

Montlake Triangle Charrette design options under consideration

DRAFT - July 2010

SR 520 PREFERRED ALTERNATIVE CONCEPT

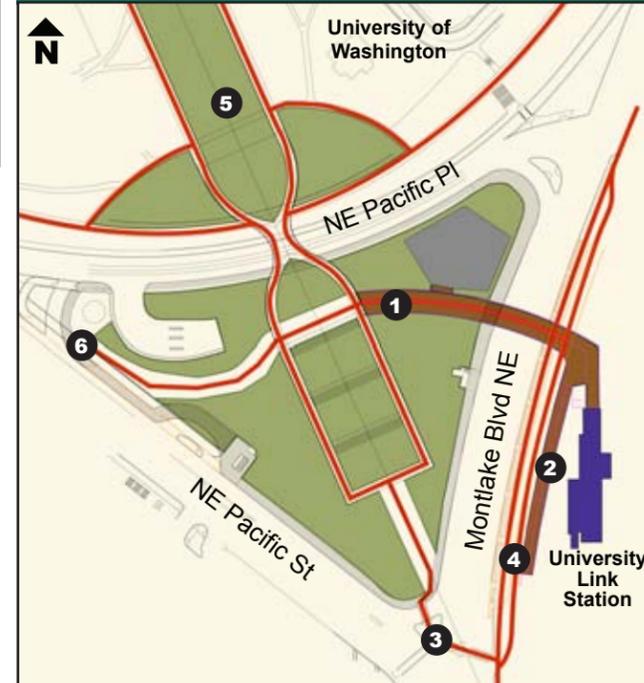


April 29, 2010

LEGEND:

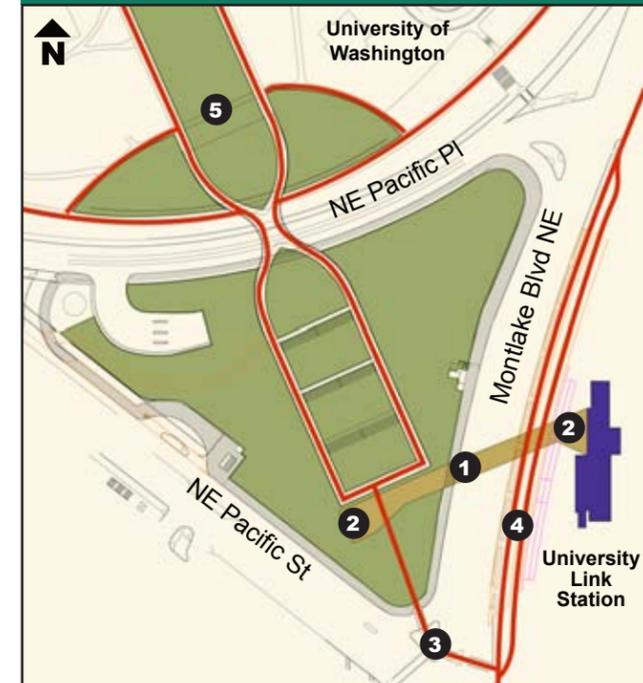
- Bridge
- Tunnel
- Bike/ped path

OVERCROSSING OPTION



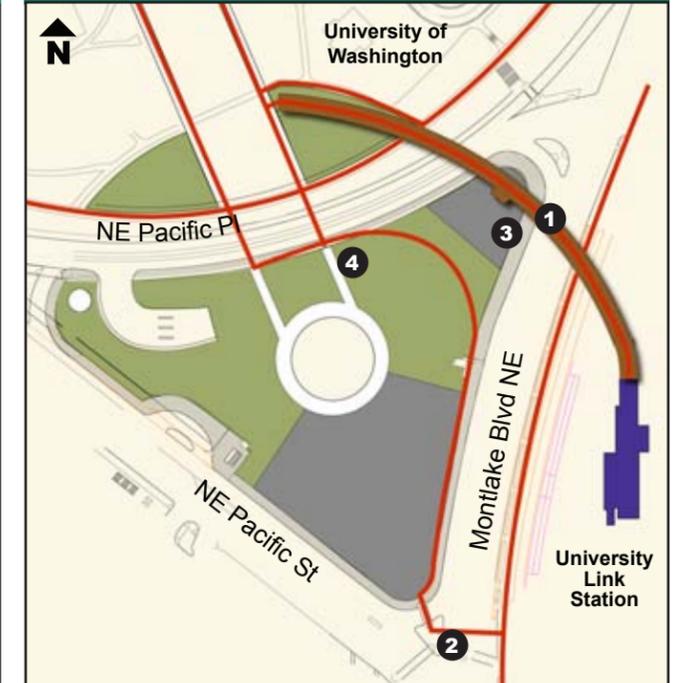
- 1 30- to 34-foot-wide bridge to the Montlake Triangle from the University Link Station.
- 2 Bicycle access ramp west of the Station.
- 3 Per the Sound Transit plan, at-grade enhancements at NE Pacific Street and Montlake Boulevard NE intersections.
- 4 Side-by-side paths for bicycles and pedestrians on the east side of Montlake Boulevard NE.
- 5 Includes implementation of Rainier Vista design.
- 6 Connection to local and regional bus stops.

UNDERCROSSING OPTION



- 1 Deep tunnel from mezzanine level of Sound Transit station to Triangle.
- 2 Stairs and elevators to access tunnel from station or Triangle ground surface.
- 3 Per the Sound Transit plan, at-grade enhancements at NE Pacific Street and Montlake Boulevard NE intersections.
- 4 Side-by-side paths for bicycles and pedestrians on the east side of Montlake Boulevard NE.
- 5 Includes implementation of Rainier Vista design.

SOUND TRANSIT PLAN



- 1 16-foot-wide bridge to the University of Washington from the University Link Station.
- 2 At-grade enhancements at NE Pacific Street and Montlake Boulevard NE intersections.
- 3 Connection to Pacific Place bus stops.
- 4 Preserves existing regional trail.

WSDOT announced the SR 520 I-5 to Medina Preferred Alternative on April 29, 2010, which included a conceptual lid over Montlake Boulevard at the Montlake Triangle.

In June, WSDOT convened the Montlake Triangle Charrette to evaluate refinements to the preferred alternative design that:

- Provide opportunities for enhancing pedestrian and bicycle connectivity in the Montlake Triangle area.
- Are compatible with the Sound Transit University Link Light Rail Station and the University of Washington Rainier Vista Plan.

The Montlake Triangle Charrette was attended by technical staff from WSDOT, SDOT, Sound Transit, King County Metro and the University of Washington.

KEY BENEFITS

	Overcrossing Option	Undercrossing Option	Sound Transit Plan
Transit	<ul style="list-style-type: none"> ■ Separates pedestrians from transit traffic. ■ Efficient connections between transit modes. 	<ul style="list-style-type: none"> ■ Separates pedestrians from transit traffic. ■ Efficient connections between transit modes. 	<ul style="list-style-type: none"> ■ Separates pedestrians from transit traffic. ■ Efficient connections between transit modes.
Bicycle/pedestrian	<ul style="list-style-type: none"> ■ Direct bicycle and pedestrian connections from University of Washington to University Link Station. ■ Bicycles separated from vehicles. ■ Multiple options for bike travel. ■ Enhanced at-grade crossings. 	<ul style="list-style-type: none"> ■ Direct pedestrian connection from University of Washington to University Link Station. ■ Enhanced at-grade crossings. 	<ul style="list-style-type: none"> ■ Direct pedestrian and bicycle connections from University of Washington to University Link Station. ■ Enhanced at-grade crossings.
Safety	<ul style="list-style-type: none"> ■ Separates bicycles and pedestrians from vehicle traffic. 	<ul style="list-style-type: none"> ■ Separates transit riders and pedestrians from vehicle traffic. 	<ul style="list-style-type: none"> ■ Separates transit riders and pedestrians from vehicle traffic.