

## 10-minute bikeshed

Geographic limit of how far a cyclist could travel in ten minutes from a proposed station using the existing and proposed streets and bike network.

## 10-minute walkshed

Geographic limit of how far a person could walk in ten minutes from a proposed station using the existing and proposed streets and pedestrian network.

## ADA curb ramp

Ramp that enables people using wheeled personal mobility devices (such as walkers, wheelchairs, or strollers) to safely transition between a crosswalk and curbed sidewalk.

## Bike box

Green rectangle at the head of a traffic lane at a signalized intersection that provides cyclists with a safe and visible way to get ahead of queuing vehicles when the traffic signal is red.

## Bulb out/curb extension

Widened sidewalk areas that visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available sidewalk space for street furniture, benches, plantings, and street trees.

## Bus layover area

Area designated for parking of buses that are not currently in service.

## Chicane

A street design method to slow down traffic on a residential or low volume street that uses staggered curb edges to narrow a short section of roadway so that just one vehicle can proceed at a time.

## Concourse

A self-contained intermediate level above or below a station platform that allows people to gather or pass through. A concourse might be elevated or below ground, leading passengers to and from the station platforms.

## Equitable transit oriented development

Development within a 1/2 mile of a light rail station that includes housing affordable to a range of income levels with direct access to transit.

## Mezzanine

An intermediate level at a station that surrounds a double-height space. A mezzanine can be elevated or below ground.

## Mixed-use development

Project that contains more than one use; for example, a building with commercial uses, such as retail or dining on the ground floor and residential uses above.

## Multi-modal

Multi-modal refers to a plan, corridor, or location that supports more than one transportation mode. Transportation modes include walking, cycling, rolling, taking public transit, traveling by rideshare or personal vehicles.

## Neighborhood greenway

Local street with low speeds and traffic volumes that is designated as a cycling route with sharrows, wayfinding signage, and improved crossings at major street intersections.

## Paratransit

Paratransit transportation provides individualized rides for people with mobility challenges that prevent them from using accessible, fixed-route bus service.

## Pedestrian refuge island

Protected sidewalk space between vehicle lanes where cyclists or pedestrians can wait between signals to finish crossing the street.

## Pedestrian signal timing

Determines the timing and duration that a "WALK" signal is on, indicating that pedestrians can safely cross the street at a signalized intersection.

## Personal mobility device

A wheeled device that facilitates transportation by an individual. Devices could include powered wheelchairs, bikes, tricycles, scooters, skateboards, hoverboards, uni-wheels, and onewheels.

## Real-time traveler information

Digital signs that provide up-to-date information to riders about transit operations, such as when the next bus will arrive, notification of service delays, and contact information.

## Slip lane

A travel lane that allows for free right turns at a signalized intersection, provided vehicles can safely merge into oncoming traffic on the intersecting street.

## Speed bump or speed hump

Gently raised areas of roadway that are intended to slow traffic on low volume, low speed roads.

## Streetscape

A broad term to mean everything that makes up the scene on a street. The typical elements include the road, buildings, sidewalks, street trees, lights, benches, trash receptacles, and adjoining open spaces.

## Transit oriented development (TOD)

Pattern of development that includes a mix of residential, commercial, and civic uses near a transit station, including affordable housing and other community-oriented uses. TOD helps to harmonize the relationship between land use and transit, with more residences and jobs accessible from transit, and vice versa. TOD is influenced through real estate markets, zoning, and location of transit and is implemented through individual decisions by property owners and developers.

# References

## West Seattle and Ballard Link Extensions

The following documents are mentioned elsewhere in this report and helped to inform the ideas and recommendations captured here. You can view these documents at the links below.

[Ballard Interbay Regional Transportation System \(BIRT\)](http://www.seattle.gov/transportation/projects-and-programs/current-projects/ballard-interbay-regional-transportation-system)

<http://www.seattle.gov/transportation/projects-and-programs/current-projects/ballard-interbay-regional-transportation-system>

[Center City Connector](https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/center-city-connector)

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[Fauntleroy Way SW Boulevard Project](http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/protected-bike-lanes/fauntleroy-way-sw-boulevard-project)

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[King County Metro Connects Long Range Plan](http://www.kcmetrovision.org/)

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[Madison BRT \(RapidRide G Line\)](http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program/madison-brt---rapidride-g-line)

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[The Interbay Project: The Interbay Public Development Advisory Committee's Recommendations and Implementation Plan](http://www.commerce.wa.gov/wp-content/uploads/2019/12/Report-LGD-Interbay.pdf)

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*Note: The links above were current as of January 2022, when this document was prepared for publication.*

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***soundtransit.org/wsblink***  
***wsblink@soundtransit.org***  
***or 206-903-7229***

