

*** DRAFT ***

Summary Results of the Evaluation of Transportation Improvement Concepts

University Area Transportation Area Study

Since the open house in June 2001 the City of Seattle staff, the consultant team, the Project Advisory Committee, various neighborhood groups, and the public have worked together to identify potential transportation improvements in the study area. These improvements are generally referred to as transportation improvement concepts or strategies. Although the concepts in the current list will continuously be refined until this study is completed, the city staff and consultant team have evaluated each of the concepts or strategies.

This report summarizes the results of the staff, consultant team and **Project Advisory Committee** evaluation ratings. It is expected that there will be changes to the evaluation ratings as the study seeks broader input from the agencies, the community groups, and the public. Therefore, this report should be viewed as a draft report and an initial attempt to evaluate the transportation improvement concepts.

Evaluation Criteria Categories

Based on policy direction from the City's Transportation Strategic Plan, input from the Project Advisory Committee and from the public, the study team evaluated improvement concepts using 17 criteria, which were grouped into six major categories. They are listed below:

- Enhance Mobility
 - Improve pedestrian and bicycle facilities
 - Improve access to activity centers
 - Improve connectivity
 - Improve transit/HOV speed and/or reliability
 - Pedestrian/bicycle/transit volumes served

- Improve Safety
 - Reduce pedestrian/bicycle/vehicle conflicts
 - High accident area reported
 - Improve safety for transit riders

- Reduce Traffic Congestion
 - Improve corridor LOS
 - Improve traffic flow



- Mitigate Environmental Impacts
 - Maintain air quality and noise levels
 - Impact of wetland and streams
 - Displacements

- Implementation Feasibility
 - Physical limitations
 - Fiscal limitations

- Community Support
 - Consistent with neighborhood plans
 - Feedback from communities

This report summarizes the evaluation results at the major criteria category level. The spreadsheets showing evaluation results under each evaluation criteria are available.

Evaluation Criteria Category Ratings

The evaluation results of the transportation improvement concepts are summarized with ratings under each major criteria category. The ratings used for this effort are shown with five symbols, which are defined as follows:

- ✓++ Concept strongly supports the evaluation category, and provides positive benefit.
- ✓+ Concept supports the evaluation category, and provides marginal benefits.
- ✓ Concept is neutral or not applicable to evaluate under the category.
- ✓- Concept does not support the evaluation category and may have negative impacts.
- ✓-- Concept does not support the evaluation category and may have worse negative impact than the above category.

The following tables show all of the transportation improvement concepts with evaluation category ratings as defined above.



University Area Transportation Study November 7, 2001		Enhance Mobility	Improve Safety	Reduce Congestion	Environmental Impacts	Implementation Feasibility	Preliminary Community Support	Comment
Projects/Strategies								
1. Eastlake Avenue/Campus Parkway/NE 40th Street Corridors								
1-a	Transit Hub/Center on Campus Parkway	✓+	✓	✓	✓	✓--	✓--	Depending on the light rail route between the downtown and UW, the Transit Center may provide a good connection to a new light rail station.
1-b	Reconfiguration of the loop ramps at Eastlake Ave/Campus Parkway/NE 40th Street	✓++	✓+	✓	✓	✓	✓	The original concept was to create a regular at-grade intersection with a signal but found negative impacts. This concept is not to implement the four-legged intersection.
1-c	Blue bike lanes on Eastlake Avenue E and Campus Parkway	✓++	✓++	✓	✓	✓+	✓++	A blue bike lane is not a part of the city standards. An approval from SeaTran is needed. Should be implemented as a demonstration project.
1-d	Area-wide transportation facility improvements in the North Lake Way area	✓+	✓+	✓	✓	✓	✓	Unregulated parking should be eliminated. Sidewalks are missing. Need to bring the area up to current development standards. A connection to Burke-Gilman trail is also needed.
1-e	Bicycle activated push button at Eastlake Avenue E/Harvard Avenue E	✓+	✓++	✓	✓	✓++	✓+	Among several options examined, this is most feasible and cost-effective.
1-f	Pedestrian actuated signal on Roosevelt Way/11th Ave NE at Upper 40th Street or NE 41st Street	✓++	✓++	✓	✓	✓++	✓+	Observed vehicle speeds are high at this location.
1-g	Bicycle connection from Lower 40th Street to Eastlake Avenue E	✓+	✓	✓	✓	✓-	✓+	A stairway exists but it is steep.



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November 7, 2001								
Projects/Strategies								
2. Montlake Blvd./Pacific Street Corridors								
2-a	HOV, UW hospital access and through traffic improvements in the area of Montlake Blvd./Pacific Street/Pacific Place	✓+	✓	✓++	✓-	✓--	✓	This project may be implemented as a potential interim project for Trans-Lake study. A further study is needed to address several significant design issues. Need to analyze traffic impact on event days.
2-b	Pedestrian overpass/underpass at Montlake Blvd NE/NE Pacific Street	✓+	✓+	✓	✓	✓-	✓	This project is not directly tied to 2-a
2-c	Traffic island modification at Montlake Blvd./NE Shelby Street	✓++	✓++	✓	✓	✓++	✓++	A low cost project, which can be implemented with existing resources.
2-d	Landscape trimming on Montlake Blvd from SR 520 to Pacific Place NE	✓+	✓+	✓	✓	✓++	✓	A low cost project, which can be implemented with existing resources.
2-e	Consolidation of mid-block pedestrian crossings on NE Pacific Place and installation of in-pavement strobe lights	✓+	✓+	✓	✓	✓	✓	The location of the crosswalk should be at the highest point of Pacific Place. The SeaTran design standards do not include the strobe light installation at a crosswalk.
2-f	HOV lane extension on southbound Montlake Blvd	✓+	✓	✓	✓	✓-	✓	This southbound roadway is highly congested with long queues. 300 to 350 vehicles in AM and PM peak hours are HOVs.
2-g	HOV lane extension on eastbound Pacific Street	✓++	✓	✓	✓	✓+	✓	Coordination with UW expansion project is needed.
2-h	Bicycle/pedestrian underpass under Montlake Blvd at NE Pacific Place.	✓++	✓++	✓	✓	✓-	✓+	It would be difficult to implement two new undercrossings (2b and this project).
2-i	Navigation strategies for bicyclists between the University campus and the area south of SR 520	✓+	✓+	✓	✓	✓++	✓+	
2-j	Eastbound transit-only loop on-ramp addition to the existing SR 520 HOV ramp	✓	✓	✓	✓	✓	✓	This project is to provide easier transfers. However, such transfers can be done at other freeway stations on the east side of Lake Washington
2-k	"No Montlake Bridge opening hour" extension	✓	✓	✓+	✓	✓++	✓++	



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Projects/Strategies								
3. Major East-West Corridors								
3-a	Left turn lane at major arterial intersections on NE 65th Street.	✓	✓++	✓+	✓	✓++	✓	On-street parking at major intersections have to be removed but on-street parking in other areas can be extended into peak hours. This project can be integrated into the planned CIP. Several redevelopment proposals can include the removal of on-street parking.
3-b	Short signal cycles at the NE 45th Street/I-5 ramp intersections.	✓++	✓	✓-	✓	✓+	✓++	
3-c	Feasibility study of an east-west bus rapid transit system connecting the University area with the Ballard area.	✓++	✓	✓+	✓	✓++	✓++	No evaluation can be done without developing specifics, which will be done in the proposed study.
3-d	Two-way operation on Lower 40th Street between 7th Ave NE and Brooklyn Ave NE	✓-	✓--	✓-	✓	✓--	✓+	LOS at the intersection of 7th Ave NE and NE 40th will operate poorly. A signal with roadway improvements may be needed, if 40 th St operates two-way. Street right of way was vacated on the UW campus.
4. Major North-South Corridors								
4-a	Bike way on 20th Ave NE from NE 65th Street to NE 45th Street	✓++	✓+	✓	✓	✓++	✓++	20th Ave NE is a collector arterial south of Ravenna Blvd. Where there are not adequate street widths, "bike symbols" may be stamped on the pavement.
4-b	Bike way on Brooklyn Ave NE from NE 65th Street to Pacific Street	✓+	✓+	✓	✓	✓++	✓+	Brooklyn Ave should be de-classified from a collector arterial to a local street. Where there are not adequate street widths, "bike symbols" may be stamped on the pavement.
5. I-5 Crossing Improvements								
5-a	Queue bypass lane on northbound 7th Avenue NE south of NE 45th	✓++	✓+	✓-	✓	✓+	✓	
5-b	Pedestrian/bike-only overpass at NE 47th Street over I-5	✓++	✓++	✓	✓	✓--	✓++	May have to rely on WSDOT to fund. A study may be needed to estimate usage/demand.
5-c	Reconstruction of NE 45th and NE 50th overpasses over I-5	✓	✓	✓++	✓-	✓--	✓	Should be considered in the WSDOT study to improve operation of I-5.



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Projects/Strategies								
6. University Village Area Access								
6-a	Pedestrian/bike trail connecting Burke-Gilman trail with U-Village at NE 47th Street	✓+	✓++	✓	✓	✓	✓	This project channels pedestrians to a signalized crossing location. Can be implemented in phases.
6-b	Burke-Gilman Trail crossing improvement at 25th Ave NE	✓++	✓++	✓	✓	✓+	✓+	Several ideas have been identified but no clear consensus has emerged.
6-c	Small area improvements at Ravenna Blvd NE/NE 55th Street	✓+	✓++	✓	✓	✓++	✓+	Arterial intersections. Need to coordinate with bike trail improvement (6-i)
6-d	Curbs, gutters, and sidewalks on NE Blakely Street/30th Ave NE/Union Bay Place from 25th Ave NE to NE 45th Street	✓+	✓+	✓	✓	✓+	✓++	This is an arterial corridor.
6-e	Small area safety improvements at the Burke-Gilman trail crossing at the intersection of 30th Ave NE/NE Blakely Street	✓++	✓++	✓+	✓	✓	✓	
6-f	Pedestrian crossings improvements and protected left turns for vehicles at Pend Oreille Road/25th Ave NE	✓	✓+	✓	✓	✓+	✓	Add a pedestrian signal and crosswalk on the north side of the intersection.
6-g	Sidewalk addition on the west side of 30th Ave NE from Union Bay Place NE to NE 55th Street.	✓+	✓+	✓	✓	✓-	✓++	
6-h	Sidewalk addition on the south side of NE 50th Street from 30th Ave NE to 35th Ave NE.	✓+	✓+	✓	✓	✓-	✓++	
6-i	Bicycle trail along the southern edge of Ravenna Park from the end of Ravenna bicycle lanes to NE 55th Street	✓++	✓++	✓	✓-	✓+	✓++	
6-j	Unregulated parking restriction in city's right-of-way in the areas surrounding University Village	✓	✓	✓	✓	✓++	✓+	This issue has been studied in the U-Village expansion EIS.
6-k	Access consolidation at the Office Depot and University Village driveways	✓	✓+	✓+	✓	✓--	✓+	This is an access issue on private properties.



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November 7, 2001								
Projects/Strategies								
7-A. Transit/HOV Access								
7-a	HOV ramp (bus-only) connecting NE 40th Street with the I-5 express lanes.	✓+	✓	✓	✓	✓--	✓	Assumed that no King County bus will use this new access. The existing service concept must be changed.
7-b	Southbound HOV lane (bus-only) on 5th Avenue from NE 42nd Street to NE 40th Street	✓+	✓	✓	✓	✓--	✓-	Wallingford community may not support this concept. The benefit of this project is small if a new ramp to I-5 Express Lanes is built (7-a).
7-c	Bus priority streets on Upper NE 40th Street and Lower NE 40th Street from I-5 to Eastlake Ave NE (Campus Parkway).	✓++	✓	✓	✓	✓	✓	This project is tied to 7-a and 7-b.
7-d	Grade-separated transit circulator in the UATS area	✓++	✓	✓+	✓	✓--	✓	This involves major changes in the existing transit service concept. Implementation is much beyond the planning horizon of this study.
7-l	HOV queue bypass lane on the I-5 southbound-off ramp at NE 45th Street.	✓+	✓--	✓--	✓	✓--	✓	May have to close 5th Ave north of the I-5 off-ramp. One of the SB lanes on 5th Ave NE approaching NE 45th will have to be converted to HOV use only. This may be a substitute for 7-a project.
7-k	HOV queue bypass lane on SR 520 WB off-ramp at Montlake Blvd.	✓++	✓++	✓-	✓	✓+	✓	This may be an early action of Trans-Lake project
7-B. Spot Improvements								
7-e	Two southbound through lanes and adequate NB left vehicle storage and green signal phase on 15th Ave NE south of NE 45th Street	✓+	✓+++	✓+	✓-	✓+	✓-	
7-f	Pedestrian and bicycles use of the unused ramp over SR 520	✓++	✓	✓	✓	✓++	✓++	Can be connected with Arboretum trail along Lake Washington Blvd. Not city right-of-way. Needs a permission from WSDOT
7-g	Northbound left turn lane at the 15th Avenue NE and Ravenna Blvd intersection	✓	✓+++	✓	✓	✓++	✓	A signal should be considered, which was not supported by the community several years ago.
7-h	Bicycle parking facilities	✓+	✓	✓	✓	✓+	✓+	Needs to identify where facilities are needed
7-j	Left turn pockets at 25th Ave NE and NE 55th Street	✓	✓+++	✓+	✓	✓++	✓++	



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November 7, 2001								
Projects/Strategies								Comment
8. Light Rail Station Area Improvements								
8-a	Sidewalks widening on 15th Avenue NE between NE 50th and NE Pacific Street	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
8-b	Specialized at-grade crossing at the intersection of 15th Avenue NE and NE 43rd Street.	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
8-c	Specialized at-grade crossing of 15th Ave NE near north entrance of Pacific St. Station	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
8-d	Street and sidewalk improvements between Roosevelt Avenue NE and light rail station on NE 43rd Street	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
8-e	Street and sidewalk improvements between Roosevelt Avenue NE and 20th Ave NE on NE 45th Street	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
8-f	Pedestrian access from transit stops to stations on University Way N.E.	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
8-g	Walkway through parking lot from University Way NE to north Pacific Station entrance.	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
8-h	Sidewalks along south side of NE Pacific Street and east side of University Way.	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
8-l	Bicycle parking spaces and facilities at the two light rail stations	✓+	✓+	✓	✓	✓++	✓++	This project is consistent with City plan used to negotiate with Sound Transit mitigations related to LR stations.
9. Traffic Signal Modification								
9-a	Implementation of the pedestrian pushbutton practice policy	✓++	✓+	✓	✓	✓++	✓++	
9-b	Scramble signals at the following intersections: NE 45th St and University Way NE, NE 43rd and University Way, and 15th Ave NE and NE 40th Street.	✓+	✓	✓--	✓	✓	✓+	May want to conduct a demonstration project at University Way/ NE 43rd. High priority for this location. Low priority for other locations.
9-c	Evaluation of signal operation on University Way at NE 42nd Street and NE 43rd Street	✓++	✓	✓	✓	✓++	✓++	



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November 1, 2001								
Projects/Strategies								
10. Areawide Strategies								
10-a	TMP Guidebook.	✓+	✓	✓+	✓	✓+	✓	Cost is not for capital but for staff.
10-b	TDM strategy: expansion of Access Package to Area Pass	✓+	✓	✓+	✓	✓+	✓	Cost is not for capital but for staff.
10-c	TDM strategy: parking cash-out for buildings	✓+	✓	✓+	✓	✓+	✓	Cost is not for capital but for staff.
10-d	TDM strategy: transportation management association.	✓+	✓	✓+	✓	✓+	✓	Cost is not for capital but for staff.
10-e	TDM strategy: expansion of Access Package to carpool and vanpool programs	✓+	✓	✓+	✓	✓+	✓	Cost is not for capital but for staff.
10-f	TDM strategy: shared use parking with private garages and lots on nights and weekends.	✓+	✓	✓+	✓	✓+	✓	Cost is not for capital but for staff.
10-g	TDM strategy: adjustments to some of the RPZ permit programs	✓+	✓	✓+	✓	✓+	✓	Cost is not for capital but for staff.
10-h	UW's parking price program implementation	✓+	✓	✓++	✓	✓++	✓++	Need to negotiate with UW
10-i	Pedestrian and bicycle safety education, training, and public awareness programs	✓+	✓+	✓	✓	✓+	✓	Cost is not for capital but for staff.
10-j	Wayfinding study for pedestrians, bicyclists and transit riders	✓+	✓+	✓	✓	✓+	✓	Cost is not for capital but for staff. Build upon Downtown Wayfinding Study
11. Ramp Storage Expansion (I-5, SR 520)								
11-a	SR 520 eastbound on-ramp extension	✓	✓	✓++	✓--	✓--	✓	The concept may not be compatible with the Trans-Lake project.
11-b	I-5 dual northbound on-ramp at NE 45th Street	✓	✓	✓++	✓	✓-	✓	Potential improvement to be implemented by WSDOT in the I-5 project.
11-c	I-5 southbound on-ramp extension at NE 45th Street	✓	✓	✓++	✓	✓--	✓	Potential improvement to be implemented by WSDOT in the I-5 project.
11-d	Northbound U-turn lane extension at Hamlin St on Montlake Blvd	✓	✓	✓++	✓	✓+	✓	The landscaped median will be reduced.
11-e	I-5 southbound off-ramp on the right side to enter eastbound SR 520	✓	✓	✓++	✓--	✓--	✓	This is consistent with the concepts planned in the Trans-Lake Study

Prioritization

Based on the evaluation results, the project team will group the evaluated transportation improvement concepts into four priority categories, which are defined as follows:

- Group 1: Early action** projects/concepts that have positive benefits and have a high potential to be implemented within existing projects or programs.
- Group 2: High priority** projects/concepts that have positive benefits but will likely require additional resources to be implemented. However, funding for at least some of these projects/concepts is likely in the next 10 years.
- Group 3: Medium priority** projects/concepts that have positive benefits but would require significant additional resources and or strong support from the other agencies to be implemented. It is uncertain whether funding can be fund or the agencies provide funding support.
- Group 4: Low priority** projects/concepts that have mixed or minimal positive benefits and would be unlikely to be implemented in the next ten years. The City would not pursue to implement these projects/concepts in the next 10 years.

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