



U DISTRICT MOBILITY

U District Station Area Mobility Plan



PEDESTRIAN ADVISORY BOARD:
PROJECT IDEAS EVALUATION

May 9, 2018

Project Overview



Project Purpose



Our desired outcome is a holistic, multi-modal station area mobility plan for the U District.

Guiding Principles

- Safe, comfortable, reliable access to light rail & buses for all
- Prioritize walking, biking, and transit near the station
- Great network of movement through and throughout the U District for every mode
- Transform right-of-way into active, public open space in the heart of the U District
- Ensure bus routes have reliable access and convenient transfers
- Accommodate people of all abilities
- Maintain short-term car and truck access where most needed and at safe speeds



Community-Driven



Community interests, include your interests.

We want your input.

That's what tonight is about.

FINANCIAL SPONSORS



Seattle Children's



U District Partnership



Department of Neighborhoods



U District Advocates



Department of Transportation



University of Washington



Sound Transit

Funding provided by the Neighborhood Matching Fund from the Seattle Department of Neighborhoods



Team

Working Group



Seattle Children's



University Park Community Club



U District Advocates



U District Community Council



U District Small Businesses



Seattle Neighborhood Greenways



U District Partnership



Transportation Choices Coalition



University of Washington



Team

Strategy Group



King County
Metro



Sound Transit



Washington
Department of
Transportation



Commute
Seattle



Community
Transit



Seattle City
Council



Department of
Transportation



Office of
Planning and
Community
Development



Team

Consultant Team



Makers
Architecture



Toole Design
Group



Fehr & Peers

Process

Workshop 1: Barriers and Opportunities
March 7th at 5pm at U Heights

Workshop 2: Project Ideas Evaluation
April 3rd at 5pm at U Heights

Workshop 3: Conceptual Design and Plans
May 30th at 5pm at U Heights



[udistrictmobility.org /survey](https://udistrictmobility.org/survey)



Workshop 1 and Survey 1 Results



311 survey respondents

- 59% live in the 3 closest zip codes
- 62% work in the U District
- 54% travel in station area >5x per week

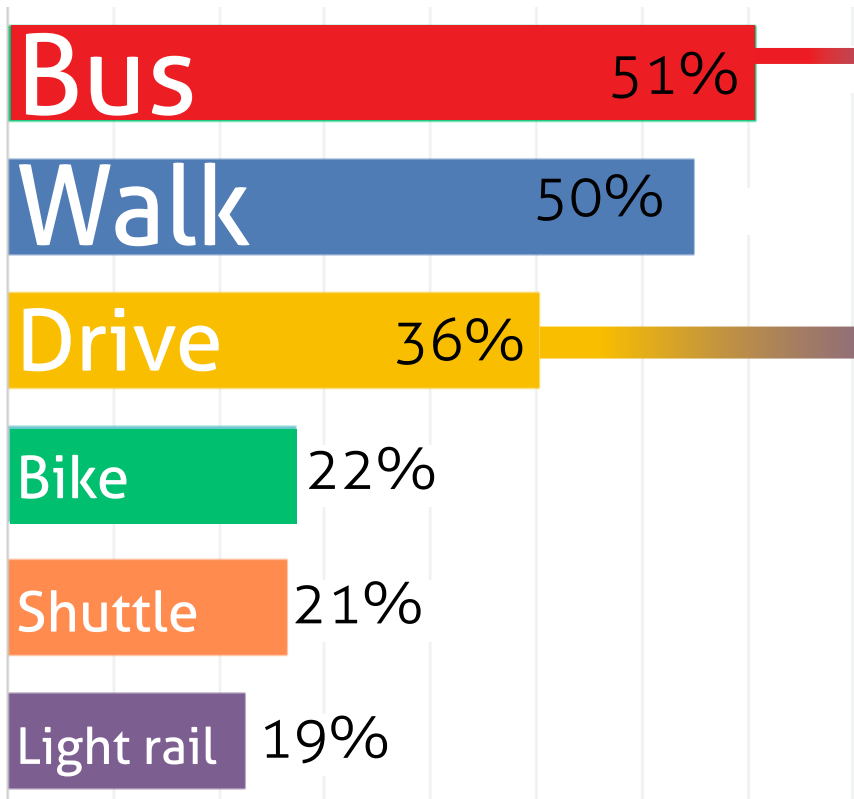
36 workshop participants

- Objectives brainstorming
- Group mapping of challenges and opportunities

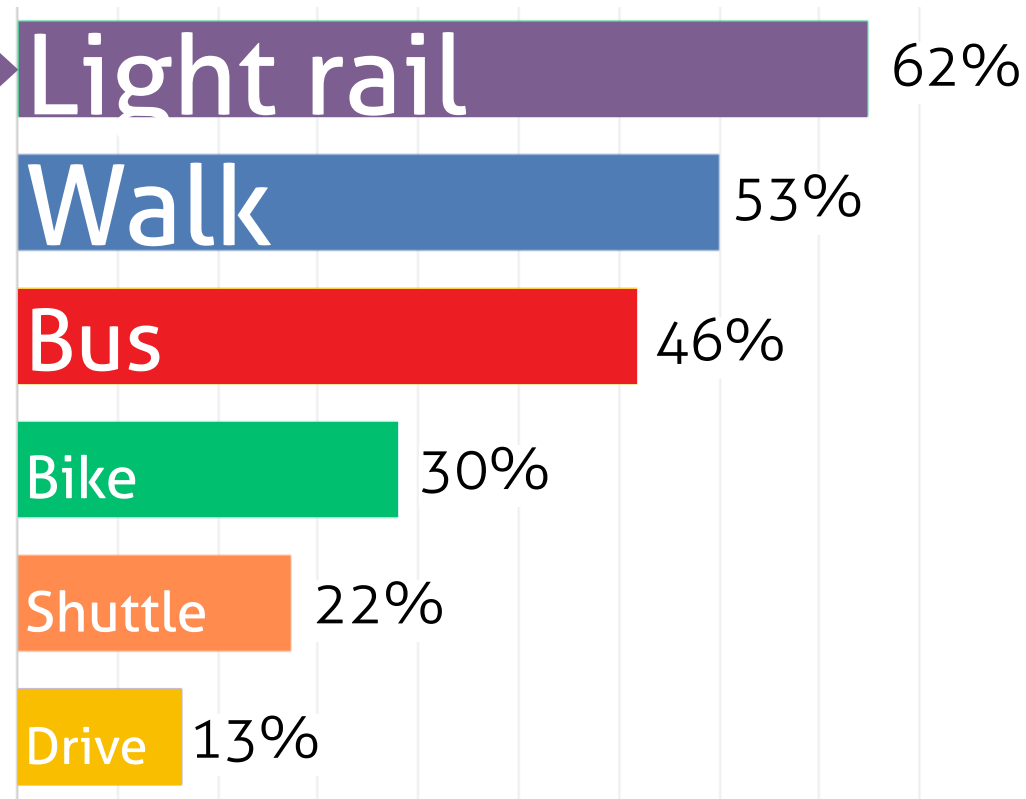


Very strong support for transit, walking, and biking

EXISTING "REGULAR" MODES



DESIRED IN 2021



(311 respondents on Survey 1)

Most important

1. Quick, convenient **transfers** between bus and light rail
2. **Pedestrian** safety and comfort
3. Buffering between **cyclists** and vehicles



Top ideas: Pedestrian-friendly Ave



- What level of “pedestrianization”?
- For which segments?
- Consider business access and public space maintenance

Top ideas: Focus on alleys

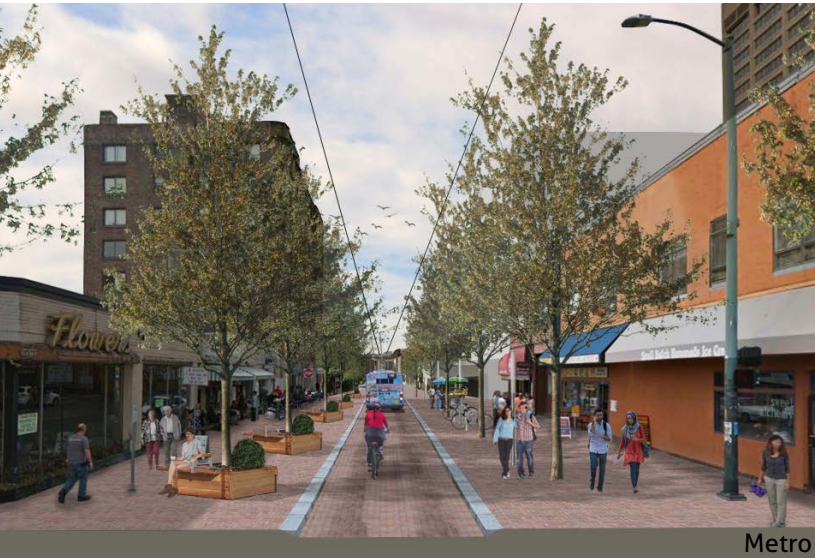


The Activated Alley: A Plan for Evolving the University District's Alleys (The U District Partnership, 2014)



- Activate
- Public space
- Circulation
- No displacement

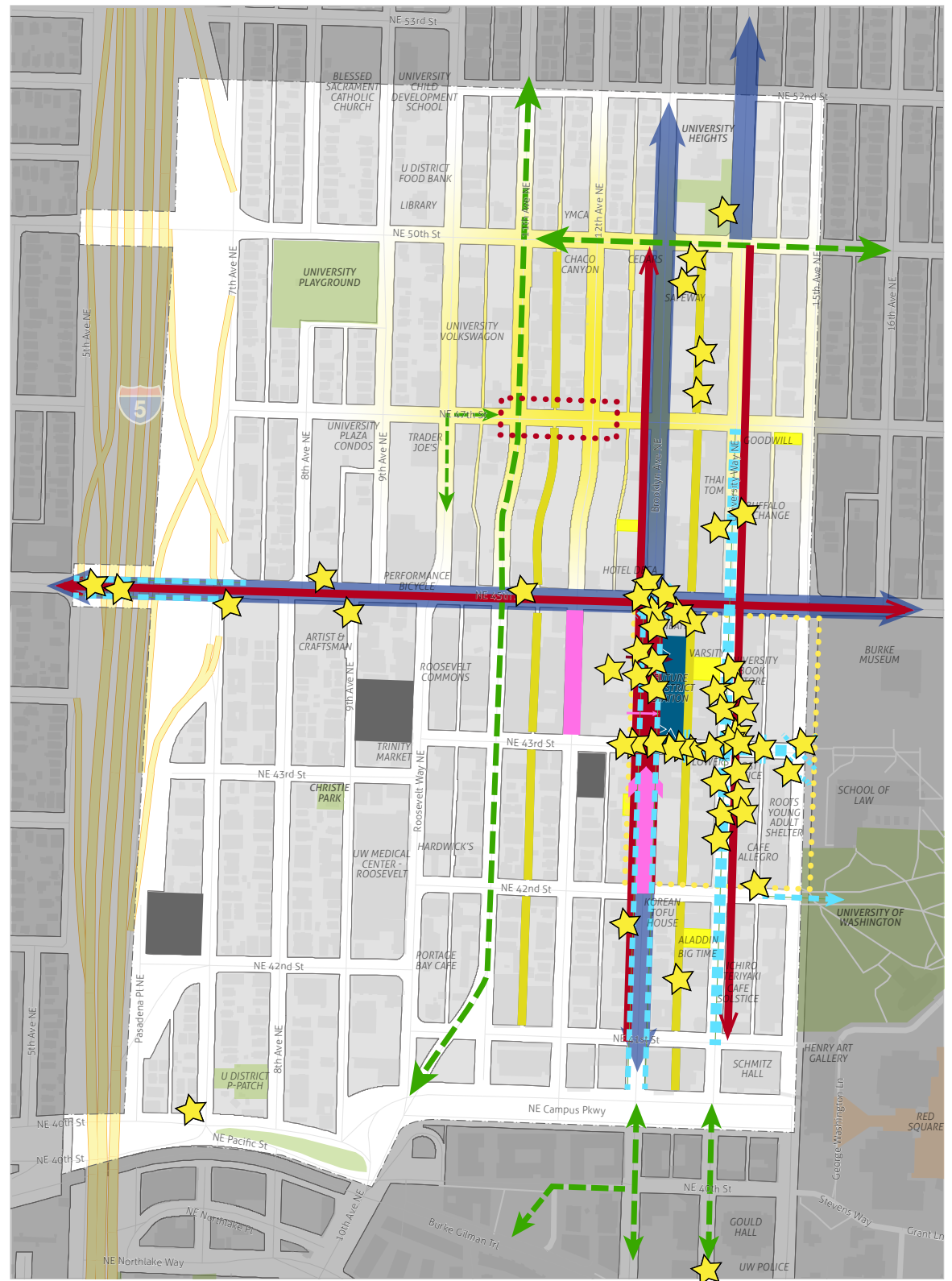
Top ideas: Focus on 43rd



- Transit mall
- Pedestrian-friendly

Other top ideas

- Prioritize ped/bike, separate people from vehicles, and increase walkability
- Maintain and improve public space
- Focus on efficient transfers, especially at station
- ADA accessibility
- Parking
- 45th improvements



Proposals/ideas for evaluation

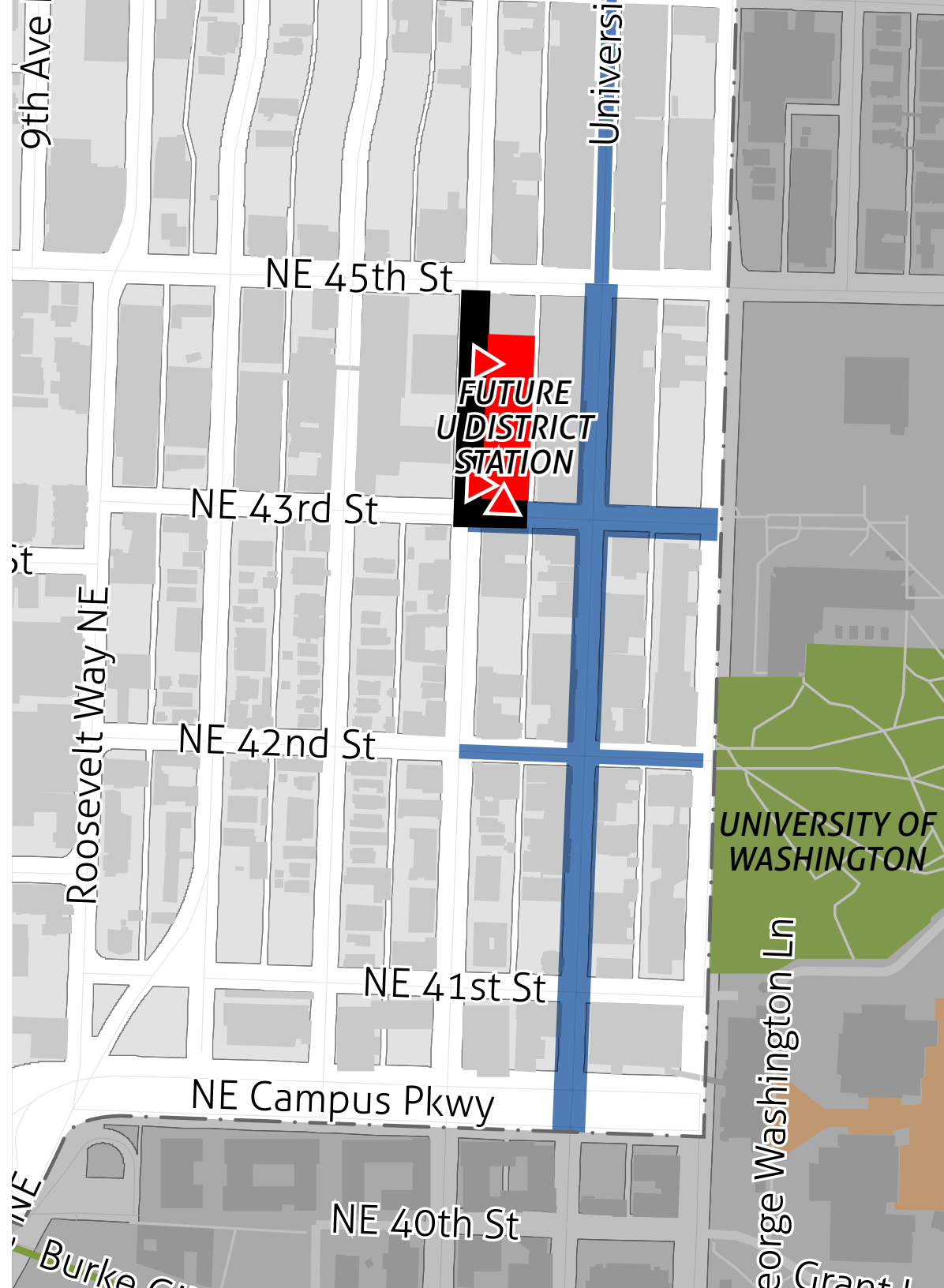


Assumptions: Pedestrian volumes

ST Projection: **11,000-13,000** people board per day by 2042

Our interpretation:

- Likely 2/3 come/go by foot
- Plus bus riders: **22,000 people walking/standing** a day on surrounding streets
- **50-75 people** get off train at once during peak hours (every 3 minutes)—**need 20' sidewalks**



Nearby Streets and Intersections



The Ave

- NE 43rd St: could increase from ~5,500 a day to ~18,000 a day
- “Pulses” at intersection crossings
- 8 people on the Ave (~11’ sidewalk, 8’ “clear” zone); 43rd has similar sidewalks



Similar Stations: UW Husky Stadium



- 20,000 people a day
- ~20 people crossing Montlake Blvd on 30' wide crosswalk

Montlake Blvd crossing



Similar Stations: Westlake Station

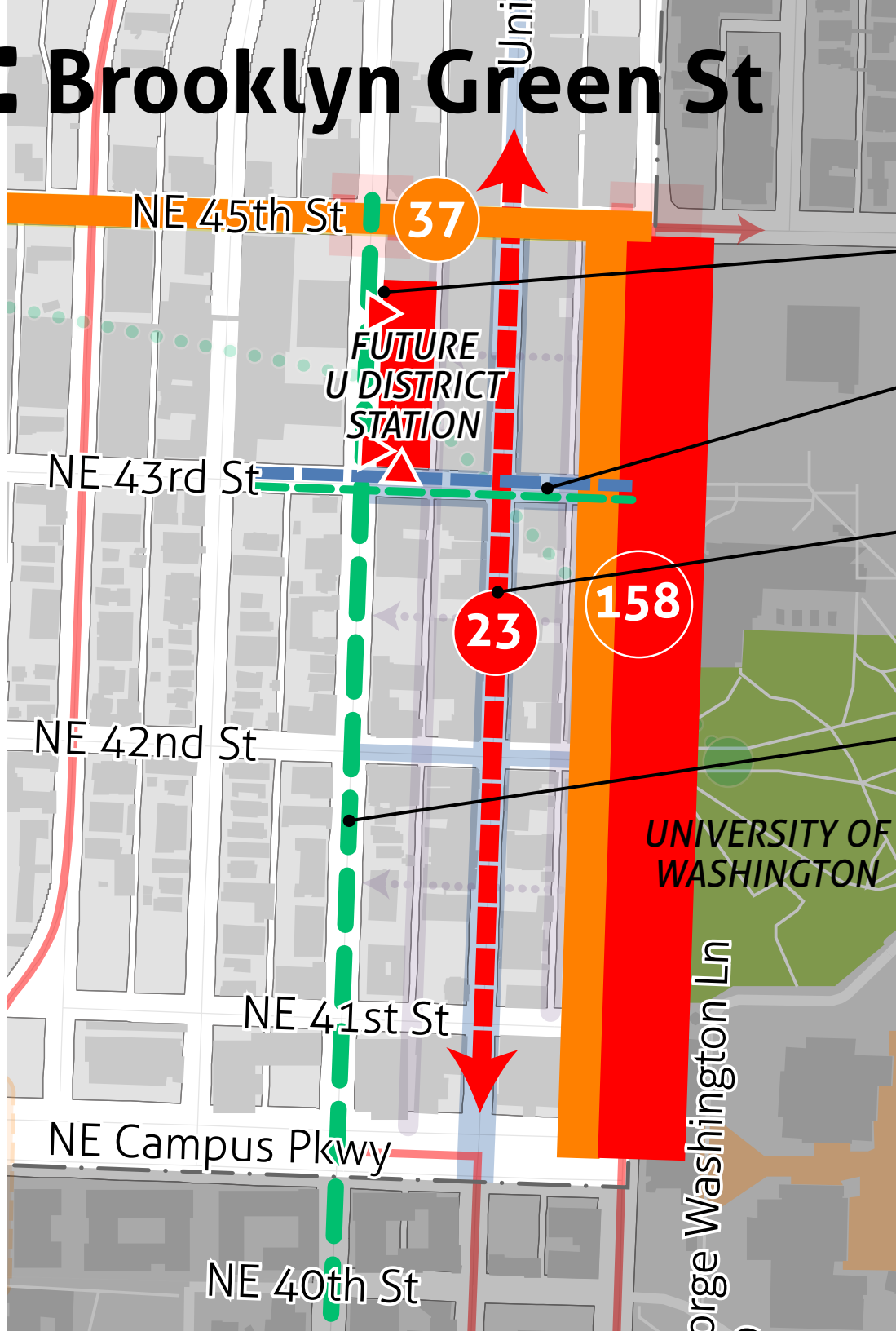


Pine St near station entry

- 22,000 people a day (but 4 exits and more dispersed destinations)
- ~6 people on 18' sidewalk (~12' "clear" zone)



1: Brooklyn Green St



MAJOR SCENARIO FEATURES

Drop-off/pick-up included in Brooklyn Green Street design

NE 43rd St improved for people walking and biking

Buses and autos on the Ave similar to current conditions

Brooklyn Green Street design for bicycle facilities unaffected

Brooklyn Green Street (to be constructed with station)



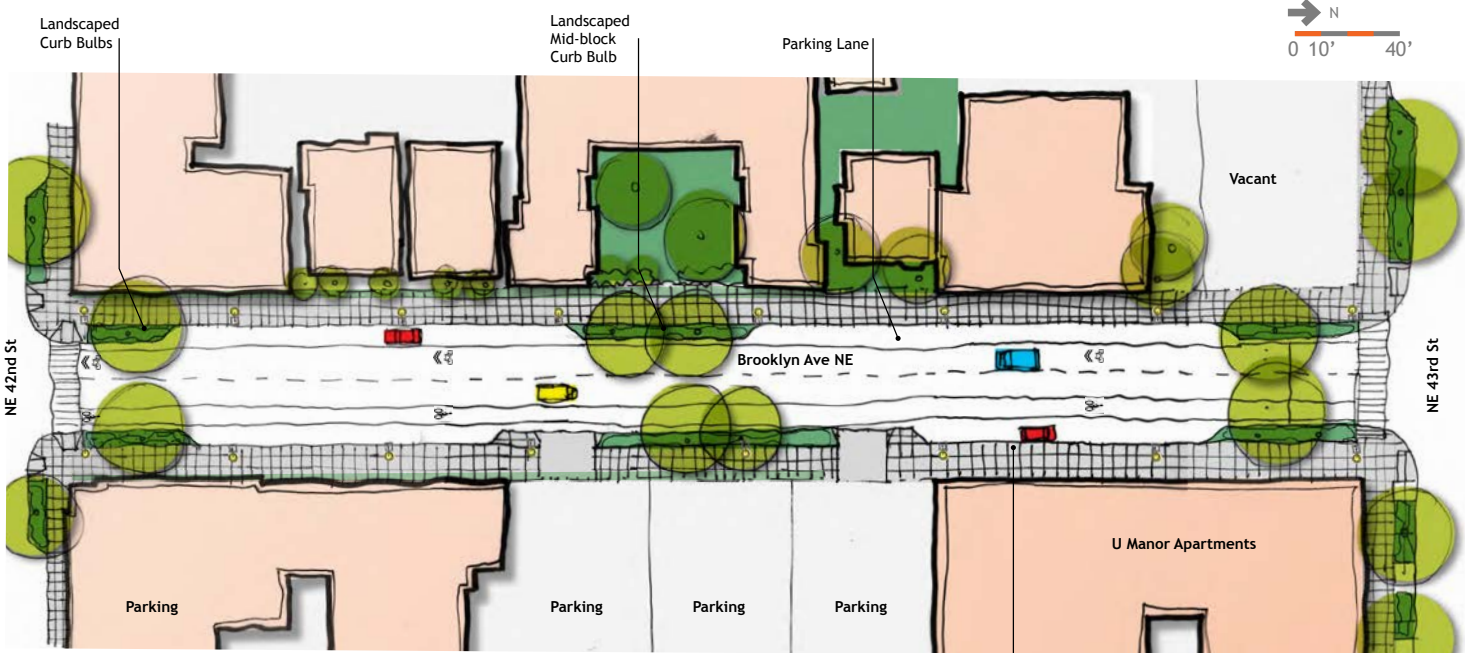
Brooklyn Green Street (to be constructed with station)



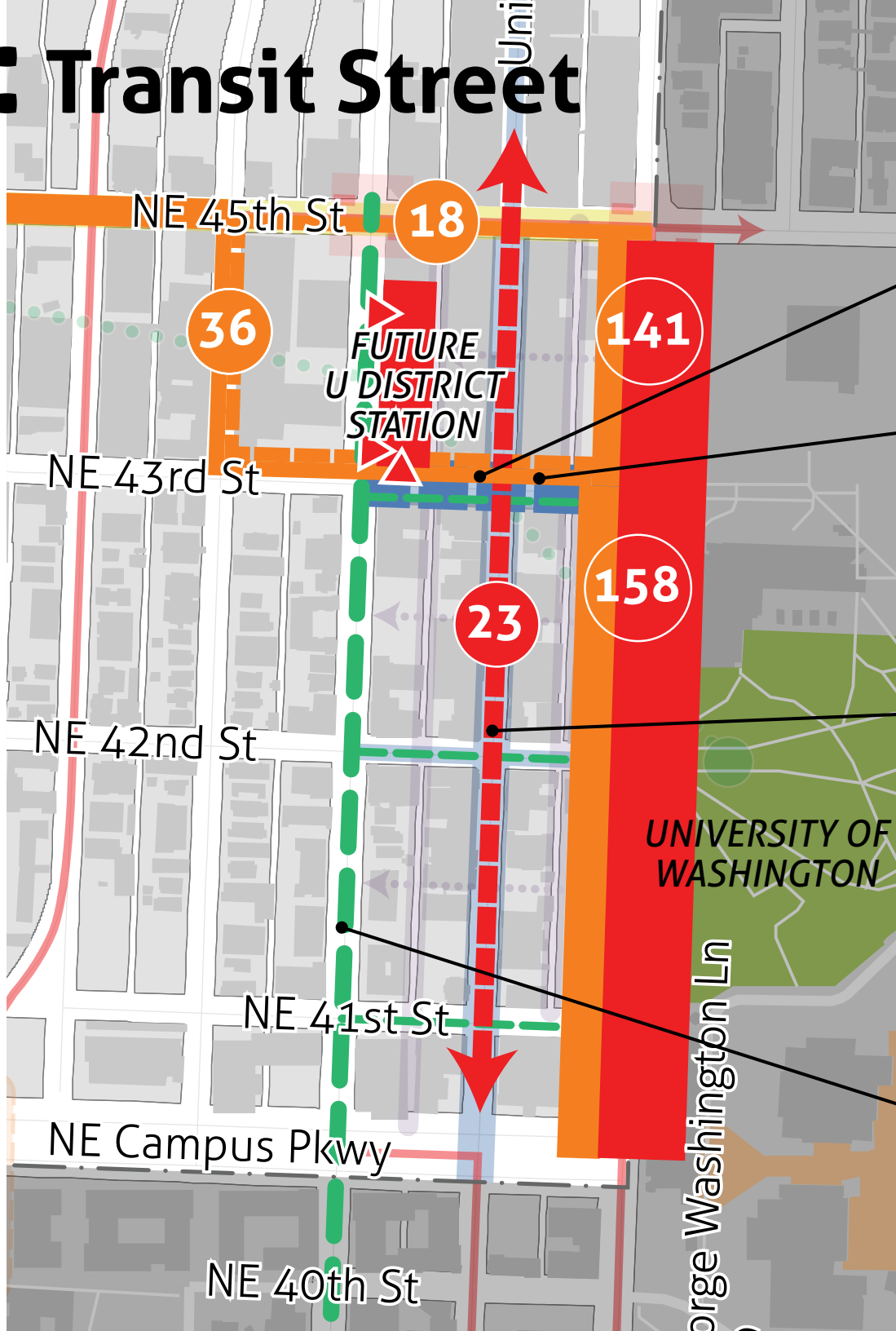
Station's north entry on Brooklyn

Brooklyn Green Street (south of station)

- Implemented south of 41st



3: Transit Street



MAJOR SCENARIO FEATURES

Transit/pedestrian/bicycle mall with direct transfers at station

The north and west-bound RR Market (44), RR 23rd (48), and 49 buses, plus the "flexible" routes on 15th (43, 70), turn westbound onto NE 43rd St for a direct transfer.

Options for the Ave buses:

- Remain on the Ave
- Shift to 15th Ave NE
- Go west on 43rd from either the Ave or 15th to get direct transfer at station (and may require the transit mall to accommodate two-way bus traffic)

Brooklyn Green Street remains unaffected

Street Design Options



As is



The Ave, ~11' sidewalk, 8' "clear" zone



The Ave, ~16' sidewalk, 8' "clear"



NE 43rd St, ~10' sidewalk



The Ave/42nd, ~10.5' crosswalk

Smaller interventions



Widened sidewalks



Raised crossings



Parklets



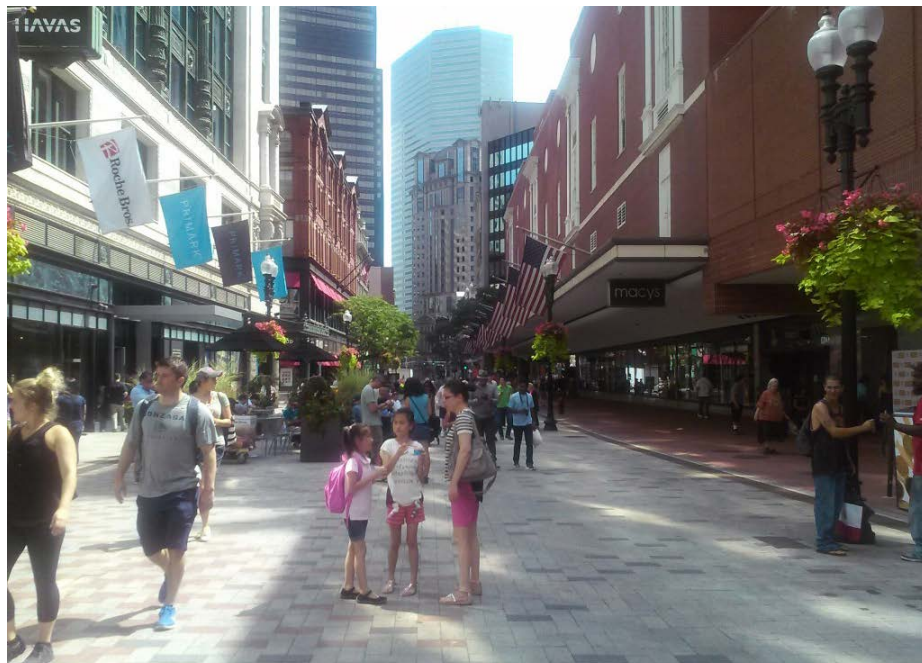
Street fairs

Pedestrian streets



Shared streets

Some vehicle access



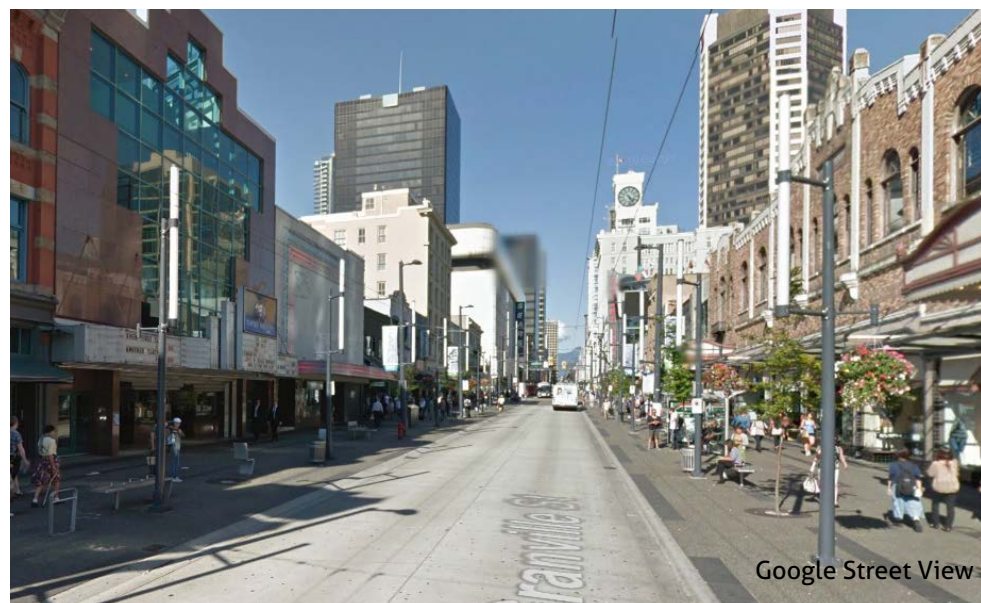
Cafe seating

Park-like

Transit streets

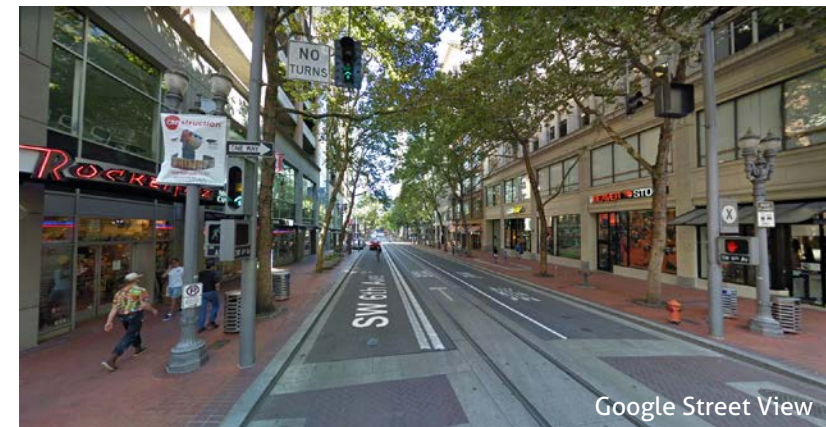


TriMet



Google Street View

Granville Transit Mall



Google Street View

Portland Transit Mall



King County Metro

One-way transit mall (rendering of NE 43rd St)

- All: 20' - 25' sidewalks

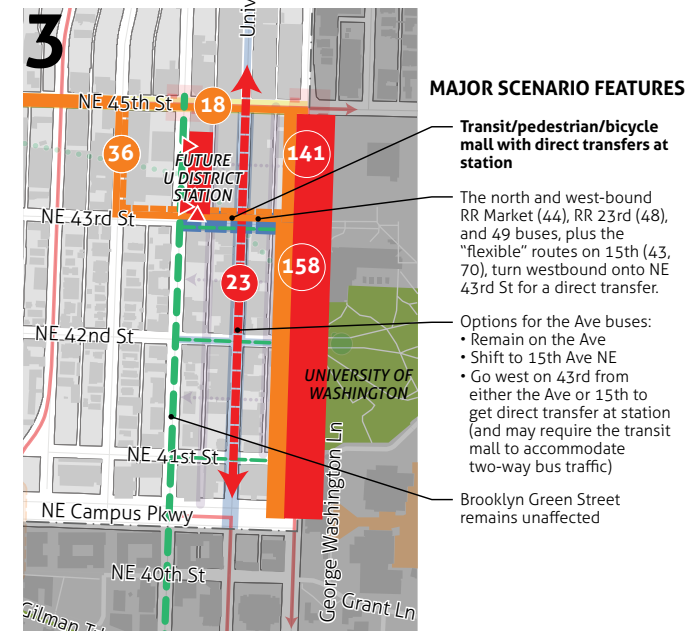
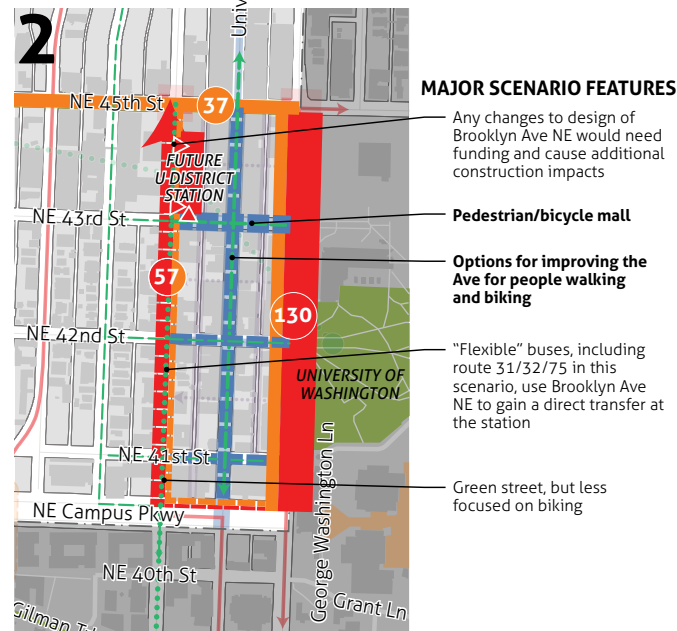
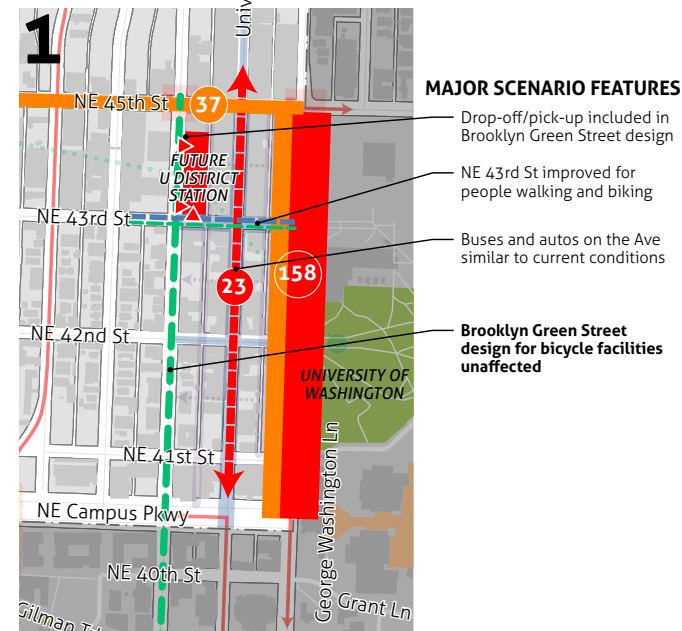


Sergio Ruiz, CC by 2.0

Transit and bikes, SF

Your thoughts

Scenarios and street design



BUS

Potential future conditions

- # Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
- "Fixed" route*—diesel
- "Fixed" route*—trolley (overhead wire)
- "Flexible" route**—diesel
- "Flexible" route**—trolley

PEDESTRIAN/BICYCLE

- Pedestrian improvements
- Bicycle improvements

1. Anything you would change about the assumptions?
2. What scenario do you like best? Why? What are the best parts about it? Would you mix-and-match any pieces?
3. What should be avoided? Why?
4. What should we consider during conceptual street design for The Ave, 43rd, and Brooklyn?
5. What did we miss?



U DISTRICT MOBILITY



U District Station Area Mobility Plan

STAY INVOLVED!

Info and project email list: www.udistrictmobility.org

Survey 2: www.udistrictmobility.org/survey

Community Workshop 3: Conceptual Design and Plans

May 30, 2018, 5-7:30pm at U Heights

Back-up slides

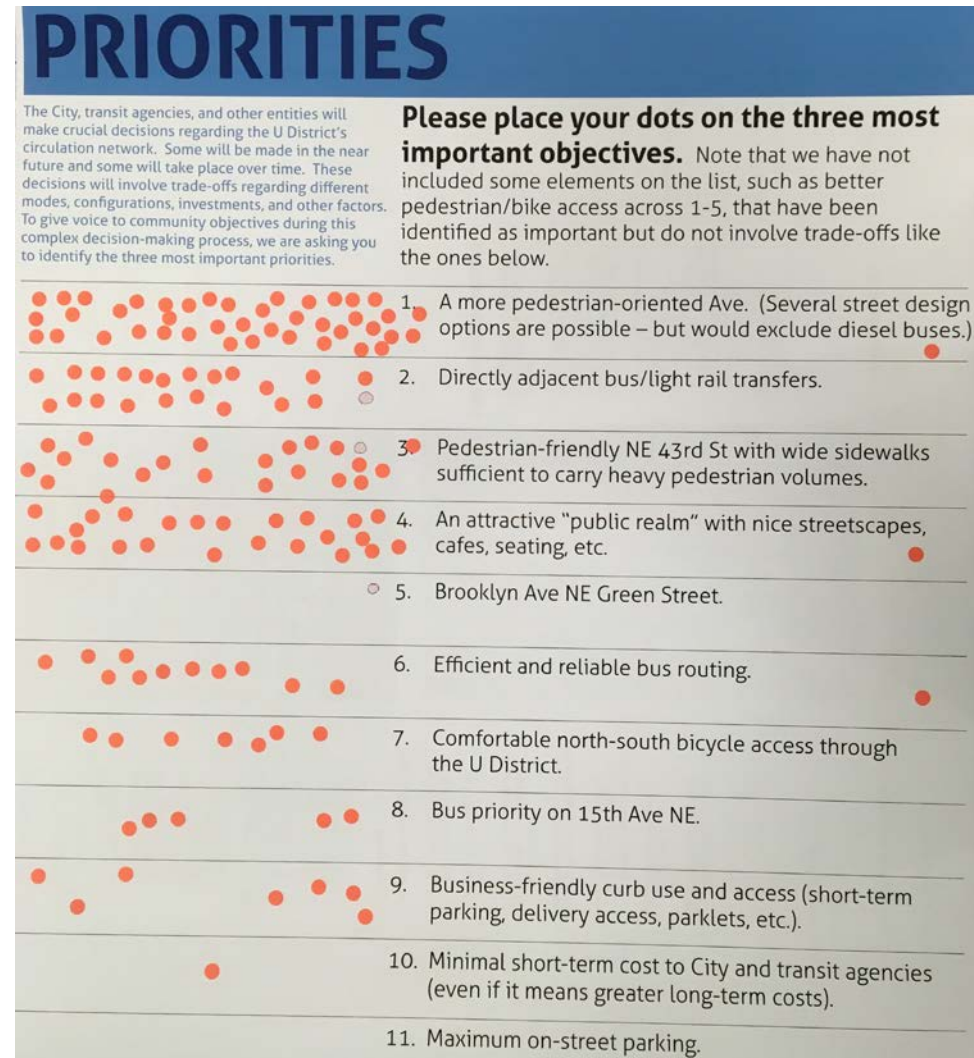


Workshop 2 Results



Top priorities

1. A more pedestrian-oriented Ave. (Several street design options are possible – but would exclude diesel buses.) **(43 votes)**
2. An attractive “public realm” with nice streetscapes, cafes, seating, etc. **(25.5 votes)**
3. Pedestrian-friendly NE 43rd St with wide sidewalks sufficient to carry the heavy pedestrian volumes. **(22.5 votes)**
4. Directly adjacent bus/light rail transfers. **(22 votes)**
9. Brooklyn Ave NE Green Street **(1 vote)**
10. Minimal short-term cost **(1 vote)**



Decision drivers (from individual evaluations of scenarios)

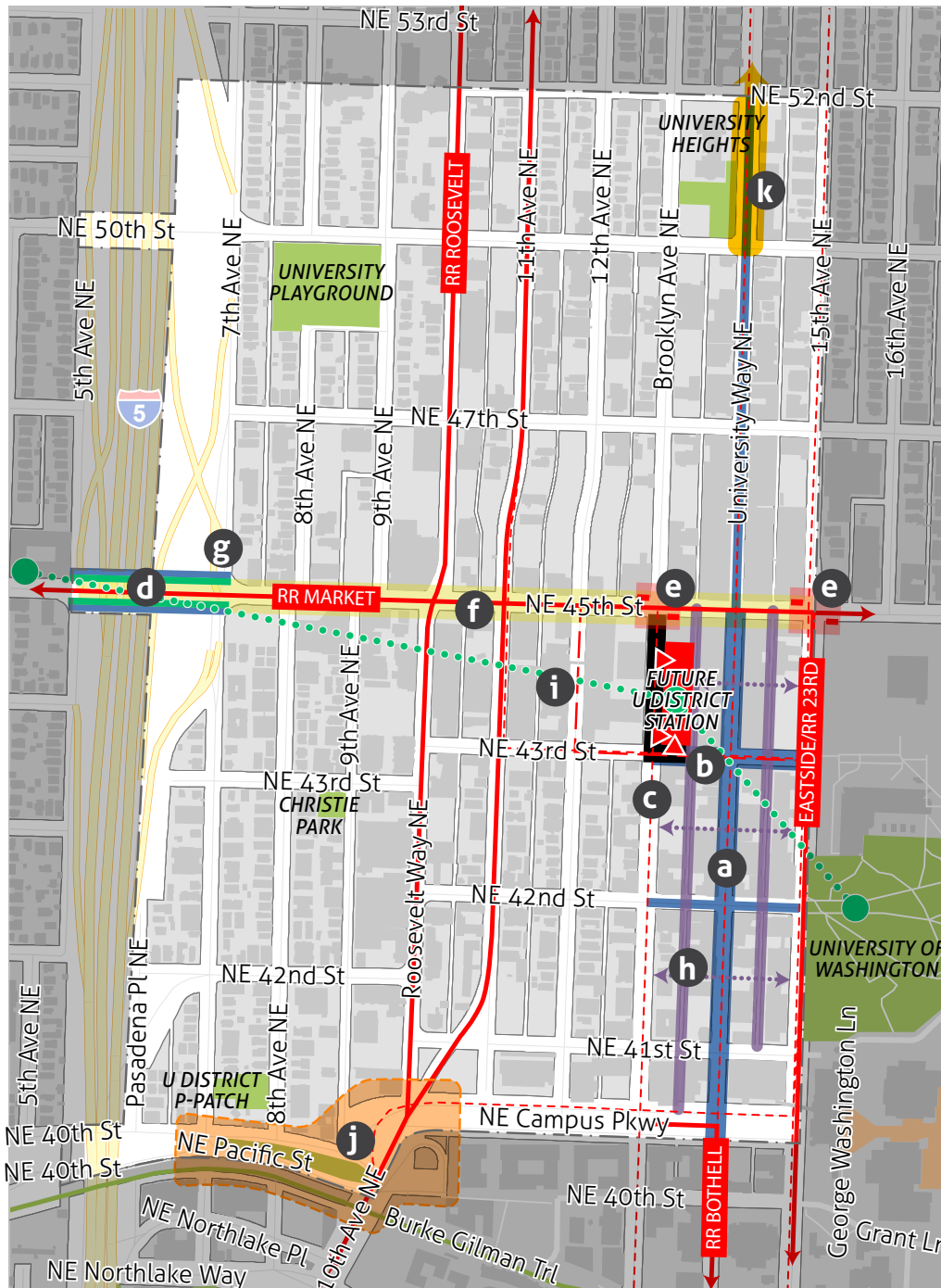
PROS

1. Streets as parks (1.65)
2. Bus-free Ave—pedestrian environment (1.48)
3. Bus-free 43rd—pedestrian environment (1.29)
4. Brooklyn Green Street—Burke Gilman Trail access (1.23)

CONS

1. 45th/43rd bus split—detour if RR Market (44) extends to U Village and Seattle Children's (-0.6)
2. Any changes to Brooklyn Green Street would require significant investment and additional construction impacts at the station. (-0.43)
3. Buses on the Ave may prevent some pedestrian improvement options such as raised crossings/intersections and wider sidewalks (-0.43)

Design Options & Ideas

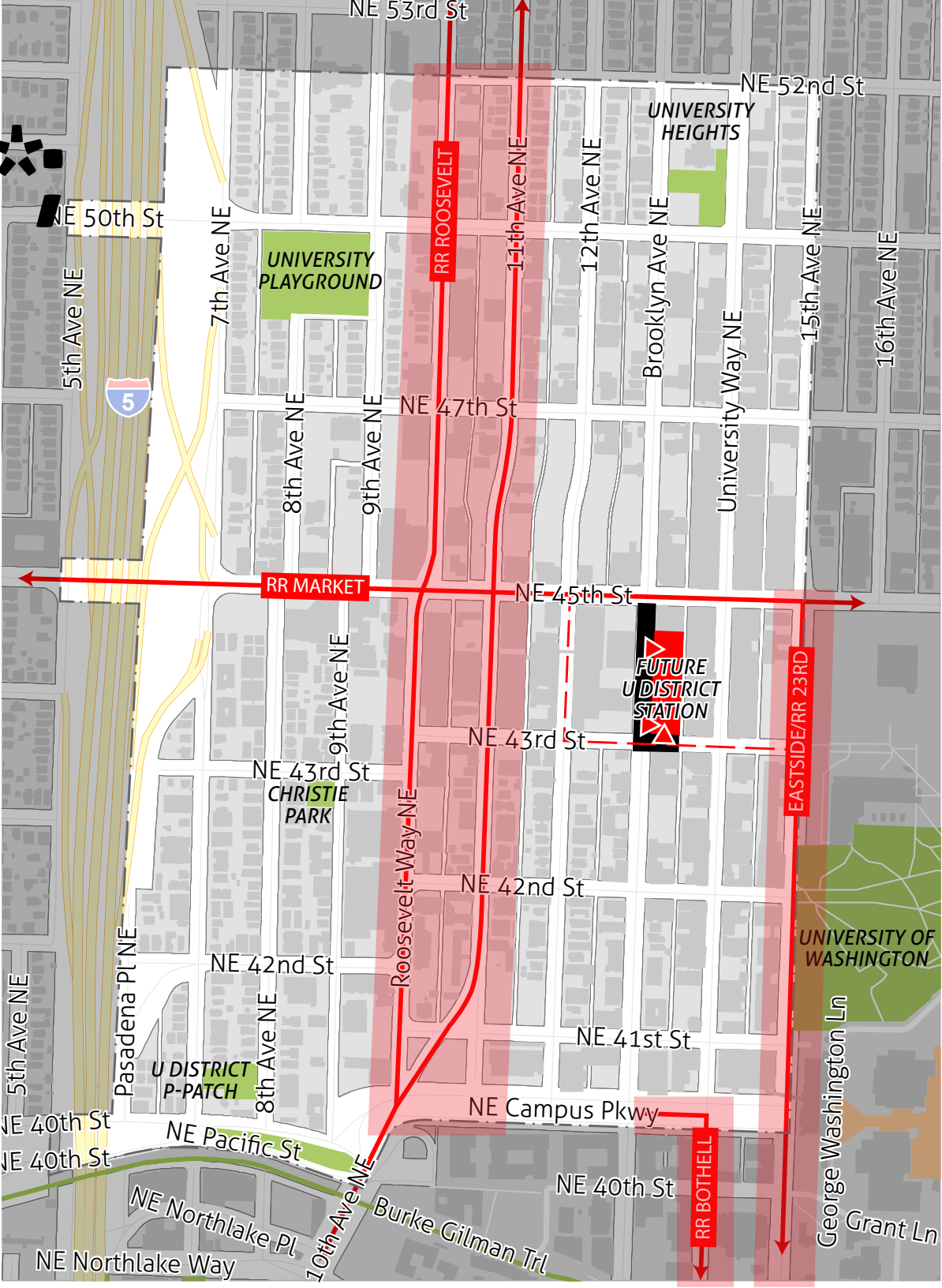


- a** The Ave pedestrianization/auto access options
- b** NE 43rd St pedestrianization/auto access options
- c** Brooklyn Ave NE
- d** NE 45th St – I-5 crossing
- e** NE 45th St – Pedestrian crossings at Brooklyn & 15th
- f** NE 45th St – traffic flow (channelization)
- g** NE 45th St – I-5 on/off ramps queuing
- h** Alleys & mid-block passages
- i** East-west bike route
- j** Vehicular circulation near University Bridge & NE 40th St split
- k** Farmers Market & promenade to Cowen Park

Assumptions: Fixed routes no transfer

- RapidRide Roosevelt (Roosevelt/11th)
- RapidRide Bothell (Campus Parkway-Pacific-Montlake)
- Eastside buses (15th Ave NE)

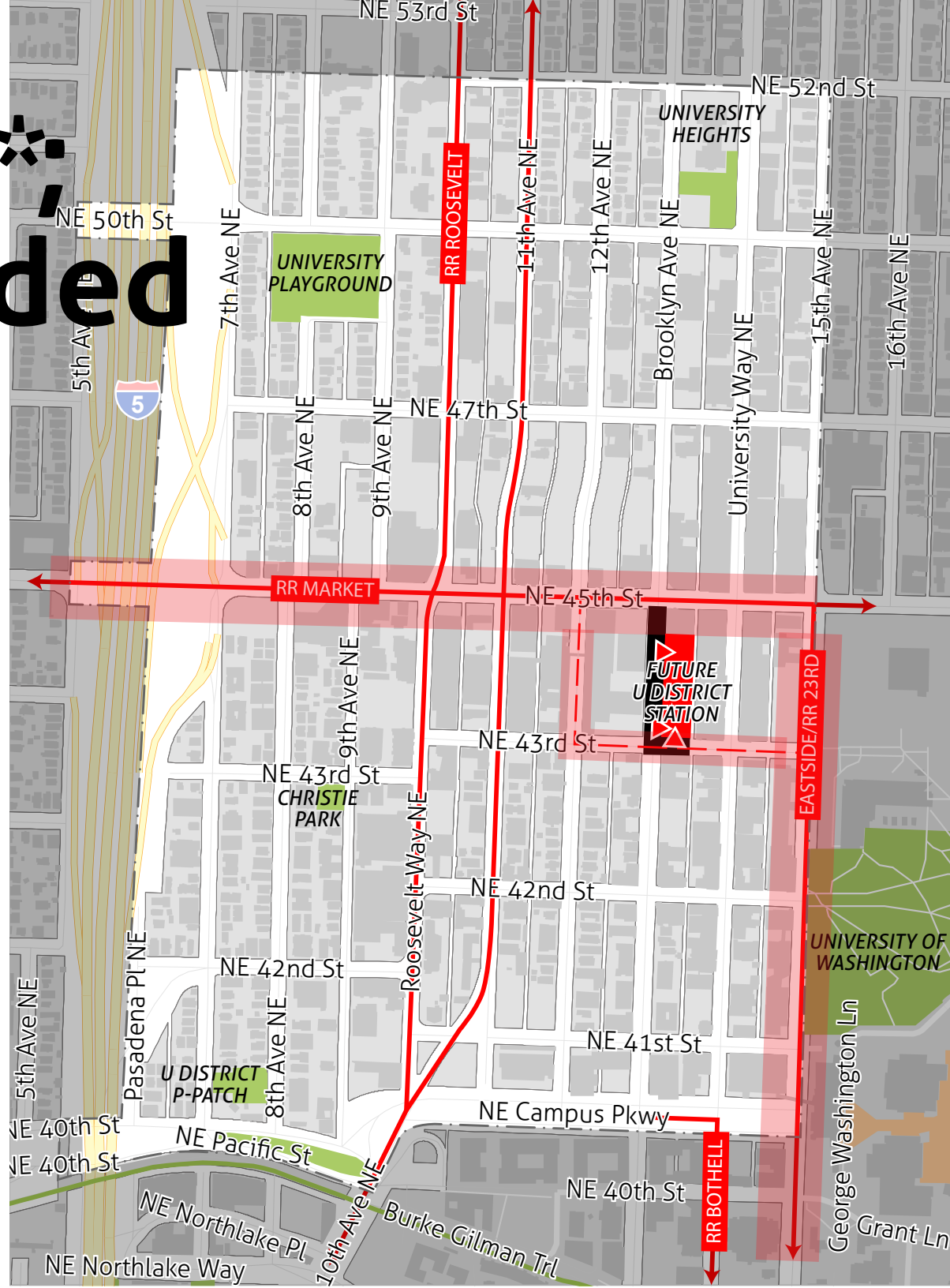
*RapidRide routes are in various pre-concept, planning, and design stages at SDOT and Metro, so "fixed" is used loosely.



Assumptions: Fixed routes transfer needed

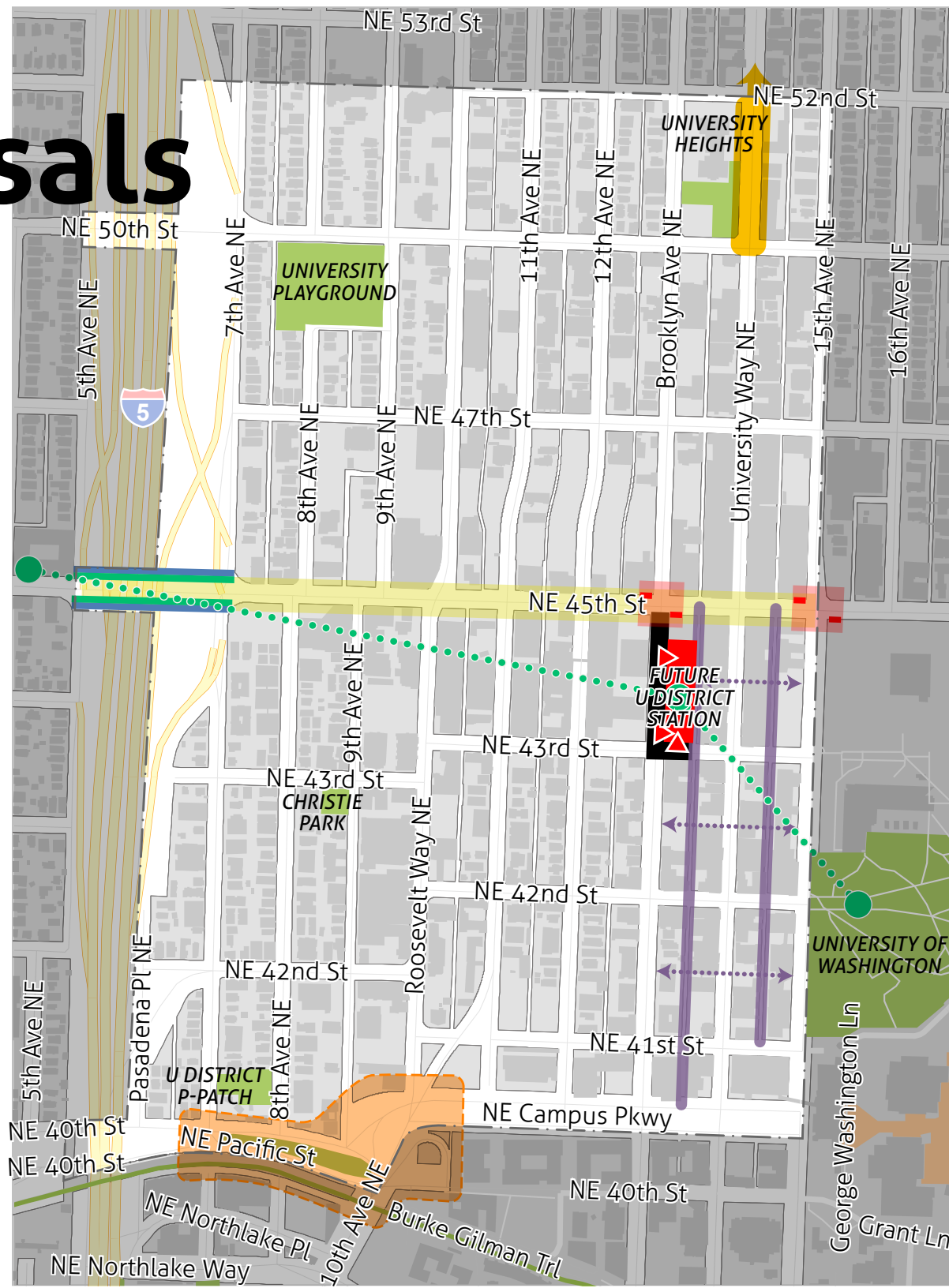
- RapidRide Market (NE 45th St)
- UW Station?
- Children's Hospital?
- RapidRide 23rd (15th Ave NE)

*RapidRide routes are in various pre-concept, planning, and design stages at SDOT and Metro, so "fixed" is used loosely.

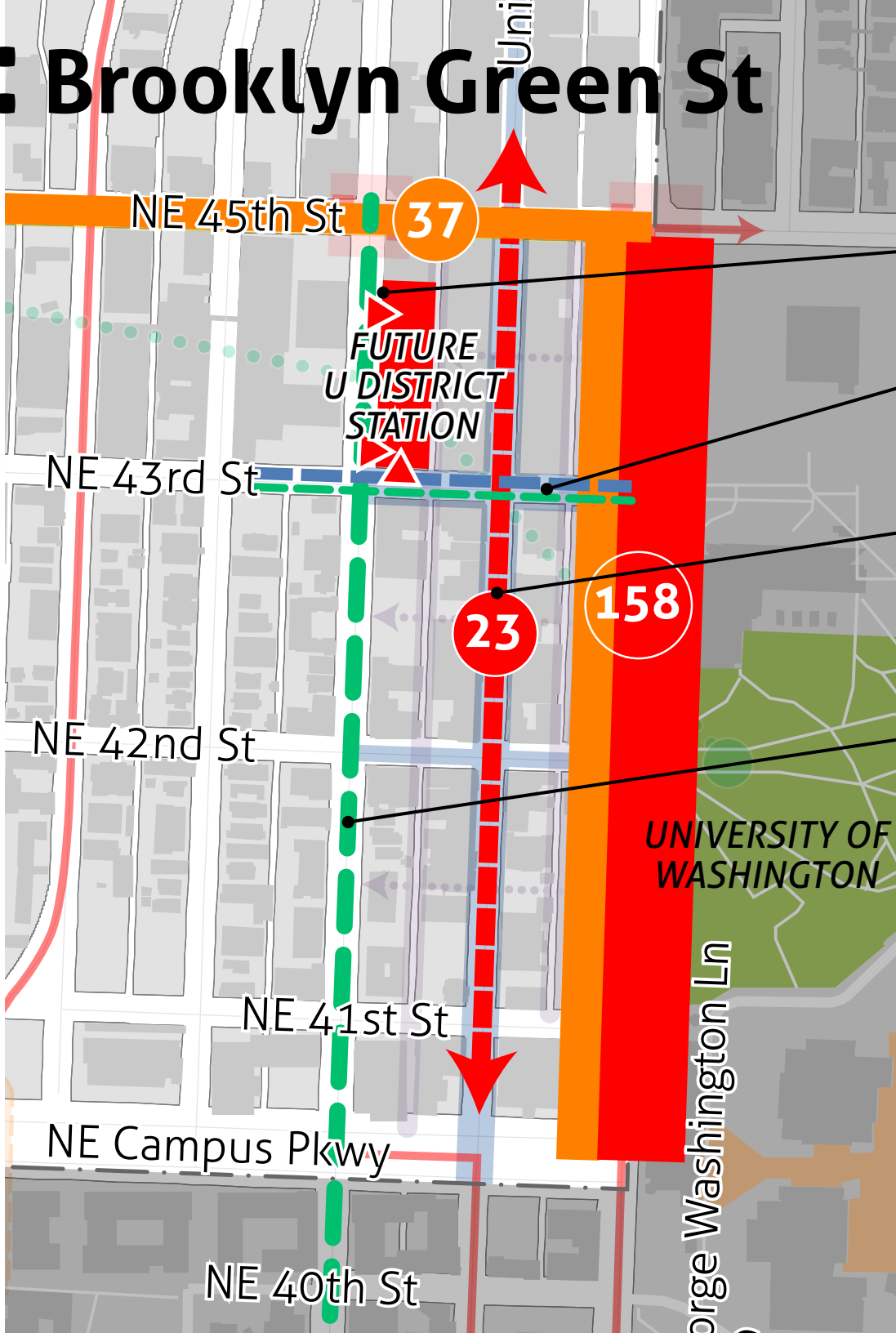


Assumptions: Other proposals & options

- Alleys & through-block passages
- NE 45th St
- I-5 crossing
- Pedestrian crossings at transfer points
- Channelization
- East-west bicycle route
- University Bridge/Campus Parkway & NE 40th St split
- Farmers Market & promenade to Cowen Park



1: Brooklyn Green St



BUS

Potential future conditions

- #** Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
- "Fixed" route*–diesel
- "Fixed" route*–trolley (overhead wire)
- - "Flexible" route**–diesel
- - "Flexible" route**–trolley

PEDESTRIAN/BICYCLE

- - Pedestrian improvements
- - Bicycle improvements