

# U District Station Area Mobility Plan

Presentation to the U District Community Council  
on February 14, 2018



## Desired Outcome:

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

## Planning for Growth and Change

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

# Current Conditions

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- Most people walk or take transit to the U District and UW.
- Pedestrian amenities and public open space are lacking.
- Transit suffers from speed & reliability issues and cumbersome transfers.
- Automobile traffic is concentrated on:
  - NE 45th Street
  - Roosevelt Way NE & 11th Avenue NE
  - 15th Avenue NE
- Many pedestrians and bicyclists do not feel safe near major arterials.

# Mode Splits

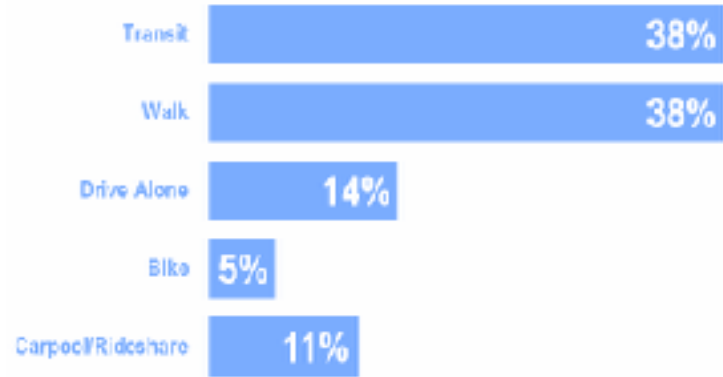
## University District

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

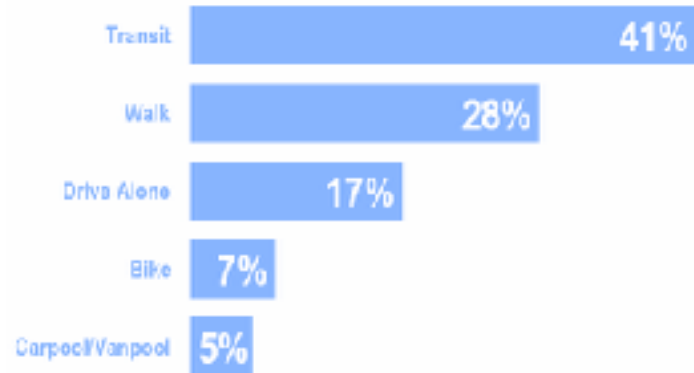
Only **14%** drive alone.

## University of Washington

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



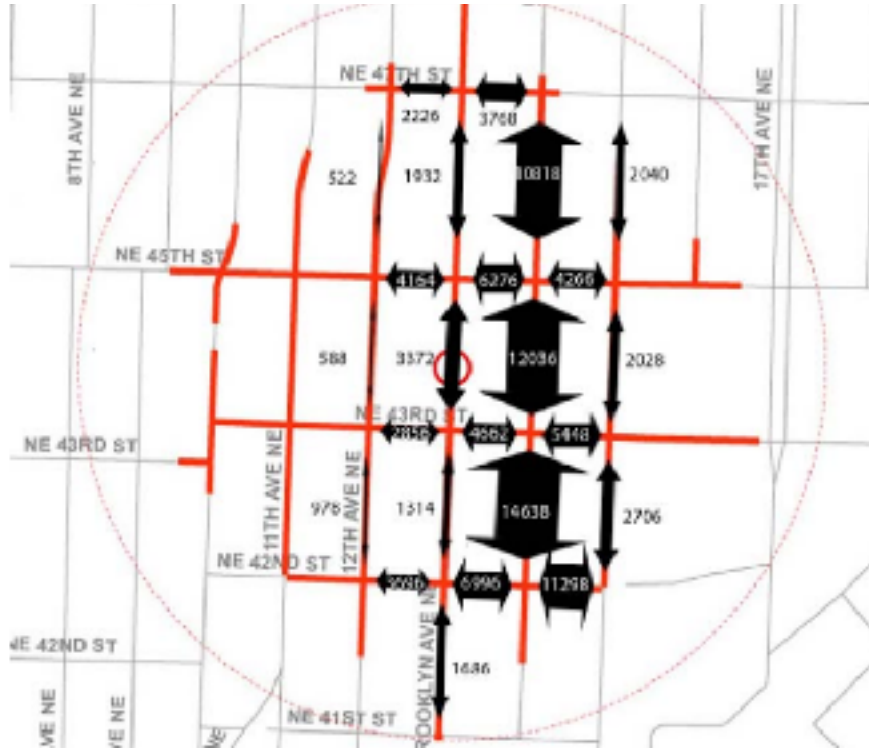
Source: University District Neighborhood Intercept Survey, January, 2017



Source: University of Washington 2016 Transportation Survey

# Where do people walk?

## One Day 8 am to 8 pm Pedestrian Counts



Busiest pedestrian corridors are:

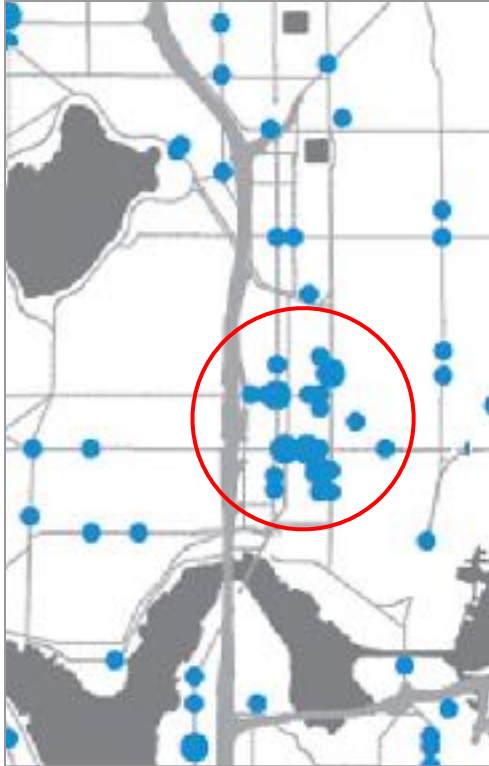
1. University Way NE
2. NE 42nd Street
3. NE 45th Street
4. NE 43rd Street

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

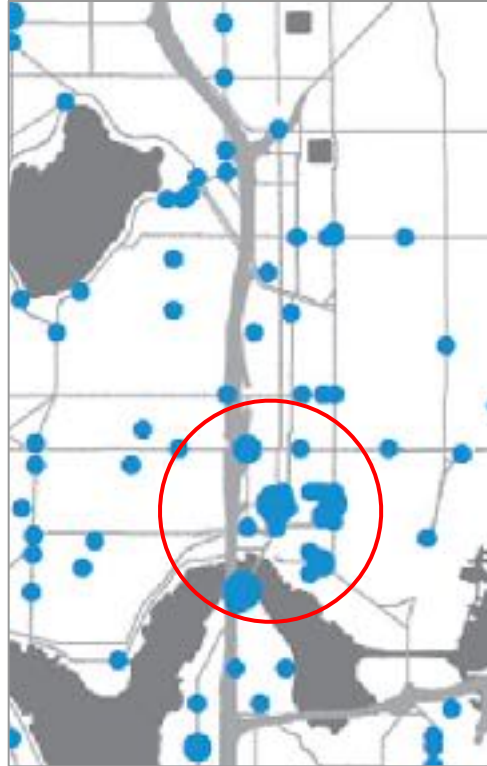
Brooklyn and 43rd will likely see the biggest increase compared to today.

# Safety

Pedestrian Collisions



Bike Collisions



## Concentration of Reported Collisions:

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

# Guiding Principles



## **Access, Safety, Livability**

- Safe, comfortable, reliable access to light rail & buses for all.
- Prioritize walking, biking, and transit near the station.
- Great network of movement through and throughout the U District for every mode.
- Transform right-of-way into active, public open space in the heart of the U District.
- Ensure bus routes have reliable access and convenient transfers.
- Accommodate people of all abilities.
- Maintain short-term car and truck access where most needed and at safe speeds.

# Vision Alternatives

# Primary Areas of Study

## Considerations:

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

# Interagency Coordination

# Community Stakeholders



Seattle Children's



University Park Community Club



U District Advocates



U District Community Council



U District Small Businesses



Seattle Neighborhood Greenways



U District Partnership



Transportation Choices Coalition



University of Washington

# City & Agency Stakeholders



King County  
Metro



Sound Transit



Washington  
Department  
of  
Transportation



commute  
seattle

Commute  
Seattle



Seattle City  
Council



Department  
of  
Transportation



Office of  
Planning and  
Community  
Development

# Community Outreach Plan

# Proposed Community Outreach Plan

## 1. Determine **Barriers** - *March 7th*

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

## 2. Identify **Opportunities** - *April 3rd*

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

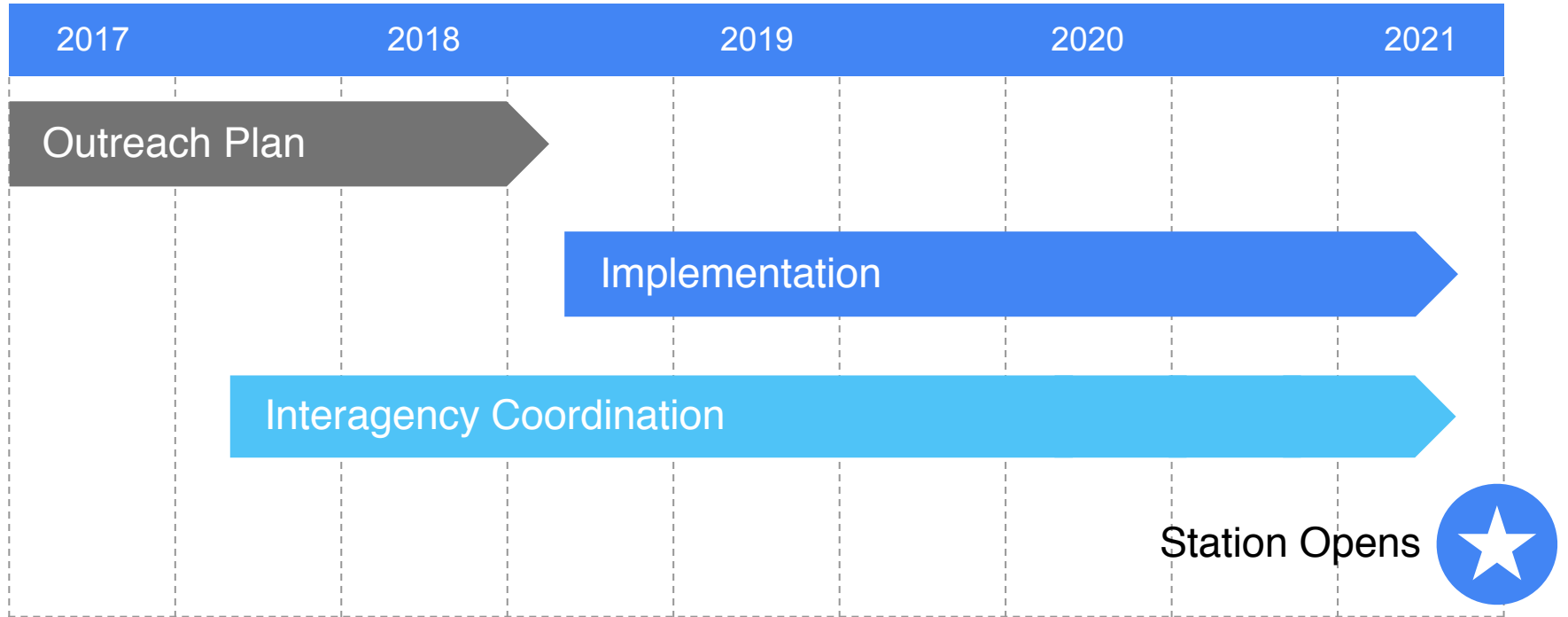
## 3. Make **Decisions** - *May 30th*

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



# Implementation Timeline

# Timeline



# Website



udistrictmobility.org

U DISTRICT MOBILITY

ABOUT PROJECTS EVENTS NEWS CONTACT

## How Do You Get Around?

**THE PROJECT**

### U District Station Area Mobility Plan

The U District Station Area Mobility Plan (SAMP) is a multi-modal mobility plan that considers how people will travel and how they will get around the station area. We need a community-driven plan that addresses the needs of all modes of public transit, bike, and the best walking. The project will engage the U District community through a mix of public meetings, community surveys, and other activities to gather input and recommendations that address access, safety, and livability around the future light rail station.

- Get desired outcomes: a holistic, multi-modal station area mobility plan for the U District

A series of three community meetings are planned during the first part of 2018 to collect community feedback, identify barriers and opportunities, and develop a list of potential solutions along with implementation strategies. The product of the first two meetings will be a vision plan released this summer. To get the most up-to-date information, visit [udistrictmobility.org](#).

Considerations:

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

Thank you.