

6. Evaluation

The CTIP established a systematic process by which to evaluate each potential improvement concept. The process identified a set of evaluation criteria and weighted scores to reflect the relative importance of each criterion, ranking the concepts by score, and prioritizing the results. The Northgate Stakeholder Group endorsed the following evaluation criteria, definitions, and weights. The evaluation criteria reflect the CTIP performance measures and benchmarks, consistent with the following guiding principles:

- Support the policies in the Transportation Element of the Seattle Comprehensive Plan and the Transportation Strategic Plan.
- Support the Northgate transportation goals and policies included in the Seattle Comprehensive Plan.
- Be consistent with SDOT Capital Improvement Program project prioritization process.

Appendix 6-1 is a memo outlining the similarities and differences between the CTIP's evaluation criteria and those developed for the City's Capital Improvement Program (CIP).

Evaluation Criteria

CTIP Evaluation Criteria (in priority order)

- Safety
- Neighborhood livability
- Pedestrian mobility
- Bicycling mobility
- Transit rider mobility
- Auto driver mobility
- Cost-effectiveness and implementation feasibility
- New housing and economic development
- Infrastructure preservation/maintenance
- Environmental sustainability

The following criteria were applied to evaluate each proposed improvement concept:

Safety

The evaluation criterion for safety identified whether the proposed improvement would reduce or eliminate conflicts and unsafe conditions between vehicles, between vehicles and pedestrians, and between bicycle riders and vehicles. Proposed improvement concepts were evaluated against the following outcomes under this criterion:

- Improved safety for pedestrian travel
- Reduced bicycle/vehicle and bicycle/pedestrian conflicts
- Improved safety at locations with significant pedestrian and bicycle crash history
- Improved safety at locations with a high number of vehicle crashes and high crash rates

Neighborhood Livability

Proposed improvement concepts were evaluated against the following neighborhood livability outcomes under this criterion:

- Reduced through-traffic volumes on residential streets
- Minimized increased traffic volumes on adjacent streets as a result of any action that is proposed
- Vehicle speeds maintained at 25 mph or less on residential streets
- Reduced risks of pedestrian and bicycle collisions with vehicles on arterials and residential streets
- Aesthetic and other design enhancements

Pedestrian Mobility

Projects that scored well under the pedestrian mobility criterion would make it more comfortable and convenient to travel by foot. Proposed improvement concepts were evaluated against the following outcomes under this criterion:

- Enhanced pedestrian travel (Examples: wider sidewalks and buffers between walkways and moving vehicles, minimized conflicts with turning vehicles, pedestrian activated signals, reduced pedestrian wait times, etc.)
- Improved pedestrian access to key activity centers, such as transit facilities, commercial centers, schools, parks, and community facilities
- Improved pedestrian connectivity between the neighborhoods and the urban center
- Reduced barriers to pedestrian travel, such as barriers posed by drainage and other infrastructure deficiencies

Bicycling Mobility

This criterion focused on enhanced bicycle travel as a more convenient travel option in Northgate. Proposed improvement concepts were evaluated against the following outcomes under this criterion:

- Enhanced bicycle travel (Example: reduced conflicts with moving and parked vehicles, etc.)
- Improved bicycle access to key activity centers such as transit facilities, schools and community facilities
- Improved bicycle access to regional activity areas such as the Burke-Gilman Trail and Green Lake area
- Improved bicycle facilities for both commuters and recreational uses (Examples: designated bike lanes, paved shoulders, shared lane)

Transit Rider Mobility

The transit rider mobility criterion indicates how a proposed improvement would enhance transit use for residents and other users. Proposed improvement concepts were evaluated against the following outcomes under this criterion:

- Improved transit speed and/or reliability
- Improved coverage and transit service frequency to key destinations for residents, particularly seniors
- Improved transit service for Northgate-area employees

Auto Driver Mobility

Reduced traffic congestion would improve auto driver mobility. Proposed improvement concepts were therefore evaluated against the following outcomes under this criterion:

- Reduced arterial and intersection traffic congestion
- Satisfactory corridor level of service (travel time) and intersection level of service, as defined by CTIP benchmarks

Cost-Effectiveness and Implementation Feasibility

The criteria of cost-effectiveness and implementation feasibility were defined in terms of whether potential improvements would meet the following objectives:

- A high return of benefits vs. cost (The CTIP used a qualitative assessment of each project's relative cost and effectiveness at meeting identified needs rather than a detailed cost-benefit ratio for each project.)
- A high probability of outside funding sources such as federal and state grants, and private contributions
- A high probability of implementation by other agencies such as King County Metro, Sound Transit, or WSDOT in the next 10 years
- A high probability of qualifying for developer mitigation
- A high probability of project financing with existing City funding resources
- A high probability for project funding from new funding sources

New Housing and Economic Development

One of the CTIP goals is to support new housing and economic development for Northgate. Proposed improvement concepts were evaluated against the following outcomes under this criterion:

- Support new housing growth and businesses by providing improved transportation mobility and access (pedestrians, transit and vehicles) for customers, employees and residents.
- Minimize right-of-way impacts on businesses.
- Avoid displacement of residences or businesses.

Infrastructure Preservation/Maintenance

The infrastructure preservation and maintenance criterion was defined in terms of whether a project would address street and sidewalk maintenance needs and reduce the backlog of deferred maintenance. Proposed improvement concepts were evaluated against the following outcomes under this criterion:

- Improve the condition of the sidewalks and streets designated for improvements, including related drainage improvements.
- Reduce the backlog of deferred maintenance of sidewalks and streets.

Environmental Sustainability

The environmental sustainability criterion addressed the question of how the proposed improvement concept would benefit the natural environment. Proposed improvement concepts were evaluated against the following outcomes under this criterion:

- Improved air quality
- Reduced noise
- Positive impacts to critical areas
- Sustainable design features such as natural drainage systems

Scoring of Improvement Concepts

Table 6-1 shows the relative weight of each of the evaluation criteria. A higher number means greater importance. For each criterion, a proposed improvement concept could receive a base score between minus 5 and plus 5. (A score of zero means no change from the existing condition for that particular criterion.) The base score was multiplied by the weight to arrive at the points for each criterion. The ten criteria were totaled to give a maximum possible score of 100 for each improvement concept.

Table 6-1. Evaluation Criteria and Weights

Evaluation Criteria	Score	Weight	Maximum Points
Safety	-5 to +5	4	20
Neighborhood Livability	-5 to +5	3	15
Pedestrian Mobility	-5 to +5	2	10
Bicycling Mobility	-5 to +5	2	10
Transit Rider Mobility	-5 to +5	2	10
Auto Driver Mobility	-5 to +5	2	10
Cost-Effectiveness and Implementation Feasibility	-5 to +5	2	10
New Housing and Economic Development	-5 to +5	1	5
Infrastructure Preservation/Maintenance	-5 to +5	1	5
Environmental Sustainability	-5 to +5	1	5
Total Maximum Points			100

Appendix 6-2 shows the detailed scoring results. Projects not scored include those currently under design, such as the new 3rd Avenue NE road and signal at the intersection of NE 103rd Street and 3rd Avenue NE, and programmatic improvements, such as areawide transit service, parking programs, and formation of a parking brokerage.

Table 6-2 shows the summary results of the improvement concept scoring. The top-ranked project received 55 points and the lowest-ranked project received 1 point. Projects and programs not scored are listed at the bottom of the table. Project numbers reflect geographic and/or programmatic improvement categories as shown in **Appendix 6-1**.

Table 6-2. Ranking of the Improvement Concepts Based on Raw Scores

Evaluation Score	Project Description	Project #
55	Add bike lanes and sidewalks on both sides of Meridian Avenue N from N 115th Street to N 122nd Street.	C-2
51	N 117th Street from 1st Avenue N to Meridian Avenue N: Add a raised walkway on the north side of the street and speed humps.	B-5
47	Provide curb, gutter, and sidewalk on both sides of NE 125th Street from 5th Avenue NE to Roosevelt Way.	A-6
46	Upgrade the intersection of NE 125th Street/Roosevelt Way/10th Avenue NE to include the stop-controlled 125th Street intersection as part of the signal-controlled intersection.	A-5
45	Add a second westbound left turn lane on Northgate Way at 5th Avenue by widening the south side of Northgate Way from approximately 8th Avenue to 3rd Avenue. Assign southbound curb lane to right turns only. Realign the southbound through lane and eliminate the "offset" condition. Provide urban design treatments for pedestrian crossings at the Northgate Way/5th Avenue NE intersection.	E-6
45	NE 115th Street from 5th Avenue NE to Lake City Way: Provide raised walkway on one side of the street. Restrict on-street parking to one side.	B-1
45	Provide a raised walkway on one side of the street on 8th Avenue NE from Northgate Way to NE 92nd Street and install traffic calming.	B-3
44	Analyze pedestrian crossing conditions on 8th Avenue NE between 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.	B-2
43	Provide raised walkway on one side of NE 98th Street from 15th Avenue NE to Lake City Way. Allow on-street parking. Integrate traffic control devices with the sidewalk improvements.	B-4
42	Provide curb, gutter, and sidewalk on both sides of NE 92nd Street from 1st Avenue NE to 5th Avenue NE. Provide curb bulbs as appropriate to assist pedestrian crossings.	D-1
42	Working with the Northgate Mall owner, add a new access driveway to the 3rd Avenue NE alignment at the Northgate Way/3rd Avenue NE intersection and eliminate the existing semicircular, two-intersection Northgate Mall driveway. It may require widening of 3rd Avenue north of Northgate Way to align the approach lane with the Northgate Mall side. Provide crosswalks on all legs at the Northgate Way/3rd Avenue NE intersection. Place barriers at the edge of the north sidewalk or in the median (possibly landscaping) between 3rd Avenue NE and 5th Avenue NE to discourage mid-block street crossings by pedestrians.	E-4, E-5
39	Analyze pedestrian crossing conditions, including pedestrian demand and adjacent land uses, on Roosevelt Avenue NE between NE 90th Street and NE 94th Street through the neighborhood business district. If consistent with SDOT guidelines and practices, install pedestrian crossing improvements, such as curb bulbs and crosswalk signs and markings.	H-1
39	Reconstruct the existing sidewalk on the east side of 1st Avenue NE from NE 92nd Street to NE 97th Street and provide a bicycle lane on the west side of 1st Avenue (by extending the shoulder by 4 feet) between NE 103rd Street and NE 92nd Street.	F-7

Table 6-2 Continued. (Ranking of the Improvement Concepts Based on Raw Scores)

Evaluation Score	Project Description	Project #
35	Allow westbound left turns from Northgate Way to southbound Corliss Avenue at the southbound I-5 off-ramp/Corliss Avenue/Northgate Way intersection. Extend the westbound left turn lane on Northgate Way under the I-5 overpass. Place new sidewalks behind the columns under I-5.	C-7
35	Provide a roundabout at the southbound I-5 on-ramp/Corliss Avenue N/N 107th Street intersection. C-9, C-10, C-11 and J-5 work together to form an alternative westbound route to Meridian Avenue.	C-9
35	Provide a roundabout at the Meridian Avenue N/N 107th Street intersection.	C-10
35	Provide curb, gutter, and sidewalk on N 107th Street from Meridian Avenue N to Corliss Avenue N/southbound I-5 on-ramp.	C-11
34	Add left turn pockets on all approaches at the N 130th Street/Meridian Avenue N intersection.	A-1
33	Add curbs, gutters, and sidewalks on both sides of the street on 15th Avenue NE from NE 92nd Street to NE 117th Street.	G-1
32	Provide a median and limit mid-block left turns on Northgate Way N from Meridian Ave N to Corliss Avenue N/I-5 off-ramp. Consider where a break in the median may be allowed. Investigate feasibility of providing a business access street south of Northgate Way.	C-8
32	Add bike lanes or widen shoulders to accommodate bike traffic on 1st Avenue NE from N 117th Street to N 130th Street.	C-1
32	Provide medians and limit mid-block left turns on Northgate Way from 5th Avenue NE to Roosevelt Way NE. Accommodate U-turns at intersections if needed.	E-7
32	Stripe bike lanes on 5th Avenue NE from NE 115th Street to NE 125th Street.	I-2
31	Signalize the I-5 northbound off-ramp and 5th Avenue NE intersection and coordinate this signal with the 5th Avenue NE/NE 130th Street intersection signal.	A-4
31	Provide a roundabout at the Pinehurst Way NE/NE 115th Street/12th Avenue NE intersection.	G-2
28	Install a mid-block or intersection pedestrian crossing with pedestrian signal on 15th Avenue NE between NE 120th Street and NE 122nd Street.	G-4
28	Install a signal and modify the intersection geometry at the 15th Avenue NE/NE 117th Street/Pinehurst Way NE intersection.	G-3
26	Reconstruct intersection with north-south left turn pockets at the Northgate Way/15th Avenue NE intersection.	G-5
26	Provide bicycle lanes on both sides of Meridian Avenue N from N 100th Street to Northgate Way.	C-4
26	Provide bicycle lanes on both sides of College Way from N 92nd Street to N 100th Street by converting the curb lanes to bicycle lanes. Work with Metro to ensure that transit service standards for speed and reliability of service are maintained.	C-5
25	Install a traffic signal at the N 115th Street/Meridian Avenue N intersection.	C-3
23	Add an eastbound left turn pocket at the 5th Avenue NE/NE 130th Street intersection.	A-3
23	Coordinate all signals and optimize signal operation on N/NE Northgate Way	E-1

Table 6-2 Continued. (Ranking of the Improvement Concepts Based on Raw Scores)

Evaluation Score	Project Description	Project #
22	Add a westbound right turn lane and implement the intersection improvement concept prepared by King County Metro at the NE 103rd Street/1st Avenue NE intersection.	F-1
21	Allow eastbound left turns from the existing curb lane at the NE 103rd Street/5th Avenue NE intersection.	F-3
19	Add a westbound left turn pocket at the I-5 southbound on-ramp and NE 130th Street intersection.	A-2
19	Apply the DPD Open Space/Pedestrian Connections Plan for design treatments that enhance the pedestrian connection on Northgate Way between Corliss Avenue N and 1st Avenue NE, particularly under I-5. A key CTIP recommendation is to place the sidewalks behind the I-5 bridge columns. This project should be implemented together with C-7, C-9, and C-10 as a package.	C-12
19	Replace the existing pedestrian signal with a traffic signal and allow left turns on all approaches at the NE Northgate Way/8th Avenue NE intersection.	E-8
17	Extend northbound right turn lane on 5th Avenue NE south of Northgate Way to NE 106th Street.	I-1
16	Upgrade the existing signal at the NE 125th Street/15th Avenue NE intersection.	A-7
15	Install a signal at the NE 92nd Street and 1st Ave NE intersection.	D-2
7	Modify westbound approach. Curb lane: right and I-5 on-ramp, 2nd lane: I-5 on-ramp and through, and 3rd lane: through only at the Northgate Way/1st Avenue NE/I-5 on-ramp intersection. Widen the on-ramp to two lanes on northbound I-5 on-ramp from Northgate Way.	E-2
1	Add double left turn lanes on westbound Northgate Way at the intersection with Meridian Avenue N.	C-6
Not Scored	Upgrade Northgate Way from Meridian Avenue N to Aurora Avenue N to meet the City's principal arterial roadway design standards. Key improvements needed within this corridor are adding sidewalks along the north edge of North Seattle Park, improving substandard sidewalks, adding urban design treatments, and expanding vehicular capacity at the Northgate Way/Aurora Avenue intersection.	C-13
Not Scored	Monitor safety performance of westbound traffic on NE Northgate Way approaching 1st Avenue intersection to determine whether future channelization improvements are warranted.	E-3
Not Scored	Install a signal at the NE 103rd Street/3rd Avenue NE intersection.	F-2
Not Scored	Construct a three-lane roadway on 3rd Avenue NE from NE 100th Street to NE 103rd Street.	F-4
Not Scored	When warranted, add four-way stop control and, ultimately, install a traffic signal at the NE 100th Street/3rd Avenue NE intersection.	F-5
Not Scored	Improve the streetscape and pedestrian street crossings at major intersections on 5th Avenue NE from NE 100th Street to NE 112th Street consistent with the 5th Avenue NE Streetscape Design Plan (2003).	I-3

Table 6-2 Continued. (Ranking of the Improvement Concepts Based on Raw Scores)

Evaluation Score	Project Description	Project #
Not Scored	Provide sidewalk on the north side of the street on NE 100th Street from 1st Avenue NE to 5th Avenue NE.	F-6
Not Scored	Following the extension of light rail to Northgate, provide transit feeder services from nearby neighborhoods to the transit center.	J-1
Not Scored	Increase transit services from Northgate to University District for midday period.	J-2
Not Scored	Improve all-day transit services to urban villages such as Bitter Lake and Aurora–Licton Springs.	J-3
Not Scored	Facilitate development of a “parking brokerage” function to efficiently allocate parking needs through shared use of parking spaces. This function could be managed by a new or existing association of employers and property owners, a Chamber of Commerce, or a Transportation Management Association (TMA). These organizations may also be able to provide other services related to improving public transportation and promoting alternatives to drive-alone commutes.	J-4
Not Scored	Reclassify Corliss Avenue from NE Northgate Way to N 107th Street and N 107th Street from Corliss Avenue N to Meridian Avenue N from local streets to collector arterials.	J-5
Not Scored	Amend SMC 23.71.016 to allow shared parking between retail stores and other uses.	J-6
Not Scored	Amend SMC 23.72.016(C) to allow for reductions to minimum parking requirements for commercial uses, and consider expanding 23.71.016 to allow for these reductions.	J-7
Not Scored	Amend SMC 23.71.018 to make the Northgate Overlay District mode split goals consistent with the goals for Northgate in the Seattle Comprehensive Plan.	J-8
Not Scored	Allow residential uses to meet their parking requirements off-site.	J-9
Not Scored	Continue researching appropriate parking requirements to achieve Seattle Comprehensive Plan goals LU50 (parking maximums) and NGP12 (discourage SOV use, improve short-term parking accessibility).	J-10
Not Scored	Manage on-street parking supply within the commercial core of the Northgate Urban Center to give priority to short-term customer use.	J-11
Not Scored	Conduct a neighborhood parking management assessment for Northgate to ensure that the neighborhood’s limited supply of on-street parking adequately serves surrounding land uses in the mid-term (2008–2010).	J-12
Not Scored	Work with Sound Transit and stakeholders to study and implement proactive parking management techniques around the station to prevent use of neighborhood streets for park-and-ride purposes, prior to the opening of the light rail station.	J-13
Not Scored	Construct a pedestrian and bicycle bridge over I-5 to connect the community west of I-5 (North Seattle Community College) with Metro Transit Center. The bridge should be located between NE 100th St and NE 103rd Street and connect to the anticipated light rail station.	N/A

Cost Estimates

A planning level cost was estimated for each potential improvement concept. The cost estimate was based on construction cost, including cost for drainage treatment, contingency, construction engineering, engineering design, and right-of-way acquisition.

The drainage cost was based on the most current City, State, and Federal regulations. The construction cost was estimated primarily on a unit cost basis. A 30% contingency was added to construction costs. The cost of right-of-way acquisition was estimated to be in the range of \$30 to \$50 per square foot. Engineering design was estimated at 20% of construction costs. **Table 6-3** shows costs for the transportation improvement concepts; endnotes following the table explain asterisked projects, several of which do not include cost estimates.

Table 6-3. Planning Level Cost Estimates for Improvement Concepts

	Improvement Concepts	Construction	Contingency	Construction Engineering	Engineering Design	R-O-W	Total
A-1	Add left turn pockets on all approaches at the N 130th/Meridian Avenue N intersection.	\$1,200,000	\$360,000	\$180,000	\$240,000	\$0	\$1,980,000
A-2	Add a westbound left turn pocket at the I-5 southbound on-ramp and NE 130th Street intersection.	\$54,000	\$16,000	\$8,000	\$11,000	\$0	\$89,000
A-3	Add an eastbound left turn pocket at the 5th Avenue NE/NE 130th Street intersection.	\$2,070,000	\$621,000	\$311,000	\$414,000	\$0	\$3,416,000
A-4	Signalize the I-5 northbound off-ramp and 5th Avenue NE intersection and coordinate this signal with the 5th Avenue NE/NE 130th Street intersection signal.	\$405,000	\$122,000	\$61,000	\$81,000	\$0	\$669,000
A-5	Upgrade the intersection of NE 125th Street/Roosevelt Way/10th Avenue NE to include the stop-controlled 125th Street intersection as part of the signal-controlled intersection.	\$1,550,000	\$465,000	\$233,000	\$310,000	\$0	\$2,557,000
A-6	Provide curb, gutter, and sidewalk on both sides of NE 125th Street from 5th Avenue NE to Roosevelt Way.	\$521,000	\$156,000	\$78,000	\$104,000	\$0	\$859,000
A-7	Upgrade the existing signal at the NE 125th Street/15th Avenue NE intersection.	\$140,000	\$42,000	\$21,000	\$28,000	\$0	\$231,000
B-1	Provide raised walkways on one side of NE 115th St from 5th Ave NE to Lake City Way.	\$697,000	\$209,000	\$104,000	\$139,320	\$0	\$1,149,000
B-2	Analyze pedestrian crossing conditions on 8th Avenue NE between 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.	\$50,000	\$15,000	\$8,000	\$10,000	\$0	\$83,000
B-3	Provide a raised walkway on one side of the street on 8th Ave NE from Northgate Way to NE 92nd St.	\$235,000	\$71,000	\$35,000	\$47,000	\$0	\$388,000
B-4	Provide a raised walkway on one side of NE 98th St from 15th Ave NE to Lake City Way. Allow on-street parking. Integrate traffic control devices with the sidewalk improvements.	\$205,000	\$61,000	\$31,000	\$41,000	\$0	\$338,000

Table 6-3 Continued. (Planning Level Cost Estimates for Improvement Concepts)

	Improvement Concepts	Construction	Contingency	Construction Engineering	Engineering Design	R-O-W	Total
B-5	N 117th Street from 1st Avenue N to Meridian Avenue N: Add a raised walkway on the north side of the street and speed humps.	\$75,000	\$23,000	\$11,000	\$15,000	\$0	\$124,000
C-1	Add bike lanes or widen shoulders to accommodate bike traffic on 1st Avenue NE from N 117th Street to N 130th Street.	\$605,000	\$182,000	\$91,000	\$121,000	\$0	\$999,000
C-2	Add bike lanes and sidewalks on both sides of Meridian Avenue N from N 115th Street to N 122nd Street.	\$773,000	\$232,000	\$116,000	\$155,000	\$0	\$1,276,000
C-3	Install a traffic signal at the N 115th Street/Meridian Avenue N intersection.	\$250,000	\$75,000	\$38,000	\$50,000	\$0	\$413,000
C-4	Provide bicycle lanes on both sides of Meridian Avenue N from N 100th Street to Northgate Way.	\$85,000	\$26,000	\$13,000	\$17,000	\$0	\$141,000
C-5	Provide bicycle lanes on both sides of College Way from N 92nd Street to N 100th Street by converting the curb lanes to bicycle lanes. Work with Metro to ensure that transit service standards for speed and reliability of service are maintained.	\$58,000	\$18,000	\$9,000	\$12,000	\$0	\$97,000
C-6	Add double left turn lanes on westbound Northgate Way at the intersection with Meridian Avenue N.	\$1,200,000	\$360,000	\$180,000	\$240,000	\$6,591,000	\$8,571,000
C-7	Allow westbound left turns from Northgate Way to southbound Corliss Avenue at the southbound I-5 off-ramp/Corliss Avenue/Northgate Way intersection. Extend the westbound left turn lane on Northgate Way under the I-5 overpass. Place new sidewalks behind the columns under I-5.	\$80,000	\$24,000	\$12,000	\$16,000	\$0	\$132,000
C-8	Provide a median and limit mid-block left turns on Northgate Way N from Meridian Ave N to Corliss Avenue N/I-5 off-ramp. Consider where a break in the median may be allowed. Investigate feasibility of providing a business access street south of Northgate Way.	\$132,000	\$40,000	\$20,000	\$26,000	\$0	\$218,000

Table 6-3 Continued. (Planning Level Cost Estimates for Improvement Concepts)

Improvement Concepts		Construction	Contingency	Construction Engineering	Engineering Design	R-O-W	Total
C-9	Provide a roundabout at the southbound I-5 on-ramp/Corliss Avenue N/N 107th Street intersection. C-9, C-10, C-11 and J-5 work together to form an alternative westbound route to Meridian Avenue.	\$1,400,000	\$420,000	\$210,000	\$280,000	\$23,000	\$2,333,000
C-10	Provide a roundabout at the Meridian Avenue N/N 107th Street intersection.	\$1,400,000	\$420,000	\$210,000	\$280,000	\$35,000	\$2,345,000
C-11	Provide curb, gutter, and sidewalk on N 107th Street from Meridian Avenue N to Corliss Avenue N/southbound I-5 on-ramp.	\$134,000	\$40,000	\$20,000	\$27,000	\$0	\$221,000
C-12	Apply the DPD Open Space/Pedestrian Connections Plan for design treatments that enhance the pedestrian connection on Northgate Way between Corliss Avenue N and 1st Avenue NE, particularly under I-5. A key CTIP recommendation is to place the sidewalks behind the I-5 bridge columns. This project should be implemented together with C-7, C-9, and C-10 as a package.	\$153,000	\$46,000	\$23,000	\$31,000	\$0	\$253,000
C-13	Upgrade Northgate Way from Meridian Avenue N to Aurora Avenue N to meet the City's principal arterial roadway design standards. Key improvements needed within this corridor are adding sidewalks along the north edge of North Seattle Park, improving substandard sidewalks, adding urban design treatments, and expanding vehicular capacity at the Northgate Way/Aurora Avenue intersection.*	See notes					
D-1	Provide curbs, gutters, and sidewalks on both sides of NE 92nd St from 1st Ave NE to 5th Ave NE.	\$333,000	\$100,000	\$50,000	\$67,000	\$0	\$550,000
D-2	Install a signal at the NE 92nd St and 1st Ave NE intersection.	\$300,000	\$90,000	\$45,000	\$60,000	\$0	\$495,000
E-1	Coordinate all signals and optimize signal operation on N/NE Northgate Way.	\$630,000	\$189,000	\$94,500	\$126,000	\$0	\$1,040,000

Table 6-3 Continued. (Planning Level Cost Estimates for Improvement Concepts)

	Improvement Concepts	Construction	Contingency	Construction Engineering	Engineering Design	R-O-W	Total
E-2	Modify westbound approach. Curb lane: right and I-5 on-ramp, 2nd lane: I-5 on-ramp and through, and 3rd lane: through only at the Northgate Way/1st Avenue NE/I-5 on-ramp intersection. Widen the on-ramp to two lanes on northbound I-5 on-ramp from Northgate Way.				See notes		
E-3	Monitor safety performance of westbound traffic on NE Northgate Way approaching 1st Avenue intersection to determine whether future channelization improvements are warranted.				See notes		
E-4	Working with the Northgate Mall owner, add a new access driveway to the 3rd Avenue NE alignment at the Northgate Way/3rd Avenue NE intersection and eliminate the existing semicircular, two-intersection Northgate Mall driveway. It may require widening of 3rd Avenue north of Northgate Way to align the approach lane with the Northgate Mall side. Provide crosswalks on all legs at the Northgate Way/3rd Avenue NE intersection.	\$1,200,000	\$360,000	\$180,000	240,000	to be determined*	\$1,980,000
E-5	Place barriers at the edge of the north sidewalk or in the median (possibly landscaping) between 3rd Avenue NE and 5th Avenue NE to discourage mid-block street crossings by pedestrians.*				See notes		
E-6	Add a second westbound left turn lane on Northgate Way at 5th Avenue by widening the south side of Northgate Way from approximately 8th Avenue to 3rd Avenue. Assign southbound curb lane to right turns only. Realign the southbound through lane and eliminate the "offset" condition. Provide urban design treatments for pedestrian crossings at the Northgate Way/5th Avenue NE intersection.	\$400,000	\$120,000	\$60,000	\$80,000	to be determined *	\$660,000
E-7	Provide medians and limit mid-block left turns on Northgate Way from 5th Avenue NE to Roosevelt Way NE. Accommodate U-turns at intersections if needed.	\$19,000	\$6,000	\$3,000	\$4,000	\$49,000*	\$81,000

Table 6-3 Continued. (Planning Level Cost Estimates for Improvement Concepts)

	Improvement Concepts	Construction	Contingency	Construction Engineering	Engineering Design	R-O-W	Total
E-8	Replace the existing pedestrian signal with a traffic signal and allow left turns on all approaches at the NE Northgate Way/8th Avenue NE intersection.	\$300,000	\$90,000	\$45,000	\$60,000	\$0	\$495,000
F-1	Add a westbound right turn lane and implement the intersection improvement concept prepared by King County Metro at the NE 103rd Street/1st Avenue NE intersection.	\$1,200,000	\$360,000	\$180,000	\$240,000	\$0	\$1,980,000
F-2	Install a signal at the NE 103rd St/3rd Ave NE intersection.*	See notes					
F-3	Allow eastbound left turns from the existing curb lane at the NE 103rd Street/5th Avenue NE intersection.	\$50,000	\$15,000	\$8,000	\$10,000	\$0	\$83,000
F-4	Construct a three-lane roadway on 3rd Avenue NE from NE 100th Street to NE 103rd Street.	See notes					
F-5	Add four-way stops and install a signal at the NE 100th St/3rd Ave NE intersection, if needed in the future.	\$300,000	\$90,000	\$45,000	\$60,000	\$0	\$495,000
F-6	Provide sidewalks on the north side of the street on NE 100th St from 1st Ave NE to 5th Ave NE.	See notes					
F-7	Reconstruct the existing sidewalk on the east side of 1st Avenue NE from NE 92nd Street to NE 97th Street and provide a bicycle lane on the west side of 1st Avenue (by extending the shoulder by 4 feet) between NE 103rd Street and NE 92nd Street.	\$294,000	\$88,000	\$44,000	\$59,000	\$0	\$485,000
G-1	Add curbs, gutters, and sidewalks on both sides of the street on 15th Avenue NE from NE 92nd Street to NE 117th Street.	\$2,145,0	\$643,000	\$322,000	\$429,000	\$0	\$3,539,000
G-2	Provide a roundabout at the Pinehurst Way NE/NE 115th Street/12th Avenue NE intersection.	\$1,883,000	\$565,000	\$282,000	\$377,000	\$0	\$3,107,000
G-3	Install a signal and modify the intersection geometry at the 15th Avenue NE/NE 117th Street/Pinehurst Way NE intersection.	\$1,200,000	\$360,000	\$180,000	\$240,000	\$0	\$1,980,000

Table 6-3 Continued. (Planning Level Cost Estimates for Improvement Concepts)

	Improvement Concepts	Construction	Contingency	Construction Engineering	Engineering Design	R-O-W	Total
G-4	Install a pedestrian signal on 15th Ave NE and either NE 120th St or NE 122nd St.	\$180,000	\$54,000	\$27,000	\$36,000	\$0	\$297,000
G-5	Reconstruct intersection with north-south left turn pockets at the Northgate Way/15th Avenue NE intersection.	\$500,000	\$150,000	\$75,000	\$100,000	\$0	\$825,000
H-1	Analyze pedestrian crossing conditions, including pedestrian demand and adjacent land uses, on Roosevelt Avenue NE between NE 90th Street and NE 94th Street through the neighborhood business district. If consistent with SDOT guidelines and practices, install pedestrian crossing improvements, such as curb bulbs and crosswalk signs and markings.	\$60,000	\$18,000	\$9,000	\$12,000	\$0	\$99,000
I-1	Extend northbound right turn lane on 5th Avenue NE south of Northgate Way to NE 106th Street.	\$52,000	\$16,000	\$8,000	\$10,000	\$87,000	\$173,000
I-2	Stripe bike lanes on 5th Avenue NE from NE 115th Street to NE 125th Street.	\$78,000	\$23,000	\$12,000	\$16,000	\$0	\$129,000
I-3	Improve the streetscape and pedestrian street crossings at major intersections on 5th Avenue NE from NE 100th Street to NE 112th Street consistent with the 5th Avenue NE Streetscape Design Plan (2003).*				See notes		
J-1	Following the extension of light rail to Northgate, provide transit feeder services from nearby neighborhoods to the transit center.*				See notes		
J-2	Increase transit services from Northgate to University District for midday period.*				See notes		
J-3	Improve all-day transit services to urban villages such as Bitter Lake and Aurora–Licton Springs.*				See notes		

Table 6-3 Continued. (Planning Level Cost Estimates for Improvement Concepts)

Improvement Concepts		Construction	Contingency	Construction Engineering	Engineering Design	R-O-W	Total
J-4	Facilitate development of a “parking brokerage” function to efficiently allocate parking needs through shared use of parking spaces.*				See notes		
J-5	Re-classify Corliss Avenue from NE Northgate Way to N 107th Street and N 107th Street from Corliss Avenue N to Meridian Avenue N from local streets to collector arterials.*				See notes		
J-6 thru J-13	Parking management*						
N/A	Construct a pedestrian bridge over I-5 to connect the community west of I-5 (North Seattle Community College) with Metro Transit Center. The bridge should be located somewhere between NE 100th St and NE 103rd St.*	\$4,300,000	\$1,290,000	\$645,000	\$860,000	to be determined	\$7,095,000
Total		\$24,692,000	\$7,410,000	\$3,707,000	\$4,940,000	\$6,785,000	\$47,534,000

***NOTES:**

C-7 (Allow WB left turns from Northgate Way to southbound Corliss). This project involves a WSDOT controlled traffic signal and would include striping and signal phasing modifications. The cost to implement this project is relatively minor. However, the City and WSDOT must negotiate the implementation of this project in the context of related improvements to adjacent intersections.

C-13 (Improve Northgate Way from Meridian Avenue N to Aurora Avenue N). Additional project definition is required to determine the extent of pedestrian, vehicular, and urban design improvements within this corridor.

E-2 (Modify westbound approach at the Northgate Way/1st Ave NE/I-5 on-ramp intersection—2nd lane: I-5 on-ramp and through. Widen the on-ramp to have two lanes on northbound I-5 on-ramp from Northgate Way). This project falls under the scope of WSDOT’s “I-5—Pavement Reconstruction and Bottleneck Improvement Projects.” The City and WSDOT must negotiate the implementation of this project in the context of related improvements.

E-3 (Monitor safety performance of WB traffic on NE Northgate Way at 1st Avenue NE). It is assumed that monitoring can be done with existing City resources.

E-4 (Northgate Mall driveway at 3rd Avenue NE). Right of way estimate to be determined during pre-design.

E-5 (Place barrier on the edge of the sidewalk or in the median on NE Northgate Way). The cost of this project is included in E-4: 3rd Ave/Northgate Way intersection improvement.

E-6. (Second westbound left turn lane on NE Northgate Way at 5th Avenue NE). Right-of-way estimate to be determined during pre-design.

E-7 (NE Northgate Way medians). Right of way cost may increase due to u-turn configuration.

F-2, F-4 (3rd Ave NE Extension). Funded jointly by the City and King County Metro.

F-6 (Sidewalk on north side of NE 100th St from 1st to 5th Avenue NE). This sidewalk is fully funded and will be constructed in stages as part of projects built by the City of Seattle, King County Metro and private development.

I-3 (5th Ave streetscape). The project cost was not included in the cumulative CTIP totals because \$2.5 million for Phase 1 has already been programmed in the City's Capital Improvement Program, and Phase 2 costs are subject to further project definition.

J-1, J-2, and J-3 (Increase transit service). Increased transit service coverage, frequency, speed, and reliability would be implemented by King County Metro in consultation with the City and consistent with the objectives, performance measures, and partnership commitments contained within the Seattle Transit Plan. The extension of light rail to Northgate may offer an opportunity to relocate service hours to more local service.

J-4 (Facilitate parking brokerage). The CTIP recommends development of a "parking brokerage" function that could be managed by a new or existing association of employers and property owners, a Chamber of Commerce, or a Transportation Management Association (TMA). At this time, it is premature to estimate the cost structure and financing requirements to develop and operate such a function. A next step would be to work with potential partners to develop a business plan.

J-5 (Reclassification of Corliss Avenue N and N 107th St). This action can be completed within existing City resources.

J-6 through J-13 (Parking management). These actions are expected to be completed within existing City resources.

Improvement Concepts Sorted by CTIP Goals

The improvement concepts are sorted by the CTIP's four major goals:

CTIP Goal: Move people safely and efficiently

The improvement concepts in this group are intended to improve pedestrian safety on arterials as well as vehicle mobility. These projects are primarily located in the study area outside the Northgate Urban Center area; and include pedestrian and bicycle improvement projects on arterial streets.

CTIP Goal: Reduce drive-alone travel

The improvement concepts in this group improve transit operation through capital improvements and service enhancements and recommend new bicycle facilities.

CTIP Goal: Support new housing and economic development

The improvement concepts in this group are primarily to support economic activities in the Northgate Urban Center. The majority of these projects focus on vehicle mobility and access.

CTIP Goal: Protect neighborhoods

The improvement concepts in this group are aimed at reducing cut-through traffic and excessive speeds, and at protecting pedestrians on neighborhood streets. The improvements provide traffic calming devices and pedestrian facilities.

Tables 6-4, 6-5, 6-6, and 6-7 show the transportation improvement concepts grouped by CTIP goal and ranked by evaluation score in each group. **Figures 6-1, 6-2, 6-3, and 6-4** show the locations of the improvement concepts with the project numbers.

Table 6-4. Transportation Improvement Concepts to Move People Safely and Efficiently

Evaluation Score	Project Description	Project #
47	Provide curbs, gutters, and sidewalks on both sides of NE 125th Street from 5th Ave NE to Roosevelt Way.	A-6
46	Upgrade the intersection of NE 125th St/Roosevelt Way/10th Ave NE and include the stop-controlled 125th St intersection to be a part of the signal-controlled intersection.	A-5
42	Provide curbs, gutters, and sidewalks on both sides of NE 92nd Street from 1st Ave NE to 5th Ave NE. Provide curb bulbs as appropriate to assist pedestrian crossings.	D-1
39	Analyze pedestrian crossing conditions, including pedestrian demand and adjacent land uses, on Roosevelt Avenue NE between NE 90th Street and NE 94th Street through the neighborhood business district. If consistent with SDOT guidelines and practices, install pedestrian crossing improvements, such as curb bulbs and crosswalk signs and markings.	H-1
34	Add left turn pockets on all approaches at the N 130th/Meridian Ave N intersection.	A-1
33	Add curbs, gutters, and sidewalks on both side of the street on 15th Ave NE from NE 92nd St to NE 117th St.	G-1
32	Provide a median and restrict mid-block left turns on Northgate Way N from Meridian Ave N to Corliss Ave N/I-5 off-ramp where a break in the median may be allowed. Investigate feasibility of providing a business access street south of Northgate Way.	C-8
32	Provide medians and restrict mid-block left turns on Northgate Way from 5th Ave NE to Roosevelt Way NE. Accommodate U-turns at intersections.	E-7
31	Signalize the I-5 northbound off-ramp and 5th Ave NE intersection and coordinate this signal with the 5th Ave NE/NE 130th St intersection signal.	A-4
31	Provide a roundabout at the Pinehurst Way NE/NE 115th St/12th Ave NE intersection.	G-2
28	Install a signal and modify the intersection geometry at the 15th Ave NE/NE 117th St/Pinehurst Way NE intersection.	G-3
28	Install a mid-block or intersection pedestrian crossing with pedestrian signal on 15th Ave NE between NE 120th St and NE 122nd St.	G-4
26	Reconstruct intersection with north-south left turn pockets at the Northgate Way and 15th Ave NE intersection.	G-5
25	Install a traffic signal at the N 115th St/Meridian Ave N intersection.	C-3
23	Add a eastbound left turn pocket at the 5th Ave NE and NE 130th St intersection.	A-3
19	Add a westbound left turn pocket at the I-5 southbound on-ramp and NE 130th St intersection.	A-2
19	Apply the DPD Open Space/Pedestrian Connections Plan for design treatments that enhance the pedestrian connection on Northgate Way between Corliss Avenue N and 1st Avenue NE, particularly under I-5. A key CTIP recommendation is to place the sidewalks behind the I-5 bridge columns. This project should be implemented together with C-7, C-9, and C-10 as a package.	C-12
16	Upgrade the existing signal at the NE 125th St/15th Ave NE intersection.	A-7
15	Install a signal at the NE 92nd Street and 1st Ave NE intersection.	D-2

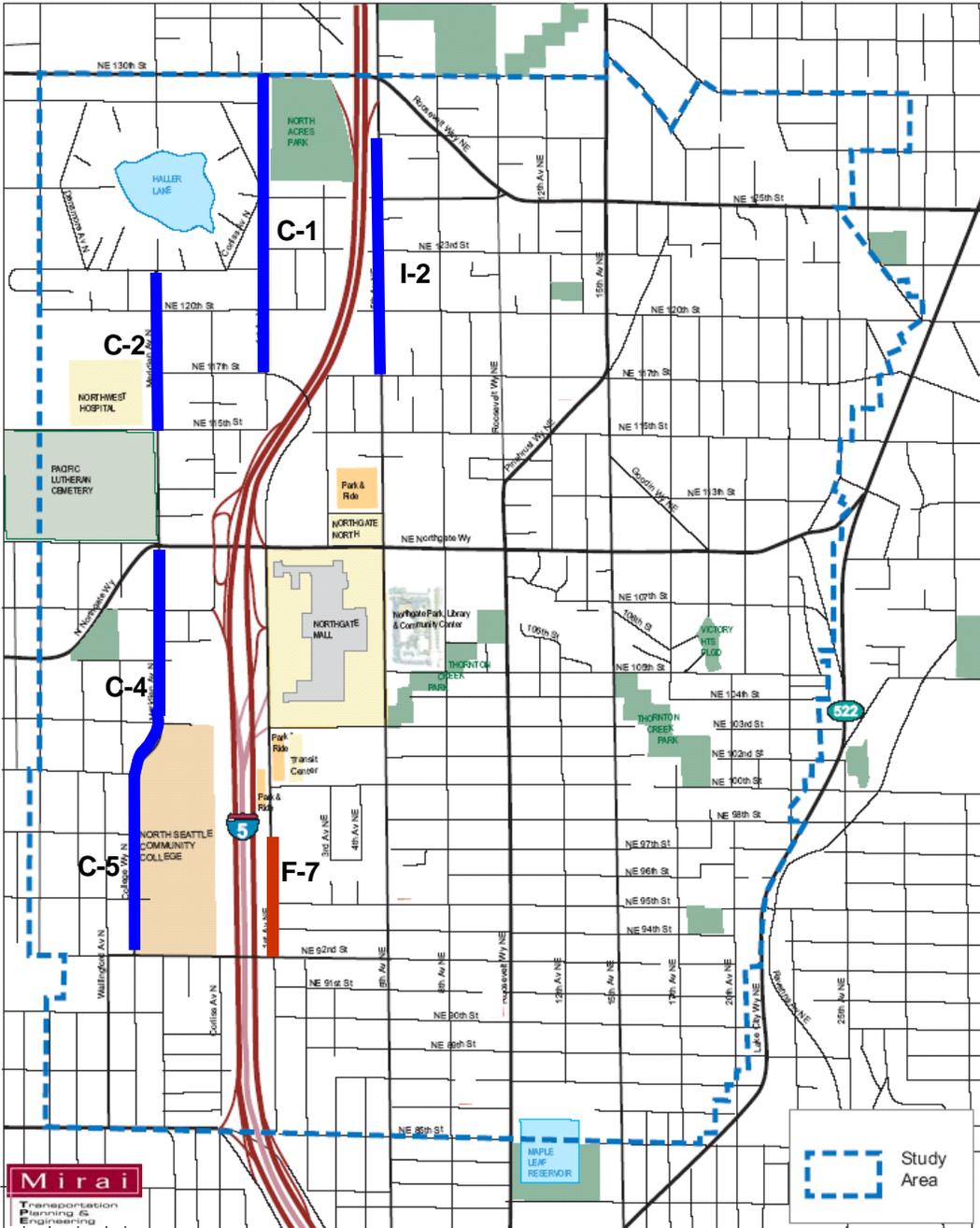
Table 6-4 Continued. Transportation Improvement Concepts to Move People Safely and Efficiently

Evaluation Score	Project Description	Project #
Not Scored	Upgrade Northgate Way from Meridian Avenue N to Aurora Avenue N to meet the City's principal arterial roadway design standards. Key improvements needed within this corridor are adding sidewalks along the north edge of North Seattle Park, improving substandard sidewalks, adding urban design treatments, and expanding vehicular capacity at the Northgate Way/Aurora Avenue intersection.	C-13
Not Scored	Provide sidewalks on the north side of NE 100th St from 1st Ave NE to 5th Ave NE.	F-6
Not Scored	Improve the streetscape and pedestrian street crossings at major intersections on 5th Avenue NE from NE 100th Street to NE 112th Street consistent with the 5th Avenue NE Streetscape Design Plan (2003).	I-3
Not Scored	Reclassify Corliss Avenue from NE Northgate Way to N 107th Street and N 107th Street from Corliss Avenue N to Meridian Avenue N from local streets to collector arterials.	J-5

Table 6-5. Transportation Improvement Concepts to Reduce Drive-Alone Travel

Evaluation Score	Project Description	Project #
55	Add bike lanes and sidewalks on both sides of Meridian Avenue N from N 115th Street to N 122nd Street.	C-2
39	Reconstruct the existing sidewalk on the east side of 1st Avenue NE from NE 92nd Street to NE 97th Street and provide a bicycle lane on the west side of 1st Avenue (by extending the shoulder by 4 feet) between NE 103rd Street and NE 92nd Street.	F-7
32	Add bike lanes or widen shoulders to accommodate bike traffic on 1st Ave NE from N 117th St to N 130th St.	C-1
32	Stripe bike lanes on 5th Ave NE from NE 115th St to NE 125th St.	I-2
26	Provide bicycle lanes on both sides of Meridian Avenue N from N 100th Street to Northgate Way.	C-4
26	Provide bicycle lanes on both sides of College Way from N 92nd Street to N 100th Street by converting the curb lanes to bicycle lanes. Work with Metro to ensure that transit service standards for speed and reliability of service are maintained.	C-5
Not Scored	Following the extension of light rail to Northgate, provide transit feeder services from nearby neighborhoods to the transit center.	J-1
Not Scored	Increase transit services from Northgate to University District for midday period.	J-2
Not Scored	Improve transit services all day to urban villages such as Bitter Lake and Aurora-Licton Springs areas.	J-3
Not Scored	Facilitate development of a “parking brokerage” function to efficiently allocate parking needs through shared use of parking spaces. This function could be managed by a new or existing association of employers and property owners, a Chamber of Commerce, or a Transportation Management Association (TMA). These organizations may also be able to provide other services related to improving public transportation and promoting alternatives to drive-alone commutes.	J-4
Not Scored	Amend SMC 23.71.016 to allow shared parking between retail stores and other uses.	J-6
Not Scored	Amend SMC 23.72.016(C) to allow for reductions to minimum parking requirements for commercial uses, and consider expanding 23.71.016 to allow for these reductions.	J-7
Not Scored	Amend SMC 23.71.018 to make the Northgate Overlay District mode split goals consistent with the goals for Northgate in the Seattle Comprehensive Plan.	J-8
Not Scored	Allow residential uses to meet their parking requirements off-site.	J-9
Not Scored	Continue researching appropriate parking requirements to achieve Seattle Comprehensive Plan goals LU50 (parking maximums) and NGP12 (discourage SOV use, improve short-term parking accessibility).	J-10
Not Scored	Construct a pedestrian bridge over I-5 to connect the community west of I-5 (North Seattle Community College) with Metro Transit Center. The bridge should be located somewhere between NE 100th St and NE 103rd Street.	N/A

Figure 6-2. Locations of Transportation Improvement Concepts to Reduce Drive-Along Trips



Note: Transit service improvement concepts, J-1, J-2, J-3; parking concepts J-4, J-6, J-7, J-8, J-9, and J-10; and the cross-freeway connection concept are not shown.

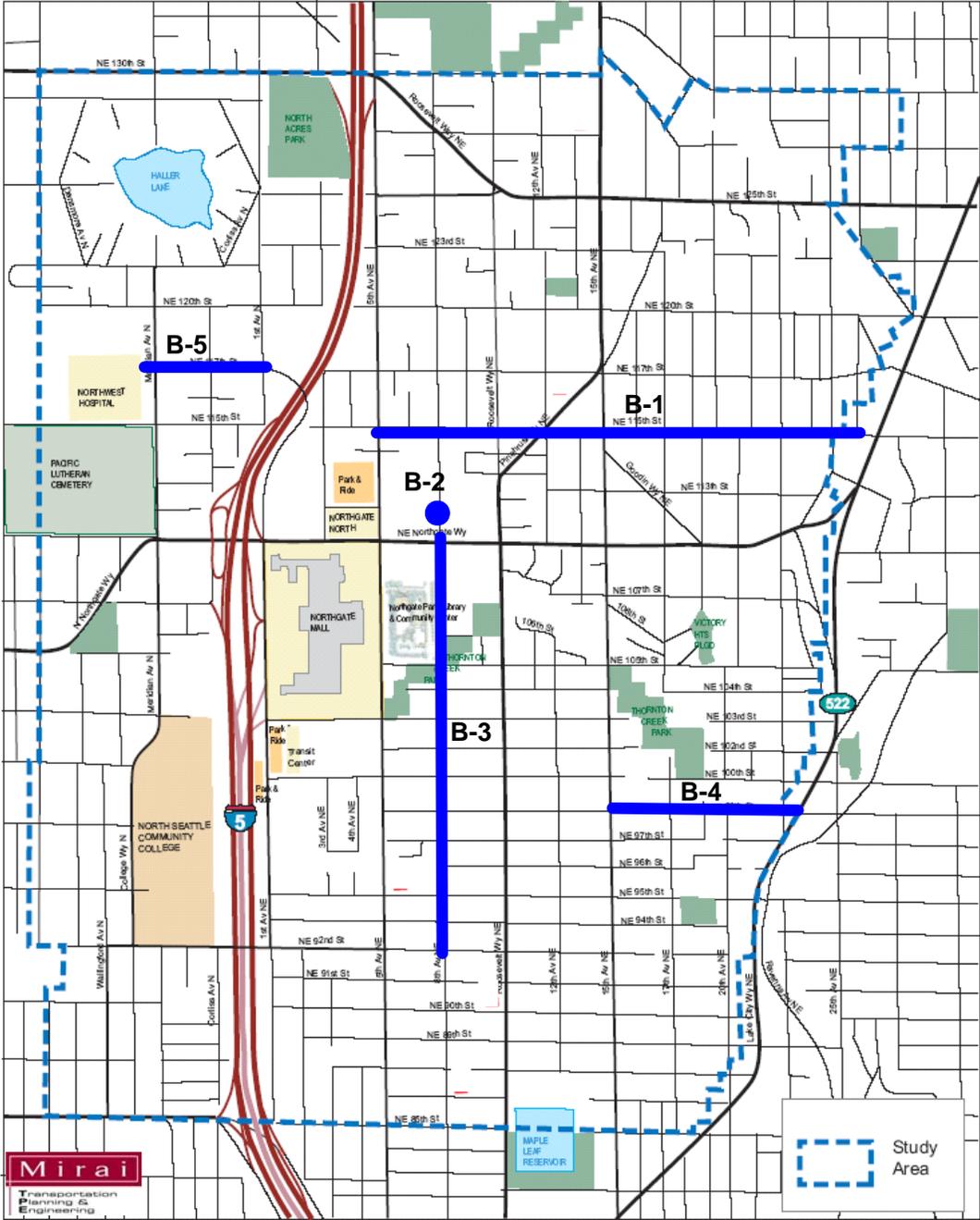
Table 6-6. Transportation Improvement Concepts to Support New Housing and Economic Development

Evaluation Score	Project Description	Project #
45	Add a second westbound left turn lane on Northgate Way at 5th Avenue by widening the south side of Northgate Way from approximately 8th Avenue to 3rd Avenue. Assign southbound curb lane to right turns only. Realign the southbound through lane and eliminate the "offset" condition. Provide urban design treatments for pedestrian crossings at the Northgate Way/5th Ave NE intersection.	E-6
42	Working with the Northgate Mall owner, add a new access driveway to the 3rd Avenue NE alignment at the Northgate Way/3rd Avenue NE intersection and eliminate the existing semi-circular, two-intersection Northgate Mall driveway. It may require widening of 3rd Avenue north of Northgate Way to align the approach lane with the Northgate Mall side. Provide crosswalks on all legs at the Northgate Way/3rd Avenue NE intersection. Place barriers at the edge of the north sidewalk or in the median (possibly landscaping) between 3rd Avenue NE and 5th Avenue NE to discourage mid-block street crossings by pedestrians.	E-4, E-5
35	Allow westbound left turns from Northgate Way to southbound Corliss Avenue at the southbound I-5 off-ramp/Corliss Ave/Northgate Way intersection. Extend the westbound left turn lane on Northgate Way under I-5 overpass by placing sidewalks behind the columns.	C-7
35	Provide a roundabout at the southbound I-5 on-ramp/Corliss Avenue N/N 107th Street intersection. C-9, C-10, C-11 and J-5 work together to form an alternative westbound route to Meridian Avenue.	C-9
35	Provide a roundabout at the Meridian Ave N/N 107th St intersection.	C-10
35	Provide curbs, gutters, and sidewalks on N 107th Street from Meridian Ave N to Corliss Ave N/southbound I-5 on-ramp.	C-11
23	Coordinate all signals and optimize signal operation on N/NE Northgate Way.	E-1
22	Add an westbound right turn lane and implement the intersection improvement concept prepared by King County Metro at the NE 103rd Street/1st Ave NE intersection.	F-1
21	Allow eastbound left turns from the existing curb lane at the NE 103rd St/5th Ave NE intersection.	F-3
19	Replace the existing pedestrian signal with a traffic signal and allow left turns on all approaches at the NE Northgate Way/8th Ave NE intersection.	E-8
17	Extend NB right turn lane on 5th Ave NE south of Northgate Way to NE 106th St.	I-1
7	Modify westbound approach—curb lane: right and I-5 on-ramp, 2nd lane: I-5 on-ramp and through, and 3rd lane: through only at the Northgate Way/1st Ave NE/I-5 on-ramp intersection. Widen the on-ramp to have two lanes on Northbound I-5 on-ramp from Northgate Way.	E-2
1	Add double left turn lanes on westbound Northgate Way at the intersection with Meridian Avenue N.	C-6
Not Scored	Monitor safety performance of westbound traffic on NE Northgate Way approaching 1st Ave intersection to determine the future channelization improvements.	E-3
Not Scored	Install a signal at the NE 103rd St/3rd Ave NE intersection. Consider urban design treatments for accommodating pedestrians such as crosswalks.	F-2
Not Scored	Construct a three-lane roadway on 3rd Ave NE from NE 100th St to NE 103rd St.	F-4
Not Scored	Add four-way stops and install a signal at the NE 100th St/3rd Ave NE intersection, if needed in the future. Consider urban design treatments for accommodating pedestrians such as crosswalks.	F-5
Not Scored	Manage on-street parking supply within the commercial core of the Northgate Urban Center to give priority to short-term customer use.	J-11

Table 6-7. Transportation Improvement Concepts to Protect Neighborhoods

Evaluation Score	Project Description	Project ID
51	Add a raised walkway on the north side of N 117th St from 1st Ave N to Meridian Ave N and place speed humps (cushion).	B-5
45	Provide raised walkway on one side of NE 115th St from 5th Ave NE to Lake City Way. Restrict on-street parking to one side.	B-1
45	Provide a raised walkway on one side of the street on 8th Ave NE from Northgate Way to NE 92nd Street.	B-3
44	Analyze pedestrian crossing conditions on 8th Avenue NE between 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.	B-2
43	Provide raised walkway on one side of NE 98th St from 15th Ave NE to Lake City Way. Allow on-street parking. Integrate traffic control devices with the sidewalk improvements.	B-4
Not Scored	Conduct a neighborhood parking management assessment for Northgate to ensure that the neighborhood's limited supply of on-street parking adequately serves surrounding land uses, in the mid-term (2008–2010).	J-12
Not Scored	Work with Sound Transit and stakeholders to study and implement proactive parking management techniques around the station to prevent use of neighborhood streets for park-and-ride purposes, prior to the opening of the light rail station.	J-13

Figure 6-4. Locations of Transportation Improvement Concepts to Protect Neighborhoods



Note: Parking concepts J-12 and J-13 are not shown.