

## SR 520 NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN

# Neighborhood Traffic Management Plan

### What is it?

- Per the 2011 City of Seattle/SR 520 Memorandum of Understanding, SDOT and WSDOT will work with Seattle neighborhoods to develop a Neighborhood Traffic Management Plan for the SR 520 project area. Developing a plan before construction begins is good practice.

### What will it do?

- Engage the communities and the broader public in the process of identifying traffic concerns and solutions in the Montlake corridor and surrounding neighborhoods through an advisory group and public open houses.
- Define traffic management measures to proactively reduce SR 520 project construction effects and develop long-term traffic management strategies.
- This work will be in conjunction with the SR 520 project preferred alternative, feedback received during the design refinement process, and existing city of Seattle traffic management practices.

### What work has been completed to date?

- WSDOT and SDOT have worked together on the following:
  - √ Implemented traffic calming in the Washington Park Arboretum.
  - √ Established a technical team made up of WSDOT and SDOT staff. This team has reviewed previous comments about traffic in the Montlake corridor and surrounding neighborhoods to develop a list of issues that will be used to inform the work moving forward.
  - √ Reconvened the Seattle Community Design Process agency and community advisory group (now called the Community Advisory Group) to guide the development of a draft plan.

### What are the next steps?

- Work with the agency and community advisory groups to identify community concerns and explore solutions that can be evaluated by the technical team for effectiveness and feasibility.
- Develop a draft neighborhood traffic management plan to share with our partner agencies and the public to inform the West Approach Bridge North phase of construction and future phases when funded.

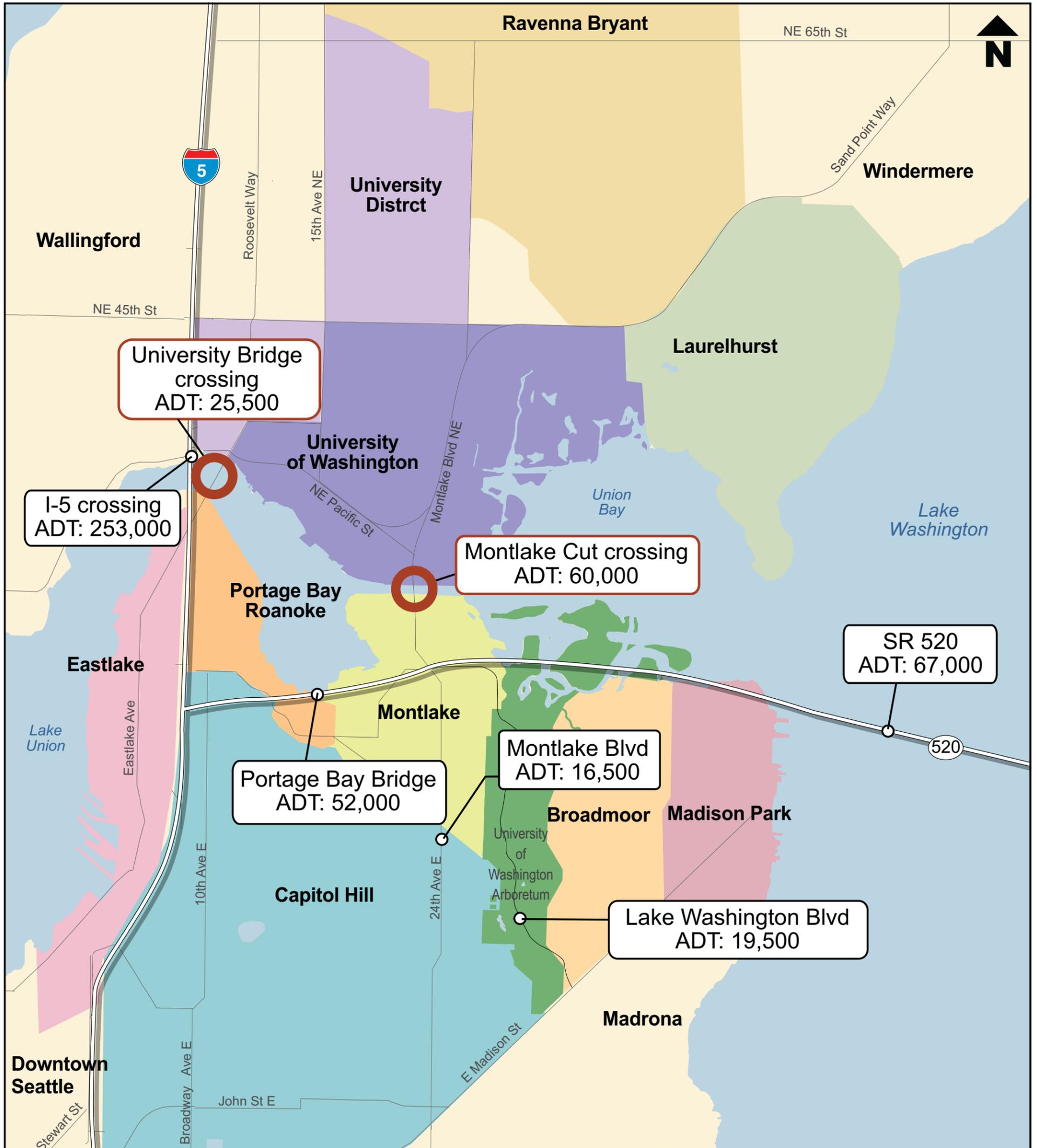


*View of existing traffic on Montlake Boulevard during the afternoon peak period.*

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## How do people travel today?

The Seattle arterials converge at the University Bridge and Montlake Bridge resulting in limited choices for north/south travel. The map below shows Average Daily Traffic (ADT) on major routes around the Montlake area.



Source: City of Seattle DOT and WSDOT 2012 data.

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# Congestion and community traffic concerns in the Montlake corridor

As a result of SR 520 tolling, traffic volumes have decreased on SR 520 and in the Montlake corridor, resulting in less congestion for shorter durations.



- A** **Montlake Boulevard / Pacific Street intersection:** Over capacity prior to and after tolling implemented. Congestion extends north along Montlake Boulevard to and through the Northeast 45th Street intersection.
- B** **Montlake Boulevard / Montlake Bridge:** Traffic congestion occurs during the off-peak period when the bridge opens, extending congestion on Montlake Boulevard to north of Northeast Pacific Street and south to East Roanoke Street.
- C** **Montlake Boulevard / East Hamlin Street Intersection:** The northbound left/U-turn lane at East Hamlin Street exceeds its storage capacity creating short periods of congestion, especially in the p.m. peak. Southbound Montlake Boulevard traffic is congested when vehicles are making the northbound left / U-turn movement.
- D** **Montlake Boulevard / Westbound SR 520 on-ramp:** Traffic merging onto the Portage Bay bridge exceeds the on-ramp's capacity and creates congestion on Montlake Boulevard.
- E** **Montlake Boulevard / Lake Washington Boulevard East:** Traffic exceeds the available capacity at the signal during the a.m. and p.m. peak periods. Prior to toll implementation, little to no congestion existed on eastbound Portage Bay bridge. After toll implementation, increase in eastbound off-ramp congestion.
- F** **Bicycle and pedestrian connectivity:** Concern about conflict between bicycles, pedestrians, and cars.
- G** **Lake Washington Boulevard:** Concern regarding traffic through the Arboretum.

*Note: Congestion represents duration when average speed is less than 50% of posted speed.*

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## Seattle's Planned Multimodal Improvements

Part of the context for the Neighborhood Traffic Management Plan is the work the Seattle Department of Transportation (SDOT) does to plan and implement multimodal improvements that enhance your neighborhoods' environment for driving, bicycling and walking. The following are documents that outline these planned improvements.

### 2012 Draft Bicycle Master Plan Update Network Map

The draft bicycle network map shows potential bicycle facilities of all types ranging from bicycle lanes to neighborhood greenways to cycle tracks. The network map and bicycle master plan update will be finalized in 2013. The network map will be refined based off of public comment and further analysis. For more information:

[http://www.seattle.gov/transportation/docs/bmp/nov12/DraftBikeMap\\_11x17.pdf](http://www.seattle.gov/transportation/docs/bmp/nov12/DraftBikeMap_11x17.pdf)

### 2012 Transit Master Plan (TMP)

The TMP is a look ahead to the type of transit system that will be required to meet Seattle's transit needs through 2030. It includes corridor designations to guide transit investments.

<http://www.seattle.gov/transportation/transitmasterplan.htm>

### ITS Strategic Plan 2010-2020

The ITS Strategic Plan is a guide for implementing Intelligent Transportation Systems (ITS) in Seattle. ITS employ electronics and communications technologies on the street, and automated traffic systems, to enhance mobility for all modes by increasing the efficiency and safety of the transportation infrastructure. These systems facilitate traveler information such as congestion mapping, travel time and traffic cameras, as well as improving signal operations for transit and other vehicles.

<http://www.seattle.gov/transportation/its.htm>

### 2009 Seattle Pedestrian Master Plan

The plan establishes the policies, programs, design criteria, and projects that will further enhance pedestrian safety, comfort, and access in all of Seattle's neighborhoods.

[http://www.seattle.gov/transportation/pedestrian\\_masterplan/](http://www.seattle.gov/transportation/pedestrian_masterplan/)

### Neighborhood Traffic Operations

SDOT's Neighborhood Traffic Operations (NTO) helps manage traffic operations on Seattle's neighborhood streets. We respond to resident's questions and concerns regarding speeding, traffic safety, traffic signs, and similar issues.

<http://www.seattle.gov/transportation/neighborhoodtraffic.htm>

### Neighborhood Park and Street Fund (NPSF)

This program sets aside funds to make neighborhood improvements to streets and parks for projects that are proposed by the community. Examples of street projects include marked crosswalks, curb ramps, and pedestrian countdown signals. Projects are selected throughout the city in a competitive evaluation process.

<http://www.seattle.gov/neighborhoods/npsf/default.htm>

