**U DISTRICT
STATION AREA ACCESS STUDY**

Existing Challenges, High Volume Areas, and Major Plans

SAFETY ISSUES
Focus on pedestrians first
Analyse heavy intersections
Map LEI by block

HIGH VOLUME AREAS
Daily Bus Boardings
NE 41st St: 3,996
NE 40th St: 2,185
NE 43rd St: 1,687
LEI: 1876

Pedestrian Volumes
NE 41st St: 3,265 pedestrians in 8 hrs
NE 40th St: 2,575 pedestrians in 8 hrs
NE 43rd St: 2,060 pedestrians in 8 hrs

Potential future conditions
- Potential Future conditions
  - Potential Future conditions
  - Potential Future conditions

MAJOR SCENARIO FEATURES
- Scenario 1: Brooklyn Green Street (Buses on the Ave)
  - Potential future conditions
  - Potential future conditions
  - Potential future conditions

MAJOR SCENARIO FEATURES
- Scenario 2: Brooklyn Green Street (Buses on the Ave)
  - Potential future conditions
  - Potential future conditions
  - Potential future conditions

MAJOR SCENARIO FEATURES
- Scenario 3: Brooklyn Green Street (Buses on the Ave)
  - Potential future conditions
  - Potential future conditions
  - Potential future conditions

MOBILITY STUDY

Current Conditions
- Current Conditions
- Current Conditions
- Current Conditions

First Phase Actions
- First Phase Actions
- First Phase Actions
- First Phase Actions

Ultimate Pedestrianization
- Ultimate Pedestrianization
- Ultimate Pedestrianization
- Ultimate Pedestrianization

Overview
The U District light rail station will open in 2021 with a projected 24,000 daily riders, and the U District and the University of Washington (UW) populations are growing. Analyzing the need for a comprehensive study to evaluate U District transportation needs and identify various transportation options was the goal of a multi-sector planning effort led by the U District Station Area Mobility Group (UDSMG). This group consisted of community representatives and partners who were joined by the University of Washington Urban Design Group (UDG) and Metro staff. The UDSMG, led by the University of Washington’s Metropolitan Research Center, partnered with the University’s Center for Urban Pedestrian Research (CUPR) and the City of Seattle Department of Transportation (SDOT) to conduct the study. The study included public meetings and a comprehensive analysis of transportation needs in the U District for the U District Station Area Mobility Plan (U District Station Area Mobility Plan).

Innovation and Prioritizing People
The project was designed to engage the community and city agencies in an open and transparent way. The study process included community and city agency input, design development, and an emphasis on engaging people. The study also provided a framework for ongoing community engagement and planning for future station area planning, such as considerations for new pedestrian and bike networks. The study promoted people traveling by foot, bike, and transit and aimed to increase livability, public space, and small business challenges.

Empowering Community
The team's community engagement (with over 2,000 interactions) included robust action “open houses,” pop-up events at local businesses, diverse-served business visits, street fear walk with fun dye to “tags” on streets, pop-up stations, etc. Local institutions and community groups, community workshops with engaging and informative activities, presentations to Seattle city councils, and a joint agency community challenge. The team led a groundswell of support for specific pedestrian and transit improvements and a truly co-created plan.