



U DISTRICT MOBILITY

U District Station Area Mobility Plan



**TRANSIT ADVISORY BOARD:
PROJECT IDEAS EVALUATION**

April 25, 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



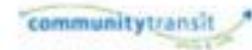
Sound Transit



Washington
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Office of
Planning and
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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](http://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

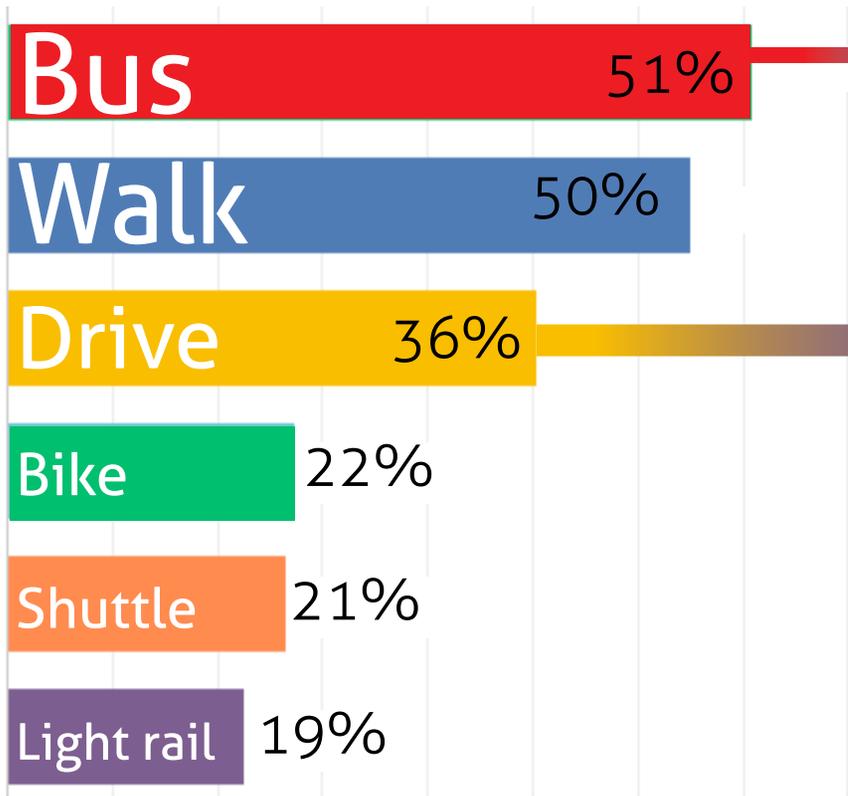
36 workshop participants

- Objectives brainstorming
- Group mapping of challenges and opportunities

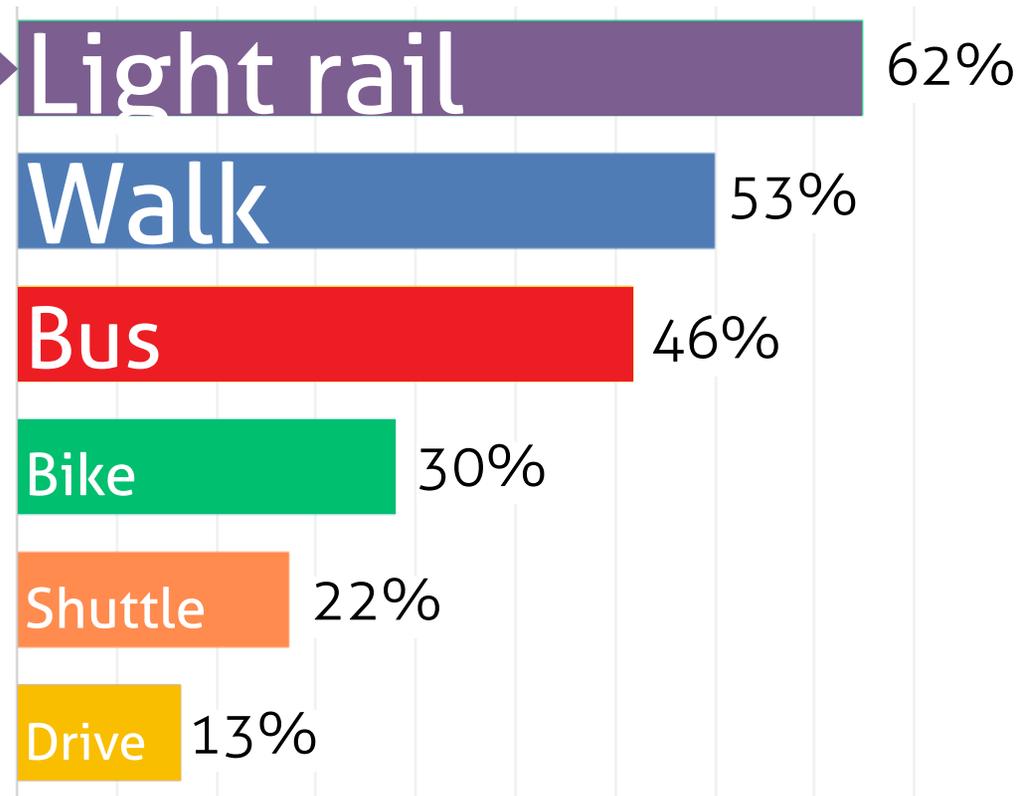


Very strong support for transit, walking, and biking

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

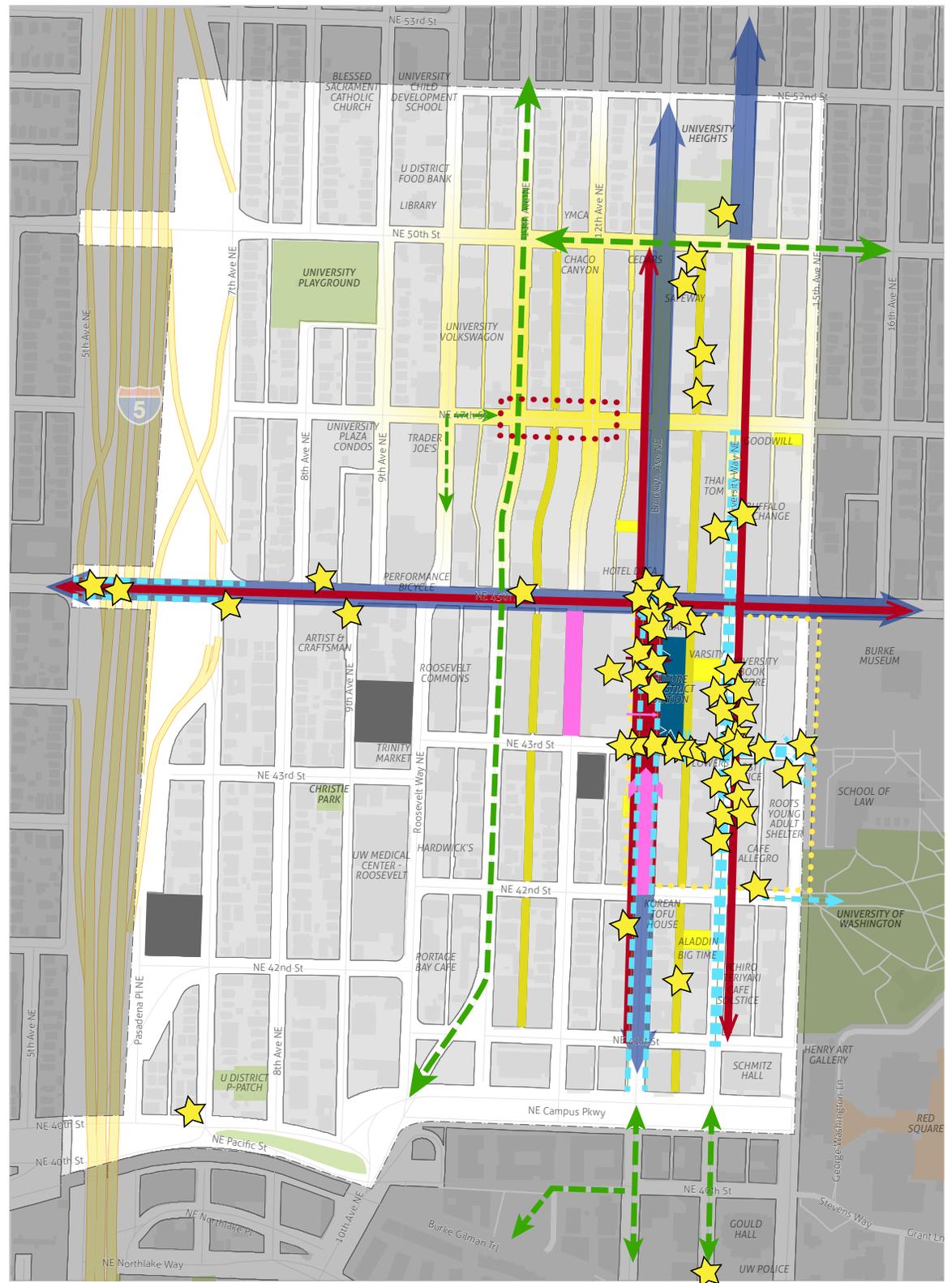
Top ideas: Focus on 43rd



- 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

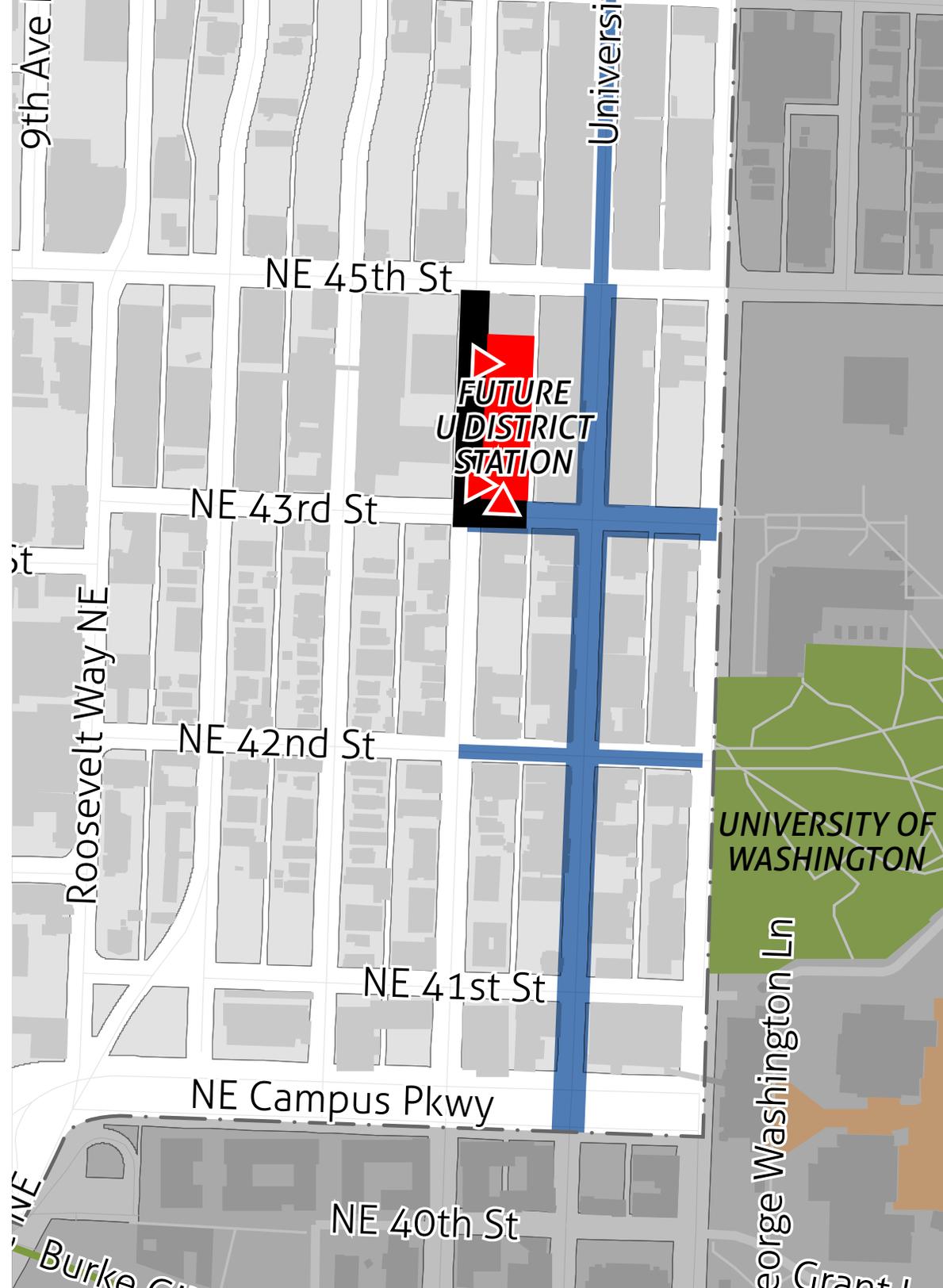


Assumptions: Pedestrian volumes

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

Our interpretation:

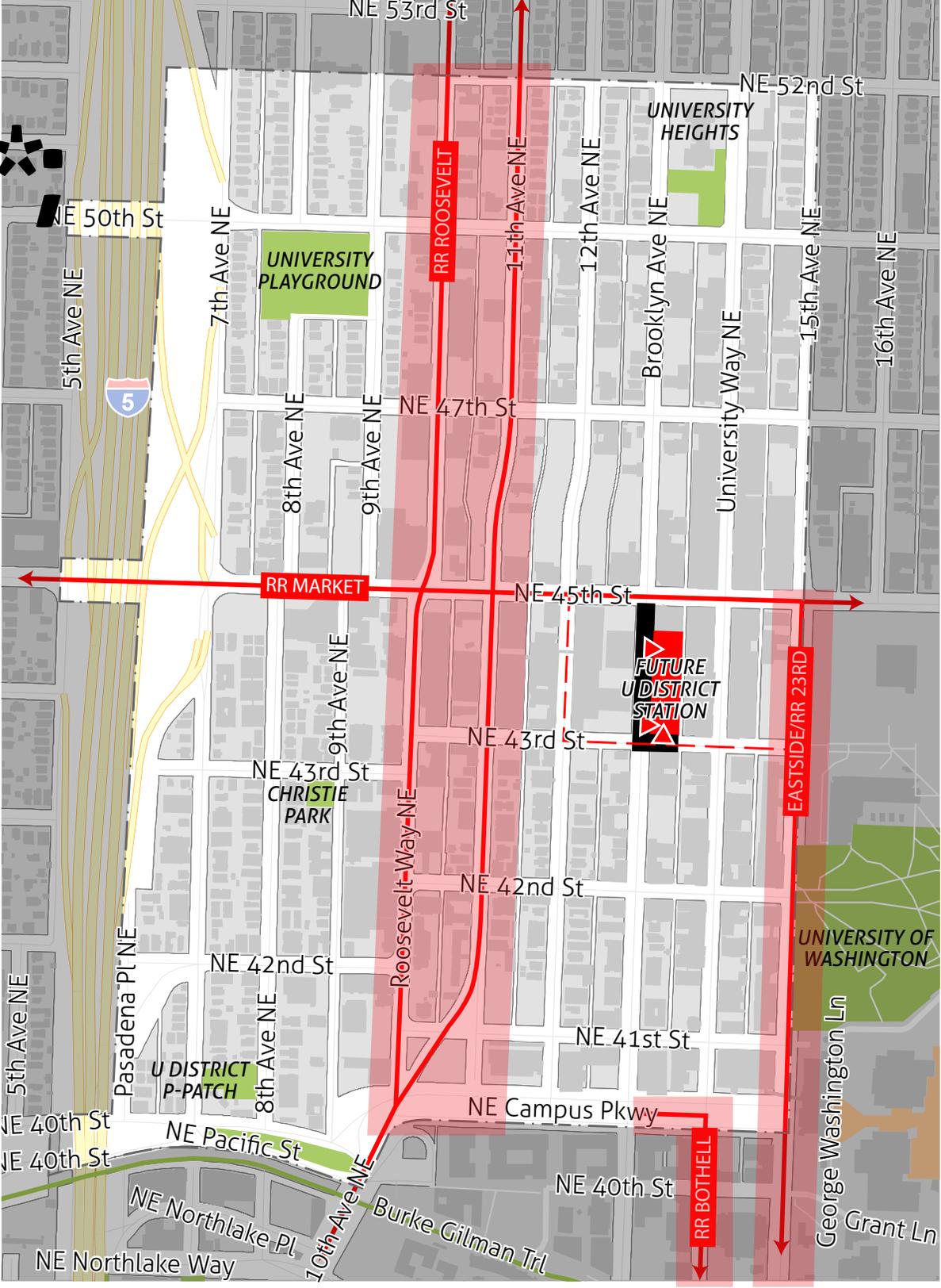
- Likely 2/3 come/go by foot
- Plus bus riders: **22,000 people walking/standing** a day on surrounding streets
- **50-75 people** get off train at once during peak hours (every 3 minutes)—**need 20' sidewalks**



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.

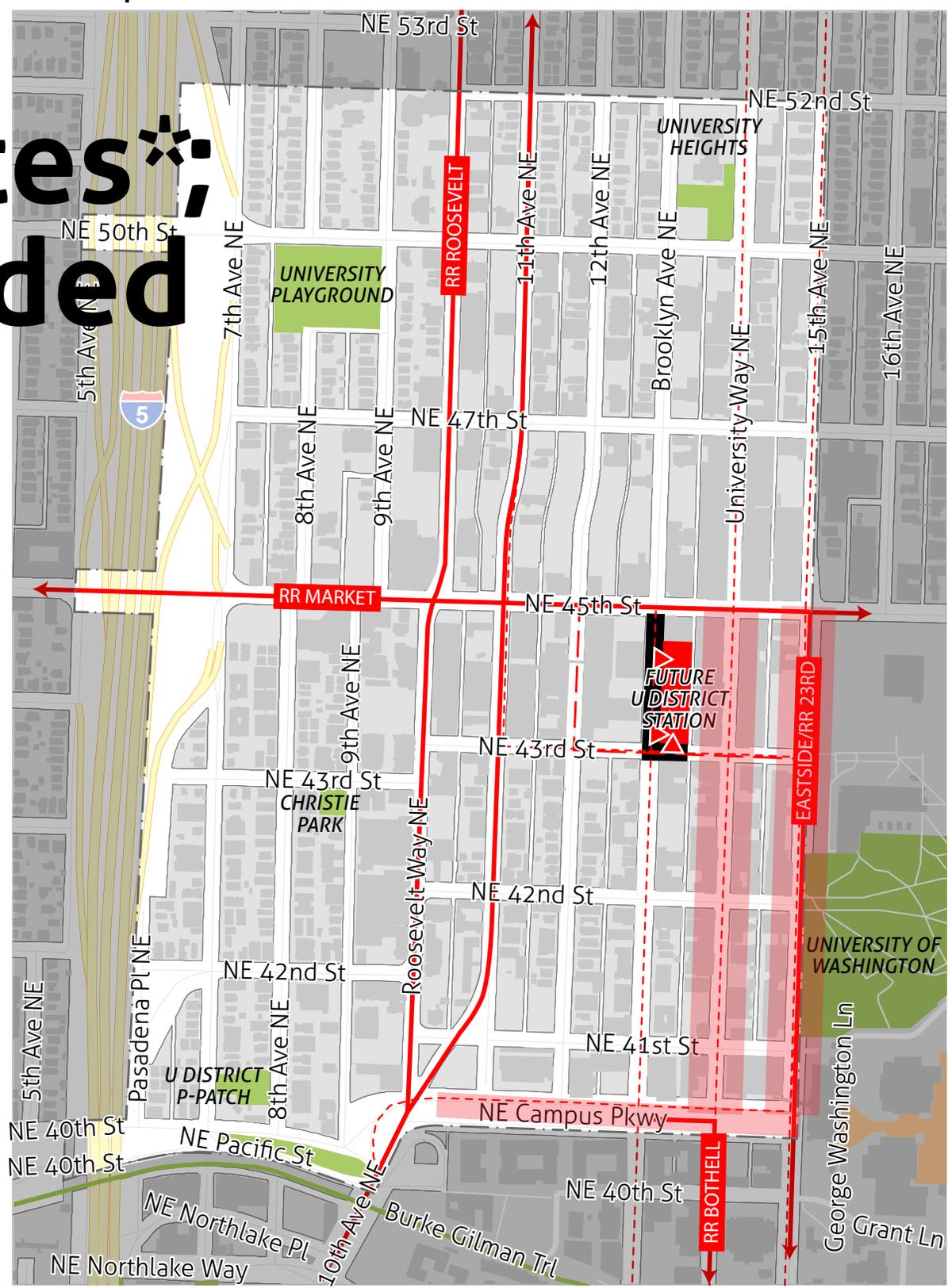


Assumptions: Flexible routes transfer needed

- The Ave buses
- Some 15th Ave buses
- Route 31/32/75
- Can invest in trolley wire if needed

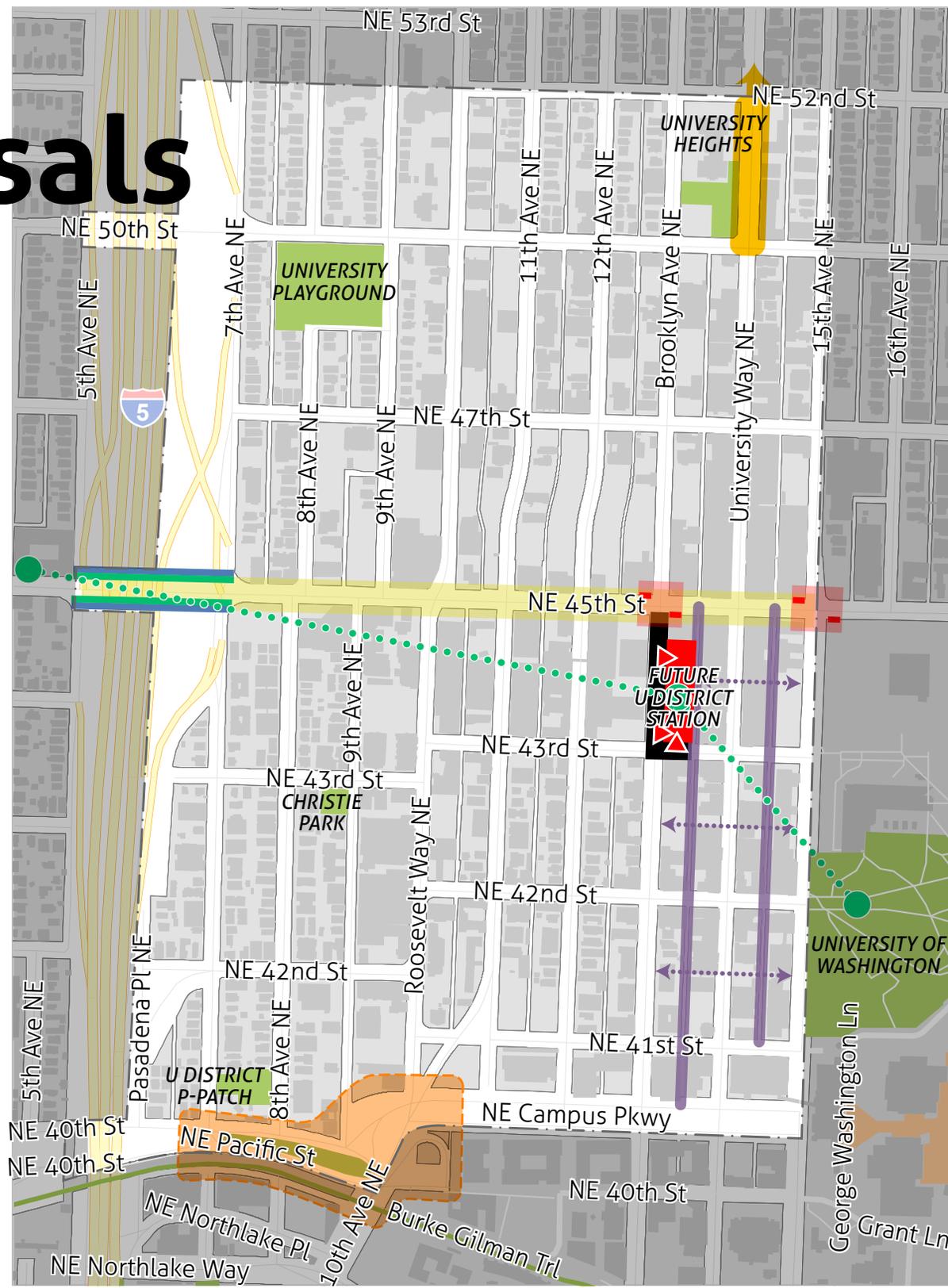
EXPLORED IN SCENARIOS TO HELP DETERMINE FUNCTION/DESIGN OF CORE STREETS:

- The Ave
- Brooklyn Ave NE
- NE 43rd St

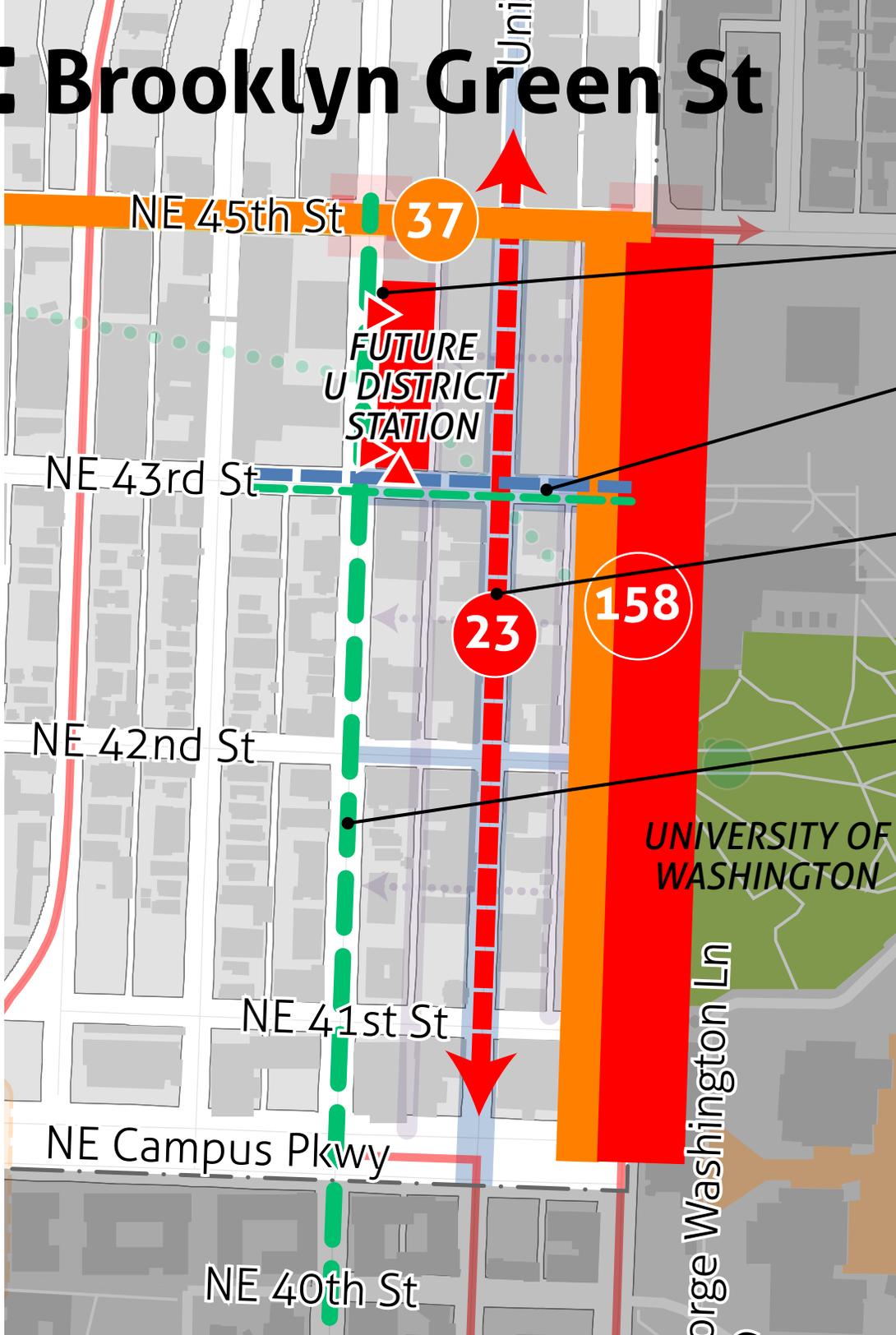


Assumptions: Other proposals & options

- 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

Brooklyn Green Street (to be constructed with station)



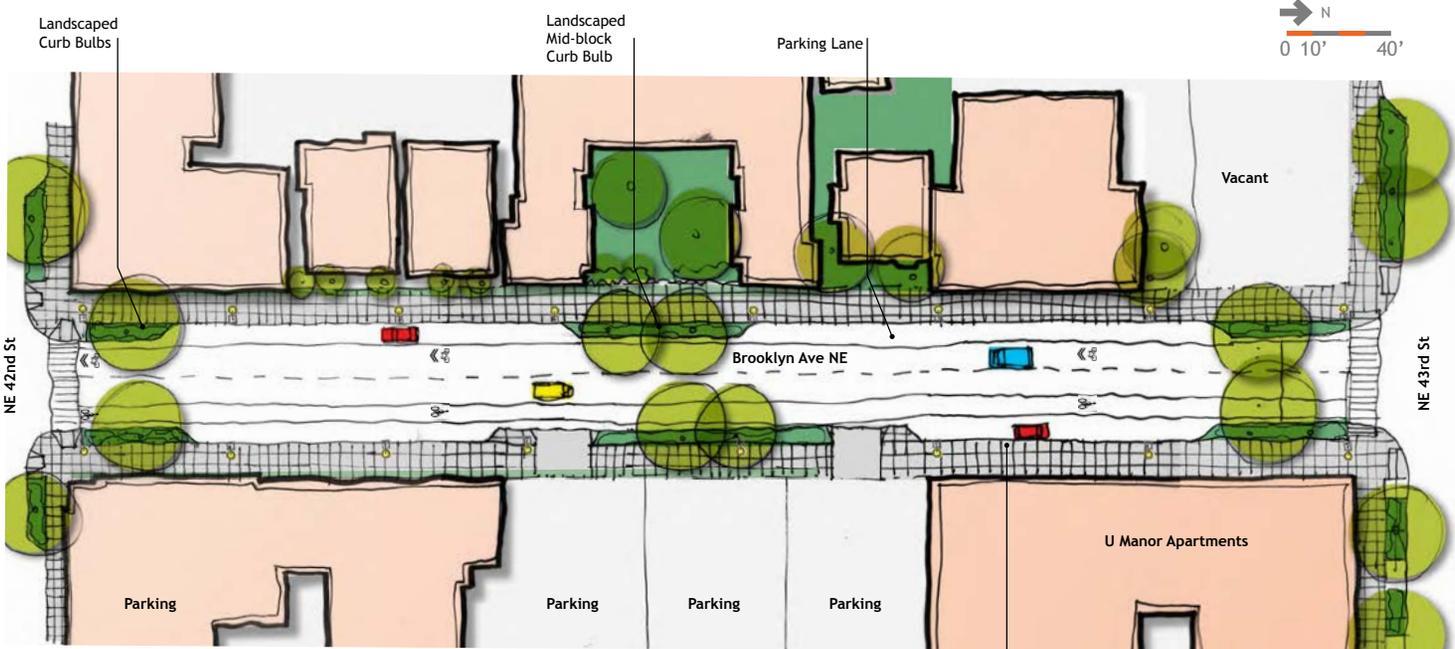
Brooklyn Green Street (to be constructed with station)



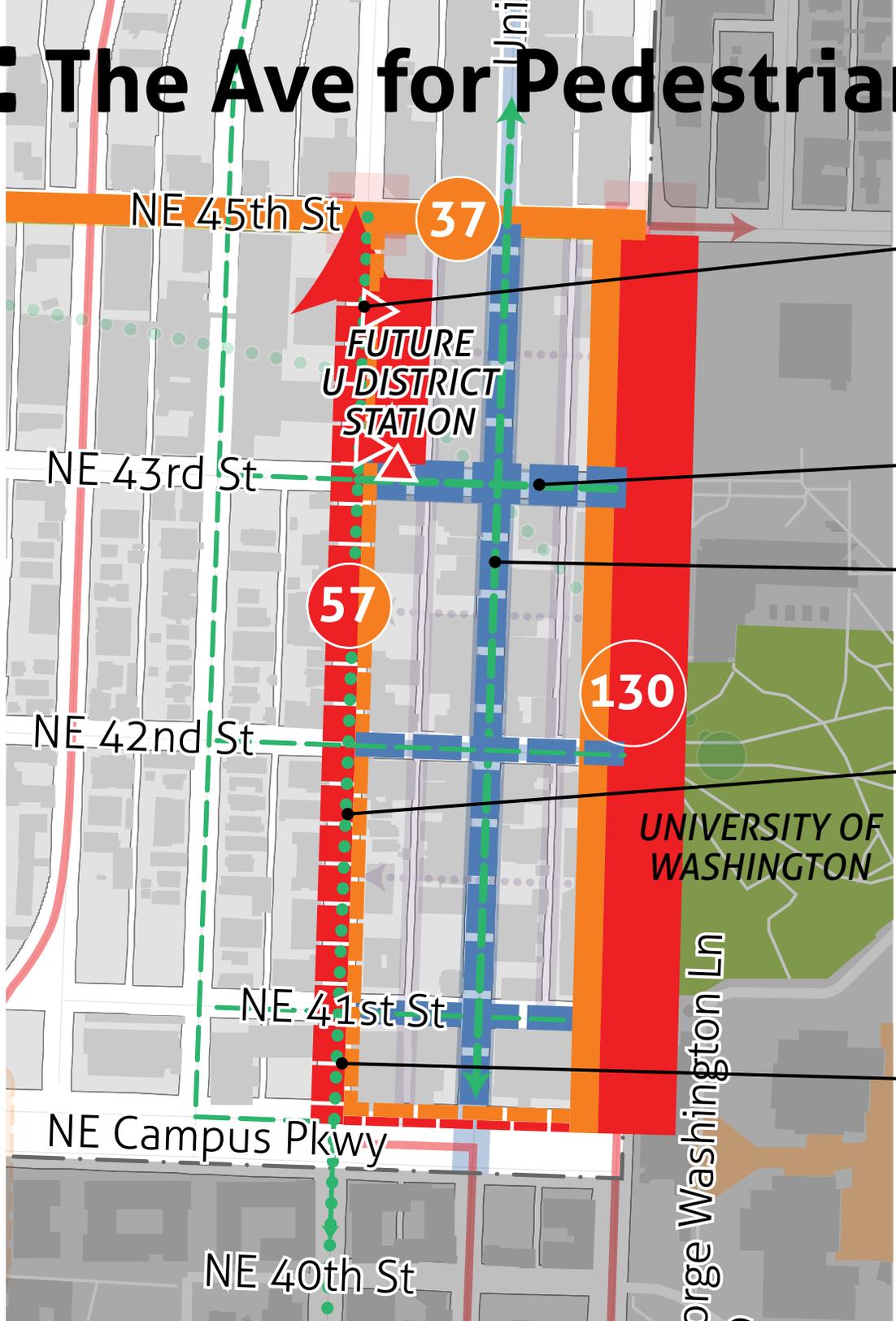
Station's north entry on Brooklyn

Brooklyn Green Street (south of station)

- Implemented south of 41st



2: The Ave for Pedestrians



MAJOR SCENARIO FEATURES

Any changes to design of Brooklyn Ave NE would need funding and cause additional construction impacts

Pedestrian/bicycle mall

Options for improving the Ave for people walking and biking

"Flexible" buses, including route 31/32/75 in this scenario, use Brooklyn Ave NE to gain a direct transfer at the station

Green street, but less focused on biking

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



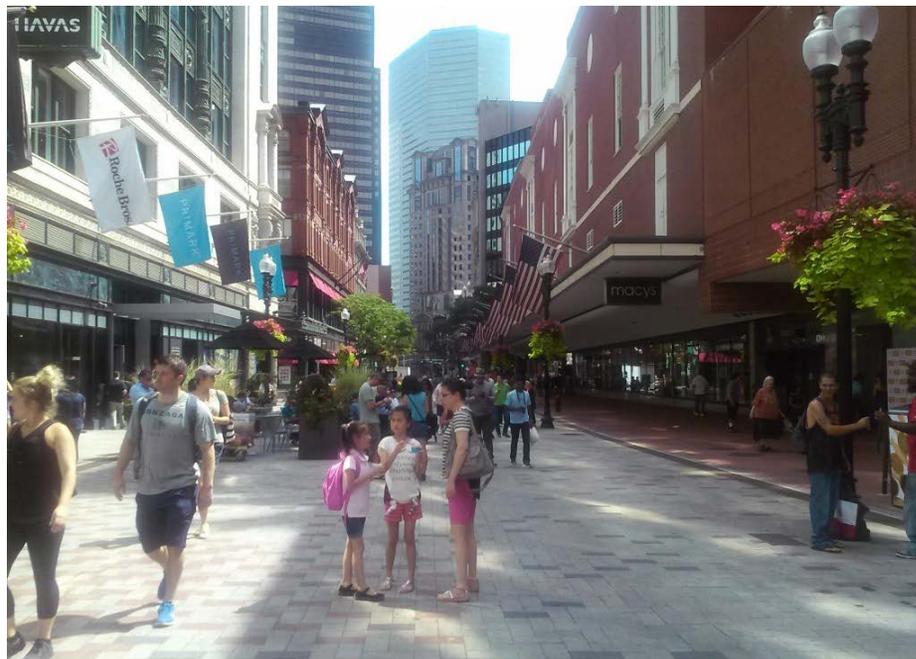
Street fairs

Pedestrian streets



Shared streets

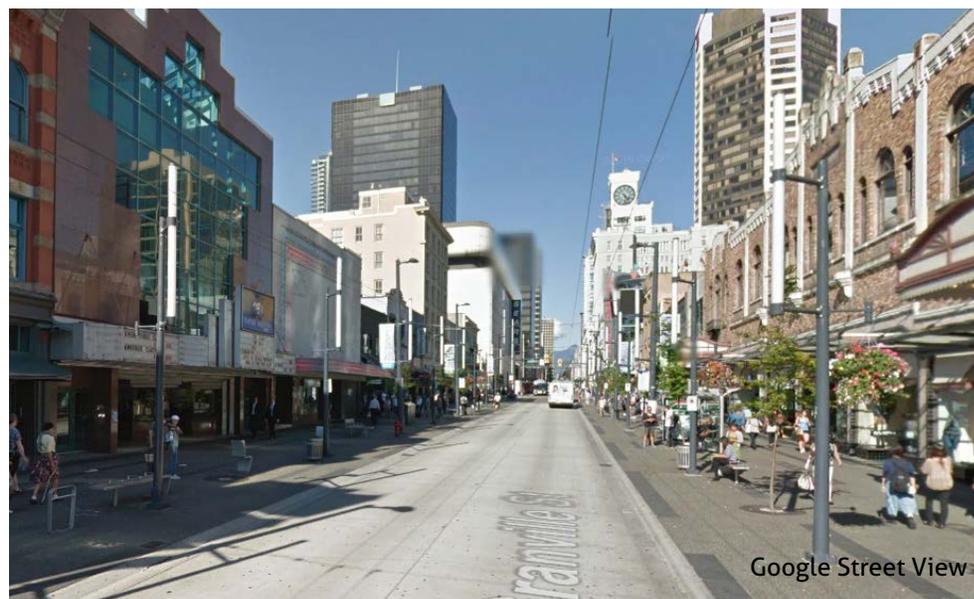
Some vehicle access



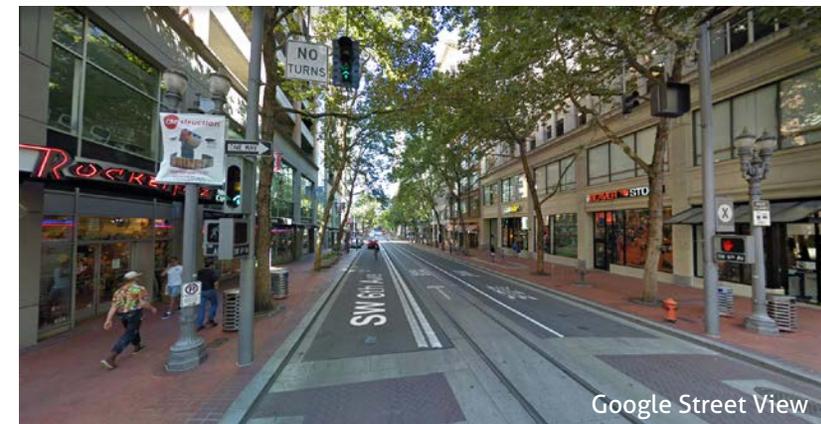
Cafe seating

Park-like

Transit streets



Granville Transit Mall



Portland Transit Mall



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

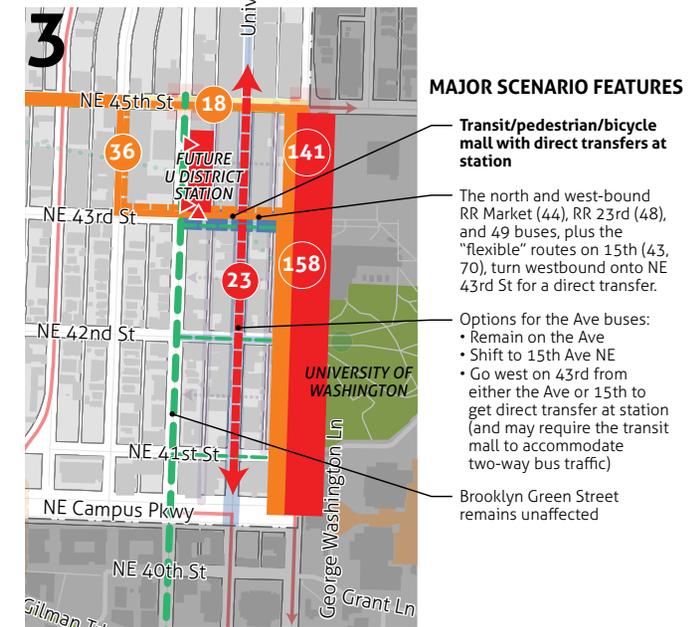
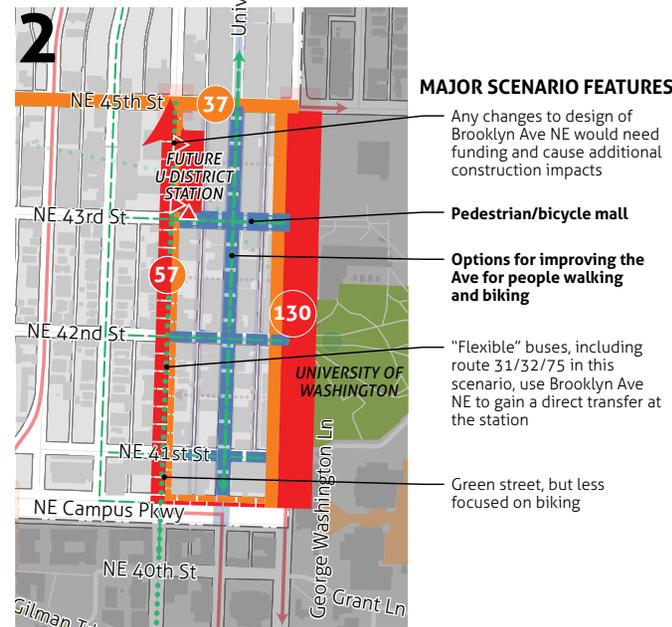
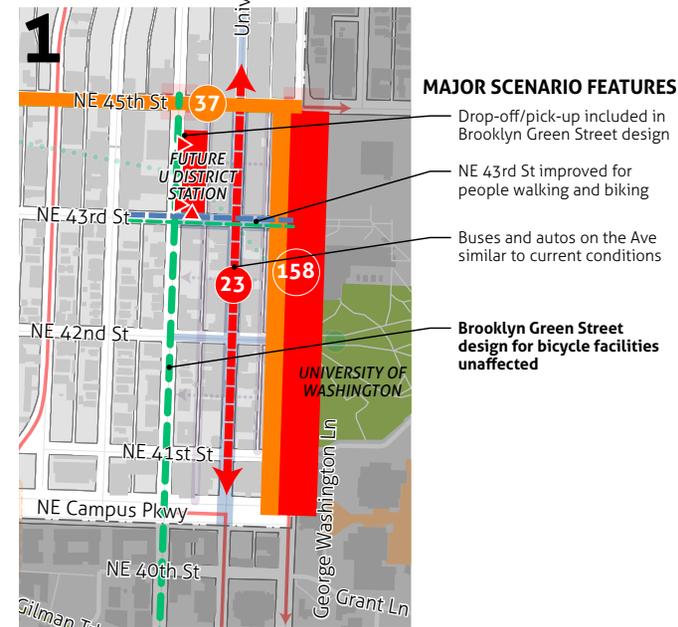
- All: 20' - 25' sidewalks



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 transit 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?
5. What did we miss?



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)

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



Montlake Blvd crossing

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



Similar Stations: Westlake Station

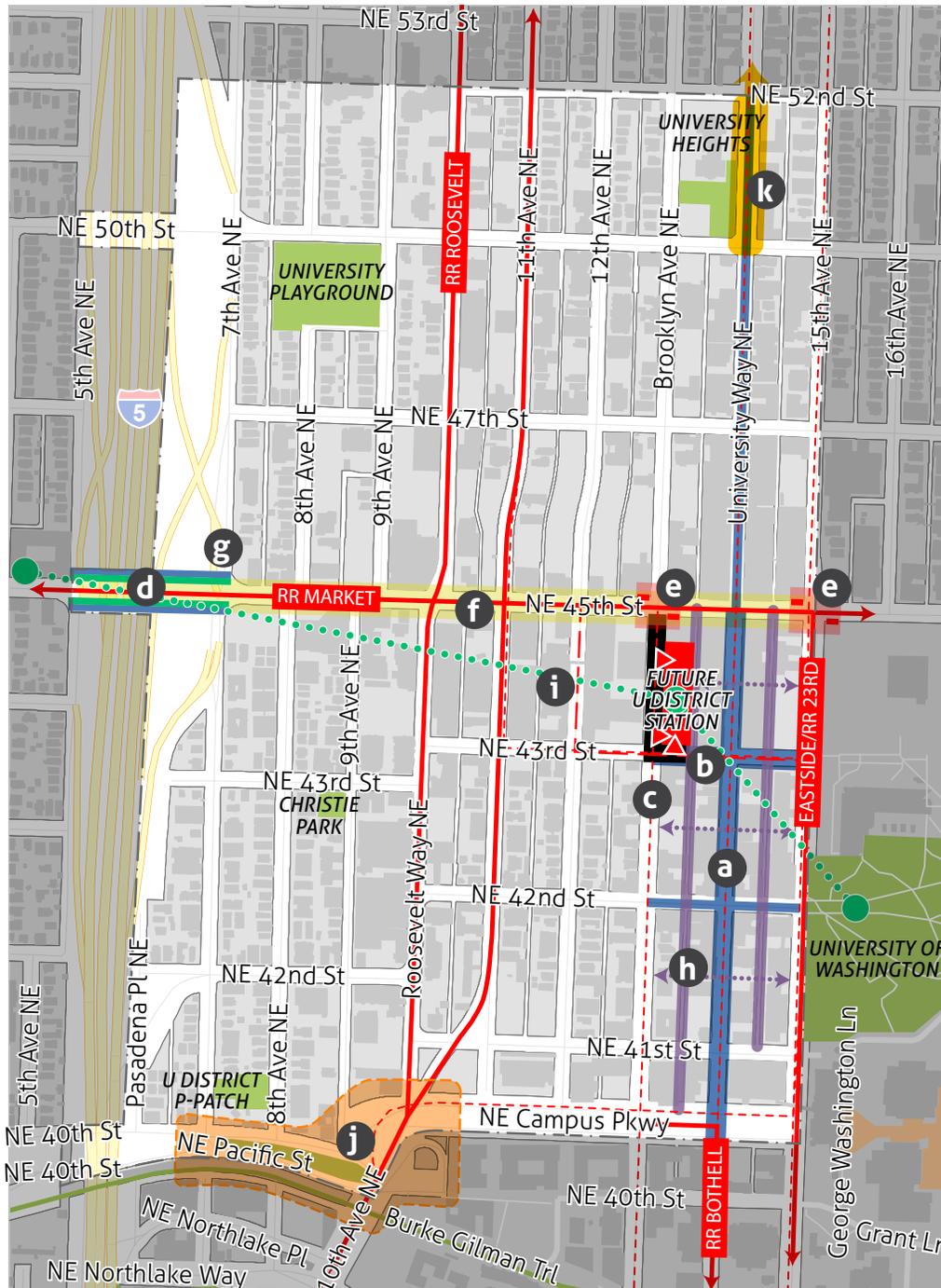


- 22,000 people a day (but 4 exits and more dispersed destinations)
- ~6 people on 18' sidewalk (~12' "clear" zone)

Pine St near station entry



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