safety and quality of street crossings for seniors.
 - Capitol Way could have its own streetscape palette.
- Artwork or Special Features:
 - The intersection of Capitol Way and Legion Way is an opportunity to create a gateway into Downtown. (Planted curb bulbs that incorporate art, raised intersection at Legion, etc.)
 - Unique transit shelters could add to this street's identity.
 - Wayfinding kiosks and/or other signage should be located along Capitol Way.

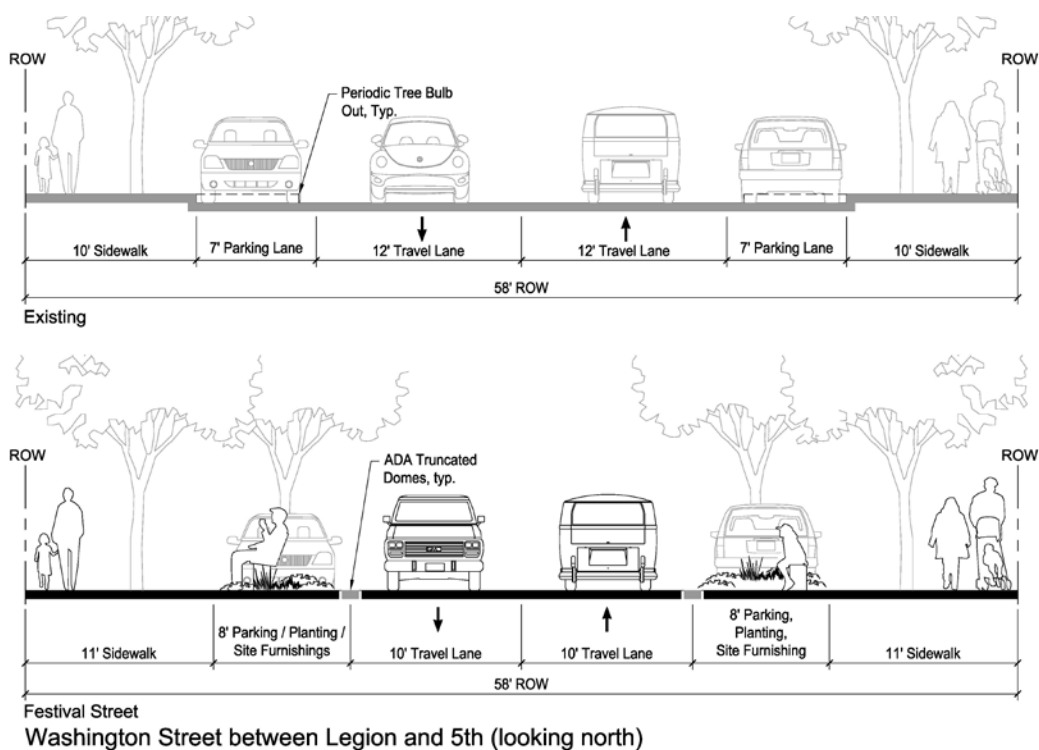
Washington Street Bikeway and Festival Street

Functional Characteristics

The strategy for the future design of Washington Street focuses on creating a pedestrian and bicycle priority street with enhanced sidewalk zones and protected bike lanes. Washington Street has been identified as a family-friendly, low-stress north/south bike route through Downtown. Running continuously from the Capitol Campus to the Market, Washington St links important Downtown destinations and connects to existing east/west bike routes.

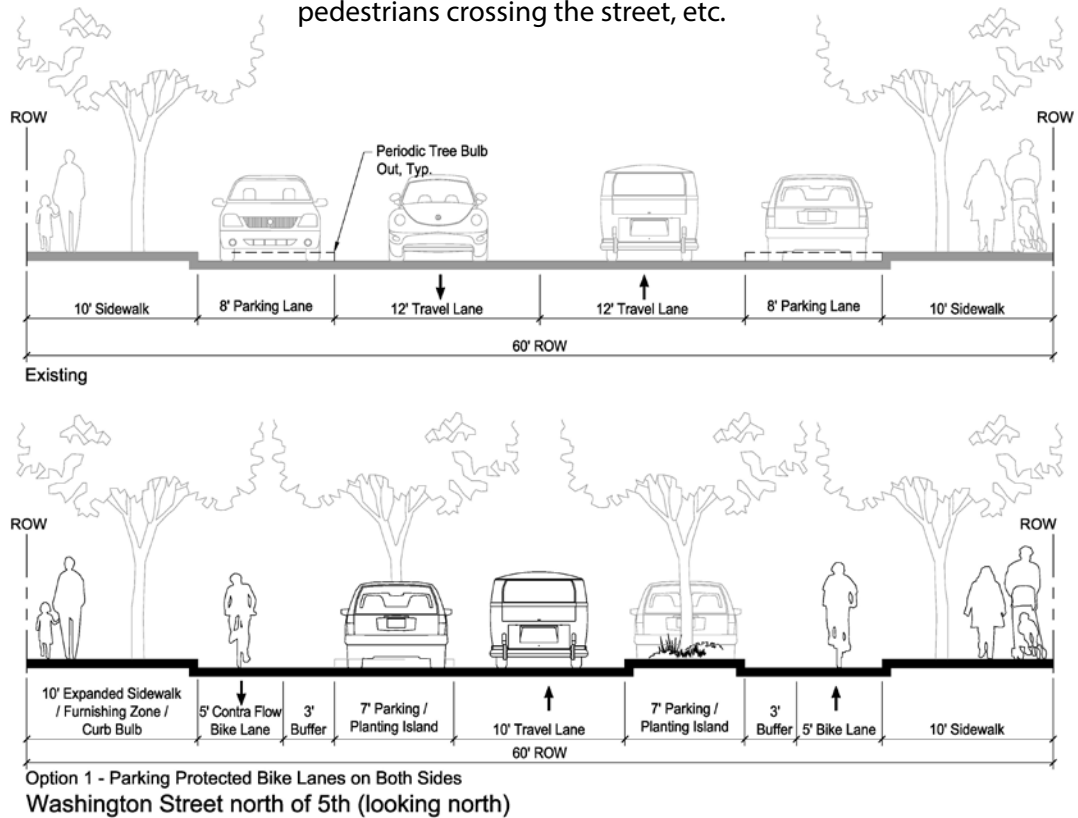
Designs proposed for Washington Street are still at a conceptual level, and will continue to be analyzed and refined by City staff and design engineers over the next several years. Traffic analysis, currently underway, will help determine feasibility. Upon completion on this analysis, a detailed design phase will consider all design modes, and allow for further input from City staff, stakeholders and the general public.

As shown in the section below, Washington St between Legion and 5th should function as a festival street with all users sharing the space at slow speeds during special events. This N-S festival street segment would connect to and share design elements with the E-W proposed festival street on Legion. Bicycle traffic would flow through the street in a similar manner as is proposed for the festival street segment on Legion. Special consideration will be given to the ongoing needs of the Washington Center for Performing Arts; for example to ensure there is still staging area for buses.



North of 5th Ave, Washington would employ parking protected bike lanes to create a low-stress bike connection with physically separated space for people riding bicycles. In the vicinity of the Olympia Transit Center, special consideration will be given to the design to minimize bike and bus conflicts.

The section of Washington Street north of 5th illustrates the reconfiguration of the street from a two-way street with one lane in either direction to a one-way street with one northbound lane. The proposed lane configuration would allow space for bike lanes on either side of the street protected by parking lanes. While the bike lane alignment along the curb somewhat constrains the opportunity for curb bulb plantings, the parking lanes along Washington could incorporate planting islands to enhance the streetscape and provide refuges for pedestrians crossing the street, etc.



Streetscape Characteristics

The primary objective of the redesign of Washington north of 5th is to create a low-stress north/south bikeway while enhancing the pedestrian environment along this key Downtown retail street.

Streetscape Palette

- Lighting: SL-1, PL-1, PL-2, PL-6 (option for festival segment)
- Paving: Per CTM standard
- Furnishings: BR-1, BR-2, BR-3
- Street Plantings: SP-2 and SP-7

Capitol to Market – Long-term Opportunities

The following street concepts may be further studied and/or implemented as opportunities (redevelopment, grant funding, etc.) become available.

Core Capital Area Streets and South Capitol Area Streets

The Core and South Capitol area streets include the cross streets around Capitol Way roughly between Olympia Avenue and 11th Avenue. See the Street Character Map in this chapter for extents.

Functional Characteristics

The south Capitol area streets should function as local access streets and provide pedestrian connections between the Capitol Campus, Downtown, and the SE neighborhood.

Streetscape Characteristics

The primary design objective of these streets is to provide both a visual and functional connection and gateway opportunities between the Downtown core, the Capitol Campus, the waterfront, and the SE neighborhood.

Streetscape Palette:

- All per CTM standards

Select images from the Washington Street streetscape palette



See Appendix E.1 for more details.

Artisan/Tech – Character Area Standards

Streets in this area should accommodate a mix of uses, including employment, arts, artisan manufacturing and entertainment. Artisan/Tech (A/T) uses in adjacent buildings may spill onto enhanced frontage zones that accommodate public activities, such as temporary sidewalk seating, special events, etc. Streets within the A/T character area should allow for these “spill over” activities by creating public space in the form of curb bulbs at intersections or a flexible parking lane to allow for an enhanced building frontage zone along sidewalk. Utilitarian furnishings made from durable, “warm-industrial” materials (natural finish or weathered wood, metal, etc.) should complement the “workshop” character of the area.

Curb bulbs offer the primary opportunity to add landscape elements to the streetscape, and add space for pedestrians. Street improvement projects in this area should make the most of the curb bulb, where they aren’t limited by narrow sidewalk widths and driveways. Employing curb bulbs at intersections may allow for taller, broader street trees, and additional space for outdoor pedestrian activities.

Opportunities for creative, artistic detailing should be explored and encouraged throughout the character area. Unless otherwise specified, streetscape furnishings and infrastructure will draw from the following character palettes:

Streetscape Palette

- Lighting: SL-1, SL-2, PL-1
 - *Optional pole treatments include color banding, banners, artwork and flower baskets.*
 - *A lighting audit is especially needed in this area, as there are many streets that feel dark and unwelcoming at night.*
- Paving: SW-1 and CW-1. AP-1, AP-2 in special areas.
 - *Accent paving treatments are optional, in special locations.*
- Furnishings: B-3, AS-2, AS-3, BL-3, BR-1, BR-2
- Streetscape Plantings: SP-1, SP-2, SP-4

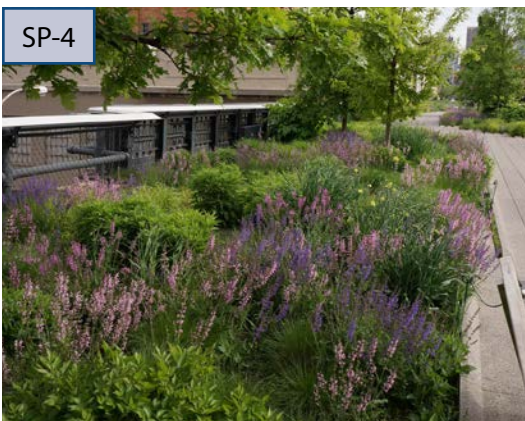
Select images from the Artisan /Tech streetscape palette



B-3



SP-4



See Appendix E.1 for more details.

Artisan/Tech – Near-term Opportunities

Improvements on the following A/T street are planned in the next 6 years.

Jefferson Street

Functional Characteristics

The strategy for the future design of Jefferson Street focuses on continuing to accommodate the mix of modes including pedestrians, rail, vehicle and truck access to parcels throughout the area.

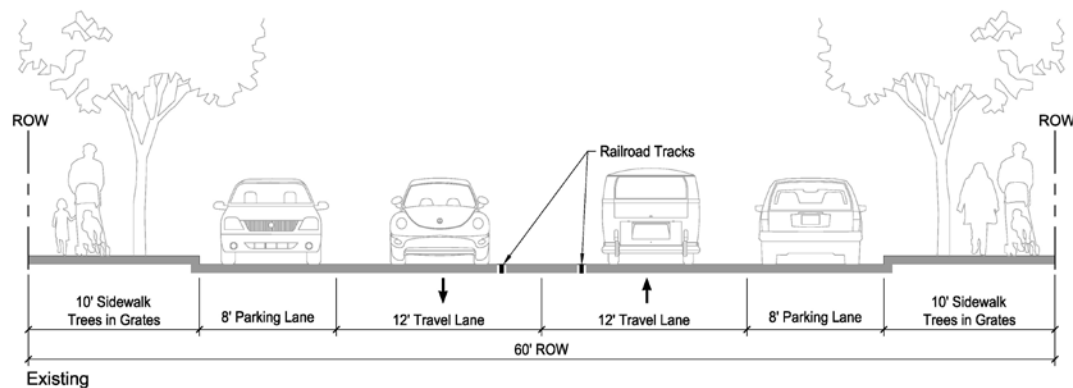
The section of Jefferson Street below illustrates the existing ROW allocation along Jefferson Street. Given the working/ industrial character of the A/T area, improvements to Jefferson are concentrated on the addition of curb bulbs at key locations/ intersections, to provide space for street trees and landscape, and/or pedestrian amenities. Where street improvement projects allow for adjustments to the curb, the parking lanes could be reduced by one foot, and added to the sidewalk. The 12' vehicular travel lanes should be maintained, to accommodate truck access. Where there is interest from local businesses, parklets allowed in the parking lanes could provide additional pedestrian spill-over space.

Streetscape Characteristics

Streetscape furnishings and pedestrian amenities on Jefferson Street will follow the Artisan/Tech area character palette. Curb bulbs will offer additional space for pedestrian circulation and planting.

Streetscape Palette:

- All per A/T area standards



Jefferson Street (north of Legion)

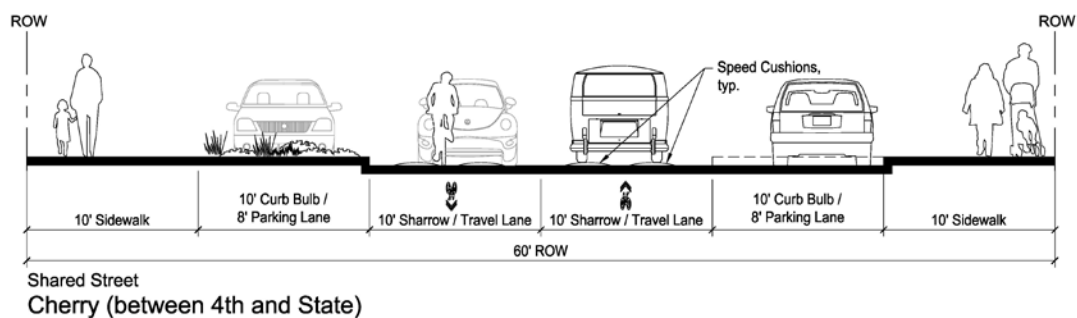
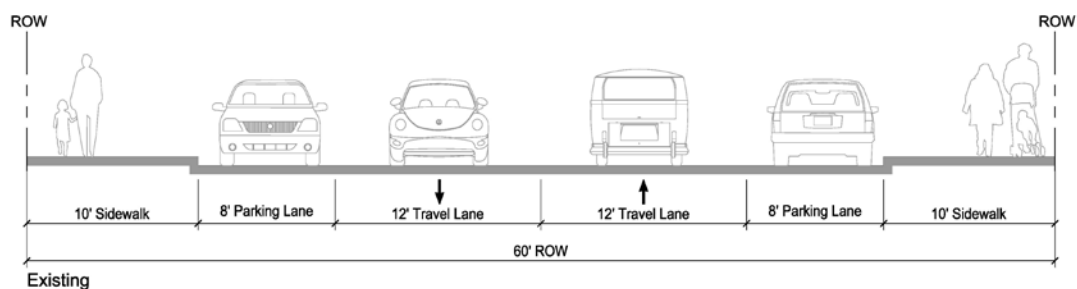
Artisan/Tech – Long-term Opportunities

The following street concepts may be further studied and/or implemented as opportunities (redevelopment, grant funding, etc.) become available.

Cherry Street Bike Corridor and Shared Street between 4th and State

Functional Characteristics

Cherry Street should function as a low stress bike corridor between the existing 7th Ave bike corridor and 4th Ave. This will create continuous loop bike route from the 7th Ave bike corridor that connects the neighborhoods east of Plum Street to Downtown and, upon redevelopment of the State Street site, to the Children’s Museum and the LOTT Wet Center. Future redevelopment of the State Street site should incorporate a bicycle and pedestrian connection to complete the loop from the 7th Ave bike corridor, along Cherry to the east/west bike route along Olympia Ave/Thurston Ave connecting to Percival Landing and the waterfront. Cherry Street between 4th and State could be redesigned as a curbsless shared street – where traffic volumes are low and bikes and pedestrians can safely mix with slow vehicular traffic -- including a raised intersection at 4th and Cherry. Cherry in the vicinity of 4th Ave passes through the Entertainment area of Downtown characterized by lively sidewalk activity throughout the day. A segment of shared street would enhance the pedestrian uses, including the existing parklet. A raised intersection could calm traffic along 4th as vehicle pass through this lively, pedestrian-oriented area of Downtown.



The section of a shared street on Cherry (see previous page) illustrates a design concept that adds traffic calming treatments so that Cherry may serve as a bike corridor. These treatments prioritize the through north/south movement of people walking and riding bicycles. Stop signs for the streets crossing Cherry give through movement on the bike corridor priority and calms vehicles crossing or entering the corridor. Speed cushions maintain slow vehicular speeds along the corridor while allowing people riding bicycles to pass through unimpeded. Curb bulbs at intersections improve sightlines, shorten pedestrian crossing distances, tighten turning radii and narrow the optical width of the roadway. The existing signalized crossing at 4th Ave will allow people riding bicycles along the corridor to safely cross the busy street.

Streetscape Characteristics

Streetscape furnishings and pedestrian amenities on Cherry will follow the Artisan/Tech area character palette. Curb bulbs will offer additional space for pedestrian circulation and planting. As it is a bike corridor, additional bike facilities (racks, fix-it stations, etc.) may be necessary.

Streetscape Palette

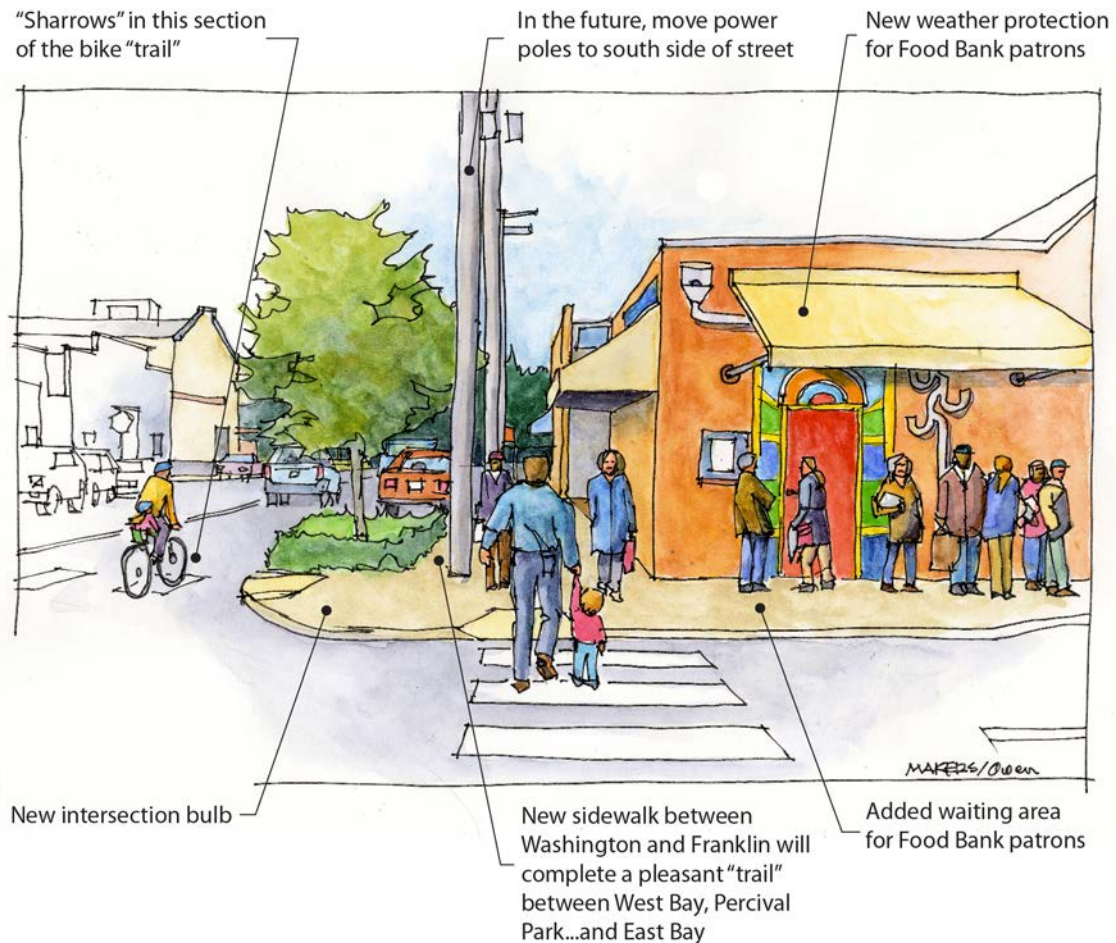
- All per A/T area standards

Thurston Avenue

Functional Characteristics

The primary objective for Thurston is to provide a safe, comfortable pedestrian and bicycle connection between Cherry Street (extended) the Hands on Children's Museum and Percival Park. Segments of the north side of this corridor have been recently improved, but there are some gaps in the sidewalk facilities, specifically a narrow, broken, curbless sidewalk between Washington and Franklin. Upgrading this sidewalk segment would create a continuous and attractive connection between East Bay and West Bay along the northern side of the corridor. Such a connection would be an important part of a "trail" that provides a family-friendly connection between the waterfront and key destinations within Downtown. An extension of the bike lane on Thurston Avenue would connect the East Bay to the proposed protected bike lane on Washington Street.

This could be achieved by improving the north side sidewalk between Franklin and Washington and adding a curb bulb at the NW corner of Franking and Thurston to accommodate people waiting at the Food Bank.



Artist rendering of some conceptual street improvements for Thurston Ave

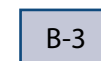
Streetscape Characteristics

Given that the trail connects Percival Landing and the waterfront to institutions within the Artisan/Tech character area, there is an opportunity for street furnishings and other elements to reflect this transition as well. Further placemaking opportunities could be in the form of creative wayfinding elements, or art scavenger hunts and other family-friendly themes. A water education theme was noted during the DTS planning process as one particular opportunity for this corridor, as it travels by the East Bay Plaza and the LOTT Alliance facility.

Streetscape Palette

- Lighting: SL-1, PL-1, PL-3 and PL-5
- Paving: SW-1 and AP-2
 - *Art wayfinding water education and or scavenger hunt themes are opportunities*
- Furnishings: B-3, AS-1, BR-2
 - *Streetscape Plantings: SP-1, SP-2, SP-4*
 - *Plant palettes can further underscore character areas and transitions between character areas.*

Select images from the Artisan /Tech streetscape palette



See Appendix E.1 for more details.

Entertainment – Character Area Standards

Streets in this area should be lively, attractive and inviting to larger groups of pedestrians, particularly in the evening. 4th Ave should be the focus, but there may be opportunities, such as at intersections and along N-S streets such as Cherry and Chestnut, for entertainment elements to spread beyond the 4th Ave corridor.

Sidewalks should be a minimum of 12' wide, wherever that width is feasible. Parklets and midblock and corner curb extensions can provide additional space for pedestrians where street width is constrained. A raised intersection at Cherry may be considered, to provide a gateway into the Downtown entertainment area.

The Entertainment character area overlaps both the A/T and the CTM character areas. In these locations, entertainment elements, such as unique paving treatments and other art elements may continue, but functional elements, such as furnishing and lighting, should follow either the CTM or the A/T palettes. Contemporary furnishings made from durable, high-quality materials should be well-located, so as not to interfere with sidewalk activity. A public art theme along the corridor is an opportunity to highlight and unify the area as a creative hub. Unless otherwise specified, streetscape furnishings and infrastructure will draw from the following character palettes.



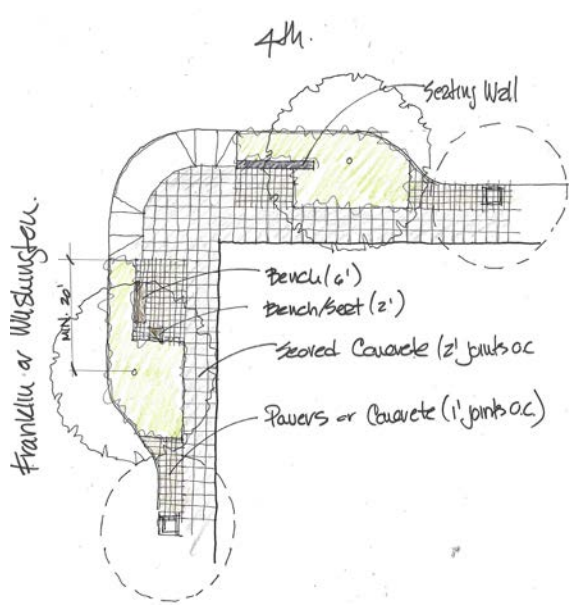
Artist rendering of how an art theme may be integrated into an overall street design.

Streetscape Palette

- Lighting: SL-1, PL-1 (especially on 4th) and PL-2
 - *Optional pole treatments include banners, artwork and flower baskets.*
- Paving: SW-1, CW-1 and AP-2. RI-1 on 4th Ave.
 - *Accent paving treatments are optional, in special locations, such as intersections where Cherry and Chestnut streets cross 4th Ave.*
- Furnishings: B-2, AS-1, AS-2, AS-3, AS-4, BR-1, and BR-2. B-1 and BL-1 in CTM areas.
- Streetscape Plantings: SP-1, SP-2



Select images from the Streetscape Palette are shown above. See Appendix E.1 for more details.



Entertainment – Near-term Opportunities

Within the next 6 years, there will be intersection improvement opportunities along 4th Ave, where the corridor crosses the repaving projects (Washington, Franklin, Jefferson and Capitol Way) Some of the elements listed below may be implemented with these projects. Other elements maybe saved for future street improvements opportunities, such as with redevelopment, or should the City pursue two-way traffic on 4th Ave.

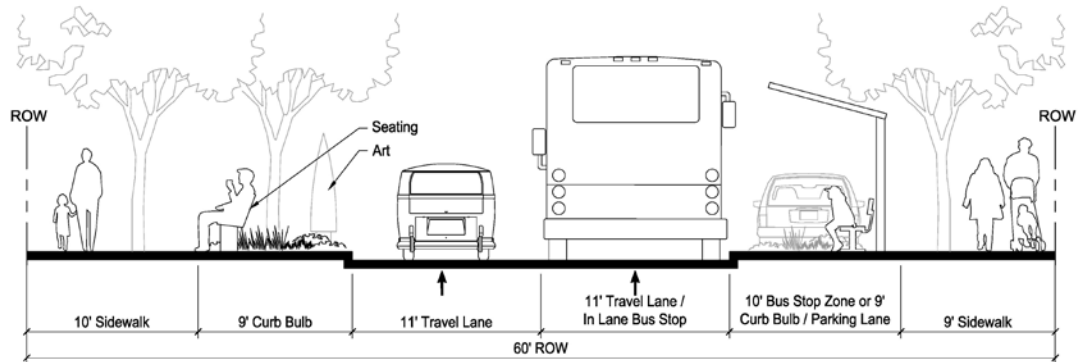
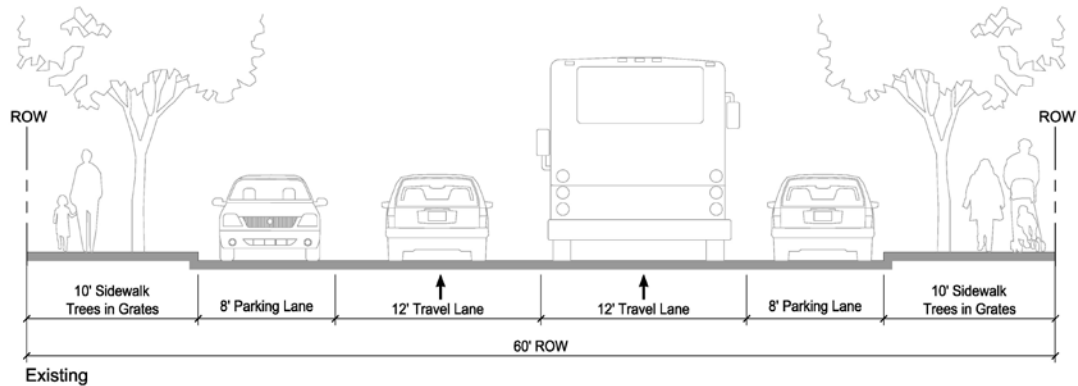
4th Ave – East of Capitol

Functional Characteristics

The strategy for the future design of 4th Avenue east of Capitol focuses on calming traffic and enhancing the pedestrian realm to encourage safe, lively pedestrian use at all hours. Maintaining transit and freight mobility and the efficiency of this cross-town regional route are important along this corridor, as it is both a major Downtown street, and the primary freight route to industrial operations at West Bay. Vehicular traffic will be accommodated at slower speeds that increase the sense of safety for pedestrians travelling along and crossing 4th.

Public feedback gathered through the DTS process included significant public support to study conversion of the one way couplet on 4th and State. The couplet conversion would require a lengthy analysis and, would slow progress on near-term street improvements if pursued at this time. An action to evaluate the couplet conversion was not included in the recommended actions of the DTS, but may be done at a later date, if directed by Council.

The 4th Ave section at Adams shown below illustrates a proposed street section that narrows travel lanes to create more pedestrian space and creates curb bulbs at intersections and midblock crossings along 4th. Curb bulbs provide pedestrian amenity zones with plantings, art, and site furnishings as well as enhanced bus stops with shelters. Curb bulbs planted with trees also calm traffic by narrowing the optical width of the roadway, improving sightlines making crossing pedestrians more visible to traffic and shortening pedestrian crossing distances. There is opportunity to create mid-block crossings with curb bulbs raised crosswalks at the alleys intersecting with 4th Ave. Mid-block crossings create safer, predictable crossing locations for pedestrians as well as provide more pedestrian amenity space. Proposed improvements along Capital, Washington and Franklin may provide opportunities to add curb bulbs at intersection with 4th.



4th Avenue SE (at Adams looking East)

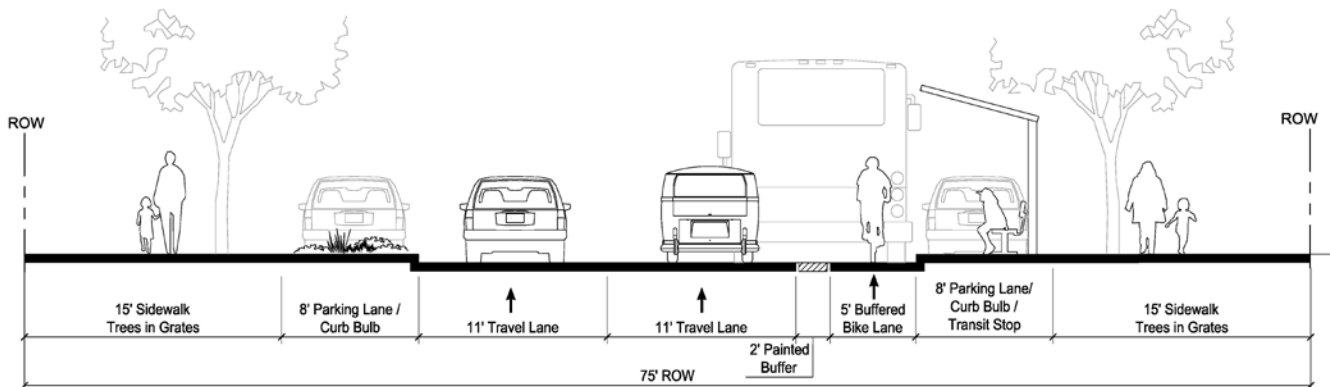
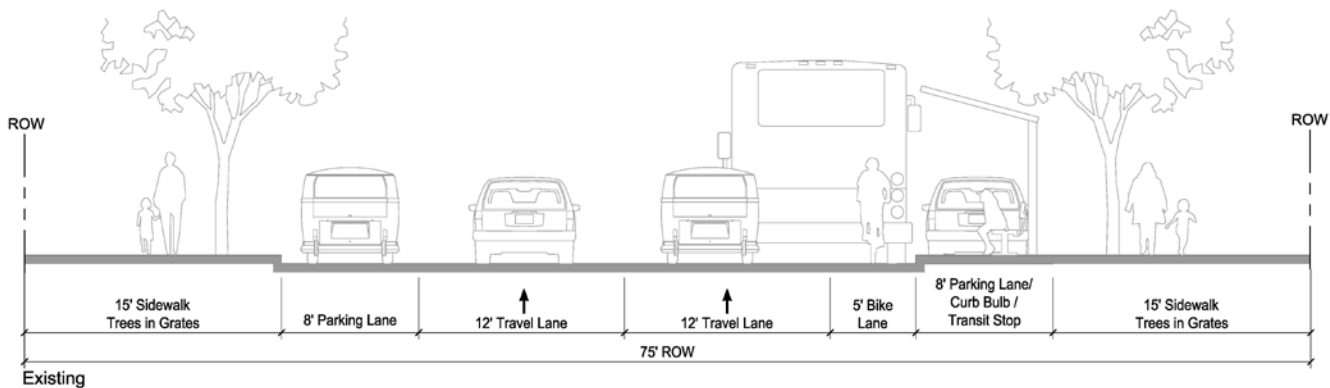
The section of 4th Ave at Jefferson shown below illustrates a proposed street section for 4th Ave east of Jefferson that includes curb bulbs along the north side of the street and narrowed travel lanes to accommodate a greater degree of separation between the existing bike lane and vehicular traffic.

Streetscape Characteristics:

The primary objective of improvements along 4th Ave is to enhance the attractive nighttime character of 4th as the heart of Downtown’s entertainment area. Improvements such as consistent pedestrian lighting and curb bulbs will increase the sense of safety along 4th at all hours as well as calm vehicular traffic. An artwork theme along the corridor could be implemented through installing art and unusual elements in curb bulbs and poles along 4th.

Streetscape Palette

- All per Entertainment standard
 - *Pedestrian lighting is especially needed along 4th*
 - *Art could be coordinated to initiate an art theme for the corridor.*



4th Avenue SE (at Jefferson looking East)

Waterfront – Character Area Standards

Streets in this area should help draw the character of the marine setting into Downtown, forging a stronger sense of place within the context of the waterfront. Furnishings and streetscape detailing should draw from elements found along the waterfront and at Percival Landing, including benches, light fixtures, marine hardware, wood piling and boardwalks, rope, metal railings, etc. Unless otherwise specified, streetscape furnishings and infrastructure will draw from the following character palettes.

Streetscape Palette:

- Lighting: SL-1, PL-1, PL-3
 - *Optional pole treatments include banners, artwork and flower baskets.*
- Paving: SW-1, CW-1, AP-1, AP-2
 - *Accent paving treatments are optional, in special locations.*
- Furnishings: B-3, AS-1, AS-2, BL-3, BR-1, BR-2
- Streetscape Plantings: SP-1, SP-2, SP-3, SP-4



Select images from the Streetscape Palette are shown above. See Appendix E.1 for more details.

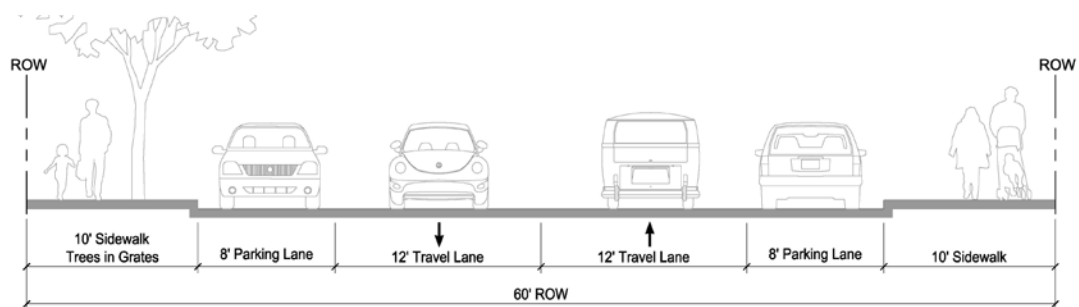
Waterfront – Long-term Opportunities

Waterfront Shared Streets

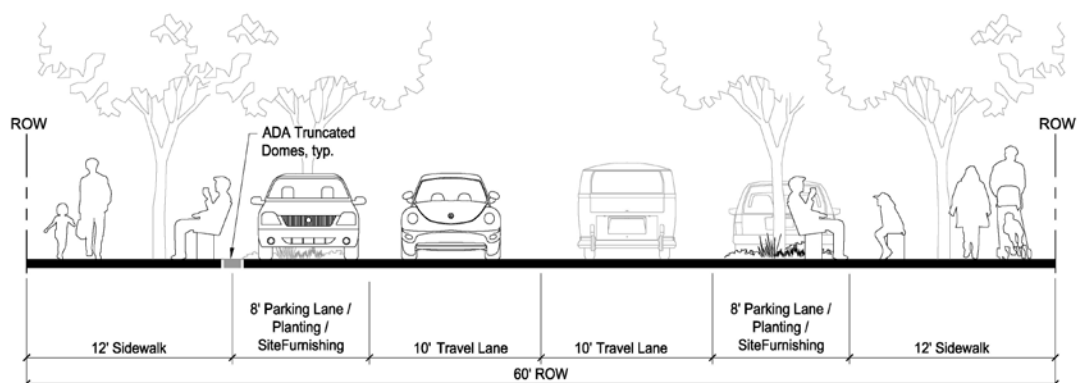
Functional Characteristics

Because they carry little through traffic, the East-West streets between Market and State, west of Capitol, provide opportunities for “shared streets” in which travel modes, walking, biking, vehicular and parking, can be mixed to take on a variety of configurations. The section of the East/West Waterfront Connectors shown below illustrates a typical proposed shared street section for the east/west streets north of State Ave connecting Capitol Way to the waterfront. However, the actual configuration can vary depending on the adjacent uses and development. West of Capitol Way, these streets will reflect the character of the waterfront and Percival Landing, and draw this character deeper into the Downtown area. Functionally, these will be slow speed, local-access streets where people walking, biking and driving share the ROW. A curbless configuration, combined with thoughtful paving and other design elements, can create a safe and lively multimodal street.

The impact of sea-level rise is a major factor for these streets, and should be explored in the City’s upcoming SLR study. Conceptual shared street designs outlined below evolve to ensure that the street network in the area is more resilient and adaptive to SLR impacts. Opportunities for street improvements in this area may come from both public and private investments.



Existing



Capitol East/West Waterfront Connectors

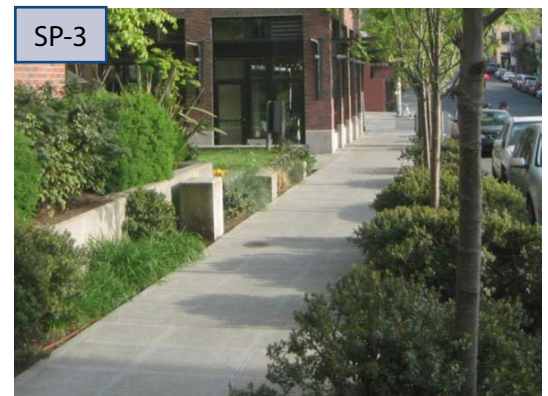
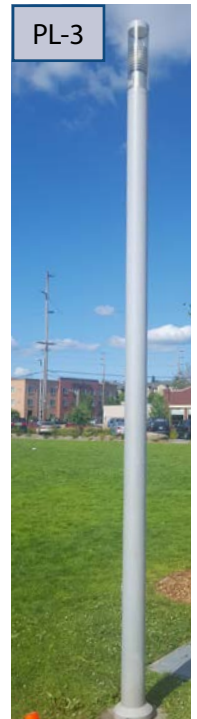
East of Capitol Way, where there is a soft transition between the Capitol to Market and the Artisan/Tech character areas, streetscape elements such as street furnishings may reflect a mix of the two character areas.

Streetscape Characteristics

The primary objectives of the development of these waterfront connector streets are to provide an excellent pedestrian connection from Capitol Way to the waterfront and link the Arts/Tech character to the waterfront character established by Percival Landing. Pedestrian amenities, such as well-designed, thoughtfully-sited benches will be particularly important due to the high number of visitors using the area. Due to sea level rise, salt water intrusion will be an issue for street trees and plantings along the east/west waterfront connectors. Encourage property owners and community arts groups will be encouraged to enhance streetscape with art events/projects similar to pieces along the waterfront, such as the plinths for changing art displays.

Streetscape Palette

- Lighting: SL-1, PL-3
- Paving: SW-1, CW-1, AS-1, DW-1
 - *A curbless shared street paving treatment will emphasize the continuity across the street, from sidewalk to sidewalk.*
 - *Tactile warning strips along the depressed curblines would alert visually impaired pedestrians to bike and vehicular traffic lanes when they are in use. Consider special materials in the site furnishing amenity zones. Encourage property owners who contribute to street improvements enhance the shared street palette.*
- Furnishings: B-3, BL-3, AS-1, AS-2, BL-3, BR-1, BR-2
- Street Plantings: SP-1, SP-3, SP-4, SP-7



Select images from the Streetscape Palette are shown above. See Appendix E.1 for more details.

Water Street

Water Street was also identified through the DTS process as another opportunity to improve pedestrian connections between the waterfront and Downtown. Water Street may be explored in upcoming discussions related to the Waterfront Route multi-use trail, as an opportunity to expand the trail network south and begin to connect the waterfront with the State Capitol Campus. Redevelopment proposals in the area may also shape the future use and design of this street. Finally, Water Street is a physical transition point between Downtown and the Isthmus, and conceptual designs may be explored during that process as well.

Given multiple influences on the future use and design of this street, in lieu of a specific conceptual design recommendation, the DTS encourages future planning and redevelopment efforts to explore opportunities for significant pedestrian improvements on this street, particularly where it intersects with 4th and 5th Avenues. It also recommends that the overall streetscape design should draw the character of the waterfront from Percival Landing south toward Heritage Park, the Capitol Campus, and the western portion of Downtown. The pedestrian experience throughout this area should be as seamless as possible.

SE Neighborhood – Character Area Standards

Streets in this area should reflect the urban residential focus of the area, and support residential uses along with some neighborhood commercial uses in key locations. Sidewalks should include an ample planting strip for street trees and understory plantings. The proximity to the Capitol Campus affords opportunities to tie into or relate to existing streetscape material palettes, such as pedestrian lighting, accent paving treatments, etc.

The SE Neighborhood is one of the only areas within Downtown where “green stormwater infrastructure” (GSI) is feasible on a large scale. Features such as permeable paving and landscape plantings that helps manage stormwater on-site (e.g. within or adjacent to the ROW) are encouraged. The area is characterized by a network of well-landscaped residential streets and an organic mix of architectural styles. Furnishing designs, materials and finishes should be consistent to promote a cohesive streetscape setting, be made from durable materials (wood, metal, etc.) that feel contemporary, friendly and complement a variety of uses and architectural styles. Unless otherwise specified, streetscape furnishings and infrastructure will draw from the following character palettes.

Streetscape Palette

- Lighting: SL-1, PL-1, PL-4
- Paving: SW-1, CW-1
- Furnishings: B-2, AS-1, BR-1, BR-2
- Streetscape Plantings: SP-1, SP-3, SP-5, SP-6



Select images from the Streetscape Palette are shown above. See Appendix E.1 for more details.

SE Neighborhood – Long-term Opportunities

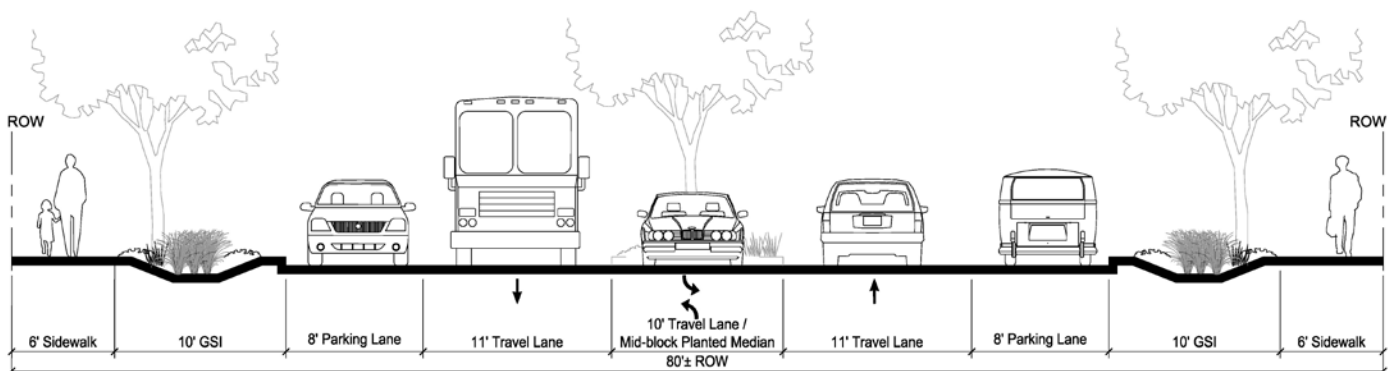
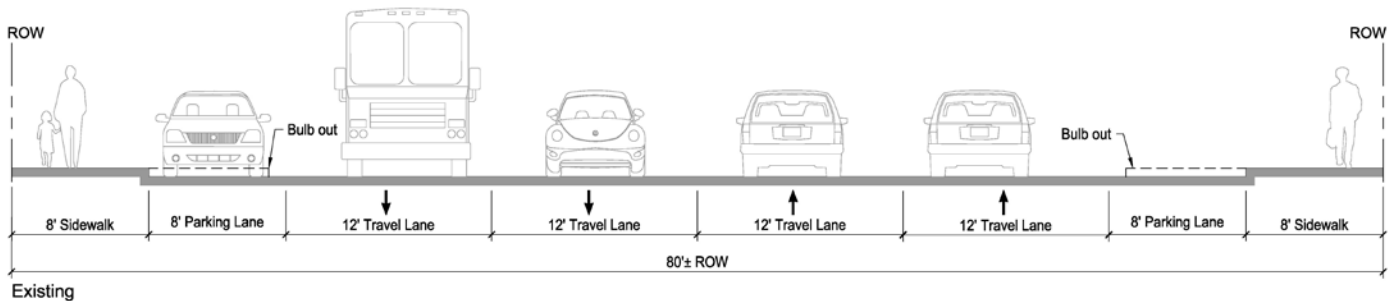
The elements from the following street concepts may be further studied and/or implemented as opportunities (redevelopment, grant funding, etc.) become available.

Union Ave Green Boulevard

Functional Characteristics

Union Avenue functions as a neighborhood commercial street running through the heart of the SE neighborhood. Union will continue to accommodate heavy freight and transit traffic, however reconfiguring travel lanes and adding curb bulbs could along the street could create shorter crossing distances and in-lane bus stops. Additionally, a center planted median could enhance the street as a green boulevard.

The section of Union Ave SE shown below illustrates a proposed street section that reconfigures and narrows travel lanes on Union from four lanes to two through lanes and a center left turn lane. A traffic study is needed to confirm such a reconfiguration is feasible. The proposed lane configuration would allow room for green stormwater infrastructure along the street as well as enhance safety for pedestrians and transit users.



Union Avenue SE (Capitol Way to Adams)

Streetscape Characteristics

Union Ave offers opportunities for ample street trees and plantings similar to those on the Capitol Campus. Improvements along Union Ave could create a gateway to the Capitol Campus from the east. Union Street is not in the sea level rise inundation zone and has ample right of way to install green stormwater infrastructure along the roadway.

Streetscape Palette

- All per SE area standard

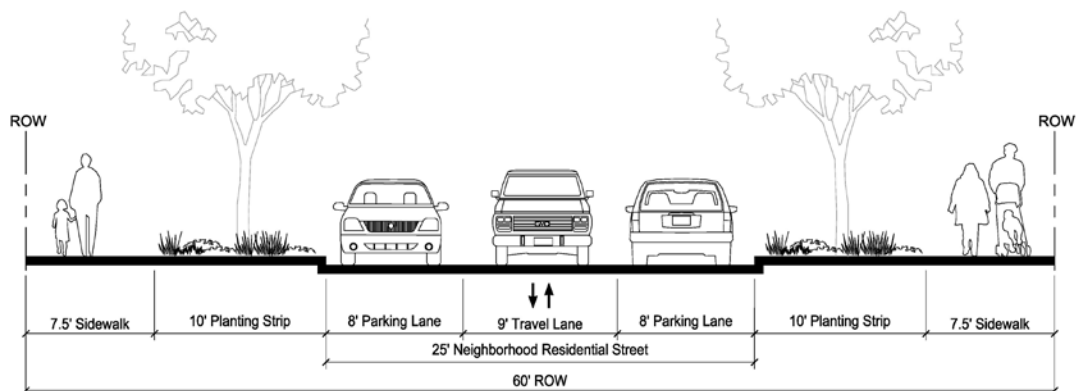
SE Neighborhood Residential Street

The residential street section shown below illustrates one option for select residential streets in the SE neighborhood, where significant traffic calming is desired and safe vehicular access is sufficient. Such improvements would be implemented by development, and partial implementation would be allowed, resulting in a chicane, where the street narrows mid-block. All such concepts would need to be carefully studied during the design phase, to ensure feasibility, particularly for emergency vehicle access.

In most cases, residential streets will remain in their current configuration with planting strips and street trees. Curb bulbs at intersections and perhaps speed tables are recommended where traffic calming is desired. These neighborhood streets should reinforce the residential scale and character of the neighborhood while. These streets provide an excellent pedestrian network while accommodating local vehicular access. Sidewalks with ample planting strip create a consistent streetscape throughout a variety of housing types and scales.

Streetscape Palette

- All per SE area standard



Neighborhood Residential District Street Typology

Note: Design concept shown above would have to be reviewed to ensure adequate fire and emergency vehicle access.

Pilot Project Street Improvement Opportunities

The following street improvement concept emerged during the DTS process as a flexible and relatively low-cost alternative. The City is exploring opportunities to test this concept through a pilot street improvement program. This concept could be applied to any of the Downtown Character Areas, but would be most applicable adjacent to businesses or buildings that would benefit from the flexible uses of the sidewalk area and parking lanes.

EXISTING CONDITIONS



PARKING CONFIGURATION



OUTDOOR CAFE CONFIGURATION



Flexible Bollard Seating/Parking Concept

The “flexible-bollard street” concept, as illustrated in the graphics at left and below, offers a potential pilot project opportunity for the city. In select areas where conditions allow, and there are interested adjacent businesses, rolled curbs and bollards could replace the existing parking lanes, allowing for these spaces to be used as a pedestrian space seasonally or for temporary or recurring events.

Illustration of the flexible bollard parking lane concept. The photo on the left shows the parking lane used for outdoor cafes and other activities with movable bollards at the swale line. The picture on the right shows the bollard moved toward the building to allow parking or deliveries.

