



# STREETSCAPE DESIGN ELEMENTS



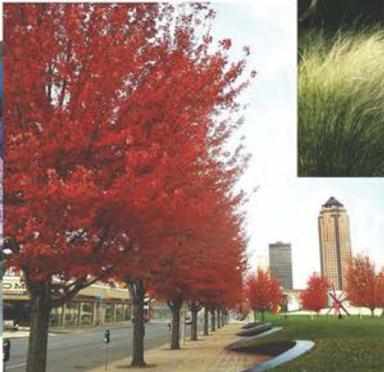
**Public art**  
Art in or abutting the right-of-way can add interest and create memorable focal points. Work with U District artists (faculty, students, and freelance) to infuse local flavor.



**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.



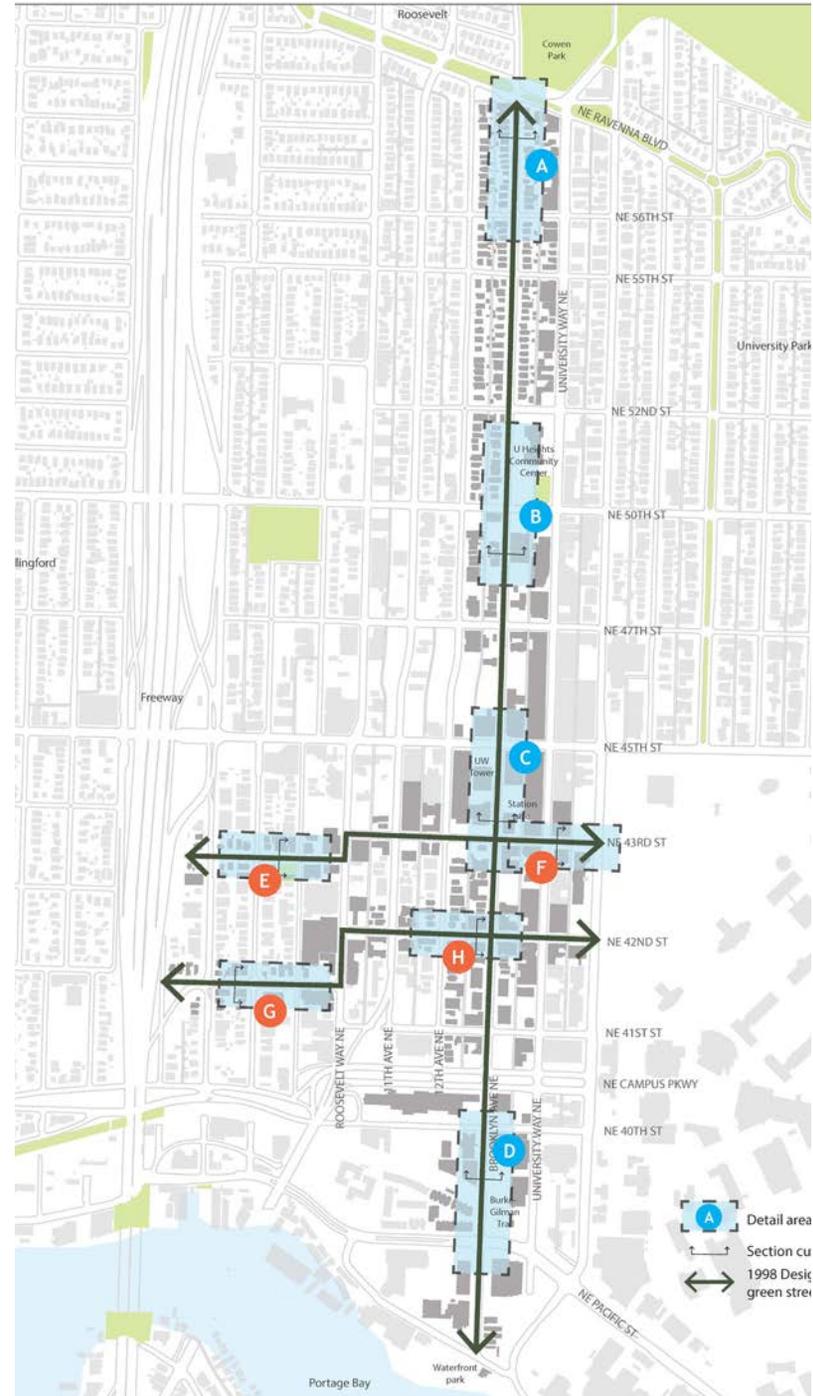
**Train Wreck! August 20, 1894**  
"Wreck on the Seattle, Lake Shore and Eastern just west of Latona (now Latona Avenue). Freight train from Gilman (now Soowahinnie) hit a cow. Trainload was a mixer freight train, 10 coal cars, logs and box cars. Train had slowed down at Brooklyn Avenue for cows. Engineer 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 tracks, and when it came ahead, 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 dirt 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.



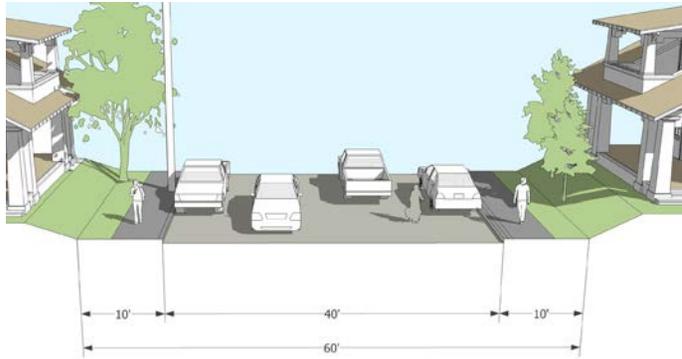
**Paving details**  
Bricks, stone, concrete, and pavers can be used to tie areas together or delineate them into distinct functions.

# DETAIL AREAS FOR STREETSCAPE DESIGN

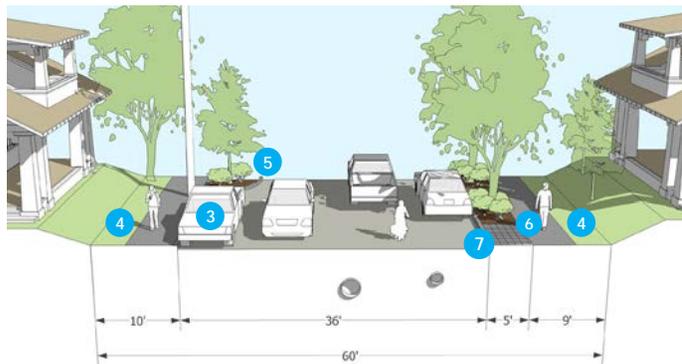


# A. North Brooklyn

## EXISTING



## PROPOSED



1

Improve intersections and enhance landscaping at NE Ravenna Blvd and NE 56th Street

2

Create bulb-outs at intersections to reduce pedestrian crossing distance and calm traffic.

Bulb-outs can possibly be designed to function as rain gardens.

3

Maintain on-street parking on both sides.

4

Use SDOT tree-planting program for parcel side landscaping along sidewalks.

5

Introduce mid-block bulb-outs on the west side for landscaping.

6

Introduce 5' wide planting strip along east side.

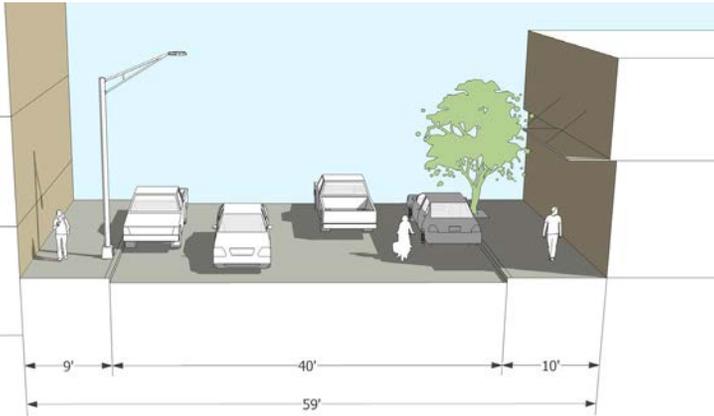
7

East curb moves out by 5'.

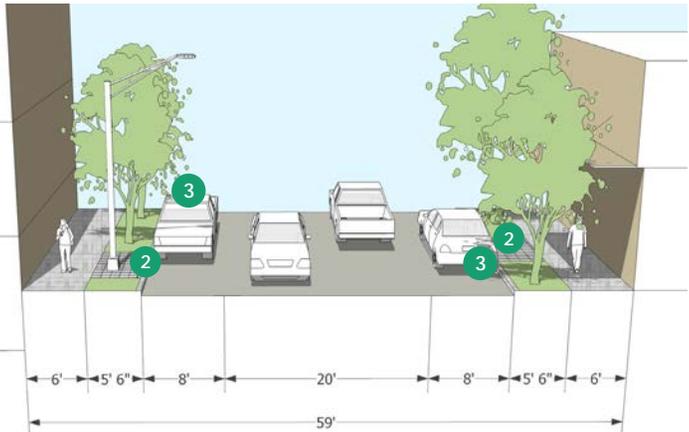


# B. Brooklyn @ NE 50th Street

## EXISTING



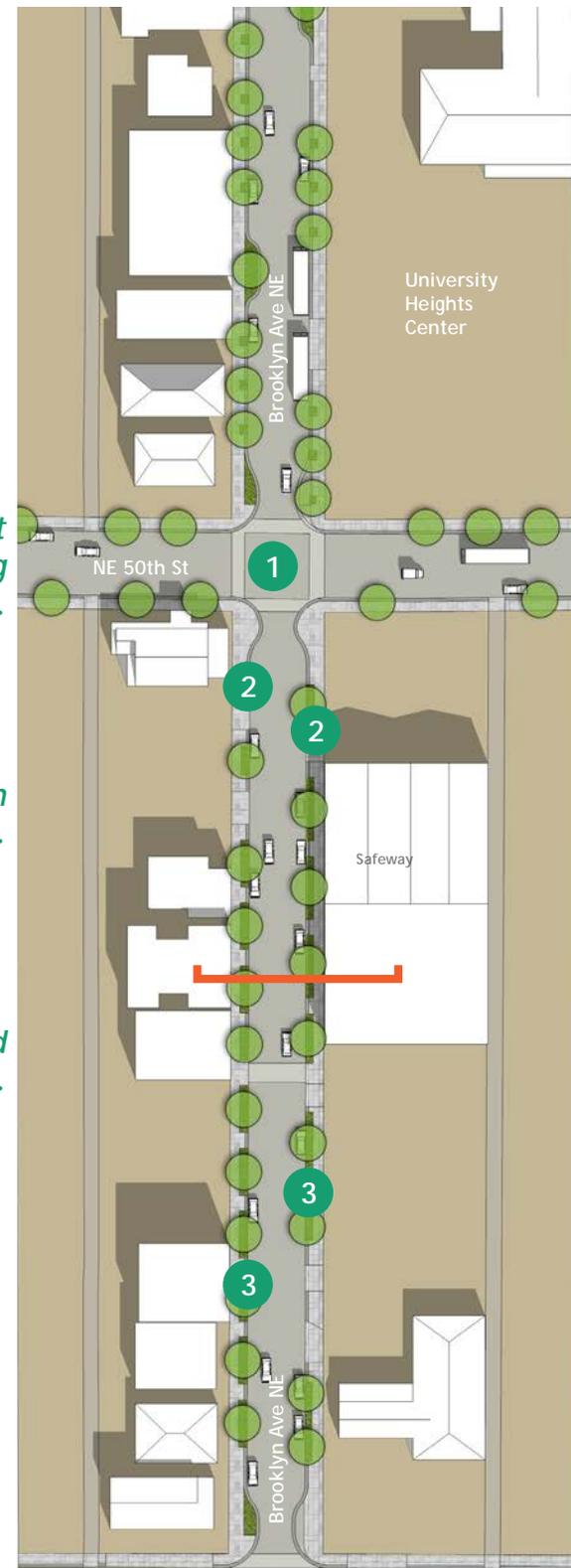
## PROPOSED



1  
*Create bulb-outs and enhance landscaping at intersections to reduce pedestrian crossing distance and calm traffic.*

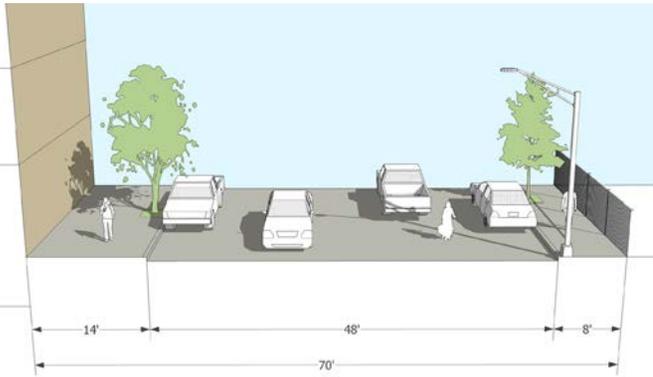
2  
*Introduce a 5' (min) planting strip on both sides.*

3  
*On-street parking maintained along both sides.*

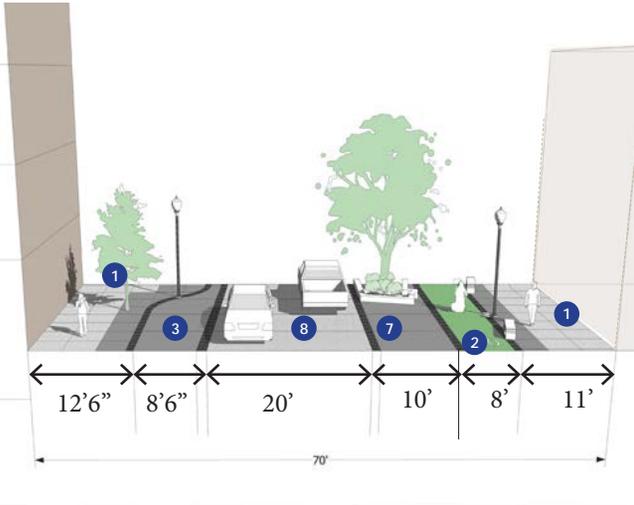


# C. Brooklyn Core

## EXISTING



## PROPOSED



1  
Widen sidewalks and enhance landscaping along both sides.

2  
Introduce an uphill bike lane along east side.

3  
Maintain on-street parking along west side. Remove parking on east side for bike lane.

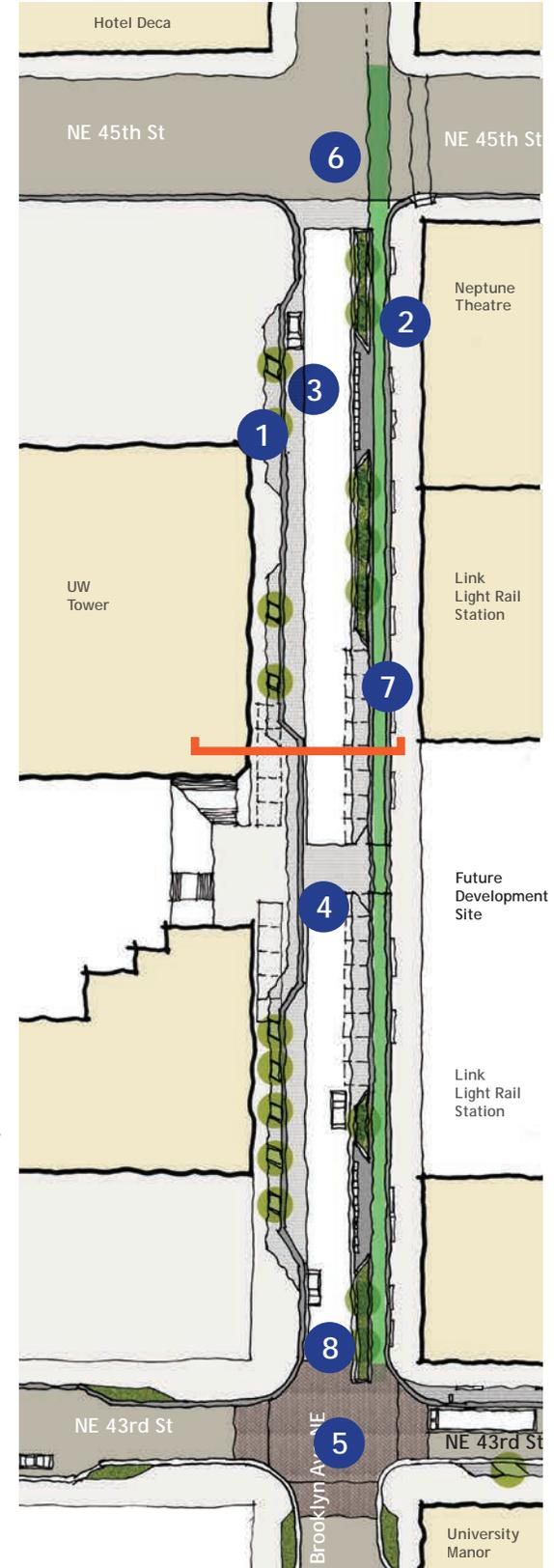
4  
Maintain a mid-block pedestrian crossing.

5  
Introduce a table pedestrian intersection at 43rd and Brooklyn.

6  
No left turns (in or out) to enhance pedestrian safety.

7  
Breaks in planting for station drop off and festival street use and bike parking (in some locations)

8  
Raised curbless street enhances pedestrian environment.

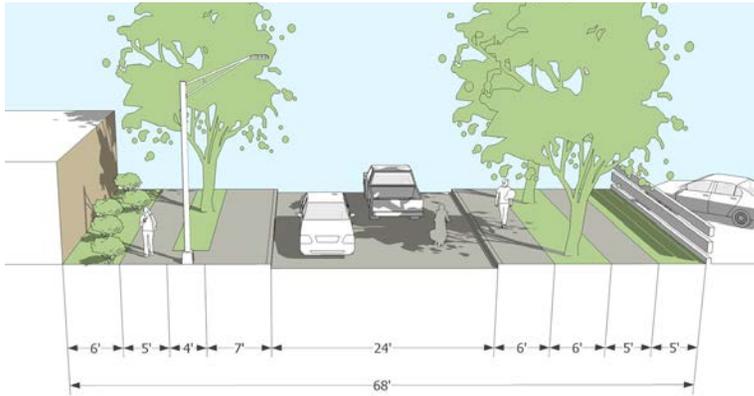


# Example of a curbless street: Bell Street Park Boulevard, Seattle

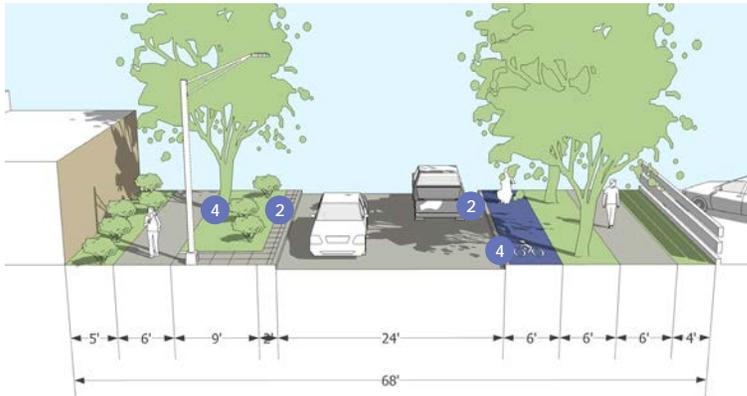


# D. South Brooklyn

## EXISTING



## PROPOSED

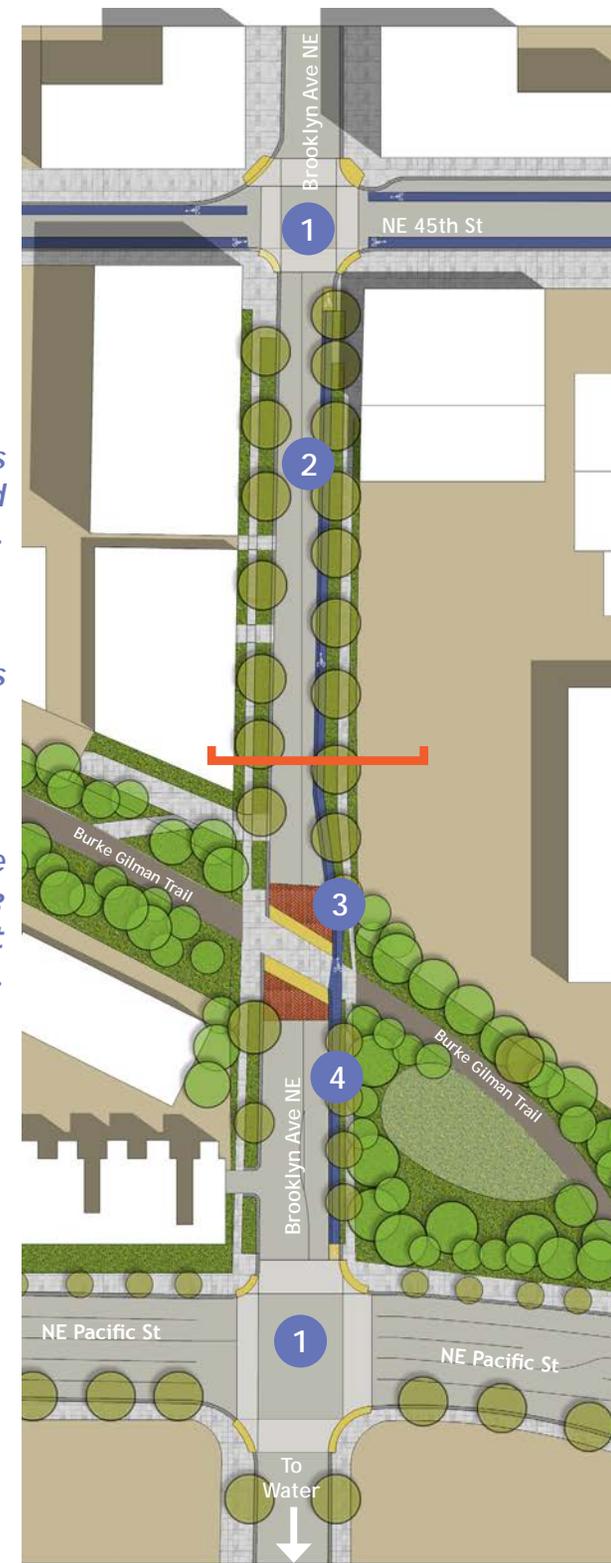


1  
 Improve intersections, create bulb-outs and enhance landscaping at NE 45th and NE Pacific Streets.

2  
 Maintain curb positions on both sides

3  
 Create a raised intersection where the Burke Gilman Trail meets Brooklyn Ave N. Introduce four way stop sign. Potential for public art element at Burke Gilman Trail crossing.

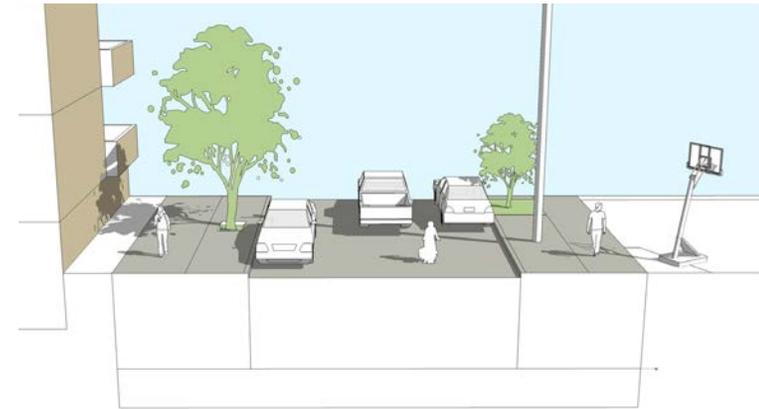
4  
 Adapt existing raised double-sidewalk arrangement on east side to create a raised bike track. Widen landscaping along west side.



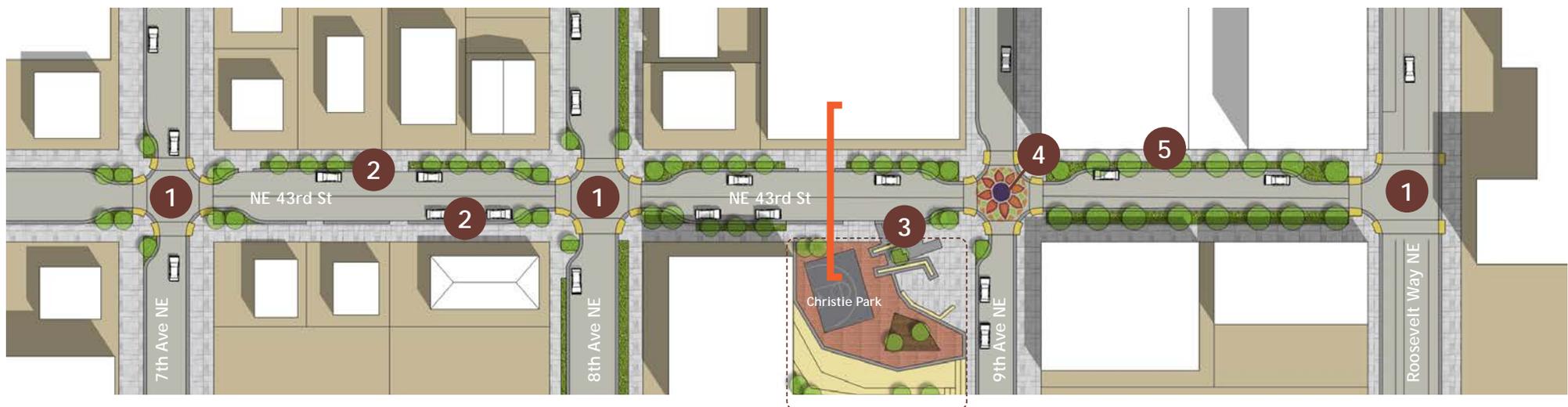
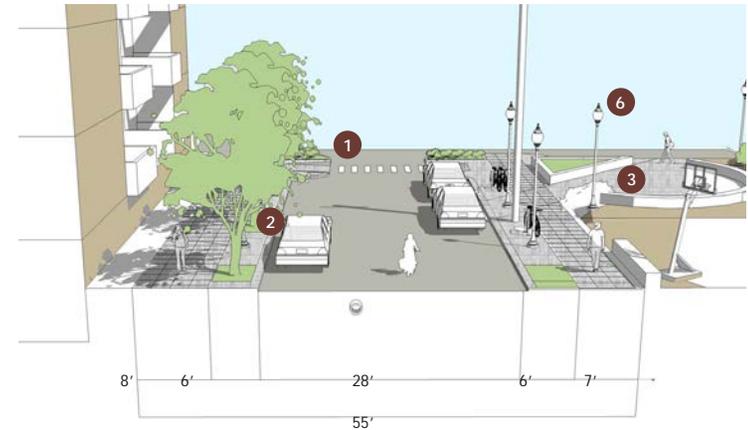
# E. 43rd Side Street

- 1 *Improve intersections, create bulb-outs and enhance landscaping.*
- 2 *Maintain curb positions on both sides.*
- 3 *Integrate park layout and lighting with streetscape improvements where possible to create a neighborhood heart.*
- 4 *Introduce community-led street painting to enhance placemaking.*
- 5 *Maintain on-street parking.*
- 6 *Introduce pedestrian lighting near park.*

## EXISTING

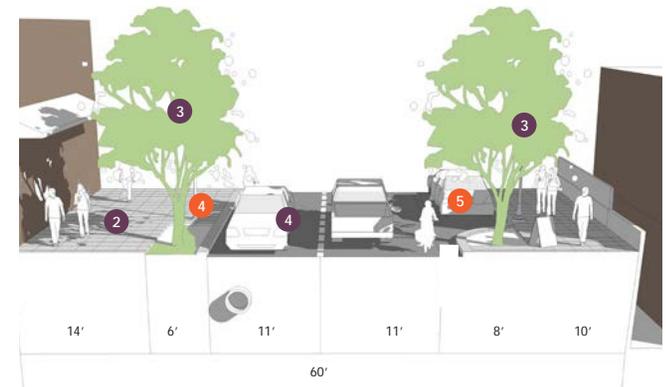
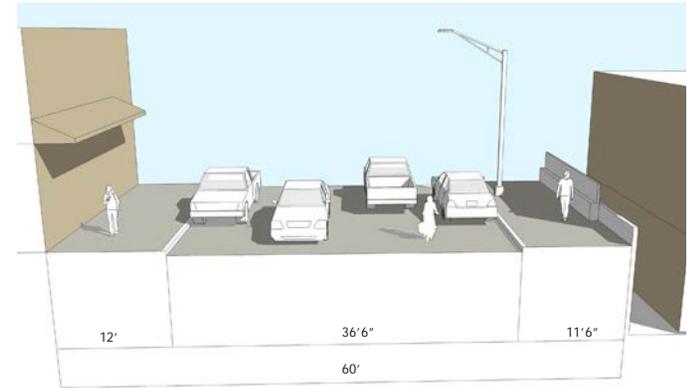


## PROPOSED



# F. 43rd Street Core

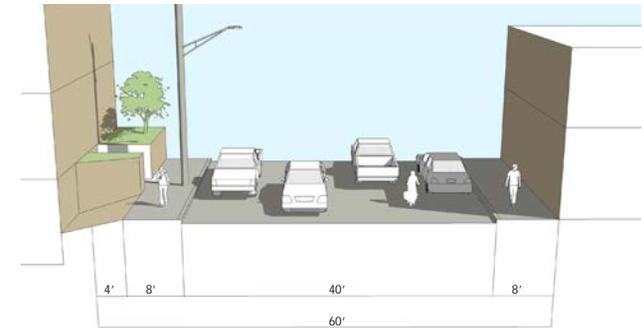
- 1 Introduce table pedestrian intersections where 43rd meets Brooklyn and University Way. Scramble across 15th.
- 2 Widened sidewalks on north side.
- 3 Enhanced landscaping along street.
- 4 Enhanced street furniture zone on sidewalks.
- 5 Loading zone / limited parking



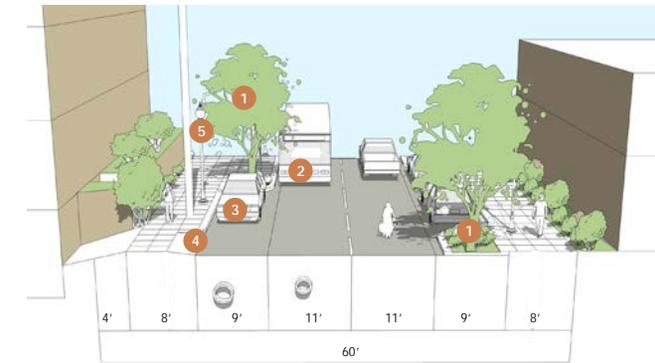
# G. 42nd Side Street

- 1 *Improve intersections, create bulb-outs and enhance landscaping.*
- 2 *Introduce bulb-outs and pedestrian lighting at bus stops.*
- 3 *Maintain on-street parking on both sides.*
- 4 *Maintain curb positions on both sides.*
- 5 *Introduce pedestrian scale lighting.*

EXISTING

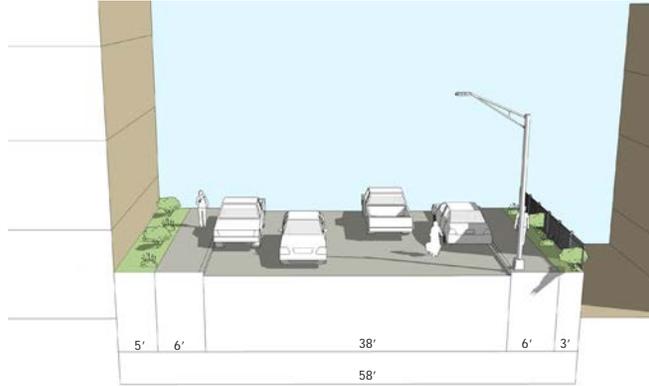


PROPOSED

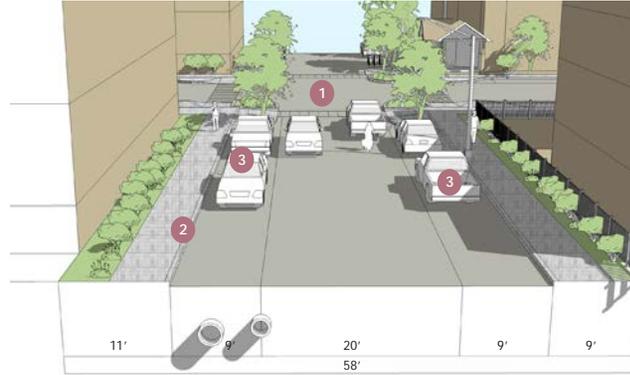


# H. 42nd Street Core

## EXISTING



## Bulb-outs, plantings and parking



## FEATURES

- 1 Improve intersections, create bulb-outs and enhance landscaping.
- 2 Maintain curb positions on both sides.
- 3 Maintain on-street parking on both sides.

