

U District Station Area Mobility Plan
Scenario Individual Evaluation Sheets

	Major Con (-2)	A Con (-1)	Neutral (0)	A Pro (+1)	Major Pro (+2)	# Valid Responses	Weighted Score
N Streets designed primarily for pedestrians can act like parks			2	4	17	23	1.65
N A bus-free Ave opens possibilities for creating a safe, welcoming pedestrian environment, outdoor eating areas, and new loading zones		1	2	5	15	23	1.48
P A bus-free 43rd can become more inviting to pedestrians and accommodate more people where high pedestrian volumes are expected	1	2	2	6	17	28	1.29
B Brooklyn Green Street provides direct bike access to Burke Gilman Trail		3	2	4	13	22	1.23
P A bus-free Ave can become more inviting to pedestrians and accommodate more people where high pedestrian volumes are expected		2	4	8	14	28	1.21
N A bus-free Ave allows pedestrian access to The Ave businesses to be improved		3	2	6	13	24	1.21
B A bus-free 43rd enables more bicycle-friendly design and capacity for bikes	1		2	9	8	20	1.15
N Changes to parking and/or car travel lanes on the Ave would be required for significant pedestrian improvements	2	2	1	4	13	22	1.09
B 43rd could be an east-west alternative to 45th for bikes between I-5, station, and campus	1		4	9	8	22	1.05
T Keeping east and westbound buses on the same street may make finding your bus stop more intuitive		2	5	10	10	27	1.04
I 12th Ave NE accommodates necessary bus layover for trolley (overhead wire) buses		1	5	8	6	20	0.95
B A bus-free Ave enables more bicycle-friendly design and capacity for bikes	1	2	2	10	7	22	0.91
T All "flexible" buses have a direct bus/rail transfer at the station		2	10	10	7	29	0.76
I East-west transit improvements are focused on NE 45th Street (rather than splitting buses onto 43rd and 45th)	3	2	1	4	9	19	0.74
T Buses on 15th Ave NE bring riders adjacent to the UW campus (and further from Roosevelt/11th businesses)		4	8	11	6	29	0.66
N Bus stops on the Ave are close to businesses' front doors	1	1	11	6	4	23	0.48
B 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	1	4	6	4	6	21	0.48
T Buses on The Ave bring riders close to the UW campus (and further from Roosevelt/11th businesses)	3	2	9	10	5	29	0.41
I Trolley bus layover areas would need to be identified	1	3	8	5	4	21	0.38
I Existing bus stops on The Ave would be moved to Brooklyn	3	5	4	4	8	24	0.38
T 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	3	4	5	9	5	26	0.35
T The fully designed and permitted Brooklyn Green Street will have drop-off/pick-up zones directly in front of the station on Brooklyn	4	6	4	9	6	29	0.24
B Buses on Brooklyn require an update to the bike lane design (also see Implementation Feasibility section on page 3 regarding Brooklyn Green Street design)	2	7	3	7	4	23	0.17
N 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	3	3	7	7	3	23	0.17

T	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)	5	6	2	11	5	29	0.17
T	Buses may have an easier left turn onto 45th at 12th Ave than at 15th Ave	3	4	5	12	1	25	0.16
T	Buses on Brooklyn bring riders closer to Roosevelt/11th businesses (and further from the UW campus)	4	5	5	10	3	27	0.11
T	Only buses on 45th have a direct bus/rail transfer at the station	5	6	6	8	4	29	0.00
I	Like current conditions (existing infrastructure, such as bus stops on The Ave, can be utilized)	2	4	9	6	1	22	0.00
I	Best reflects Metro plans	6	2	6	3	5	22	-0.05
B	Higher potential for conflicts between buses and bikes on Brooklyn	7	4	4	4	4	23	-0.26
P	Buses on the Ave are noisy and may detract from an attractive pedestrian environment	5	5	13	3	2	28	-0.29
I	Buses on Brooklyn would require new trolley (electric buses) wire or off-wire battery power	5	6	6	3	3	23	-0.30
I	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."	3	7	7	4	1	22	-0.32
T	Pedestrian volumes at NE 43rd St/15th Ave intersection may be challenging for bus turns	6	9	4	4	4	27	-0.33
T	Pedestrian volumes at The Ave/Campus Parkway intersection are challenging for bus turns	5	11	4	3	4	27	-0.37
P	Buses on the Ave may prevent some pedestrian improvement options such as raised crossings/intersections and wider sidewalks	6	7	9	5	1	28	-0.43
I	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	8	6	2	2	5	23	-0.43
T	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	10	6	3	1	5	25	-0.60