








- KEY
-  = CAMPUS MASTER PLAN BOUNDARY
 -  = S P U BUILDINGS
 -  = OTHER BUILDINGS
 -  = NEW ACQUISITIONS SINCE LAST S.A.C. MEETING
 -  = SPU FOUNDATION AND PARTNERS OWNED


Seattle Pacific University
 3307 Third Avenue West
 Seattle, Washington 98119-1997

PROPERTY OWNED

Date	Rev.	By
6-14-16	1	R. Howard

Transportation Management Plan Report

June 2016

Overview & Goals

The University's Transportation Management Plan (TMP) includes programs and strategies designed to reduce parking and traffic demands associated with projected growth at Seattle Pacific University. It is intended to encourage faculty, staff and students through incentives and disincentives to reduce the number of vehicle trips to campus.

Seattle Pacific University offers alternative transportation methods such as the ORCA Pass, a free bus pass to all employees that includes Metro, Community, Everett, Kitsap, Pierce and Sound Transit travel, in any zone and any time of day; Van Pool, where the University subsidizes the monthly fare; Van Share through Metro Van Share at no cost to eligible SPU employees; Ferry Subsidies which are available to employees who combine transit, biking, walking or pooling with their Ferry rides; Car Pool where carpools containing more than three people receive a reserved parking space for free; Bicycling/walking, the University offers free lockers and access to showers for those who walk or bike to work at least three days a week; and finally Zipcar, which allows alternative transportation commuters to run errands or get to appointments free of charge.

In the Transportation Management Program section of the University's Adopted Major Institution Master Plan (MIMP) it states that the goal of the new TMP will be to reduce the number of employee commuter SOV trips to fifty percent (50%) of the total number of weekday commuter trips excluding employees whose work requires the use of a private automobile during working hours. Program participants will include all fulltime (.8 FTE and above) employees meeting the following criteria:

- Arrive on weekdays between 6 a.m. and 8 a.m.
- Leave on weekdays between 4 p.m. and 6 p.m.
- Do not require private vehicle to conduct their work assignments.

The Commute Trip Reduction Survey is administered periodically in accordance with the commute trip reduction law and the next survey will occur in October 2017. The results of the 2011, 2013 and 2015 Commute Trip Reduction Surveys for affected employees (those who fit the criteria shown above) shows the following:

Commute Trips by Mode – Affected Employees

Commute Type	# of Trips Reported During Survey Week			% of Trips Reported During Survey Week		
	2011	2013	2015	2011	2013	2015
Drive Alone	733	760*	1126	52.0%	46.3%*	53.3%
Carpool	182	235	226	12.8%	14.2%	10.7%
Vanpool	21	57	60	1.5%	3.4%	2.8%
Motorcycle – 1 person	5	7	8	0.4%	0.4%	0.4%
Motorcycle – 2 person	6	4	1	0.4%	0.2%	0.0%
Bus	202	279	248	14.2%	16.8%	11.7%
Rail	39	47	55	2.8%	2.8%	2.6%
Telework	63	71	90	4.4%	4.3%	4.3%
Boarded Ferry w/vehicle	9	7	3	0.6%	0.4%	0.7%
Walked on Ferry	8	16	13	0.6%	1.0%	0.6%
Walk	98	124	164	6.9%	7.5%	7.8%
Bike	39	42	93	2.8%	2.5%	4.4%
Compressed work week	7	6	4	0.5%	0.4%	0.2%
Other	6	9	23	0.4%	0.5%	1.1%
Total Trips Recorded	1418	1657	2114			

Program Elements

Transportation Coordinator (TC). Cheryl Michaels is the University's Transportation Coordinator (TC). She regularly distributes transportation and Commute Trip Reduction information to students and employees of the University.

Periodic Promotional Events. The TC organizes several promotional events in coordination with King County Metro and local networking groups. Information is provided to all new employees and students during welcome orientations. Commute alternatives and incentives are highlighted during the annual Human Resources Benefits Fair and other events such as Bike to Work Month (May of each year).

Commuter Information Center. This Center is located in the Office of Safety and Security. In addition, the University distributes information to employees via a virtual information center on the Safety and Security website (www.spu.edu/security/). Information is also distributed to new employees at welcome orientation and through the weekly distributed Faculty Staff Bulletin.

Ridematch Opportunities. Employees and students are encouraged to contact the University TC who provides customized ride match options that allows employees to locate SPU commute partners. The TC uses a targeted marketing technique to email employees living within a 5 mile radius of each other to encourage them to create vanpools or carpools.

Supplemental TMP Requirements

Parking Fees & Residential Parking Zones. Any vehicle owned or operated by an SPU student or employee must be registered with Safety and Security whether it is parked on campus or on adjacent city streets. Registration is free. Parking permits are sold for campus residential parking and commuter parking.

On-line Program Information. Parking information is available at the Safety and Security website, www.spu.edu/security/parking.asp.

Transit Subsidies. The University offers all employees a 100% subsidized transit pass utilizing Metro's ORCA Pass program. Over 250 employees sign up for this program annually. Students receive transit subsidies of 30% against a monthly ORCA Pass. In addition, temporary loan passes are available free of charge for one half day and made available to residential students.

Carpool/Vanpools. There are three north end van pools and three Seattle based van shares operating with approximately 40 participants. Employees utilize their SPU ORCA Pass which subsidizes the monthly ridership fee. The University has on average 135 students and employees utilizing carpools. Vanpools and carpools are given discounted and preferential parking as an incentive.

Zipcar. Zipcar, a car sharing company which rents cars by the hour, is free to qualifying SPU faculty and staff that regularly use alternative methods of transportation for their commute to work. Employees that routinely bicycle, walk, bus, carpool, or vanpool to work can use the Zipcar for occasional errands or appointments for free. The University currently has 73 employees who are utilizing this system. There are currently 3 cars located on campus and this summer, ZipCar will be adding a fourth vehicle that will be available for one-way trips. Locating Zipcars on campus also offers the Queen Anne neighborhood a benefit in that anyone can become a Zipcar member and use the vehicles.

Bicycle Parking & Amenities. Many University employees live within easy bicycling and walking distance of campus. To encourage this type of commuting, the University offers free lockers and access to showers at Brougham for those full-time employees who will be biking or walking to work at least three days per week. In 2016 we launched a specific bike theft and safety program which provides information to bikers on how to register their bike with bikeindex.org which creates a searchable database of registered bikes. Users can register their bikes at no cost. It is open-source, so anyone can search the entire database if they encounter a bike they think may be stolen, or wants to ensure that they're not buying stolen property when they purchase a bike from an online or local seller.

Motorcycle Parking. The University has designated, covered motorcycle parking available to employees and students.

Guaranteed Ride Home (GRH). GRH allows employees who cannot drive themselves home due to family emergency, illness, or an unexpected change in scheduling a way to get home, to the hospital, or to the site of a family emergency. GRH is offered to any University employee that uses alternative transportation and needs a ride in case of an emergency. The University, through King County Metro Transit, pays for the price of a taxi ride up to 60 miles one way from the University.

Pedestrian & Transit Safety Escort. The Office of Safety and Security provides safety escorts to employees and students within ten blocks of campus upon request.

SHORELINE STREET ENDS

February 2016



Seattle's urban landscape is dotted with bodies of water that help shape the city's character and define its identity. Lake Washington, Lake Union, Elliott Bay, Puget Sound, and the Duwamish River offer more than 200 miles of magnificent shoreline. While much of it is private or park land, 149 public streets in Seattle end on waterfronts.

These "shoreline street ends" are precious community assets that have been designated by the City of Seattle as special rights-of-way that should be preserved and improved for public use.

SHORELINE STREET ENDS WORK PLAN

Though some street ends have been improved for public use, nearly two-thirds are in need of improvement, overgrown, or have private encroachments. In 2008, the Seattle Department of Transportation (SDOT) conducted an extensive program review and drafted the Seattle Shoreline Street Ends Work Plan to help guide future investment in and improvements of shoreline street ends.

2014-16 CAPITAL PROJECTS

Using the Shoreline Street Ends Work Plan, 9 shoreline street ends were selected for improvement in 2015-16. SDOT is designing and developing the following sites:

- #28 – S River St
- #29 – SW Michigan St
- #31 – 5th Avenue S
- #45 – S Willow Street
- #47 – S Warsaw Street
- #78 – E Allison Street
- #98 – 6th Avenue West
- #127 – 51st Avenue NE
- #133 – Eastlake Avenue

PROGRAM GOALS

- Help create great neighborhoods
- Improve public access to and enjoyment of Seattle's shoreline
- Enhance shoreline habitat
- Encourage community stewardship of shoreline street ends
- Support maritime industry
- Responsibly manage private permits and deter non-permitted encroachments

Take Action

Greater public enjoyment of these special waterfront open spaces cannot be realized without your help. SDOT is looking to partner with residents and local groups to improve our shoreline street ends and enhance our neighborhoods. Contact SDOT today to find out how you can get involved.

Seattle Shoreline Street Ends

West Seattle

- 1 98th St SW
- 2 SW Brace Pt Dr
- 3 SW Barton St
- 4 SW Alaska St
- 5 SW Carroll St
- 6 SW Andover St
- 7 SW Spokane St
- 8 SW Atlantic Pl
- 9 Fairmont Ave SW
- 10 SW Bronson Way

Duwamish

- 11 SW Hinds St
- 12 Chelan Ave SW
- 13 SW Spokane St
- 14 SW Dakota St
- 15 SW Lander St
- 16 SW Spokane St
- 17 Chelan Ave SW
- 18 SW Spokane St
- 19 SW Spokane St
- 20 S Forest St
- 21 SW Idaho St
- 22 SW Alaska St
- 23 SW Edmunds St
- 24 S Oregon St
- 25 S Diagonal St
- 26 S Fidalgo St
- 27 S Front St
- 28 S River St
- 29 SW Michigan St
- 30 2nd Ave S
- 31 5th Ave S
- 32 S Riverside Dr
- 33 7th Ave S
- 34 S Riverside Dr
- 35 8th Ave S
- 36 S Chicago St
- 37 10th Ave S
- 38 S Monroe St

South Rainier & Seward Park

- 39 75th Ave S
- 40 72nd Ave S
- 41 S Cooper St
- 42 S Norfolk St
- 43 S Perry St
- 44 S Carver St
- 45 S Willow St
- 46 S Brighton St
- 47 S Warsaw St
- 48 S Eddy St

Mt. Baker & Leschi

- 49 S Holgate St
- 50 S Massachusetts St
- 51 S Atlantic St
- 52 S Irving St
- 53 S Judkins St
- 54 S Norman St
- 55 S Charles St
- 56 South Dearborn St
- 57 South King St
- 58 South Jackson St
- 59 S Main St

Denny & Madison Park

- 60 E Pine St
- 61 E Olive way
- 62 E Howell St
- 63 E Harrison St
- 64 E Mercer St
- 65 E Prospect St
- 66 E Highland St
- 67 E Lee St
- 68 37th Ave E

Portage Bay

- 69 E Roanoke St
- 70 E Edgar St
- 71 E Hamlin St
- 72 E Shelby St
- 73 E Allison St
- 74 E Martin S
- 132 Brooklyn Ave NE

Lake Union

- 75 University Bridge
- 76 E Fuhrman Ave
- 77 E Martin St
- 78 E Allison St
- 79 E Hamlin St
- 80 E Edgar St
- 81 E Roanoke St
- 82 E Louisa St
- 83 E Boston St
- 84 E Newton St
- 85 Yale Ave N
- 86 Terry Ave
- 87 Galer St
- 88 Blaine St
- 89 Crockett St
- 90 McGraw St
- 91 5th Ave N
- 133 Eastlake Ave NE
- 134 Latona Ave NE
- 135 Sunnyside Ave NE

South Ship Canal

- 92 Fremont Bridge
- 93 3rd Ave N/Etruria St
- 94 Cremona St
- 95 Bertona St
- 96 Queen Anne Ave N
- 97 3rd Ave W
- 98 6th Ave W

Magnolia

- 99 Gilman Ave
- 100 Cramer St
- 101 W Sheridan St
- 102 47th Ave W
- 103 48th Ave W
- 104 W Bertona St
- 105 W Dravus St
- 106 W Barrett St
- 107 W Armour St
- 108 W Raye St
- 109 W McGraw St
- 110 32nd Ave W
- 111 30th Ave W

Downtown

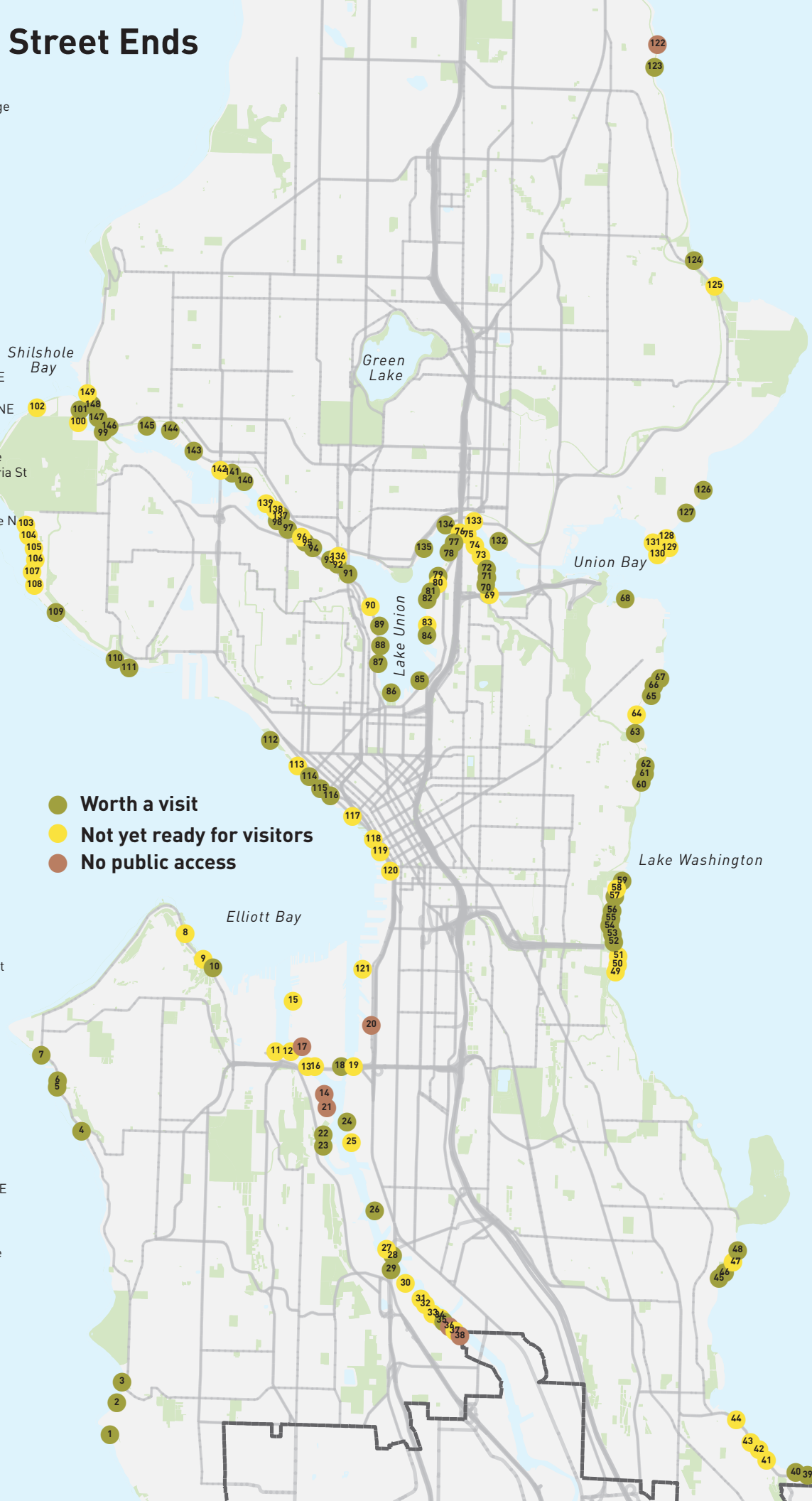
- 112 W Thomas St
- 113 Bay St
- 114 Broad St
- 115 Vine St
- 116 Battery St
- 117 Virginia St
- 118 University St
- 119 Madison St
- 120 S Washington St
- 121 S Holgate St

Northeast Seattle

- 122 NE 135th St
- 123 NE 130th St
- 124 NE 90th Pl
- 125 NE 85th St
- 126 NE 43rd St
- 127 51st ave NE
- 128 NE 33rd St
- 129 NE 31st St
- 130 NE 31st St
- 131 NE 32nd St
- 132 Brooklyn Ave NE

Northwest Seattle & North Ship Canal

- 136 Fremont Bridge
- 137 NW 39th St
- 138 6th Ave NW
- 139 NW 40th St
- 140 11th Ave NW
- 141 14th Ave NW
- 142 15th Ave NW
- 143 20th Ave NW
- 144 24th Ave NW
- 145 28th Ave NW
- 146 34th Ave NW
- 147 36th Ave NW
- 148 NW 57th St
- 149 NW 60th St



- Worth a visit
- Not yet ready for visitors
- No public access

Table F.6: Prioritization of Designated Shoreline Street Ends

ID	Street Name	Score for Individual Criteria ¹							Total Score	Current Status ²	Improvement Priority ³
		Shoreline Access Gap Analysis	Proximity to Residential Density	Supported by Plans & Policies	Proximity to Bike/Ped Routes	Located in a Community Empowerment Zone	Unique Features (wide & flat)	Hand-Carry Boat Access Analysis			
1	98TH ST SW	3	1	0	3	0	0	0	7	Signed/Improved	Earliest
2	SW BRACE POINT DR	0	1	0	3	0	0	2	6	Signed/Improved	Near Future
3	SW BARTON ST	0	1	0	3	0	2	0	6	Signed/Improved	Near Future
4	SW ALASKA ST	0	0	0	3	0	0	0	3	Signed/Improved	Long-Term Future
5	SW CARROLL ST	0	1	0	3	0	2	0	6	Signed/Improved	Near Future
6	SW ANDOVER ST	0	1	0	3	0	0	0	4	Maintained	Not Analyzed
7	SW SPOKANE ST	0	1	0	3	0	0	0	4	Maintained	Not Analyzed
8	SW ATLANTIC PL	0	1	0	3	0	2	0	6	Maintained	Not Analyzed
9	FAIRMONT AVE SW	0	0	0	3	0	2	0	5	Maintained	Not Analyzed
10	SW BRONSON WAY	0	0	0	3	1	2	0	6	Not Signed/Improved	Near Future
11	SW HINDS ST	0	1	0	3	1	2	0	7	Not Signed/Improved	Earliest
12	CHELAN AVE SW	0	1	0	3	1	2	0	7	Not Signed/Improved	Earliest
13	SW SPOKANE ST/FREEWAY	0	1	0	3	1	2	0	7	Not Signed/Improved	Earliest
14	SW DAKOTA ST	0	0	0	3	1	2	0	6	Vacated	Not Analyzed
15	SW LANDER ST	0	0	0	0	1	0	0	1	Not Signed/Improved	Long-Term Future
16	SW SPOKANE ST/FREEWAY	0	1	0	3	1	2	0	7	Not Signed/Improved	Earliest
17	CHELAN AVE SW	0	0	0	0	1	2	0	3	Vacated	Not Analyzed
18	SW SPOKANE ST/FREEWAY	0	0	0	3	1	2	0	6	Not Signed/Improved	Near Future
19	SW SPOKANE ST/FREEWAY	0	0	0	3	1	2	2	8	Signed/Improved	Earliest
20	S FOREST ST	0	0	0	3	1	2		6	Vacated	Not Analyzed
21	SW IDAHO ST	0	0	0	3	1	2	2	8	Vacated	Not Analyzed
22	SW ALASKA ST	0	0	0	3	1	0	2	6	Vacated	Not Analyzed
23	SW EDMUNDS ST	0	0	0	3	1	0	2	6	Maintained	Not Analyzed
24	S OREGON ST	0	0	0	0	1	0	2	3	Vacated	Not Analyzed
25	S DIAGONAL ST	0	0	0	0	1	0	2	3	Maintained	Not Analyzed
26	S FIDALGO ST	3	0	2	0	1	0	0	6	Not Signed/Improved	Near Future
27	S FRONT ST	0	0	2	3	1	0	0	6	Not Signed/Improved	Near Future
28	S MICHIGAN ST 1ST AV BRIDGE	0	0	2	3	1	2	0	8	Not Signed/Improved	Earliest
29	1ST AVE SW 1ST AV BRIDGE	0	0	2	3	1	2	0	8	Not Signed/Improved	Earliest
30	2ND AVE S/S ORCHARD ST	0	0	2	3	1	0	0	6	Not Signed/Improved	Near Future
31	5TH AVE S/S FONTANELLE ST	0	0	2	3	1	0	0	6	Not Signed/Improved	Near Future
32	S RIVERSIDE DR	0	0	2	3	1	0	0	6	Not Signed/Improved	Near Future
33	7TH AVE	0	0	2	3	1	0	0	6	Not Signed/Improved	Near Future
34	S RIVERSIDE DR	0	0	2	0	1	2	0	5	Not Signed/Improved	Near Future
35	8TH AVE S/S PORTLAND ST	0	0	2	3	1	2	0	8	Signed/Improved	Earliest

ID	Street Name	Score for Individual Criteria ¹							Total Score	Current Status ²	Improvement Priority ³
		Shoreline Access Gap Analysis	Proximity to Residential Density	Supported by Plans & Policies	Proximity to Bike/Ped Routes	Located in a Community Empowerment Zone	Unique Features (wide & flat)	Hand-Carry Boat Access Analysis			
36	S CHICAGO ST	0	0	2	3	1	0	0	6	Vacated	Not Analyzed
37	10TH AVE S/S KENYON ST	0	1	2	3	1	2	0	9	Maintained	Not Analyzed
38	S MONROE ST	0	1	2	3	1	0	0	7	Vacated	Not Analyzed
39	75TH AVE	4	0	0	3	1	0	0	8	Not Signed/Improved	Earliest
40	72ND AVE	3	0	0	3	1	0	0	7	Not Signed/Improved	Earliest
41	S COOPER ST	0	0	0	3	1	0	0	4	Not Signed/Improved	Long-Term Future
42	S NORFOLK ST	0	0	0	3	1	0	0	4	Not Signed/Improved	Long-Term Future
43	S PERRY ST	0	0	0	3	1	0	0	4	Not Signed/Improved	Long-Term Future
44	S CARVER ST	0	1	2	3	1	0	0	7	Not Signed/Improved	Earliest
45	S WILLOW ST	0	0	0	3	1	0	0	4	Not Signed/Improved	Long-Term Future
46	S BRIGHTON ST	0	0	2	3	1	0	0	6	Maintained	Not Analyzed
47	S WARSAW ST	0	0	2	3	1	0	0	6	Not Signed/Improved	Near Future
48	S EDDY ST	0	0	0	3	1	0	0	4	Signed/Improved	Long-Term Future
49	S HOLGATE ST	0	0	0	3	1	0	0	4	Not Signed/Improved	Long-Term Future
50	S MASSACHUSETTS ST	0	0	0	3	1	0	0	4	Not Signed/Improved	Long-Term Future
51	S ATLANTIC ST	0	0	0	3	1	0	0	4	Not Signed/Improved	Long-Term Future
52	S IRVING ST	0	0	0	3	1	0	0	4	Maintained	Not Analyzed
53	S JUDKINS ST	0	1	0	3	1	0	0	5	Signed/Improved	Near Future
54	S NORMAN ST	0	1	0	3	1	0	2	7	Signed/Improved	Earliest
55	S CHARLES ST	0	1	0	3	1	0	2	7	Signed/Improved	Earliest
56	S DEARBORN ST	0	1	0	3	1	0	0	5	Signed/Improved	Near Future
57	S KING ST	0	1	0	3	1	0	2	7	Signed/Improved	Earliest
58	S JACKSON ST	0	1	0	3	1	0	0	5	Signed/Improved	Near Future
59	S MAIN ST	0	1	0	3	0	0	0	4	Maintained	Not Analyzed
60	E PINE ST	0	0	2	3	0	0	0	5	Maintained	Not Analyzed
61	E OLIVE WAY	0	0	0	3	0	0	0	3	Not Signed/Improved	Long-Term Future
62	E HOWELL ST	0	0	0	3	0	2	0	5	Maintained	Not Analyzed
63	E HARRISON ST	0	0	0	3	0	2	2	7	Signed/Improved	Earliest
64	E MERCER ST	0	0	0	3	0	2	0	5	Not Signed/Improved	Near Future
65	E PROSPECT ST	0	0	0	3	0	0	2	5	Signed/Improved	Near Future
66	E HIGHLAND DR	0	0	0	3	0	0	2	5	Signed/Improved	Near Future
67	E LEE ST	0	1	0	3	0	0	2	6	Signed/Improved	Near Future
68	37TH AVE	0	1	0	3	0	2	0	6	Signed/Improved	Near Future
69	E ROANOKE ST	0	1	0	3	0	0	0	4	Not Signed/Improved	Long-Term Future
70	E EDGAR ST	0	1	0	3	0	0	2	6	Signed/Improved	Near Future
71	E HAMLIN ST	0	1	0	3	0	0	2	6	Signed/Improved	Near Future
72	E SHELBY ST	0	0	0	3	0	0	2	5	Signed/Improved	Near Future
73	E ALLISON ST	0	1	0	3	0	0	0	4	Not Signed/Improved	Long-Term Future
74	E MARTIN ST	0	1	0	3	0	0	0	4	Not Signed/Improved	Long-Term Future
75	UNIVERSITY BRIDGE	0	1	0	3	0	2	0	6	Not Signed/Improved	Near Future
76	FUHRMAN AVE	0	1	2	3	0	2	0	8	Maintained	Not Analyzed
77	E MARTIN ST	0	1	1	3	0	0	0	5	Signed/Improved (maintained by community group)	Near Future
78	E ALLISON ST	0	1	2	3	0	0	2	8	Not Signed/Improved	Earliest

ID	Street Name	Score for Individual Criteria ¹							Total Score	Current Status ²	Improvement Priority ³
		Shoreline Access Gap Analysis	Proximity to Residential Density	Supported by Plans & Policies	Proximity to Bike/Ped Routes	Located in a Community Empowerment Zone	Unique Features (wide & flat)	Hand-Carry Boat Access Analysis			
79	E HAMLIN ST	0	1	1	3	0	0	0	5	Signed/Improved (maintained by community group)	Near Future
80	E EDGAR ST	0	1	1	3	0	0	0	5	Not Signed/Improved	Near Future
81	E ROANOKE ST	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
82	E LOUISA ST	0	1	2	3	0	2	0	8	Signed/Improved	Earliest
83	E BOSTON ST	0	1	2	3	0	0	0	6	Signed/Improved	Near Future
84	E NEWTON ST	0	1	2	3	0	2	0	8	Maintained	Not Analyzed
85	YALE AVE	0	1	0	3	0	0	2	6	Signed/Improved	Near Future
86	TERRY AVE	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
87	GALER ST	0	1	1	3	0	0	0	5	Not Signed/Improved	Near Future
88	BLAINE ST	0	1	1	3	0	0	0	5	Not Signed/Improved	Near Future
89	CROCKETT ST	3	1	1	3	0	0	0	8	Signed/Improved	Earliest
90	Mc GRAW ST	3	1	1	3	0	0	0	8	Signed/Improved	Earliest
91	5TH AVE	0	1	1	3	0	2	0	7	Not Signed/Improved	Earliest
92	FREMONT BRIDGE/FLORENTI A ST	0	1	1	3	0	2	0	7	Maintained	Not Analyzed
93	3RD AVE N/ETRURIA ST	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
94	CREMONA ST	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
95	BERTONA ST	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
96	QUEEN ANNE AVE	0	1	1	3	0	2	0	7	Maintained	Not Analyzed
97	3RD AVE	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
98	6TH AVE	0	1	1	3	0	0	2	7	Signed/Improved	Earliest
99	GILMAN AVE	0	1	2	3	0	2	0	8	Maintained	Not Analyzed
100	W CRAMER ST	0	0	0	0	0	0	0	0	Not Signed/Improved	Long-Term Future
101	W SHERIDAN ST	0	1	0	0	0	0	0	1	Not Signed/Improved	Long-Term Future
102	47TH AVE	0	1	0	0	0	0	0	1	Not Signed/Improved	Long-Term Future
103	48TH AVE	0	0	0	3	0	0	0	3	Not Signed/Improved	Long-Term Future
104	W BERTONA ST	0	0	0	3	0	0	0	3	Not Signed/Improved	Long-Term Future
105	W DRAVUS ST	0	0	0	3	0	0	0	3	Not Signed/Improved	Long-Term Future
106	W BARRETT ST	0	0	0	3	0	0	0	3	Not Signed/Improved	Long-Term Future
107	W ARMOUR ST	3	0	0	3	0	0	0	6	Not Signed/Improved	Near Future
108	W RAYE ST	3	0	0	3	0	0	0	6	Not Signed/Improved	Near Future
109	Mc GRAW ST	3	0	0	3	0	0	0	6	Not Signed/Improved	Near Future
110	32ND AVE	0	0	2	3	0	0	2	7	Signed/Improved	Earliest
111	30TH AVE	0	0	0	3	0	0	0	3	Signed/Improved	Long-Term Future
112	W THOMAS ST	0	1	2	3	0	2	0	8	Maintained	Not Analyzed
113	BAY ST	0	1	1	3	0	2	0	7	Maintained	Not Analyzed
114	BROAD ST	0	1	1	3	0	2	0	7	Maintained	Not Analyzed
115	VINE ST	0	1	1	3	0	2	0	7	Maintained	Not Analyzed
116	BATTERY ST	0	1	1	3	0	2	0	7	Maintained	Not Analyzed
117	VIRGINIA ST	0	1	1	3	0	2	0	7	Maintained	Not Analyzed
118	UNIVERSITY ST	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
119	MADISON ST	0	1	1	3	0	2	0	7	Signed/Improved	Earliest
120	S WASHINGTON ST	0	1	1	3	1	2	0	8	Signed/Improved	Earliest
121	S HOLGATE ST	0	0	1	3	1	2	0	7	Vacated	Not Analyzed
122	NE 135TH ST	4	0	0	3	0	0	2	9	Not Signed/Improved	Earliest

ID	Street Name	Score for Individual Criteria ¹							Total Score	Current Status ²	Improvement Priority ³
		Shoreline Access Gap Analysis	Proximity to Residential Density	Supported by Plans & Policies	Proximity to Bike/Ped Routes	Located in a Community Empowerment Zone	Unique Features (wide & flat)	Hand-Carry Boat Access Analysis			
123	NE 130TH ST	4	0	0	3	0	0	2	9	Not Signed/Improved	Earliest
124	NE 90TH PL	0	0	0	3	0	0	0	3	Not Signed/Improved	Long-Term Future
125	NE 85TH ST	0	1	0	3	0	0	0	4	Not Signed/Improved	Long-Term Future
126	NE 43RD ST	3	0	0	3	0	0	0	6	Signed/Improved	Near Future
127	51ST AVE NE	3	0	0	3	0	2	0	8	Signed/Improved	Earliest
128	NE 33RD ST	0	0	0	3	0	0	0	3	Not Signed/Improved	Long-Term Future
129	NE 31ST ST	3	0	0	3	0	0	0	6	Not Signed/Improved	Near Future
130	NE 31ST ST	3	0	0	3	0	0	0	6	Not Signed/Improved	Near Future
131	NE 32ND ST	0	0	0	3	0	0	0	3	Not Signed/Improved	Long-Term Future
132	BROOKLYN AVE NE	0	1	2	3	0	0	0	6	Maintained	Not Analyzed
133	EASTLAKE AVE NE/UNIV BRIDGE	0	1	2	3	0	2	0	8	Not Signed/Improved	Earliest
134	LATONA AVE NE	0	1	0	3	0	2	0	6	Not Signed/Improved	Near Future
135	SUNNYSIDE AVE NE	0	1	0	3	0	0	0	4	Maintained	Not Analyzed
136	FREMONT BRIDGE	0	1	2	3	0	2	0	8	Maintained	Not Analyzed
137	NW 39TH ST	0	1	0	3	0	0	0	4	Not Signed/Improved	Long-Term Future
138	6TH AVE NW/ NW BOWDOIN PL	0	1	0	3	0	2	0	6	Not Signed/Improved	Near Future
139	NW 40TH ST	0	1	0	3	0	2	0	6	Not Signed/Improved	Near Future
140	11TH AVE NW	0	0	0	3	0	2	0	5	Not Signed/Improved	Near Future
141	14TH AVE NW	0	0	0	3	0	2	0	5	Maintained	Not Analyzed
142	15TH AVE NW	0	0	2	3	0	0	0	5	Not Signed/Improved	Near Future
143	20TH AVE NW	0	1	0	3	0	2	0	6	Not Signed/Improved	Near Future
144	24TH AVE NW	0	1	0	3	0	2	2	8	Maintained	Not Analyzed
145	28TH AVE NW	0	1	0	3	0	0	0	4	Signed/Improved	Long-Term Future
146	34TH AVE NW	0	1	2	3	0	0	0	6	Not Signed/Improved	Near Future
147	36TH AVE NW	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
148	NW 57TH ST	0	1	1	3	0	0	0	5	Maintained	Not Analyzed
149	NW 60TH ST	0	1	2	3	0	0	0	6	Maintained	Not Analyzed

Source: AHBL Inc., 2009

¹See Table F.4: Evaluation Criteria for Improvement Priority in Appendix F for a summary of each criterion. Possible points are also summarized below.

- *Shoreline Access Gap Analysis: 4 points if street end would help to meet desirable guideline, 3 points if street end would help to meet acceptable guideline*
- *Proximity to Residential Density: 1 point*
- *Supported by Plans and Policies: 2 points if street end or its immediate vicinity is specifically supported, 1 point if more generally supported*
- *Within ¼ mile of bike/ped route: 3 points*
- *Within Community Empowerment Zone: 1 point*
- *Has Unique Features (wide & flat): 2 points*
- *Hand-Carry Boat Access Analysis (part of existing WWTA Lakes-to-Lock trail, priority identified by WWTA in March 2006, or would help to meet access guideline): 2 points*
- *The total possible points is 15, but no analyzed street end got more than 9 points.*

²The 9 vacated street ends and 38 street ends that are maintained long term as a park (shown in the Current Status column) were not assigned an improvement priority. They are shown as Not Analyzed in the Improvement Priority column. Street ends that are listed as Signed/Improved in the Current Status column are prioritized for improvement because many would benefit from additional improvements.

³Improvement Priority is based on Total Score. Street ends with scores of 7 to 9 are considered Earliest (total of 29 street ends, to be improved within 2-5 years), scores of 5 to 6 Near Future (total of 45 street ends, to be improved within 7 years), and scores of 0 to 4 Long-Term Future (total of 28 street ends, to be improved in 8+ years).



PROJECT #2 SCHEMATIC PLAN
SDOT STREET END

SITE #98 - 6TH AVE W



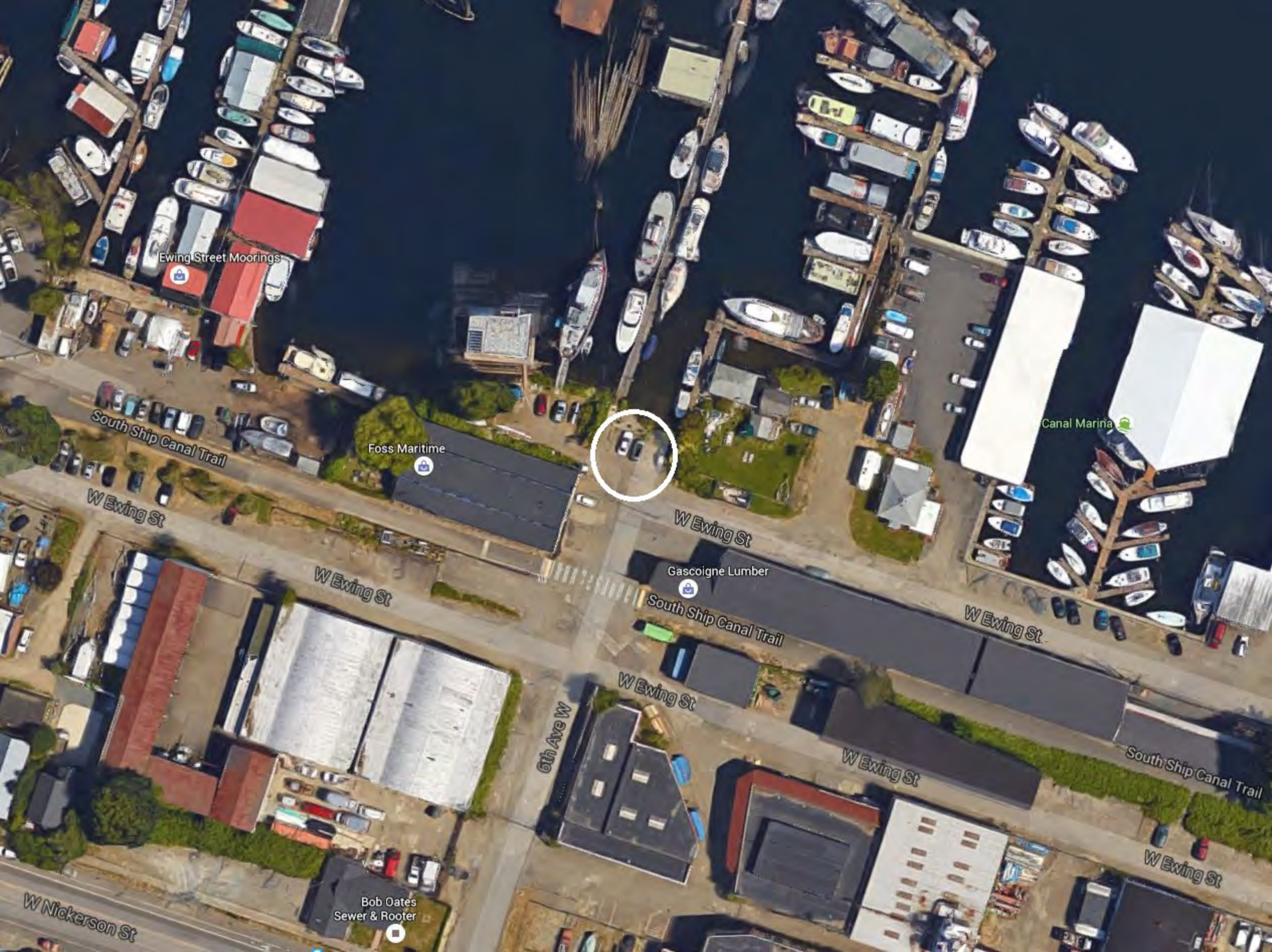
SCALE: 1/4" = 1'-0"
 0' 4' 8'



JUNE 14, 2016

j.a. brennan
 associates PLLC
 Landscape Architects & Planners





Ewing Street Moorings

Foss Maritime

Canal Marina

Gascoigne Lumber

Bob Oates
Sewer & Rooter

South Ship Canal Trail

W Ewing St

W Ewing St

W Ewing St

South Ship Canal Trail

W Ewing St

6th Ave W

W Ewing St

W Ewing St

South Ship Canal Trail

W Ewing St

W Nickerson St