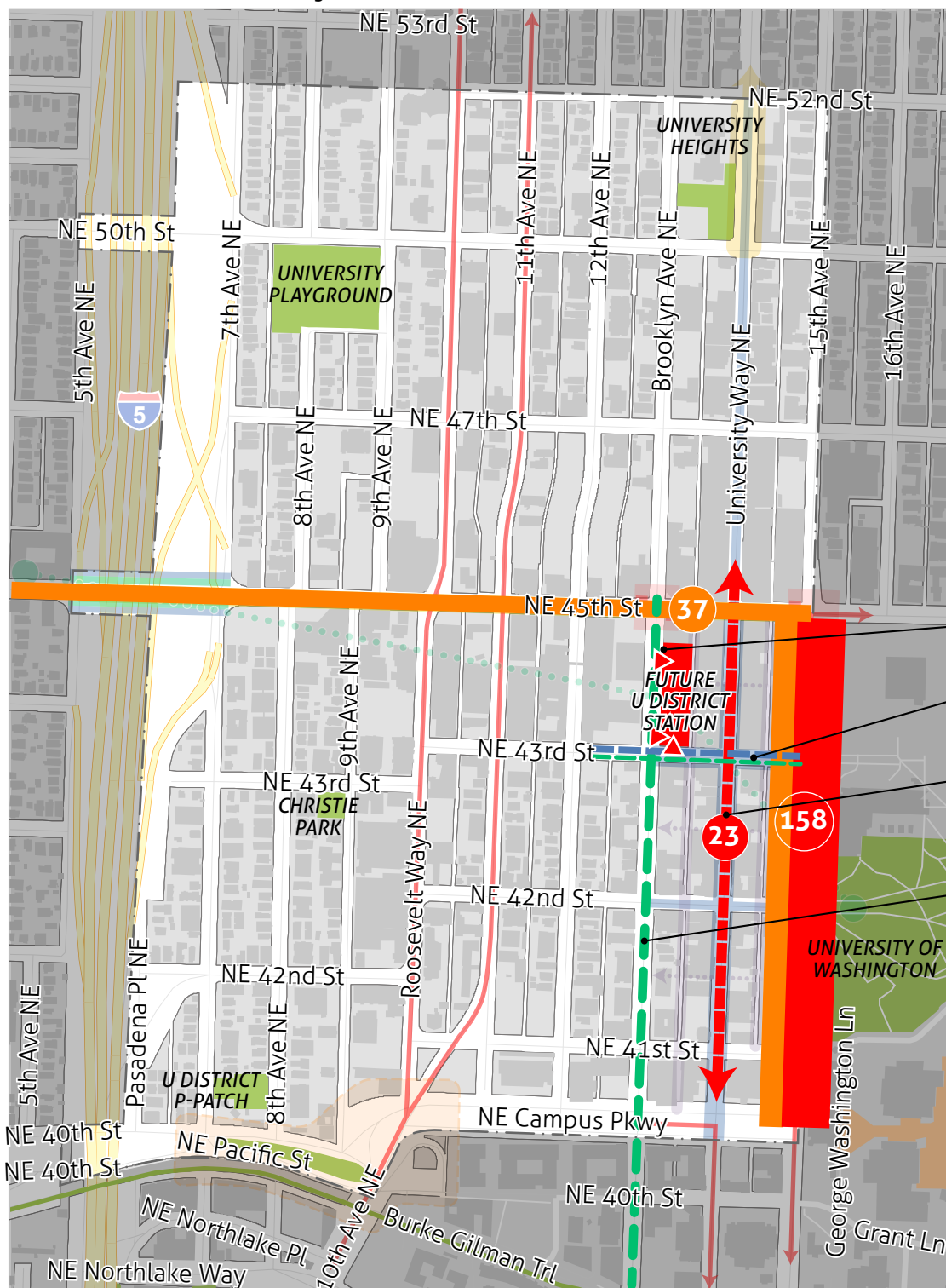


Scenario 1: Brooklyn Green Street (Buses on the Ave)



- 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

* "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.

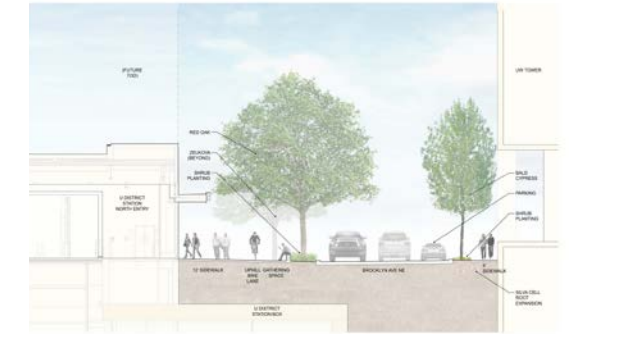
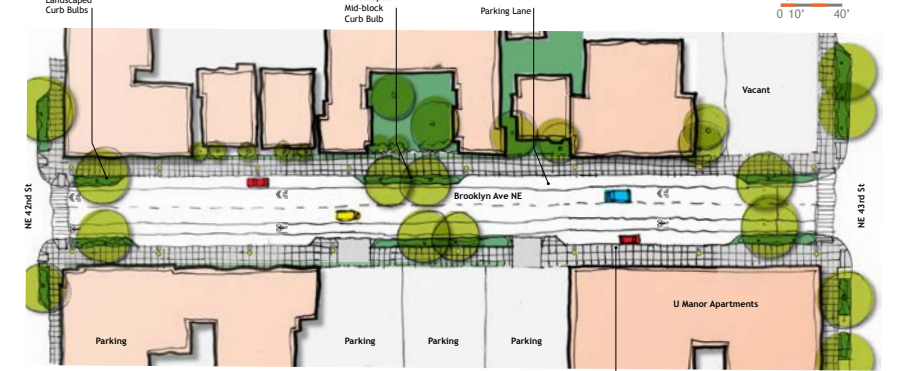
** "Flexible" routes benefit greatly from having a direct transfer at the station and are shifted into various configurations in these scenarios.

Brooklyn Green Street (to be constructed with station)

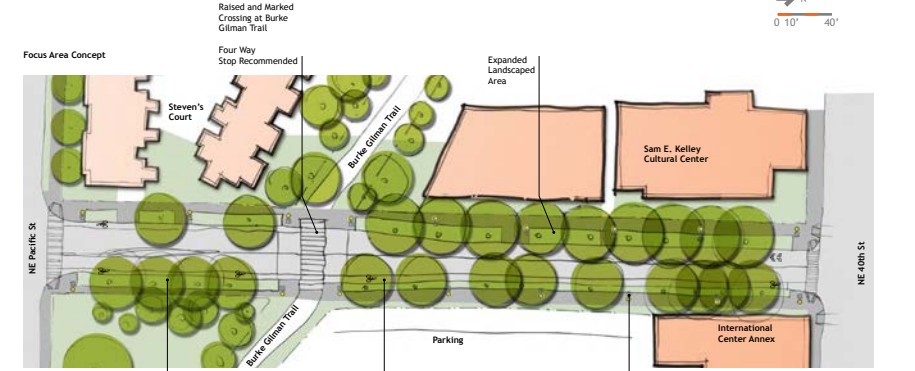


Station's north entry on Brooklyn

Brooklyn Green Street (south of station)



Section through Brooklyn

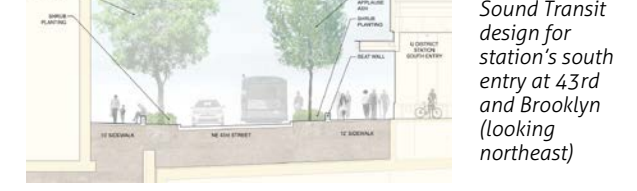


Options for 43rd

- 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

