

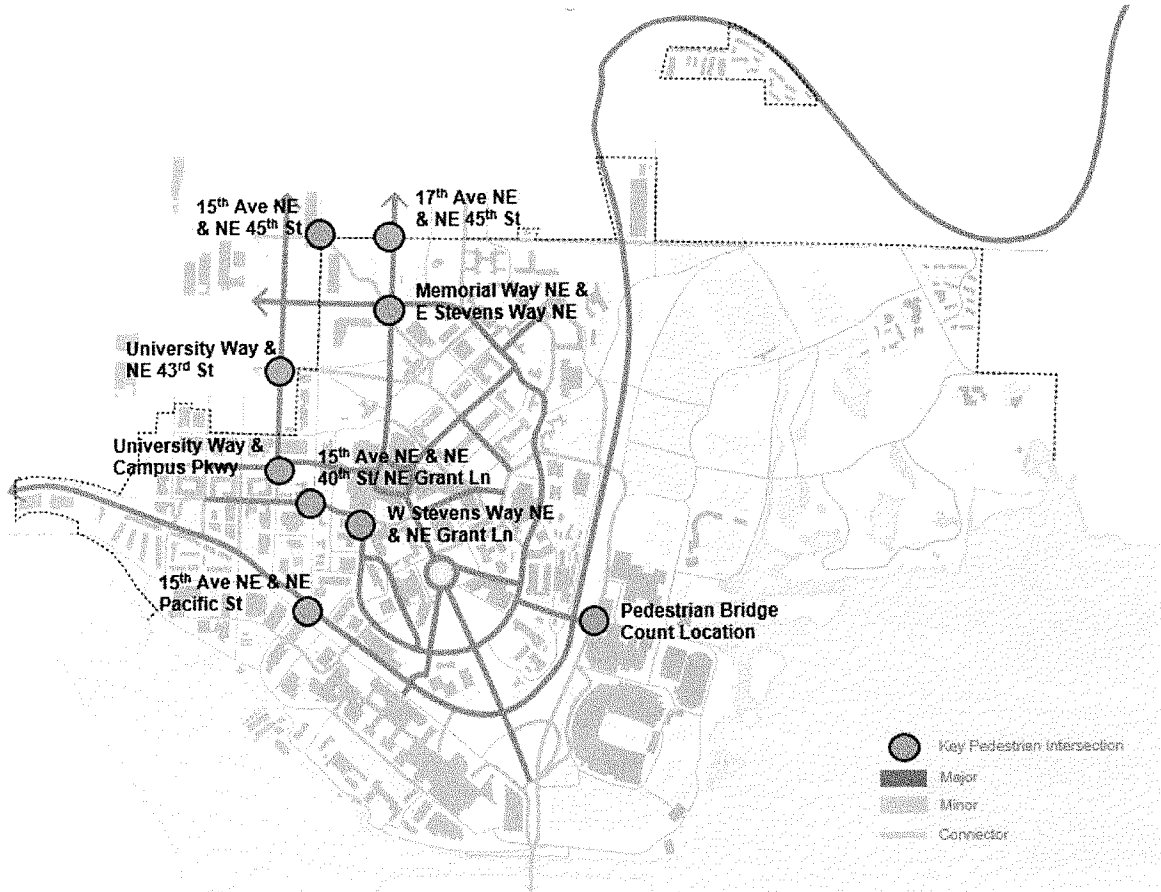
Source: Sasaki, October 2016 CMP

Figure 3.5 Existing Pedestrian Facilities Classifications

Within the 1998 University Community Urban Center Plan the City of Seattle designated NE 42nd St, NE 43rd St and Brooklyn Ave NE as neighborhood green streets to provide attractive and highly landscaped pedestrian routes in the University District. In the Spring of 2015, the City published a Green Streets Concept Plan further defining these concepts. These designated green streets enhance the pedestrian environment and will connect to the University District station that is currently under construction.

3.2.2 Pedestrian Counts

Based on high volume pedestrian counts, several intersections are noted as those with a major pedestrian route along one or both approaches. Figure 3.6 and Table 3.3 summarize pedestrian volumes at these key intersections for the existing (2015) weekday PM peak hour. The tables note the amount of pedestrians crossing each intersection approach. It should be noted that the 15th Avenue NE/ NE 40th Street/ NE Grant Lane intersection includes an all-walk pedestrian phase, with a walk phase for all pedestrian approaches occurring simultaneously. Figure 3.6 includes locations of key pedestrian intersections. This map reflects the extents of the areas of campus related pedestrian trips and the Campus Master Plan designations of major and minor pedestrian facilities.



Source: Transpo Group, 2015

Figure 3.6 Key Pedestrian Intersections

Table 3.3 below summarizes pedestrian crossings by approach for each of the intersections highlighted above.

Table 3.3
EXISTING (2015) WEEKDAY PM PEAK HOUR PEDESTRIAN VOLUMES AT KEY INTERSECTIONS

Intersection	NB Approach Crossings	SB Approach Crossings	EB Approach Crossings	WB Approach Crossings
University Way / NE 43rd Street	240	140	550	470
University Way / Campus Parkway (West)	440	850	650	490
Memorial Way NE / E Stevens Way NE	440	80	300	170
W Stevens Way NE / NE Grant Lane	0	710	0	370
15th Avenue NE / NE 45th Street	270	300	200	160
15th Avenue NE / NE 40th Street / NE Grant Lane	970	490	110	120
15th Avenue NE / NE Pacific Street	260	80	120	160
17th Avenue NE / NE 45th Street	150	170	260	350

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

Note: Construction activity closed segments of Stevens Way resulting in 0 pedestrian counts.

Source: Transpo Group, 2015.

With the installation and opening of the University of Washington Light Rail Station in Spring of 2016 near Husky Stadium, a new pedestrian bridge was installed over Montlake Boulevard and a pedestrian/bicycle counter installed on the bridge. Counts were not available for this location at the time of this writing.

Pedestrian Bridges and Connection Points

Bridges and pedestrian connection points provide pedestrian access throughout campus. Existing pedestrian bridges provide grade separated access with no vehicle conflicts over the arterials surrounding the campus. Across Montlake Boulevard pedestrian bridges are located at NE Pacific Place, Snohomish Lane N, Wahkiakum Road, and the E1 parking area. These pedestrian bridges provide access to Husky Stadium, Alaska Airlines Arena, and other University of Washington athletic facilities, as well as the University of Washington Link Light Rail Station. Pedestrian routes between campus and University Village, the Center for Urban Horticulture, and neighborhoods east of Montlake Boulevard utilize these pedestrian bridges. Across NE Pacific Street pedestrian bridges at the T-Wing overpass and the Hitchcock overpass connect the campus and Burke Gilman trail with the University of Washington Medical Center. Aside from these connections there is only one signal-controlled midblock at-grade crossing of NE Pacific Street for pedestrians. Across 15th Avenue NE there is one pedestrian bridge at approximately Campus Parkway connecting Red Square and the Henry Art Gallery with Schmitz Hall. Other at-grade crossings of 15th Avenue occur at signal controlled intersections at Pacific/Burke Gilman Trail, mid-block near Guthrie Annex, NE 40th/Stevens Way, NE 42st Street, NE 42nd Street, NE 43rd Street and NE 45th Street.

Pedestrian and bicycle volumes were collected at the pedestrian overpass location above Montlake Boulevard NE connecting the Burke-Gilman Trail with the E1 parking area in the East Campus sector. Data was collected in 15-minute intervals over one day in May 2016, from 7:00 am to 7:00 pm, at the east and west sides of the pedestrian bridge. From this data, a peak hour of 4:30 pm to 5:30 pm was