

Workshop 2 Outcomes Summary

Tuesday, April 3, 2018

5-7:30pm

U Heights, 5031 University Way NE

General Notes

- Workshop participants were overwhelmingly focused on the experience of pedestrians using the station. Improvements to pedestrian realm, especially north and east of the station, took priority over other plan outcomes and proposed scenarios were evaluated largely on their support for or conflict with expected pedestrian movement. Priorities for improvement to the walking realm included wider sidewalks, restrictions on vehicle traffic, well-timed and accessible crossings, and the prevention of conflicts with other modes.
- Participants were interested in bicycle mobility but there was some concern that bike routing could play an oversized role in determining mobility choices for the area immediately around the station.
- Bus routing and the convenience of transfers were a high priority for participants, although when heavy bus traffic and turning movements appeared to create conflicts with pedestrian mobility participants tended to favor pedestrians.
- The overall coherence of movement and wayfinding in the area around the station was a priority for participants. This includes both a holistic approach to planning for pedestrian, bus, bicycle, and car movements as well as prioritizing the visibility of the station and simplicity of locating and reaching bus transfers.
- Private automobile movement and parking were not a high priority for many participants, however there was a strong interest in better utilizing existing parking capacity by opening up existing garages and lots to more user groups and for longer hours.

The Ave – South of 45th St

Priority Outcomes

- Workshop participants expressed an overwhelming preference for some degree of pedestrianization of the Ave. This included restrictions on private vehicle traffic, bus traffic, and sidewalk expansion.
- Participants were divided on whether buses should continue serving the Ave, with a rough majority calling for buses to be removed.
- The continuation of easy access for deliveries was a priority to support local businesses. Optimizing freight access to adjacent alleyways should be considered if vehicle access on the Ave is restricted.

- If some vehicle (bus or car) traffic is remain on the Ave, northbound (uphill) bicycle facilities should be considered.
- Freight access in alleys should be considered in conjunction with any restrictions on vehicle access to the Ave.

Outcomes to be Avoided

- Many participants were wary of the mixing of buses and bikes on the Ave. Noise and exhaust from diesel buses were also noted as being detrimental to the street environment on the Ave.
- Street parking along the Ave was not considered a good use of space.

43rd St

Priority Outcomes

- Participants identified 43rd St between 15th Ave and Brooklyn Ave as a key area for mobility to and from the station.
- There was a strong preference for giving pedestrians priority on 43rd to accommodate heavy foot traffic and efficient movement between the station and UW campus.
- Several treatments of 43rd were considered by participants without a clear favorite. Changing 43rd into a one or two-way transit mall, pedestrian-only street, or pedestrian-oriented street without buses all received support.
- A few participants noted pedestrian improvements should focus on the north-side of 43rd St as this side is likely to be favored by pedestrians due to station proximity and exposure to sunlight.

Outcomes to be Avoided

- Participants were concerned about the mixing of pedestrians and vehicles on 43rd, especially in front of the station, where unpredictable movements and high traffic could lead to conflicts between modes.
- Participants were concerned about the safety and efficiency of bus turning movements required to route buses on 43rd St.

Brooklyn Ave

Priority Outcomes

- There was no consensus on whether buses should be routed on Brooklyn, however many participants favored this approach, despite conflicting with completed station design work and existing City plans. Some called for one-way only buses on Brooklyn northbound to limit conflicts with pedestrians crossing and with bicycles.
- Some participants called for removing the protected bike lane from plans for Brooklyn or placing it on the west side of the street to avoid conflicts with pedestrians alighting from buses or other vehicles.

Outcomes to be Avoided

- In general participants hoped the “Green Street” designation of Brooklyn Ave would not drive outcomes for the entire station area mobility project.

45th St

Priority Outcomes

- Crossing 45th St was identified as a major barrier for pedestrian access to the station from the north. Easy, stress-free pedestrian crossings of 45th should be facilitated to whatever extent possible. Bus stop and crosswalk placement, sidewalk width, signal timing, and possible all-way crosswalks should be considered from this perspective, especially at Brooklyn Ave and the Ave.
- To improve transit flow along 45th aggressive Transit signal priority should be pursued.

Outcomes to be Avoided

- In general, participants expressed that pedestrian and bicycle routing should avoid 45th St as much as possible, due to the narrowness of sidewalks and heavy traffic.
- Long waits for crosswalk signals should be avoided to reduce jaywalking
- If possible, westbound bus transfers to the station should not occur on 45th St.

Station Access

Priority Outcomes

- Seamless transfers between buses and the station was a high priority for workshop participants.
- There was generally little concern for the cost associated with changing current designs for Brooklyn Ave and 43rd St around the station in order to better accommodate bus and pedestrian traffic.
- Accessible pick-up/drop-off points directly adjacent to the station for transit riders with differing abilities were a priority for many participants.
- Many participants expressed a desire for a neighborhood circulator shuttle to improve access to the station for nearby residents with difficulties walking to the station.
- Some participants expressed a desire for public amenities at the station, including a restroom and ample bike parking.

Outcomes to be Avoided

- Unnecessary construction impacts on movement around the station should be avoided as much as possible by synchronizing timelines between the UW TOD project on site and light rail construction.
- Chaotic parking of bike share bicycles around station entrances could impede access for station users and should be avoided.

15th Ave

Priority Outcomes

- Workshop participants generally felt it was appropriate for most buses passing through the area to use 15th Ave. However, pedestrian crossings of 15th should be efficient and stress-free and arrival to campus should be intuitive and well-marked.

Other Connections

Priority Outcomes

- Pedestrian and bicycle crossings over I-5 are in need of improvement. Participants discussed the relative merits of improvements at 45th St, 50th St, and a new overpass at 47th St.
- Generally, a new pedestrian/bicycle overpass at 47th St was the long-term preference, however multi-modal improvements to all I-5 crossings should be a considered a priority.
- Most participants did not focus on the Ave north of 50th St, however there was general support for improving the connection north to Cowan park.

Outcomes to be Avoided

- Some participants expressed a strong aversion to routing buses on 12th Ave due to its status as a Neighborhood Greenway.
- Temporary bus rerouting to accommodate the U District Farmers Market can be inefficient and confusing for riders; this should be addressed with other route changes in the area.

Planning Scenarios

- Scenario 2 was generally the most popular among workshop participants, however no scenario commanded an outright majority. Several table groups supported modifications to the proposed scenarios.
- One popular modification of scenarios ran all “flexible” route buses on the Ave and restricted access for cars.
- Generally participants thought Brooklyn Ave would be underutilized under Scenario 1 with existing green street plans.
- Although Scenario 3 offered direct to station transfers on 43rd St, many participants thought this bus traffic would negatively affect the pedestrian environment on the Ave and 43rd.
- Several participants experimented with the idea of splitting bus routes into a north/south couplet on Brooklyn and the Ave to minimize the traffic impact on both streets and eliminate the need for street crossings for station-to-bus transfers.