

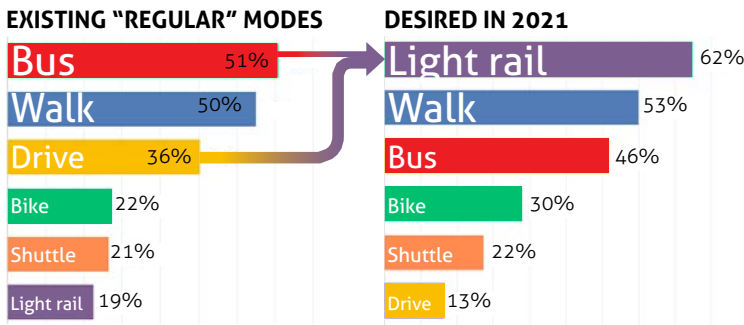
What We've Heard DRAFT

ONLINE SURVEY 1

311 survey respondents

- 59% live in the 3 closest zip codes
- 62% work in the U District
- 54% travel in station area >5x per week

Very strong support for transit, walking, and biking



Most important

1. Quick, convenient **transfers** between bus and light rail
2. **Pedestrian** safety and comfort
3. Buffering between **cyclists** and cars

WORKSHOP 2

- 70 participants

Top priorities

1. A more pedestrian-oriented Ave. (Several street design options are possible – but would exclude diesel buses.) (**43** votes)
2. An attractive "public realm" with nice streetscapes, cafes, seating, etc. (**25.5** votes)
3. Pedestrian-friendly NE 43rd St with wide sidewalks sufficient to carry the heavy pedestrian volumes. (**22.5** votes)
4. Directly adjacent bus/light rail transfers. (**22** votes)

Note, "Brooklyn Ave NE Green Street" received **1** vote.

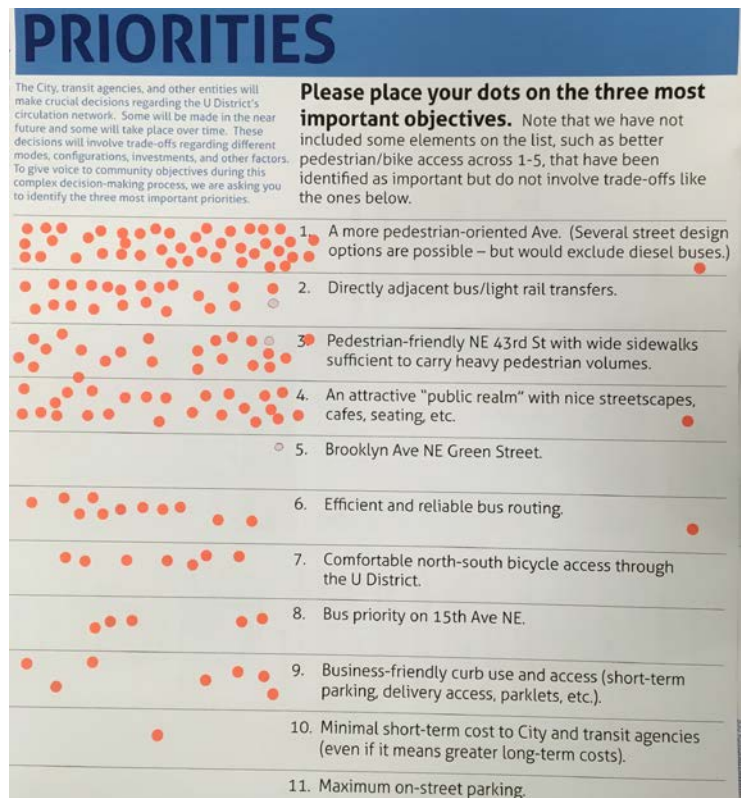


WORKSHOP 1

- 36 participants

Top ideas

1. **Pedestrian-friendly Ave**
2. **Focus on alleys**
3. **Focus on NE 43rd St**
4. Prioritize ped/bike safety and comfort, including ADA accessibility
5. Maintain and improve public space
6. Focus on efficient transfers, especially at station
7. Parking
8. NE 45th St improvements



Small group summaries

GENERAL

- Pedestrian experience the top priority
- Interest in bikes, but concern that bike routing would play too important a role
- Bus transfers and reliable, efficient routing important
- Holistic, coherent approach to movement and wayfinding around station for all modes
- Better utilize existing parking

SCENARIOS

- No clear “winner” scenario, but scenario 2 was slightly more popular
- Popular: “Flexible” bus routes on The Ave with restricted vehicular access
- Concern about Brooklyn Green Street design
- Concern about buses on 43rd (although direct transfer appreciated)
- Experimented with Brooklyn/Ave one-way couplet

THE AVE

- Overwhelming preference for ped-priority
- Divided on buses
- Consider uphill bike facility
- Delivery/freight access to alleys
- Avoid mixing buses and bikes
- Street parking not seen as optimal use of space

43RD

- Strong preference for pedestrian priority between station and campus
- One-way or two-way transit mall, pedestrian-only street, or ped-only with buses all received support
- Focus on north side due to ped volumes and sunlight
- Concern about safety and efficiency of bus turning movements required to route buses on 43rd

BROOKLYN

- No consensus on bus routing; many favored buses on Brooklyn despite conflict with existing design
- Idea for one-way buses (northbound) on Brooklyn to limit conflicts with pedestrians and cyclists
- Some call to remove protected bike lane to avoid conflicts with ped movement near station entries
- Hope that Brooklyn Green Street design would not drive outcomes for the entire station area

45TH

- Easy, safe, quick, stress-free pedestrian crossings, especially at Brooklyn
- Improve transit flow with signal timing
- Focus on transit and cars, not ped/bike due to car traffic volumes and constrained right-of-way

15TH

- Buses appropriate
- Efficient, stress-free pedestrian crossings
- Wayfinding to campus

OTHER

- I-5 crossing for ped/bike, preference for 47th bridge
- Avoid routing buses on 12th due to its status as a Neighborhood Greenway
- Temporary bus reroutes around farmers market can be inefficient and confusing

Decision drivers (from individual evaluations of scenarios)

PROS

1. Streets designed primarily for pedestrians can act like parks (1.65)
2. A bus-free Ave opens possibilities for creating a safe, welcoming pedestrian environment, outdoor eating areas, and new loading zones (1.48)
3. A bus-free 43rd can become more inviting to pedestrians and accommodate more people where high pedestrian volumes are expected (1.29)
4. Brooklyn Green Street provides direct bike access to Burke Gilman Trail (1.23)

CONS

1. Splitting westbound buses onto 43rd forces a significant detour if RapidRide Market (44) extends on 45th to U Village and Seattle Children’s rather than down 15th to UW Station (-0.6)
2. Buses on Brooklyn are not supported in Sound Transit, City, or Metro plans. The design for Brooklyn adjacent to the station is complete and fully permitted, so any changes would require significant investment and additional construction impacts at the station. (-0.43)
3. Buses on the Ave may prevent some pedestrian improvement options such as raised crossings/intersections and wider sidewalks (-0.43)

