

GREEN STREETS OVERVIEW



SUBAREA CHARACTER

1 North Brooklyn



- Single family/lowrise residential, low volume
- 60' right-of-way
- Parking both sides
- Trees abutting right-of-way, not many in it
- Overhead bus/electric lines in some locations

2 Brooklyn Core



- Offices, businesses, multifamily residential
- Heaviest foot traffic along Brooklyn
- 70' right-of-way
- Parking on both sides
- Wide traffic lanes, few trees
- Patchy street/frontage relationship

3 West Campus to Portage Bay



- Quiet, more institutional (UW west campus)
- 68' right-of-way, little parking
- Mature street trees, some bike lanes
- Intersection with Burke-Gilman Trail
- "Double sidewalk" for one block

4 43rd/42nd Side Street



- Narrow sidewalks, few street trees
- Narrow (55') right of way on 43rd, 60' on 42nd
- Draws foot traffic from edge to core
- Overhead power lines in some locations

5 43rd/42nd Core

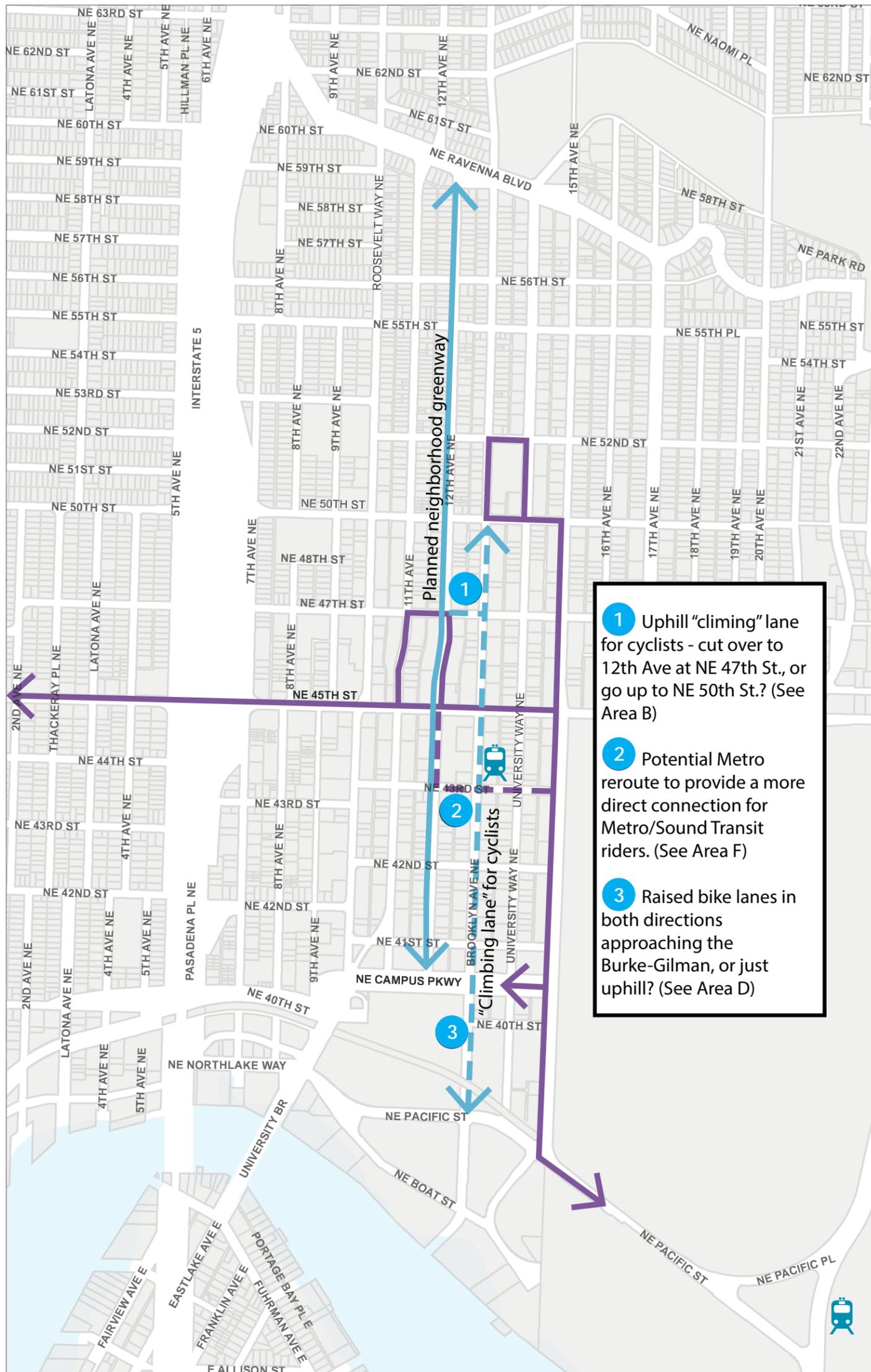


- Narrow sidewalks with signs, poles, misc.
- ~58' right-of-way, parking both sides
- Few street trees
- Heavy ped volume approaching Ave & campus

DETAIL AREAS FOR STREETSCAPE DESIGN



POSSIBLE CIRCULATION CHANGES



- 1 Uphill "climbing" lane for cyclists - cut over to 12th Ave at NE 47th St., or go up to NE 50th St.? (See Area B)
- 2 Potential Metro reroute to provide a more direct connection for Metro/Sound Transit riders. (See Area F)
- 3 Raised bike lanes in both directions approaching the Burke-Gilman, or just uphill? (See Area D)

- Existing trolley bus routes
- Potential trolley bus reroutes
- Planned bike/ped safety upgrades
- Potential uphill bike lane

STREETSCAPE DESIGN ELEMENTS



Public art

Art in or abutting the right-of-way can add interest and create memorable focal points. Work with U District artists (faculty, students, and freelance) to infuse local flavor.



Sidewalk lighting

Pedestrian scale lights are shorter than the "cobraheads" that traditionally light streets. By setting them closer to sidewalk level, they light the walking surface and help illuminate faces - preventing trips and discouraging crime.



Seating

Benches and other seats, offset from the walking path, invite eating, reading, and socializing.



Plantings

Trees, shrubs, and perennials provide seasonal interest and soften the urban landscape. They make sidewalk spaces feel inviting and well cared for.

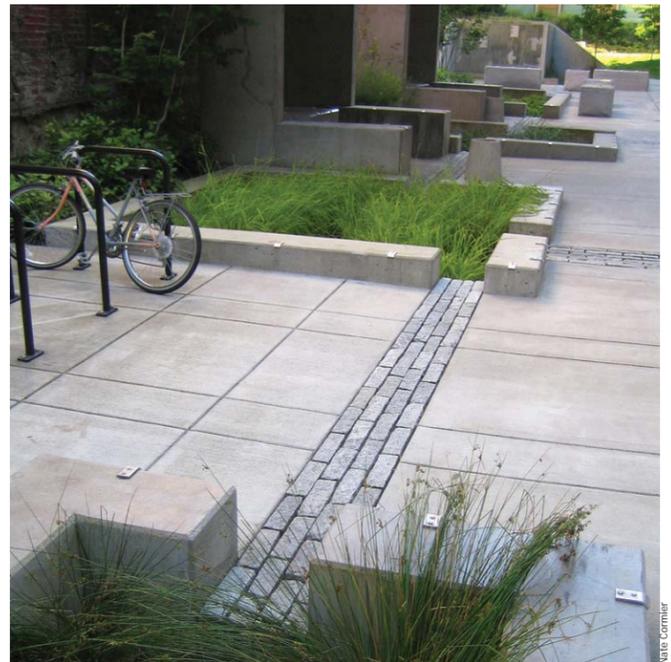


Train Wreck! August 20, 1894

"Wreck on the Seattle, Lake Shore and Eastern just west of Latona (now Latona Avenue). Freight train from Gilman (now Snoqualmie) hit a cow. Trainload was a mixer freight train, 10 coal cars, logs and box cars. Train had slowed down at Brooklyn Avenue for cows. Engineer saw cows on a bank beyond Latona looking at one another. One cow was tossed over the bank and hit the track just as the engine came by. The engine was raised off the track, and when it came down the wheels went off the rails. Engineer reversed but it was too late. The coal tender shot ahead, tearing part of the engine car off and decapitating the fireman and killing the brakeman. Engineer and coal passer were unhurt. Steam and dust enveloped the derailed cars. Engineer ran to Fremont to telegraph to stop the evening passenger train. Engineer claimed train going 20 miles per hr."

U District historic signs & materials

Use materials and/or signage to highlight interesting stories from the U District's past. Thick glass signs with historic photos could be positioned to recreate historic views.



Paving details

Bricks, stone, concrete, and pavers can be used to tie areas together or delineate them into distinct functions.