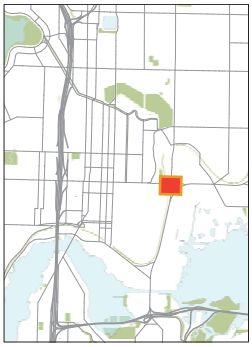
University Area Transportation Action Strategy

NE 45th St Corridor & Burke Gilman Trail

Pedestrian and Bicycle Mobility & Safety

Project # 11



Construct a pedestrian and bicycle trail connection between NE 45th St and the Burke Gilman Trail to improve mobility and safety.

Priority Rating:	High
Cost Estimate:	$2.26 million

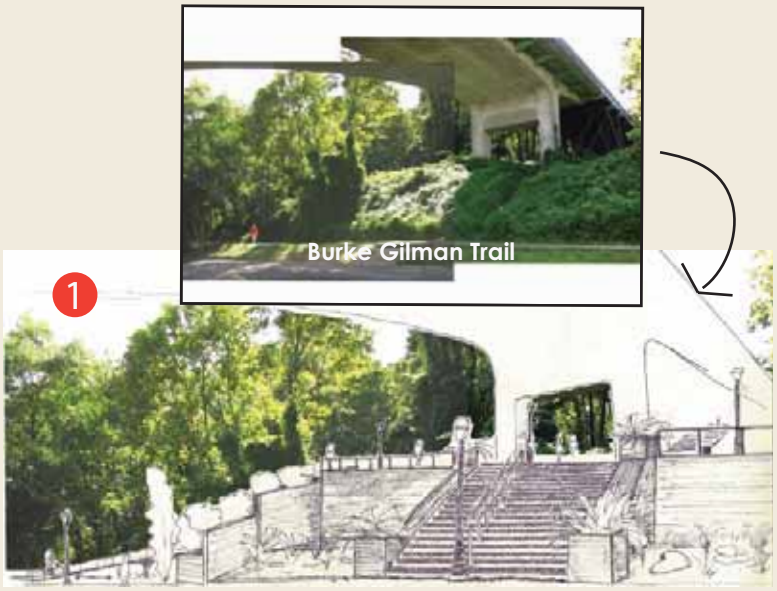
Problems and Issues

- The extremely long, narrow and uncomfortable environment along the NE 45th St viaduct is the only direct pedestrian or bicycle connection from the University campus and the heart of the University District to the University Village area.
- 1 An informal pedestrian trail currently exists under the viaduct, hinting there is a "latent demand" for improving pedestrian and neighborhood connections. Thick vegetation, steep grades, and public safety concerns, however, limit the widespread use and functionality of this area.
- Visual access to the natural area known as Kincaid Ravine and the potential for natural drainage enhancements make this area a "place-making" opportunity as well as a transportation opportunity.

Looking east towards the NE 45th St viaduct with Kincaid Ravine on the right.

Recommended Actions

- 1 Construct a pedestrian path and bicycle trail under the NE 45th St viaduct to provide a direct connection between the UW Campus and business district along 45th St with the Burke Gilman Trail.
- Work with Seattle Public Utilities, the University of Washington, and perhaps the Parks Department on the design and funding of this project.
- Seek partnership with SDOT's partial replacement of the NE 45th St viaduct set for 2010 as a way to meet SDOT's adopted "Complete Streets" policy.

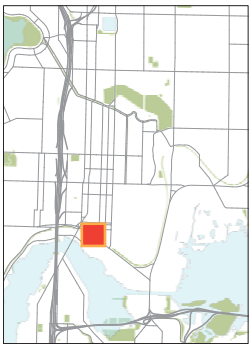


Draft concept of what an improved pedestrian and bicycle connection might look like.

Burke-Gilman Trail Crossing at Brooklyn Avenue NE

Pedestrian and Bicycle Safety

Project # 12



Realign trail and add a raised, colored crosswalk to improve safety.

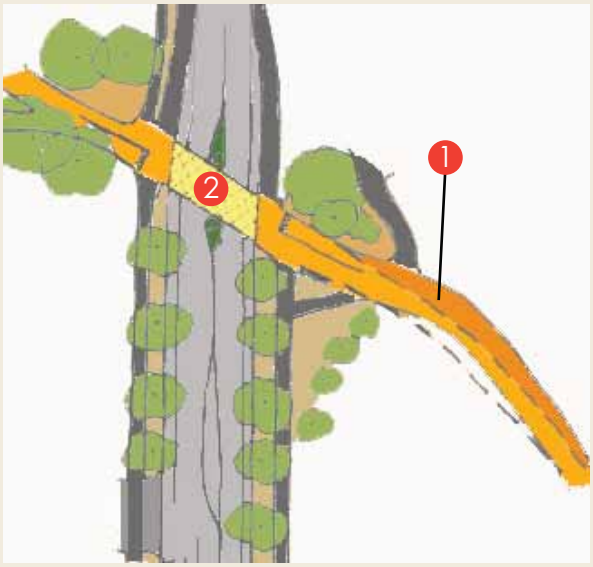
Priority Rating:	High
Cost Estimate:	$340,000

Problems and Issues

- The Burke Gilman Trail approaches Brooklyn Ave midblock at an angle, limiting sight distances and increasing the potential for bicycle/vehicle conflicts.
- Current safety warnings consist of a pedestrian crossing sign and a regularly striped crosswalk, which do not adequately indicate to drivers the importance of this is a heavily-used trail crossing.
- Brooklyn Ave is designated as a Neighborhood Green Street, which means that pedestrians and bicycles are given higher priority in street design and operations.

Recommended Actions

1. Modify the angle of the Burke Gilman Trail crossing and square off to Brooklyn Ave as much as possible to improve visibility and reduce crossing distances.
2. Add raised and colored crosswalk, roadway medians, specialized trail crossing signs, and pedestrian-scaled lighting to properly distinguish and improve the trail crossing.
- This project should be considered in conjunction with UATAS Project F, which could reprioritize traffic control to give trail users the right-of-way at the crossing with Brooklyn Ave.

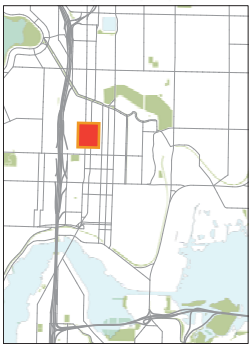


University Area Transportation Action Strategy

Roosevelt Way/11th Ave NE & NE 55th St

Pedestrian Mobility & Safety

Project # 13



Install curb extensions to improve pedestrian safety.

Priority Rating:	High
Cost Estimate:	$43,000

Problems and Issues

- Traffic speeds are high for most of the day along the Roosevelt Way NE and 11th Ave NE one-way couplet in this area. Due to peak period parking restrictions, pedestrians are often forced to cross three lanes of traffic, increasing their potential exposure to moving vehicles.

1 11th Ave NE at 55th St

1. Many pedestrians currently walk along the side of the road and jaywalk when a gap in traffic presents itself, or have to walk out of their way to reach a fully signalized intersection. These uncomfortable crossings limit pedestrian accessibility to a growing set of businesses along Roosevelt Way near NE 55th St.

- Implementation of UATAS Project #4 (bike lanes) will allow curb extensions on both sides of 11th/12th Ave and Roosevelt Way in the University District and Roosevelt business districts.

Recommended Actions

1. Install curb extensions along (at least) the left-sides of Roosevelt Way NE and 11th Ave NE at NE 55th St to shorten pedestrian crossing distances and improve safety.

1

Roosevelt Way NE at 55th St

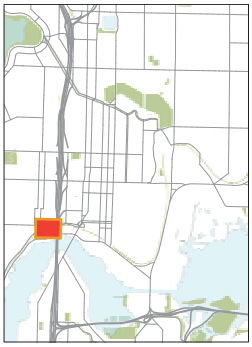
- If peak period parking restrictions are removed along this corridor, prioritize additional curb extensions (especially with redevelopment) at other key crossing locations, including NE 43rd St, NE 47th St, NE 52nd and 53rd St (school zone), Ravenna Blvd, NE 64th St, and NE 66th St near the future light rail station.

University Area Transportation Action Strategy

Burke Gilman Trail/NE 40th St to University Bridge

Bicycle Mobility & Safety

Project # 14



Improve connection from Burke Gilman Trail to the University Bridge by constructing bicycle lanes along Upper NE 40th St.

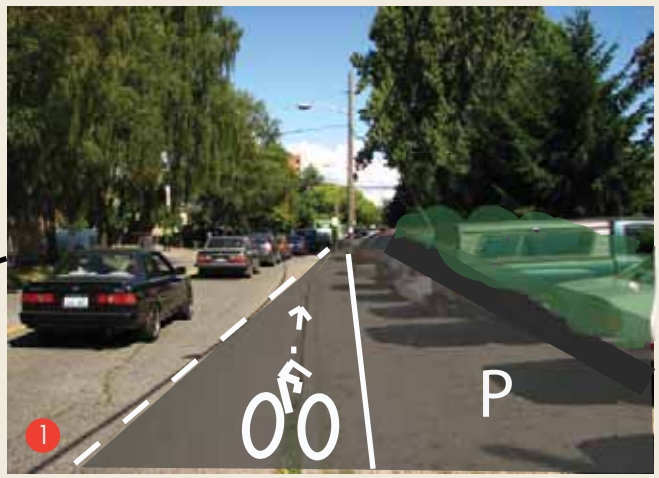
Priority Rating:	High
Cost Estimate:	$437,000

Problems and Issues

- The Burke Gilman Trail and the University Bridge are two of the most heavily utilized corridors for bicyclists, and critical components of the Urban Trails and Bikeways Network and the Lake Union Loop Trail.
- A poorly defined path of travel, various curbed barriers, and gravel shoulders with 90 degree parking on Upper NE 40th St create significant gaps in these trail systems.
- Eastbound to southbound bicyclists using the BG Trail and University Bridge must first mix with traffic along Upper 40th St and are then required to make an unprotected merge onto the bridge. The bicycle lane doesn't begin until much farther south on the bridge.

Recommended Actions

1. Add eastbound bike lane on NE 40th between University Bridge (Eastlake Avenue E) and 7th Avenue NE by reconfiguring 90-degree parking to parallel.
- Extend bicycle lane on west side of University Bridge northward to the intersection with NE 40th St to improve the safety and comfort of eastbound cyclists merging southbound onto the bridge.
- Reconstruct the crosswalk on lower NE 40th St to the east of the 7th Ave intersection; provide curb ramps with wide flares and improved geometries from the Burke Gilman Trail to upper NE 40th St.



Upper NE 40th St to University Bridge with bike lane concept.

Montlake Boulevard NE

Transit and HOV Speed & Reliability

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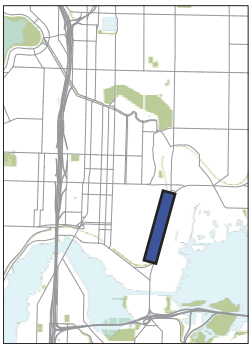


Extend HOV lane on southbound Montlake Blvd from NE Pacific Pl to 25th Ave NE to increase speeds of high-occupancy vehicles and encourage new transit service.

Partnership Project
Cost Estimate: $11.5 million

Problems and Issues

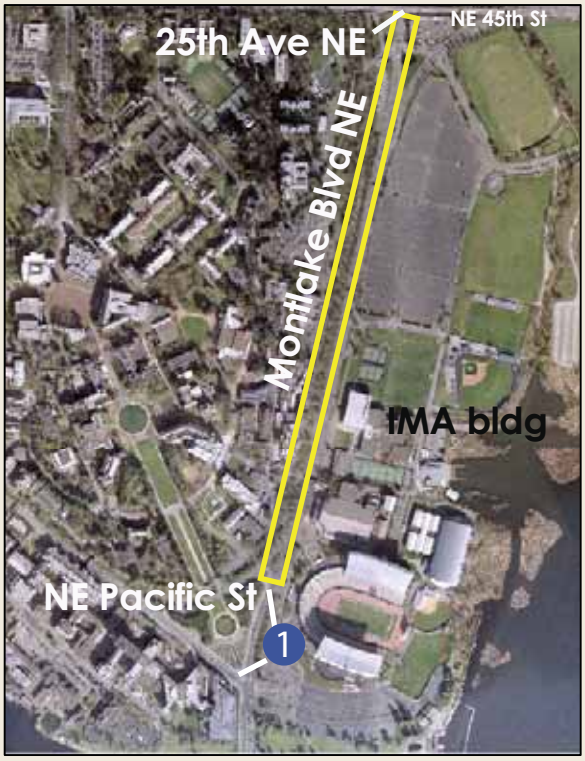
1. An HOV lane on Montlake Blvd southbound is provided for the short block between NE Pacific Pl and NE Pacific St to facilitate bus turns around the Rainier Vista triangle.

- Montlake Blvd (a state roadway) is highly congested; ***the average speed for southbound vehicles during the PM peak period is 3 miles per hour***.

- Due to traffic congestion, King County Metro cannot provide adequate transit service. Poor transit access to the University's Intramural Activities Building and the University Village was one of the most common complaints during the UATAS outreach process.

- Adding an HOV lane would require reconstruction of the existing pedestrian overpasses on Montlake Blvd, although at least one has been flagged as structurally deficient and needs replacement.

- Sound Transit's Husky Stadium Station and the planned HOV improvements to the SR 520 Bridge will only increase the value of HOV facilities in this area.



Recommended Actions

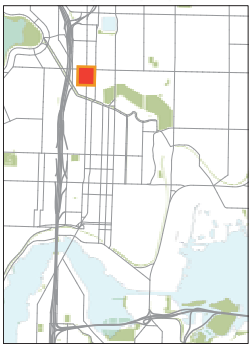
- Work with WSDOT and the UW to construct a southbound HOV lane from Pacific Pl. to 25th Ave NE to allow transit and high-occupancy vehicles to bypass general purpose congestion. Convert the existing short HOV segment to "Transit Only" to ensure HOV traffic does not impede bus turn-arounds.

- Reconstruct pedestrian overpasses connecting the main campus with the east side of Montlake Blvd.

- Work with Metro and the UW to introduce transit service along the Montlake Blvd corridor. Ensure additional service enhances, not degrades, transit access to the University's main campus.

Constructing an HOV lane on Montlake Blvd would be an opportunity to replace aging infrastructure like this pedestrian bridge to the UW's IMA.

Project # 17



8th Ave NE between NE 64th and 65th St

Pedestrian Safety; Congestion Management

Construct curb extension, widen sidewalk, and provide northbound right-turn pocket to improve safety for pedestrians and vehicles.

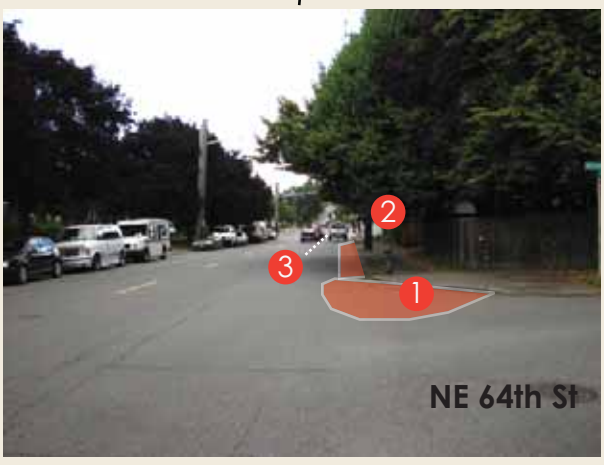
Priority Rating:	High
Cost Estimate:	$154,000

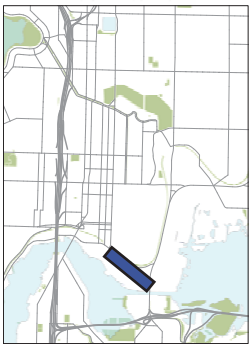
Problems and Issues

- 8th Ave NE is a wide two-lane arterial connecting the I-5 off ramp with NE 65th St. Pedestrians must cross the equivalent of 3 lanes of traffic.
- There is a large park-n-ride lot west of 8th Ave that generates a significant number of pedestrian crossings. This pedestrian connection will increase in volume and importance when Sound Transit's Roosevelt light rail station begins operation.
- Narrow sidewalks on the east side of 8th Ave limit pedestrian mobility and access to an adjacent bus stop.
- The lack of a delineated turning lane on 8th Ave may be hindering its full utilization by vehicles.

Recommended Actions

1. Construct a curb bulb at the 8th Ave NE /NE 64th St intersection.
2. Widen sidewalks on the east side of NE 8th Ave between NE 64th St and NE 65th St.
3. Re-stripe 8th Ave approach to NE 65th St to provide a northbound right-turn pocket.





NE Pacific St Corridor

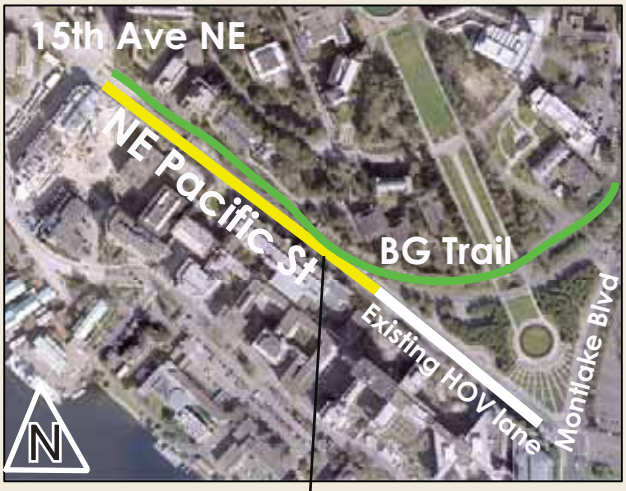
Transit Speed & Reliability; Corridor Planning

Extend existing eastbound HOV lane to 15th Avenue NE and widen Burke-Gilman Trail.

Partnership Project
Cost Estimate: $4.9 million

Problems and Issues

- Pacific Street is a major east-west transit corridor serving the University of Washington's south campus and health sciences facilities. About 92 buses travel eastbound on NE Pacific Street during the PM peak in the existing HOV lane.
- When Sound Transit completes the light rail station at Husky Stadium, and when additional HOV facilities are provided on the SR 520 Bridge, bus volumes and transfers on this street will increase.
- ***Vehicles on eastbound NE Pacific Street travel at an average of 6 mph during the PM peak hour, which is LOS F.***
- This project would provide an opportunity to widen and improve the Burke Gilman Trail, which may need additional person capacity with the opening of Sound Transit's Husky Stadium light rail station.



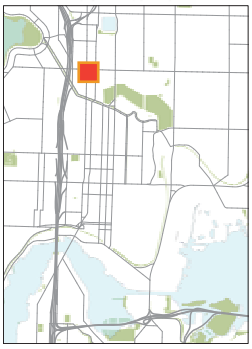
Recommended Actions

- Extend the HOV lane on eastbound NE Pacific Street from the existing end of the HOV lane at Pacific Place to 15th Avenue NE.
- 1 Pacific Street needs to be widened toward the north side to add the HOV lane. This will require the reconstruction of retaining walls and several small bridge spans related to the Burke Gilman Trail, providing an opportunity to widen and significantly improve both facilities.

Project # 19

Weedin Pl/8th Ave NE/NE 65th St

Pedestrian Mobility; Open Space & Urban Design



Close north end of Weedin Place to traffic and provide landscaping and other pedestrian amenities to encourage walking.

Priority Rating:	High
Cost Estimate:	$178,000

Problems and Issues

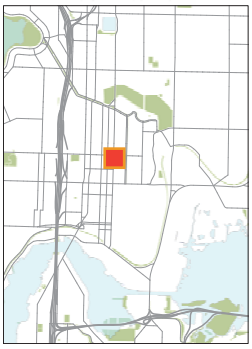
- This section of Weedin Place is a stop-controlled, diagonal street that connects NE 65th St to NE 66th St. It's function is somewhat redundant as turns from NE 65th St to 8th Ave are possible.
- 1 The City has discouraged use of Weedin Place by painting a wide curb bulb at the NE 66th St corner and limiting traffic to one lane.
- Weedin Place creates extra gaps in the sidewalk network along NE 65th and NE 66th St, & slices through several commercially-zoned parcels limiting their potential to redevelop. It is also a cost-effective opportunity to implement recommendations from the Roosevelt Neighborhood Plan, including R-EDS3: "Coordinate and support the creation and maintenance of consistent, signature street treatments within the commercial core and at gateway entry points to the neighborhood."

Recommended Actions

- 2 Close Weedin Place to vehicles where it meets 8th Ave NE at NE 66th St. Provide new sidewalks, landscaping, benches, and public art to create a pocket park and neighborhood gateway.
- Consider vacating the remaining portion of Weedin Pl between 65th and 66th St if redevelopment opportunities come forward. Ensure any alternative design proposals maintain proportional quality of public space(s).
- If partial closure cannot be supported, construct a landscaped curb bulb to replace the pedestrian striping at 66th St.

Project # 20

NE 50th St/15th Ave NE
Vehicle Safety



Provide left-turn pockets and/or modify signal operations, and restrict parking to improve safety.

Priority Rating:	High
Cost Estimate:	$172,000

Problems and Issues

- This intersection has the highest collision rate in the study area,* based on number of collisions vs. traffic volumes over a 3-year period.
- Left-turning vehicles from NE 50th St do not have a "protected" signal phase, and due to the steep slope of the roadway drivers may be failing to see on-coming vehicles.
- Because parking is allowed close to the 15th Ave intersection, drivers trying to bypass left-turning vehicles are potentially making unsafe maneuvers through tight spaces.

* While the highest in the study area, the overall number of crashes and rate remain relatively low compared to numbers citywide.

Recommended Actions

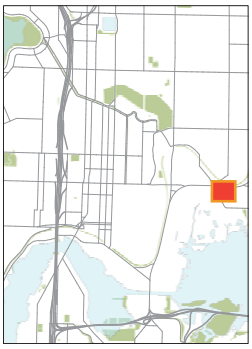
1. Add left-turn pockets, provide exclusive left-turn phase, or eliminate left-turns for eastbound and westbound vehicles on NE 50th St.
2. Extend no parking zones for longer distances from the corners of the 15th Ave NE/ NE 50th St intersection.

University Area Transportation Action Strategy

36th Ave NE/Burke Gilman Trail

Bicycle & Pedestrian Mobility

Project # 21



Create new ramp connection between 36th Ave NE at NE 45th St with Burke Gilman Trail to improve bicycle mobility.

Priority Rating:	High
Cost Estimate:	$ 82,000

Problems and Issues

- The Bicycle Master Plan's Recommendations for Key Corridor and Focus Areas includes the following (#5): "Identify best connection between trail on east side of UW Campus and Burke-Gilman Trail (across Union Bay Place NE)." This connection will improve access to and from the waterfront/Ship Canal Trail and will be increasingly important as the area continues to grow.
- The elevation of the trail adjacent to Union Bay Place NE and the long signal cycle at the 5-way intersection with NE 45th St limit the feasibility of a worthwhile trail connection at Union Bay Place NE.
- NE 36th Ave at NE 45th St is a signalized intersection and has enough surplus right-of-way to construct a bicycle ramp adjacent to the existing set of stairs.

Recommended Actions

1. Provide a new bicycle ramp with access to the Burke Gilman Trail from the 36th Ave NE street end.
- Include signage connecting the Burke Gilman Trail to the Ship Canal Trail via NE 36th Ave and NE 41st St.