

## 5th Avenue NE Corridor



*Artists' Rendition of Library, 5th Avenue Streetscape Plan 2002*

The 5th Avenue NE corridor is a north-south arterial, located in the center of the CTIP study area. This street is a two-lane roadway except for the section within the Urban Center between NE 100th Street and NE 112th Street, which is a four- and sometimes five-lane roadway. The Seattle Land Use Code (SMC 23.71.004) designates the section of 5th Avenue NE from NE 113th to NE 105th Street a "Major Pedestrian Street," requiring future development to provide ground-level streetfront uses geared toward pedestrians. Fifth Avenue NE carries about 10,000 vehicles per day on the sections

south of NE 100th Street. However, the section just south of NE Northgate Way carries about 15,000 vehicles per day.

As part of the 5th Avenue NE Streetscape Design Plan (2003), the City will improve 5th Avenue between NE 105th Street and NE Northgate Way with wider sidewalks and improved urban design treatments. A traffic signal will be installed at a new intersection between the driveway to Northgate Mall and the driveway to the new Northgate Civic Center.

### Key Transportation Issues

The CTIP study identified the following issues associated with this corridor:

- Unrestricted street parking on 5th Avenue NE between NE 103rd Street and NE 106th Street may negatively impact transit speed and reliability on this key transit corridor. Note: The City plans to allow limited off-peak parking on the east side of 5th Avenue NE in front of the Civic Center.
- Fifth Avenue NE from NE 115th to NE 125th Street is a wide roadway that is currently striped for two lanes of traffic and on-street parking; it may provide sufficient width to accommodate bike lanes.
- There is heavy right turn traffic demand on northbound 5th Avenue NE approaching NE Northgate Way. The existing right turn pocket is not long enough to accommodate the demand.

### Transportation Improvement Concepts

**I-1.** Extend the northbound right turn lane on 5th Ave NE south of NE Northgate Way. This concept is shown in **Figure 5-32**.

**I-2.** Stripe bicycle lanes on 5th Avenue NE from NE 115th Street to NE 125th Street. The location of this improvement concept is shown in **Figure 5-33**.

**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 Final Report (2002). The design concept is shown in **Figure 5-34**.

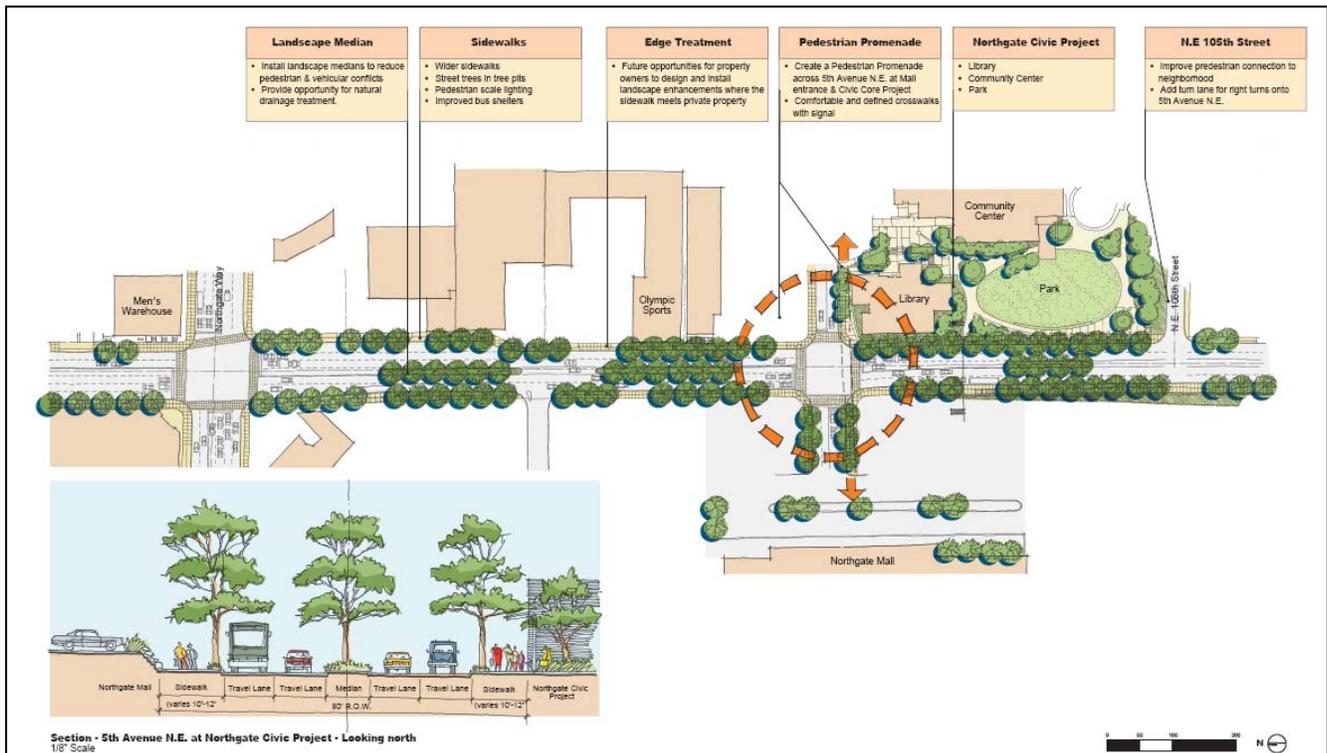
**Figure 5-32. Extension of Northbound Right Turn Lane on 5th Avenue NE at NE Northgate Way (I-1)**



**Figure 5-33. Bicycle Lanes on 5th Avenue NE: NE 115th Street to NE 125th Street (I-2)**



**Figure 5-34. Fifth Avenue NE Improvement Concept, Phase 1 (I-3)**



## Roosevelt Way NE Corridor

Roosevelt Way NE is a north-south two-lane arterial, carrying 10,800 vehicles per day, which is slightly more than 15th Avenue NE. It travels through a neighborhood commercial district between NE 95th Street and NE 88th Street. A pedestrian-activated signal is provided at NE 95th Street. However, because no east-west arterial crosses Roosevelt Way NE between NE Northgate Way and NE 80th Street, no traffic signal is provided for this section of Roosevelt Way NE. Transit service on Roosevelt Way NE connects Northgate, Maple Leaf, University Village, and the University of Washington.

### Key Transportation Issues

Given the relatively large traffic volumes on Roosevelt Way NE, the existing pedestrian-activated signal at NE 95th Street and Roosevelt Way NE may not be sufficient for pedestrian crossings in the vicinity of the neighborhood commercial district between NE 95th Street and NE 88th Street. Access to transit stops also requires pedestrians to cross Roosevelt Way NE. Pedestrians who want to cross Roosevelt Way have difficulty finding breaks in the traffic flow.

## Transportation Improvement Concepts

**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. **Figure 5-35** shows the generalized location of potential new pedestrian crossings.

**Figure 5-35. Roosevelt Way NE Pedestrian Crossings: NE 90th-NE 94th (H-1)**



## 15th Avenue NE Corridor

The 15th Avenue NE corridor is a two-lane north-south arterial that carries a range of 8,200–9,600 vehicles per day. This is also a transit corridor connecting the Maple Leaf community with the Victory Heights and Roosevelt communities as well as the University District and Downtown Seattle.

## Key Transportation Issues

The CTIP study identified the following transportation issues for this corridor:

- A high intersection collision rate (1999–2003) at the intersection of NE Northgate Way and 15th Avenue NE. It appears that the high collision rate is due to the intersection geometry of 15th Avenue NE. Through traffic uses left turn queue bypass lanes, but left-turning vehicles may not be able to see the oncoming through vehicles. This intersection needs to be upgraded to include traditional north-south left turn pockets.
- Low level of service for vehicles approaching the unsignalized NE 117th Street/ Pinehurst Way NE intersection. Three streets come together at this intersection: 15th Avenue NE, Pinehurst Way NE, and NE 117th Street. Vehicles on Pinehurst Way travel at relatively high speeds.
- Difficult pedestrian crossing in the vicinity of NE 120th Street and 122nd Street. (The proposed signal at NE 117th Street and 15th Avenue NE/ Pinehurst Way should help ease this problem.)
- Pedestrians on 15th Avenue NE between NE 92nd Street and NE 117th Street walk on unpaved gravel shoulders.
- A high crash rate at the intersection of Pinehurst Way NE and NE 115th Street.

## Transportation Improvement Concepts

The CTIP study identified the following improvement concepts:

**G-1.** Add curbs, gutters, and sidewalks on both sides of 15th Avenue NE from NE 92nd Street to NE 117th Street. (This project may require phasing due to its high cost. Neighborhood-based funds have been allocated for a raised walkway for approximately four blocks {NE 92nd to NE 96th Street}. In 2006 and prior to the execution of this project, SDOT should work with the community to define the permanent design and construction technology to be utilized for the entire 15th Avenue NE pedestrian facility; and phasing and funding options to achieve maximum leverage.)

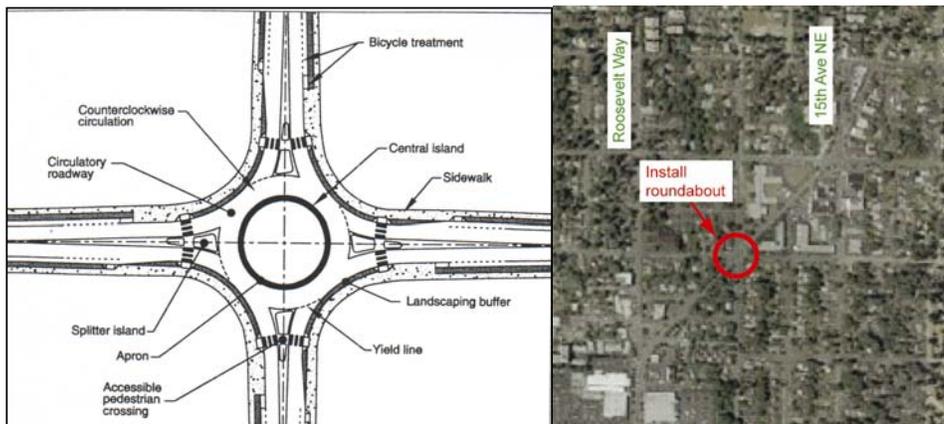
**Figure 5-36** shows the location of the sidewalk improvement concept.

**Figure 5-36. 15th Avenue NE Sidewalk Improvements (G-1)**



**G-2.** Construct a roundabout at the Pinehurst Way NE/NE 115th Street /12th Avenue NE intersection. A typical two-lane roundabout layout is shown in **Figure 5-37**. Note that this roundabout would be designed with six street legs, instead of the four legs shown in the typical design layout.

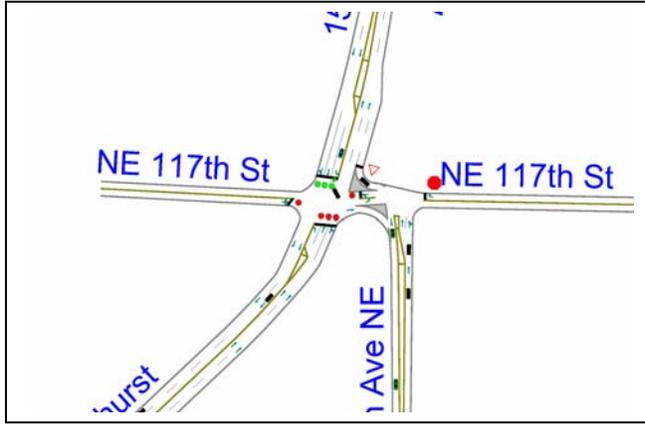
**Figure 5-37. Typical Roundabout Design and Recommended Pinehurst Way NE Improvements (G-2)**



**G-3.** Install a traffic signal after adopted warrants have been met and modify the intersection geometry at the 15th Avenue NE/NE

117th Street/Pinehurst Way NE intersection. **Figure 5-38** shows the proposed concept.

**Figure 5-38. Intersection Location at 15th Avenue NE/NE 117th/Pinehurst Way (G-3)**



**G-4.** Install a pedestrian signal, consistent with SDOT signal warrant criteria at 15th Avenue NE and NE 120th Street. SDOT is currently evaluating the pedestrian need at this location and considering a pedestrian-actuated signal.

**G-5.** Reconstruct the NE Northgate Way/15th Ave NE intersection. The location of this improvement is shown in **Figure 5-39**.

**Figure 5-39. NE Northgate Way/15th Avenue NE Intersection (G-5)**

