3.7 EAST-WEST STREETS

Twenty-one streets link the Central Waterfront to Seattle’s downtown and the rest of the city beyond. Each of these streets has a unique character and topography, and each leads to different neighboring destinations. Improvements for seven of these streets, and a portion of the Marion Street Pedestrian Bridge, have been included as a part of the core projects that collectively make up an early phase of waterfront redevelopment, likely to be complete in the next 5 to 8 years. These seven streets, as well as the Marion Street pedestrian bridge, either hold a direct relationship to the Viaduct which necessitates improvement when the viaduct is gone, or they strengthen important links to the waterfront.

Redevelopment of each of the east-west connections requires careful consideration. Improvements include:
- Hill climb assists (such as elevators and escalators) where topography is steep,
- Design treatments that provide safe and pleasant crossings of Alaskan Way, and
- Design treatments along the streets, such as paving, lighting, planting and signage.

Improvements to Railroad Way, a connector that provides a pedestrian corridor from the waterfront to the stadiums, is also a part of the core projects.
EAST-WEST STREETS

THE CROSSWALKS

In order to successfully re-connect the waterfront to the city's urban fabric, clear and safe pedestrian crossings must be carefully designed to allow movement across Alaskan Way and Elliott Way. Each intersection will feature a wide crosswalk; the design of the crossings will include paving designs, with clear patterns, materials and textures, curb treatments, controlled signalization, signage and way-finding, site furnishings and lighting.
TYPICAL CROSSWALK
TYPICAL CROSSWALK CONDITION

- Tideline Promenade
- Bike Path
- West Sidewalk
- Parking/Loading
- Southbound Alaskan Way
- Northbound Alaskan Way
- Parking/Loading
- East Sidewalk
- Private Property
The Tideline Promenade ends at South King Street and the Port of Seattle. Railroad Way creates a link between the Tideline Promenade and Century Link Field in the Stadium District. This link is important because it will allow safe access from the Stadium District to the waterfront and vice-versa. Railroad Way was imagined by the Roma Plan as a pedestrian street with some local vehicular access. Starting at Stadium Plaza, it would lead visitors to the Tideline promenade on the waterfront, while keeping strong connections to Pioneer Square through First Avenue and Occidental Avenue S.
EAST-WEST STREETS

PIO NEER SQUARE

Oriented on the East-West axis, South Main Street and Washington Street run through the heart of Pioneer Square. They frame Occidental Park and lead to Kobe Terrace Park and the Danny Woo Community Gardens. Neither one crosses I-5 and therefore remain local to Pioneer Square.

South Main Street and Washington Street will be designed as a couplet between Alaskan Way and Second Avenue South, where the axis between Century Link Tower and Smith Tower is visible.
S. Washington Street looking West after the removal of the Viaduct
South Main Street is centered on the axis of Pier 48, making it the most direct pedestrian access to the pier from Pioneer Square and linking the pier to Occidental Park, Waterfall Garden Park and the Danny Woo Community Gardens. The walk along South Main Street to the waterfront is also a historical journey that can be traced back to the early days of Seattle. Some parts of the street are paved in brick, complementing Occidental Avenue and the historic architecture of Pioneer Square. This character makes it possible to treat South Main Street like a street with no curbs with paving extending from building face to building face, like a plaza.
**S. WASHINGTON STREET**

South Washington street leads to the Washington Street Boat Landing on the waterfront. The boat landing will be restored as part of the seawall project and will become a destination on the waterfront long before Pier 48. As such, South Washington Street will provide a primary pedestrian access route to the waterfront from Pioneer Square.
EAST-WEST STREETS

COLMAN DOCK

Columbia Street is currently occupied by the viaduct’s southbound on-ramp between Alaskan Way and 1st Avenue. With the removal of the viaduct, the street will become open and will provide better access to transit at Colman Dock. Improvements to this street include, a new transit plaza on the north side of the street, an enlarged sidewalk, signage, enhanced tree plantings and site furnishings to accommodate queuing.

Marion Street Bridge will be replaced, over Alaskan Way, with a new pedestrian bridge that will serve as the gateway to the Central Waterfront, while giving pedestrians improved access to the Ferry Terminal. It will be replaced with a wider structure that is both authentic to Seattle and distinctive.
MARION ST. PEDESTRIAN BRIDGE [EXISTING]

PRECEDENT PEDESTRIAN BRIDGE - BILBAO, SPAIN

SECTION AT COLUMBIA STREET LOOKING NORTH
EAST-WEST STREETS

COLUMBIA STREET OPT. B

MARION ST BRIDGE
STAIRS/ELEVATOR TO MARION ST. BRIDGE
COLUMBIA TRANSIT PLAZA
EXTENDED SIDEWALK

scale: 1" = 40'

3.186
EAST-WEST STREETS

SENECA STREET

The demolition of the existing viaduct off-ramp at Seneca Street, between Alaskan Way and First Avenue, will open up new public realm opportunities. A new stair, elevator and escalator will replace the existing stairs, while maintaining access to adjacent buildings. The stairs will land in an allée of street trees on Seneca Street and lead to a pedestrian friendly environment between Alaskan Way and Western Avenue. This block does not have significant vehicular demands and is adjacent to a great historic building, which has the potential to open at the street level with sidewalk vendors and cafes.
EAST-WEST STREETS

UNION STREET

The Union Street corridor offers an excellent visual connection to the waterfront and bay, but due to the sharp changes in grade, its role as a pedestrian link is limited today. To provide safer and easier access, two sets of escalators (one between Alaskan Way and Western Avenue, and another between Western and First Avenues) are proposed to connect Downtown Seattle to the waterfront. The locations of these access routes will preserve access to buildings and views, while creating the atmosphere and character of a mews.
SECTION AT UNION STREET LOOKING NORTH
Bell Street links Denny Way to the waterfront through the newly conceived Bell Street Park (in the heart of the neighborhood of Belltown, the Bell Harbor International Conference Center and Cruise Ship Terminal via the Bell Street Bridge. The connection between the newly designed portion of Elliott Way and Bell Street is important because it will link the Seattle Aquarium and Pier 62/63 to Belltown. The design will configure these connections carefully to encourage access and movement between Bell Street, the open spaces along the Belltown Bluff and the waterfront.
Bell Street Looking West from 1st Ave.

Bell Street Looking West from Western Ave.

Bell Street Looking East from 1st Ave.

Roof Deck at Bell Harbor

Concept Design