

APPENDIX N
FUNCTIONAL AND TRUCK CLASSIFICATIONS BY MAJOR STREETS

**Table N-1
Street Classifications
South Lake Union Area**

<u>Street</u>	<u>Type</u>	<u>Truck Classification</u>
Westlake Avenue N	Principal Arterial-general	Truck Street
W Mercer Street	Principal Arterial-general	Truck Street
Valley Street	Principal Arterial-general	Truck Street
Fairview Avenue E	Principal Arterial-general	Truck Street
Republican Street	Minor Arterial-general	Truck Street
Denny Way	Principal Arterial	Truck Street
Virginia Street	Minor Arterial	Truck Street
7th Avenue	Minor Arterial	Truck Street
Highway 99	Regional Arterial	Truck Route
Interstate 5	Regional Freeway	Truck Route

Source: Arterial Planning Map (City of Seattle 1994).

Functional and Truck Classification Definitions

Freeways/Arterials. Regional Freeways and Regional Arterials are intended to serve intra-regional trips of 4 miles or more in length. These roadways generally have four or more lanes of traffic and should provide the highest capacity and least impeded traffic flow. Typical traffic volumes are 20,000 or more vehicles per day.

Principal Arterials are intended to serve traffic within a region and connect Regional Arterials to major activity centers and less voluminous Arterial streets. Typical speeds are 30 mph to 45 mph with traffic volumes of 5,000 to 40,000 vehicles per day.

Minor Arterials are intended to serve as a distributor of traffic from Principal Arterials to lesser streets and smaller activity centers, and to serve trips between neighborhoods within a community. Typical speed limits are 30 mph (20 mph in school zones) with traffic volumes of 3,000 to 15,000 vehicles per day.

Truck Classifications. A Truck Route's functional purpose is to provide access to local and non-local destinations through the City. Typically a Freeway/Expressway, Regional, or Principal Arterial, a Truck Route should provide stable traffic flow.

A Truck Street's functional purpose is to provide a basic network for truck circulation, access to Truck Routes, and to local destinations. Truck Streets are those Arterials not already designated as Truck Routes.

Source: Based on the Seattle Comprehensive Transportation Program (Seattle 1984).

**Table N-2
Summary of Surface Street Characteristics
South Lake Union Area**

<u>Streets</u>	<u># of Lanes</u>		<u>Parking</u>	<u>Bus Land use</u>	<u>Route</u>
W Mercer St, E of 8th Av	4 (1-way)	No	Com		
Fairview Av N, S of Mercer St	4	No	Com	70, 71	
Fairview Av N, S of Republican St	2	Yes	Com		
Fairview Av N, S of Thomas St	3	No on west			
Denny Way, W of Fairview Av	4	No	Com		
Westlake Av N, N of Denny Way	3 (1-way)	Yes	Com	26, 28	
	4 (2-way)	Yes	Com	42, 56	
Westlake Av N, N of Valley St	4	No	Com	Com	
Virginia St	3	Yes	Com/ Res	70	

Source: Visual observation.

Transit Routes #70 and #71 provide service from the University District to Downtown Seattle via Eastlake Avenue E and Fairview Avenue N, with Route 70 continuing on Virginia Street. The buses operate on weekdays with headways (time between buses) of 30 minutes and 10 minutes for buses #71 and #70, respectively. Bus #71 runs on the weekend with 30 minutes headway and # 70 runs on Saturday only with 30 minutes headway.

Transit Route #26 provides service from East Green Lake to Downtown Seattle, and #28 from Broadview to Downtown, both via Westlake Avenue N and 9th Avenue N. Both routes operate on weekdays and weekends with a 30 minute headway during off-peak hours and less during peak hours.

**Table N-3
Level of Service (LOS): South Lake Union**

Congested (LOS E or F) conditions are typical in the south Lake Union area along the Mercer corridor and Denny Way during peak traffic hours.

Intersection	Peak Hour LOS
AM Peak Hours	
Valley Street and Broad Street and Westlake Avenue	E
Mercer Street and Fairview Avenue	F
PM Peak Hours	
Denny Way and Fairview Avenue	E
Denny Way and Stewart Street	F
Mercer Street and Westlake Avenue	F
Mercer Street and Fairview Avenue	F

**Table N-4
Accidents in the South Lake Union Area**

Intersection	Vehicular Autos	Injuries	Pedestrian	Bicycle
Denny Way/Fairview Av	3	0	0	0
Denny Way/Westlake Av	2	1	0	1
Dexter Av N/Mercer St	1	2	0	0
Fairview Av N/Mercer St	8	4	0	0
Fairview Av N/Valley St	6	1	0	0
Mercer St/Westlake Av N	3	4	0	0

Source: Seattle Engineering Department - Transportation Division; Data from 1/1/93 to 12/31/93

Table N-5
Street Classifications
Elliott Bay/Queen Anne Area

<u>Street</u>	<u>Type</u>	<u>Truck Classification</u>
Elliott Avenue	Principal Arterial	Truck Route
Western Avenue	Principal Arterial	Truck Street
1st Avenue N	Principal Arterial	Truck Street
1st Avenue	Minor Arterial	Truck Street
2nd Avenue	Principal Arterial	Truck Street
3rd Avenue	Minor Arterial	Truck Street
4th Avenue	Principal Arterial	Truck Street
Virginia Street	Minor Arterial	Truck Street
Denny Way	Principal Arterial	Truck Street
Mercer Street	Principal Arterial	Truck Street
Queen Anne Avenue	Minor Arterial	Truck Street
W Galer Street	Collector Arterial	Truck Street
W Olympic Way	Minor Arterial	Truck Street
3rd Avenue W	Collector Arterial	Truck Street
1st Avenue W	Collector Arterial	Truck Street
W Harrison Street	Collector Arterial	Truck Street

Source: Arterial Planning Map (Seattle 1994d).

Table N-6
Summary of Surface Street Characteristics
Elliott Bay/Queen Anne Area

<u>Streets</u>	<u># of Lanes</u>	<u>Parking</u>	<u>Land use</u>	<u>Bus Route</u>
Elliott Av, S of Western Av	2 (1-way)	Yes	Res/ Com	
Elliott Av, N of Western Av	6	No	Com/ Ind	19, 24, 33
Queen Ann Av N, N of W Aloha St	4	No	Com/ Res	2, 13, 45, 4
Queen Ann Av N, S of W Galer St	2	Yes	Com/ Res	4
W Mercer St, W of W of 2nd	2	Yes	Com/ Res	15, 18
W Denny Way, W of 5th Av W	4	No	Com	19, 24, 33
W Denny Way, W of 1st Av W	5	No	Com	19, 24, 33
Western Av	5-6	Yes	Com/ Ind	19, 24, 33
Olympic Pl	2	Yes	Com/ Res	
4th Av, N of Virginia St	3-4	Yes	Com	17, 19, 24 26, 29, 33
Virginia St	3	Yes	Com/ Res	70, 304
Broad St	1	Yes	Com/ Res	
5th Av, N of Denny Way	4	No	Com	3, 4, 6, 16
1st Av N	2-3 (1-way)	Yes	Com/ Res	1, 2, 13 15, 18

Source: Visual observation.

- ◆ Transit Route # 19 provides service from Discovery Park and West Magnolia to Seattle Center and downtown. It runs along Elliott Avenue and Western to the Seattle Center, continuing downtown along 2nd Avenue. The trip to Discovery Park takes 4th Avenue. The route runs seven days a week. Transit Routes #24 and #33 follow much the same path.
- ◆ Transit Route #2 serves West Queen Anne, Seattle Center, and downtown. The Route uses Queen Anne Avenue N and 3rd Avenue continuing east to Madrona Park. Route # 13 serve the same general area including Seattle Pacific University. Route #45 also follows Queen Anne Avenue from the University District to the Seattle Center. Route # 3 and #4 serves North and East Queen Anne to the Seattle Center using 5th Avenue N and 3rd Avenue.
- ◆ Transit Routes # 15 and #18 provides serviced from Blue Ridge to downtown Seattle via Elliott Avenue, W Mercer Place, Queen Anne Avenue, and 1st Avenue.
- ◆ Routes # 26 and # 28 follow Westlake Avenue N and 9th Avenue en route to downtown from East Green Lake and Broadview, respectively.
- ◆ Transit Route # 1 serves Kinnear to Seattle Center and downtown via W Olympic Place, W Roy Street, W Mercer Street, Queen Anne Avenue, and 1st and 3rd Avenues.

**Table N-7
Level of Service (LOS) -
Elliott Bay Area**

<u>Intersection</u>	<u>LOS</u>	<u>Year of Study</u>
Elliott/Broad	F	1989
Elliott/Wall	F	1989
Western/Broad	E	1989
Western/Madison	C	1989
Western/Marion	B	1989
Western/Spring	B	1989
Western/Wall	C	1989
Denny/Broad	C, D	1989
Denny/Stewart	D	1993
Mercer/1st	C	1994
Mercer/3rd	A	1990
Mercer/5th	C, D	1994
Queen Anne/Denny	C	1990
Queen Anne/Mercer	B	1990
Aurora/Denny	E	1989
Fairview/Mercer	F	1993
Battery/2nd	B	1989

Source: Robertson 1995.

**Table N-8
Accidents in the Elliott Bay/Queen Anne Hill Area**

Intersection	Vehicular	Pedestrian	Bicycle	
	Autos	Injuries		
2nd Av/Denny Way	3	0	0	0
4th Av/Denny Way	0	1	0	0
Denny Way/Queen Anne Av N	1	0	0	0
Mercer St/Queen Anne Av N	7	4	0	3
Western Av W/Denny Way	3	1	0	0

Source: Seattle Engineering Department - Transportation Division; Data from 1/1/93 to 12/31/93.