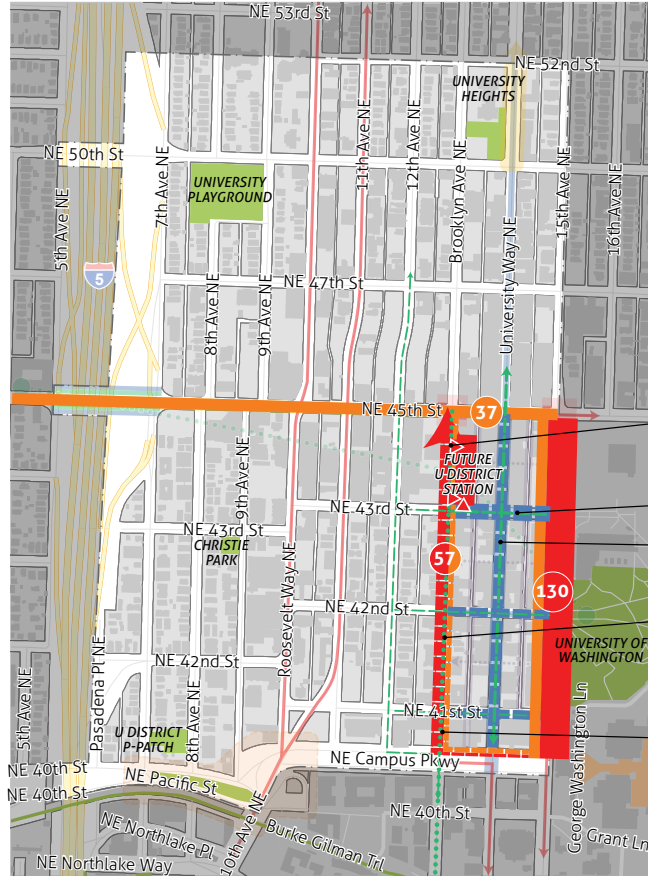


## Scenario 2: The Ave for Pedestrians (Buses on Brooklyn)



- BUS**  
Potential future conditions
- Line width and # indicates buses per hour (includes both directions) during PM peak (5-6pm)
  - "Fixed" route\*--diesel
  - "Fixed" route\*--trolley (overhead wire)
  - "Flexible" route\*--diesel
  - "Flexible" route\*--trolley

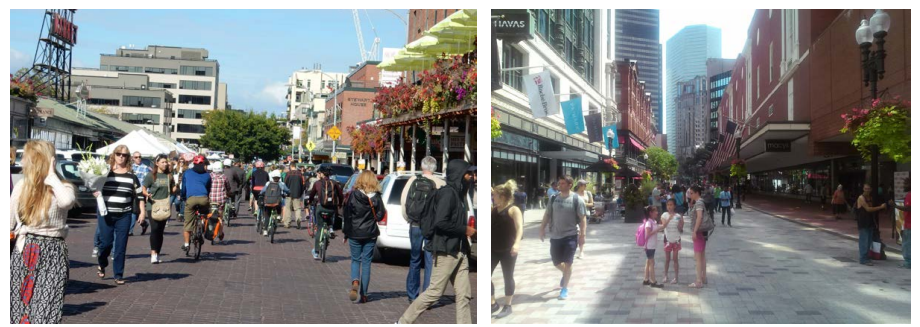
- PEDESTRIAN/BICYCLE**
- Pedestrian improvements
  - Bicycle improvements

- 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?



## 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' minimum), bikes (need buffer from bus stops), pedestrians, landscaping, parking/loading?

