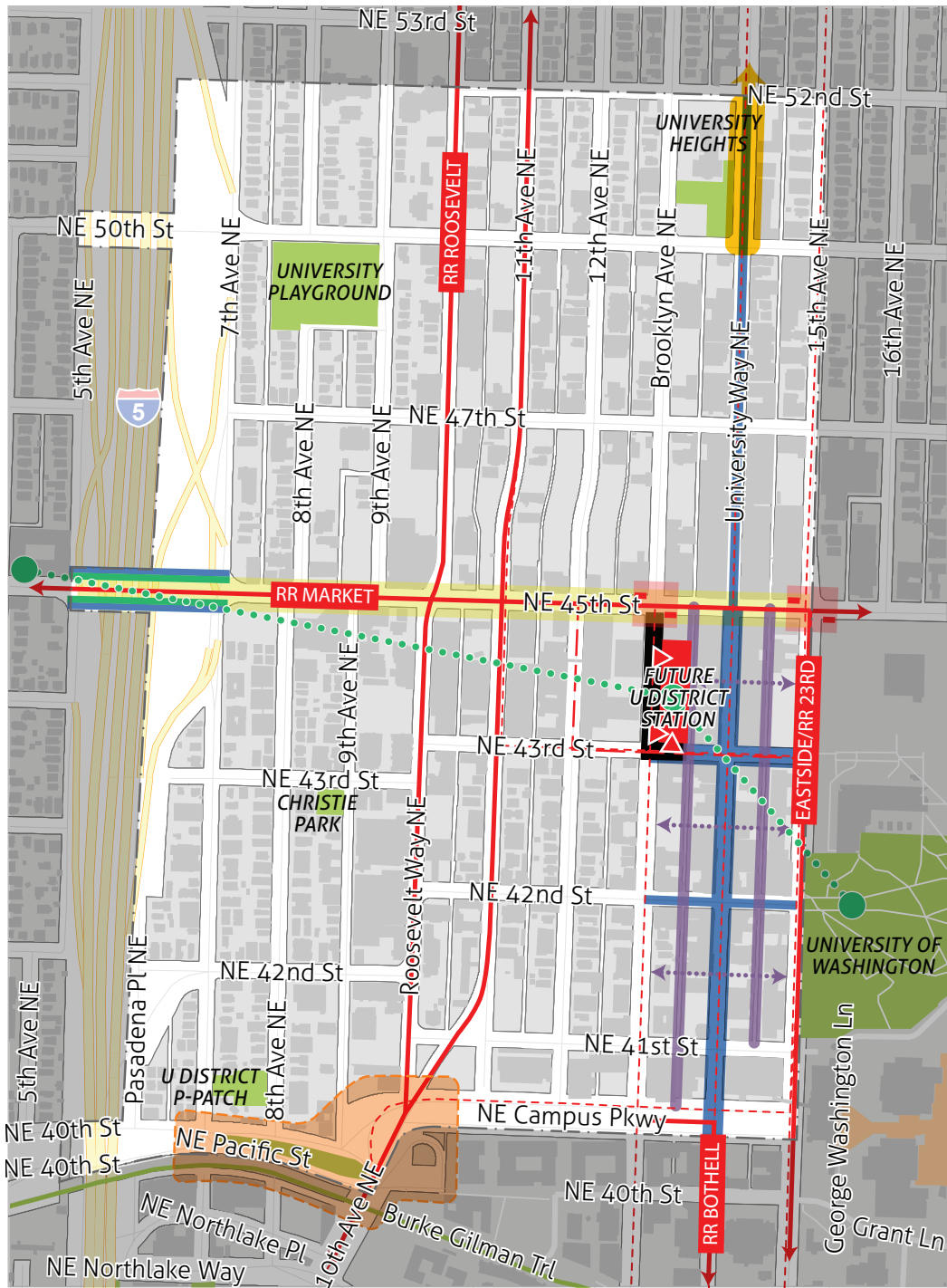







ASSUMPTIONS AND COMMON ELEMENTS




Pedestrian volumes assumptions









-  Very high pedestrian volumes
-  High pedestrian volumes

Transit assumptions

-  "Fixed" route
-  "Fixed" route option for more direct transfer
-  "Flexible" route; direct transfer desired. These routings are explored in the scenarios and influence designs of:
 - NE 43rd St,
 - The Ave, and
 - Brooklyn Ave NE.

 Fully designed and permitted Brooklyn Green Street (as designed does not accommodate buses) and NE 43rd St at station to be built in 2019. Any changes require funding and will have additional construction impacts.

Other proposals

-  Activate and utilize alleys
-  Through-block passages with redevelopment
-  NE 45th St traffic flow options
-  Safe and comfortable intersection crossings for transfers
-  Safe and comfortable I-5 crossing for pedestrian/bike
-  East-west bike route connecting west of I-5, station, and UW campus
-  Improve vehicular circulation
-  Farmers Market and promenade to Cowen Park

* "Fixed" is used loosely to indicate routes that do not need a direct transfer at the station or already have one on NE 45th St. 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

