

CHAPTER 10. Recommendations

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Chapter 10. Recommendations

PRIORITIZATION

All of the potential transportation improvement projects or strategies evaluated in Chapter 9 are prioritized and assembled into four groups. The first and most important group is “Early Action”. Projects in the second group are referred to as “High Priority” projects; the third group are “Medium Priority” projects; and the last group are “Low Priority” improvements that are not needed or infeasible prior to 2010.

The study team recommends that the City take consolidated, strong, and aggressive efforts to implement the projects and strategies included in the first three groups over the next 10 years. (Those identified as Early Action, High Priority and Medium Priority projects and strategies.)

The City can defer implementation of the projects in the Low Priority group until the next transportation plan update is initiated for the study area.

Definition of the Priority Groups

Group 1. Early Action

The transportation improvement projects or strategies in Group 1, Early Action, have positive benefits such as improving safety, increasing mobility and reducing traffic congestion, and have a high potential to be implemented with existing resources or within existing programs because of their low costs. Note that some of these strategies require the commitment of significant City staff time to implement; the extent of ongoing staff time committed to implementation of these strategies will affect the City's ability to implement them.

Group 2. High Priority

The transportation improvement projects or strategies in Group 2, High Priority, have positive benefits such as improving safety, increasing mobility and reducing traffic congestion, but will likely require additional resources to be implemented. Funding for at least some of these projects/concepts is likely in the next 10 years.

Group 3. Medium Priority

The transportation improvement projects or strategies in Group 3, Medium Priority, have positive benefits but implementation would require significant additional resources and/or strong support from other transportation agencies such as Washington State Department of Transportation, King County Metro or Sound Transit. City or other agency funding within the next 10 years is very uncertain.

Group 4. Low Priority

The transportation improvement projects or strategies in Group 4, Low Priority, have mixed or minimal positive benefits and are not likely to be recommended for implementation in the next 10 years.

RECOMMENDED TRANSPORTATION IMPROVEMENT PROJECTS AND STRATEGIES

The recommended projects are listed in the following section. Each project in the list has been summarized with one or two sentences. A more detailed project description for each project is provided in Chapter 8. Please refer the project descriptions in Chapter 8 when detailed project descriptions are needed.

Group 1. Early Action

Eastlake Avenue E/Campus Parkway/NE 40th Street Corridors

- 1-c Install bike lanes on north and south-bound travel lanes on the north end of the University Bridge.
- 1-e Install ramp for bicyclists to access push button at Eastlake Avenue E/Harvard Avenue E crosswalk.
- 1-h Restrict unregulated parking in the areas around Northlake Way and southwest of UW campus.

Montlake Boulevard NE/NE Pacific Street Corridors

- 2-c Modify traffic island at Montlake Boulevard/NE Shelby Street for on-street bike traffic.
- 2-d Trim landscaping along Montlake Boulevard from SR 520 to Pacific Place NE.
- 2-1 Reduce width of driveway entrance at Husky Stadium south lot entrance on Montlake Boulevard.

Major East-West Access Corridors

- 3-a Stripe left turn lane at major arterial intersections on NE 65th Street and on 25th Avenue NE at NE 65th Street.
- 3-b Shorten signal cycles at the NE 45th Street/I-5 ramp intersections.

Major North-South Access Corridors

- 4-a Create bike way on 20th Avenue NE from NE 65th Street to NE 45th Street.
- 4-b Create bike way on Brooklyn Avenue NE from NE 65th Street to Pacific Street.

University Village Area Access

- 6-b Improve Burke-Gilman Trail crossing safety at 25th Avenue NE.
- 6-f Consider pedestrian crossing improvements and protected vehicle left turns at Pend Oreille Road/25th Avenue NE.
- 6-j Restrict unregulated parking in City's right-of-way in the areas surrounding University Village.

Small Scale Improvements

- 7-e Remove parking to provide two southbound through lanes and adequate northbound left vehicle storage and add green signal time on 15th Avenue NE south of NE 45th Street.
- 7-h Install bicycle parking facilities.
- 7-j Add left turn pockets at 25th Avenue NE and NE 55th Street and modify signal for left turns.
- 7-l Add curb extensions on NE 43rd Street at 11th Avenue NE.
- 7-m Install traffic circles at selected locations.

Traffic Signal Modification

- 9-a Consider removing pedestrian push buttons at selected locations, especially along north-south corridors.
- 9-c Evaluate east-west signal operation on University Way at NE 42nd Street and NE 43rd Street.

Areawide Strategies

- 10-a Develop Transportation Management Plan Guidebook for new development in the University Area.
- 10-g Evaluate adjustments to Residential Parking Zone (RPZ) permit programs.

Group 2. High Priority

Montlake Boulevard NE/NE Pacific Street Corridors

- 2-e Improve Pacific Place crosswalk visibility at Rainier Vista.
- 2-g Extend HOV lane on eastbound Pacific Street.
- 2-h Construct bicycle/pedestrian underpass under Montlake Boulevard at NE Pacific Place.
- 2-i Provide navigation strategies for bicyclists between the University-District, the Burke-Gilman Trail, and the area south of SR 520.
- 2-k Installation of a variable message sign on Montlake Boulevard near NE 45th Street for southbound traffic to indicate traffic back-up locations.
- 2-m Improve the bicycle/pedestrian underpass at the SR 520 freeway station.

Major East-West Access Corridors

- 3-c Implementation study of east-west transit improvement project to better connect Ballard to the University District.

University Village Area Access

- 6-a Create new pedestrian/bike trail connecting Burke-Gilman trail with U-Village at NE 47th Street.
- 6-c Construct curb bulbs and other small area improvements at Ravenna Boulevard NE/ NE 55th Street.
- 6-e Install signal and safety improvements at Burke-Gilman trail crossing with 30th Avenue NE/ NE Blakely Street.
- 6-g Build sidewalks on the west side of 30th Avenue NE from Union Bay Place NE to NE 55th Street.

- 6-i Create bicycle trail along the southern edge of Ravenna Park from the end of Ravenna bicycle lanes to NE 55th Street and connecting to the Burke-Gilman Trail.

Small Scale Improvements

- 7-g Install traffic signal at the 15th Avenue NE and Ravenna Boulevard intersection.

Transit HOV Access

- 7-k Construct HOV queue bypass lane on SR 520 WB off-ramp at Montlake Boulevard.

Areawide Strategies

- 10-b Add "Area FlexPass" bus pass to Access Package.
- 10-c Pursue parking cash-out for buildings in the University Area.
- 10-d Create a Transportation Management Association (TMA) in the University Area.
- 10-e Expand U-District Access Package to include carpool and vanpool programs.
- 10-f Promote shared use parking with garages and lots on nights and weekends.
- 10-i Create pedestrian and bicycle safety education, training, and awareness programs.
- 10-j Conduct wayfinding study for pedestrians, bicyclists and transit riders.
- 10-k Consider requiring the posting of Transportation Management Program requirements in the buildings conditioned by the City of Seattle.

Freeway Ramp Storage Expansion (SR 520, I-5)

- 11-b Construct additional queue lane on I-5 northbound on-ramp at NE 45th Street.
- 11-c Construct additional queue lane on I-5 southbound on-ramp at NE 45th Street.
- 11-d Extend northbound U-turn lane at Hamlin Street on Montlake Boulevard.

Group 3. Medium priority

Eastlake Avenue/Campus Parkway/NE 40th Street Corridors

- 1-a Create new Transit Hub/Center on Campus Parkway.
- 1-b Reconfigure loop ramps at Eastlake Ave/Campus Parkway/NE 40th Street.
- 1-d Pursue area-wide transportation facility improvements in the area bounded by Northlake Way area, Lower 40th St, I-5, and the University Bridge.
- 1-f Install pedestrian actuated signal on 11th Avenue NE at NE 41st Street.
- 1-g Make new bicycle connection from Lower 40th Street to Eastlake Avenue E.

Montlake Boulevard NE/NE Pacific Street Corridors

- 2-a Redirect HOV, UW hospital traffic and make through traffic improvements in the area of Montlake Boulevard NE/Pacific Street NE/Pacific Place NE.
- 2-b Build pedestrian overpass/underpass at Montlake Boulevard NE/NE Pacific Street.
- 2-f Extend HOV lane on southbound Montlake Boulevard.

I-5 Crossing Improvements

- 5-a Add “do not block” striping to area. Construct queue bypass lane on northbound 7th Avenue NE south of NE 45th Street.
- 5-b Create new pedestrian/bike-only overpass at NE 47th Street over I-5.

University Village Area Access

- 6-d Build curbs, gutters, and sidewalks on NE Blakely Street/30th Avenue NE/Union Bay Place from 25th Avenue NE to NE 45th Street.
- 6-h Build sidewalks on the south side of NE 50th Street from 30th Avenue NE to 35th Avenue NE.

- 6-k Consolidate access at the Office Depot and University Village driveways.

Transit HOV Access

- 7-a Install HOV ramp (bus-only) connecting NE 40th Street with the I-5 express lanes.
- 7-c Make improvements for bus priority streets on Upper NE 40th Street and Lower NE 40th Street from I-5 to Eastlake Avenue NE (Campus Parkway).

Small Scale Improvements

- 7-f Upgrade unused ramp over SR-520 for pedestrian and bicycle use.

Light Rail Station Area Improvements

- 8-a Install wider sidewalks on 15th Avenue NE between NE 50th street and NE Pacific Street.
- 8-b Install specialized at-grade crossing at the intersection of 15th Avenue NE and NE 43rd Street.
- 8-c Install specialized at-grade crossing of 15th Avenue NE near north entrance of Pacific Street Station.
- 8-d Install street and sidewalk improvements between Roosevelt Way NE and light rail station on NE 43rd Street.
- 8-e Install street and sidewalk improvements between Roosevelt Ave NE and 20th Avenue NE on NE 45th Street.
- 8-f Improve pedestrian access from transit stops to stations on University Way N.E.
- 8-g Create walkway through parking lot from University Way NE to north Pacific Station entrance.
- 8-h Construct sidewalks along south side of NE Pacific Street and east side of University Way.
- 8-i Add bicycle parking spaces/facilities at light rail stations.

Traffic Signal Modification

- 9-b Consider a "scramble signal" (4-way pedestrian crossing at same time) at NE 43rd street and University Way.

Freeway Ramp Storage Expansion (SR 520, I-5)

- 11-a Extend SR 520 eastbound on-ramp.
- 11-e Install I-5 southbound off-ramp on the right side to enter eastbound SR 520.

TRANSPORTATION IMPROVEMENTS EVALUATED AND NOT RECOMMENDED

Group 4. Low priority

- 2-j Construct eastbound transit-only loop on-ramp addition to the existing SR 520 HOV ramp.
- 3-d Make improvements for two-way operation on Lower 40th Street between 7th Avenue NE and Brooklyn Avenue NE.
- 5-c Reconstruct NE 45th Street and NE 50th Street overpasses over I-5 to provide adequate vehicle storage space and improve pedestrian/bicycle connections.
- 6-l New pedestrian trail on approximately NE 47th Street alignment from 25th Avenue NE to 21st Avenue NE.
- 7-b Construct Southbound HOV lane (bus-only) on 5th Avenue NE from NE 42nd Street to NE 40th Street.
- 7-d Pursue grade-separated transit circulator in the UATS area.
- 7-i Install HOV queue bypass lane on the I-5 southbound-off ramp at NE 45th Street.