

CTIP Improvement Concepts Part II

Draft

10-6-2005

Corridors

- Part I (September 13)
 - NE 130th/ 125th Street Corridor
 - Non-Arterial Streets
 - West of I-5
 - NE 92nd Corridor
- Part II
 - Northgate Way Corridor
 - Transit Center/ Light Rail Station Area
 - 15th Avenue Corridor
 - Roosevelt Way Corridor
 - 5th Avenue Corridor

Northgate Way Corridor

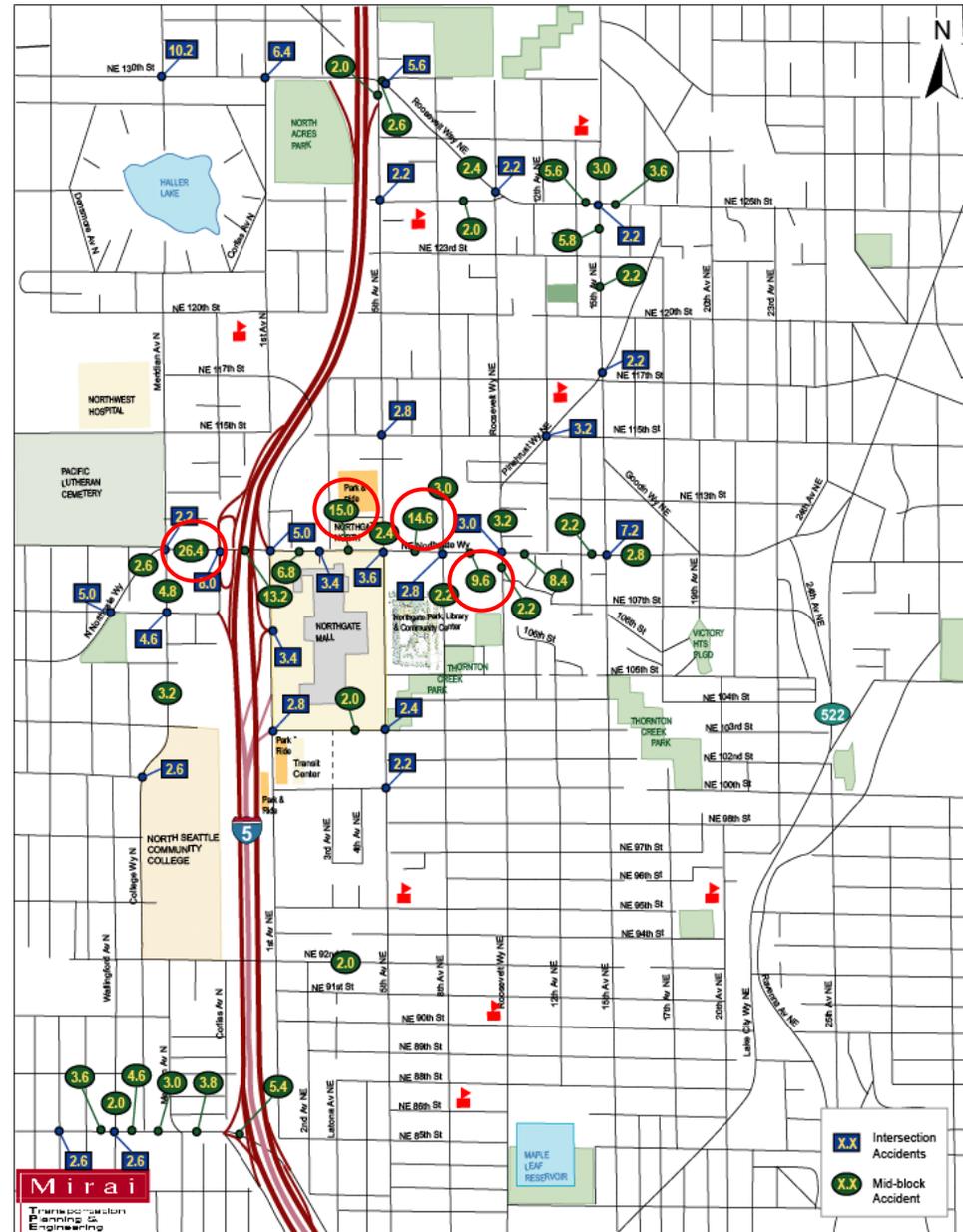
Northgate Way

- Northgate Way from Meridian Ave N to I-5
- Northgate Way from I-5 to 15th Ave NE



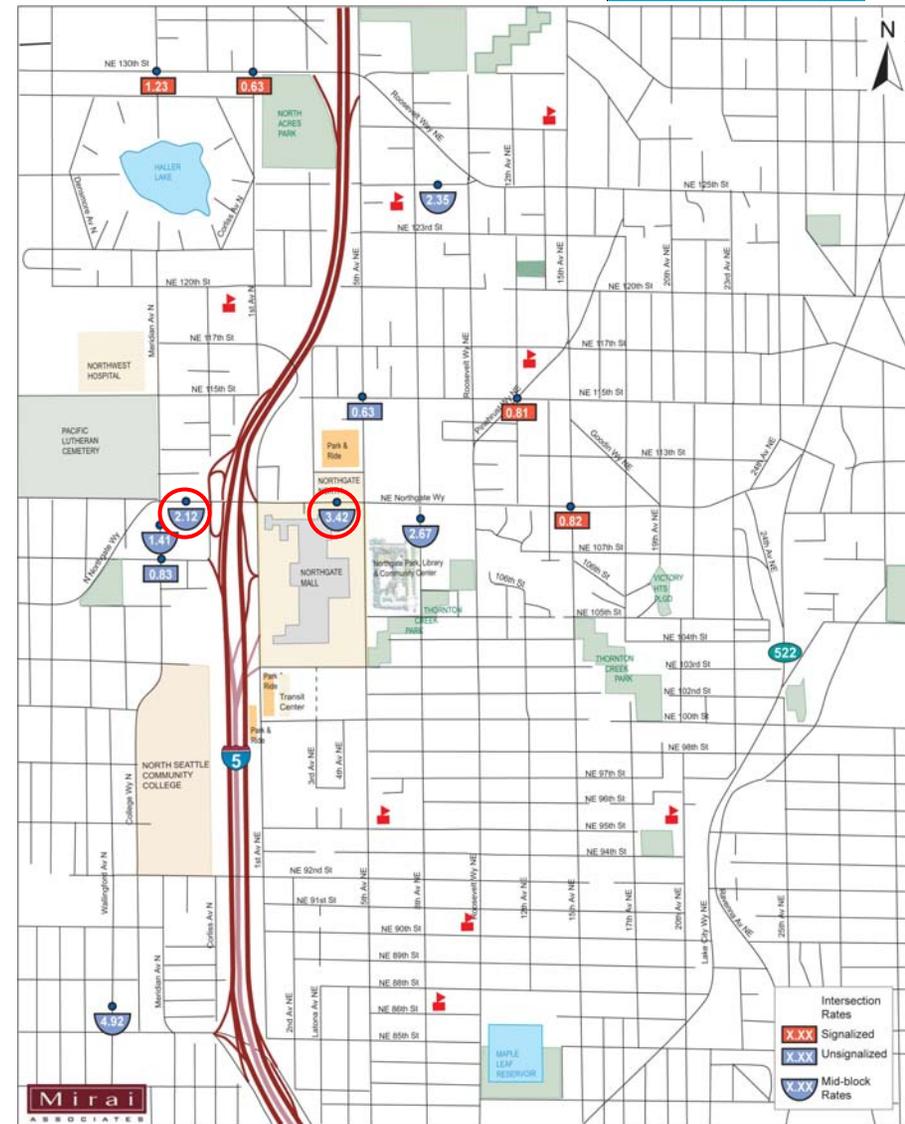
Northgate Way

- High mid-block collision areas:
 - Northgate Way between Meridian Ave N and Roosevelt Way: 9.6 to 26.4 per year



Northgate Way

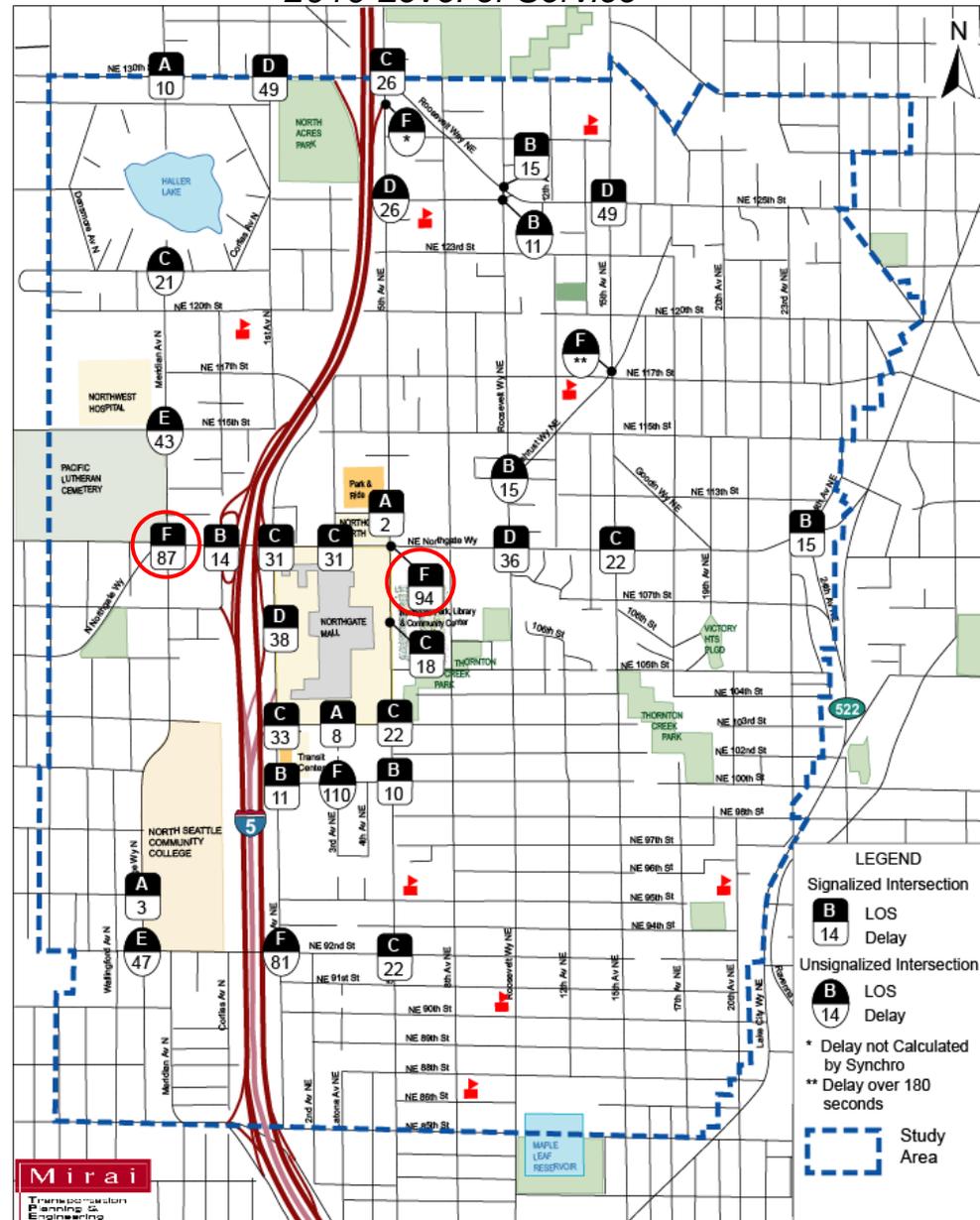
- **High collision rates**
 - Mid-block rates:
 - Northgate Way between Meridian Ave N and Corliss Ave/ SB I-5 Off-Ramp: 2.12 per million annual vehicles
 - Northgate Way between 3rd Ave NE and 5th Ave NE: 3.42 per million annual vehicles



Northgate Way

- **Poor level of service:**
 - Northgate Way/ Meridian Ave N intersection: LOS F (87 seconds of delay in 2010)
 - Northgate Way/ 5th Ave NE: LOS F (94 seconds of delay in 2010)

2010 Level of Service



Northgate Way

- Pedestrians are crossing at mid-block locations on Northgate Way between 3rd Ave and 5th Ave



Northgate Way

- Some pedestrians are not using crosswalks at the Northgate Way intersections



Northgate Way

Northgate Way N from Meridian Ave N to Corliss Ave N/I-5 Off Ramp: Provide a median and restrict mid-block left turns, where a break in the median may be allowed. Investigate feasibility of providing a business access street.



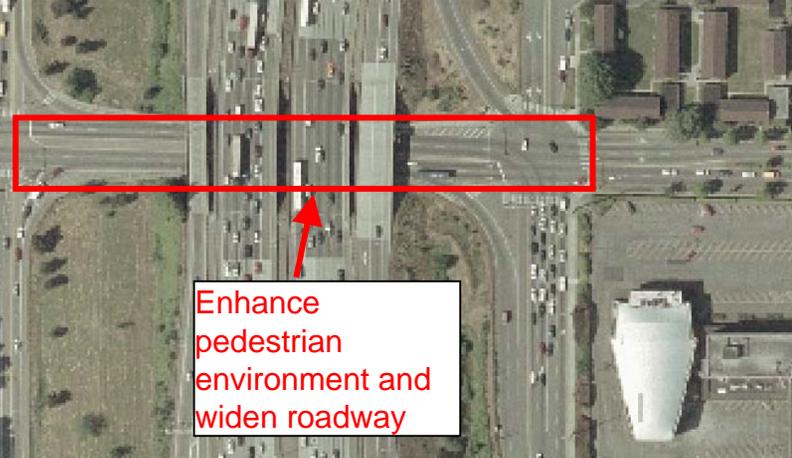
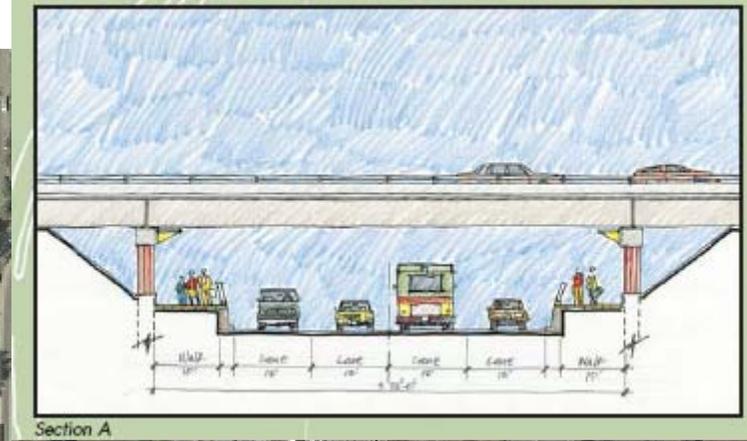
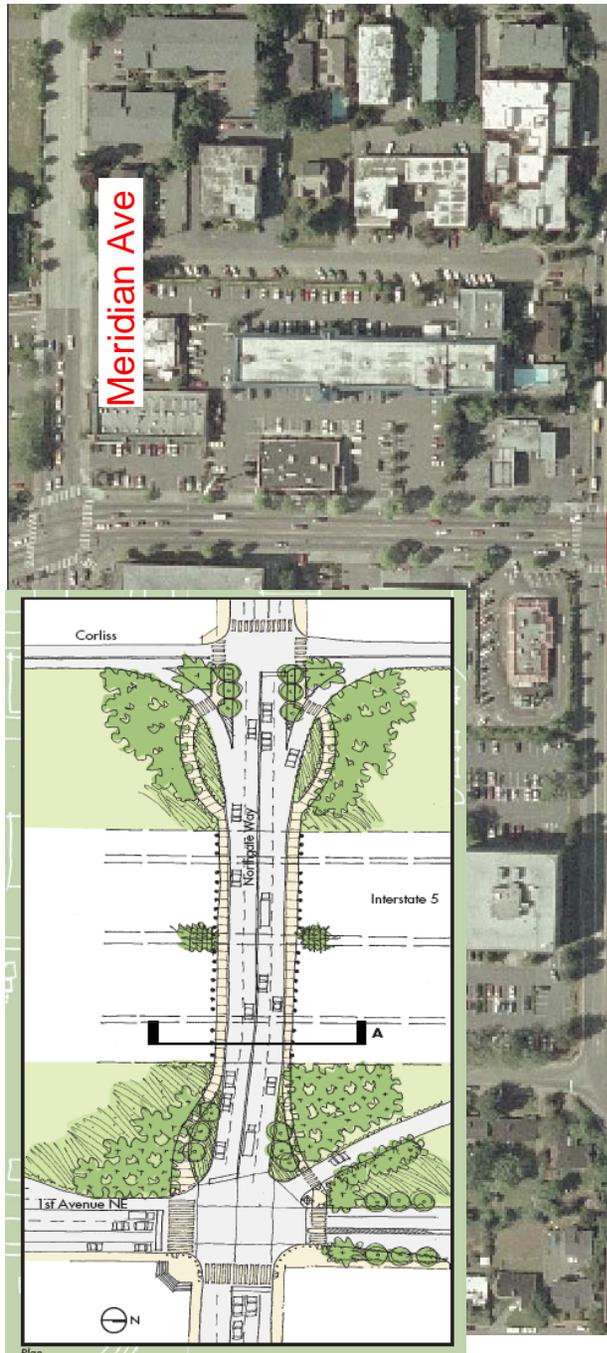
Northgate Way

SB I-5 Off Ramp/Corliss Ave/ Northgate Way: Allow westbound left turns from Northgate Way to southbound Corliss Avenue. Extend the westbound left turn lane easterly on Northgate Way under I-5 overpass.



Northgate Way

Northgate Way between Corliss Ave N and 1st Ave NE: Improve pedestrian facilities based Open Space/Pedestrian Plan. Place the sidewalks behind the I-5 bridge columns.



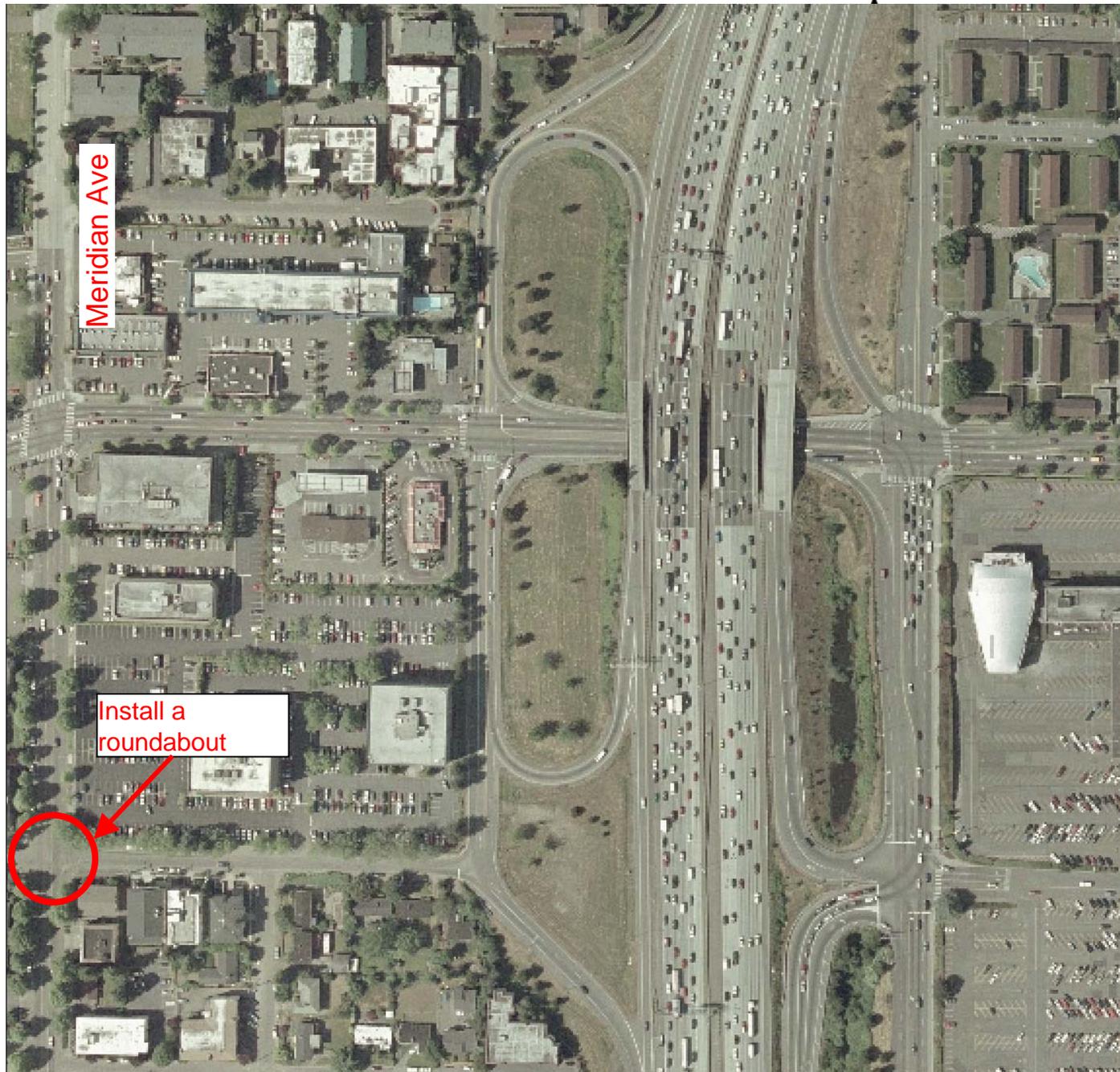
Northgate Way

SB I-5 On
Ramp/Corliss Ave N/
N 107th St: Provide a
roundabout



Northgate Way

Meridian Ave N/ N
107th St: Provide a
roundabout



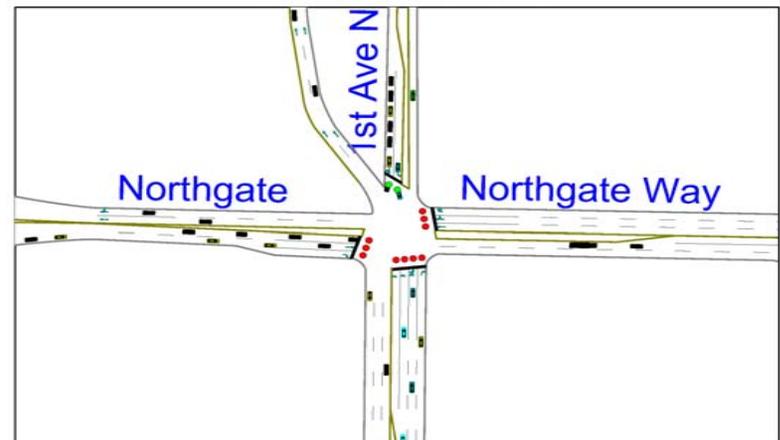
Northgate Way



Northgate Way/1st Ave NE/ I-5 On Ramp: Modify westbound approach lane assignments – curb lane: right and I-5 on-ramp, 2nd lane: I-5 on-ramp and through, and 3rd lane: through only

Northbound I-5 On Ramp from Northgate Way: Widen the on-ramp to have two lanes

Northgate Way Signals: Coordinate all signals and optimize signal operation for peak, non-peak weekdays and weekend days based on vehicle volumes



Northgate Way

Monitor safety performance of westbound traffic on Northgate Way approaching 1st Ave intersection to determine whether future channelization improvements are needed.



Northgate Way



Northgate Way/3rd Ave NE:
Reconfigure the Mall driveways and align one driveway on the 3rd Ave to create a four legged intersection. Consider truck access as a part of the access reconfiguration.

Northgate Way/3rd Ave NE:
Provide crosswalks on all legs.

North side of Northgate Way from 3rd Ave NE to 5th Ave NE: Place barriers at the edge of the sidewalk or in the median to discourage mid-block street crossings by pedestrians



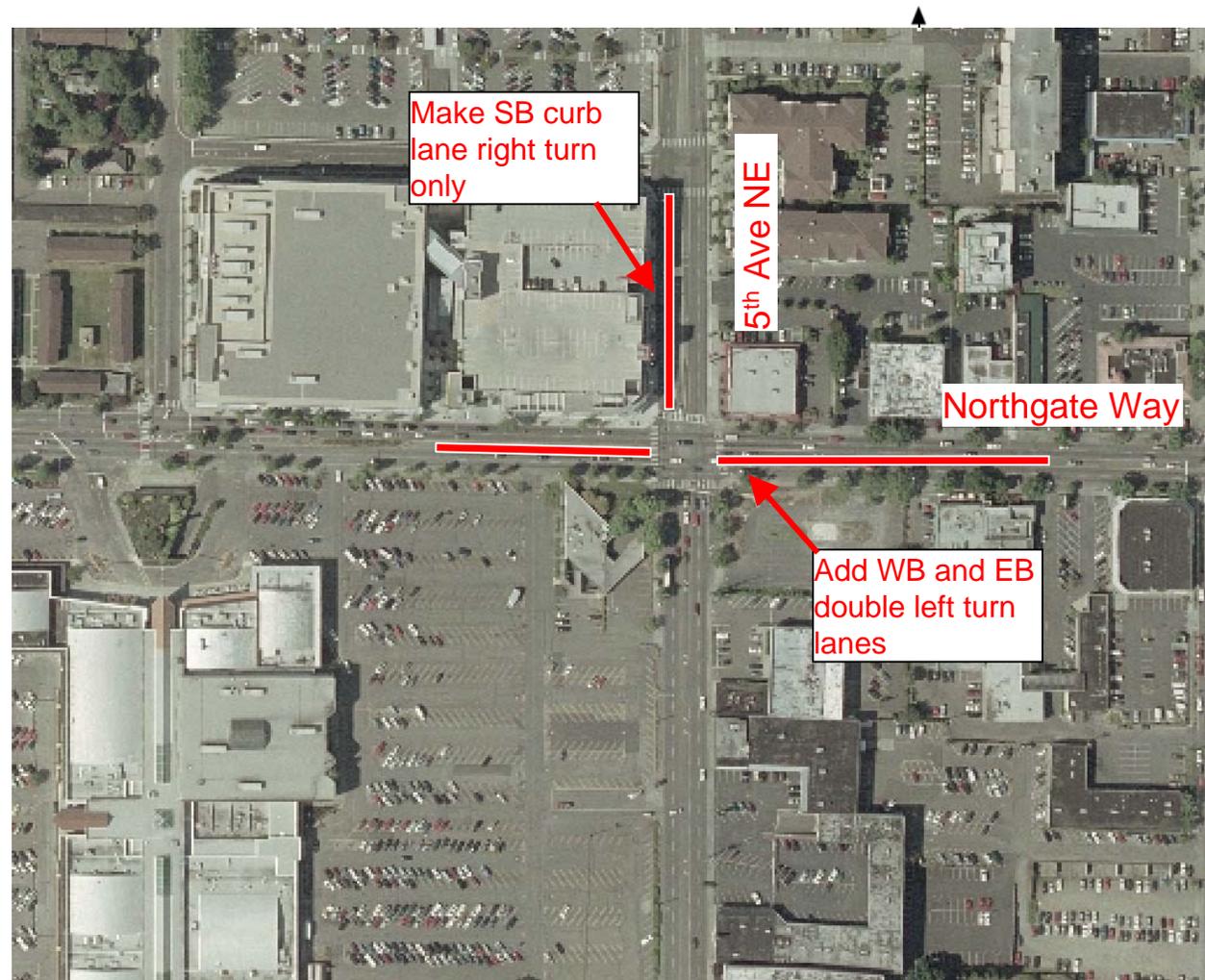
Northgate Way

Northgate Way/3rd Ave NE Intersection

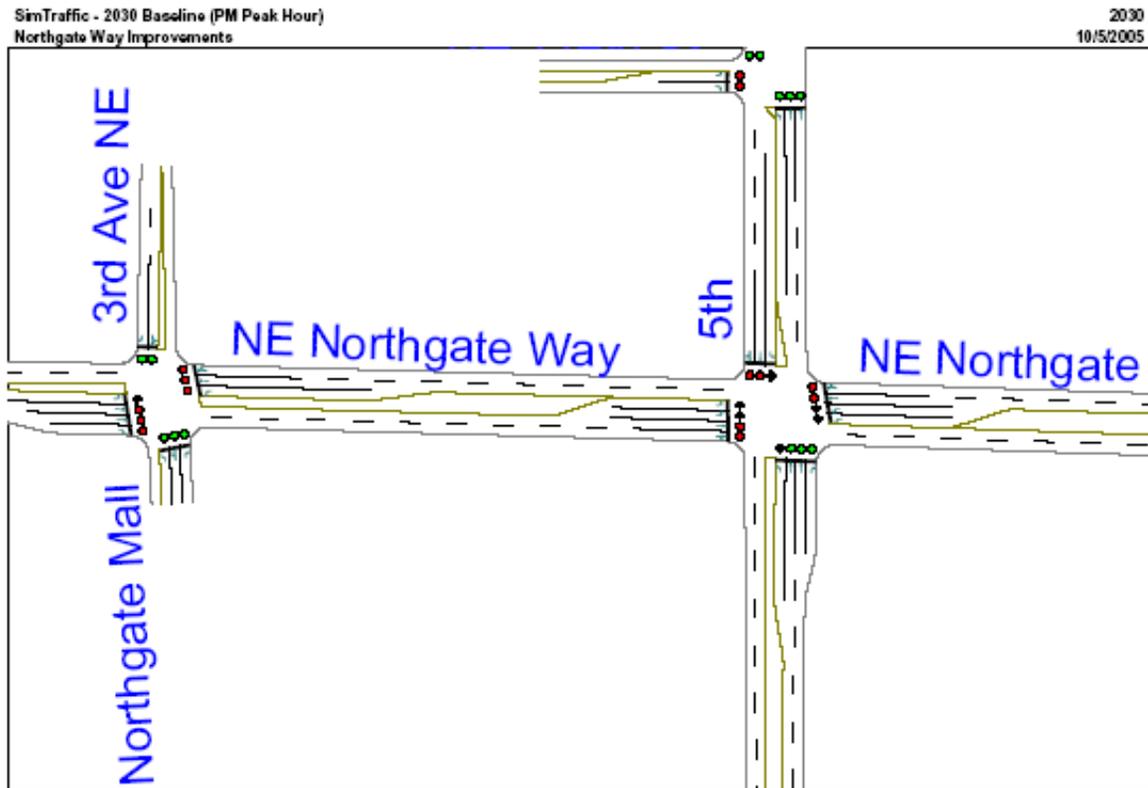
Northgate Way

Northgate Way/5th Ave: Add westbound and eastbound double left turn lanes on Northgate Way at 5th Avenue by widening the south side of Northgate Way from approximately 8th Avenue to 3rd Avenue.

Northgate Way/5th Ave: Assign southbound curb lane to right turn only. Re-align the southbound through lane and eliminate the "offset" condition at 5th Ave NE/Northgate Way.

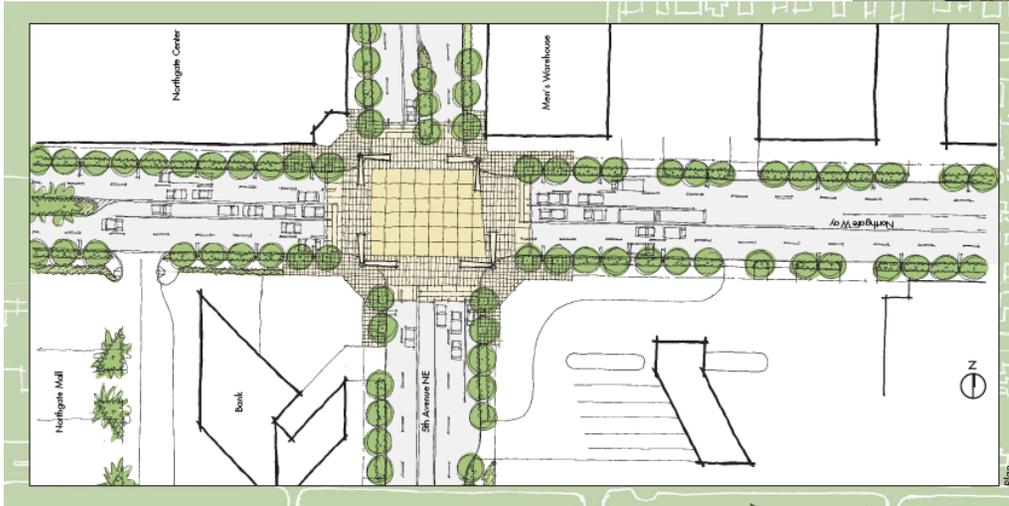


Northgate Way

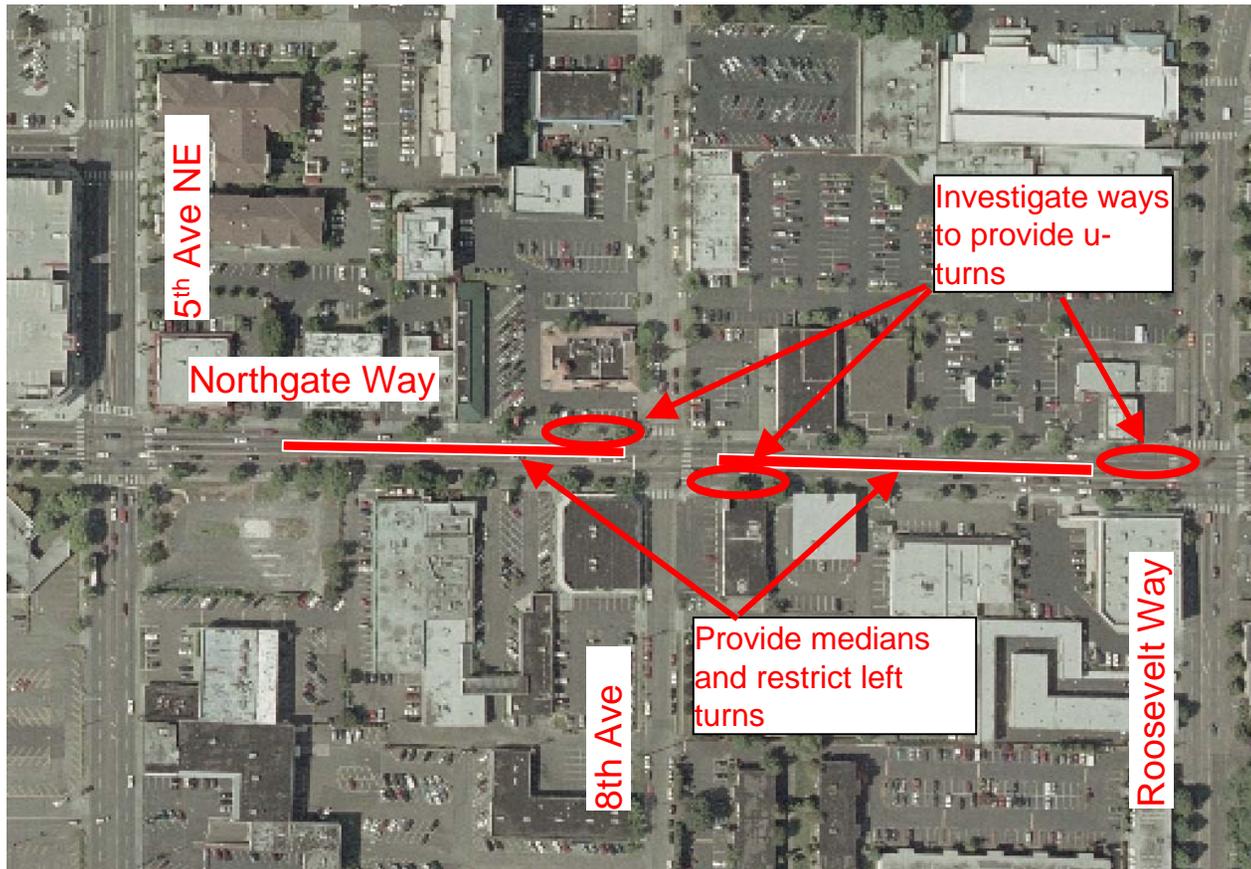


Northgate Way

Northgate Way/5th Ave NE:
Re-pave crosswalks with decorative materials



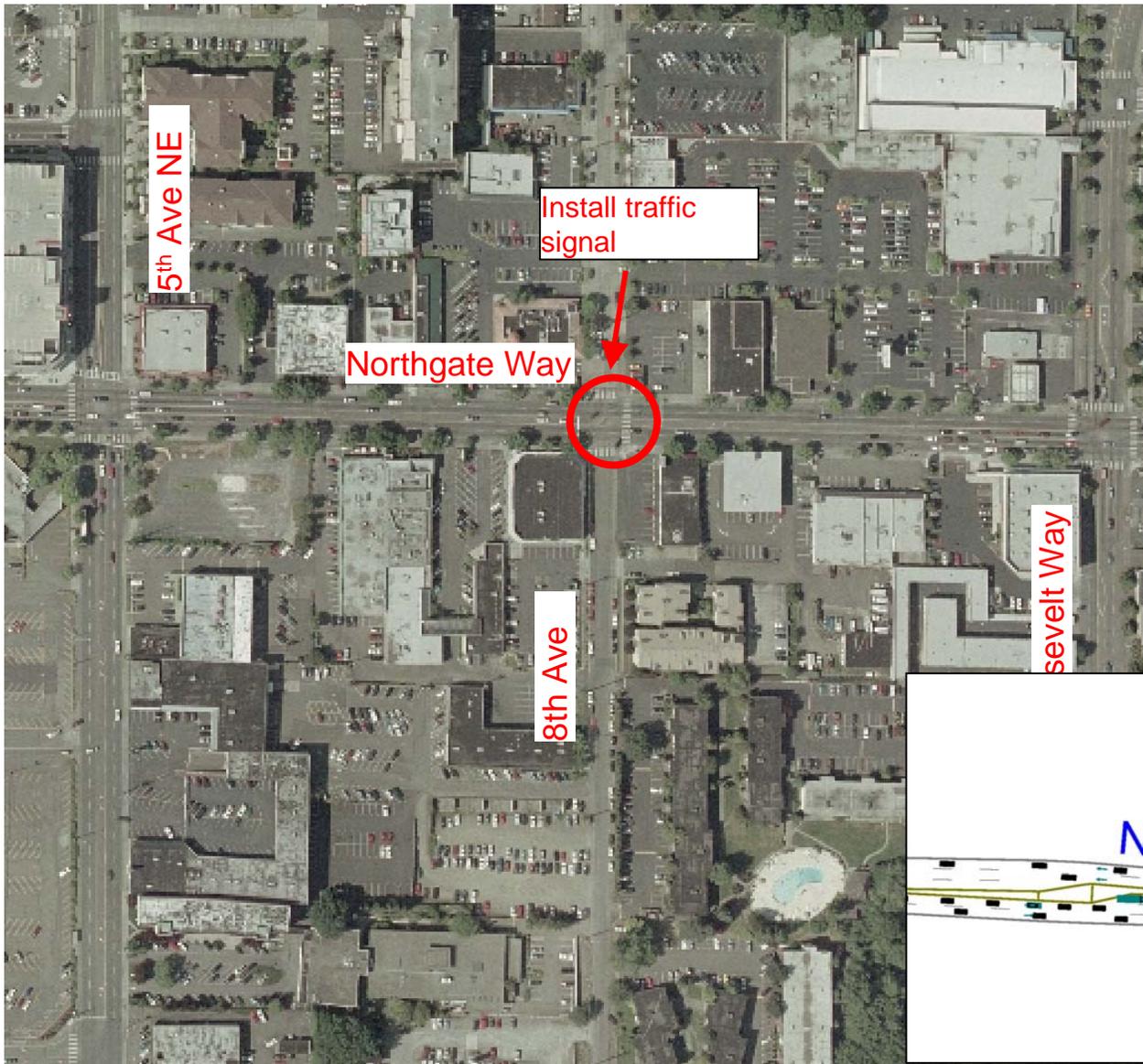
Northgate Way



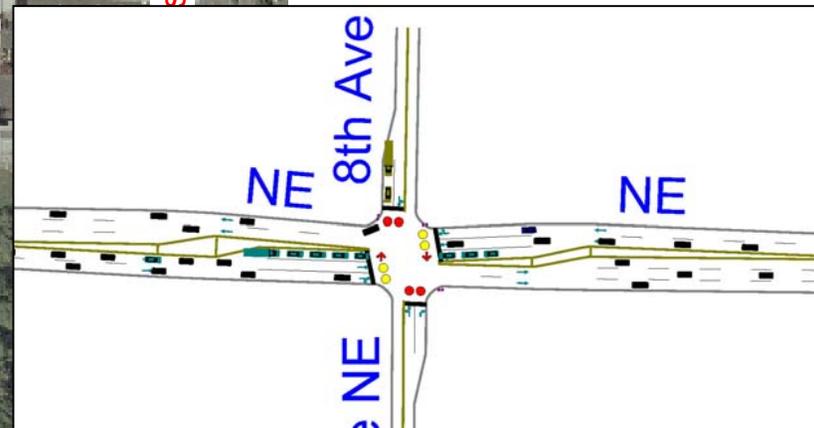
Northgate Way from 5th Ave NE to Roosevelt Way NE: Provide medians and restrict mid-block left turns. Investigate ways to provide access to businesses.



Northgate Way



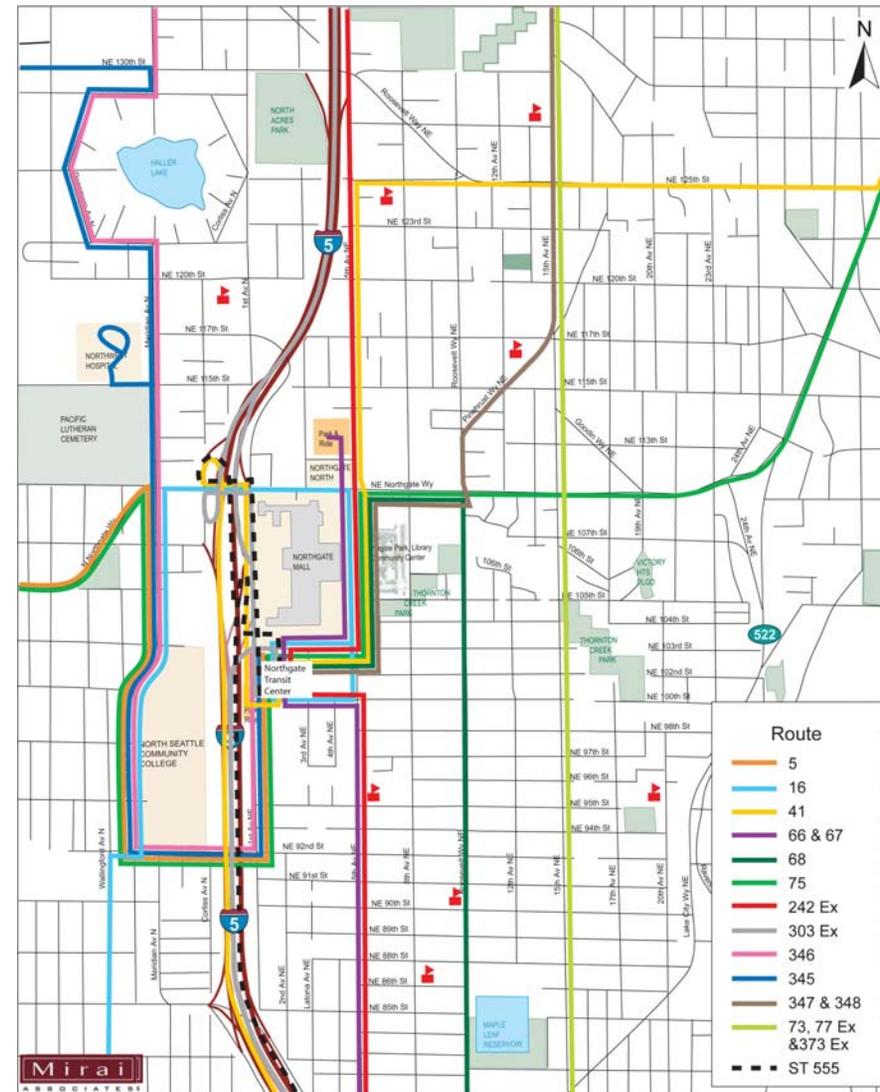
Northgate Way/8th Ave NE: Replace the existing pedestrian signal with a full traffic signal and allow left turns on all approaches



Transit Center Area

Existing Transit Routes

- Metro needs:
 - Transit speed reliability
 - Improved level of service on transit routes
 - Transit safety
 - Pedestrian safety

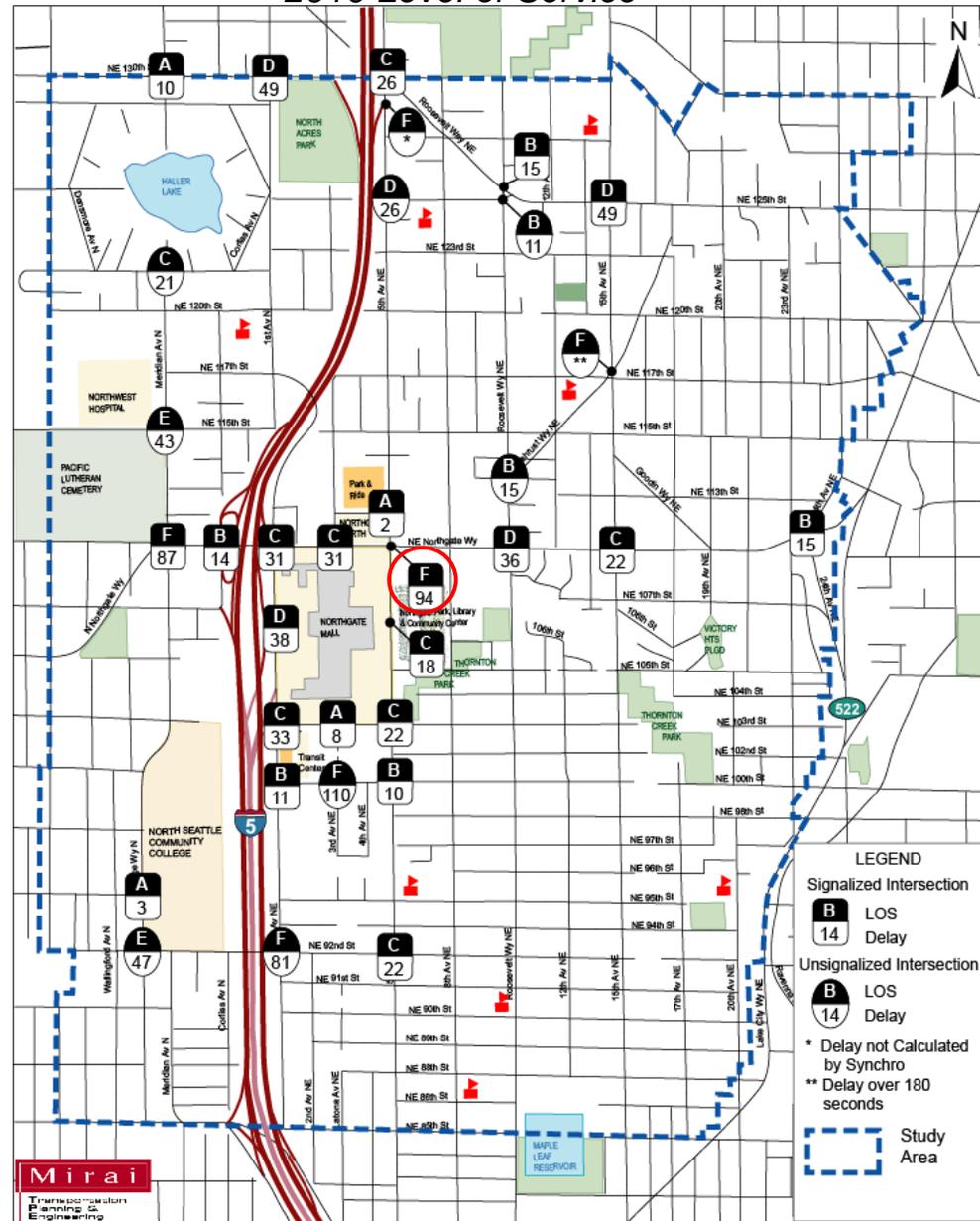


Transit Center Area

- **Low level of service:**
 - Northgate Way/ 5th Avenue intersection: LOS F in 2010



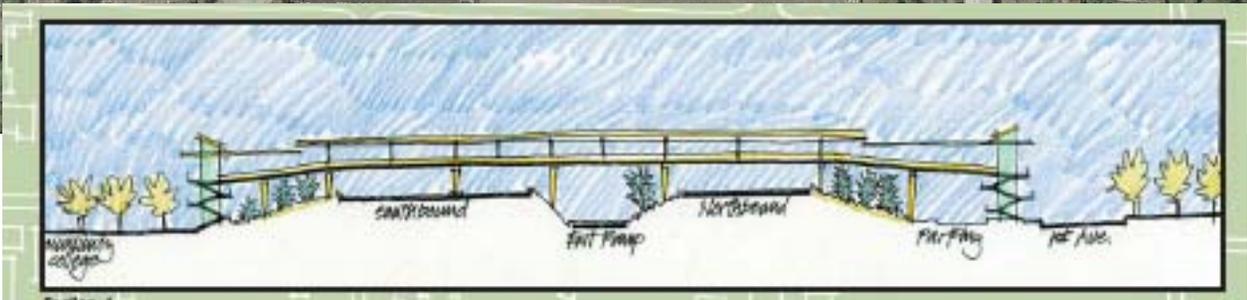
2010 Level of Service





Provide pedestrian overpass

Transit Center Area



I-5 Crossing between NE 100th St and NE 103rd Street: Construct a pedestrian bridge over I-5 to connect North Seattle Community College with Metro Transit Center/future light rail.



1st Ave NE/ NE 103rd St: Implement the intersection improvement concept prepared by King County Metro

NE 103rd St/ 3rd Ave NE: Install a signal and provide crosswalks with

NE 103rd St/ 5th Ave NE: Allow EB left turns from the existing EB curb lane

3rd Ave NE from NE 100th St to NE 103rd St: Construct a three-lane roadway

NE 100th St/ 3rd Ave NE: Add four-way stop and install a signal if needed in the future

Transit Center Area

Transit Center Area

NE 100th St from 1st Ave NE to 5th Ave NE:
Provide sidewalks on the north side of the street

1st Ave from NE 97th St to NE 92nd St:
Reconstruct sidewalks on the east side of the street



Transit Center Area

Walkway on the north side of NE 100th St

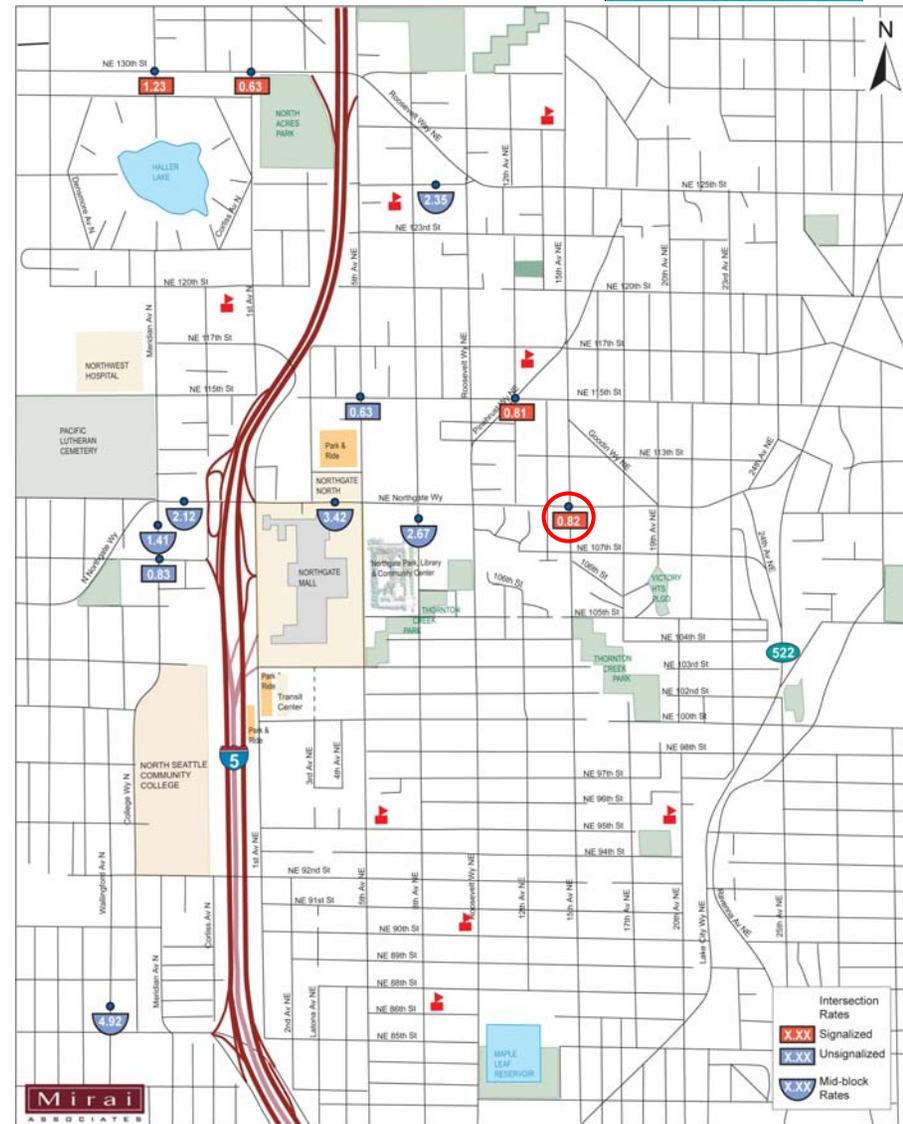
1st Ave, looking north from NE 96th St



15th Avenue Corridor

15th Ave NE

- High intersection collision rates
 - Northgate Way/ 15th Ave NE: 0.82 million annual entering vehicles

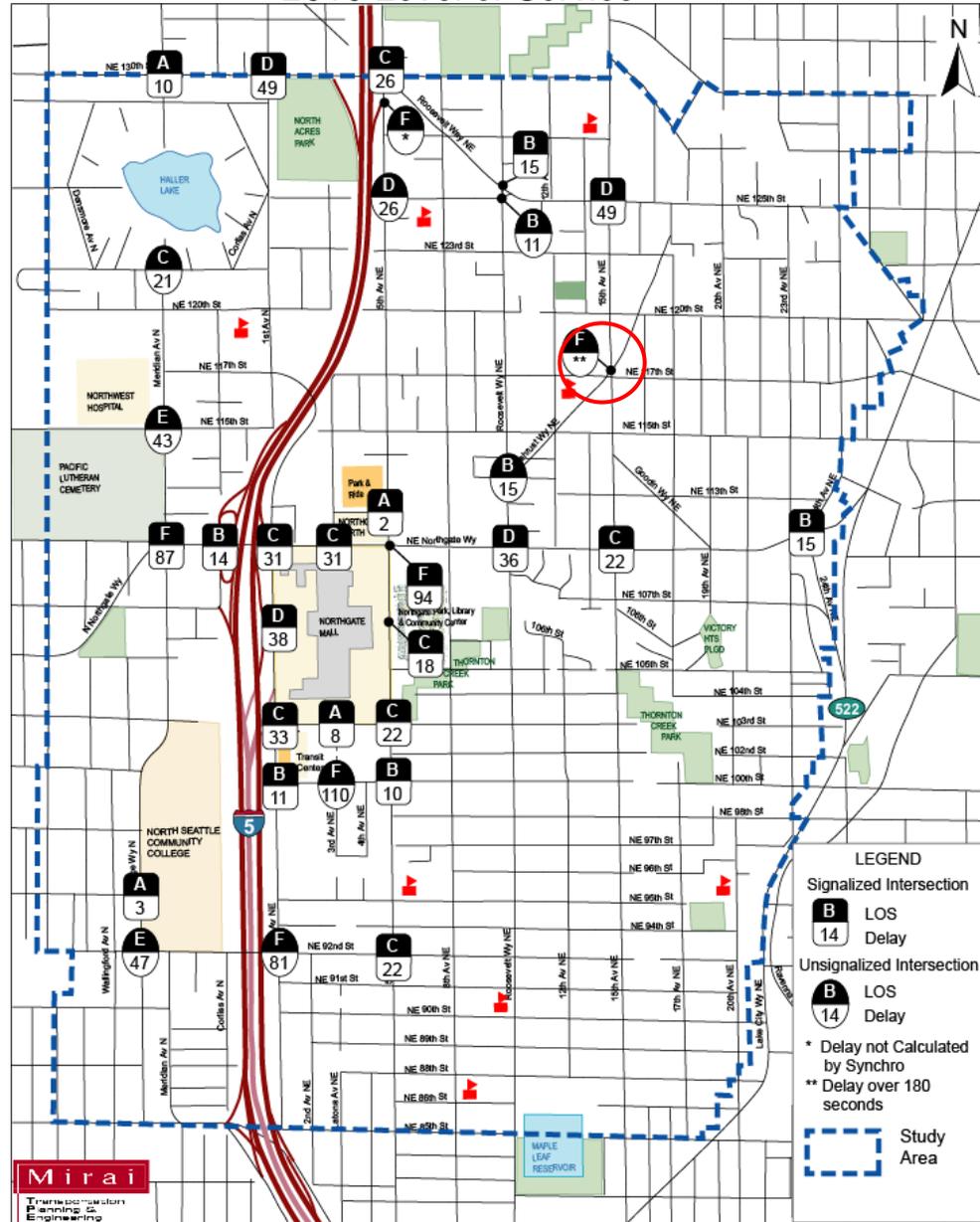


15th Ave NE

- **Poor level of service**
 - Intersection at 15th Ave/ Pinehurst Way/ NE 117th Street



2010 Level of Service



15th Ave NE

15th Ave NE from NE 92nd St to NE 117th St: Add curbs, gutters and sidewalks on both sides of the street





15th Ave NE

Northgate Way/15th Ave NE: Reconstruct intersection with north-south left turn pockets.

15th Ave NE

NE 125th St

15th Ave NE/NE 117th St/
Pinehurst Way NE: Install a
signal and modify the
intersection geometry



Roosevelt Way

15th Ave NE

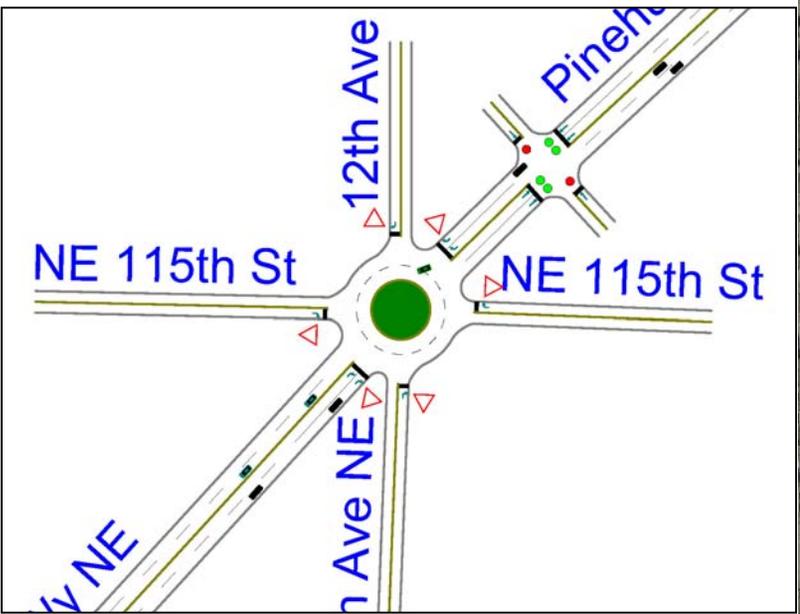
Install signal

Northgate Way

NE 125th St

15th Ave NE

Pinehurst Way NE/ NE 115th St/ 12th Ave NE: Install a roundabout



Roosevelt Way

15th Ave NE

Install roundabout

Northgate Way

15th Ave NE

15th Ave NE between NE 120th St and NE 122nd St:
Install a mid-block pedestrian crossing with in-pavement lights



NE 125th St

Provide mid-block pedestrian crossing with in-set lights

15th Ave NE

Roosevelt Way

Roosevelt Way Corridor

Roosevelt Way Corridor

Roosevelt Way between NE 94th St and 90th St: Install two pedestrian crossings with in-pavement lights



5th Avenue Corridor

5th Avenue Corridor

5th Ave NE at Northgate
Way: Extend NB right turn
lane to NE 106th St



5th Avenue Corridor

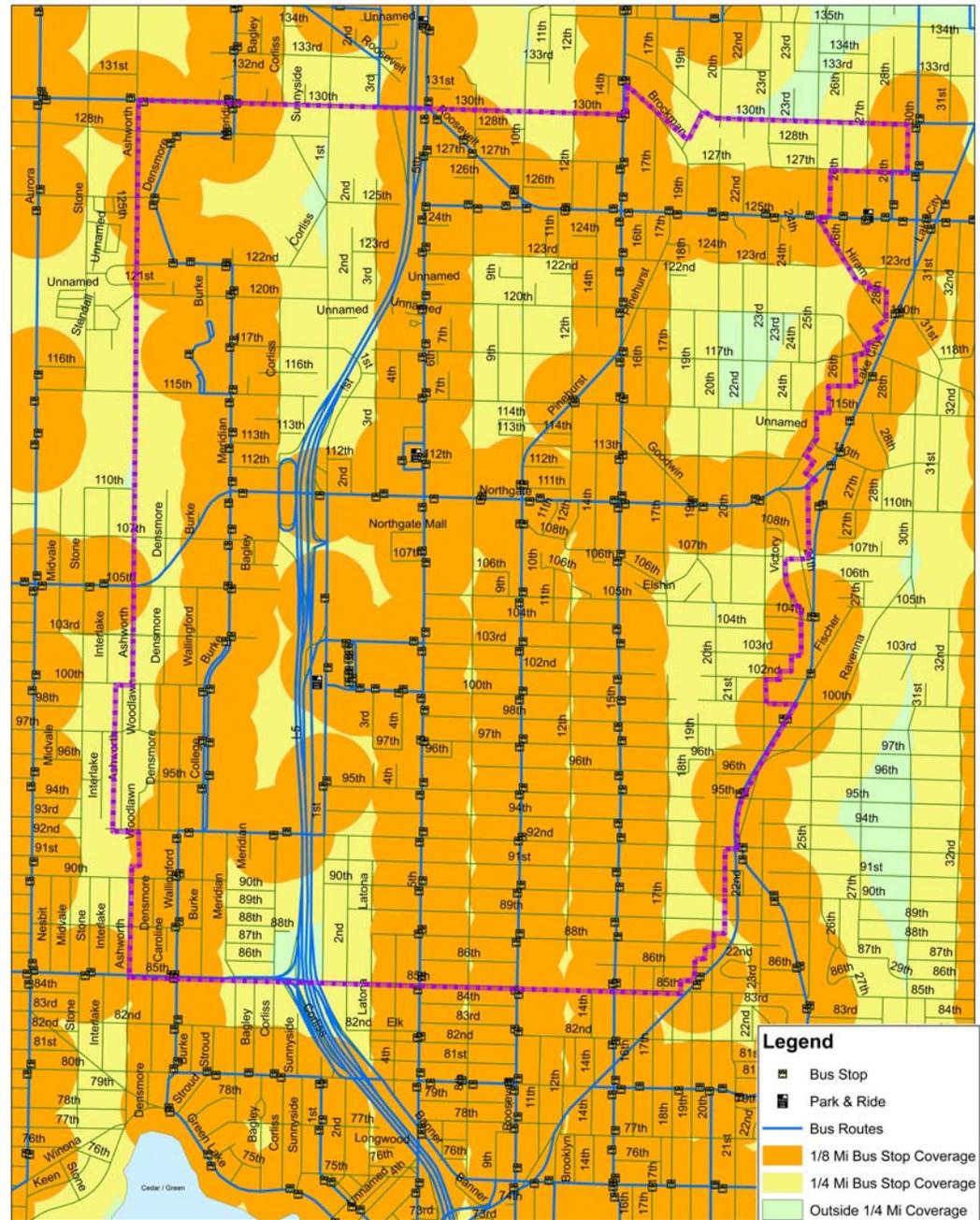
5th Ave NE from NE 115th St
to NE 125th St: Stripe bike
lanes



Transit Service Improvements

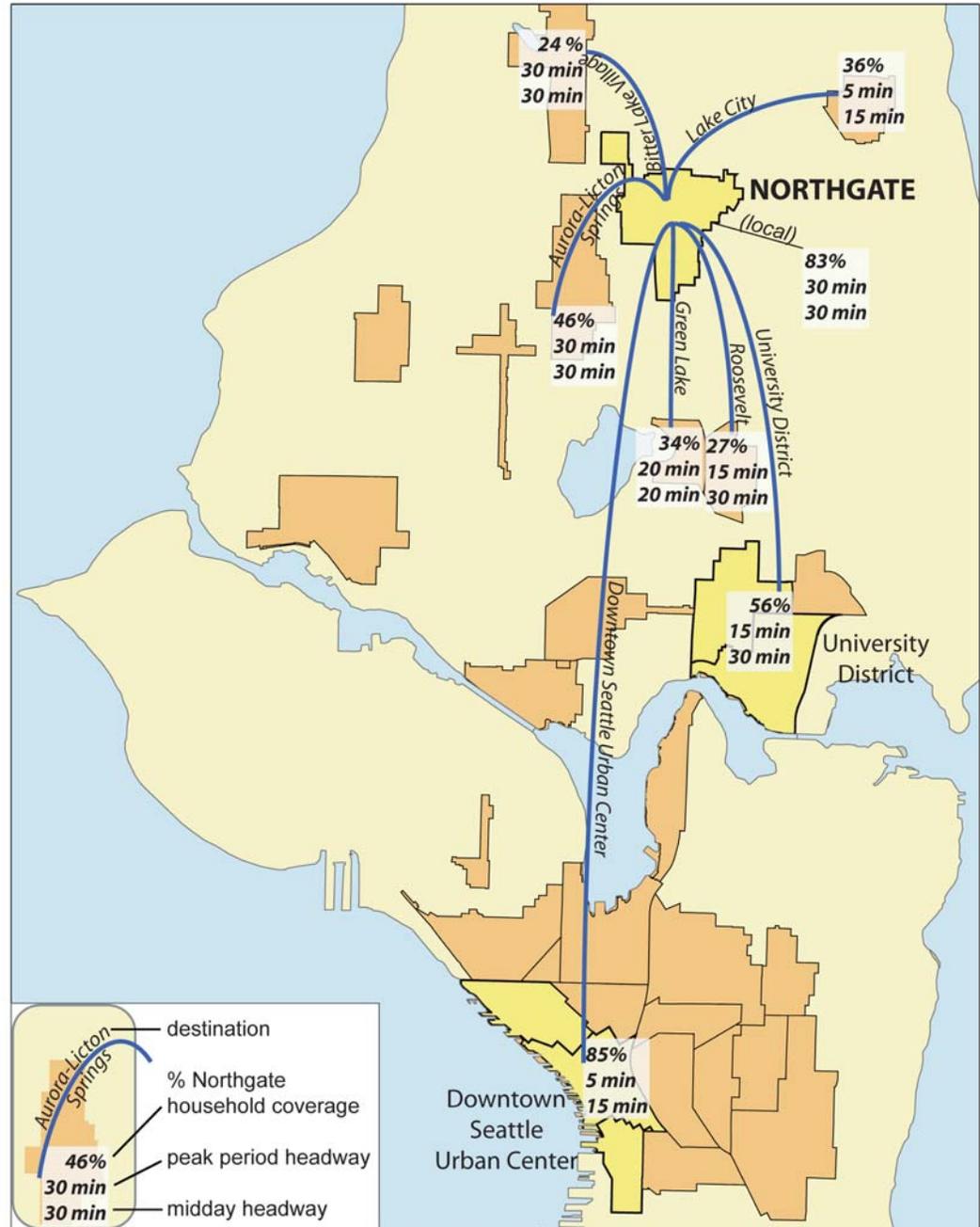
Bus Stop Coverage

- All senior housing developments are within 1/8 mile of a bus stop.
- Over 83% of all households are within 1/4 mile of a bus stop.
- Coverage is spotty in the NE & NW



Transit Service: Households/ Secondary Transit Network

- Urban Centers (60%/15/15)
 - Midday service & coverage for U District needs improvement.
 - Service & coverage adequate for downtown.
- Other Urban Villages (60%/15/30)
 - Adequate service and coverage for Lake City.
 - Remaining other Urban Village destinations need an increase in coverage and/or service.
- Local (70%/30/30)
 - Adequate service & coverage.



Transit Service

Increase transit services from the neighborhoods to Transit Center/ Link Light Rail Station by providing community circulator services.

Increase transit services from Northgate to University District for mid-day period.

Improve transit services from Northgate Urban Center to Urban Villages such as Bitter Lake, and Aurora-Licton Springs areas.

Form a Transportation Management Association with major employers, businesses and property owners. The TMA should encourage the property owners and business to reduce the use of cars and the parking demand through joint use