



November 20th, 2019

Dear Sound Transit Board of Directors,

Next year, Brooklyn Avenue NE will reopen to general traffic after a 6-year hiatus. The following year, the U District light rail station will open to connect this high-rise neighborhood to the rest of the city. What will be lacking on this street will be the most direct bus-to-train transfers possible for the projected 24,000 daily commuters. We believe this is a mistake.

Currently, Sound Transit's U District light rail station design includes two lanes that are each six inches too narrow to allow buses to run along Brooklyn, thus denying greater bus routing flexibility and an optimal direct bus-rail transfer experience.

21 organizations across the city support **Buses on Brooklyn**. The remaining concern of Sound Transit is that changes to their street design could trigger permitting delays. As representative public officials, we believe this can be overcome.

Therefore, we commit to collaborate on a streamlined update to make Brooklyn Avenue NE compatible with buses without jeopardizing Sound Transit's schedule. This will allow better transit transfers, more space for people walking and using wheelchairs, and save taxpayers money from having to rip up the street in the future to fix this short-sighted design.

We look forward to your essential support to implement the **award-winning**, community-led **U District Station Area Mobility Plan**, **unanimously endorsed** by Seattle City Council.

Sincerely,

Abel Pacheco, Seattle City Councilmember, Fourth District

Alex Pedersen, Seattle City Councilmember-Elect, Fourth District

Larry Gossett, King County Councilmember, Second District

Girmay Zahilay, King County Councilmember-Elect, Second District





April 15th, 2019

Dear Seattle City Council and Mayor Durkan,

We want to thank you for recognizing the **U District Station Area Mobility Plan** with a unanimous vote of support. Now we need your help to implement this plan and prepare the U District for the tremendous growth and change that is already underway. Strangely enough, it all comes down to six inches of bad design.

Currently, Sound Transit's U District light rail station design includes lanes that are six inches too narrow to allow buses to run on Brooklyn Avenue NE. If buses were able to run on Brooklyn Avenue NE it would allow for greater routing flexibility, an optimal direct bus-rail transfer experience, and more pedestrian friendly designs for NE 43rd Street and The Ave. So far, the only major opposition we have heard from anyone to this idea is from Sound Transit who is concerned that changes to their street design could trigger permitting delays.

Therefore, we urge you to guarantee a streamlined update to make **Brooklyn Avenue NE compatible with buses** without jeopardizing Sound Transit's schedule. This will allow better transit transfers, more space for people walking and using wheelchairs, and save taxpayers money from having to rip up the street in the future to fix this short-sighted design.

Once the bus route on Brooklyn Avenue NE has been enabled, we recommend the city work with accessibility advocates, small businesses, and other community stakeholders to create a pedestrianized street design for NE 43rd Street.

We look forward to working with you to implement the community-led U District Station Area Mobility Plan.

Sincerely,

Cory Crocker, on behalf of the **U District Mobility Group**

350 Seattle

National Federation of the Blind

Ravenna-Bryant Community Council

Seattle Children's, Jamie Cheney, Transportation Director

Seattle Pedestrian Advisory Board

Seattle Transit Advisory Board

Sierra Club, Robert Cruickshank

Transportation Choices Coalition, Kelsey Mesher

U District Community Council, Matt Fox

University Greenways, Katie Lewis

The Urbanist, Editorial Board

Cascade Bicycle Club, Vicky Clarke

Northeast District Council, Nancy Bolin

Rooted in Rights, Anna Zivarts

Seattle Neighborhood Greenways, Gordon Padelford

Seattle Subway, Keith Kyle

Seattle Transit Blog, Editorial Board

Transit Riders Union, Katie Wilson

U District Advocates, Cory Crocker

U District Small Businesses, Rick McLaughlin

University Park Community Club, Ruedi Risler

More groups are considering the proposal and will be added to subsequent versions.



U DISTRICT MOBILITY

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UNIVERSITY DISTRICT COMMUNITY COUNCIL
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SEATTLE, WA 98105
udistrictcouncil@hotmail.com

May 8, 2019

K. Jane Williams, Acting Administrator
Matthew Welbes, Executive Director
Federal Transit Administration - East Building
1200 New Jersey Avenue, SE
Washington, DC 20590

Linda Gehrke, Regional Administrator
Federal Transit Administration - Region 10 Office
915 Second Avenue, Suite 3142
Seattle, WA 98174-1002

Re: U District Station Area Mobility Planning

Dear Acting Administrator Williams, Executive Director Welbes, and Regional Administrator Gehrke,

I am writing on behalf of the University District Community Council (UDCC). During our March 2019 meeting we unanimously passed a resolution requesting the city coordinate with Sound Transit and Metro to not foreclose transit options on Brooklyn Avenue NE as part of the University District light rail station scheduled to open in 2021. The current design for the 70' wide street has two 10' wide travel lanes that are too narrow to support buses which require a 10'-6" minimum. We encourage planning to widen these right of ways by six inches so as not to preclude possible future use by public transit.

Since the Federal Transit Administration (FTA) is a major funding source for both our bus transit (King County Metro) and regional light rail (Sound Transit) we are asking for your support in correcting this egregious planning oversight. Brooklyn Avenue NE runs on the west side of the transit station connecting NE 43rd Street and NE 45th Street. Precluding transit options from this street is a serious design flaw.

We encourage your agency to engage with the major players (Sound Transit, Metro, Puget Sound Council of Governors and the Seattle Department of Transportation) to work towards keeping mass transit options open on Brooklyn Avenue NE for our pending U District Sound Transit Station (opening in 2021). Once concrete is poured, options such as having a street wide enough to accommodate public transit connections with our regional light rail system, will become impossible. This failure would also complicate ADA accessibility.

Your assistance and attention to this matter is greatly appreciated.

Sincerely,



Matt Fox, President
University District Community Council