

Scenarios Evaluation

How much of a pro or con is each characteristic? Rate on a scale of **-2** (major con, should drive decision-making), **-1** (a con), **0** (neutral), **1** (a pro), to **2** (major pro, should drive decision-making). Please also comment on the discussion questions and add any clarifications or questions you have on the characteristics.

Characteristic/Ramification of Scenario	Applies to Scenario:			Rating (-2 to +2)	Comments
	1	2	3		
TRANSIT					
Do buses need “front door” transfers at the station, or is a 1 to 2 block walk acceptable? Which routes benefit most from direct transfers at the station?					
Only buses on 45 th have a direct bus/rail transfer at the station	●				
All “flexible” buses have a direct bus/rail transfer at the station		●			
Westbound 44 (RR Market), 48 (RR 23 rd), 49, 43, and 70 have direct transfer at light rail station (as opposed to pedestrian crossing at 45th in other scenarios)			●		
What other destinations are most important for bus riders to easily access?					
Buses on The Ave bring riders close to the UW campus (and further from Roosevelt/11 th businesses)	●		●		
Buses on 15 th Ave NE bring riders adjacent to the UW campus (and further from Roosevelt/11 th businesses)	●		●		
Buses on Brooklyn bring riders closer to Roosevelt/11th businesses (and further from the UW campus)		●			
How important is bus route efficiency, reliability, and usability? Are slightly circuitous routes ok if they gain a direct transfer at the station?					
Pedestrian volumes at The Ave/Campus Parkway intersection are challenging for bus turns	●				
Buses may have an easier left turn onto 45th at 12th Ave than at 15th Ave			●		
Pedestrian volumes at NE 43 rd St/15 th Ave intersection may be challenging for bus turns			●		
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 15 th to UW Station			●		
Keeping east and westbound buses on the same street may make finding your bus stop more intuitive	●	●			

Characteristic/Ramification of Scenario	Applies to Scenario:			Rating (-2 to +2)	Comments
	1	2	3		
How close should drop-off/pick-up loading zones (“kiss-and-ride”) be to the station?					
The fully designed and permitted Brooklyn Green Street will have drop-off/pick-up zones directly in front of the station on Brooklyn	●		●		
Changes to the Brooklyn Green Street to accommodate buses may require identifying new pick-up/drop-off zones, which may be further from the station		●			

PEDESTRIANS					
How important is it to improve streets for people walking (e.g., give more space to pedestrians), particularly where high pedestrian volumes are expected? What if that means removing some level of vehicular traffic from streets? (Note that the focus in the scenarios is on buses, but you will discuss other vehicles when talking about specific street designs later.)					
A bus-free 43 rd can become more inviting to pedestrians and accommodate more people where high pedestrian volumes are expected	●	●			
A bus-free Ave can become more inviting to pedestrians and accommodate more people where high pedestrian volumes are expected		●	●		
Buses on the Ave may prevent some pedestrian improvement options such as raised crossings/intersections and wider sidewalks	●				
Buses on the Ave are noisy and may detract from an attractive pedestrian environment	●				

Characteristic/Ramification of Scenario	Applies to Scenario:			Rating (-2 to +2)	Comments
	1	2	3		
BICYCLES					
What types of bicycle facilities should be provided and where?					
A bus-free 43 rd enables more bicycle-friendly design and capacity for bikes	●	●			
A bus-free Ave enables more bicycle-friendly design and capacity for bikes		●			
Brooklyn Green Street provides direct bike access to Burke Gilman Trail	●				
Buses on Brooklyn require an update to the bike lane design (also see Implementation Feasibility section on page 3 regarding Brooklyn Green Street design)		●			
Higher potential for conflicts between buses and bikes on Brooklyn		●			
Buses on Brooklyn make the 12th Ave Neighborhood Greenway (existing but potentially inadequate) and protected bike lanes on Roosevelt (existing) and 11th (planned) more important as the main north-south bicycle routes		●			
43rd could be an east-west alternative to 45th for bikes between I-5, station, and campus	●	●			

IMPLEMENTATION FEASIBILITY					
What options are actionable/feasible/worthy of additional resources?					
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.		●			
Buses on Brooklyn would require new trolley wire or off-wire battery power		●			
11 th Ave NE accommodates necessary bus layover for trolley (overhead wire) buses			●		
Trolley bus layover areas would need to be identified	●	●			
Like current conditions (existing infrastructure, such as bus stops on The Ave, can be utilized)	●				
Existing bus stops on The Ave would be moved to Brooklyn		●			
Best reflects Metro plans			●		
East-west transit improvements are focused on NE 45th Street (rather than splitting buses onto 43rd and 45th)	●	●			

Characteristic/Ramification of Scenario	Applies to Scenario:			Rating (-2 to +2)	Comments
	1	2	3		
NEIGHBORHOOD VITALITY					
What options best benefit small businesses and the neighborhood as a whole? What makes this a holistic neighborhood?					
Bus stops on the Ave are close to businesses' front doors	●				
A bus-free Ave allows pedestrian access to The Ave businesses to be improved		●			
A bus-free Ave opens possibilities for creating a safe, welcoming pedestrian environment, outdoor eating areas, and new loading zones		●			
Changes to parking and/or car travel lanes on the Ave would be required for significant pedestrian improvements		●			
Streets designed primarily for pedestrians can act like parks	●	●	●		
Access to alleys and the U Bookstore parking lot (currently accessible from 43 rd near 15 th) must be considered if car access is limited on 43 rd	●				

OTHERS?					