SEATTLE CITY COUNCIL

Legislative Summary

Res 31873

Record No.: Res 31873 **Type:** Resolution (Res) **Status:** Adopted

Version: 1 **Ord. no:** **In Control:** City Clerk

File Created: 03/12/2019

Final Action: 04/01/2019

Title: A RESOLUTION recognizing the community-led visioning process and the recommendations found in the U District Station Area Mobility Plan, and supporting a pedestrian-focused rebuild of NE 43rd Street.

Notes:

Date

Filed with City Clerk:

Mayor's Signature:

Sponsors: Johnson

Vetoed by Mayor:

Veto Overridden:

Veto Sustained:

Attachments: Att 1 - U District Station Area Mobility Plan

Drafter: Emilia.Sanchez@seattle.gov

Filing Requirements/Dept Action:

History of Legislative File **Legal Notice Published:** ☐ Yes ☐ No

Ver-sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	City Clerk	03/12/2019	sent for review	Council President's Office			
	Action Text: The Resolution (Res) was sent for review. to the Council President's Office						
	Notes:						
1	Council President's Office	03/13/2019	sent for review	Sustainability and Transportation Committee			
	Action Text: The Resolution (Res) was sent for review. to the Sustainability and Transportation Committee						
	Notes:						
1	City Council	03/18/2019	referred	Sustainability and Transportation Committee			
	Action Text: The Resolution (Res) was referred. to the Sustainability and Transportation Committee						
	Notes:						

1	Sustainability and Transportation Committee	03/19/2019 adopt	Pass

Action Text: The Committee recommends that City Council adopt the Resolution (Res).

Notes:

In Favor: 2 Chair O'Brien, Vice Chair Johnson

Opposed: 0

Absent(NV): 1 Member Sawant

1	City Council	04/01/2019 adopted	Pass

Action Text: The Motion carried, the Resolution (Res) was adopted by the following vote, and the President signed the Resolution:

Notes: Motion was made and duly seconded to adopt Resolution 31873.

In Favor: 7 Councilmember González , Council President Harrell, Councilmember Herbold, Councilmember Johnson, Councilmember Mosqueda, Councilmember O'Brien, Councilmember Sawant

Opposed: 0

1	City Clerk	04/01/2019 attested by City Clerk

Action Text: The Resolution (Res) was attested by City Clerk.

Notes:

CITY OF SEATTLE

RESOLUTION 31873

A RESOLUTION recognizing the community-led visioning process and the recommendations found in the U District Station Area Mobility Plan, and supporting a pedestrian-focused rebuild of NE 43rd Street.

WHEREAS, in 2021 a new light rail station is expected to open at Brooklyn Avenue NE and NE 43rd Street, providing faster and more reliable transit connections to Downtown Seattle, Northgate, and the rest of the region; and

WHEREAS, in the Seattle 2035 Comprehensive Plan, the University District ("U District") is designated as an urban center, the densest type of Seattle neighborhood, which serves as both a regional center and a local neighborhood that offers a diverse mix of uses, housing, and employment opportunities, and the Plan anticipates that the neighborhood will add 3,500 new homes and 5,000 new jobs by 2035; and

WHEREAS, in December 2018 the Seattle City Council approved the University of Washington Seattle Campus Master Plan, which anticipates additional 8,000 students, faculty and staff at the University of Washington over the next ten years; and

WHEREAS, in recognition of the changing conditions and the opportunity provided by new transit investments, the U District Mobility Group formed to lead a neighborhood outreach process to create a community-supported vision for a holistic, integrated transportation system in the U District; and

WHEREAS, the community-led process was funded by Seattle Children's, Seattle Department of Neighborhoods, Seattle Department of Transportation, Sound Transit, U District Advocates, U District Business Improvement Area, and the University of Washington; and

WHEREAS, the U District Station Area Mobility Plan recommendations are based on the following principles: (1) giving top priority to pedestrian movement, (2) designing for pedestrian access to the station, (3) configuring an efficient flexible bus route network, (4) creating a safe and attractive street environment for people of all abilities, (5) completing the bicycle network, and (6) addressing the multimodal challenges on NE 45th Street; and

WHEREAS, the recommendations of the U District Station Area Mobility Plan reflect transportation goals set forth in the U District Urban Design Framework (2013), the Seattle 2035 Comprehensive Plan (2016), the Seattle Bicycle Master Plan (2014), and the Seattle Pedestrian Master Plan (2017), and the carbon reduction goals set forth in the Seattle Climate Action Plan (2013); NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:

Section 1. The City of Seattle recognizes the September 2018 final report and recommendations of the U District Station Area Mobility Plan found in Attachment 1 to this resolution.

Section 2. The City of Seattle supports a pedestrian-focused rebuild of NE 43rd Street, which is a critical connection between the future light rail station, University Way, and the University of Washington campus.

Adopted by the City Council the 1st day of April, 2019, and signed by me in open session in authentication of its adoption this 1st day of April, 2019.

Bruce A. Harrell

President _____ of the City Council

Filed by me this 1st day of April, 2019.

Monica Martinez Simmons

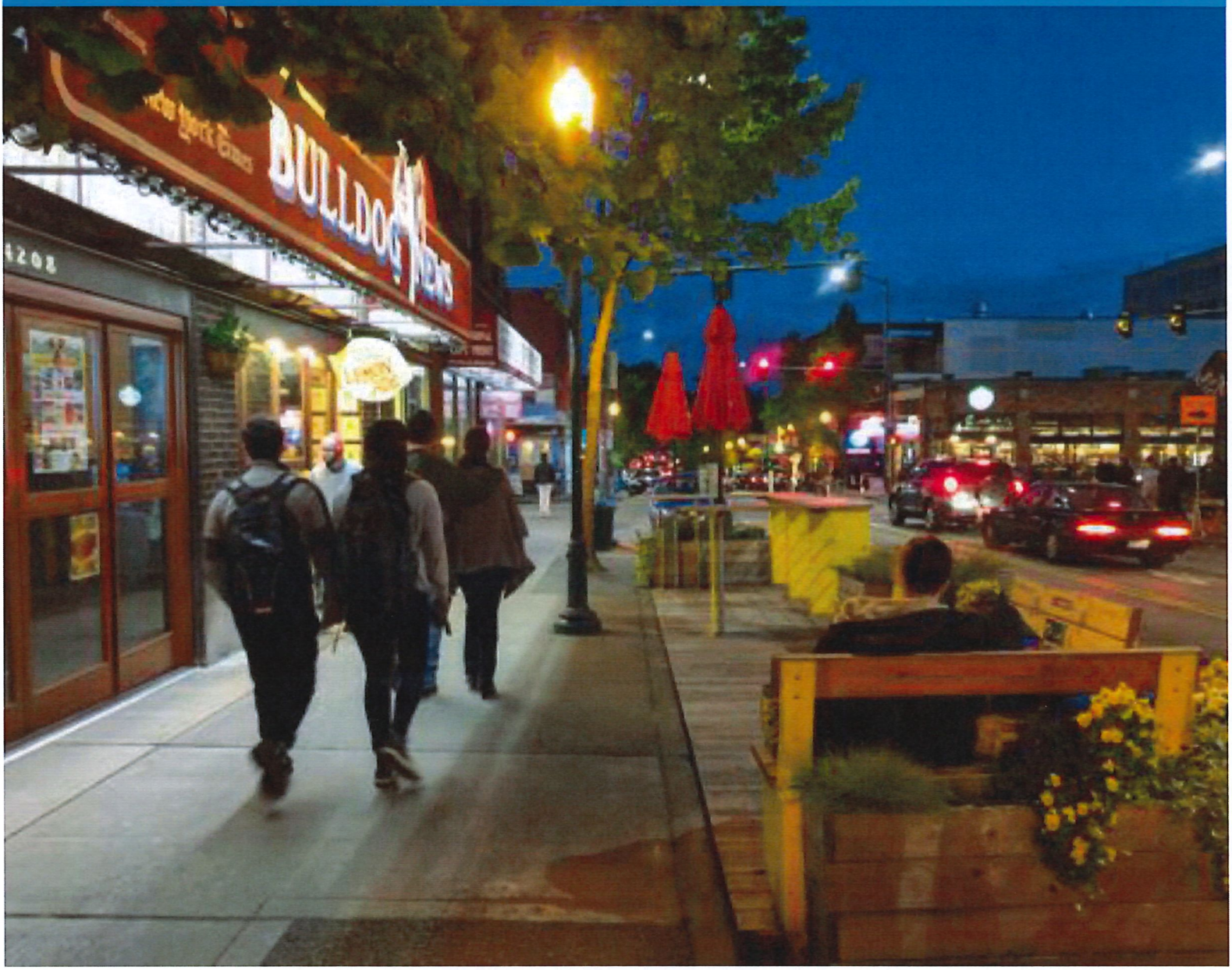
Monica Martinez Simmons, City Clerk

(Seal)

Attachments:
Attachment 1 – U District Station Area Mobility Plan (September 2018)

U DISTRICT MOBILITY GROUP

U District Station Area Mobility Plan



FINAL | SEPTEMBER 2018

Seattle Neighborhoods
NEIGHBORHOOD MATCHING FUND

Acknowledgments

This plan was prepared for the U District community and led by the U District Mobility Group with participation from a Strategy Group consisting of the City of Seattle, relevant transit agencies, and other stakeholders. The project was made possible with financial support from various sources: U District Advocates, U District BIA, Seattle Department of Transportation (SDOT), Sound Transit, Seattle Children's, and the University of Washington. Funding also provided by the Neighborhood Matching Fund from the Seattle Department of Neighborhoods.

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FINANCIAL SPONSORS

Seattle Children's

Seattle Department of Neighborhoods

Seattle Department of Transportation

Sound Transit

U District Advocates

U District BIA

University of Washington

FISCAL SPONSOR

U District Advocates

U District Mobility is a project of U District Advocates, a 501c3 nonprofit, and donations to the project are tax-deductible.

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Executive Summary

The U District light rail station will open in 2021 adjacent to the intersection of Brooklyn Avenue NE and NE 43rd Street, with a projected 22,000 to 26,000 combined daily boardings and alightings by 2042. With recent zoning updates, the area's residential population is expected to add 5,000 new housing units and 4,800 new jobs by 2035. Additionally, the University of Washington plans to expand its student and staff population by about 20%. Realizing the need for a comprehensive mobility plan to address these challenges, coordinate transportation improvements, and achieve community objectives, the U District Mobility Group (UDMG), a volunteer group of residents, small business owners, and institution representatives, initiated this study to improve access and circulation in the station area. Leveraging funds from several sources and a Seattle Department of Neighborhoods' Neighborhood Matching Fund grant, the UDMG prepared this plan that identifies the University District community's vision, goals, and preferences regarding mobility improvements that will occur in the near-term and long-term future.



Figure 1. UDMG booth at the 2018 Streetfair.

The plan is a result of both extensive and intensive community engagement. The UDMG team received over 2,400 responses or interactions regarding mobility in the District from three public surveys, three public workshops, numerous small group and business owner meetings, several presentations to review boards and community groups, and a street fair booth that encouraged participants to register their preferences. In addition, the UDMG team actively collaborated with the City and transit agencies through a series of "Strategy Group" work sessions that included representatives from the Seattle Department of Transportation, King County Metro, and Sound Transit, among other participants. From this input, the following principles emerged:



Give top priority to pedestrian movement.

While transit, auto, and bike transportation are important, it is pedestrian circulation that connects destinations and other modes. Current sidewalks will not be sufficient to provide comfortable walking along University Way NE and NE 43rd Street. Among those participating on the project, there was overwhelming public support for transforming University Way NE (the Ave) into a pedestrian street from NE 42nd Street to NE 45th Street in the long-term. This does not mean that there were not concerns with various levels of pedestrianization. This will require a strategic sequence of actions, but incremental improvements can be phased to provide benefits when they are implemented and adjustments made to support local businesses, achieve the optimal balance between pedestrian and vehicle movement, and produce a safe and inviting public realm. The U District Small Businesses Association is but one organization that will participate in the process.



Design for pedestrian access to the station

NE 43rd Street from 15th Avenue NE to Brooklyn Avenue NE will see dramatic increases in pedestrian volumes between the light rail station, the Ave, and the University. Additionally, buses may be routed westbound in the short-term. Therefore, a curbless street section is recommended that allows for greater pedestrian space and the flexibility to adapt to mode changes over time. Pedestrian improvements across NE 45th Street at Brooklyn Avenue NE will be needed to provide better access to the light rail station from the north.



Configure an efficient, flexible bus route network.

The District's accessibility depends on the maintenance and expansion of its currently excellent bus service. Convenient transfers between bus and light rail are a community priority. Local route planning will begin in 2019 and may consider substantially more bus trips. This engagement process by Metro should include all members of the community and stakeholders, including, but not limited to: residents, community councils, small businesses, social service organizations, students, property owners, and developers. At the same time, buses can bring negative impacts such as noise and fumes that hinder street life on the Ave, and the need for layover space that diminishes parking and pedestrian activity. It is important that the U District community have a strong voice in bus transit planning and that any route configuration minimizes these impacts while enhancing route speed and reliability. For this reason, this plan recommends that Brooklyn Avenue NE be considered as part of a future bus route network in order to provide greater bus routing flexibility and access to the light rail station.



Create a safe and attractive street environment for people of all abilities

Public participants made it clear that local streets should support a cohesive, attractive, and safe community for people of all abilities. The Ave and NE 43rd Street should emerge as regionally recognized signature streets. University of Washington representatives noted that special streetscape design emphasis should be placed on Brooklyn Avenue NE to visually connect it to the previously improved West Campus segment. Other improvements include streetscape enhancements as part of the University's campus perimeter landscaping and a farmers-market-to-Cowen-Park promenade on the Ave north of NE 50th Street.



Complete the bicycle network.

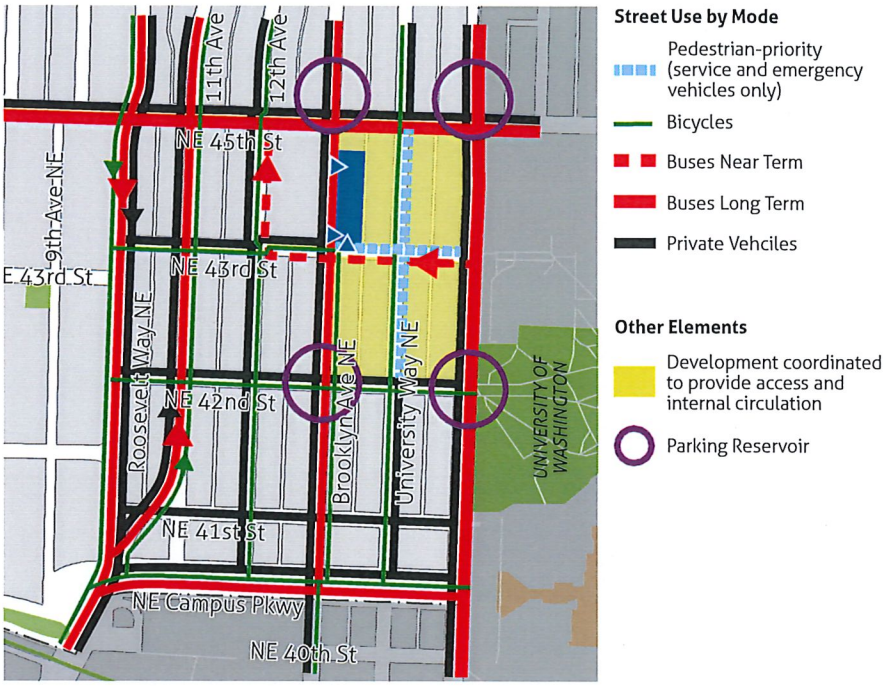
SDOT has already completed a protected bike lane southbound on Roosevelt Avenue NE and will soon install a complementary northbound lane on 11th Avenue NE. The two will provide excellent connections to the north and south. For cyclists preferring a calmer north-south route, 12th Avenue NE was originally designated as a neighborhood 'greenway' (a quiet, low-traffic route) and this plan considers this as an option, among others. What is missing is a safe east-west connection across the freeway to the light rail station and the campus. This plan recommends a preferred route, as well as a northbound bicycle lane on Brooklyn Ave NE below NE 43rd Street.



Address the multimodal challenges on NE 45th Street.

There is a pressing need for an east-west transit connection between Ballard, the U District, and east to the Sand Point area. At the same time, many community participants noted that NE 45th Street is a significant barrier to pedestrian circulation – especially at 15th Avenue NE, the Ave, and Brooklyn Avenue NE. While this plan does not categorically recommend specific solutions to these vexing challenges, it does include suggestions for signal, bus stop, and intersection modifications that should be considered in any access planning around NE 45th Street

The following map illustrates how the individual principles previously described are integrated into a functional concept to be pursued over the long-term.



Functional conceptual map of recommended principles.

While the previous principles provide a clear direction addressing the District's mobility challenges, there are important realities regarding the process by which transportation improvements will be implemented:

- Decisions will be made by multiple agencies over time,
- There are a number of questions, uncertainties, and technical issues that are impossible to foresee at this time which may influence future decisions,
- There are actions, trends, and conditions emerging both inside and outside the U District that may affect future decisions, and
- The U District community will continue to participate in the process.

This means that the plan is a **strategic framework** for making decisions over time rather than a static blueprint. At the same time, there is an urgent need for a comprehensive technical analysis that examines circulation options for actions such as signal timing, bus movement impacts, parking needs, pedestrian level of service, etc. Given those caveats, the plan proposes the following recommendations:

Phase 1: Before Light Rail Station Opening in 2021

1. Prepare a U District Shared Mobility Hub Plan[1] that builds on this plan, analyzes key intersections, informs the Metro Transit route planning (to be initiated in 2019), provides the necessary information for street design, includes a parking strategy, provides for pedestrian needs, incorporates bicycle facilities objectives, and identifies measures to provide access to the station and key activities (e.g.: small businesses, the UW, the University Bookstore, etc.).
2. Begin Metro bus route planning (2019). Address community concerns including diesel bus impacts to the Ave, congestion at key intersections, adequate street pavements for buses where there may be a potential need, impacts of bus layovers, options to layover buses at other station areas, service expansion, transfers, and options for buses on Brooklyn Avenue NE.
3. Explore opportunities to increase speed and reliability on an east-west transit route through RapidRide planning process.
4. Design and construct NE 43rd Street from Brooklyn Avenue to 15th Avenue NE improvements to support future pedestrian volumes. If necessary, accommodate transit routing as a temporary measure. Congestion may make this route problematic and a pedestrian orientation is preferred. Work with adjacent property owners (especially the University Bookstore) to ensure access and integrate development with the streetscape. Construct a bike lane west of Brooklyn Avenue NE.
5. Construct a protected bike lane on 11th Avenue NE as part of Roosevelt RapidRide. Construct or paint east-west bike connections when there are opportunities.
6. Before station opening improve pedestrian crossings of NE 45th Street within the study area, especially at Brooklyn Ave. Ensure signal timing prioritizes pedestrian crossing.
7. Establish standards for design and construction of right-of-way improvements on Brooklyn Avenue NE to be implemented as part of private or institutional development. Begin first phase of public and private construction. (See #20.)

PHASE 1
Before Light Rail Station Opening
2021

PHASE 2
Near-Term Improvements and Interim Solutions
2021-2028

PHASE 3
Long-Term Vision
2028+



Current conditions on NE 45th Street.

1 Development of a Mobility Hub program and implementation plan is identified as a "first move" strategy in SDOT's 2017 Mobility Playbook. Mobility Hubs are a physical manifestation of mobility as a service, prioritizing the highest capacity modes, facilitating connections through information and wayfinding, and developing local partnerships to increase utility of the hub for members of the surrounding community.

8. Begin a comprehensive parking management strategy to identify means to ensure that there will be adequate on-street and off-street short-term parking for businesses and those who require vehicles for access (e.g.: people with limited mobility).
9. Maintain and strengthen homelessness and crisis intervention programs to ensure that the needs of individuals experiencing homelessness are addressed compassionately.
10. Continue to support and provide resources to a public realm maintenance and management program to keep pedestrian areas safe and attractive.
11. Use the U District as one of the pilot areas for upcoming SDOT wayfinding plan.
12. Continue alley activation efforts as outlined in the U District Alley Activation Plan and implement development provisions for internal building service and mid-block passageways.
13. Begin collaborative planning of private development between NE 45th Street, 15th Avenue NE, NE 42nd Street, and Brooklyn Avenue NE to improve circulation, infrastructure, services, and development opportunities. Consider collaborative access and parking, alley reconfiguration, east-west pass-throughs, etc. (Note: recent development in Pike/Pine provides a model.)
14. Monitor and address impacts to businesses from transportation changes. (Ongoing throughout all phases.)



Figure 2. A multimodal green street proposal for Brooklyn Avenue NE.

Phase 2: Near-Term Improvements and Interim Solutions (2021-2028)

15. Operate buses on the Ave with battery power only or remove from this street.
16. Implement RapidRide transit and pedestrian improvements on NE 45th Street.
17. Construct first phase of the Ave improvements between NE 42nd Street and NE 45th Street.
18. Improve pedestrian and bicycle crossing of I-5 with east-west bike routes on NE 45th Street.
19. Plan and construct pedestrian improvements to University Way NE north of NE 50th Street to Cowen Park.
20. Permit and construct improvements to Brooklyn Avenue NE as part of new private or institutional development. Ensure consistency with the objectives of this plan and that the street will accommodate the potential for buses as well as providing a high-quality streetscape.
21. Monitor congestion and mobility problems and adjust as necessary.
22. Conduct planning process for future mid-week Farmers Market.



Proposal for a curbless design on NE 43rd Street.

Phase 3: Long-Term Vision (2028+)

23. Remove buses and private vehicles from the Ave and complete substantial pedestrian improvements between NE 45th Street and NE 42nd Street.
24. Route buses onto Brooklyn Avenue NE to improve transit reliability, transfers, and pedestrian movement on NE 43rd Street and/or University Way NE.
25. Complete Brooklyn Avenue Green Street improvements with northbound protected bike lane south of NE 43rd Street and north of NE 45th Street, extensive landscaping, and compatibility with buses.



A vision for the Ave's future.

Introduction

Background

As home to the University of Washington, the second largest business district in the City, and several important museums, performance venues, and an active residential community, the U District is a critically important part of Seattle's "innovation economy", ethnic diversity, small business opportunities, and cultural life. With the possible exception of Downtown, the U District also features the most complex and challenging multimodal network of transportation systems in the City. This complexity is magnified by the uncertain effects of projected growth, evolving human behavior patterns, and technological advances.

The District's prominent role in the region and the complexity of its transportation systems will take a substantial leap when the U District light rail station opens in 2021 adjacent to the intersection of Brooklyn Avenue NE and NE 43rd Street. This much anticipated extension of the light rail line will transform how people get around the surrounding neighborhood, is projected to serve between 22,000 and 26,000 riders daily by 2042, and spur the restructuring of the area's bus service. Additionally, with recent zoning updates, the area's residential population is expected to add 5,000 new housing units in the next 10 years, and the University of Washington plans its student and staff population to grow by about 20% in 20 years. These trends will add substantially to the District's already high pedestrian volumes, numerous transit routes, and congested streets. Faced with these projections, the U District Mobility Group (UDMG), consisting of a volunteer group of residents, small business owners, and representatives from institutions in the neighborhood including the University of Washington and Seattle Children's, initiated this study to improve access and circulation within the station area.

With funds raised by UDMG members supplementing a Seattle Department of Neighborhoods' Neighborhood Matching Fund grant to provide outreach materials, press releases, news stories and project related activities, the plan emphasized extensive community outreach and engagement with residents, businesses, and the



Figure 3. Growth in residential units.
Source: U District Rezone Proposal EIS.

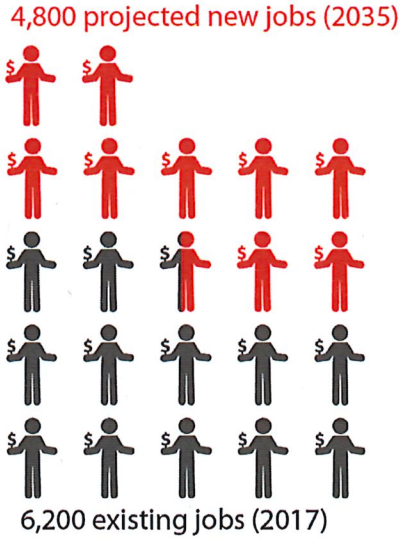


Figure 4. Job growth figures in the U District excluding UW increases.
Source: U District Rezone Proposal EIS.

University of Washington. The UDMG hired a consultant team to provide technical support and guidance, as well as assist with the public engagement effort. The project's geographic focus is indicated in Figure 6, but recognizes that changes in transit systems outside the study area will influence conditions in the District. The work builds upon existing plans, frameworks, and investigations, such as the U District Urban Design Framework, U District Parks Plan Update, U District Alley Activation Plan, Sound Transit's U District Station permit set, and recently adopted City and county modal plans, among others. The UDMG/consultant team (planning team) actively collaborated with the City and transit agencies through a series of "Strategy Group" work sessions that included representatives from the Seattle Department of Transportation, King County Metro, and Sound Transit, among other participants. Although the project schedule and budget limited the amount of technical and analytical work that could be performed, the planning team was able to explore potential solutions to pressing challenges in the project area.

Project Purpose

This study's overarching purpose is to identify the University District community's vision, goals, and preferences regarding mobility improvements that will occur in the near-term and long-term future. The plan recognizes that decisions regarding street design, transit routing, and other transportation improvements will be made over time and will be influenced by a number of technical, institutional, and political concerns. However, the results of this project will assist the community in playing a stronger and more meaningful role in making those decisions. Additionally, the study describes a comprehensive circulation vision for the District with a rational and flexible strategy for achieving the community's goals. This strategy will enable community members to continue to work collaboratively with the City and transit agencies as the District and its supporting infrastructure change dramatically over time.

More specifically, the project aims to achieve the following objectives:

- Create safe, comfortable, reliable access to light rail and buses.
- Prioritize walking, biking, and transit near the station.
- Construct an efficient and attractive 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.
- Accommodate the access needs of local businesses.
- Provide a safe and inviting "public realm" consisting of streets and open spaces.
- Foster collaboration between the community and stakeholders to achieve an integrated and comprehensive approach to mobility improvements in the District.

Report Contents

This document includes:

- A summary of existing conditions to orient the reader and present information useful in understanding the District's mobility challenges as well as the plan's concept and recommendations.
- A description of the planning process with a summary of public engagement activities and their results.
- A brief summary of the project's background and objectives.
- The long-term circulation concept that describes the desired long-term outcomes, the interrelationships between the individual mobility improvement actions, and the implementation strategies to achieve community objectives.
- Descriptions of conceptual street designs and other mobility proposals.
- A compiled list of recommendations.
- Appendices containing more detailed results of public engagement activities and existing conditions analyses.

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Existing Conditions and Projections

The map at Figure 6 (next page) summarizes existing transportation challenges, vehicle, bicycle and pedestrian volume, and transit facilities. The discussion following describes existing and projected conditions with respect to specific modes. Additional information is located in the appendices.

Pedestrian Circulation

The U District features some of the heaviest walking traffic in the City. Pedestrian circulation in the study area is supported by a well-connected street grid with mostly adequate sidewalks, crosswalks, and traffic signals. Important destinations include the UW campus, residences to the north, west, south, and north east of campus, and the shopping district of the Ave. Important barriers to pedestrian movement are arterial streets, especially NE 45th Street, which bisects the District, and I-5.

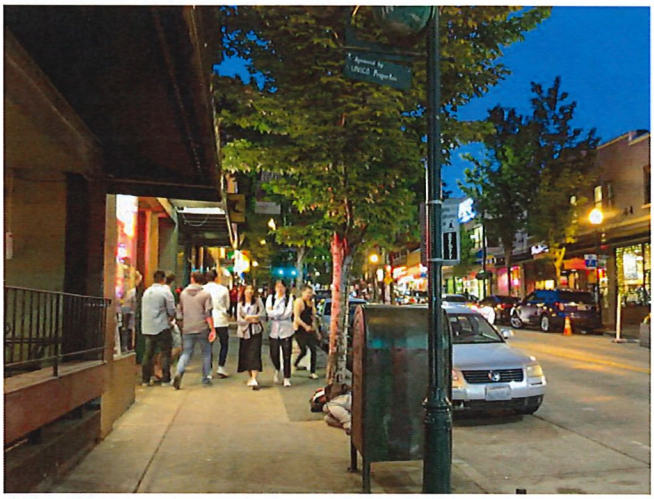
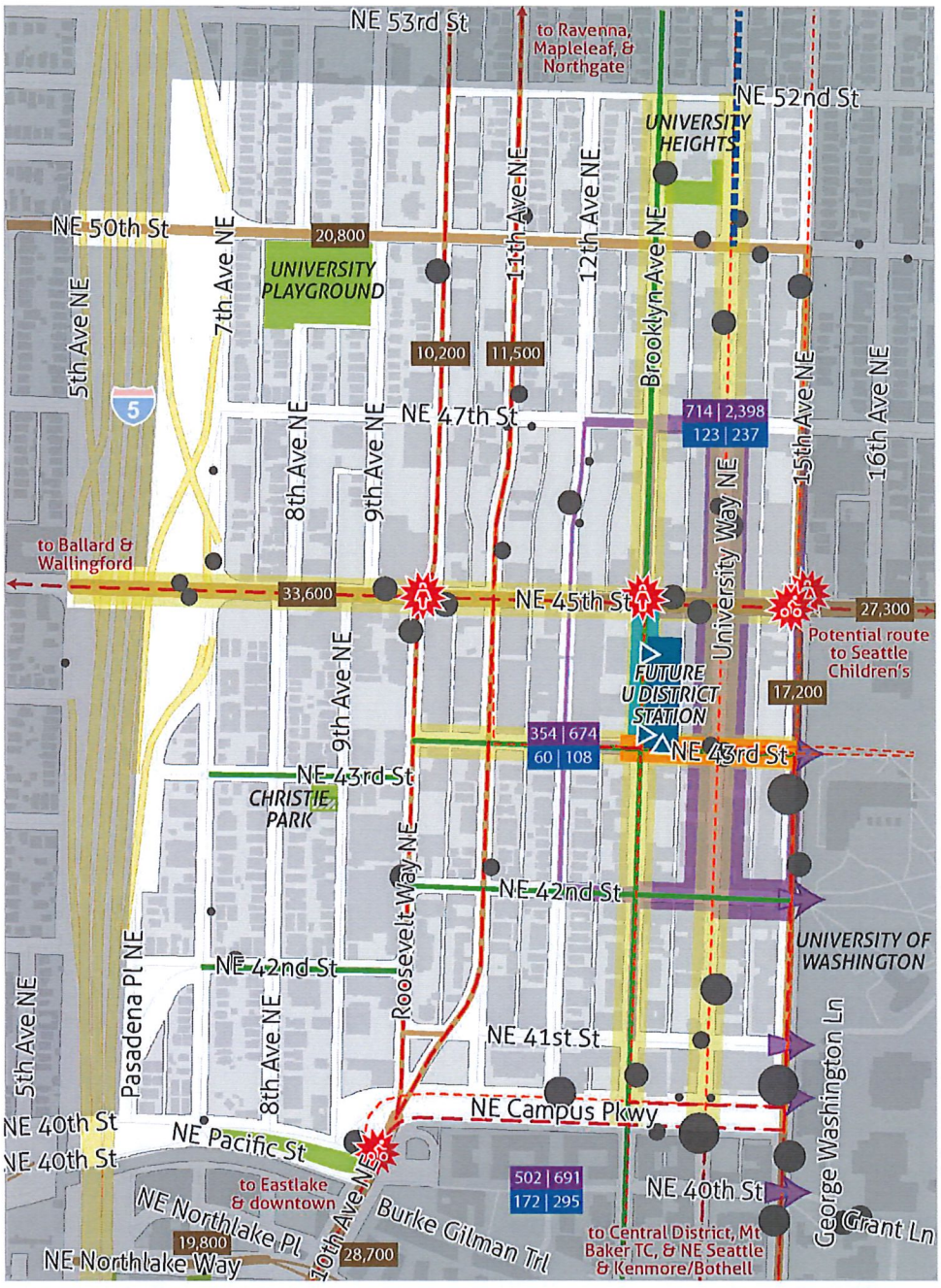


Figure 5. Typical conditions on University Way NE (the Ave).

- University Way NE ("the Ave") is the principal pedestrian route in the study area. It carries 14,000 pedestrians on a typical day, equivalent to 1st Avenue in downtown Seattle. [2]Sidewalks are 11' wide with extensions to 18' at bus stops. Marked crosswalks, mid-block crossings, and street amenities create a generally comfortable and safe pedestrian environment. However, expected residential and employment growth will likely push sidewalks beyond their capacity.
- NE 43rd Street carries about one third as much pedestrian traffic as the Ave, while Brooklyn and 15th Avenue each carry about one fifth. With 11,000-13,000 light rail boardings per day by 2042 and increased development, these volumes are likely to rise substantially.
- NE 45th Street is a major arterial that interrupts pedestrian traffic along the Ave and other north-south streets. Long wait times

[2]Pedestrian counts circa 2012. https://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/UDistrictUrbanDesign/PedestrianCountsinUDistrict.pdf



SAFETY ISSUES

Bicycle and Pedestrian Safety Analysis challenging intersections (top 20 in Seattle)

- Pedestrian
- Bicycle

HIGH VOLUME AREAS

Daily Bus Boardings

- 0 - 68
- 69 - 239
- 240 - 564
- 565 - 1,167
- 1,168 - 1,876

Pedestrian Volumes

- Width indicates relative # of pedestrians in a day. Counts only taken on some streets. (UW Student Project circa 2012)
- Major pedestrian entries into campus
- # | # AM | PM peak count. Showing maximum count available from 2009-2012. (WA State Bicycle & Pedestrian Documentation Project, 2012)

Bicycle Volumes

- # | # AM | PM peak count. Showing maximum count available from 2009-2012. (WA State Bicycle & Pedestrian Documentation Project, 2012)

Vehicular Volumes

- Major arterials. All but 15th Ave NE are freight routes. Width indicates relative volume.
- # Average annual weekday vehicular traffic 2016 volumes (SDOT, 2016 Seattle Traffic Flow Map)

MAJOR PLANS & PROJECTS

Transit

- Future U District Station
- Future station entrances
- Proposed RapidRide routes (not yet determined)
- Frequent routes (also TBD)

Note: ST Express and other types of routes are not shown

Streets and Parks

- NE 43rd St Rebuild
- Brooklyn Ave NE Rebuild
- Green Street Concepts
- University/Cowen Repaving
- Christie Park Addition

MOBILITY STUDY

- Key streets

0 150 300 600 Feet

Figure 6. Existing conditions.

for signal changes, narrow sidewalks, and heavy vehicle traffic create a generally uncomfortable, and at times unsafe, pedestrian environment. NE 45th Street provides an important pedestrian crossing of I-5, however complicated turning movements, multiple street crossings, and high traffic speeds make this crossing difficult.

- Other arterial streets 15th Avenue, Roosevelt Way NE, 11th Avenue NE, and to a lesser extent, Campus Parkway, also interrupt pedestrian movement with heavy vehicle traffic and/or long wait times for crossings at signalized intersections.

A spring 2018 study conducted by UW students in Dr. Rachel Berney's Pedestrian Studies seminar performed pedestrian counts along the length of the Ave and on 43rd and 45th Streets. Their findings confirmed past counts showing the most intense pedestrian traffic on the Ave between 45th Street and 42nd Street.

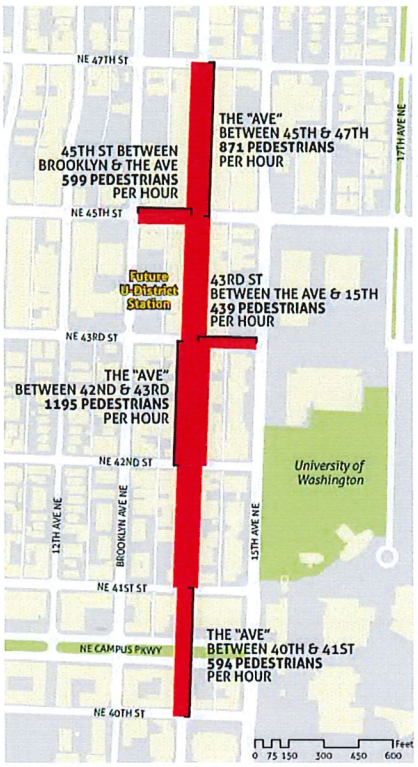


Figure 8. Pedestrian-oriented volumes counted by UW urban design and planning class in Spring 2018.

Safety

Despite the high pedestrian volumes on the Ave, most collisions involving pedestrians occur on other streets, especially NE 45th Street.

- Traffic collisions involving pedestrians are a regular occurrence on 45th Street at intersections with Roosevelt Way NE, 15th Avenue NE, and Brooklyn Avenue NE where large numbers of turning vehicles, driveways, and short crossing intervals increase the potential for conflicts between motorists and people walking. The Bicycle and Pedestrian Safety Analysis (BPSA) completed in 2016 identified these three intersections among the top 20 most challenging for pedestrians in the entire city.
- Traffic safety is also an issue in the south-west edge of the study area where Roosevelt Way, 11th Avenue, and NE Campus Parkway converge near the University Bridge. Complicated street configurations and high-speed traffic increase risk for pedestrians and cyclists. The latest data analyzed in the BPSA was from 2015. Since that time design modifications have been made to Campus Parkway.



Figure 7. Looking west at NE 45th Street and Brooklyn Avenue.

Public safety is also a concern in the U District in certain areas where narcotics dealing and consumption, property crime, and low levels of

violent crime can occur on a regular basis. Police data indicate that the neighborhood experiences somewhat higher rates of violent and property crime than the city as a whole, while public perception of safety on the Ave is also negatively affected by the large homeless population. Spaces with poor visibility or low levels of activation such as alleyways and surface parking lots are perceived to be the most dangerous areas.

Bus Transit

The U District is well served by bus transit. Intra-city, local, and peak-only regional commuter express buses provide connections for students, workers, residents, and shoppers to and from the U District. Fifteenth Avenue NE and NE 45th Street support the heaviest bus traffic, both with several thousand daily boardings at stops within the study area.

- Fifteenth Avenue supports ten routes running northbound and southbound. These include five intra-city routes with up to 60 buses per hour and five eastside commuter routes with 95 buses per hour during the evening peak.
- Route 44 is the key east-west route serving the U District via NE 45th Street. It provides frequent, all-day connections to Ballard and Wallingford. However, congestion causes major delays on this route on 45th Street. Plans to upgrade Route 44 to a RapidRide line seek to mitigate delays and increase ridership along this route, providing the primary transfer to the future light rail station from the west. Eighteen buses per hour currently use 45th Street during peak periods.
- All day frequent routes such as Route 45 provide service on the University Way NE, creating a secondary transit street in the U District with 23 buses per hour during peak periods. While direct bus access to the Ave is convenient for riders, the noise and exhaust of diesel coaches serving these routes discourage street activity.
- Roosevelt Way NE and 11th Avenue NE form a transit couplet for north-south routes crossing University Bridge. These routes will provide a direct transfer to the light rail at the Northgate and Roosevelt light rail stations when they open in 2021 and will likely not need to serve U District Station directly.

Upon the opening of the U District station in 2021, bus to light rail

STREET	LOCAL ROUTES	BUSES PER HOUR (PEAK)	EASTSIDE ROUTES	EASTSIDE BUSES PER HOUR (PEAK)
15th Avenue NE	43, 44, 48, 49, 70	60	197, 167, 271, 556, 586	95
NE 45th Street	49, 44	18	N/A	N/A
University Way NE (the Ave)	45, 71, 73, 373	23	N/A	N/A

The buses-per-hour volumes noted above represent a general average. Bus frequencies can fluctuate.

transfers will be a major component of the transit system in this neighborhood. The most important routes for transfers will be those serving areas to the west, east, and south which will have no other direct transfers to Northgate, Roosevelt, or UW (Stadium) stations. While bus routing through the U District will be analyzed and determined in Metro's route planning that begins in 2019, it appears that substantial increases in bus traffic may occur.

Future Light Rail Transit

The U District Station along with Roosevelt and Northgate stations will open in 2021 with the inauguration of the Northgate Link light rail extension. Service to downtown will take eight minutes, while service to Northgate will take just five minutes. Sound Transit projects that by 2042, 11,000-13,000 people per day will board light rail trains at U District station. By comparison, in the first quarter of 2018,

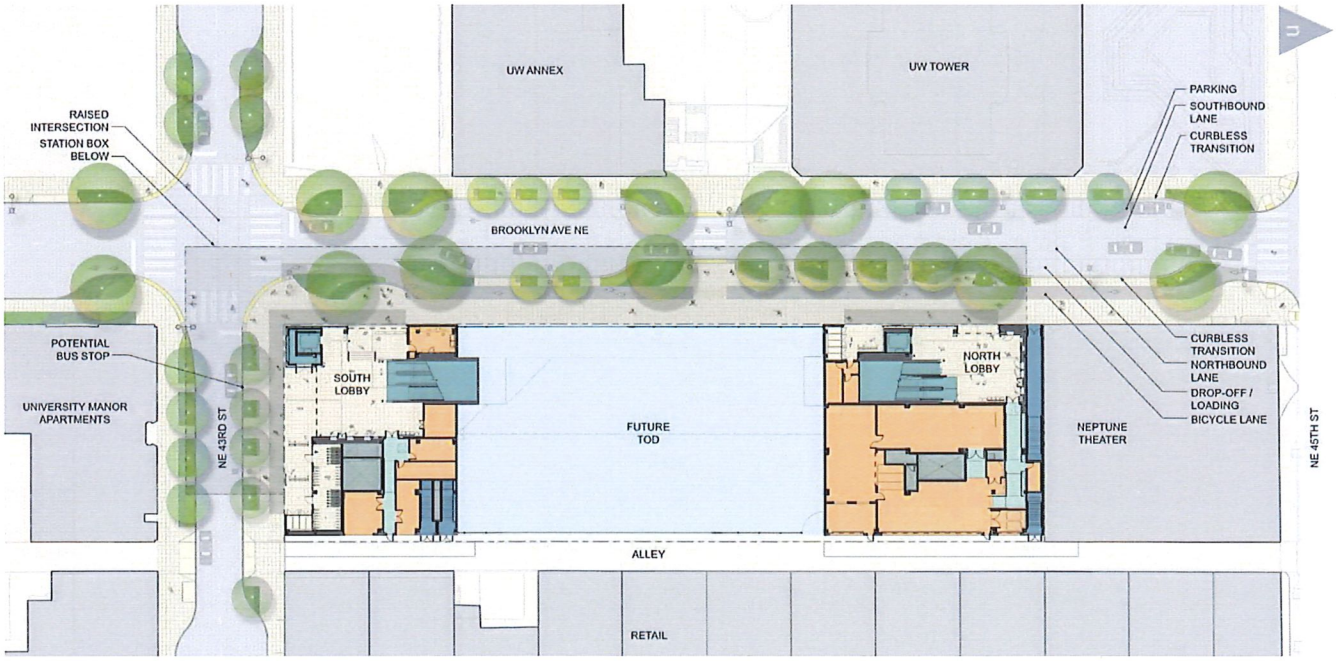


Figure 9. U District station site plan.

Capitol Hill station saw 7,500 daily light rail boardings.

Trains will arrive every six minutes from both directions during peak periods, at which time approximately 50-75 passengers will exit the station onto 43rd Street and Brooklyn Avenue roughly every three minutes.

Vehicle Traffic

The heart of the U District neighborhood is surrounded by arterial streets. (Figure 6 graphically depicts average weekday traffic counts.)

- The most heavily traveled street is NE 45th Street which carries more than 33,000 vehicles per day and connects to I-5, Wallingford, University Village, and Sand Point Way.
- Roosevelt Way and 11th Avenue combine to carry 20,000 vehicles north-south.
- 15th Avenue supports 17,000 vehicles daily in addition to heavy bus traffic.
- Pacific Street, on the southern edge of the U District, carries approximately 20,000 vehicles per day.

Vehicle traffic in the core of the neighborhood is low by comparison.

- The Ave and Campus Parkway carry approximately 4,500 and 4,000 daily vehicles respectively.
- Traffic is minimal on neighborhood streets, however, access to businesses and other activities is important.

North of 45th Street, the neighborhood is crossed by minor arterials at NE 47th and NE 50th Street. The latter carries more than 20,000 vehicles daily and connects to I-5 access ramps.

Bicycle Facilities

Several different types of bicycle facilities are present on U District streets:

- A **one-way protected bike lane** is in place on Roosevelt Way NE (southbound), NE Campus Parkway between Brooklyn Avenue NE and Roosevelt Way, and on one block of Brooklyn Avenue south of Campus Parkway.
- There are traditional painted **bike lanes** on 11th Avenue NE, University Way NE south of Campus Parkway, and on Brooklyn

between Campus Parkway and NE 41st Street.

- 12th Avenue NE is a **Neighborhood Greenway**, a neighborhood street that is programmed with traffic calming devices to create a low-stress environment for cycling.
- **Sharrows** have been painted on 45th Street, University Way, and 7th Avenue north of 45th Street to encourage drivers to share road space with cyclists.

In addition, the Bicycle Master Plan calls for additional bicycle facilities for a number of streets, including:

- A **Green Street** is planned for Brooklyn Avenue NE with northbound (uphill) bike lanes. In the area of the future light rail station, the bike lane would be elevated and run flush with the sidewalk.
- A northbound **protected bike lane** on 11th Avenue NE is planned to complete a two-way couplet with Roosevelt Way.
- A **Neighborhood Greenway** is planned for NE 47th Street to connect with an as of yet unfunded bike/ped bridge over I-5.
- **Sharrows** are planned for NE 43rd Street.
- A **protected bike lane** has been planned for 15th Avenue NE, however the level of bus traffic and Right-of-Way limitations may make this proposal unfeasible.





Figure 10. Protected bike lanes on NE Campus Parkway and on Roosevelt Avenue NE.

Parking

On-street and off-street parking in the U District serves several distinct types of users, including:

- People visiting the District for food, shopping, appointments, or entertainment use hourly parking. Typically, these spaces are provided by on-street metered parking and in privately operated surface lots. Many of the District's signature businesses and attractions draw on, and in some cases depend on, a regional clientele who arrive by car.
- UW employees and other workers who drive require long-term parking

during the day, and often use permitted parking systems. Most of this capacity is provided by UW in surface or structured parking.

- Some U District residents require long-term parking, which must be available 24/7, but is mostly used at night. These spaces tend to be provided by surface lots or underground garages in new development.

The arrival of the light rail and new development are likely to transform parking conditions in the U District in several ways:

- Privately owned surface lots that provide short-term parking for shoppers and the Ave patrons will redevelop into residential and commercial buildings.
- Residents of surrounding neighborhoods will wish to park near the light rail station to travel elsewhere using the light rail, increasing demand for daily and hourly parking, potentially raising prices and/or decreasing availability.
- As new light rail lines open (Bellevue in 2023 and Lynnwood in 2024), increasing numbers of workers who currently drive will have the ability to commute to the U District by rail.
- New residential development will increase the need for long-term, overnight parking even as a smaller proportion of residents rely on personal cars for transportation.



Figure 11. The U District includes many regional attractions including businesses such as the University Bookstore, theaters, the Farmers Market, the Burke and Henry Museums, and University of Washington performance venues. While transit may improve access for some, many people will still rely on automobiles to reach the District. Likewise, regionally based businesses will still rely on parking, at least for the foreseeable future.

Additionally, recent legislation passed by Seattle City Council reformed parking rules in the City. These changes include:

- "Flexible-use parking" rules allowing owners of parking garages in residential or commercial developments to market extra parking spaces to outside users.
- New residential developments within ¼ mile walking distance of frequent transit (including frequent bus transit) are not required to build on-site parking.

Delivery and Business Access

Retail business operations require daily access for delivery of bulk supplies by truck. At present, deliveries to businesses on the Ave occur in loading zones or in alleys. Street deliveries require significant roadway space and can disrupt traffic (especially trolley-bus traffic with fixed routes) and create unsafe situations for pedestrians and cyclists. However, alley deliveries can be problematic due to narrow rights-of-way, obstructions including dumpsters, and the presence of pedestrians.

In addition to bulk deliveries, many retail businesses also send out deliveries of hot food or other products to customers. These deliveries have become more common with the advent of web-based services like UberEats and Grubhub and are typically conveyed in private automobiles, though bicycles or scooters are also used.

Rideshare services now supplement taxis in providing direct access to businesses for customers. These operations tend to increase traffic volumes and require short-term pick-up and drop-off space.

Development Context

In February 2017, Seattle City Council passed a major upzone of the U District to increase development capacity in anticipation of light rail service.

- Height limits in the core of the District increased from 65' to 240' and 320' on some blocks.
- Other areas were rezoned from low-rise to mid-rise.
- Building height on the Ave is limited to 65' in order to maintain a more intimate scale relationship with the 60' right-of-way and protect legacy businesses by slowing redevelopment. The City is currently considering increasing the height limit along the Ave, which was left out of the 2017 rezone.
- The upzone increased overall development capacity[3] of the neighborhood by approximately 6,000 housing units and 8,000 jobs.

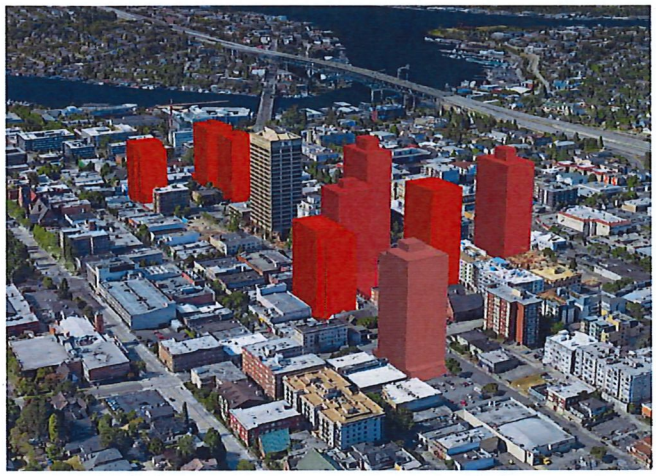


Figure 12. Planned (pink) and potential (red) high-rise development that will likely take advantage of relaxed height restrictions in the core of the U District
Source: David Boynton.

U DISTRICT	HOUSING UNITS	POPULATION	JOBS
2017[4]	8,406	19,500	6,158
Development Capacity Pre-Rezone	11,300		9,900
2035 Projection with Rezone[5]	12,900	31,000	11,000
Development Capacity with Rezone	**17,700**		**17,800**

[3] Development capacity represents a theoretical maximum level of development possible if all buildable parcels were redeveloped to the legally allowable limit. This figure should not be construed as a likely outcome.

[3] Estimated based on housing unit quantity. The average size of households in the University Community Urban Center was 2.32 according to the 2015 Seattle Comprehensive Plan Land Use Appendix.

[4] City of Seattle Urban Center/Village Growth Report, 1st Quarter 2018.

[5] City of Seattle Final Environmental Impact Statement for the U District Urban Design Alternatives, 2015.

Planning Process

Overview

This plan is the result of a six-month process with the goal of coordinating major investments in public infrastructure with the broad desires of the community. Much of the work was accomplished through work sessions with the UDMG community volunteers and the consultants in a "Working Group", also referred to as the "planning team". During each step, the team met with SDOT and transit agency staff among other stakeholders, referred to as the "Strategy Group".

Because this study is intended to represent a community vision, ensuring broad, effective, and meaningful public input was critical. Therefore, much of the planning team's effort focused on public outreach, communication, and engagement. The UDMG undertook a broad and inclusive engagement campaign with the U District community, including:

- Three public workshops with an average of 50 attendees each
- Three online web surveys with a combined total of 880 responses
- Presentations at community meetings and events
- Briefings for the Seattle Transit and Pedestrian Advisory Boards
- An interactive booth at the U District Street Fair where more than 1,300 votes on alternative scenarios were cast
- In-depth interviews with community leaders and local stakeholders including businesses, the University, and other institutions and organizations
- A design charrette with experts, policy makers, and regional stakeholders
- Several meetings with the Strategy Group composed of King County Metro, SDOT, Sound Transit, Community Transit, Commute Seattle, Seattle Neighborhood Greenways, and City Council
- Some meeting materials were offered in the following languages: Chinese, Thai, Korean, and Arabic

This engagement provided a range of opportunities for public participation with outreach to reach a broad and diverse audience, ensuring that the plan outcomes reflect the values and desires of the U District neighborhood.

The highlights of this process are summarized in the graphic and narrative on the following pages.

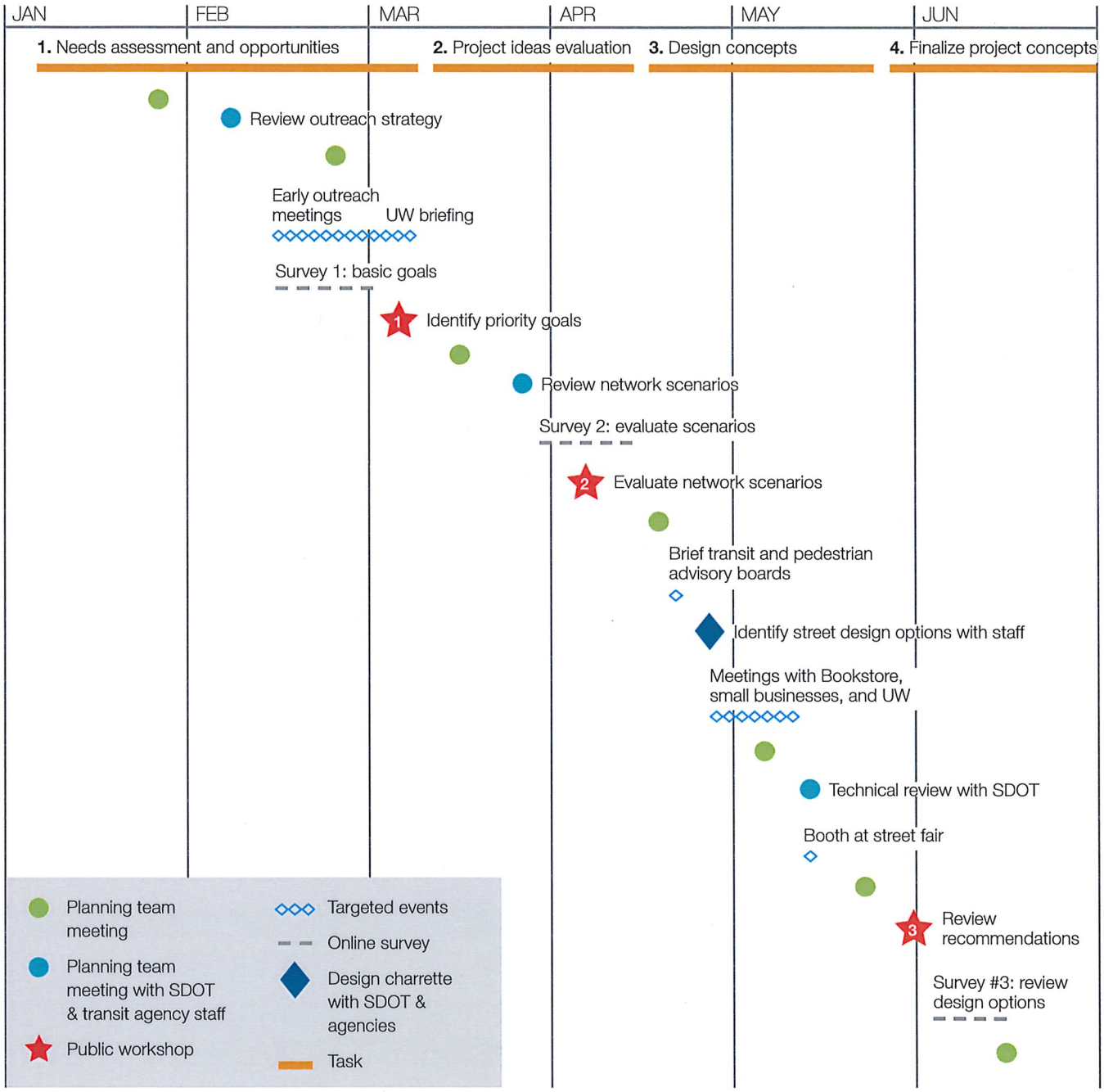


Figure 13. Public engagement activities.

Phase 1: Needs Assessment and Opportunities Identification

Before beginning work, the planning team and Strategy Group developed an engagement strategy to ensure that all relevant stakeholder groups were represented in the Mobility Plan engagement. The approach emphasized using diverse methods to reach as many segments of the public as possible. Broad outreach activities were designed to allow participation across many demographic and interest groups, while focused involvement activities would ensure rich information exchange and critical feedback.

Figure 14 illustrates how the range of engagement was selected to achieve both broad range and focused public input.

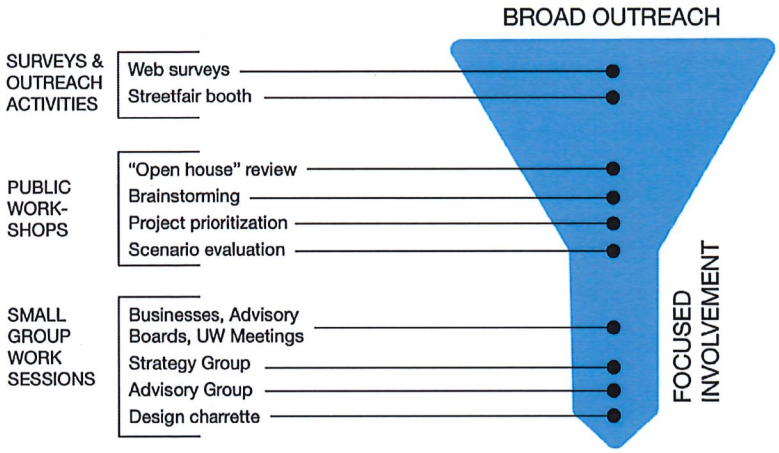


Figure 14. Diagram of engagement activities illustrating those that reached a broad spectrum of participating and those that encouraged more focused involvement.

With the engagement strategy in place, the first round of work involved communicating to the public the broad picture of mobility in the U District and identifying community priorities related to the opening of light rail in 2021. A thorough review of past plans and reports followed by sessions with Strategy Group partners established an understanding of the baseline conditions and identified the key issues resulting from the most profound changes and growth expected in years to come.



Figure 16. Community Workshop 1.

An initial online survey with 311 respondents and the first Community Workshop with 36 participants revealed strong support for transit, walking, and biking as transportation modes in the neighborhood with an emphasis on the importance of quick, convenient transfers between bus and light rail, safe and comfortable walking environments for pedestrians, a pedestrian oriented Ave, emphasis on NE 43rd Street, and alleys and buffering between cyclists and cars.

Phase 2: Project Ideas Evaluation

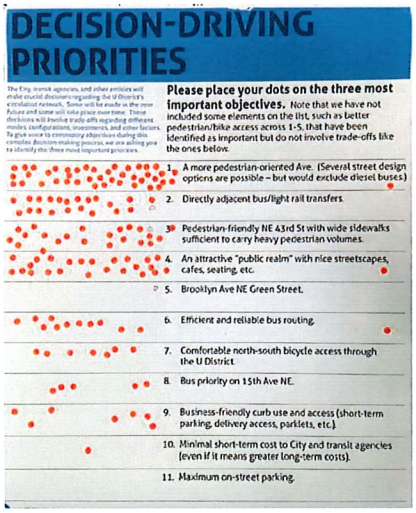


Figure 15. Part of the results from Public Workshop #2.

Based on public input, the planning team put together a trio of potential scenarios exploring mobility in the future U District with inputs and feedback from the Strategy Group. Each of the three scenarios emphasized transformation and development of a different one of the key streets around the future station: Brooklyn Avenue NE, the Ave, and NE 43rd Street. These scenarios were presented at the second public workshop, in an online survey, and through an interactive exhibit (with ping-pong ball voting) at the U District Streetfair in May. Each engagement event served to gauge public reactions to the scenarios and gather input for further refinement.

The UDMG received more than 1,760 responses during this phase. Overall, the public expressed broad support for Scenario 2 that envisioned a pedestrianized Ave with transit service along Brooklyn. Support for the bold changes laid out in Scenario 2 are indicative of the strong desire for a safe, comfortable walking environment and convenient bus-to-train transfers expressed during the first phase of the project.

The planning team also briefed the City's Transit and Pedestrian Advisory boards, who provided general support for the plan and approach. However, the Transit Advisory Board expressed concern about the construction time penalty associated with changes to existing street designs for Brooklyn and instead supported a pedestrian and transit mall along the Ave.

To close this phase, the team convened Community Workshop 2 for participants to discuss options and register their preferences regarding the different alternatives. Working in small groups, participants identified positive and negative aspects of each alternative. The collective results pointed to preferences for a pedestrian-oriented Ave, direct bus-light rail transfers, a pedestrian-

oriented NE 43rd Street with some west-bound buses if the turning movements do not hamper other circulation, and better pedestrian crossings across NE 45th Street. It was acknowledged that 15th Avenue NE would necessarily be transit-oriented. There was no consensus regarding the configuration of Brooklyn Avenue NE, but many favored buses and removal of the protected bicycle lane between 43rd and 45th. There was not much support for the City's designation of Brooklyn as a Green Street, although not much opposition either. One idea that did emerge was a one-way bus loop traveling northbound on Brooklyn and southbound on the Ave.



Figure 17. U District Streetfair booth.

Phase 3: Design Concepts

Using Scenario 2 as a foundation, the UDMG team drafted sketch plans for University Way, 43rd and Brooklyn, as well as a few ideas for 45th and other connections in the District. The team reviewed these sketch plans in small focus group meetings with business owners and applicable University of Washington staff to identify any concerns and ideas. The team then conducted a design "charrette" work session with a number of staff members from SDOT and other City departments, Metro, Sound Transit, and transportation-oriented organizations to make sure that the ideas were workable and consistent with other plans. Seattle Councilmember Rob Johnson and King County Councilmember Larry Gossett's staff also attended the session.



Figure 18. Interagency/community member charrette to review and refine sketch street design concepts.

After this technical vetting, the street design concepts were refined and discussed further with SDOT staff. The resulting planning concept described in this plan includes recommendations and implementation steps for a pedestrianized Ave and 43rd Street, transit routing on Brooklyn Ave, and optimized east-west connections for bicycles and transit to the station area. These were presented to the public in Community Workshop 3 which drew more than 85 participants and online survey. In both venues, participants expressed support for the vision and submitted additional ideas for clearer communication and more effective implementation of plan elements. Two areas that most concerned survey participants were station accessibility for people with limited mobility and the quality and ease-of-use of bicycle facilities. Feedback from survey participants and a final round of strategy group meetings refined, clarified, and strengthened the final recommendations which are presented in this report.



Figure 19. Community Workshop 3

Documentation of the individual steps can be found at Appendix B.

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Long-Term Circulation Concept

The U District's Long-Term Circulation Concept is a planning framework and tool for the U District community, the City of Seattle, and transit agencies to use in making decisions about the District's transportation and access improvements. The Concept presents a comprehensive multi-modal strategy to address transportation and access needs in the U District as the community is transformed by the light rail station (arriving in 2021), changing bus service and envisioned development. In preparing this Concept, the community acknowledges that:

- Decisions will be made by multiple agencies over time,
- There are a number of questions, uncertainties, and technical issues that are impossible to foresee at this time which may influence future decisions, and
- There are actions, trends, and conditions emerging both inside and outside the U District that may affect future decisions.
- The community will continue to participate in the process.

The Concept also illustrates the community's aspirations for a transportation network that adds to the District's economic vitality and livability and serves the local businesses and institutions – especially the University. Given the number of uncertainties in future conditions and the complexity of transportation, business enhancement, and community development issues in the District, the ideas and actions summarized as follows are intended to be conceptual in nature and their implementation must remain sufficiently flexible to account for unforeseen events and conditions.

The Concept is driven by several considerations arising from the existing and projected conditions analysis and public input. Because pedestrian movement is essential to connecting various modes and destinations, and because buses are the most important surface vehicle mode, these modes receive top priority. Because the District is a regional destination and many businesses and civic attractions depend on vehicle access, short-term parking, and delivery space, it is necessary to accommodate delivery vehicles and private and rideshare automobiles.

Throughout the public engagement process, community participants voiced a clear desire for more public space. Since the City has substantially upzoned the District without providing adequate park or public realm facilities, it is critical for the life of the District that the streets, particularly the Ave and NE 43rd Street, partially fulfill that need. Therefore, the Concept envisions these streets to feature less vehicle traffic and increased pedestrian amenity over time. Because the District's many small businesses are essential to its vitality, care must be taken to ensure that circulation changes enhance, rather than diminish, business viability. Finally, conditions will change dramatically and the circulation system will need to be adaptable over time, the Concept emphasizes flexibility in terms of street design, bus routing, and vehicle access.

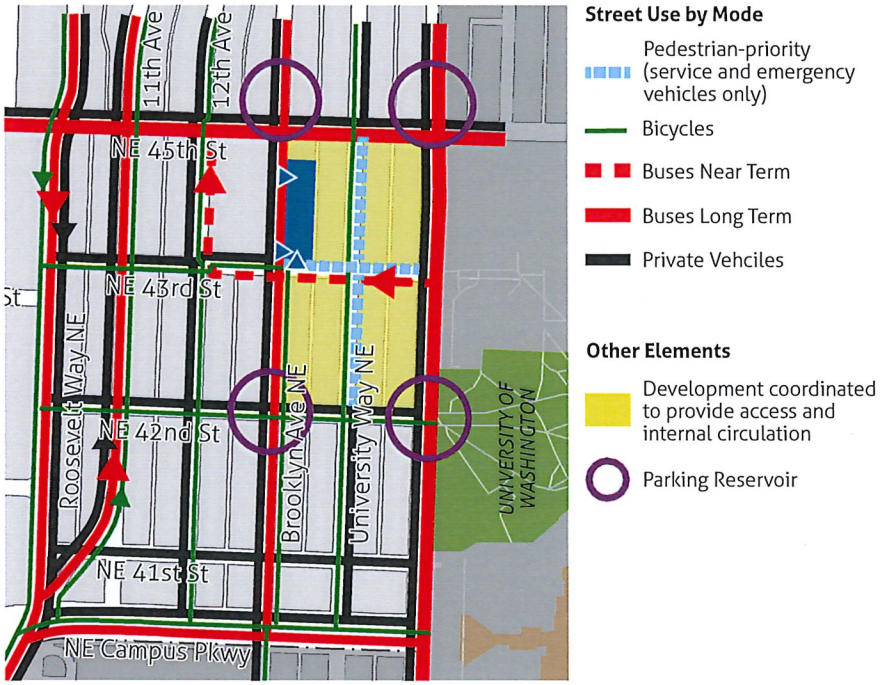


Figure 20. Long-term circulation Concept.

The Concept's primary elements include:

- Giving top priority to pedestrians in the areas between NE 45th Street, 15th Avenue NE, NE 42nd Street, and Brooklyn Avenue NE.
- Addressing the needs of all transportation modes.
- Prioritizing bus service as the most important surface vehicular mode.
- Providing convenient access and transfers to the light rail station.

- Improving east-west bus, bicycle, and pedestrian access to the District, especially along NE 45th Street.
- Creating safe, attractive, and inviting streetscapes.
- Providing emergency vehicle access and adequate delivery, loading, and unloading access to businesses.
- Minimizing impacts (e.g. bus layovers, exhaust, and noise) to the community, including the University of Washington.
- Considering how this station area/transit hub fits within the larger light rail and bus network.

The vision the Concept represents is ambitious. To achieve the objectives the Concept illustrates will require a phased strategy of actions. The most important of these are listed as follows. The time frames indicated are conjectural, except for the near-term period up to 2021.

Phase 1: Before Light Rail Station Opening in 2021

ACTIONS

- Prepare a U District Shared Mobility Hub Plan that analyzes key intersections, informs the Metro Transit route planning (to be initiated in 2019), provides the necessary information for street design, includes a parking strategy, provides for pedestrian needs, incorporates bicycle facilities objectives, and identifies measures to provide access to the station and key activities (e.g.: small businesses, the UW, the U Bookstore, etc.). (SDOT)
- Design NE 43rd Street improvements to support future pedestrian volumes and, if bus routing is absolutely necessary, transit routing (SDOT with community input)
- Ensure that there will be adequate on-street and off-street short-term parking for businesses. (Community)
- Enhance homelessness and street dependency social services as well as public realm maintenance and management to ensure compassionate measures are taken and enhanced pedestrian areas are safe and attractive. (City and community)
- Use the U District as one of the pilot areas for upcoming SDOT wayfinding plan. (SDOT)
- Construct protected bike lane on 11th Ave NE as part of Roosevelt RapidRide. (SDOT)
- Prioritize and improve key pedestrian crossings of NE 45th Street

through signal timing, improved crosswalks, turn restrictions, and other measures. (SDOT)

- Explore opportunities to increase speed and reliability on an east-west transit route on NE 45th Street when RapidRide planning begins in 2019-2020.
- Begin collaborative planning of development between NE 45th Street, 15th Ave NE, NE 42nd Street, and Brooklyn Avenue NE to capitalize on circulation, provision of infrastructure and services (utilities, etc.), and development opportunities. (Property owners, City, community)

OUTCOMES

- Light rail station opens.
- Bus route and layover changes are made to facilitate bus/light rail transfers.
- Northbound protected bike lane on 11th Ave NE provides safe bicycle route through the U District.
- Improved wayfinding throughout U District.
- Improved safety, security, and street civility in the U District.

Phase 2: Near-Term Improvements and Interim Solutions (2021-2028)

ACTIONS

- Construct NE 43rd Street design (SDOT). Some buses may be routed westbound on 43rd.
- Electrify buses on the Ave. (Metro)
- Construct first phase of Ave improvements. (SDOT, property, and business owners)
- Initiate construction of I-5 crossing and east-west bike routes. (SDOT)
- Develop parking garages to replace lost surface parking. (Community, property, and business owners)

OUTCOMES

- The Ave becomes more pedestrian friendly with some improvements.
- NE 43rd Street becomes a lively pedestrian route with the potential for westbound transit connections.

- Reduced on-street parking on the Ave and convenient parking garages are built on the perimeter of the core District.
- Street and access improvements are constructed with new development. (e.g.: Green Street improvements on Brooklyn and more efficient vehicle access for the University Bookstore.)
- Improved east-west bicycle connections.
- Improved east-west transit connections.

Phase 3: Long-Term Vision (2028+)

ACTIONS

- Remove buses and private vehicles from the Ave and complete substantial pedestrian improvements.
- Reroute buses on 43rd to Brooklyn.
- Complete Brooklyn Green Street improvements supporting bus access.
- Construct improvements on the Ave between NE 50th and Cowen Park.

OUTCOMES

- The Ave becomes a pedestrian street and a regional attraction, celebrated for its lively and engaging walking environment.
- Improvements on the District's periphery (e.g.: University Way north of NE 50th Street and near the University Bridge) enhance connections to neighboring communities.

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Conceptual Street Designs and Other Mobility Proposals

KEY STREETS

University Way (the Ave) — 36

NE 43rd Street — 42

Brooklyn Avenue NE — 46

OTHER PROJECTS

Improve Pedestrian and Transit Conditions on NE 45th Street — 51

East-West Bicycle Route and Pedestrian/Bicycle Crossing Over I-5 — 52

Circulation in Alleys and Mid-Block Passages — 53

Vehicular Circulation Near University Bridge and NE 40th Street Split — 54

Farmers Market and Promenade on the Ave to Cowen Park — 55

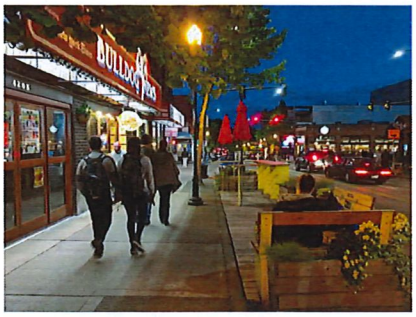


Figure 22. Existing parklet and pedestrian space on the Ave.

UNIVERSITY WAY (THE AVE)

Summary Overview

The Ave is the District's signature "main street" – the focus of business activities and public life. In all of this project's public engagement activities, enhancement of the Ave as the District's pedestrian-oriented focus was the dominant value expressed by community members. For some, this means gradually increasing the roadway space allocated to pedestrians and minimizing vehicular traffic. However, many look forward to full pedestrianization of the Ave with all but essential vehicles prohibited and the right-of-way turned over to pedestrians and bicycles.

CURRENT SDOT CLASSIFICATIONS

- Street Type: Urban Village Neighborhood
- Street Classification: Collector Arterial
- Transit Classification: Major Transit Route

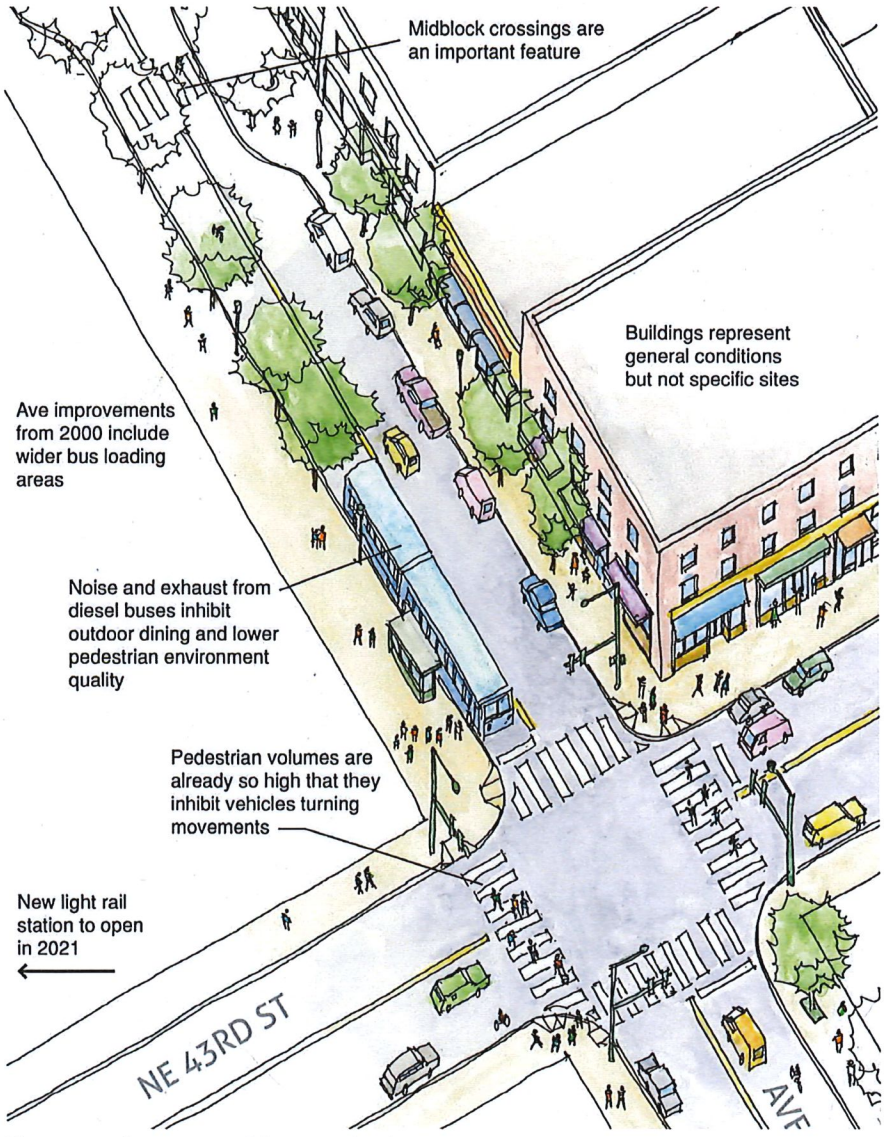


Figure 21. Current conditions on the Ave.

This transformation to a full pedestrian street will require many challenging steps, including the provision of short-term parking garages to replace the current parking inventory, a substantial public space management program to ensure that the street remains safe, clean, and inviting, significant roadway reconstruction, and an assertive business support and property redevelopment effort to adjust to the new circulation configuration.

Therefore, this plan emphasizes a phased approach to creating a lively community gathering space, an important regional attraction, and an appropriate "welcome mat" for the University. Given the complexity of transportation challenges and opportunities, and the uncertainties regarding growth in the U District, the phased program described here may change substantially to adapt to emerging conditions.

OBJECTIVES

- Maintain the Ave as the District's primary pedestrian and business focus.
- Provide for the needs of businesses.
- Create an attractive and welcoming setting for activity.
- Maintain a safe, civil, and inviting street culture.
- Remove unnecessary vehicle traffic.

Short and Mid-Term Directions (2018-2024)

The focus of this first phase is to undertake improvements that calm and reduce traffic and prepare for further vehicle reductions in the future. These may include revising the signalization of intersections, adding traffic calming measures, and improving pedestrian amenities. Addressing short-term parking needs (e.g.: two hour parking) will be important if on-street parking is reduced. Pedestrian needs and circulation patterns should be re-examined shortly after the light rail station is opened in 2021. A public realm management program to ensure a safe and attractive pedestrian environment will be necessary. The University District Parks and Open Space Plan includes more specific recommendations for initiating such a program. Once these measures are in place, removal of some on-street parking and more extensive street closure events can take place. Because the noise and fumes from diesel buses discourage outdoor eating and other passive activities, the removal or electrification of buses should also occur during this phase. However, some businesses have

expressed concern that loss of buses on the Ave would hurt their businesses. Another transit routing option to consider is a one way loop system with buses heading north on Brooklyn and south on the Ave.

PRIMARY TRANSPORTATION MODES:

- Priority: Pedestrians.
- Also: Buses, bicycles, reduced private vehicles.

ACTIONS:

- Continue to address street dependency and homeless concerns.

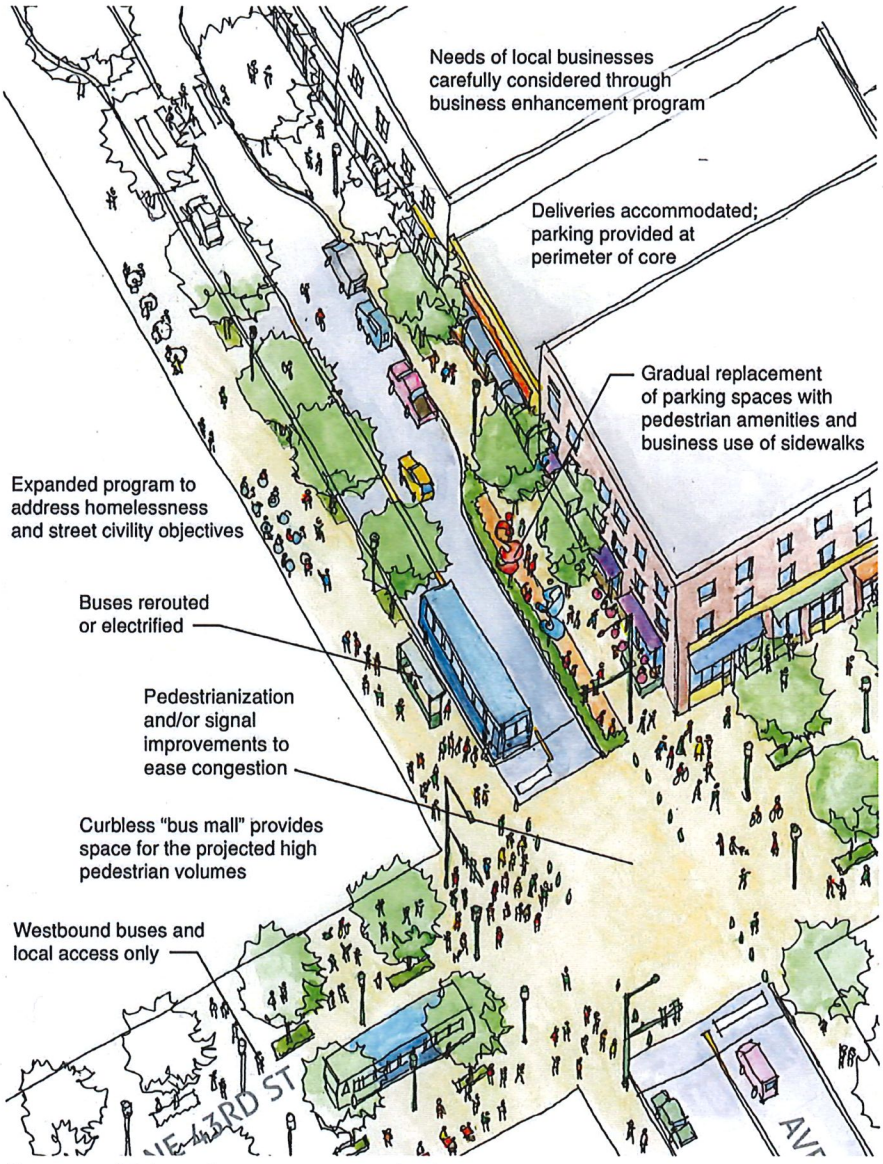


Figure 23. Midterm improvements to the Ave.

- Develop and initiate a parking and service delivery strategy that will serve vehicles on the periphery of the pedestrian core.
- Experiment with temporary closures, etc. that demonstrate the advantages of pedestrianization.
- Electrify or reroute buses.
- Add parklets and other street amenities.
- Continue to engage business and property owners to identify their needs.
- Encourage collaborative redevelopment planning to ensure the access needs of new development are met.



Figure 24. The goal is a comfortable melting pot that serves as a focus for activity and social interaction, as was the case at the 2018 U District Streetfair.

Long-Term Directions (2024+)

Once the actions of the first phases are substantially accomplished, full pedestrianization of the Ave can begin. The concept advanced here is for a pedestrian mall with very limited vehicular traffic. A 20' wide access lane (or less, if emergency vehicle access requirements will allow) with delivery drop-off points for service vehicles must be maintained for emergency and delivery vehicles, but the rest of the right-of-way can be allocated to pedestrians. Low speed bicyclists will also be allowed, but as envisioned here, private vehicle rider pick-up and drop-off will not be permitted. Given the amount of pedestrian space, larger outdoor and temporarily enclosed cafés and bistros may have a place on the Ave. An active collaborative City/community public realm management program will be necessary to maintain safety and security.

PRIMARY TRANSPORTATION MODES:

- Priority: Pedestrians and bicyclists.
- Also: Emergency and service vehicles.

ACTIONS:

- Restrict private vehicles on the Ave.
- Reroute buses to adjacent streets.
- Construct street improvements to complete pedestrianization. The design should minimize the need for pavement replacement and expensive drainage and utility modifications.
- Establish a partnership to manage and maintain the space.

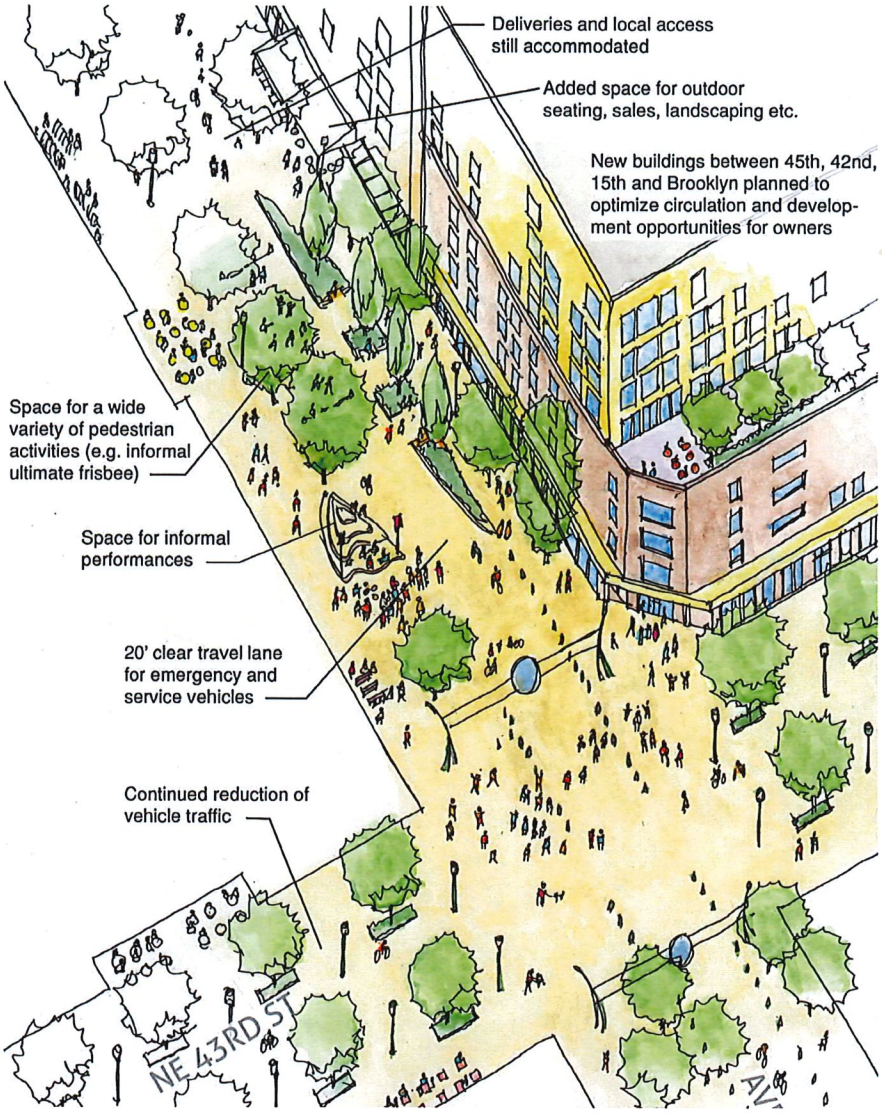


Figure 25. Long-term vision for the Ave.

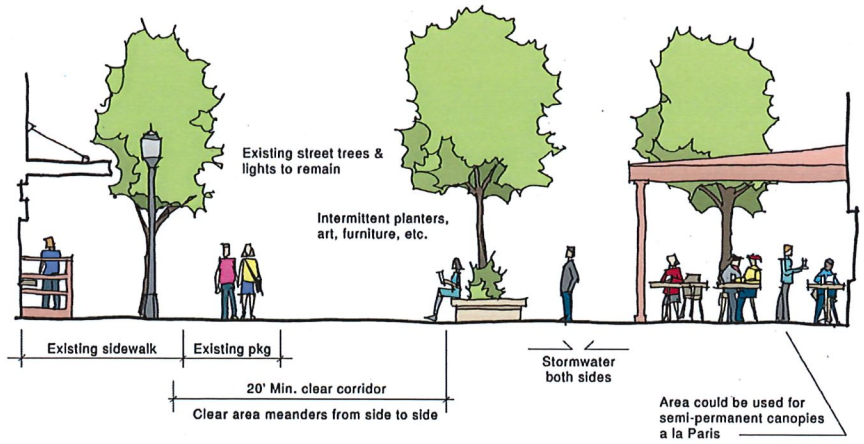


Figure 26. Long-term vision for fully pedestrianized Ave – conceptual section.



Figure 27. Qualities of a fully pedestrianized Ave.



Figure 28. NE 43rd Street.

SDOT STREET CLASSIFICATION

- Street Type: Urban village neighborhood.
- Street Classification: Collector arterial.
- Transit Classification: Not designated.

NE 43RD STREET

Summary Overview

NE 43rd Street from Brooklyn Avenue NE to 15th Avenue NE will connect the new light rail station to the Ave, most bus lines, and the University campus, making it a primary pedestrian connection with pedestrian volumes of likely over 20,000 people per day. (As noted earlier, rail transit will produce between 100 and 150 boardings and alightings per train at peak times. See the Existing Conditions and Projections section). Based on conservative figures, it appears that these pulses in pedestrian traffic, accompanied by general increases in pedestrian movement due to future development, will require a combined effective walkway width of at least 40' on NE 43rd Street for comfortable pedestrian movement.

Although King County Metro will not begin route planning in the U District until 2019, there is an informal proposal to potentially route the number 44, 48, and 49 bus lines from northbound 15th Avenue NE, westbound along NE 43rd Street with a stop at the light rail station, and then northbound on 12th Avenue NE with layover in front of the UW garage. The community has expressed a strong preference for NE 43rd Street to be pedestrian priority. However, routing a maximum of two electrified bus lines along NE 43 may be compatible with a robust and attractive pedestrian environment. However, there may be difficulties with routing buses along NE 43rd Street. For example, the intersection at NE 43rd and 15th will also need to accommodate the University Bookstore parking entrance and high pedestrian volumes. Similarly, the intersection at University Way NE and NE 43rd may become a barrier because autos exiting the Bookstore turning onto the Ave will often be obstructed by high pedestrian volumes. Therefore, in the long-term, bus circulation along NE 43rd may be undesirable from a transit speed and reliability perspective.

To accommodate both bus and pedestrian traffic, this plan recommends that most private vehicles be excluded from NE 43rd Street, except for emergency and service vehicles, and if necessary, University Bookstore and other parking facilities. Excluding all

vehicles would be problematic because access is needed into the alleys and the University Bookstore parking lot.

One other revision that would facilitate mobility on NE 43rd is relocating the University Bookstore parking entrance to 15th Avenue NE between NE 43rd and NE 45th when redevelopment of that property occurs. It appears that creating a northbound left turn pocket is possible on 15th Avenue NE so that the Bookstore would have good entry access both north and southbound.



Figure 29. Pedestrians emerging from the UW stadium light rail station in 2018. Pedestrian volumes at the U District station will likely be larger.

While there is a strong public preference for giving pedestrians top priority and the desire for direct bus/light rail transfers makes routing some buses westbound on NE 43rd Street attractive in the short-term, it appears that the roadway design must be flexible enough to adapt to emerging needs and conditions over time. Therefore, the recommended street design features a curbless section with at least a 20' clear corridor for emergency vehicles. Drainage may be accomplished through a conventional crown or draining stormwater toward the south walkway.

OBJECTIVES

- Accommodate the high volume of pedestrians from the light rail station and create an attractive pedestrian environment with ample pedestrian space.
- Accommodate limited bus traffic (in the short-term) and service vehicles on the street.
- Create an attractive visual and spatial connection between the UW campus, the ST station, and the community.
- Provide for service vehicles and access to the University Bookstore parking lot.

Short-Term Directions (2021-2025)

PRIMARY TRANSPORTATION MODES:

- Priority: Pedestrians.
- Also: Buses, service vehicles, and west bound University Bookstore patrons and bicycles.

ACTIONS:

- Analyze intersections at NE 43rd/University Way and 43rd/15th Avenue NE.
- Design street 2018-19. (SDOT)
- Reconstruct street when Metro strain poles are installed for electrification.

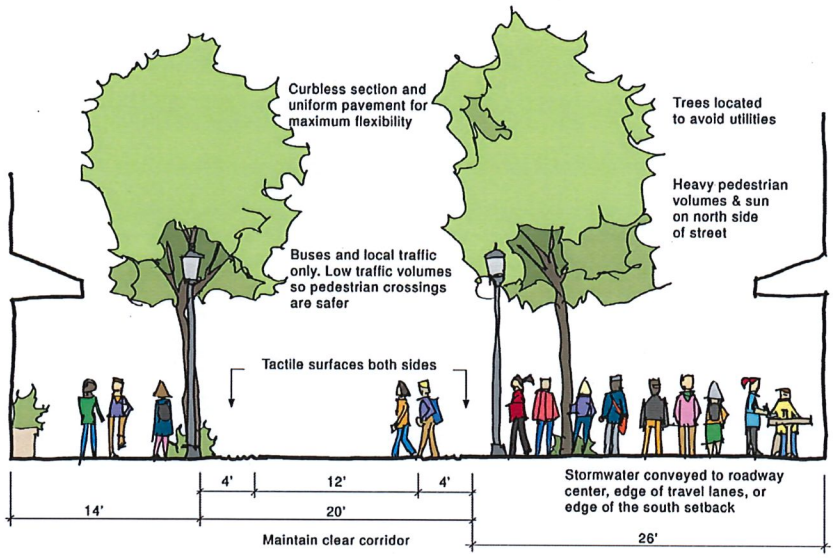


Figure 31. NE 43rd Street conceptual section looking west.

Long-Term Directions (2025+)

PRIMARY TRANSPORTATION MODES:

- Priority: Pedestrians and bicycles.
- Also: Service vehicles.

CONCEPT:

- Similar to short-term but with additional streetscape amenities.
- The University Bookstore vehicle entrance may move to 15th

Avenue NE between NE 43rd and NE 45th Streets.

ACTIONS:

- Review access and modal circulation when the Bookstore property redevelops.
- Ideally, reroute buses to Brooklyn Avenue NE to facilitate movement.



Figure 32. Conceptual illustration of NE 43rd Street looking east toward the campus.



Figure 33. Recent improvements on Brooklyn Avenue NE.

BROOKLYN AVENUE NE

Summary Overview

Brooklyn Avenue NE (Brooklyn) is currently much quieter than the Ave, both in terms of pedestrian traffic and commercial activity. But with the new light rail station and projected development, its complexion is likely to change. From NE 43rd Street to NE 45th Street, station improvements will reconfigure the roadway to encourage private vehicle pick-up and drop-off but will not allow bus circulation along the station's most prominent side.

Brooklyn Avenue NE is also designated a Green Street and the University of Washington's improvements south of Campus Parkway provide a nicely landscaped connection to Sakuma Viewpoint on Portage Bay. Although the City has designated Brooklyn as a "Major Transit Route", there is no transit service south of NE 50th Street. While there are no plans to route buses on Brooklyn, it seems likely that as congestion increases on NE 43rd Street, 15th Avenue NE, and the Ave, Brooklyn could provide an faster, more reliable route for buses than on those streets, especially since there is already layover space on Brooklyn north of NE 50th Street. There have been some concerns that Brooklyn's pavements would not stand up to bus traffic. However, Brooklyn has already been subjected to heavy construction traffic supporting light rail construction and buses do stop on Brooklyn north of NE 50th Street.

Given these concerns and uncertainties of transportation conditions in the District, this plan recommends that Brooklyn be considered as a potential bus route serving the light rail station during Metro bus route planning starting in 2019. Also, any improvements to Brooklyn should provide for the potential for Brooklyn to serve as a bus route as called for in SDOT's transit classification designation.

SDOT STREET CLASSIFICATION

- Street Type: Urban village neighborhood.
- Street Classification: Collector arterial.
- Transit Classification: Major transit route.

OBJECTIVES

- Provide excellent access to the light rail station, especially for pedestrians, bus transfers, and cyclists.
- Accommodate multiple modes including buses, pedestrians, bicycles, and private vehicles.
- Create an accessible pedestrian environment and positive development by providing an attractive streetscape setting.
- Support a "Green Street" connection to new waterfront park at the south of Brooklyn.

Short-Term Directions (2018-2021)

Though it seems unusual to build a street in front of a light rail station that prevents bus transfers, the current design favoring private vehicles has received building permits and will soon be under construction. Therefore, it is not possible at this time to revise it to a more transit compatible design. However, there are a number of actions that should be taken in the next three years, including participating in Metro King County's bus route planning to ensure that community objectives are voiced, exploring options to improve the pedestrian crossing of NE 45th Street, and making sure that any street improvements include paving that will allow bus traffic.

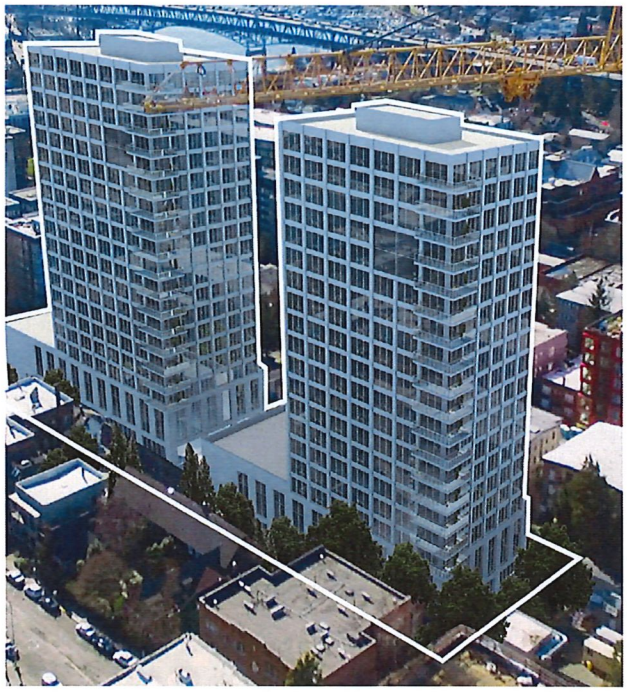


Figure 34. Proposed towers to be built near the light rail station on 12th Avenue NE.

PRIORITY TRANSPORTATION MODES:

- Private vehicles, bicycles, and pedestrians.
- Private pick-up and drop-off near station. (This is what will be constructed by Sound Transit, but priority for private vehicles exacerbates congestion and is against City policy and community objectives.)



Figure 35. Bus layover spaces on Brooklyn Avenue NE.

ACTIONS:

- South of NE 43rd Street, complete bicycle lane between 41st Street and 43rd Street and increase landscaping to support Green Street concept. Street improvements will be constructed with private development and should not limit potential for buses in travel lanes.
- Improve intersection at Brooklyn and NE 45th Street to support pedestrian and bicycles.
- Make adjustments to right-of-way facilities (including, but not limited to, ramps, sidewalks, and signals) to comply with Americans with Disabilities Act.
- Provide for bicycle parking including dockless bike share or other short-term uses.

Long-Term Directions (2021+)

The recommended design for Brooklyn Avenue NE south of NE 43rd Street includes a bicycle lane and ample landscaping in support of the street's "Green Street" designation. Because Brooklyn has a 70' right-of-way, there is space for vehicular and bicycle movement along with ample landscaping. The configuration of planting strip and landscape area can vary according to locally specific conditions.

Between NE 43rd and NE 45th Streets, the street design should allow for direct bus to rail transfers. The bicycle lane is not continued on this block to reduce pedestrian/bicycle collisions. While the station will be an important destination for cyclists, those traveling through the area will likely choose the protected bicycle lanes on 11th Avenue NE and Roosevelt Way NE. The following diagram illustrates

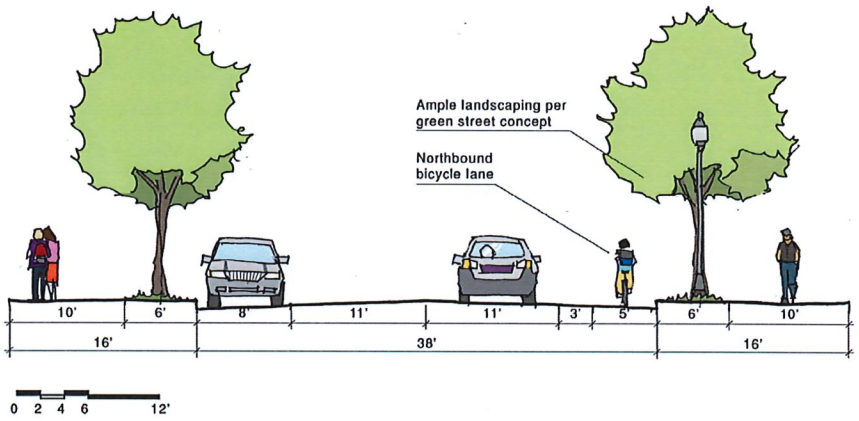


Figure 37. Long-term vision for Brooklyn Ave NE south of NE 43rd Street. The cross section is very similar to recent improvements except there are sharrows southbound.

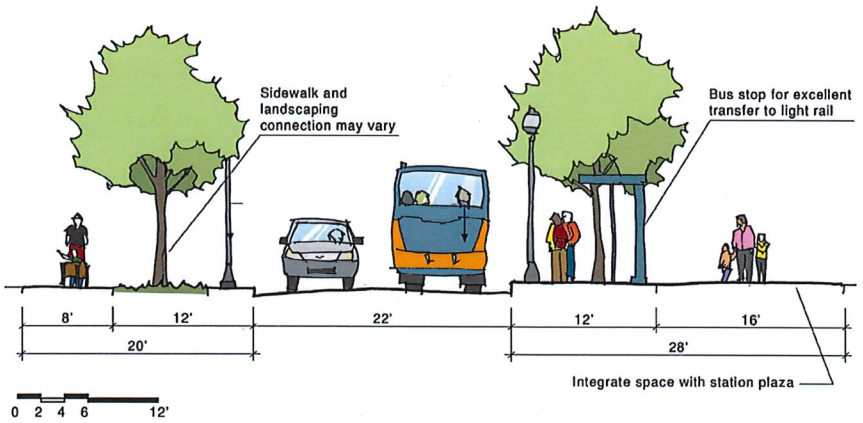


Figure 36. Envisioned street section for Brooklyn Avenue NE between NE 43rd and NE 45th Streets.

one option for the street, but the connection between the sidewalk and the station entry could take on one of several configurations.

PRIORITY TRANSPORTATION MODES:

- Priority: Pedestrians, buses, and cyclists.
- Other: Private vehicles.

ACTIONS:

- Reroute appropriate buses to Brooklyn Avenue NE and make necessary infrastructure improvements.
- Reconstruct streetscape in front of the light rail station to facilitate transfers and pedestrian access. (This may be done when the UW develops site over transit stations if the UW tower is not completed by 2021.)



Figure 38. Envisioned character of Brooklyn Avenue NE.

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Descriptions of Other Projects

Improve Pedestrian and Transit Conditions on NE 45th Street

There is a pressing need for an east-west transit connection between Ballard, the U District, and east to the Sand Point area. Between 2016 and 2017, Route 44 ridership grew by 12% in a time when the rest of America saw transit ridership drop by multiple percentage points. Estimates in the Seattle Transit Master Plan already anticipated 16,000 daily riders by 2035. Now, with a U District rezone and 20% growth anticipated at the University of Washington, ridership is poised to grow even more. Considering the surge ridership days such as football games or graduation events, there will probably be days when 20,000 people ride Route 44 in the not too distant future, perhaps as soon as 2021 or 2023. This points to the need to identify ways to facilitate east-west vehicular traffic, especially buses.

At the same time, many community participants noted that NE 45th Street is a significant barrier to pedestrian circulation, especially at 15th Avenue NE, the Ave, and Brooklyn Avenue NE. While these vexing challenges will require further study, a few directions were identified to consider when the planning and design of NE 45th Street begins.

OBJECTIVES

- Improve pedestrian crossings across NE 45th Street.
- Reduce congestion on NE 45th Street.
- Optimize east-west transit service on NE 45th Street from Ballard to the Sand Point area in support of the proposed RapidRide line.

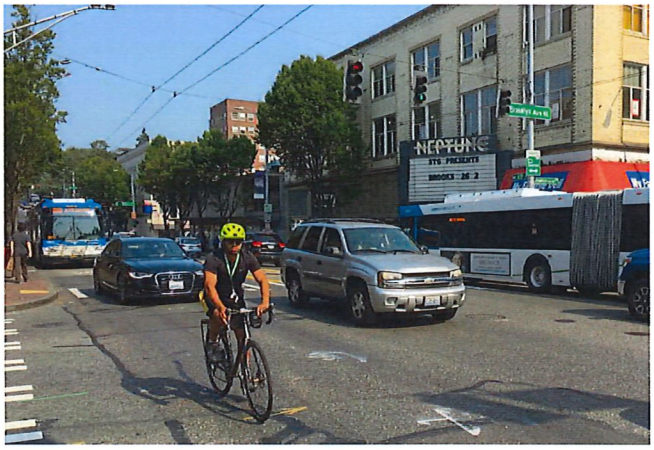


Figure 40. NE 45th Street looking east. Many light rail riders will cross at this intersection.



Figure 39. NE 45th Street at the I-5 overpass.

ACTIONS

Within the U District, options seem limited by the constricted right-of-way and narrow sidewalks. Nevertheless, the following actions are recommended:

- Limit left turns onto and off of NE 45th Street at selected avenues to help with signal timing/green time allocation and provide space for queue jumps at select locations.
- Reallocate right-of-way near I-5 for better bus priority to circumvent on-ramp traffic.
- Consolidate bus stop consolidation along NE 45th Street outside of study area (RapidRide standards suggest one stop every half mile).
- Study the signal timing of NE 45th Street intersections to optimize movement.

East-West Bicycle Route and Pedestrian/Bicycle Crossing Over I-5

A safe and convenient pedestrian and bicycle route is needed between Wallingford on the west side of I-5 and the light rail station. The actions described below are recommended to satisfy this need. The Bicycle Master Plan calls for the construction of a pedestrian and bicycle bridge across I-5 at NE 47th Street in the long-term. However, there is no funding for this project, so near-term improvements at NE 45th Street are recommended.

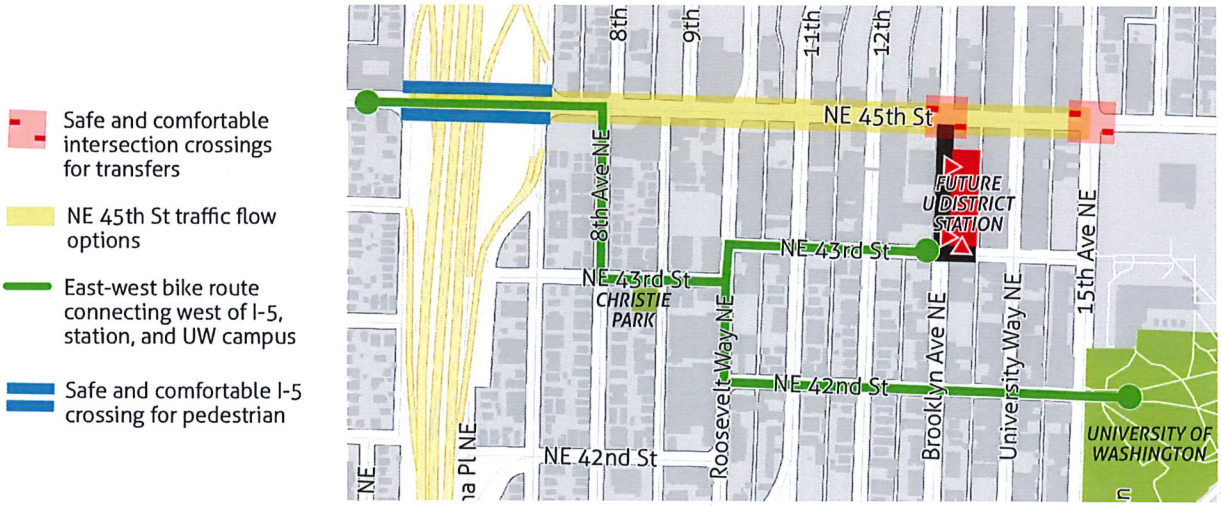


Figure 41. Proposed pedestrian and bicycle route from Wallingford to the light rail station and UW.

ACTIONS

- Add a widened, shared use pathway to either side of the NE 45th Street overpass by eliminating one through lane into Wallingford (the left lane will be dedicated to left turns onto I-5, which is already true during rush hour).
- Add a all ages and abilities route to 8th Avenue NE and to NE 43rd Street in the U District to connect NE 45th Street overpass cyclists to light rail and UW. There is already a planned greenway from 43rd and Brooklyn to UW.
- In the long-term, pursue the unfunded bridge at NE 47th Street and associated greenway on 5th Ave NE but do not delay improvements on NE 45th Street.

Circulation in Alleys and Mid-Block Passages

The north-south alleys between Roosevelt Way NE and 15th Avenue NE are critically important for service to adjacent buildings and make it possible to focus services away from the main streets. But, they also can potentially be active pedestrian areas in themselves if dumpsters and loading areas can be located within the newly developed buildings. The City and merchants on the Ave have studied this possibility in *The Activated Alley: A Plan for the University District's Alleys*. The plan provides guidelines to encourage new buildings to include internal storage and service areas and provide upper story windows overlooking the alley. This will make the alleys cleaner and safer over time and encourage some restaurants and cafés to use the alley for outdoor seating and other activities.

The U District's blocks are over 500 feet long in the north-south direction which prevents more efficient east-west circulation. Therefore east-west mid-block passages are recommended to provide better circulation and access to businesses. Such passages might be open at all times or only during business hours. The *University District Supplemental Design Guideline PL1.2: Shared Alleys and Mid-Bock Pedestrian Connections* calls for providing mid-block pedestrian routes on long blocks and



Figure 43. Alley between 15th Street and the Ave looking south.



Figure 42. A mid-winter party held in the alley between 15th Avenue NE and the Ave.

activated alleys, shared by vehicles and pedestrians.

OBJECTIVES

- Better utilize alleys for circulation and other activities as well as solid waste removal and service delivery. This should be accomplished by requiring new development to locate service areas for solid waste and deliveries within the building shell and to provide "eyes on the alley" by including windows facing the alley and, where feasible, adding building entries from alleys and making use of alley spaces for outdoor dining and other activities.
- Improve the cleanliness and attractiveness of alleys.
- Provide better east-west pedestrian circulation through mid-block passages through new development.

ACTIONS

- Continue to implement the District's Alley Activation program.
- Implement the design guidelines for alleys that call for internal waste storage and upper level windows for "passive surveillance" that make alley activities more visible.
- Continue to assertively implement design guidelines/ requirements for new development to provide mid-block connections and improved alleys.
- Continue to explore ways for businesses to use the alleys more effectively.

Vehicular Circulation Near University Bridge and NE 40th Street Split



Figure 44. The complex street pattern where 11th Avenue NE and Roosevelt Way NE split near NE Campus Parkway.

In February 2018 SDOT completed a study of safety issues related to the University Bridge. Thirty-four crashes involving a pedestrian or bicyclist occurred between January 2004 and August 2017. Since 24 of these accidents occurred near Fuhrman Avenue E at the south end of the bridge, the study and recommendations focused on that intersection. However, that still leaves 10 collisions at the north end of the bridge. This safety issue, compounded with the general difficulty of local traffic patterns warrants further study, especially since Roosevelt Way NE and 11th Avenue NE are important bicycle and pedestrian routes. Although circulation near the University Bridge and to the east was a common concern among community participants, this plan did not include the resources to adequately address the issue. A thorough analysis with recommendations for

improvement is an important recommended action.

OBJECTIVE

- Facilitate movement of all travel modes in this area which includes several complex intersections.

ACTION

- Initiate a transportation planning study for this area.

Farmers Market and Promenade on the Ave to Cowen Park

North of 50th Avenue NE, the Ave's right-of-way widens to 80', offering possibilities for its enhancement into a more vital and attractive pedestrian connection. Currently, the extra width is used for angle parking, but as the community grows, an attractive connection to open space may be more desirable.



Figure 45. U District Farmers Market.

OBJECTIVES

- Make better use of the 80' wide right-of-way on University Way NE, as opposed to the 60' right-of-way south of NE 50th Street.
- Connect the Ave's pedestrian environment to Cowen Park.
- Support the Farmers Market.

ACTION

- Initiate a community-led study to identify a preferred concept for this stretch of University Way NE.



Figure 46. Cowen Park and University Way NE connection.

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Summary of Recommendations

The U District Station Area Mobility Plan will identify the community's vision, goals, and preferences regarding mobility improvements that will occur in the near- and long-term future. The plan describes a holistic, comprehensive circulation vision for the District with a rational and flexible strategy for achieving the community's goals. This adaptive management approach will enable community stakeholders to continue to work collaboratively with the City and transit agencies as the U District and its supporting infrastructure change dramatically over time.

The recommendations from this study are summarized in the following chart with some indication of recommended participants, actions, and estimated time frame for key actions. The term "community" refers to all those who work, live, and enjoy the U District. The recommendations are not in a priority order but are classified in terms of phasing and objectives.

Conditions in the U District will change dramatically with projected growth, travel patterns, and transportation improvements, including self-driving vehicles, reliance on rideshare, etc. Additionally, transportation and development decisions will be made over time by different agencies, institutions, and entities. Therefore, flexibility will be required as the recommended improvements are implemented over time.

PHASE	TOPIC	ACTION	PARTICIPANTS	
			LEAD	OTHER
PHASE 1 - BEFORE 2021	GENERAL TRANSPORTATION	1. Prepare a U District Shared Mobility Hub Plan that builds on this plan, analyzes key intersections, informs the Metro Transit route planning (to be initiated in 2019), provides the necessary information for street design, includes a parking strategy, provides for pedestrian needs, incorporates bicycle facilities' objectives, and identifies measures to provide access to the station and key activities (e.g.: small businesses, the UW, the University Bookstore, etc.).	Seattle Department of Transportation (SDOT)	Community, Metro
	TRANSIT	2. Begin Metro bus route planning (2019). Address community concerns including diesel bus impacts to the Ave, congestion at key intersections, adequate street pavements for buses where needed, impacts of bus layovers, options to layover buses at other station areas, service expansion, transfers, and options for buses on Brooklyn Ave NE.	Metro	SDOT, Community
		3. Explore opportunities to increase speed and reliability on an east-west transit route through RapidRide planning process.	Metro	SDOT, Community
	STREET IMPROVEMENTS	4. Design and construct NE 43rd Street from Brooklyn Avenue to 15th Avenue NE improvements to support future pedestrian volumes. If necessary, accommodate transit routing as a temporary measure. Congestion may make this route problematic and a pedestrian orientation is preferred. Work with adjacent property owners (especially the University Bookstore) to ensure access and integrate development with the streetscape. Construct a bike lane west of Brooklyn Avenue NE.	SDOT	Community, Businesses
		5. Construct a protected bike lane on 11th Avenue NE as part of Roosevelt RapidRide. Construct or paint east-west bike connections when there are opportunities.	SDOT	Community, Businesses
		6. Before station opening improve pedestrian crossings of NE 45th Street within the study area, especially at Brooklyn Ave. Ensure signal timing prioritizes pedestrian crossing.	SDOT	Community
		7. Establish standards for design and construction of right-of-way improvements on Brooklyn Avenue NE to be implemented as part of private or institutional development. Begin first phase of public and private construction. (See #20.)	Office of Planning and Community Development (OPCD)	Property owners, SDOT, Community

PHASE	TOPIC	ACTION	PARTICIPANTS	
			LEAD	OTHER
PHASE 1 - BEFORE 2021	COMMUNITY DEVELOPMENT	8. Begin a comprehensive parking management strategy to identify means to ensure that there will be adequate on-street and off-street short-term parking for businesses and those who require vehicles for access (e.g.: people with limited mobility).	Community, Businesses	SDOT
		9. Maintain and strengthen homelessness and street dependency social service programs to ensure that compassionate activities are provided.	Seattle Department of Social and Health Services (DSHS)	Churches, NGOs, Community
		10. Continue to support and provide resources to a public realm maintenance and management program to keep pedestrian areas safe and attractive.	SDOT, Community	Businesses, Seattle Parks Foundation
		11. Use the U District as one of the pilot areas for upcoming SDOT wayfinding plan.	SDOT	Community
		12. Use the U District as one of the pilot areas for upcoming SDOT wayfinding plan. (Community businesses for the alley activation and SDOT, Office of Planning and Community Development, and Seattle Department of Construction and Inspections for the development provisions.)	Businesses, Community	SDOT, SDCI
		13. Begin collaborative planning of private development between NE 45th Street, 15th Avenue NE, NE 42nd Street, and Brooklyn Avenue NE to improve circulation, infrastructure, services, and development opportunities. Consider collaborative access and parking, alley reconfiguration, east-west pass-throughs, etc. (Note: recent development in Pike/Pine provides a model.)	Property owners	OPCD, Community
		14. Monitor and address impacts to businesses from transportation changes. (Ongoing throughout all phases.)	SDOT	Businesses, Community

PHASE	TOPIC	ACTION	PARTICIPANTS	
			LEAD	OTHER
PHASE 2 - 2021-2028	TRANSIT	15. Operate buses on the Ave with battery power only or remove from this street.	Metro	
		16. Implement RapidRide transit and pedestrian improvements on NE 45th Street.	Metro	SDOT
	STREET IMPROVEMENTS	17. Construct first phase of the Ave improvements between NE 42nd Street and NE 45th Street.	Community, Businesses	SDOT
		18. Improve pedestrian and bicycle crossing of I-5 with east-west bike routes on NE 45th Street.	SDOT	
		19. Plan and construct pedestrian improvements to the Ave north of NE 50th Street to Cowen Park.	Community, SDOT	Farmers Market
		20. Permit and construct improvements to Brooklyn Avenue NE as part of new private or institutional development. Ensure consistency with the objectives of this plan and that the street will accommodate the potential for buses as well as providing a high-quality streetscape. (See #6.)	Property owners	OPCD, SDOT
		21. Monitor congestion and mobility problems and adjust as necessary.	SDOT	
	OTHER	22. Conduct planning process for future mid-week Farmers Market.	Community	OPCD
PHASE 3 - 2028+	STREET IMPROVEMENTS	23. Remove buses and private vehicles from the Ave and complete substantial pedestrian improvements between NE 45th Street and NE 42nd Street.	Metro, Community, SDOT	Businesses
		24. Route buses onto Brooklyn Avenue NE to improve transit reliability, transfers, and pedestrian movement on NE 43rd Street and/or University Way.	Metro	
		25. Complete Brooklyn Avenue Green Street improvements with northbound protected bike lane south of NE 43rd Street and north of new 45th Street, extensive landscaping, and compatibility with buses.	SDOT	Property owners

Appendices

Appendix A. Existing Conditions & Alternative Scenarios

Appendix B. Results From Public Engagement Activities

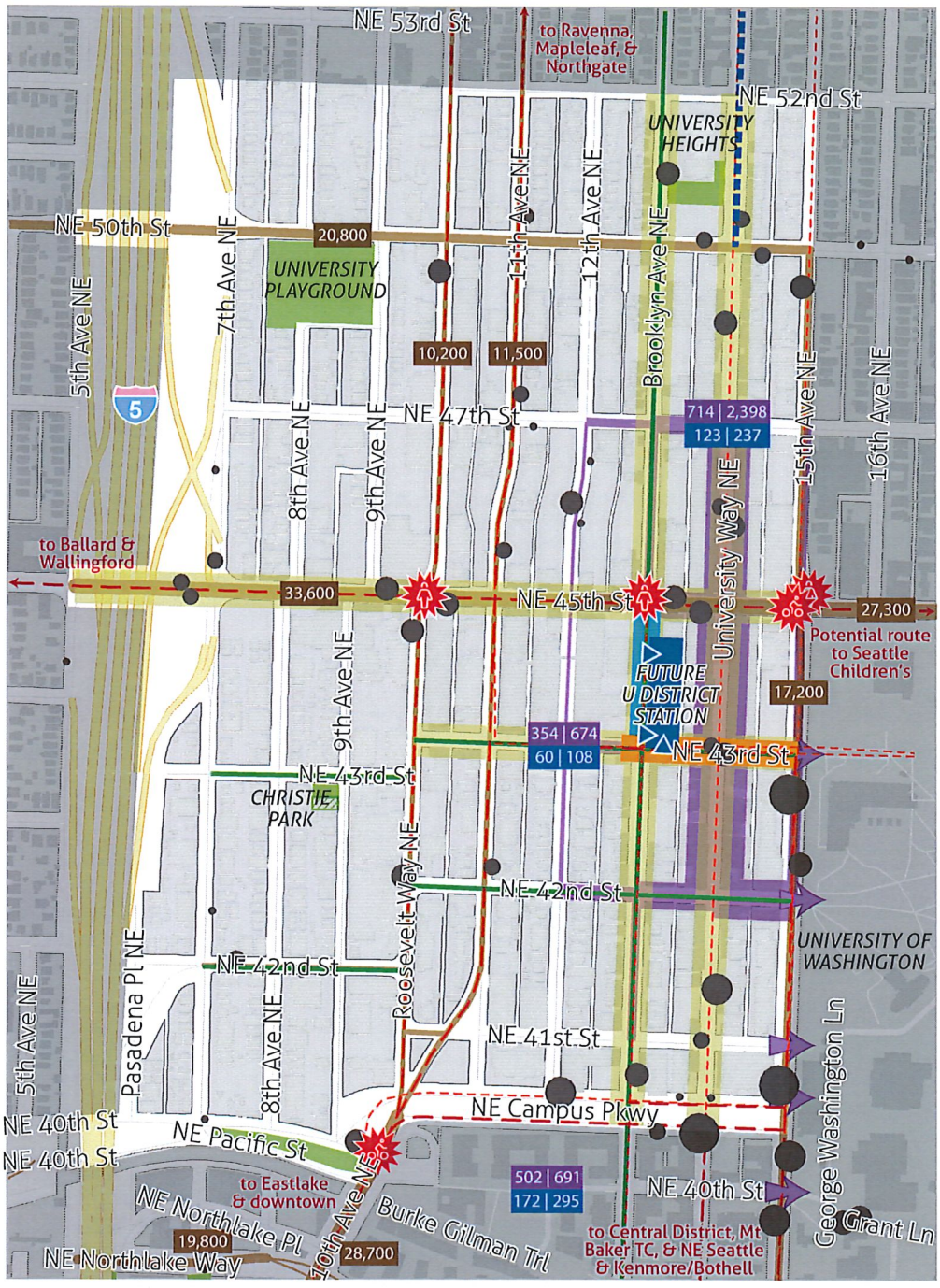
Appendix C. Formal Comments Received on the Draft Recommendations

Appendices in the Addendum:

Appendix D. U District Mobility Report

Appendix A. Existing Conditions & Alternative Scenarios

EXISTING CONDITIONS



SAFETY ISSUES

Bicycle and Pedestrian Safety Analysis challenging intersections (top 20 in Seattle)

- Pedestrian
- Bicycle

HIGH VOLUME AREAS

Daily Bus Boardings

- 0 - 68
- 69 - 239
- 240 - 564
- 565 - 1,167
- 1,168 - 1,876

Pedestrian Volumes

- Width indicates relative # of pedestrians in a day. Counts only taken on some streets. (UW Student Project circa 2012)
- Major pedestrian entries into campus
- # | # AM | PM peak count. Showing maximum count available from 2009-2012. (WA State Bicycle & Pedestrian Documentation Project, 2012)

Bicycle Volumes

- # | # AM | PM peak count. Showing maximum count available from 2009-2012. (WA State Bicycle & Pedestrian Documentation Project, 2012)

Vehicular Volumes

- Major arterials. All but 15th Ave NE are freight routes. Width indicates relative volume.
- # Average annual weekday vehicular traffic 2016 volumes (SDOT, 2016 Seattle Traffic Flow Map)

MAJOR PLANS & PROJECTS

Transit

- Future U District Station
- Future station entrances

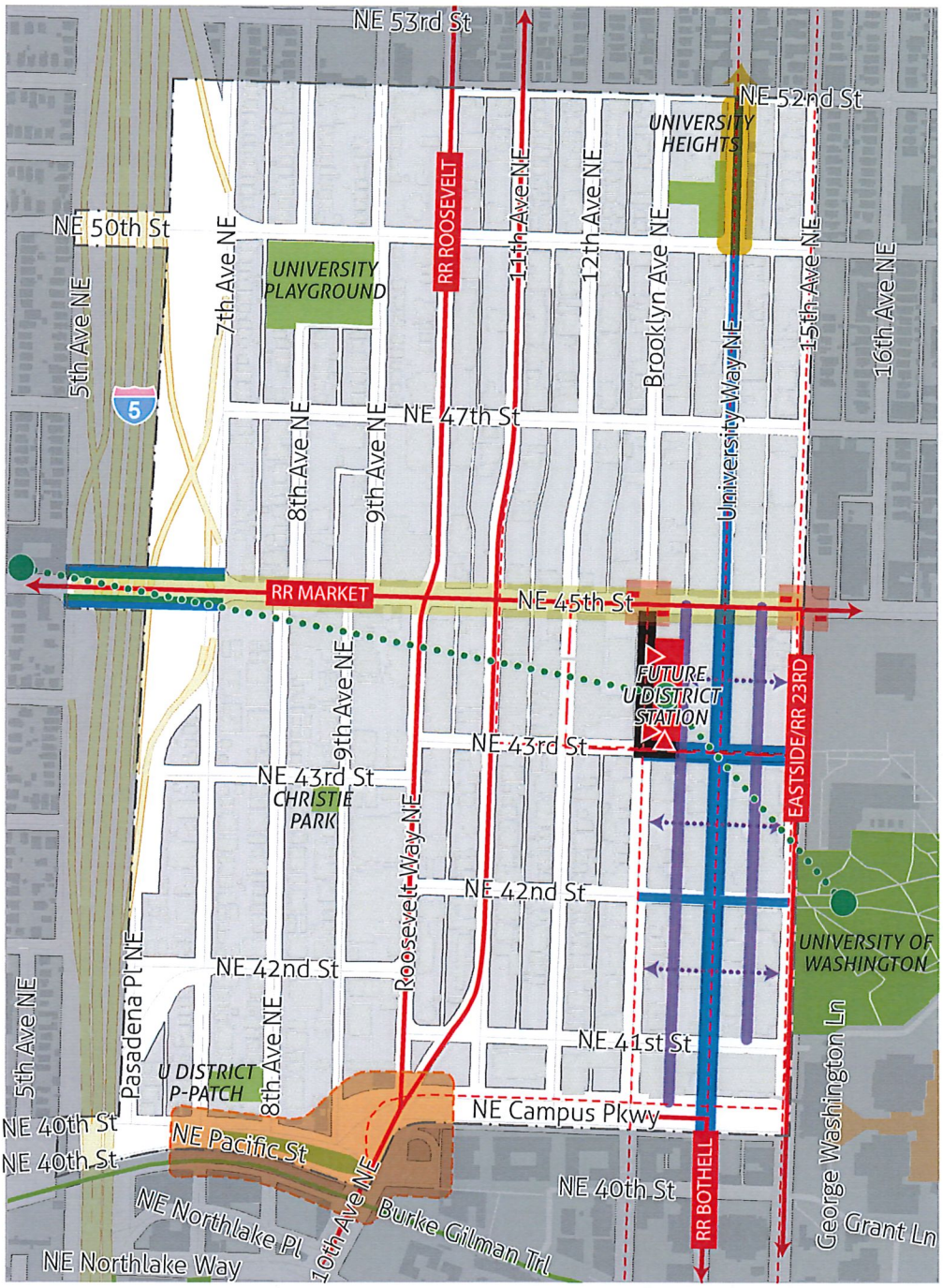
Streets and Parks

- NE 43rd St Rebuild
- Brooklyn Ave NE Rebuild
- Green Street Concepts

MOBILITY STUDY

- Key streets

ASSUMPTIONS AND COMMON ELEMENTS



Pedestrian volumes assumptions

- Very high pedestrian volumes
- High pedestrian volumes

Transit assumptions

- "Fixed" route
- "Fixed" route option for more direct transfer
- "Flexible" route; direct transfer desired. These routings are explored in the scenarios and influence designs of:
  - NE 43rd St,
  - The Ave, and
  - Brooklyn Ave NE.
- Fully designed and permitted Brooklyn Green Street (as designed does not accommodate buses) and NE 43rd St at station to be built in 2019. Any changes require funding and will have additional construction impacts.

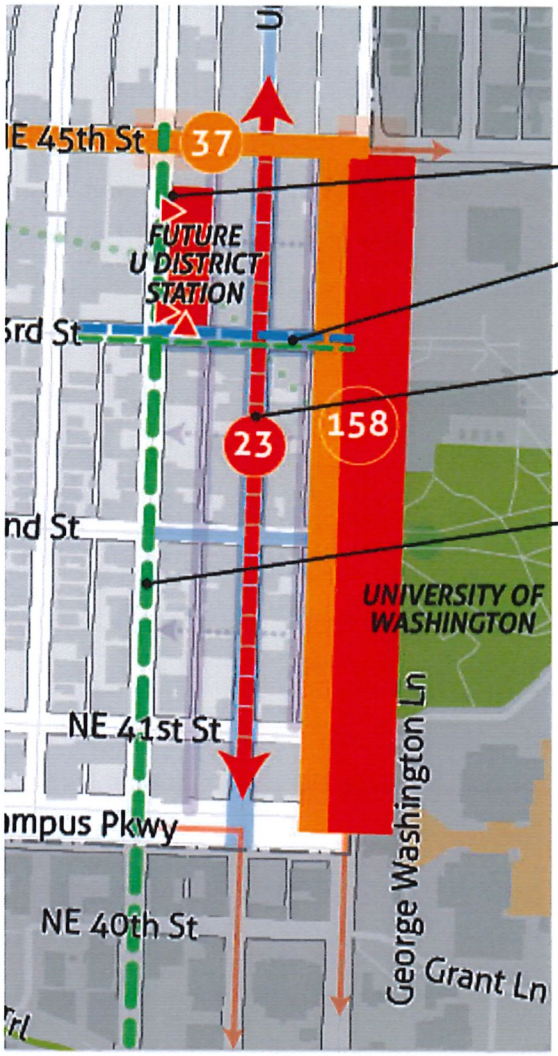
Other proposals

- Activate and utilize alleys
- Through-block passages with redevelopment
- NE 45th St traffic flow options
- Safe and comfortable intersection crossings for transfers
- Safe and comfortable I-5 crossing for pedestrian/bike
- East-west bike route connecting west of I-5, station, and UW campus
- Improve vehicular circulation
- Farmers Market and promenade to Cowen Park

* *"Fixed" is used loosely to indicate routes that do not need a direct transfer at the station or already have one on NE 45th St. Metro and SDOT are in various planning stages, with much to be determined in 2019.*

** *"Flexible" routes benefit greatly from having a direct transfer at the station and are shifted into various*

SCENARIO 1:
Brooklyn Green Street (Buses on The Ave)



MAJOR SCENARIO FEATURES

- Drop-off/pick-up included in Brooklyn Green Street design
- NE 43rd St improved for people walking and biking
- Buses and autos on the Ave similar to current conditions
- **Brooklyn Green Street design for bicycle facilities unaffected**

BUS

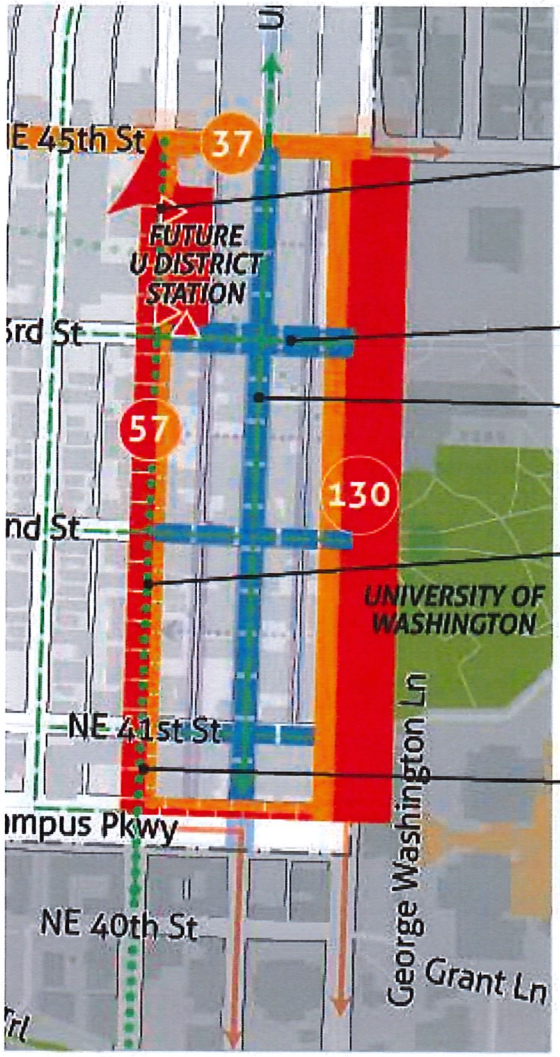
Potential future conditions

- Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
- "Fixed" route*–diesel
- "Fixed" route*–trolley (overhead wire)
- "Flexible" route**–diesel
- "Flexible" route**–trolley

PEDESTRIAN/BICYCLE

- Pedestrian improvements
- Bicycle improvements

SCENARIO 2:
The Ave for Pedestrians (Buses on Brooklyn)



MAJOR SCENARIO FEATURES

- Any changes to design of Brooklyn Ave NE would need funding and cause additional construction impacts
- **Pedestrian/bicycle mall**
- **Options for improving the Ave for people walking and biking**
- "Flexible" buses, including route 31/32/75 in this scenario, use Brooklyn Ave NE to gain a direct transfer at the station
- Green street, but less focused on biking

BUS

Potential future conditions

- Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
- "Fixed" route*–diesel
- "Fixed" route*–trolley (overhead wire)
- "Flexible" route**–diesel
- "Flexible" route**–trolley

PEDESTRIAN/BICYCLE

- Pedestrian improvements
- Bicycle improvements

SCENARIO 3:
Transit Street (Buses on The Ave/43rd/12th)



MAJOR SCENARIO FEATURES

Transit/pedestrian/bicycle street with direct transfers at station

The north and west-bound RapidRide Market (44), RapidRide 23rd (48), and 49 buses, plus the "flexible" routes on 15th (43, 70), turn westbound onto NE 43rd St for a direct transfer.

Options for the Ave buses:
- Remain on the Ave
- Shift to 15th Ave NE
- Go west on 43rd from either the Ave or 15th to get direct transfer at station (and may require the transit mall to accommodate two-way bus traffic)

Brooklyn Green Street remains unaffected

BUS

Potential future conditions

- Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
- "Fixed" route*–diesel
- "Fixed" route*–trolley (overhead wire)
- "Flexible" route**–diesel
- "Flexible" route**–trolley

PEDESTRIAN/BICYCLE

- Pedestrian improvements
- Bicycle improvements

Appendix B. **Results From Public Engagement Activities**

Event Name	Date	Groups Reached	Participants (estimated)	Methods	Outcomes
Walking Tour	9/7/17	- General public - Working Group - Transit agencies - Elected leaders: - - Rob Johnson - - Mike O'Brien - - Larry Gossett aide - Local Media	40+	Neighborhood walking tour of key sites in the core U District where station area mobility is a concern. Methods: narrative from several speakers, questions & answers, 12-page tour handout.	Familiarity with neighborhood concerns, announcement of the project, introduction to the Working Group.
U District BIA	1/18/18	- Business Improvement Association - Coalition partner - Local businesses	35+	Presentation to the BIA with project details, status of grant application. Methods: presentation, questions & answers, handout.	Update funding partner on status of project, garner support, and invite participation.
Northeast District Council	2/1/18	- Community group - Adjacent neighborhoods	15+	Presentation to regional district councils about the project and invite to participate. Methods: slide presentation, project handout, narrative, questions & answers.	Update regional neighborhoods on status of project, garner support, and invite participation.
U District Small Businesses & Nonprofits	2/12/18	- Local businesses	10+	Presentation to local business association's steering committee about the project and invite to participate. Methods: slide presentation, project handout, narrative, questions & answers.	Update key small businesses on status of project, garner support, and invite participation.
Online Survey 1	2/14/18 - 4/10/18	- General Public	311	25-question online survey to ask how participants get around the U District currently and their plans in the future. Methods: online survey with 25 questions.	Baseline data on how participants move around the district and how they would expect to in the future: - Strong support for direct transfers from buses to station - Pedestrian safety and comfort - Buffering between cyclists and cars
U District Community Council	2/14/18	- Community group - Coalition partner	13+	Presentation to local community council about the project and invite to participate. Methods: slide presentation, project handout, narrative, questions & answers.	Update key community council on status of project, garner support, and invite participation.
Strategy Group Meeting	2/16/18	- Strategy Group	18+	Presentation of draft outreach plan and survey for feedback. Methods: agenda, draft plan and survey, timeline, questions & answers.	Received feedback and answered questions regarding draft outreach plan and online survey from Strategy Group members.
U District Partnership Board Meeting	2/20/18	- Coalition partner	24+	Presentation to local program manager board about the project and invite to participate. Methods: slide presentation, project handout, narrative, questions & answers.	Update community group of property owners on status of project, garner support, and invite participation.

Event Name	Date	Groups Reached	Participants (estimated)	Methods	Outcomes
Community Workshop 1	3/7/18	- General Public - Strategy Group - UW Students	35+	Community workshop with preliminary informal sharing of information and a mapping exercise, followed by a presentation, large-group brainstorming, small-group mapping exercise and report out. Methods: mapping, question boards, slide presentation, group brainstorming, small group table exercise, and report out.	- Walking, transit, biking are priority; - Quick and easy transfers, quality walking environment, separated bikeways; - Good design needed for seniors, disabled;
UW Real Estate & Capital Planning & Development	3/13/18	- Coalition partner - Institutional leaders	15+	Meeting to discuss progress on community outreach and developing plan priorities. Methods: Questions and answers, feedback.	Feedback from UW on developing plan and community priorities.
Strategy Group Meeting	3/26/18	- Strategy Group	19+	Review of workshop 1 and survey 1 results, presentation of status of project. Methods: presentation, agenda, handouts, brainstorming, questions and answers.	Update on transit agency timelines, suggestions for improved outreach, feedback on workshop and survey 1.
U District Small Businesses & Nonprofits	3/27/18	- Local businesses	8+	Presentation to local small business association steering committee about the status of the project and an invitation to participate. Methods: Presentation, questions & answers, handout. Also a presentation by U District Let's Go.	Update key small businesses on status of project, garner support, and invite participation.
Ravenna-Bryant Community Council Annual Meeting	4/2/18	- Community group - Adjacent neighborhoods	75+	Table to update citizens on status of project with maps and handouts. Methods: poster, maps, handouts, questions & answers.	Familiarize adjacent neighbors with the project and invite to participate.
Community Workshop 2	4/3/18	- General public - Strategy Group - UW Students - Local Media	70+	Community workshop with update on project and call for feedback with priority setting. Methods: open house to answer questions, slide presentation, small group discussions, report out, handouts, maps.	- Strong support for pedestrianized Ave - Attractive public realm - Pedestrian-friendly NE 43rd Street - Direct transfers between buses and station - Brooklyn green street received 1 vote
Presentation at Pedestrian Travel, Land Use and Urban Form (UW Course)	4/4/18	- UW students	22+	Presentation to college course focused on pedestrian mobility. Methods: presentation, handouts, questions and answers.	Familiarity with project among students and invitation to participate in the process.
Meeting with Councilmembers Johnson & O'Brien	4/10/18	- Elected leaders	11+	Presentation of project status and introduction to three scenarios, summary of community feedback and requests for support. Methods: presentation, questions & answers, brainstorming.	Networking suggestions for success of project, next steps, request for support of project for implementation.

Event Name	Date	Groups Reached	Participants (estimated)	Methods	Outcomes
Online Survey 2	4/10/18 - 5/30/18	- General public	308	Multi-question online survey to ask for feedback on proposed scenarios, community priorities, and street preferences. Methods: online survey with several questions.	- Strong support for Scenario 2 - pedestrianized Ave - Efficient & reliable bus routing - Direct bus to station transfers - Attractive and safe public realm - Pedestrian-friendly NE 43rd Street
University Park Community Club	4/18/18	- Community group - Adjacent neighborhoods	20+	Presentation to neighborhood community group about the project. Methods: slide presentation, questions & answers, and brainstorming.	Familiarization with the project and invitation to participate.
The Doorway Project Pop-Up Café	4/22/18	- General public - Homeless youth	50-200	Table to update citizens on status of project. Methods: questions & answers.	Familiarity with the project.
Transit Advisory Board	4/25/18	Official City-sponsored Advisory Board	20-40	Methods: presentation to group with handouts, questions & answers.	- Generally supportive of plan; - Prefer transit mall on the Ave
U District Property and Small Business Owners – meeting 1	5/2/18	- Local businesses	5-10	Presentation on status of project and request for feedback on major concerns and ideas. Methods: narrative, questions & answers.	- Street civility chief concern; - Short-term parking a major concern
U District Property and Small Business Owners – meeting 2	5/3/18	- Local businesses	10+	Presentation on status of project and request for feedback on major concerns and ideas. Methods: narrative, questions & answers.	- Street civility chief concern; - Short-term parking a major concern
UW Real Estate & Capital Planning & Development	5/3/18	- Coalition partner - Institutional leaders	8+	Status update on project. Methods: presentation, questions & answers, invitation to participate.	- Generally supportive of long-term vision for the Ave, 43rd; - Priority on great transit service to UW
Design Charrette	5/8/18	- City staff - Transit agencies - Strategy Group - Elected leaders: - - Rob Johnson - - Larry Gossett aide	50+	Stakeholder design charrette (focused working session). Methods: presentation, charrette (small groups), brainstorming, prioritization of next steps.	Familiarization with project, coordinated strategy concepts and networking, brainstorming ideas and feasibility concerns.
Pedestrian Advisory Board	5/9/18	Official City-sponsored Advisory Board	20-40	Methods: presentation to group with handouts, questions & answers.	- Generally supportive of plan
U District Streetfair Booth	5/19/18 & 5/20/18	- General public - Coalition partners	1,700+	Presentation to community members and general public at annual U District Streetfair over two days. Methods: two voting exercises to prioritize community goals and evaluate and select preferred mobility scenario, questions & answers, invitation to final community workshop. Multi-language support.	Overwhelming support for scenario 2, to pedestrianize the Ave and NE 43rd Street. Familiarization with the project by citizens at Streetfair. Encouragement to attend the final community workshop.
Transit Talks event with TCC	5/24	- General public - Coalition partners			

Event Name	Date	Groups Reached	Participants (estimated)	Methods	Outcomes
Community Workshop 3	5/30/18	- General public - Strategy Group - UW students - Media	85+	Community workshop with update on project and call for feedback with priority setting. Methods: open house to answer questions, slide presentation, small group discussions, report out, handouts, maps.	- Support for long term vision; - Featured a presentation of new Ave pedestrian count research by Dr. Berney's class
Online Survey 3	6/20/18 - 7/31/18	- General public	263	Multi-question online survey to ask for feedback on proposed scenarios, community priorities, and street preferences. Methods: online survey with several questions.	- Support for long term vision and implementation steps.; - Concern about accessibility and bike routing
Meeting with Councilmember Staff	8/16/18	- Elected leaders: - - Rob Johnson aide (Amy Gore) - - Lisa Herbold Aide (Newell Aldrich)	9+	Status update on project and leading community priorities. Methods: Presentation, questions & answers.	- Legislative Aides offered advice for rollout strategy - discussion of legislative and political processes that will have a role in implementation
Meeting with Mayor's Office	8/17/18	- Elected leaders: - - Mayor Durkan aide (Ahmed Durrat)	9+	Status update on project and leading community priorities. Methods: Presentation, questions & answers.	- Recommendations for follow-up strategies to speed implementation - Recommendations for funding programs and planning initiatives to pursue - Overall positive reaction to plan; many of the plan implementation steps can be funded with existing programs/projects if there is good coordination
U District Small Businesses & Nonprofits	8/29/18	- Local businesses	8+	Presentation on status update of project and pending release of final plan. Methods: narrative, questions & answers.	Update key small businesses on status of project, acknowledge their participation and support, announce pending release of plan.
U District Partnership Staff	9/6/18	- Coalition partner	8+	Presentation on status update of project, feedback on suggested revisions to draft plan, invitation to collaborate. Methods: narrative, questions & answers, brainstorming.	Specific requests for revisions to draft plan, exploration of future collaboration on project.

Appendix C. **Formal Comments Received on the Draft Recommendations**

Seattle Department of Transportation

Transit Advisory Board

TAB Members:
Marci Carpenter
Jennifer Malley
Andrew Martin
Ron Posthuma
Alexandra Rouse
Carla Saulter
Michelle Tang
Erin Tighe
Katie Wilson

The Seattle Transit Advisory Board shall ***advise*** *the City Council, the Mayor, and all departments and offices of the City* ***on matters related to transit*** *and the possible and actual impact of actions by the City upon all forms of public transportation.*

The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to ***transit capital improvements, transit mobility, and transit operations*** *throughout the City...*

The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help ***ensure a functioning and coordinated transit system*** *throughout the City and region.*

The Board shall function as the ***public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1,*** *as described in Resolution 12 of the STBD...*

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

City Council Resolution 31572

Date: July 2, 2018

To: Rachel Miller

Subject: U District Station Area Mobility Plan

Thank you to the University District Mobility Group for attending the April 2018 Seattle Transit Advisory Board (TAB) meeting and presenting on their efforts to develop a vision for the future of the University District station area. We're very grateful to all the volunteer work you have put into developing visions for the future of the U-District after the opening of the Link light rail station at 43rd and Brooklyn Ave NE. We agree that this is an opportunity to re-think walking, biking, and transit in a very vibrant neighborhood. We hope that in the future, that this kind of deeply thoughtful and community-centric design process will be used for all Link stations and conducted during the station design process. Following the presentation, the board has the following comments on the common elements and individual scenarios in the plan.

Common Elements:

Overall, we are in broad agreement with the common elements presented in the vision for the U-District. We do have a specific concern that the current Sound Transit station area plan has bike lanes along Brooklyn Ave in front of the station on the same level with pedestrian sidewalks and not separated by any non-visual element. We believe this will put pedestrians with vision impairments in serious danger, and that mixing bicycle and pedestrian traffic like this is generally not a good idea. Perhaps, bollards or a small curb could help blind individuals locate the boundary of this lane and serve as a guideway separating out cyclists riding past the station from pedestrians entering and exiting.

We agree with the Mobility Plan that increasing sidewalk widths at and around the station to handle increased pedestrian volumes at and around the station and along University Ave beyond the current planned 10' to 12' widths is warranted. In addition, we encourage all agencies and groups involved to think about sidewalk capacity north of 45th St along Brooklyn as well as to the west of the station along 43rd to the 11th and Roosevelt couplet.

Station Area Scenarios & Transit:
We agree with the Mobility Plan that buses should drop passengers off near to Link station as well as to other destinations including the shops on the Ave and the UW campus. While we did bring up the possibility of moving all north-south local service onto 15th Ave, we feel this would put many riders too far from the Link station. However, directly serving the station by running buses on Brooklyn would put riders too far from the UW. In addition, this would require a major re-build of Brooklyn from the as-permitted design. Metro has already determined the current design unfriendly for transit and we do not want to delay opening the station to re-permit a design like in Scenario 2. We also generally believe transit lines should run with as few turns as possible and that both Scenario 2 and 3 would introduce more turns into the north-south routing as buses continuing north from the station and out of the U-district. We believe that University Ave is the best local transit pathway as it serves both Link and the UW well and avoids bends in routing.

We encourage the U-District Mobility Group to consider a modified Scenario 1 that turns The Ave into a transit and pedestrian mall similar to Granville Street in Vancouver, BC. This would allow the removal of parking from The Ave and create wider sidewalks. Further, turning 43rd (and perhaps 42nd St) into a pedestrian mall is also appealing and would provide plazas for cafes and street life. With peak bus traffic of 25-50 vehicles per hour, we believe that the Ave would be much more pedestrian friendly, and with the introduction of battery-electric buses at or before 2030 the noise and exhaust from buses would be not much more than that of current model light truck.

Sincerely,

Seattle Transit Advisory Board

King County
Department of Transportation
Metro Transit Division

Service Development

201 South Jackson Street

KSC-TR-0413

Seattle, WA 98104-3856

August 2nd, 2018

TO: U-District Mobility Group

FM: Metro Service Development

SUBJECT: U District Mobility - Executive Summary and Recommendations DRAFT

King County Metro (Metro) fixed route service and route facilities play a key role in the future of transportation in the U-District with the introduction of Link light rail at Brooklyn Ave NE and NE 43rd Street in 2021.

Metro appreciates the active role it played in the U-District Strategy group with representatives from the Route Facilities and Service Planning workgroups attending planning meetings, design charrettes, and community workshops. The dialogue and discussions in these meetings and workshops will contribute to future outreach for Metro projects in the U-District Link light rail station area.

Future projects within the U-District Station Area include the Northgate Link service restructure, Metro RapidRide speed and reliability improvements, and trolley bus infrastructure to connect adjacent trolley routes to the station and layover. In addition, Metro is coordinating with the Seattle Department of Transportation (SDOT) to redesign NE 43rd Street, improving the connection from the University of Washington Campus to the U-District station, and on intersection spot improvements to improve safety, and the speed and reliability of transit operations. Metro also has set a goal of having an all-electric bus fleet by 2040. How this goal would be achieved and implemented in the City of Seattle along routes travelling to and through the U-District is still in development.

Each of these projects has its own internal and external process for outreach, approval, design, and construction. As these projects are further defined, Metro will review existing city and agency plans and polices, to insure they are feasible and consistent with community feedback and goals. In addition, Metro will review the work of the U-District mobility group, the University of Washington and other U-District stakeholders to ensure all prior planning efforts in the area are considered.

Having an in-depth understanding of previous outreach and existing plans will help guide future outreach and ensure the full breadth of community input is incorporated in final design and implementation plans. Metro invites the U-District Mobility group to attend future public meetings on mobility planning in the area. We look forward to continuing to work and collaborate with the group on improving mobility in the U-District and providing seamless, safe, efficient and reliable service to/from Link light rail and other modes.

To: The U District Mobility Group

From: The U District Partnership Staff
Mark Crawford, Interim Executive Director
Chase Landrey, Community Engagement Coordinator

Date: August 6, 2018

Subject: Re: U District Mobility – Executive Summary and Recommendations DRAFT Comments

As a major funder of and participant in the U District Station Area Mobility planning effort, the U District Partnership staff appreciates the opportunity to provide comments on the draft Executive Summary and Summary of Recommendations for the U District Station Area Mobility Plan. These summaries reflect an exciting and dynamic set of opportunities for the further improvement of our neighborhood for the benefit of the entire community. We applaud the diligent hard work of the team of volunteers who led this initiative and carried the project from an idea, through community and stakeholder meetings, to the current draft report. With that said, we would like to draw your attention to a few recommendations for changes to the document before its final publishing.

First, we acknowledge the exemplary effort of the U District Mobility Group to invite members of the U District community to participate in the planning process and we strongly support the emphasis in the document to continue to include the community in both the further discussion and implementation of the recommendations within. However, we have major concerns with two aspects of how the community voice is represented in the document. The document both overstates the breadth of the community which participated during the planning process and the level of their support for several of the recommendations. In particular the wording of, "There was overwhelming public support for transforming University Way NE (the Ave) into a pedestrian street from NE 42nd Street to NE 45th Street in the long term" does not properly account for the dissenting opinions which have been expressed by U District community members against this proposal. We believe that this comment should be amended to say that there was, "strong support amongst the participants in the planning process for...". Similarly, the description in the first paragraph of the makeup of the U District Mobility Group leads the reader to believe that several U District small business owners were a part of the working group and that their recommendations could therefore be assumed to be representative of the entire small business community.

In the paragraph titled "Configure an efficient, flexible bus route network" we recommend that the fifth sentence, concerning the conditions to take into account during future bus transit planning, be expanded. It is vitally important that engagement also specifically mentions property owners and developers in this section, especially considering the multiple properties currently being developed on Brooklyn and the other streets surrounding the future light rail station. To not proactively engage this community could cause unnecessary barriers in the implementation of the community's preferred route changes and other street level improvements.

The paragraph titled, "Create a safe and attractive street environment" should make sure to mention that these plans must accommodate people of all abilities. This could also be expressed earlier in the document, if the authors believe it better fits there.

Point 8. The sentence should instead call for the creation of a comprehensive parking management strategy. This would include a study and lead to the implementation of findings and recommendations.

Point 9. More context is needed around this point and how it fits into the mobility plan. The connections may have been obvious to participants in the planning process but are probably not clear to a first time reader.

Point 10. The U District Partnership has established and currently runs a robust public realm maintenance and management program for the U District through its critically important Clean and Safe work. There is no need to initiate a new program, but a recommendation for community support to continue and expand the program would be welcomed.

Point 14. This should be written that businesses should be thoroughly engaged and aggressively recruited to expand their involvement in future planning around transportations changes that are likely to impact them.

Point 18. This point needs to be more specific. Is this sentence implying support for an additional bike and pedestrian bridge over I-5 or improvements to the current infrastructure at 45th?

Point 22. This sentence should be expanded to recommend that the community, "Conduct planning process for future mid-week Farmers Market which will ensure adequate space and accommodations".

Point 23. While we observed strong support among participants in the planning process to prioritize pedestrian traffic and access to amenities on the Ave, we do not necessarily believe that this represented a direct support for the exclusion of buses and private vehicles.

The second paragraph of the Summary of Recommendations should include an explanation of the extent of the roles that the agencies and organizations in the Lead and Other Participant columns are expected to take and the reasoning for their selection. It is not clear whether these assignments are recommendations based upon the Mobility Group's view of which one is best situated to carry out the particular Actions or if they represent commitments by these groups.

We ask you to strongly consider our recommendations in the remainder of your editing process. We look forward to the release of the final version of the Mobility Plan and when it is available, we plan to send it to the appropriate U District Partnership board committee for them to comment upon as necessary.

To: The U District Mobility Group
From: Seattle Neighborhood Greenways
Date: August 3, 2018
Subject: Re: U District Mobility – Executive Summary and Recommendations DRAFT Comments

Hello,

Big moves: We urge the consultants to capitalize on of people's willingness to re-envision how they get around and interact with the University District just after the light rail station opens. To that end, we believe we should do as much as possible to bring about the final vision of a pedestrian only Ave and 43rd with buses on Brooklyn as soon as possible after the station opens. Therefore, we recommend the report strike recommendations 14 and 17 from the "mid term" recommendations, and move 23 and 24 from the "long term" to the "mid term" section. Perhaps a more appropriate "long term" element would be final hardscape construction of the Ave and 43rd as pedestrian only streets (whereas earlier improvements could simply leave the existing curb and gutter in place while adding tables, benches, planters, etc).

The risk of not moving the pedestrianization elements earlier is very high. I was just talking to the mayor's office today and they were commenting how a five year old transportation plan was hopelessly out of date. Ten years from now most, if not all, of the community members, advocates, and elected leaders who helped craft this vision will have moved on. Now is the time to push for a bold implementation despite the hurdles that we face. There will always be hurdles, but we risk loosing momentum and missing the key window of opportunity of the rail station opening to change hearts and minds. Let's not miss this opportunity and have to wait another 50 years.

I-5 pedestrian/bike crossing improvement: Market rapid ride is set to open in 2022 but still in pre-concept. We should make sure the planning for this happens early enough that if there are possible smaller cost improvements to crossing I-5 that contribute to the rapid ride vision that we can go after funding to make those small quick changes happen.

Thank you,

-Gordon Padelford

(206) 963-8547
Executive Director
Seattle Neighborhood Greenways
Website - Twitter - Facebook