

U District Station Area Mobility Plan

Presentation to the Northeast District Council
on February 1, 2018



Desired Outcome:

*A holistic,
multimodal
mobility plan
for the
U District*

Planning for Growth and Change

- Facing unprecedented commercial, academic and residential growth.
- Station opens in 2021 and will serve 24,000 daily riders.
- Metro will fundamentally restructure area bus service in 2021.
- Major capital investments planned that should be coordinated and help build toward common, long-range goals.

Current Conditions

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Most people walk or take transit to the U District and UW.

Pedestrian amenities and public open space are lacking.

Transit suffers from speed & reliability issues and cumbersome transfers.

Automobile traffic is concentrated on:

NE 45th Street

Roosevelt Way NE & 11th Avenue NE

15th Avenue NE

Many pedestrians and bicyclists do not feel safe near major arterials.

Mode Splits

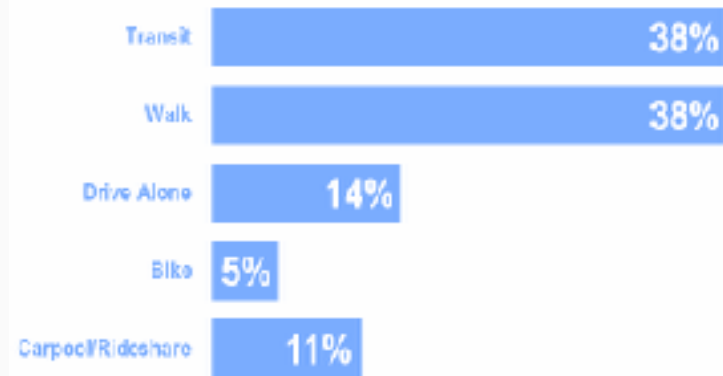
University District

Walking is the most common form of travel to U District destinations.

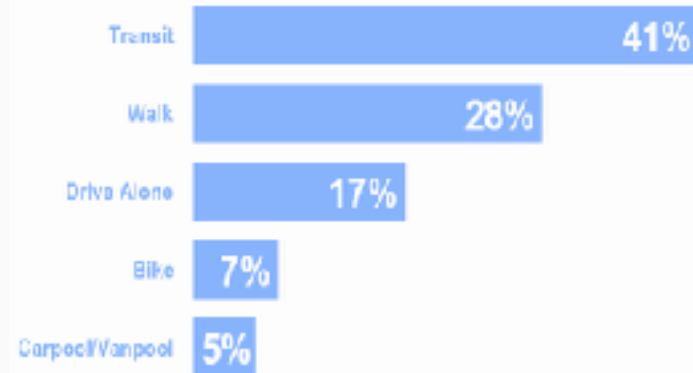
Only **14%** drive alone.

University of Washington

76% of students and employees take transit, walk or ride bikes.



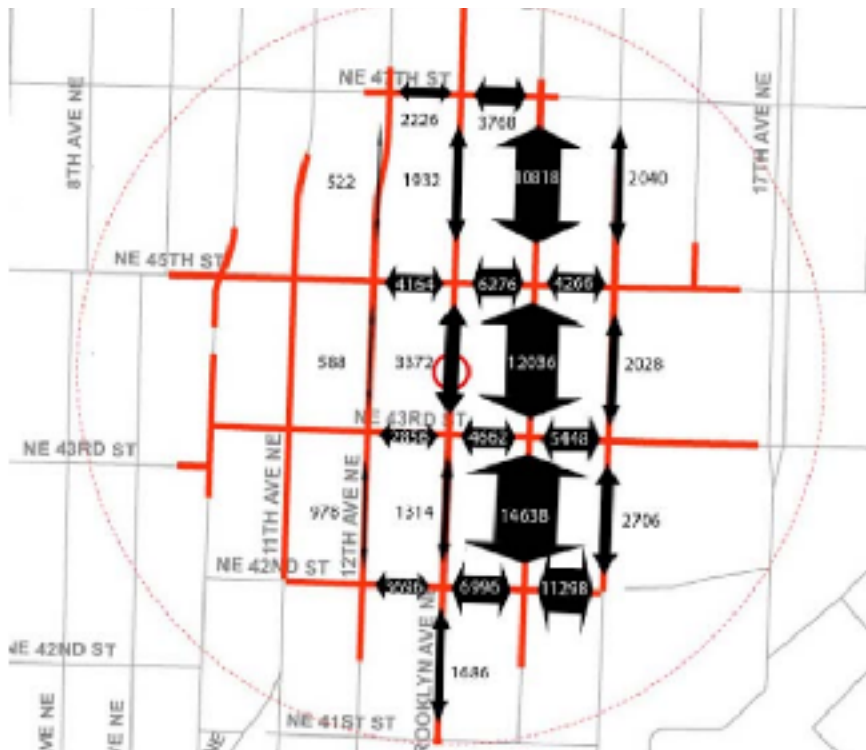
Source: University District Neighborhood Intercept Survey, January, 2017



Source: University of Washington 2016 Transportation Survey

Where do people walk?

One Day 8 am to 8 pm Pedestrian Counts



Busiest pedestrian corridors are:

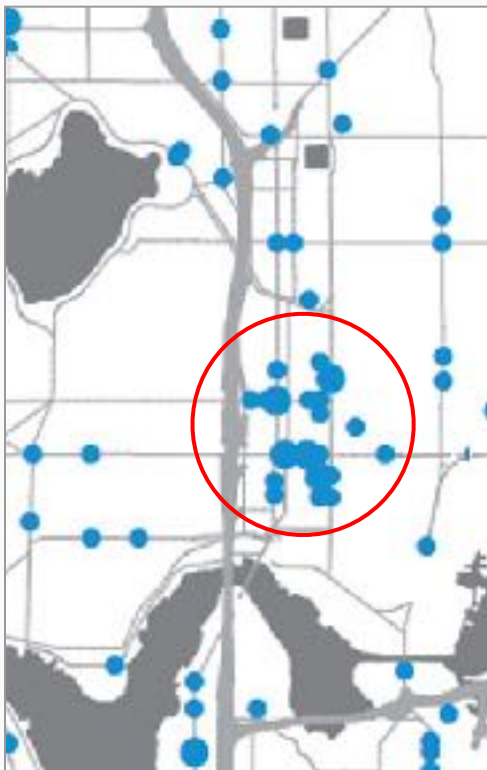
1. University Way NE
2. NE 42nd Street
3. NE 45th Street
4. NE 43rd Street

These streets will have a major increase in pedestrian activity with the opening of U District Station.

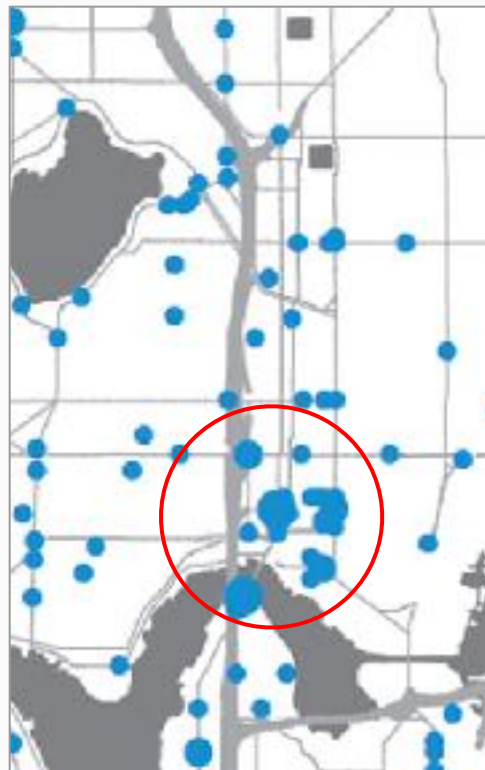
Brooklyn and 43rd will likely see the biggest increase compared to today.

Safety

Pedestrian Collisions



Bike Collisions



Concentration of Reported Collisions:

- **Pedestrians**
 - NE 50th Street
 - NE 45th Street
- **Bikes**
 - Campus Parkway
 - Burke-Gilman Trail

Source: Seattle Department of Transportation 2015 Traffic Report

Guiding Principles

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Access, Safety, Livability

Safe, comfortable, reliable access to light rail & buses for all.

Prioritize walking, biking, and transit near the station.

Great network of movement through and throughout the U District for every mode.

Transform right-of-way into active, public open space in the heart of the U District.

Ensure bus routes have reliable access and convenient transfers.

Accommodate people of all abilities.

Maintain short-term car and truck access where most needed and at safe speeds.

Vision Alternatives

Primary Areas of Study

Considerations:

1. **NE 45th Street** - *efficient flow through for buses, cars, freight*
2. **NE 43rd Street** - *attractive for intense pedestrian traffic*
3. **Brooklyn Avenue NE** - *festival street or bus to rail connections*
4. **The Ave** - *pedestrian-priority, market "high street"*
5. **Transit** - *primary transit pathways and efficient transfers*
6. **Bike Network** - *safe bike connections to the station & over I-5*
7. **Pedestrians** - *address safety concerns*

Interagency Coordination

Community Stakeholders



Seattle Children's

UPCC

University Park Community Club



U District Advocates

UDCC

U District Community Council



U District Small Businesses



Seattle Neighborhood Greenways



U District Partnership



Transportation Choices Coalition



University of Washington

City & Agency Stakeholders



King County
Metro



Sound Transit



Washington
Department
of
Transportatio
n



Commute
Seattle



Seattle City
Council



Department
of
Transportatio
n



Office of
Planning and
Community
Development

Community Outreach Plan

Proposed Community Outreach Plan

1. Determine **Barriers**

Community stakeholders identify barriers to mobility within new zoning
Stakeholders establish metrics for evaluation of success

1. Identify **Opportunities**

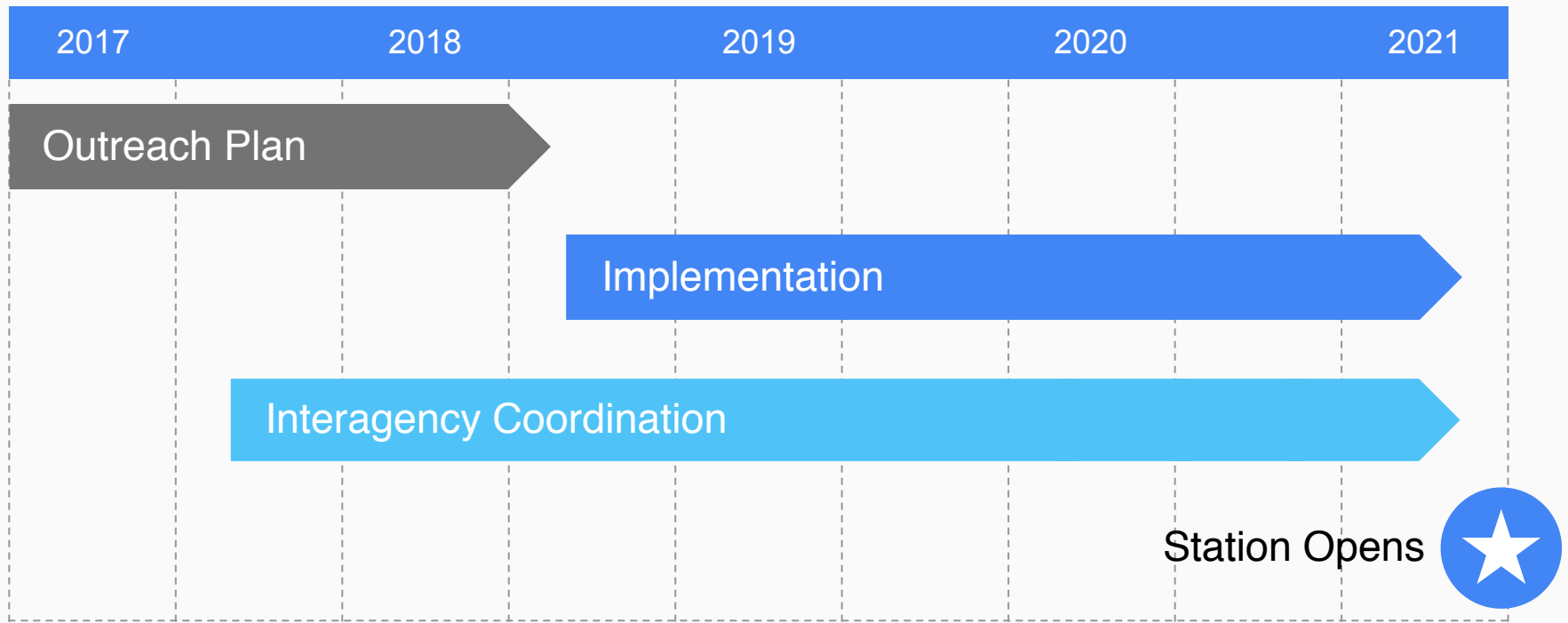
Community stakeholders weigh potential solutions to mobility issues
Stakeholders prioritize solutions and consider costs vs. benefits

1. Make **Decisions**

Shared session to process all community feedback and priorities into a plan
Stakeholders compromise on a phased implementation plan

Implementation Timeline

Timeline



Website



udistrictmobility.org

U DISTRICT MOBILITY ABOUT PROJECTS EVENTS NEWS CONTACT

How Do You Get Around?

THE PROJECT

U District Station Area Mobility Plan

The U District Station Area Mobility Plan (U-SAMP) is a plan that addresses the needs of all those who walk, bike, ride the bus or drive. The project will engage the U District community in a public process to create a mobility plan that addresses the needs of all those who walk, bike, ride the bus or drive. The project will engage the U District community in a public process to create a mobility plan that addresses the needs of all those who walk, bike, ride the bus or drive.

- Our desired outcome is a public, multi-modal station area mobility plan for the U District.

A series of public community meetings are planned during the first part of 2018 to collect community feedback, identify barriers and opportunities, and to discuss potential solutions along with representatives from the City and local agencies. The product of the outreach process will be a vision plan released this summer to guide the station area development process over the next several years.

Your Feedback

Considerations:

1. **What are major barriers?**
2. **What fears or concerns do you have?**
3. **What are the questions you have about future transportation?**
4. **What else should we address in this mobility study?**

Thank you.