

SR 520 Bicycle, Pedestrian, Transit and Water Network Synthesis

Partnering to Connect the Gaps between Seattle's Neighborhoods, Parks and Activity Centers

Description

Seattle has a **vibrant and growing bicycle and pedestrian network**. Existing routes help people to connect safely and efficiently to work, home, parks and other activity centers. The **SR 520 regional shared-use path** will improve mobility in the local and regional network by filling gaps in the network with a **major new east/west non-motorized link** between Redmond and Seattle. Through the Seattle Community Design Process, we worked closely with diverse stakeholders to analyze existing non-motorized infrastructure and improve the efficiency, safety and experience of the SR 520 regional shared-use path and its connections to the local Seattle network. These stakeholders include: City of Seattle, Seattle Bicycle and Pedestrian Advisory Boards, Cascade Bicycle Club, Seattle Neighborhood Greenways, King County Metro, and the University of Washington.

Through the SCDP work, the SR 520 project worked with stakeholders to identify critical issues:

- Provide improved and more direct routes for all users (pedestrians, bicyclists and transit users)
- Provide multiple connections that accommodate for all levels, abilities and needs such as daily commuters and neighborhood users
- Provide safe and clear connections through underbridge areas
- Reduce area for conflict between pedestrians, bicyclists and vehicles
- Use pathways to activate spaces
- Continue to identify routes that need more exploration

Design Goals

The SR 520 non-motorized planning process established ambitious formal goals for non-motorized connections. Stakeholder input has helped to refine these goals. Moving forward, these goals will guide design and serve as a catalyst for future non-motorized planning and improvements.

Access and mobility

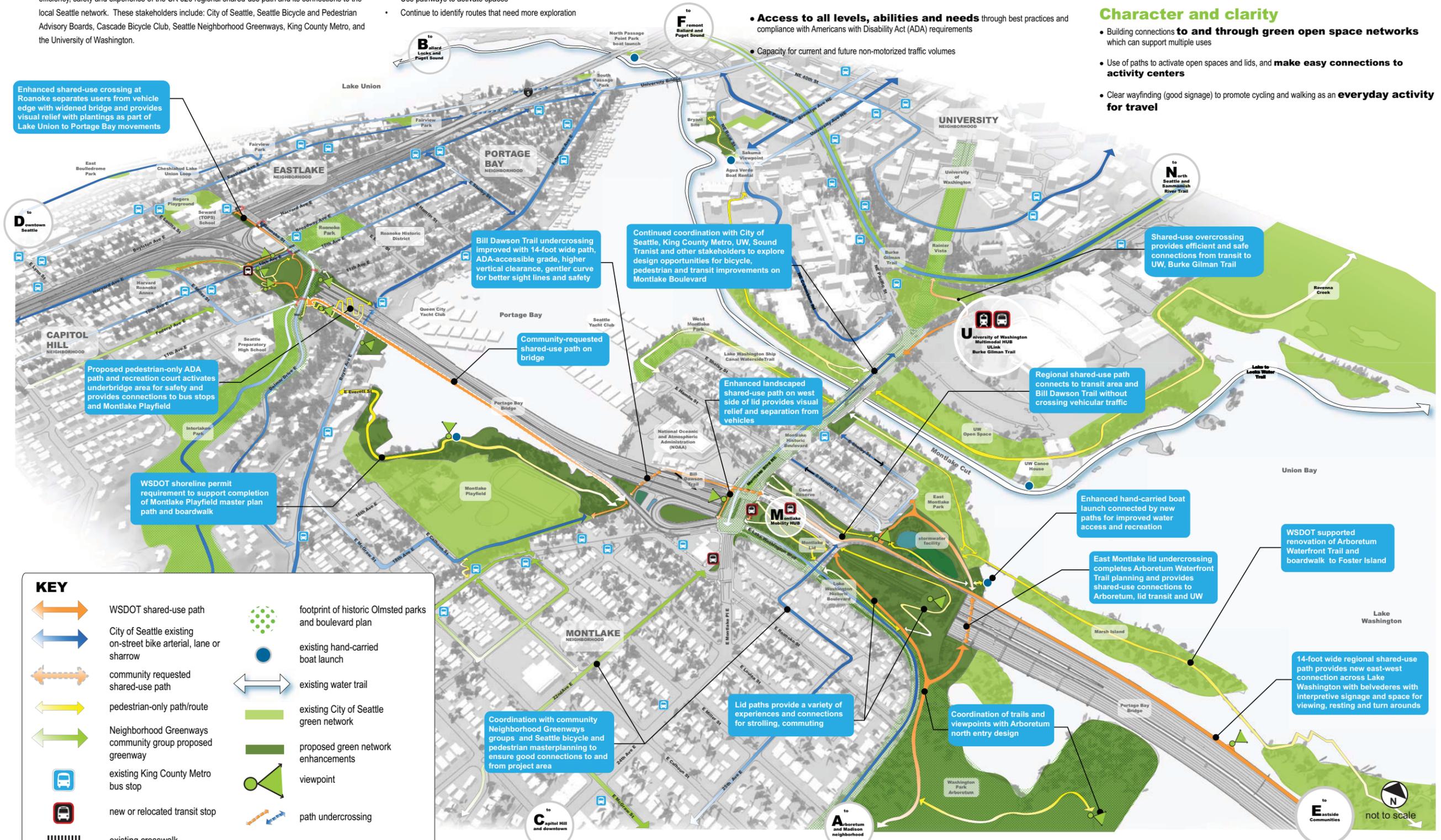
- Mobility between and through neighborhoods with **convenient travel options** and routes
- **Access to all levels, abilities and needs** through best practices and compliance with Americans with Disability Act (ADA) requirements
- Capacity for current and future non-motorized traffic volumes

Health and safety

- **Safe and interesting cycling and walking routes** to attract the most users for recreation and health and activate bridge undercrossing areas
- **Reduction of potential conflicts** among cyclists, pedestrians and vehicles by separation, path widening, separation from vehicles and signage to prevent accidents and promote traffic calming
- Promoting commute-trip reduction (CTR), **congestion**, and greenhouse gas (GHG) reduction

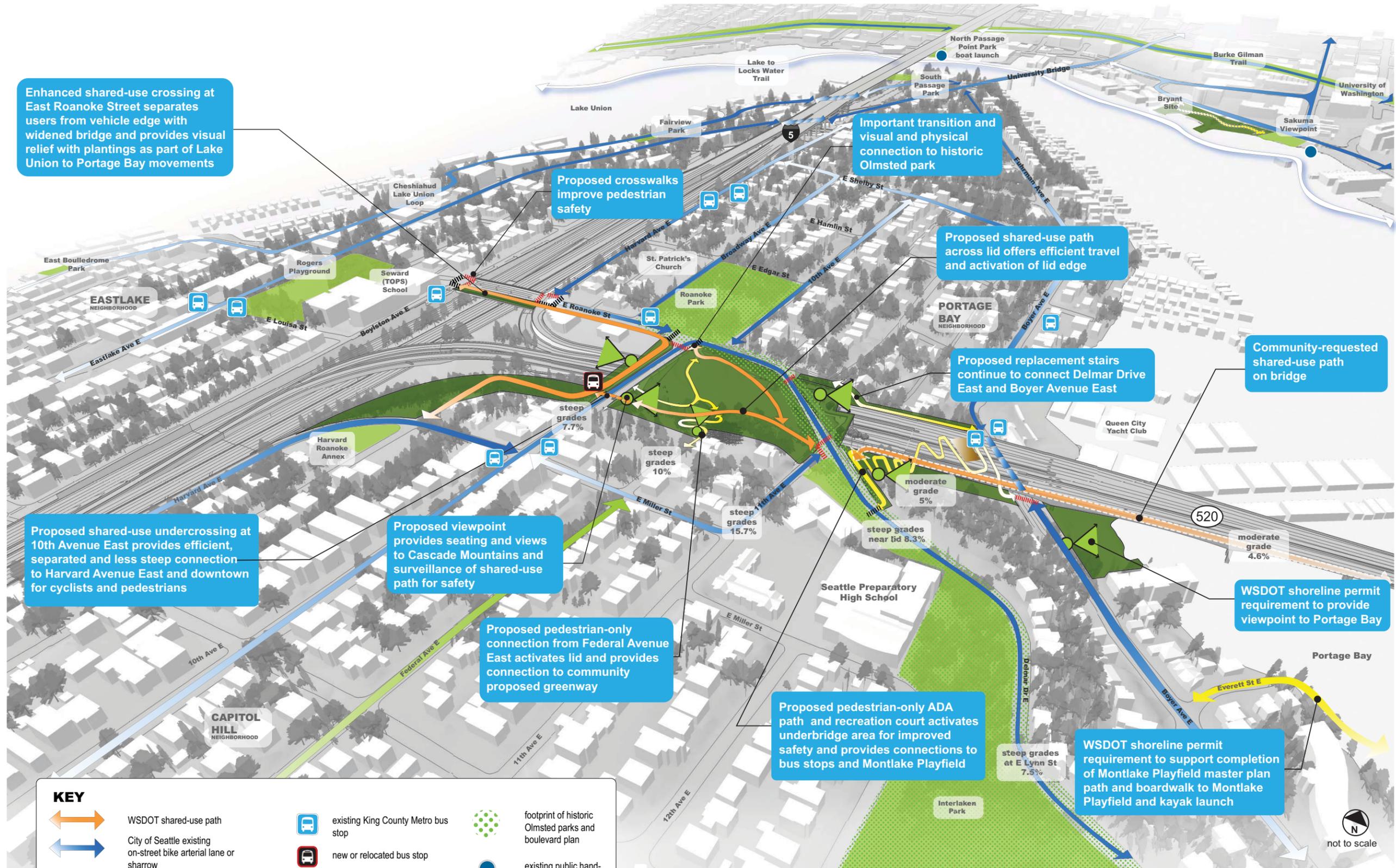
Character and clarity

- Building connections **to and through green open space networks** which can support multiple uses
- Use of paths to activate open spaces and lids, and **make easy connections to activity centers**
- Clear wayfinding (good signage) to promote cycling and walking as an **everyday activity for travel**



KEY	
	WSDOT shared-use path
	City of Seattle existing on-street bike arterial, lane or sharrow
	community requested shared-use path
	pedestrian-only path/route
	Neighborhood Greenways community group proposed greenway
	existing King County Metro bus stop
	new or relocated transit stop
	existing crosswalk
	proposed crosswalk
	footprint of historic Olmsted parks and boulevard plan
	existing hand-carried boat launch
	existing water trail
	existing City of Seattle green network
	proposed green network enhancements
	viewpoint
	path undercrossing

SR 520 I-5/10th and Delmar Area Connections Synthesis - Bicycle, Pedestrian, Transit and Views



Enhanced shared-use crossing at East Roanoke Street separates users from vehicle edge with widened bridge and provides visual relief with plantings as part of Lake Union to Portage Bay movements

Proposed crosswalks improve pedestrian safety

Important transition and visual and physical connection to historic Olmsted park

Proposed shared-use path across lid offers efficient travel and activation of lid edge

Proposed replacement stairs continue to connect Delmar Drive East and Boyer Avenue East

Community-requested shared-use path on bridge

Proposed shared-use undercrossing at 10th Avenue East provides efficient, separated, and less steep connection to Harvard Avenue East and downtown for cyclists and pedestrians

Proposed viewpoint provides seating and views to Cascade Mountains and surveillance of shared-use path for safety

Proposed pedestrian-only connection from Federal Avenue East activates lid and provides connection to community proposed greenway

Proposed pedestrian-only ADA path and recreation court activates underbridge area for improved safety and provides connections to bus stops and Montlake Playfield

WSDOT shoreline permit requirement to support completion of Montlake Playfield master plan path and boardwalk to Montlake Playfield and kayak launch

KEY			
	WSDOT shared-use path		existing King County Metro bus stop
	City of Seattle existing on-street bike arterial lane or sharrow		new or relocated bus stop
	community-requested shared-use path		footprint of historic Olmsted parks and boulevard plan
	pedestrian-only path/connection		existing public hand-carried boat launch
	Neighborhood Greenways group proposed greenway		existing crosswalk
			proposed crosswalk
			existing water trail
			viewpoint
			path undercrossing

DRAFT
July 2012

CONCEPTUAL
DRAFT - THIS SKETCH ONLY DEPICTS THE IDEA. ENGINEERING, OPERATIONS AND ENVIRONMENTAL ANALYSIS REQUIRED.

Washington State Department of Transportation

520

