

5. Transportation Improvement Concepts

The CTIP reviewed the existing and future condition of the Northgate Area's transportation system (see Chapters 3 and 4) in relation to a series of performance measures that describe acceptable thresholds for roadway, pedestrian, bicycle, and transit facilities (see **Appendix 5-1**). This section of the CTIP report describes key transportation issues and associated candidate transportation improvement concepts identified during this stage of the planning process. The following groups provided input during development of the improvement concepts:

- SDOT and other City staff
- Northgate Stakeholder Group
- King County
- Sound Transit
- WSDOT
- Seattle Planning Commission
- Seattle Pedestrian and Bicycle Advisory Board

The proposed concepts are grouped as shown below. (Note: Project numbers reflect the geographic and/or programmatic improvement categories listed in **Appendix 5-2**.)

- Areawide residential/non-arterial streets
- Areawide transit services, transportation demand management and parking programs
- Transit Center/light rail station area
- NE 130th/125th Street corridor
- NE 92nd Street corridor
- NE Northgate Way corridor
- West of I-5
- 15th Avenue NE corridor
- Roosevelt Way corridor
- 5th Avenue NE corridor

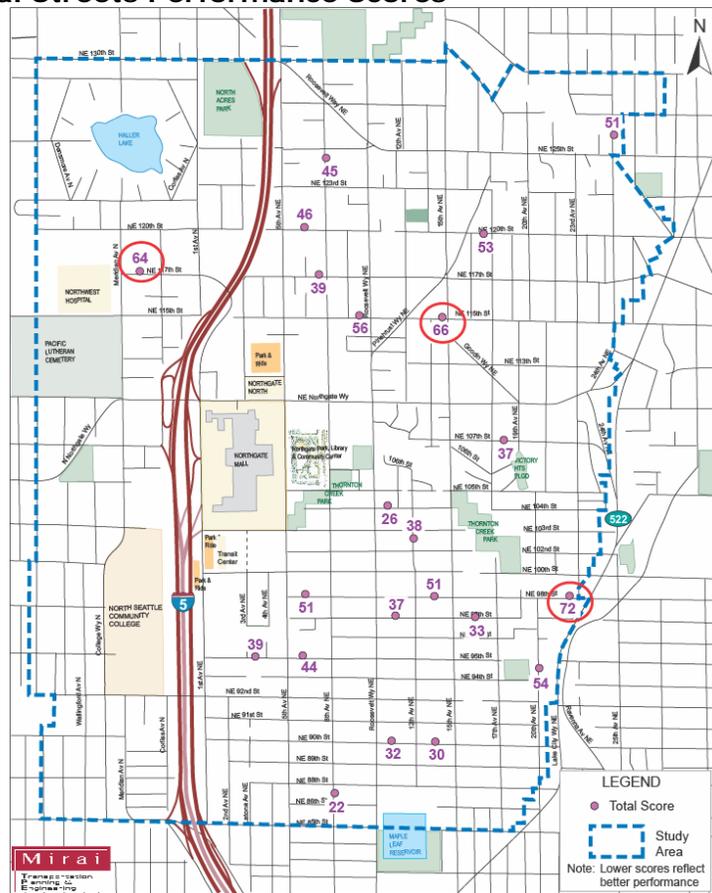
Residential/Non Arterial Streets

The CTIP study developed specific performance measures for non-arterials, which are intended to carry less traffic than arterials and at lower speeds. They frequently serve as pedestrian and bicycle routes. The performance measures considered the following indicators:

- vehicle volumes
- vehicle speed
- presence of pedestrian facility (sidewalks and/or walkways)
- crash history
- school walkway routes
- pedestrian routes as described in the Northgate Open Space and Pedestrian Plan
- bicycle routes
- street features, including sharp curves, barriers to pedestrian travel, and roadway width

Figure 5-1 shows the performance “scores” of the local streets selected for CTIP analysis based on local knowledge of traffic conditions in the study area and community input. Streets most in need of attention, ranked by the highest scores, include NE 98th Street west of Lake City Way NE, NE 117th Street east of Meridian Avenue N, and NE 115th Street east of Pinehurst Way NE.

Figure 5-1. Local Streets Performance Scores



Key Transportation Issues

Using the performance measures as a guide, the study identified the following transportation issues associated with local streets in the study area:

- NE 98th Street between 15th Avenue NE and Lake City Way NE received the poorest performance score among the local streets in the study area.
- NE 115th Street between Pinehurst Way NE and Lake City Way NE and NE 117th Street between Meridian Avenue N and 1st Avenue N received the second and third poorest scores.
- Pedestrians, particularly senior citizens residing on the west side of 8th Avenue NE, north of NE Northgate Way, experience difficulties in crossing to the post office and retail businesses on the east side of 8th Avenue NE.
- The Open Space and Pedestrian Plan found a need for clear and safe pedestrian connections to neighborhood-serving businesses such as the post office, Northgate Plaza and QFC, and pedestrian pathways off the major streets to create a more fine-grained pedestrian network (e.g. 8th Avenue NE, north of NE Northgate Way).

Transportation Improvement Concepts

The study identified the following improvement concepts for the residential streets (project designations, e.g. B-1, B-2, are for internal identification purposes throughout this report):

B-1. Provide a raised walkway on one side of NE 115th Street from 5th Avenue NE to Lake City Way NE. Restrict on-street parking to one side. Consider phased implementation of this project. The location of this improvement concept is shown in **Figure 5-2**.

B-2. Analyze pedestrian crossing conditions on 8th Avenue NE between NE Northgate Way and NE 115th Street. If consistent with SDOT guidelines and practices, install pedestrian crossing improvements such as curb bulbs and related signs and markings. Crossing improvements at this location would enhance the connection between the senior housing developments on the west side of 8th Avenue NE with a post office on the east side. The pictures in **Figure 5-3** shows the possible pedestrian crossing locations on 8th Avenue NE.

Figure 5-2. Raised Walkway on NE 115th: 5th Avenue NE to Lake City Way NE (B-1)



Figure 5-3. Possible Pedestrian Crossing Locations on 8th Avenue NE (B-2)



8th Avenue NE in the vicinity of the proposed mid-block pedestrian crossing

B-3. Provide a raised walkway on one side of 8th Avenue NE from NE Northgate Way to NE 92nd Street. Install appropriate traffic calming devices to discourage excessive traffic speeds. Consider phased implementation of this project. The location of this project is shown in **Figure 5-4**.

Figure 5-4. Raised Walkway on 8th Avenue NE: NE Northgate Way to NE 92nd Street (B-3)



B-4. Provide a raised walkway on one side of NE 98th Street from 15th Avenue NE to Lake City Way NE. Allow on-street parking. Integrate traffic control devices with the sidewalk improvements. Consider phased implementation of this project. The location of this project and pictures are shown in **Figure 5-5**.

B-5. Add a raised walkway on the north side of N 117th Street from 1st Avenue N to Meridian Ave N and install speed "cushion" for traffic calming. Consider phased implementation of this project. The location of this project is shown in **Figure 5-6**.

Figure 5-5. Raised Walkway on NE 98th Street: 15th Avenue NE to Lake City Way NE, and Existing Traffic Calming Facilities (B-4)



Figure 5-6. Raised Walkway on N 117th Street: 1st Avenue N to Meridian Avenue N (B-5)

