U DISTRICT STATION AREA ACCESS STUDY

Overview

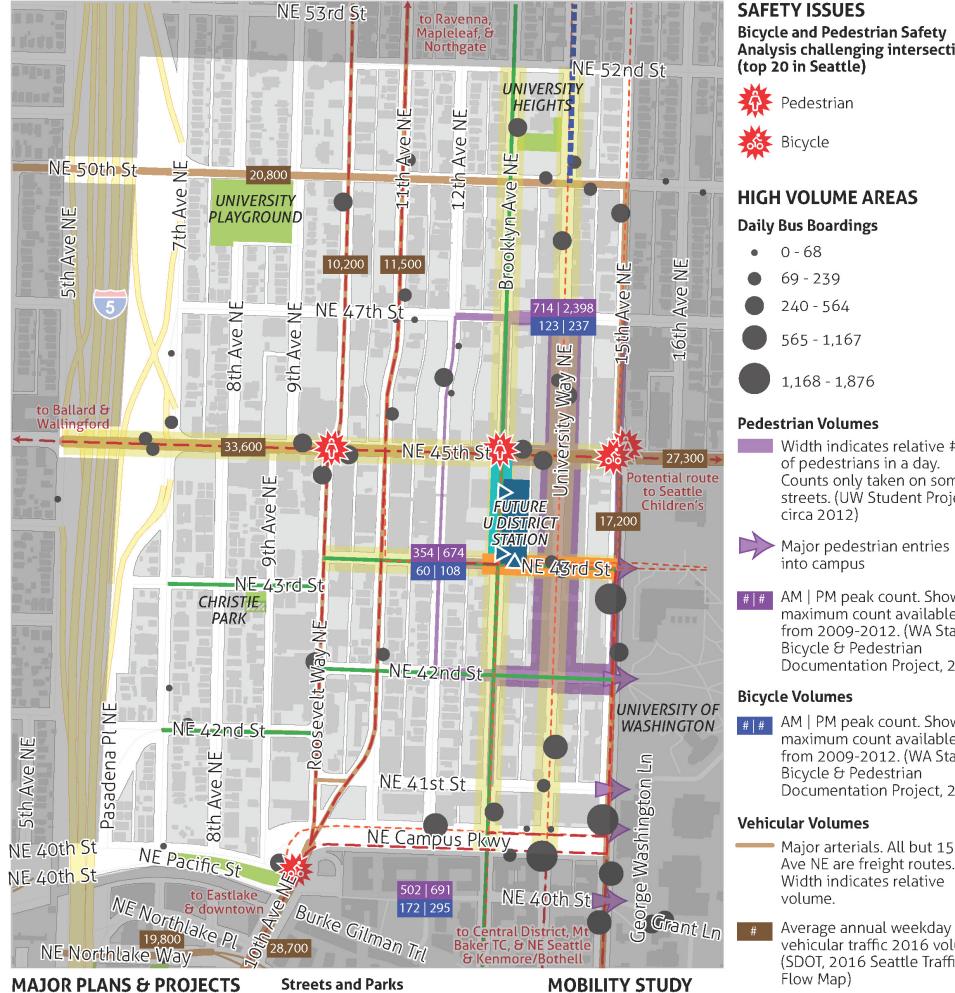
The U District light rail station will open in 2021 with a projected 24,000 daily riders, and the U District and the University of Washington's (UW's) populations are growing. Realizing the need for a comprehensive station area access and circulation plan, the U District Mobility Group—volunteer residents, small business owners, and institution representatives—initiated this study. Leveraging funds from several sources and a Seattle Department of Neighborhoods' Matching Fund grant, the group conducted extensive community engagement and prepared the plan to identify the U District community's vision, goals, and preferences regarding mobility improvements.

Innovation and Prioritizing People

This project was innovative in a few ways: 1) A group of volunteers—not a jurisdiction or agency—sought funding and initiated the study, and 2) Agencies with varying timelines and goals collaborated on joint solutions through an intensive series of strategy group meetings. These led to lessons on station area design that can be used in future station area planning, such as considerations for seamless transfers and swells of pedestrians. The study prioritizes people traveling by foot, bike, wheel, and transit and solves complex transit transfer, pedestrian volume, public space, and small business challenges.



Existing Challenges, High Volume Areas, and Major Plans



NE 43rd St Rebuild

Brooklyn Ave NE Rebuild

University/Cowen Repaving

Green Street Concepts

Christie Park Addition

Analysis challenging intersections (top 20 in Seattle) Pedestrian

Bicycle

HIGH VOLUME AREAS

- **Daily Bus Boardings** • 0-68
- **6**9 239 240 - 564
- 565 1,167

1,168 - 1,876

Width indicates relative # of pedestrians in a day. Counts only taken on some streets. (UW Student Project circa 2012)

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

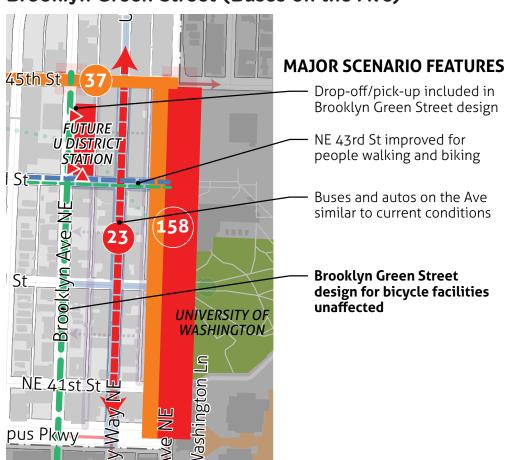
Flow Map)

Key streets

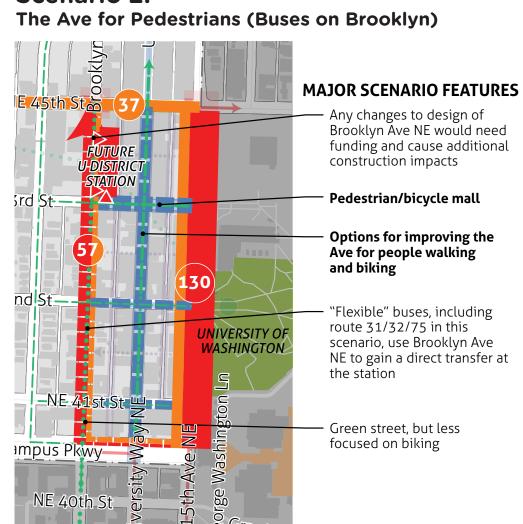
 Major arterials. All but 15th Ave NE are freight routes. Width indicates relative

Average annual weekday ehicular traffic 2016 volumes (SDOT, 2016 Seattle Traffic

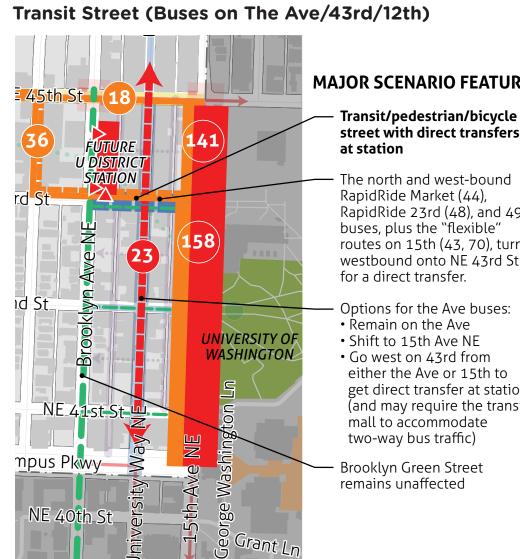
Scenario 1: Brooklyn Green Street (Buses on the Ave)



Scenario 2:



Scenario 3:

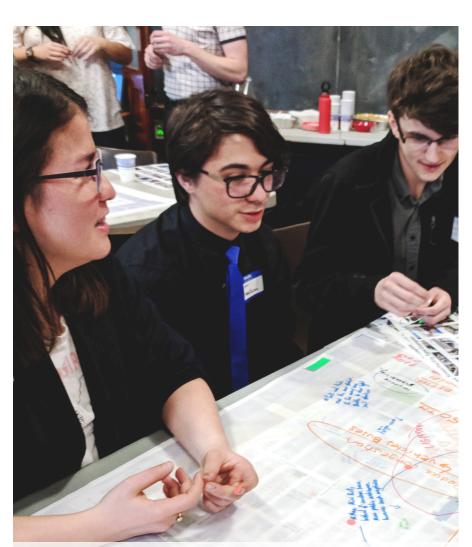


MAJOR SCENARIO FEATURES

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

Brooklyn Green Street remains unaffected



SAVE THE AVE



Empowering Community

The team's community engagement (with over 2,400 interactions) included robust online "open houses," pop-up events at local businesses, door-to-door small business visits, street fair booth with fun way to "vote" on options, briefings/Q&A at local institutions and community groups, community workshops with engaging and informative activities, presentations to Seattle advisory boards, and a joint agencycommunity charrette. This led to a groundswell of support for specific pedestrian and transit improvements and a truly co-created plan.

Future U District Station

▶ Future station entrances

— — Proposed RapidRide routes

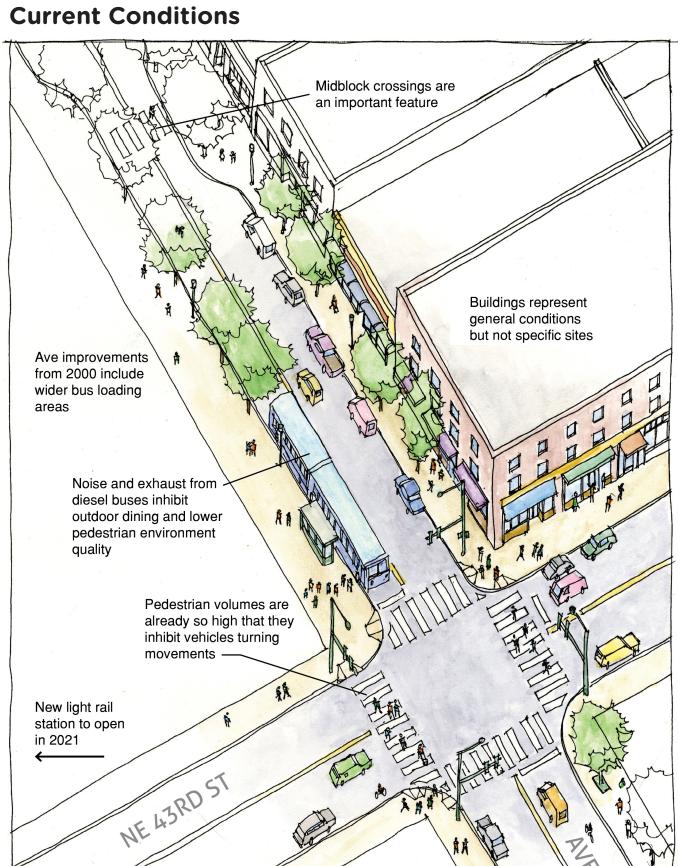
(not yet determined)

--- Frequent routes (also TBD)

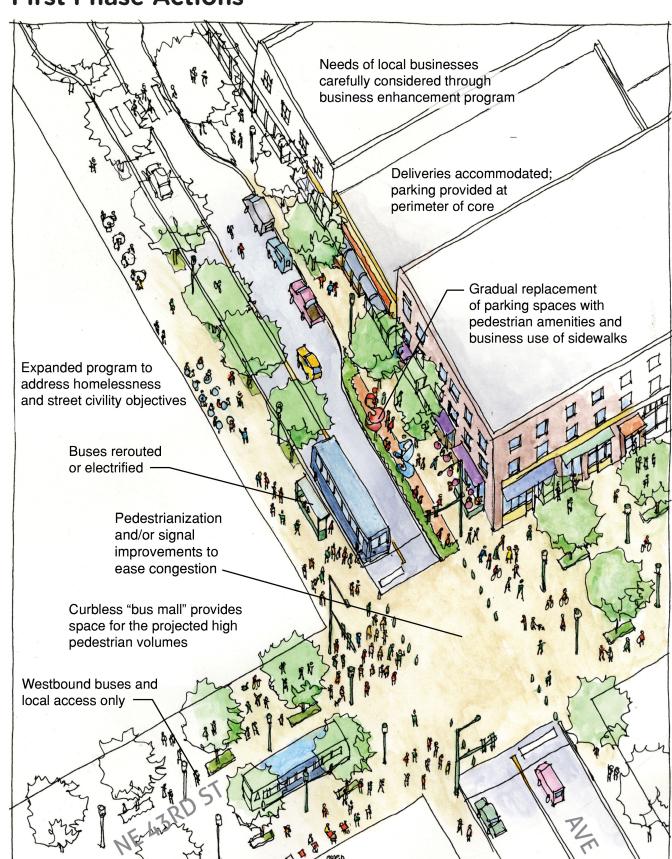
Note: ST Express and other types

of routes are not shown

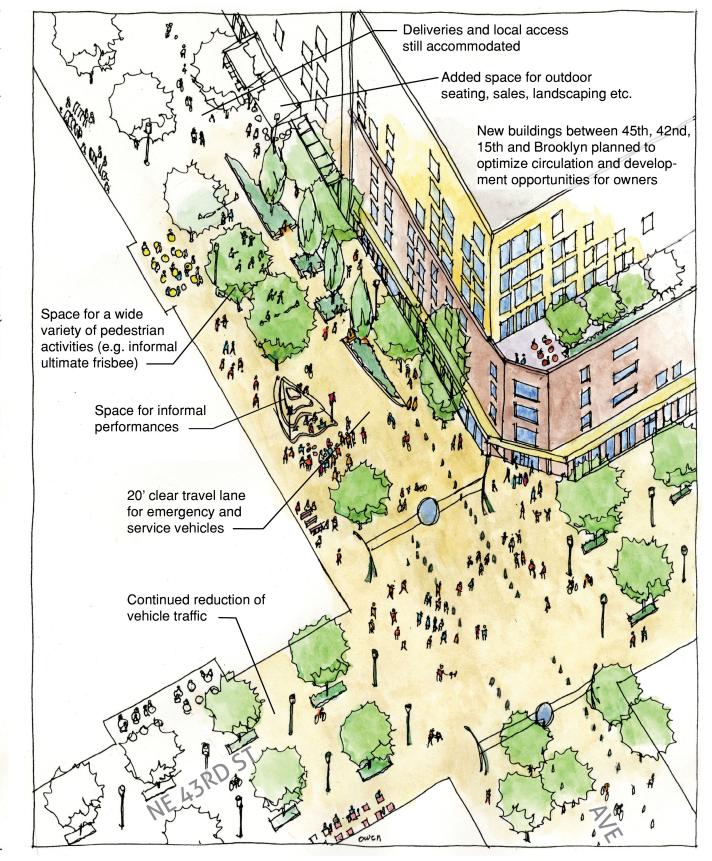
Transit

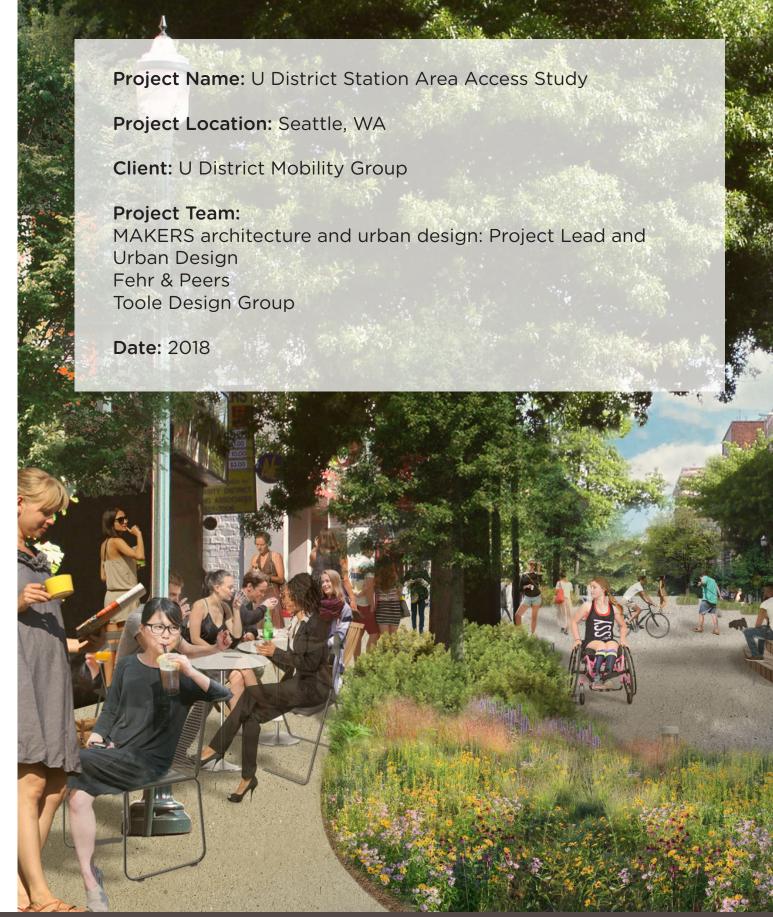


First Phase Actions



Ultimate Pedestrianization





"Pedestrianizing" the Ave was a hugely popular concept, and this long-term strategy shows how it could be accomplished.