

Workshop 2: Scenarios Evaluation

Individual Comments

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?

- No, 1-2 blocks is fine. 44.
- Direct visibility for any 1-block transfer.

Only buses on 45th have a direct bus/rail transfer at the station

- Massive improvements needed at intersection to improve ped and ADA functionality.
- If buses can unload (?) on 45th it is only a short walk to the north portal.
- Can't afford to plug 45th with 8 buses parked to load.
- Not a “front door” even from 45th.
- Not having a direct transfer creates considerable temporary pedestrian volume.
- 45th should remain as a main corridor and transit throughway.
- Frees 43rd for pedestrian only.
- Obvious location of station.
- Bad idea. Bus stops are needed on Brooklyn. Bus stopping on NE 45th blocks traffic from I-5 to Laurelhurst, NE Seattle.
- I don't mind walking a couple of blocks, but it really depends on the ped environment.
- Signal to cross 45th must be fast for peds.
- Consider transfers from CT buses (temp need).
- Sound Transit should do better.
- Consider suburban routes (CT SNs).
- Univ. Ave is pretty close.
- As many buses as feasible should connect to the light rail station.

All “flexible” buses have a direct bus/rail transfer at the station

- Good, important for old, disabled, etc. to be close to rail station.
- Specifies station access points for types of users – bus, bike, ped, trolley/shuttle.
- 44 stops on 45th bad for scenario _.
- But really support no buses on the Ave.
- More likely to include transfers at other Link stations = unimportant.
- Getting buses' doors closer to the station entrances is important.

Westbound 44 (RR Market), 48 (RR 23rd), 49, 43, and 70 have direct transfer at light rail station (as opposed to pedestrian crossing at 45th in other scenarios)

- Could create conflict with peds on 43rd.
- Routes 71-73?
- Don't want to see 43rd compromised for public ped space.
- Improves station accessibility, but increases dispersion of street traffic.
- Buses on 43 and Brooklyn must make a lot of turns. Efficiency?
- Lots of turns for buses.
- Keep buses off 43rd.
- Helpful to have convenient easy to find transfers.
- Route 71 should continue.
- Access from 45th is sufficient.
- Having buses turn 3 times just to get near the station is unnecessary.
- Turns will slow buses...
- Pros to having transfers on the edge of the same block of land so road crossing by peds not needed.
- Love the 43rd ped mall.
- If they form a majority, then they need priority. Route 43?
- Multiple crossings of buses and pedestrians.

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/11th businesses)

- Improving walking area with parks and patios would be preferable to bus traffic.
- Don't want buses on the Ave.
- Students able to walk further (normally) peds by businesses might increase \$\$ spent.
- Status quo.
- Centering buses between the Ave and the 11th and Roosevelt businesses creates a link between the two business areas.
- Toss up.
- No buses on the Ave. Ped only or delivery.
- Don't want buses/cars on Ave.
- The core is important, but over time the district will expand and I think broadening the geography of the transportation network will serve more.
- What about the businesses on the Ave?
- Difficult to do much on the Ave with heavy traffic.
- The Ave is a destination. Beneficial to have riders going past businesses.

Buses on 15th Ave NE bring riders adjacent to the UW campus (and further from Roosevelt/11th businesses)

- Better access to west, especially with 43rd/12th Ave.
- Toss up.
- Yes.
- +2 for buses from Bellevue E N-S.
- What about the businesses on the Ave?
- Centralize a bus corridor on 15th.

- How many buses can be accommodated on 15th with transit lanes?
- UW campus along 15th isn't a big trip generator. BUS LANES AND SIGNALS.
- 15th has a lot of potential capacity for buses.

Buses on Brooklyn bring riders closer to Roosevelt/11th businesses (and further from the UW campus)

- Don't like buses on 43rd between Ave and Brooklyn.
- Ok too.
- Buses on Brooklyn between 43rd and 45th give access to the east, such as Laurelhurst, Hawthorne Hills.
- +2 for E-W routes.
- I think buses should be kept on streets that have activity already.
- Neighbors will scream if buses introduced onto Brooklyn.
- Brooklyn doesn't have a lot of businesses.
- Incompatibility with neighborhood greenway plan.

How important is bus route efficiency, reliability, and usability? Are slightly circuitous routes ok if they gain a direct transfer at the station?

- Buses are going to navigate peds no matter where they are.
- Build bridges across 15th to eliminate pedestrian cross traffic (like between 41st and Campus Parkway).
- No!
- People dislike circuitous routes and transfers. This combines two dislikes. The result is to discourage taking the bus route at all. U Village offers lots of free parking.
- What's the total travel time comparison? Walk plus transit.
- Note: This is really long and complicated. Please include simpler language and pictures (or refer to pictures).
- Buses that only need to pass thru the U District should be on 15th. Local routes should serve Roosevelt and the Ave.

Pedestrian volumes at The Ave/Campus Parkway intersection are challenging for bus turns

- Could redevelop the parkway – significant room.
- Ped numbers will significantly increase everywhere once station opens.
- Bad.
- I would prefer to walk farther than get closer to the station if it takes longer.
- Could this be addressed through redesign?
- That intersection needs re-signaling. Pedestrians will cross against lights.
- Is.
- Pictures very useful for future survey. Confusing wording.
- Campus Parkway needs to be reconfigured to improve bus turns.

Buses may have an easier left turn onto 45th at 12th Ave than at 15th Ave

- Also Brooklyn – Sc 2?
- Bad – that's a greenway.
- Consider leading bus intervals to clear buses out fast.

- Left-only signals triggered by buses? Use smart signals to allow two-stage ped walk.
- Is. 12th is not a great street for buses.
- 15th Ave turn backs up traffic.

Pedestrian volumes at NE 43rd St/15th Ave intersection may be challenging for bus turns

- Don't put buses on 43rd.
- Very bad.
- Possible problem.
- Could this be addressed through signal timing?
- Is. We can have a special signal for buses.

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

- Don't turn Rapid Ride towards U Village/Children's.
- RR should stay on 45th with understand a longer walk to light rail.
- RR Market should go to U Village, Children's.
- Not Rapid Ride – just local routes.
- 43rd Street operation for W bad #44 makes sense if it travels north on 15th from UWMC not if it comes from U Village.
- This is difficult but a detour is preferred.
- Use vans for Children's Hospital to Rapid Ride stops; or to Husky Stadium. Don't need to go thru the University District.
- Very very bad.
- Keep RR on 45th (this is unclearly worded). I'd rather cross 45th.
- RR-44: Transferring 45th isn't going to kill anyone (probably). This detour is too big.
- More pedestrian/bus crossings.

Keeping east and westbound buses on the same street may make finding your bus stop more intuitive

- Yes, but technically may not always be possible. Wayfinding is important.

How close should drop-off/pick-up loading zones (“kiss-and-ride”) be to the station?

- Couple blocks is fine.

The fully designed and permitted Brooklyn Green Street will have drop-off/pick-up zones directly in front of the station on Brooklyn

- And paratransit? Visibility and traffic control important – could produce conflict.
- The U District isn't supposed to be car-friendly/for cars.
- Lots of kiss zones for the car pick up services.
- Interfere with buses too severely.
- +2 for buses, -2 for cars.
- Stopped cars may clog streets.
- ADA access important. We do not need all these spots in the Green Street design.
- Not excited for encouraging driving.
- I would prioritize bus transfers over kiss/ride.

- Distance less important than visibility.
- This is intrusive and I don't think other adjacent land uses would want transformation next to them.
- Needs SPD enforcement of rideshare (potential bus blocking).
- Not many people use this type of service. The priority needs to be elsewhere.

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

- Brooklyn should be buses northbound primarily.
- Transit should have priority to stop close to the station. U District/45th station is not one to encourage kiss and ride; better done at UW station next to busy streets Montlake and Pacific.
- This would be ok.
- Or, just 1 or 2 for ADA and provide 0 for everyone else.
- Prioritize transit over TNC is worth changes.
- Seems like private pick up and drop off is being prioritized over bus – would be better to prioritize public bus.
- Better to kiss and ride at Roosevelt/Northgate.

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.)

- Very important.
- Consider no thru traffic on 43rd between Brooklyn and 15th but do allow buses westbound to reach U District/45th station. 43rd becomes transit thru mall for these 2 blocks.
- During the Ave project, buses were rerouted to 15th Ave NE. Merchants suffered and sought return of buses ASAP.

A bus-free 43rd can become more inviting to pedestrians and accommodate more people where high pedestrian volumes are expected

- Increase sidewalk widths and create more options (bike, foot, etc.).
- Keep vehicle traffic off (or minimal) 43rd and Ave.
- In general, safe sidewalks and safe intersections are the most important. I think having one only ped street would help peds' safety.
- People can walk from to transit station to the Ave to catch bus.
- Would much rather a car free, buses okay, Ave plan.
- Peds should have priority after buses.
- Yes. Pedestrian only 43rd and the Ave.
- Blocks are too short on 43rd to be worth.
- A transit mall could work well.
- Keep buses moving to station.
- Limit number of buses on 43rd, but they don't need to be banned.

A bus-free Ave can become more inviting to pedestrians and accommodate more people where high pedestrian volumes are expected

- Rail/hi-speed transit should be more accommodating.
- Business operation interruptions.
- Disrupted emergency vehicle access.
- People should be able to travel up/down the Ave quickly and easily.
- General purpose traffic-free Ave would be really important for pedestrian experience. Remove cars but consider leaving buses as only motor vehicles on the Ave.
- Yes.
- Removing buses and cars from the Ave would create a real destination.
- Accommodate more peds by removing parking.

Buses on the Ave may prevent some pedestrian improvement options such as raised crossings/intersections and wider sidewalks

- Convert parking areas to café and park space.
- All buses and cars should be removed from Ave.
- Disagree with the statement.
- Compatible with past street divets.

Buses on the Ave are noisy and may detract from an attractive pedestrian environment

- Vehicles can become increasingly more quiet. A busy city railer does not need to be silent, how should we expect it to be?
- No problem if remove cars and buses go electric.
- Keep diesel buses off the Ave.
- True.
- Remove all buses and cars from Ave.
- Will be electrified.
- Quieter buses are coming.
- Battery Street = most.
- There will be quieter buses and buses have been on the Ave for > 100 years. The Ave is the heart of the UD and some buses should stay on it. Ideally local routes.

BICYCLES

What types of bicycle facilities should be provided and where?

- I don't have an opinion on this.
- Management at dockless bike share. Could have a bike station at a nearby streetfront. Need secure, sufficient bike parking.

A bus-free 43rd enables more bicycle-friendly design and capacity for bikes

- Generally – on all routes – would like to see protected bike lanes for uphill travel.
- Only bike parking.
- Separate bicycles and pedestrians.
- Yes.

- Probably a moderate bike route.
- Could work with a transit mall. Yes, remove vehicles and parking.

A bus-free Ave enables more bicycle-friendly design and capacity for bikes

- There are other better North South bike routes.
- Car-free Ave is higher priority than bus-free Ave.
- Ped priority.
- Yes for slow bicyclers, faster ones on Roosevelt/11th.

Brooklyn Green Street provides direct bike access to Burke Gilman Trail

- 12th Ave Greenway must connect to BGT.
- Ave and 12th also exist.
- Need protected bike lanes in both directions.

Buses on Brooklyn require an update to the bike lane design (also see Implementation Feasibility section on page 3 regarding Brooklyn Green Street design)

- Consider couplet with buses going one direction only on Ave and Brooklyn, probably northbound Brooklyn and southbound Ave for bus routing. Redo bike lane for Brooklyn to make it functional for one-way bus and bike travel both ways. Need bike lane uphill (N), but okay in lane downhill (S).
- I'd still be happy with better bike infrastructure.
- Get rid of bikes on Brooklyn. I say that as a daily cyclist and greenway member. Bikes and buses don't mix too well.

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

- Why do bikes need 4 roads designated for their use? Get bikes off 45th.
- Need both 12th Ave Greenway and Roosevelt/11th PBL's. 12th Ave Greenway must get Greenway treatments. Currently, it's an arterial.
- True. But 12th doesn't have a good connection to BGT.

43rd could be an east-west alternative to 45th for bikes between I-5, station, and campus

- East-west needs supporting traffic lanes across and over I-5.
- 43rd should be 90% for peds and maybe 10% bikes (lower volume).
- No.
- There shouldn't be just tiny bikeways. A 3-block bikeway won't get used by people who bike. Priority for bikeways should be longer distances.
- What about bike parking and dock parking?
- Would work, but useless without improvements to 45th Street bridge.
- Disconnect at Roosevelt.

IMPLEMENTATION FEASIBILITY

U DISTRICT STATION AREA MOBILITY PLAN

MAKERS architecture and urban design

What options are actionable/feasible/worthy of additional resources?

- -2 huge problem, +2 worth it.

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.

- We want this to happen! Should have been anticipated!
- The funding should be made available.
- Need to get bikes off 45th.
- A good thing i.e. would like Brooklyn to support buses, but this is a major con.
- Must have buses on Brooklyn, not 43rd.
- If need be, tear up the existing plan and create something that really works for transit, connections, and other modes. Get this design well done; don't be biased by existing plans.
- Think long term. 3 years afterward, people won't care that Sound Transit had its plans fixed. Instead they'll denounce the short-sighted bureaucrats. Brooklyn from 43rd to 45th is so located that buses need to use it for loading and unloading.
- Not very feasible, lots of investment needed.
- Sound Transit isn't learning anything from UW Station and that's too bad.
- We shouldn't worry about the sunk costs.

Buses on Brooklyn would require new trolley (electric buses) wire or off-wire battery power

- Reduce aesthetics of corridor and cost \$.
- Now.
- Ok.

Buses on 43rd and 12th Ave NE would require new trolley wire or off-wire battery power. The station's south side and 43rd have the needed "hook-ups."

- No, use alternate fuel fill electric/battery motors available.
- No buses on 12th. It's a Greenway.

12th Ave NE accommodates necessary bus layover for trolley (overhead wire) buses

- Could be changed

Trolley bus layover areas would need to be identified

- Keep layovers off Ave – otherwise a necessary evil.

Like current conditions (existing infrastructure, such as bus stops on The Ave, can be utilized)

- Needs improvement! Not sure about this?"
- I don't like the current street furniture designs including the bus stops.
- Yes.
- Does not matter

Existing bus stops on The Ave would be moved to Brooklyn

- Both road one-way.
- Consider just northbound buses shifted out to Brooklyn; leave southbound buses on Ave.
- Yes, or 15th.

Best reflects Metro plans

- Redesignate 43rd between the Ave and Brooklyn ped only!
- This option is the worst.
- Only slightly better than Sound Transit's "plans".
- Metro's plans are reflective of current infrastructure and politics.

East-west transit improvements are focused on NE 45th Street (rather than splitting buses onto 43rd and 45th)

- All stops in station block.

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

- Do business owners WANT the bus stops by their door?
- Traffic conditions distract from business appeal.
- Need to go electric.
- Yes important.
- Pedestrian, not bus access should be prioritized on the Ave.

A bus-free Ave allows pedestrian access to The Ave businesses to be improved

- Car free Ave.
- Car-free Ave should be higher priority than bus-free Ave.
- Yes.
- Yes! Pedestrianize the Ave.
- AMEN!
- A car-free Ave!

A bus-free Ave opens possibilities for creating a safe, welcoming pedestrian environment, outdoor eating areas, and new loading zones

- Outdoor eating ✓
- Car free Ave.
- Yes.
- ✓ Yes.
- A car free.
- Not sure buses should go away entirely.

Changes to parking and/or car travel lanes on the Ave would be required for significant pedestrian improvements

- Bring it on.
- No cars on the Ave!! #1 priority.
- Do it!
- That's okay though.

Streets designed primarily for pedestrians can act like parks

- Agree with the ped concept but don't see it yet.
- I agree, but where is this an option?
- Yes.
- Yes. The Ave and 43rd.

Access to alleys and the U Bookstore parking lot (currently accessible from 43rd near 15th) must be considered if car access is limited on 43rd

- Not significant.
- Consider ¼ or ½ block access along 43rd to/from 15th Ave NE only.
- Parking must be included in plans.
- I'd prefer the alleys on either side of the Ave to also be priority for pedestrians.
- Take light rail!

OTHERS?

- Improve/redevelop campus parkway to accommodate buses.
- Provide safe/secure bike parking.
- Parking study?
- Online participation!
- Scenario #3: How many buses will be on 43rd? Few buses are okay to mix with peds. Lots of buses/traffic may keep peds from station from going anywhere!
- If possible, address parking issues in the neighborhood cars looking for parking add a lot of VMT.
- Traffic lights need to be ped-friendly all ped crossing.
- Neighborhood shuttle.
- UW Garages open to public in evening.
- More parking problem.
- Car parking on the streets will disappear. We still need parking, for instance equivalent to the Bookstore lot.
- North of 50th the Ave is crazy wide. Need PBL's to connect to Ravenna PBL's.
- What was missed: 1. It needs a public toilet at the Sound Transit station. 2. Angular parking is indispensable for the Ave north of NE 50th Street. The businesses depend on it. 3. Route 71 should be restored on Sundays and kept. Dropping " reduces customer access and shopping in the district. 4. Senior citizens, the disabled, people with walkers should have a voice. The scenarios are oriented to the young, healthy, and vigorous. A block walk can be a hardship for the mobility impaired. 5. Signs at the subway station giving directions to the Quad and other landmarks so people can find destinations readily.
- Ped-only Ave from 42nd to 52nd.
- What about cars! Can the tradeoff between ped vs bus design be switched to car vs ped?
- Replace on street parking with sidewalk (include landscape buffer/separation from road).

- Better design for 45th and 7th for peds and transit (additional crosswalks).
- Sapporo, Hokkaido, North Island, Japan [*perhaps referring to shopping streets (e.g., Tanukikoji) and transit accessibility?*]

From map sheet with notes:

- Farmers market back off the Ave because bus reroutes.
- Cars off the Ave.
- Wants A-frames banned.
- No parking for cars.
- 15th buses onto the Ave.
- Designated parking for bikes – particularly bike share (difficulty for car).
- Curbless streets are difficult unless different materials to indicate edge.
- Straight, not rounded corners.
- Ramps on both sides not diagonal at intersections.
- Ave is too congested with pedestrians.
- Walkable zone should be at least 12' on the Ave.
- Street furniture.
- No cutouts unless a door on buildings.
- Try to be standardized in design.
- UW Bookstore parking should be open 24/7.
- Curbless bike lane is dangerous for people (especially visual impaired).