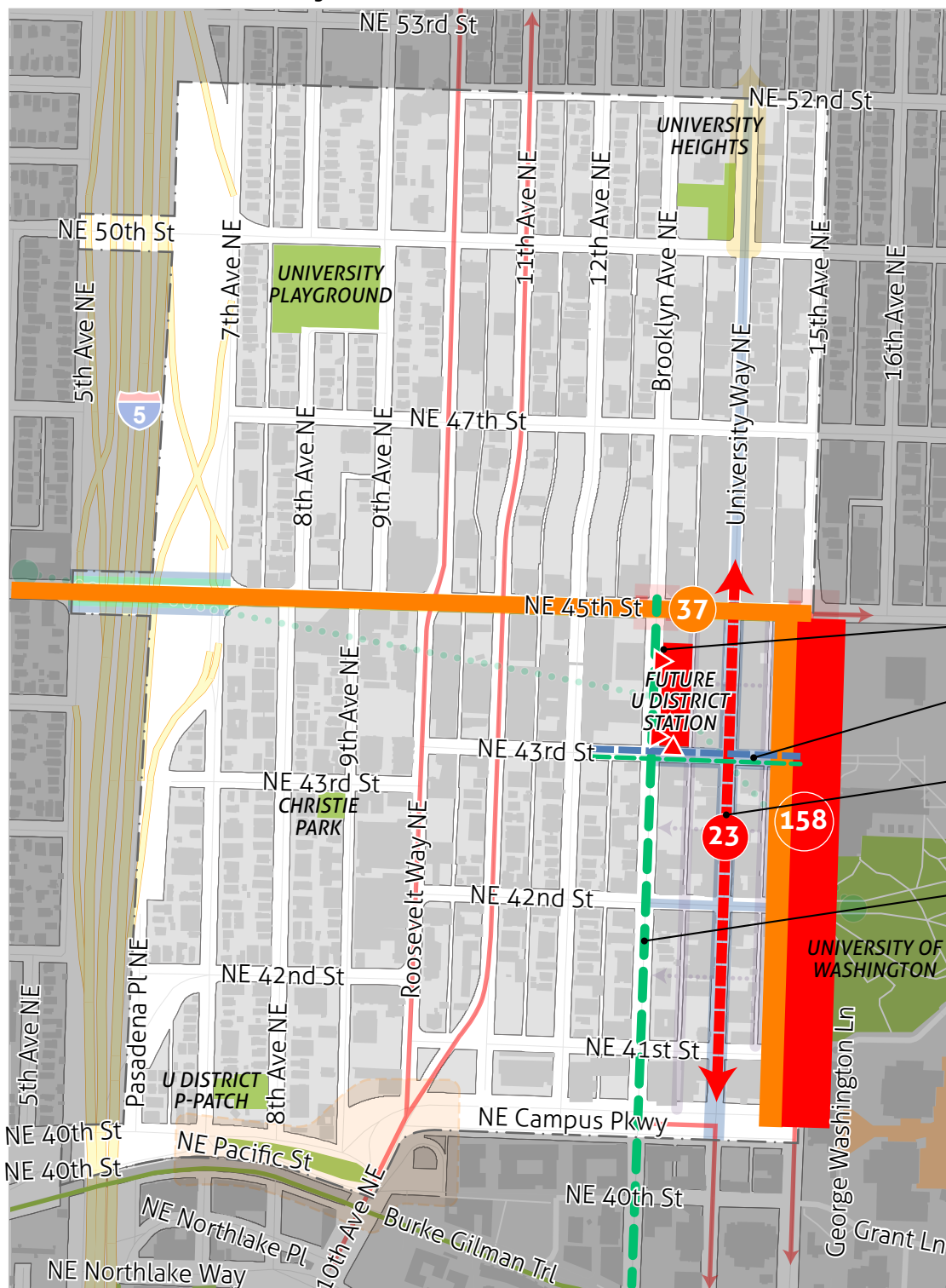
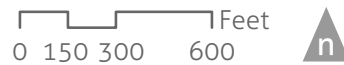


Scenario 1: Brooklyn Green Street (Buses on the Ave)



* "Fixed" is used loosely to indicate routes that do not need a direct transfer at the station. Metro and SDOT are in various planning stages, with much to be determined in 2019.

** "Flexible" routes benefit greatly from having a direct transfer at the station and are shifted into various configurations in these scenarios.



- BUS**
Potential future conditions
- # Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
 - Red line: "Fixed" route*-diesel
 - Orange line: "Fixed" route*-trolley (overhead wire)
 - Red dashed line: "Flexible" route**-diesel
 - Orange dashed line: "Flexible" route**-trolley
- PEDESTRIAN/BICYCLE**
- Blue line: Pedestrian improvements
 - Green line: Bicycle improvements

MAJOR SCENARIO FEATURES

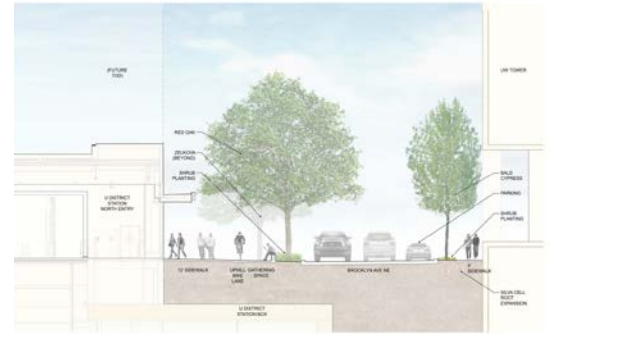
- Drop-off/pick-up included in Brooklyn Green Street design
- NE 43rd St improved for people walking and biking
- Buses and autos on the Ave similar to current conditions
- Brooklyn Green Street design for bicycle facilities unaffected

Brooklyn Green Street (to be constructed with station)



Station's north entry on Brooklyn

Brooklyn Green Street (south of station)



Section through Brooklyn

Options for 43rd

- What level of "pedestrianization"?
- Continuation of Sound Transit design?



Sound Transit design for station's south entry at 43rd and Brooklyn (looking northeast)

Section through 43rd

Limited options for The Ave

- Trade street parking for cafe seating and tiny parks?



Existing conditions on The Ave (~11' sidewalk, 8' "clear" zone)



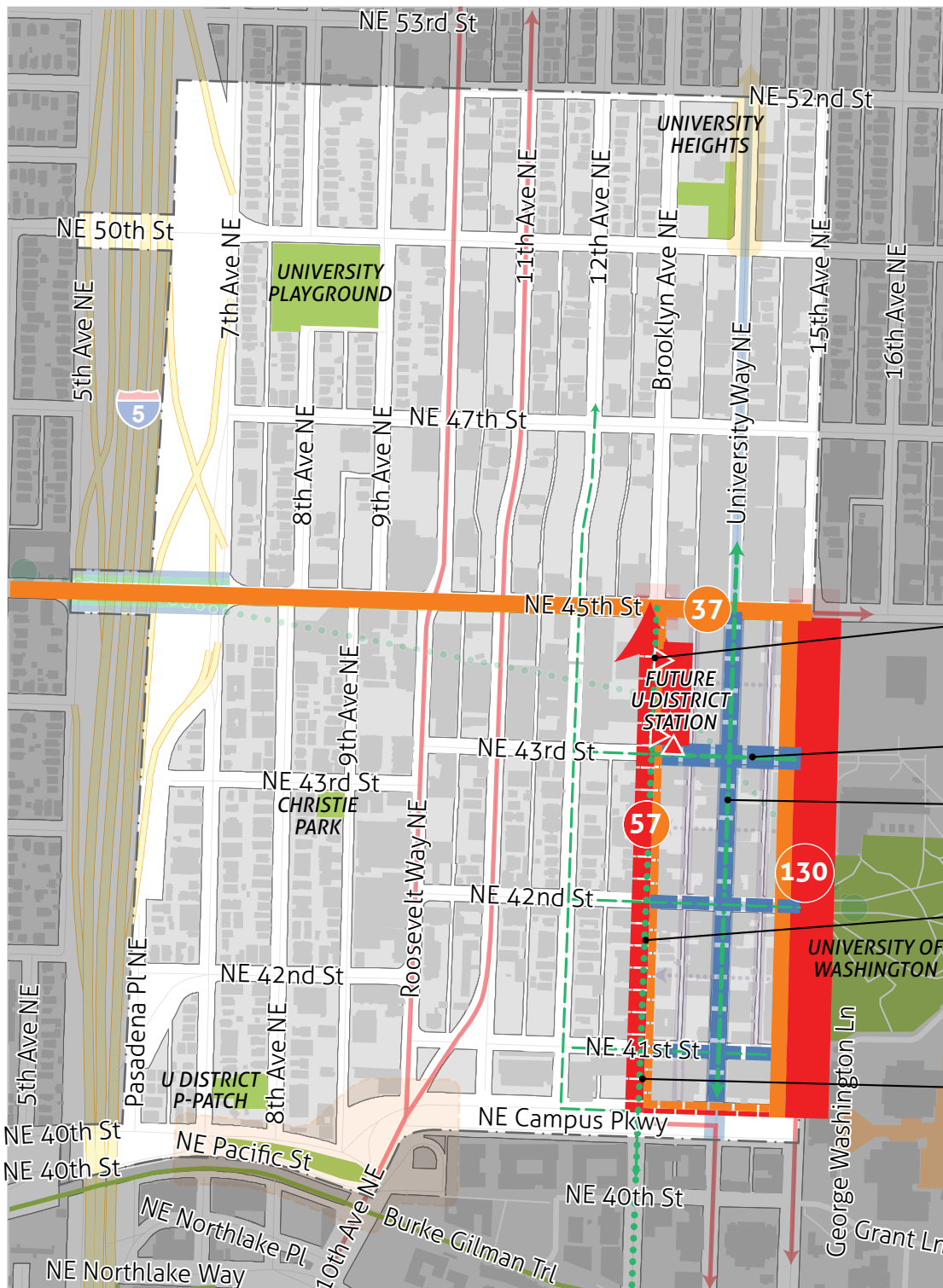
Cafe seating in old street parking



Widened sidewalk and bike facilities



Scenario 2: The Ave for Pedestrians (Buses on Brooklyn)



BUS

- Potential future conditions*
- # Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
 - Red line: "Fixed" route*-diesel
 - Orange line: "Fixed" route*-trolley (overhead wire)
 - Dashed red line: "Flexible" route**-diesel
 - Dashed orange line: "Flexible" route**-trolley

PEDESTRIAN/BICYCLE

- Blue dashed line: Pedestrian improvements
- Green dashed line: Bicycle improvements

MAJOR SCENARIO FEATURES

- Any changes to design of Brooklyn Ave NE would need funding and cause additional construction impacts
- Pedestrian/bicycle mall
- Options for improving the Ave for people walking and biking
- "Flexible" buses, including route 31/32/75 in this scenario, use Brooklyn Ave NE to gain a direct transfer at the station
- Green street, but less focused on biking

* "Fixed" is used loosely to indicate routes that do not need a direct transfer at the station. Metro and SDOT are in various planning stages, with much to be determined in 2019.

** "Flexible" routes benefit greatly from having a direct transfer at the station and are shifted into various configurations in these scenarios.

Pedestrian-friendly options for The Ave and 43rd

- What level of "pedestrianization"?
- For which segments?



Festival streets can be closed to car traffic on special occasions (Everett, WA).



Street parking space can be transformed into "parklets" for a more lively and attractive pedestrian environment while maintaining car access (Bell Street, downtown Seattle).



Shared streets ("woonerfs") accommodate pedestrians, bicycles, and vehicles in a slow mixing zone (Pike Place, Seattle).



Shared streets can allow delivery and emergency vehicles while discouraging or barring other vehicular access to prioritize pedestrians (Asheville, NC).

Buses on Brooklyn

- Extremely challenging to implement given stage in Sound Transit process (changes require funding and additional construction impacts)
- What should be prioritized in 70' right-of-way? Buses (require travel lane width of 10.5' to 11' minimum), bikes (need buffer from bus stops), pedestrians, landscaping, parking/loading?

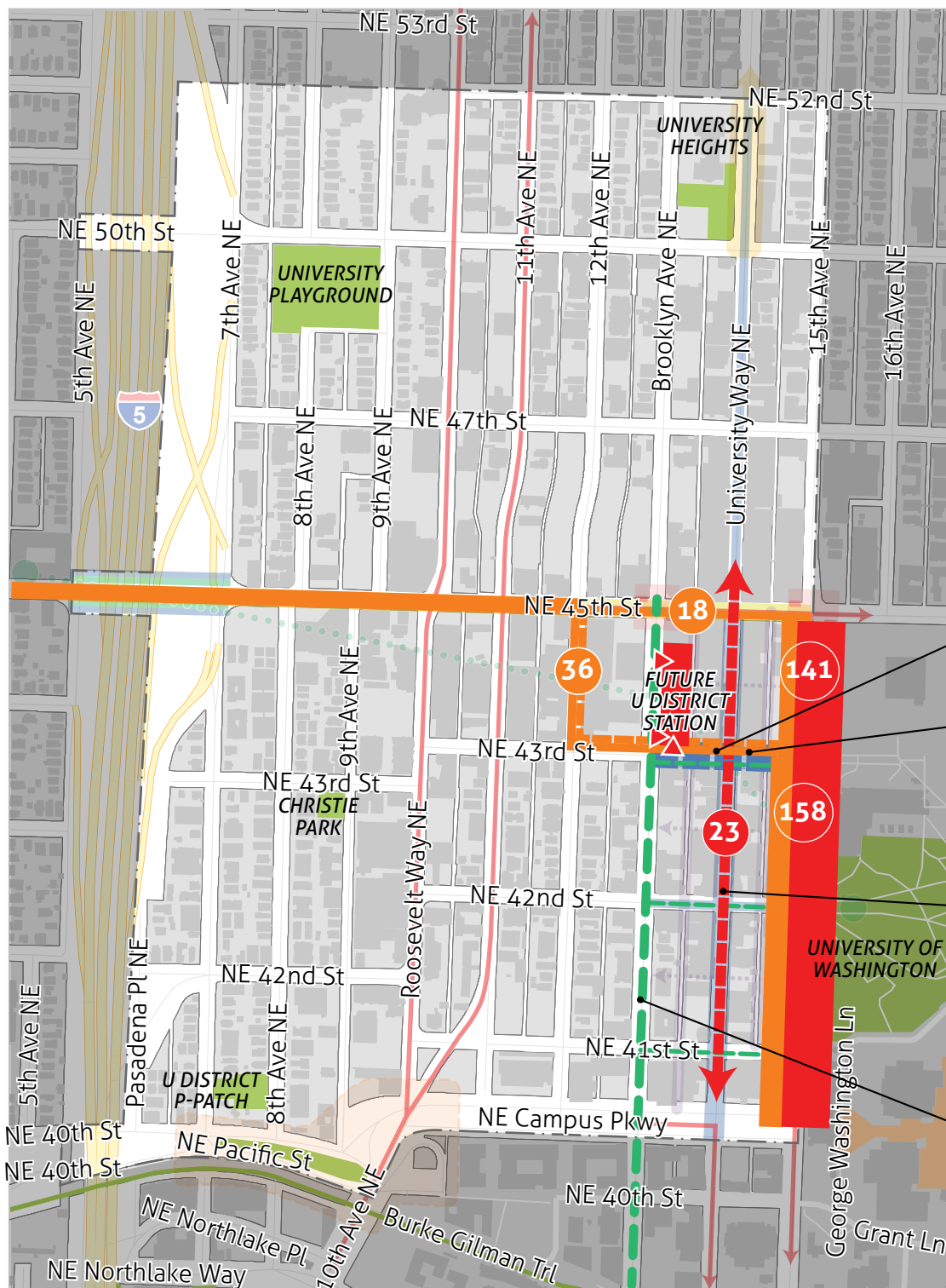


Portland Transit Mall



Seoul Transit Mall

Scenario 3: Transit Street (Buses on the Ave/43rd/12th)



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** "Flexible" routes benefit greatly from having a direct transfer at the station and are shifted into various configurations in these scenarios.

- BUS**
Potential future conditions
- # Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
 - Red line: "Fixed" route*-diesel
 - Orange line: "Fixed" route*-trolley (overhead wire)
 - Red dashed line: "Flexible" route**-diesel
 - Orange dashed line: "Flexible" route**-trolley
- PEDESTRIAN/BICYCLE**
- Blue line: Pedestrian improvements
 - Green line: Bicycle improvements

MAJOR SCENARIO FEATURES

- Transit/pedestrian/bicycle street with direct transfers at station
- The north and west-bound RapidRide Market (44), RapidRide 23rd (48), and 49 buses, plus the "flexible" routes on 15th (43, 70), turn westbound onto NE 43rd St for a direct transfer.
- Options for the Ave buses:
 - Remain on the Ave
 - Shift to 15th Ave NE
 - Go west on 43rd from either the Ave or 15th to get direct transfer at station (and may require the transit mall to accommodate two-way bus traffic)
- Brooklyn Green Street remains unaffected

One-Way Transit Mall on 43rd

- What level of "pedestrianization"? (60' right-of-way)



King County Metro
One-way transit mall would offer direct transfers at the station for certain routes and could be designed to give ample space and amenities (e.g., landscaping and seating) to people walking and biking (rendering of NE 43rd St).

Buses on The Ave?

- If keeping buses on The Ave, what level of "pedestrianization"? (60' right-of-way)
- Shift buses off The Ave? Where?



San Francisco Planning & Public Works
Powell Streetscape Project rendering, San Francisco



Flickr AECreations
Granville Transit Mall, Vancouver, BC



TriMet
Portland Transit Mall



Kojects
Seoul Transit Mall