

V. COMPREHENSIVE TRANSPORTATION MANAGEMENT PLAN

A. COMPREHENSIVE TRANSPORTATION PLAN

Children's has long been recognized as a leader in Transportation Demand Management (TDM), receiving awards from the Governor's office, King County and the U.S. Environmental Protection Agency for its excellent commuter benefits and achievements in vehicle trip reduction. The hospital's programs to reduce drive-alone commuting and vehicle trips to the campus have resulted in a drive-alone rate of only 38 percent among daytime employees, down from 73 percent in 1995 as measured by a state-administered Commute Trip Reduction survey. This accomplishment is significant both for a hospital and for an employer located in a neighborhood with limited public transit service.

With the input of the Citizens Advisory Committee, SDOT and DPD, Children's has developed a Comprehensive Transportation Plan (CTP) to focus on sustainable transportation programs. The CTP includes a Transportation Management Plan (TMP) to mitigate vehicle traffic related to MIMP expansion by shifting even more employees and visitors from single-occupancy vehicles (SOV) to bicycling, walking, shuttle and transit. In addition, the CTP goes above and beyond the traditional TMP elements by including a substantial investment in transportation infrastructure improvements outside the hospital campus.

The Transportation Management Plan (TMP) enhancements described in this document, consisting of enhanced shuttle, bicycle and incentive programs, are expected to further reduce the percent of employees driving alone to work, leading to an SOV mode split of 30 percent or lower among daytime employees at MIMP build-out. For comparison, this meets or exceeds the 2020 goal of 70 percent non-SOV travel set for the University District Urban Village in the City of Seattle's Comprehensive Plan (see Appendix J for a complete discussion of the TMP enhancements and the methodology used to calculate the proposed TMP's SOV and vehicle trip reduction benefits).

The first three elements of the hospital's CTP represent major enhancements in programs that are operated within Children's as part of this highly successful TMP. The balance of the CTP consists of five new elements that go well beyond the measures usually associated with a transportation management plan.

Elements 1-3: Enhanced Transportation Management Plan

Children's proposed enhanced policies and programming for its TMP include expanding its Transportation Demand Management incentives and extending Children's shuttle system to offer new commute alternatives. These TMP enhancements will achieve a 30 percent SOV mode split or lower among existing and future employees, as measured under applicable TMP requirements. Modeling indicates that the enhanced TMP and its associated SOV mode split is expected to result in a 36 percent reduction in net new PM peak-hour vehicle trips, reducing what would otherwise be additional peak-hour vehicle traffic generated by the MIMP expansion. The level of additional investment in shuttles and other elements of the TMP is a significant commitment and represents additional costs on the order of several million dollars annually, in addition to capital expenditures.

The three enhanced Transportation Management Plan elements are:

1) A robust shuttle-to-transit system linking Children's to regional transit hubs

Children's expanded shuttle system is designed to increase the number of employees who use transit by providing frequent and convenient service between Children's and regional transit hubs, including the Downtown Transit Tunnel and 3rd Avenue corridor, Campus Parkway in the University District, the Montlake Flyover stop at SR-520, and park-and-ride locations in south Snohomish County during later phases of development.

Expected outcome: 19 percent reduction in net new PM peak-hour vehicle trips by 2028

2) Innovative bicycle programs

Children's is pioneering a number of creative programs to increase the use of bicycles for commute and mid-day trips, such as:

- Company Bikes, which offers free use of a bicycle to employees who commit to cycling at least two days per week
- Flexbikes, a shared-bicycle program that allows users to check out electric-assist bicycles for one-way travel to the 70th / Sand Point Way administrative building on the University of Washington Medical Center (UWMC)

Expected outcome: Increase in the percentage of employees who commute by bicycle from 6 percent (2007) to 10 percent by 2028

3) Increased financial rewards for employees who commute without driving alone

Children's rewards employees who use alternative forms of transportation with monthly financial bonuses. The amounts of these incentives will be increased, parking fees will rise and Children's will also continue to provide many other programs, such as free transit passes, fully subsidized vanpools, guaranteed taxi rides home in the case of emergency and others.

Expected outcome: 17 percent reduction in net new PM peak-hour vehicle trips in 2028

Elements 4-8: Above and beyond a typical TMP

The additional five elements of the Comprehensive Transportation Plan are above and beyond what is typically included in a Transportation Management Plan. These additional elements would provide community benefits, improve northeast Seattle's transportation network and provide even further reductions in transportation impacts related to the hospital's expansion. These elements are:

4) Campus design and near-site improvements to encourage alternative transportation

Through careful arrangement of design elements, such as pedestrian access, bicycle facilities, transit centers and the buildings themselves, Children's will create a campus that supports the convenience and attractiveness of alternative transportation modes. This campus design will blend with the surrounding neighborhood and include adjacent improvements on Sand Point Way NE and 40th Avenue NE to support vehicle and pedestrian movement near the campus, both for Children's transportation and for the benefit of the surrounding neighborhood.

Expected outcome: A more attractive, safe and pleasant development that encourages walking, bicycling and transit use

5) Intelligent Transportation Systems (ITS) for NE 45th Street / Montlake Boulevard / Sand Point Way NE

Children's will contribute up to \$500,000 to directly fund Intelligent Transportation System (ITS) projects in the corridor most likely to be impacted by the hospital's expansion: Montlake Boulevard through Sand Point Way NE to the hospital. By applying smart signals that adapt to traffic conditions, ITS enhancements will optimize the performance of key intersections and produce substantial reductions in vehicle delay and travel time within the corridor. For example, when ITS improvements were installed at Greenwood Avenue N and Holman Road NW in Seattle, the result was a 30 percent reduction in vehicle delay and a 15 percent reduction in travel time.

Expected outcome: 5 to 10 percent reduction in delay and travel time

6) Contributions to capital projects that will improve the Northeast Seattle transportation network

The City of Seattle has identified a comprehensive list of projects intended to improve the movement of people and goods as well as increase safety in the area impacted by Children's. These projects emerged from a number of planning efforts conducted by the City, including the University Area Transportation Study, the University Area Transportation Action Strategy, the Bicycle Master Plan and the Sand Point Way Pedestrian Plan. Children's will contribute a proportionate share of the cost of the projects on this list based upon the amount of traffic related to Children's, in an amount up to \$1.4 million.

Expected outcome: Currently unfunded improvements in the Northeast Seattle transportation network will receive substantial financial support

7) Investments in walkable and bikeable Northeast Seattle.

Children's will contribute up to \$2 million to a Bicycle + Pedestrian Fund that will be used to build capital projects — in some cases above and beyond those found in existing plans — that improve pedestrian and cyclist access, mobility and safety for Children's employees, visitors and members of the surrounding community. Projects listed in the Bicycle Master Plan that have a connection to Children's and are currently unfunded will receive first priority. Children's will work with the City and communities surrounding the hospital to identify improvements that will create wide-ranging community benefits, particularly those that promise to increase the numbers of families and children who feel safe and comfortable bicycling and walking in northeast neighborhoods. These projects should also lead to even further increases in the numbers of Children's employees who arrive at work on foot or by bicycle.

Expected outcome: Significant reductions in vehicle/bicycle crashes, and greater numbers of cyclists and pedestrians in the area

8) Out-of-area parking

Children's intends to identify 100 to 200 out-of-area, off-site parking spaces per phase of development as part of its CTP and as necessary to mitigate future transportation impacts. As a first step, Children's and Sound Transit have signed a Memorandum of Understanding committing both organizations to investigate options to create capacity for Children's employees at regional park-and-ride facilities.

Expected outcome: Every 100 cars parked in off-site, out-of-area facilities will result in a 5 percent reduction in traffic impacts surrounding the hospital

Children's is committed being a leader in sustainable transportation programs. Through the CTP, the hospital will mitigate vehicle traffic related to MIMP expansion by shifting even more employees and visitors from single-occupant vehicles (SOV) to biking, walking, shuttle and transit. The CTP will allow Children's to:

- Achieve a 30 percent SOV rate, matching the 2020 mode share goal set by the City of Seattle comprehensive plan for the University District
- Reduce the number of parking spaces needed on campus by 500
- Reduce vehicle miles traveled, and thus reduce the resulting greenhouse gas emissions that would otherwise be generated with no further mitigation measures beyond Children's 2007 TMP.

For more detailed information on Children's Comprehensive Transportation Plan, please refer to Appendix J.

Tables 4, 5 and 6 describe the enhancements proposed for Children's Transportation Management Plan. Plan elements will be monitored and adjusted, as necessary and appropriate, to optimize the outcome in the most cost-effective manner. Table 7 compares the standard Transportation Management Plan elements typically required of developers by the City of Seattle with the elements of Children's existing TMP and the proposed TMP included as part of this Master Plan.

Table 4. 2007 Shuttle Service and Proposed Enhancements

2007 Program	Proposed Enhancements
Seven routes connect Children's facilities and off-campus parking	Create shuttle routes to regional transit hubs
Shuttle fleet of 12 vehicles, equipped to carry bicycles	Green Line launched in June 2008: Route to 3rd Avenue/Westlake Station
	Purple Line planned for launch in January 2009
	Route to University District NE 45th Street and Campus Parkway hubs
	Route to SR 520/Montlake Blvd Station
	Route to Future UW light rail station at Husky Stadium
	Route to south Snohomish County

Table 5. 2007 TDM Programs and Proposed Enhancements

Element	2007 Program	Proposed Enhancement
Incentives for Alternate Commutes	Up to \$50 per month in Commuter Bonus for not driving to work alone	Increase incentive to \$65 per month
	Internal rideshare matching	Same
	Reserved parking for vanpools	Increase number of stalls for vanpools
	Vanpool bonus ·Driver \$250/quarter ·Backup driver ·Bookkeepers	Same
	Free FlexPass for employees	Same; expand to non-employee staff
	Showers and lockers for cyclists and walkers	Expand number of showers and lockers
	Towel service	Same
	120 bicycle parking spaces	600 bicycle parking spaces
	Subsidized tune-ups	Same
	New bicycle incentives	·Implement Flexbike program in cooperation with the University of Washington ·Assign a Children's-owned bicycle to employees who commit to cycling ·Institute a \$100 per year gear bonus for bike commuters
	Umbrellas, reflective lights provided annually	Same
	New walking incentives	\$100 per year gear bonus for walking commuters
	Guaranteed Ride Home — up to eight emergency taxi trips per year; maximum 60 miles per trip	Same
	Zipcars — three cars on-site. Free membership and free miles for business use	Same

Table 6. 2007 Parking Management Policies and Proposed Enhancements

Element	2007 Program	Proposed Enhancement
Parking Cost	\$50 per month paid parking on-campus and off-campus	Increase to \$65 per month Review annually to establish rate that encourages non-SOV modes
	Patients, families, carpools and vanpools park on campus for free, as do medical residents, students, fellows, volunteers, community physicians, trustees, board members and vendors	Eliminate free parking with introduction of pay-per-use. Charge patients and families for parking, with the potential for validation or Medicaid vouchers for families.
Street Parking Enforcement	Parking on neighborhood street forbidden and enforced by Children's patrol. Disciplinary action for infraction.	Expand

Table 7. Required Elements of Transportation Management Plan in Existing and Proposed TMP

Program Element	Existing TMP	Proposed TMP
Transportation Coordinator	Required and provided	Same
Promotions	Required and provided	Same
Commuter Information Center	Required and provided	Same
Tenant Participation	Not included	Same
Ridematch Program	Required and provided	Same
Site and Access Improvements	Required and provided	Provides additional pedestrian and bicycle access
Height and Turning Clearances for Vanpools	Required and provided in limited areas	New garage to accommodate vanpool access to designated vanpool parking
Carpool/Vanpool Parking	Required and provided	Same
Bicycle Parking	Required and provided	Provides additional bike parking
Shower/Lockers	Required and provided	Provides more showers and lockers for bike riders
Pedestrian/Bicycle Links	Not included	Provides link to Burke-Gilman Trail and to near-site transit stops
Transportation Management Associations	Not included	Same
Parking Fees	Required and provided	Review annually to establish rate that encourages non-SOV modes
Non-SOV Subsidy	Required and provided	Review annually to establish rate that encourages non-SOV modes
Unbundling of Parking Charges	Not included	Same – not included
Flexible Work Schedule	Accommodates where applicable	Accommodates where applicable
Subscription Bus Service	Not included	Same – not included
Shuttle Service	Required and provided	Review annually to serve facilities and reduce SOVs
Telecommuting	Accommodates where applicable	Accommodates where applicable
Reduced SOV Parking	Parking supply is less than code allowable	Parking supply will be less than code allowable
Fleetpools	Not included	Same – not included
Car-Sharing Programs	Zipcar on site	Zipcar on site
Guaranteed Ride Home Program	Required and provided	Same
Multifamily Requirements	Not applicable	Same – not applicable
Off-Site Mitigation	Not included	Provides pedestrian and vehicular mobility improvements in key corridors
Residential Parking Zones	Not included	Same – not included
Annual Program Reports	Required and provided	Same
Biannual Surveys	Required and provided	Same

B. EXISTING TRANSPORTATION SYSTEM

1. VEHICULAR ACCESS AND PARKING

This section describes vehicular transportation associated with Children's existing transportation system. Pedestrian and other nonmotorized transportation facilities are described in the following section.

HOSPITAL CAMPUS ACCESS

Sand Point Way NE is the primary arterial serving Children's. The hospital campus entry is at the signalized intersection of Sand Point Way NE and Penny Drive. Most vehicle trips related to hospital operations use this access point to Penny Drive.

The second access point to the campus is a driveway from NE 45th Street near the southeast corner of the campus. This is a secured access point that is not available to the public. Service vehicles can enter the Whale Garage via a secured gate. In addition, an apron at this location allows Metro buses to lay over on Children's property. This entrance also provides access to a fire lane on the south side of the Melinda French Gates Ambulatory Care Building.

Traffic

Penny Drive distributes vehicles to all parking areas, entry points and loading docks. The roadway has two through-lanes with a two-way center turn lane and 10-mph speed limit. At-grade crosswalks are located along Penny Drive, connecting the parking and campus facilities areas to the north with the primary hospital areas to the south.

Parking

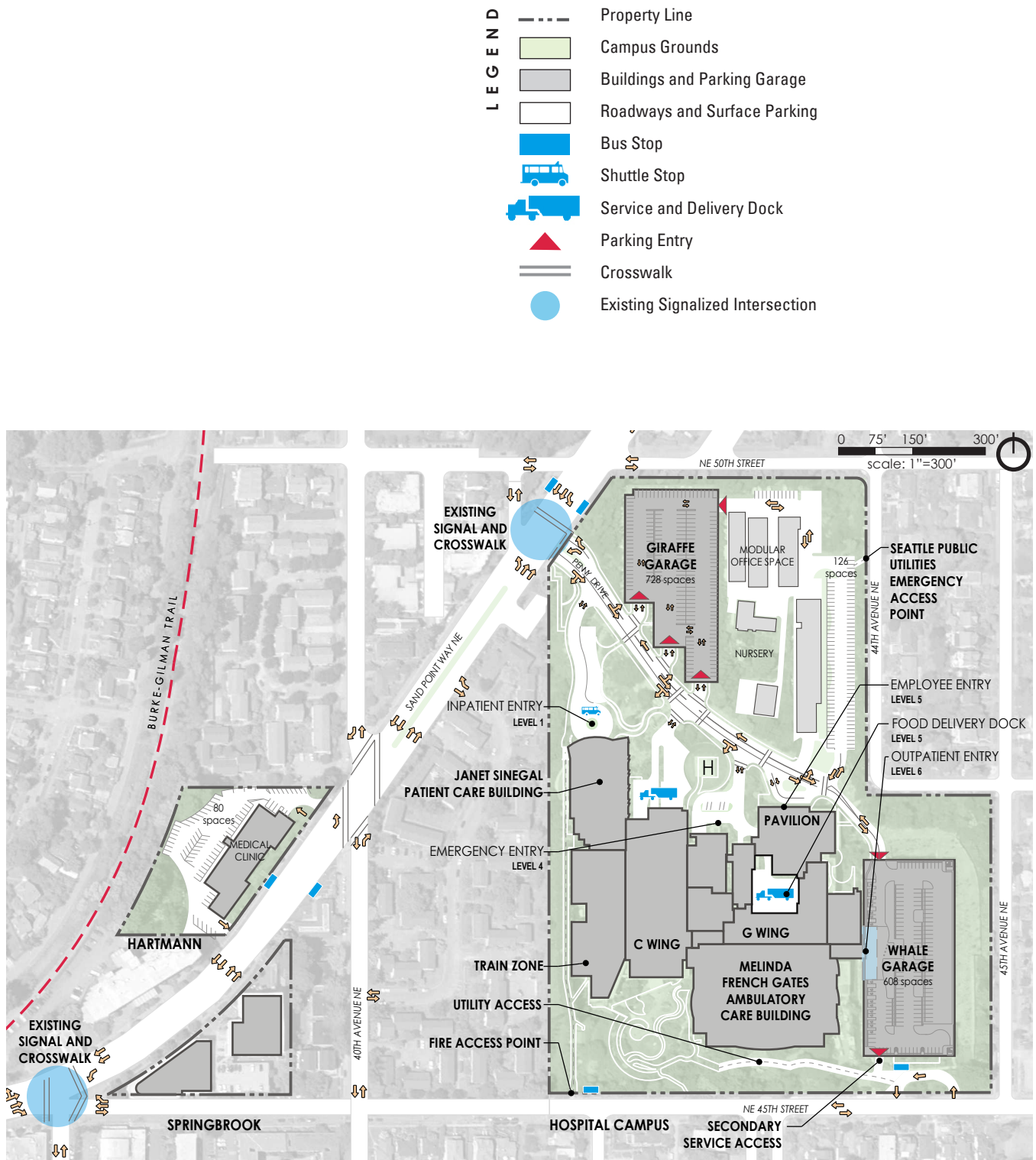
Children's currently provides 1,462 parking spaces on campus.

The existing Giraffe Garage provides parking for patients, visitors, staff and physicians. The garage has four levels, which are not currently interconnected with ramps between floors; direct access to each level is via separate garage entrances off Penny Drive. The Giraffe Garage is located on Penny Drive across from the hospital. ADA-accessible parking is located at the Janet Sinegal Patient Care Building entry plaza.

The existing three-level Whale Garage serves the main entrance of the Melinda French Gates Ambulatory Care Building and provides direct access to ADA-accessible parking. Automobile access to the Whale Garage is primarily from Penny Drive, although a secured service access is located off NE 45th Street.

Parking for the Emergency Department is provided by 126 surface parking spaces, which also accommodate patient/family motor homes and other visitors. The number of surface parking spaces has been reduced due to interim modular office units and landscape maintenance operations.

FIGURE 53: EXISTING
TRANSPORTATION AND PARKING



Shuttles

Shuttles provide access to Children's off-campus parking as well as off-campus work locations, and operate from 5:30 a.m. to 9 p.m., Monday through Friday. During peak commuting hours, two shuttles serve each lot; during off-peak commuting hours, a single shuttle serves each lot. On campus, the Children's shuttle drops off shuttle riders at the Giraffe Entrance.

Frequent weekday shuttle service is provided to off-campus parking locations. Shuttles also serve inter-facility transportation needs between Children's main campus and other Children's facilities in Seattle. The service reduces traffic and parking congestion. A third shuttle runs every hour to Children's research facility in downtown Seattle. The Seattle Cancer Care Alliance (SCCA) shuttle runs every 40 minutes to the University of Washington, where it connects to service to the SCCA in South Lake Union. Guest services transportation is provided to patients and families via a separate fleet of ADA-equipped vehicles.

Transit

The hospital campus is served by Metro Transit routes #25 and #75. In anticipation of Children's proposed new Master Plan expansion, Children's partnered with Metro to have both routes enhanced in fall 2007 in an effort to reduce single-occupant vehicle use to the hospital. This \$250,000-per-year investment provides service at least every 30 minutes on route #75 throughout the entire service time span, enhancing service greatly during shift-change times. The #75 serves the main entrance of the campus on Sand Point Way NE. Sheltered bus stops are located in both the northbound and southbound directions, and an ADA-accessible ramp system provides access from Sand Point Way NE to the Giraffe Entrance.

The #25 serves the secondary access point of the campus along NE 45th Street. A single, sheltered bus stop on Children's property serves both incoming and outgoing trips. A covered, ADA-accessible walkway through the Whale Garage provides access to the Whale Entrance.

Deliveries and Service Traffic

Most deliveries are handled at two separate loading docks, one for general receiving and one specifically for food deliveries. Neither loading dock is configured to allow larger trucks to turn around. Therefore, most delivery and service vehicles must back in from Penny Drive.

HARTMANN

The Hartmann building is located on Sand Point Way NE, south of the main Penny Drive campus access, near 40th Avenue NE. Traffic flows one way from an entrance at the north end of the property (opposite 40th Avenue NE) to an exit at the south end of the property. Neither access point is signalized. A two-way center turn lane facilitates traffic to and from Sand Point Way NE. Eighty parking spaces are provided for patients, staff and physicians in a surface lot.

While the Hartmann building is bound on the north by the Burke-Gilman Trail, there is currently no direct access from the trail to the Hartmann property.

Metro Transit route #75 serves the Hartmann building via Sand Point Way NE. An unsheltered southbound bus stop is located directly in front of the building. In the northbound direction, an unsheltered bus stop is located across Sand Point Way NE.

See Figure 53, Existing Transportation and Parking.

C. NONMOTORIZED CONNECTIONS

1. EXISTING NONMOTORIZED CONNECTIONS

HOSPITAL CAMPUS

Pedestrians and bicyclists access the campus primarily on Penny Drive. Due to the steep slope along the length of Penny Drive, there is only one ADA pedestrian connection between a public street and a designated building entry. This is located along the west side of Penny Drive starting at Sand Point Way NE.

A pedestrian pathway crosses the campus from NE 45th Street to Sand Point Way NE. Other pedestrian access points along the eastern perimeter lead to parking lots and do not follow contiguous pathways to Penny Drive or to a main building entry.

Pedestrian Access

The primary pedestrian entrance is from Sand Point Way NE. A ramp provides an ADA-accessible route from Sand Point Way NE to the Giraffe Entrance for pedestrians. On Penny Drive, the pedestrian facilities include sidewalks on both sides and six crosswalks connecting the main building, with parking facilities and offices located in modular buildings north of Penny Drive. Pedestrian flow on Penny Drive is intersected by several driveways leading into parking areas, entrances and loading docks. Again, due to the steep slope, most crosswalks on Penny Drive are not ADA-compliant.

There are three pedestrian access points off NE 45th Street. The primary pedestrian access point is at the bus stop and layover area, which provides access to the Whale Entrance, sculpture garden and a courtyard. Another is via a secured gate into the outdoor play area. The third is the pathway described previously, which connects NE 45th Street with a stairwell to the Giraffe Entrance. None of these are ADA-compliant routes.

Bicycle Access

The primary bicycle entrance is from Sand Point Way NE via Penny Drive. Bicyclists can access covered, secured bicycle parking in each level of the Giraffe Garage, or open bicycle racks at nearly every entrance of the hospital. Bicycles also access the campus via a secured gate on NE 45th Street, behind which is a long-term bicycle storage area. Cyclists have access to showers and lockers in the Melinda French Gates Ambulatory Care Building as well as the modular buildings north of Penny Drive.

OFF-CAMPUS

There are no sidewalks on the east side of Sand Point Way NE between NE 50th Street and 47th Avenue NE. There are also no sidewalks in either direction along NE 50th Street between 41st Avenue NE and 40th Avenue NE. The Hartmann property frontage, including the bus zone for route #75, does not have sidewalks.

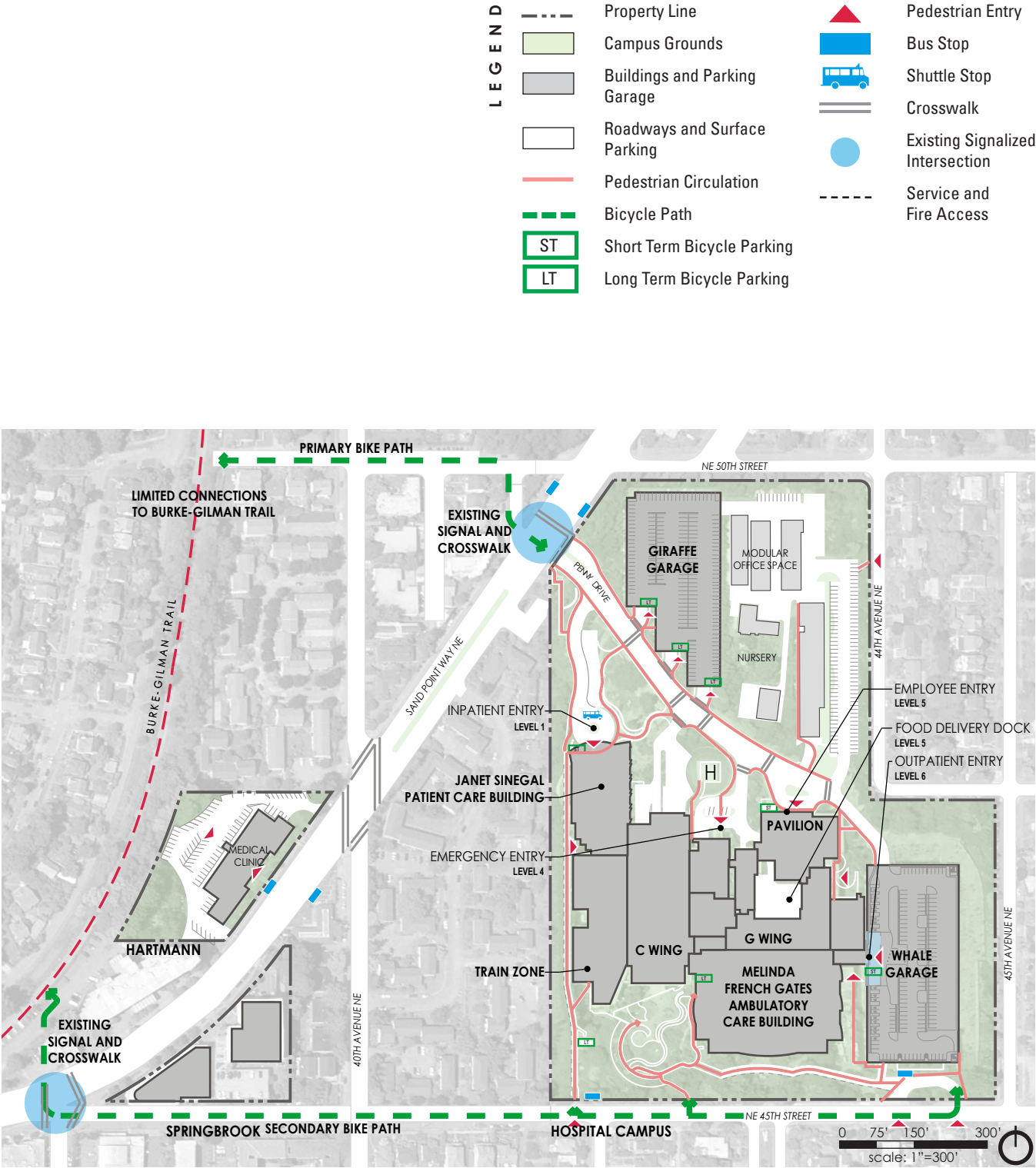
The Burke-Gilman Trail is located two blocks west of Children's campus. The trail access point closest to the hospital campus is a short trail spur that leads to a dead-end portion of NE 50th Street. There is no marked bicycle route between this access point and Sand Point Way NE. Due to the slope of 40th Avenue NE and parked cars in violation of the 30-foot restriction from the corner of NE 50th Street, cyclists crossing 40th Avenue NE have limited visibility to traffic in both directions. Cyclists must then cross two lanes of traffic on Sand Point Way NE to reach the left turn lane into Penny Drive. As an alternative, some cyclists ride down 41st Avenue NE and use the crosswalk to cross Sand Point Way NE. There is no curb cut to help cyclists transition from the street at 41st Avenue to the sidewalk and wait for the light.

HARTMANN

The Hartmann site is accessible to pedestrians via stairs from Sand Point Way NE. The ADA-accessible entrance to the building is from a drop-off area located in the parking lot on the northwest side of the building. Currently, there is no connection between the Burke-Gilman Trail and the Hartmann building.

See Figure 54, Existing Nonmotorized Connections.

FIGURE 54: EXISTING
NONMOTORIZED CONNECTIONS



D. PROPOSED VEHICULAR ACCESS AND PARKING

PARKING

Traffic generated by 600 pediatric beds at Children's would require 3,600 parking spaces. The Comprehensive Transportation Plan would reduce that demand by 500 spaces, leaving a parking need of 3,100 spaces. The proposed Master Plan parking would provide 2,875 spaces on-campus and 225 spaces at Hartmann.

Children's intends to identify 100 to 200 out-of-area, off-site parking spaces per phase of development as part of its Comprehensive Transportation Plan and as necessary to mitigate future impacts. This plan could further reduce the amount of parking needed on campus and result in significantly reduced impacts on the transportation system near campus. Every 100 parking spaces located off-site and out of the area would reduce impacts near campus by 5 percent. For more information on the off-site parking plan and its impacts, see Appendix J and the Environmental Impact Statement.

The full on-campus parking demand alternative calls for a new 1,167-space North Garage, which would be built on the northeast corner of the property. The parking levels of the proposed garage would align with floors of the current Giraffe Garage, which would be connected by an internal ramp and circulation system. Another 1,100 spaces would be located in a new Southwest Garage. A total of 225 spaces would be located at the Hartmann site.

PROPOSED HOSPITAL CAMPUS ACCESS

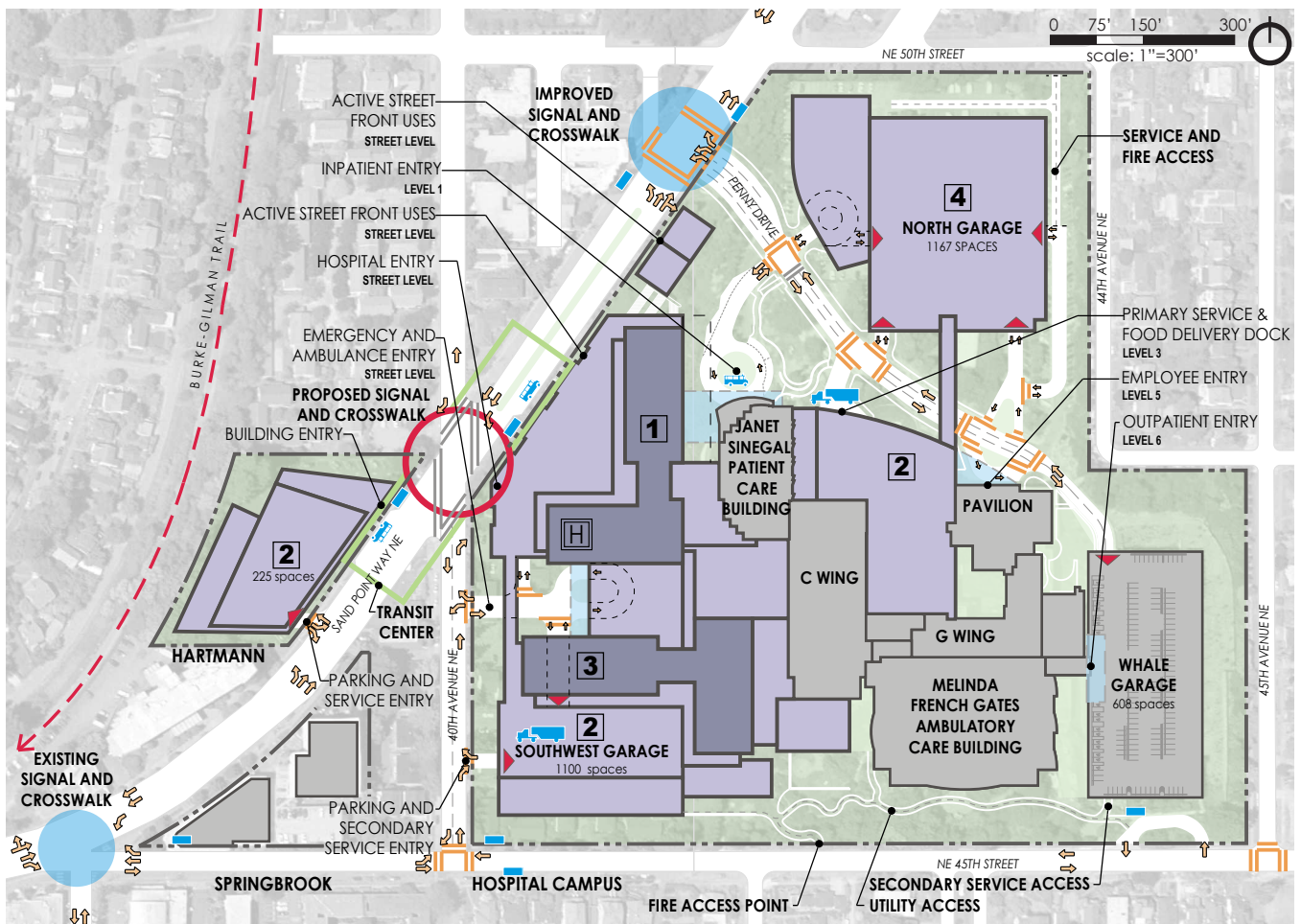
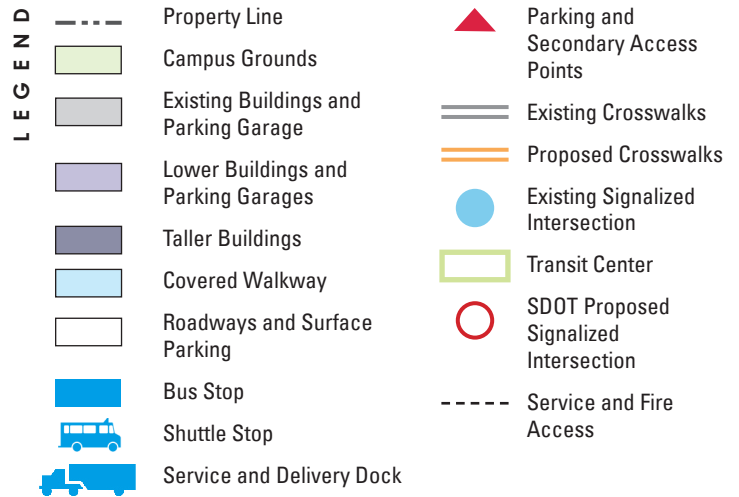
The proposed Master Plan would eliminate the need for additional vehicular entrances on NE 45th Street and NE 50th Street. Instead, two entrances would be located on 40th Avenue NE to serve the Emergency Department and the Southwest Garage.

New signals or improvements to existing intersections would be made to distribute peak demands from Children's while also enhancing safety and access for bicycles and pedestrians. The City of Seattle has a plan to install a traffic signal at Sand Point Way NE at 40th Avenue NE, Penny Drive. Limited emergency access is proposed for NE 50th Street.

The Hartmann property would be served by a single vehicular entrance where the south entrance is now located. Full turning movements would be allowed at this entrance.

See Figure 55, Proposed Transportation and Parking.

FIGURE 55: PROPOSED
TRANSPORTATION AND PARKING



E. PROPOSED NONMOTORIZED AND TRANSIT ACCESS AND CONNECTIONS

Making nonmotorized transportation safe, attractive and time-competitive with SOV travel is a guiding principle of the Children's Transportation Plan. Nonmotorized solutions include clear, safe pedestrian routes from nearby neighborhoods, transit and shuttle stops, end-of-trip amenities such as bicycle racks and showers for cyclists and walkers, and safe and intuitive connections between buildings and parking garages.

The proposed Master Plan would provide pedestrians and bicyclists with a "front door" on 40th Avenue NE and Sand Point Way NE and would eliminate the hill climb on Penny Drive. A signalized intersection with a pedestrian-only phase in the new signal proposed by the City at 40th Avenue NE and Sandpoint Way NE could provide a safe and convenient way to cross Sand Point Way NE. The Hartmann property would have a connection to the Burke-Gilman Trail that flows into the new Sand Point Way NE pedestrian crossing at 40th Avenue NE. The crosswalk and level access to campus would greatly increase the convenience to pedestrians and cyclists as well as provide an ADA entrance near the transit drop-off. Neighbors would benefit from a safe connection across the high volume of traffic on Sand Point Way NE.

The Master Plan would provide enhanced crossings of the campus through a system of gardens, courtyards and plazas. The pedestrian pathways through the campus could connect other park and garden spaces in the community.

Public Transit and Shuttle Buses

The Master Plan would allow for the development of a high-quality transit center on both sides of Sand Point Way NE at 40th Avenue NE, in front of the hospital and the Hartmann property. Currently, there are no shelters at the transit stops in this location and the crossing is extremely dangerous, forcing some transit riders to dart across four lanes of traffic to reach their destination.

The transit center would bring benefit to the surrounding community as well as provide easy access for commuters and visitors to the hospital's "front door" on 40th Avenue NE and Sand Point Way NE. The transit center would be served by a safe and attractive covered waiting area for both public transit and shuttles.

Four to six bays, two to three on each side of Sand Point Way NE, would create a welcoming and dry location for neighborhood commuters and Children's staff to catch transit and shuttles. Coordination with Metro would occur to design the transit stops.

HOSPITAL CAMPUS

Access between the proposed North Garage and the hospital would be consolidated at two locations, where Helen Lane is realigned, and at the new clinical entry in front of the Pavilion. ADA-compliant crossings of Penny Drive would be made at these locations. The pedestrian movements at these crossings would be safer, as there would be fewer crossings and they would be better coordinated with planned vehicle movements. Elevated walkways and tunnels may also be developed.

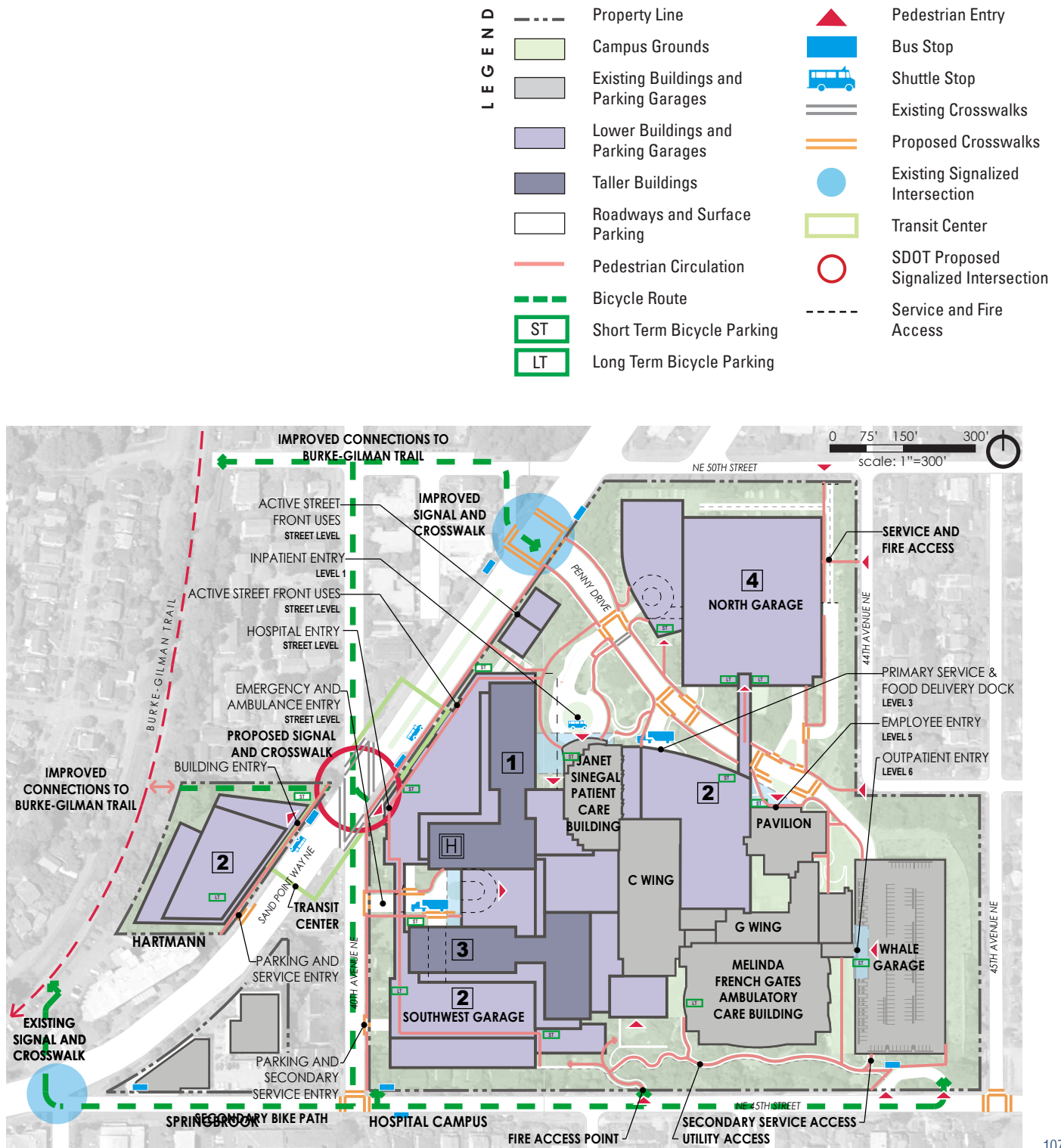
On the west side of the existing hospital campus, a pedestrian path would be retained between the development on Laurelon Terrace and that on the hospital campus at a new elevation of EL. 92. This would provide access across the middle of the campus in the north-south direction. It would distribute visitors to the rooftop gardens built atop buildings on Laurelon Terrace.

The pedestrian system could connect across the proposed signalized intersections along Sand Point Way NE, through the campus and up toward 45th Avenue NE, 47th Avenue NE and 50th Avenue NE.

Two vehicle access and egress locations on campus would allow vehicles to be distributed more evenly on and around the campus, reducing congestion and vehicle conflicts with pedestrians, bikes and pedestrian access to transit service. The two new vehicular access points are proposed for 40th Avenue NE.

Pedestrian pathways would be designed to make it easier for neighbors to access and, where appropriate, to cross

FIGURE 56: PROPOSED
NONMOTORIZED CONNECTIONS



the campus. The design of these facilities would include wayfinding signage. Design of pedestrian and green space areas on campus would include accepted national standards for public safety, such as Crime Prevention Through Environmental Design (CPTED).

The City's planned installation of a signalized intersection along Sand Point Way NE at 40th Avenue NE would add another pedestrian crossing, making Sand Point Way NE easier to cross. This would improve connections to the Burke-Gilman Trail and surrounding neighborhoods.

The addition of bicycle route signs and pavement markings, such as bike lanes or sharrows, would enhance wayfinding between the hospital campus, the Laurelhurst neighborhood and the Burke-Gilman Trail.

The pedestrian focus of the expanded campus area would be along Sand Point Way NE and 40th Avenue NE. On the north side of the campus, a pedestrian path would connect Penny Drive through the Laurelon Terrace property to 40th Avenue NE, along Sand Point Way NE. A new entrance along Sand Point Way NE near 40th Avenue NE would provide convenient access to transit and shuttle users and those using the new parking structure. The proposed Emergency Department would have similar convenience along 40th Avenue NE. Walking and ADA access between this lower campus and the upper campus to the east would be made through interior corridors, stairs and elevators as well as potentially exterior stairs and ramps. The rooftop gardens at the EL. 92 level would allow a pedestrian path around the perimeter of this area of the building. From here, access to public gardens and buildings would occur, connecting Helen Lane to 42nd Avenue NE to the south.

An ADA-accessible pedestrian entrance would be provided at the Hartmann site, located on the north end of the site along Sand Point Way NE. Covered, secured bicycle parking would be located in the proposed parking garage. The proposed building would include locker and shower facilities. The proposed ground-level plaza and garden entrances would be connected to the Burke-Gilman Trail. This would provide a direct bicycle and pedestrian connection between the hospital campus, the Laurelhurst neighborhood and the Burke-Gilman Trail via the City-planned signalized intersection at 40th Avenue NE and Sand Point Way NE.

See Figure 56, Proposed Nonmotorized Connections.