

SR 520 Bicycle, Pedestrian, Transit and Water Network

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 Bicycle and Pedestrian 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. The SR 520 non-motorized path complements proposed improvements by the City of Seattle, Washington Park Arboretum Master Plan, and the University of Washington. The character of the SR 520 regional path and its connections to the local Seattle network will be shaped by public feedback and interagency cooperation.

Design Goals

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.
- Reduction of potential conflicts among cyclists, pedestrians and vehicles 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.



ROUTES/DESTINATIONS

WSDOT Planned Facilities

- 1** Regional Bicycle/Pedestrian Shared Use Path
planned
- WSDOT Regional non-motorized transit facility
14.5 miles of new dedicated path between Redmond to downtown Seattle
- Identified in City of Seattle Bicycle Master Plan (2007)
- 2** Regional Bicycle and Pedestrian Shared Use Path to UW/ULink/Burke-Gilman
existing with planned improvements
- City of Seattle Bicycle Master Plan (2007)
- WSDOT
- 3** Arboretum Multi-Use Path Connection
planned
- WSDOT
- Washington Park Arboretum Master Plan (2004)
completion of Arboretum Waterfront Trail
- 4** Delmar Lid and Roanoke I/5 Path Connection
planned
- WSDOT
- 5** Roanoke Steps/Boyer Connection
existing with planned improvements
- WSDOT
- City of Seattle Pedestrian Master Plan (2009)

WSDOT Supported Facilities

- 6** Montlake Playfield Waterfront Park Gravel Trail/Boardwalk
planned
- WSDOT Shoreline Permit Requirement
- City of Seattle Parks and Recreation
- Friends of South Portage Bay Reclamation Project
- Fuhrman/Boyer Neighborhood Improvement Association (FABNIA)
- 7** Arboretum Waterfront Trail
existing with planned improvements
- WSDOT Shoreline Permit Requirement
- Washington Park Arboretum Master Plan (2004)
- 8** Bryant Building Site
planned
- WSDOT Mitigation
- University of Washington Campus Master Plan (2003) proposed waterfront improvements

Non-WSDOT Network Facilities

- 9** Delmar and Downtown Local Connection
existing
- City of Seattle Bicycle Master Plan (2007)
- 10** Portage Bay Loop
portions existing with proposed improvements
- City of Seattle Parks and Recreation Bands of Green Plan (2006)
- City of Seattle Bicycle Master Plan (2007)
- University of Washington Campus Master Plan (2003) proposed waterfront improvements
- Seattle Neighborhood Greenways Plan (2012)
- 11** Community-Requested Portage Bay Bridge Connection
requires further study
- Identified in City of Seattle Bicycle Master Plan (2007)
- Seattle Community Design Process (SCDP) (2011) Public Feedback
- 12** Lake to Locks Water Trail
existing
- Washington Water Trails Association

LEGEND

Planned SR 520 non-motorized route	Existing City of Seattle on-street bicycle routes (sharrows, striped lanes, or signed arterials and non-arterials)	Transit	Tunnel or underpass
Possible SR 520 non-motorized route being evaluated - may be part of the project or developed with or by other agencies	Proposed City of Seattle bicycle routes	Existing water trails/routes	Existing City of Seattle green network
6392 Legislative Work Group Recommendations for bicycle and pedestrian routes	Existing City of Seattle or other dedicated nonmotorized routes	Proposed water trail	Proposed green network enhancements
6392 Legislative Work Group Recommendations for further study	Proposed City of Seattle non-motorized routes improvement projects	Existing and-carried boat launch	
		Proposed hand-carried boat launch	

Roanoke Area - Existing and Proposed Bicycle, Pedestrian and View Connections

Description

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Design Goals

Access and mobility

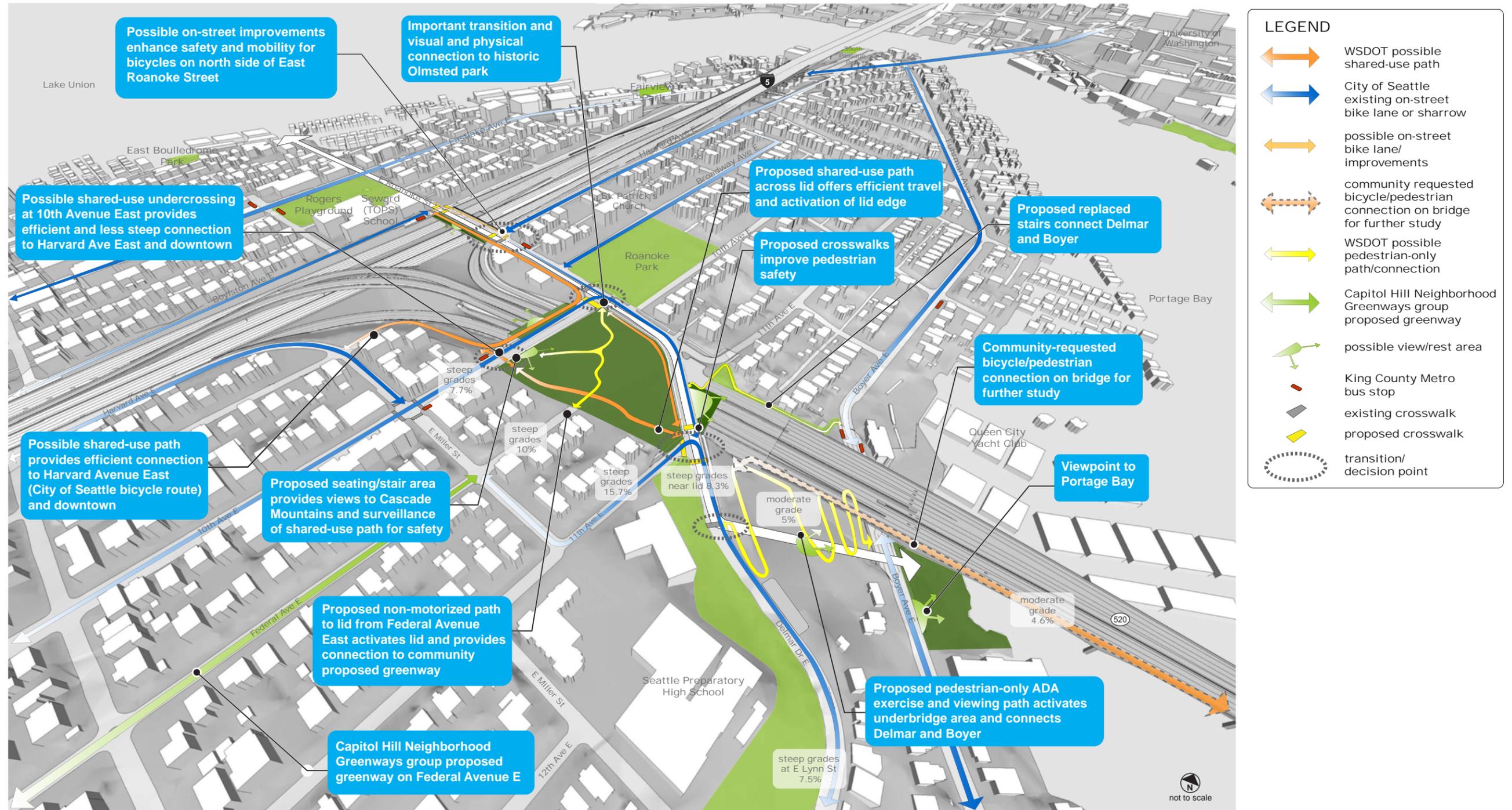
- Mobility between and through neighborhoods with convenient travel options and routes.
- Access to all levels, abilities and needs through best practices and compliance with Americans with Disability Act (ADA) requirements.
- Capacity for current and future non-motorized traffic volumes.

Health and safety

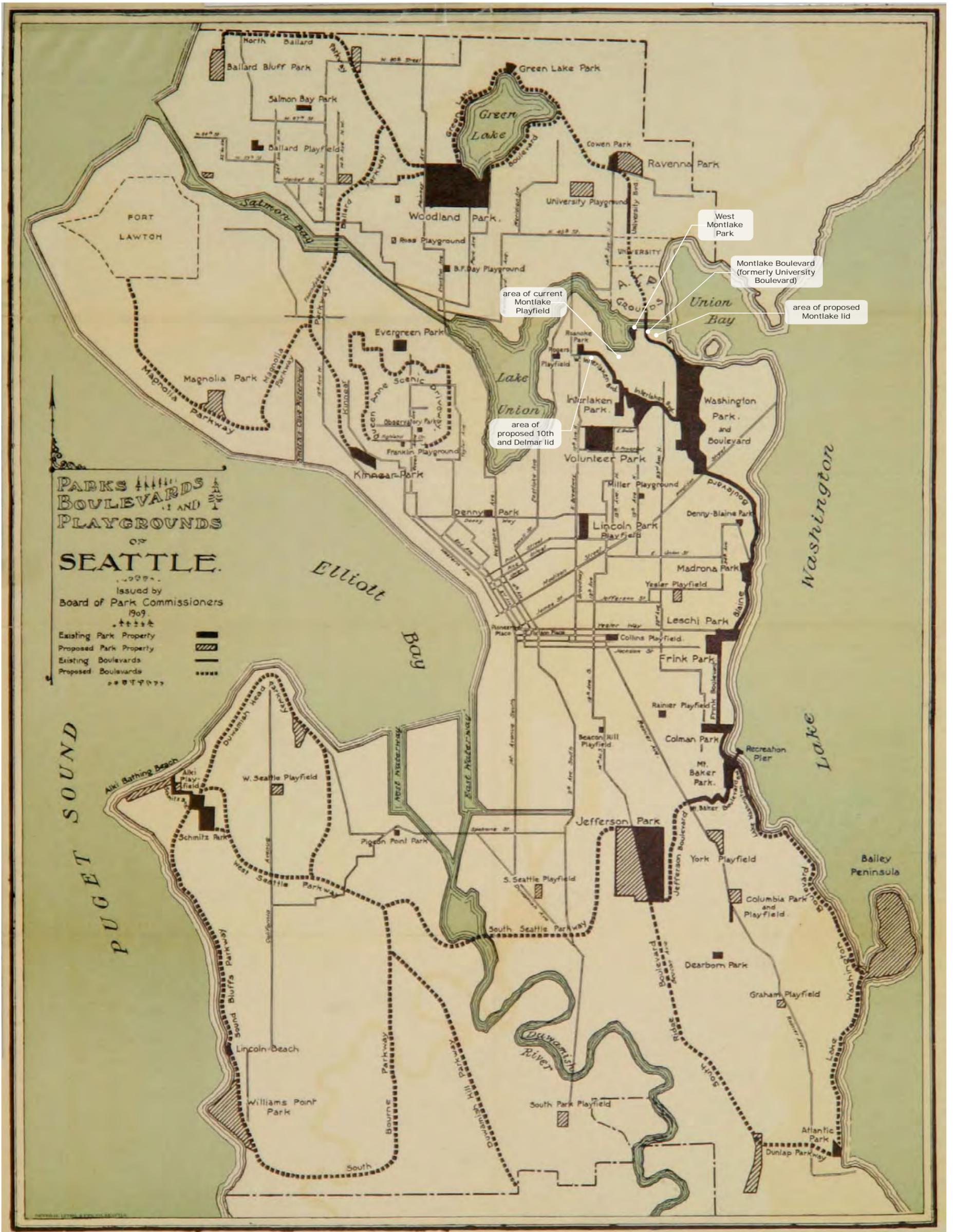
- Safe and interesting cycling and walking routes to attract the most users for recreation and health.
- Reduction of potential conflicts among cyclists, pedestrians and vehicles to prevent accidents and promote traffic calming.
- Promoting commute-trip reduction (CTR), congestion, and greenhouse gas (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.



Historic Foundations - Seattle Parks and Boulevards Olmsted Plan 1909



Source: Seattle Municipal Archives (Map No. 607)

DRAFT
 June 2012

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

Washington State
 Department of Transportation

STATE ROUTE
 520

Portage Bay Bridge West Underbridge Area - Option A (Updated Baseline)

Description

We are exploring options for improving safety and usability of underbridge areas between Delmar Drive East and Boyer Avenue East. Option A proposes to provide a ramp/path from Delmar Drive East to Boyer Avenue East, an area for recreation, and an access road to bus parking proposed by Seattle Preparatory School. SR 520 Program commitments are to:

- If affected by construction, replace existing stairway north of the bridge to 11th Avenue East
- Provide Americans with Disabilities Act (ADA) access from Delmar Drive East or 11th Avenue East to Roanoke Avenue East or Boyer Avenue East

Design Goals

- Manage underbridge areas to be safe, maintainable and useable as a community asset if possible
- Provide useable, efficient connections between neighborhoods and to downtown

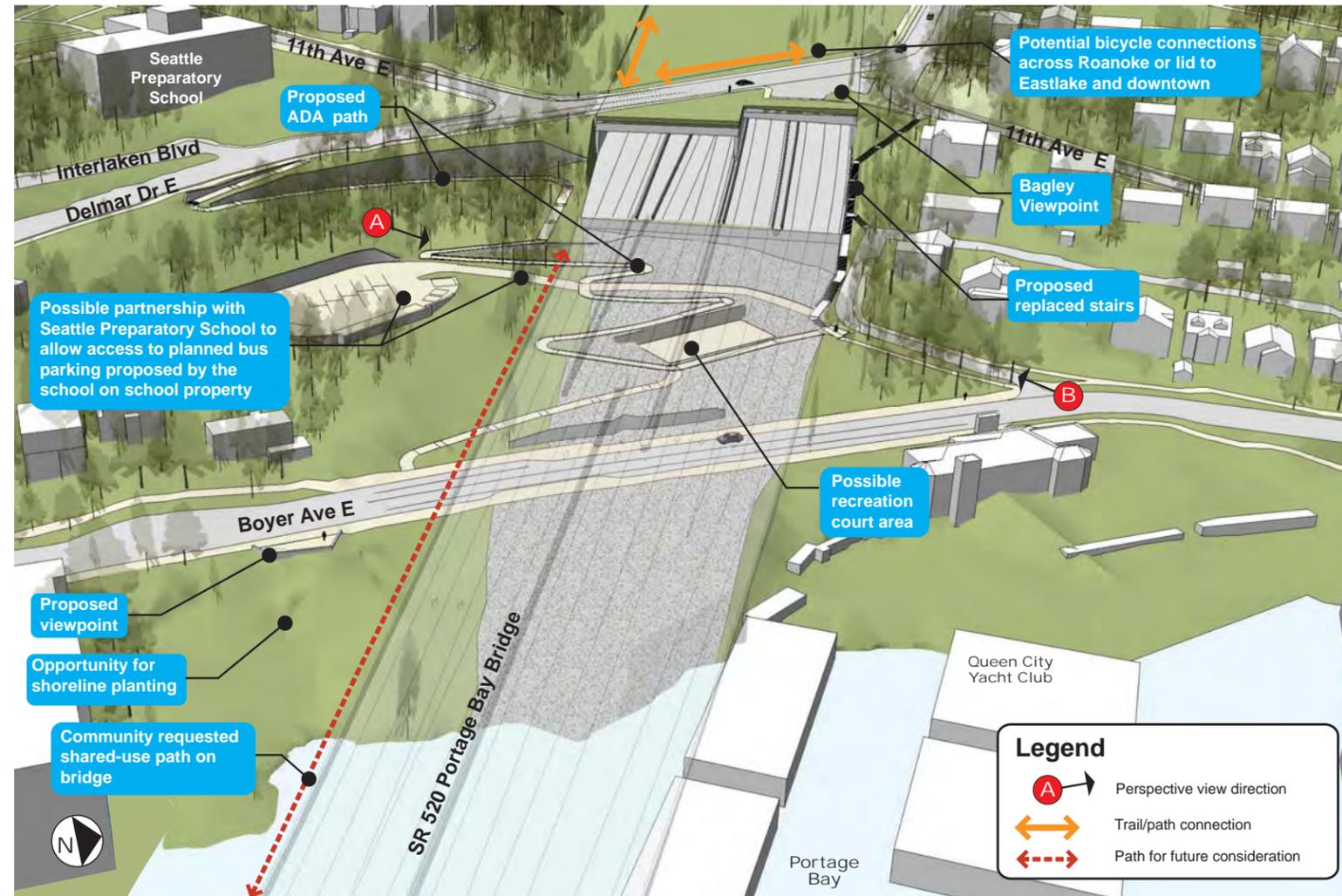
Benefits

- Connections and activity in underbridge areas improves safety by implementing Crime Prevention Through Environmental Design (CPTED) principles
- Increases community connectivity

Considerations

- Steep slopes and unstable soils in areas may limit what can be constructed
- The existing steps and path between 11th Avenue East down to Roanoke Avenue East do not meet ADA standards. If the existing stairs are affected by construction, the connection they provide will need to be replaced
- In order to meet ADA slope standards (5-percent grade or 8-percent grade with landings), a new path will have to be more than twice as long as existing
- Planted landscapes under bridges are difficult to maintain due to limited sunlight
- Continue exploration of concepts with consideration for minimizing and avoiding effects to school and park property

Birdseye View Option A



Existing Conditions



Underbridge area looking northwest from Boyer Avenue East



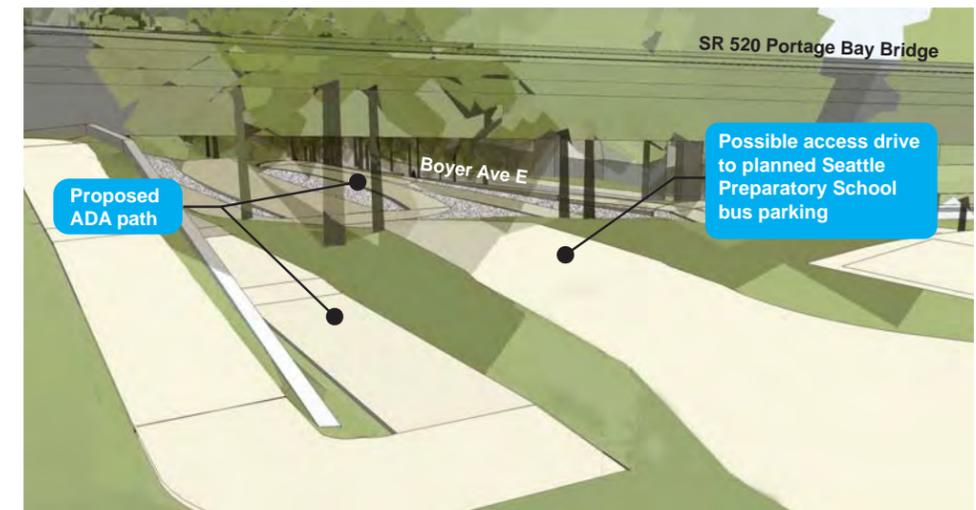
Roanoke stairs north of bridge looking west

Precedent

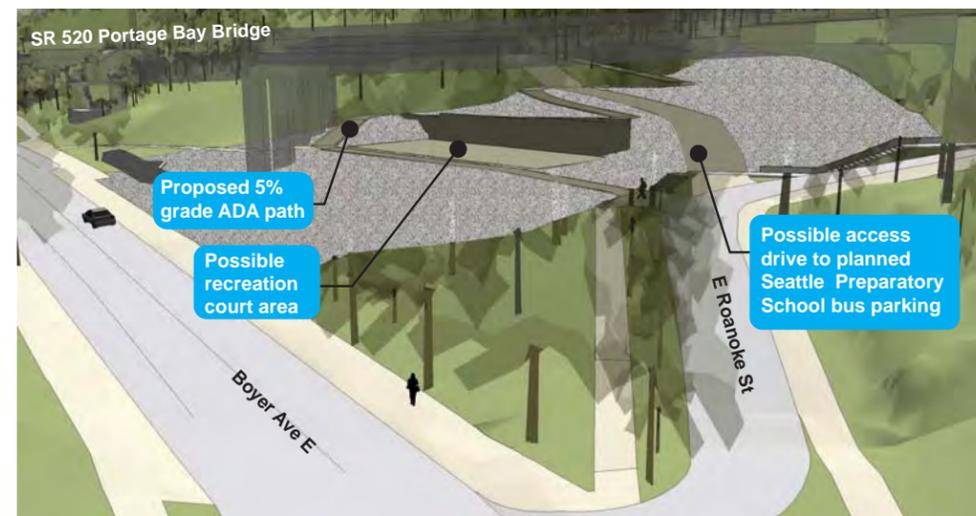


Mission Creek Park San Francisco, CA

Perspectives



A View looking north under SR 520 Portage Bay Bridge



B View looking south under SR 520 Portage Bay Bridge

Portage Bay Bridge West Underbridge Area - Option B

Description

We are exploring options for improving safety and usability of underbridge areas between Delmar Drive East and Boyer Avenue East. Option B proposes to locate the planned Seattle Preparatory School bus parking in the SR 520 Portage Bay Bridge underbridge area in exchange for construction of public path access on school property. SR 520 program commitments are to:

- If affected by construction, replace existing stairway north of the bridge to 11th Avenue East
- Provide Americans with Disabilities Act (ADA) access from Delmar Drive East or 11th Avenue East to Roanoke Avenue East or Boyer Avenue East

Design Goals

- Manage underbridge areas to be safe, maintainable and useable as a community asset if possible
- Provide useable, efficient connections between neighborhoods and to downtown

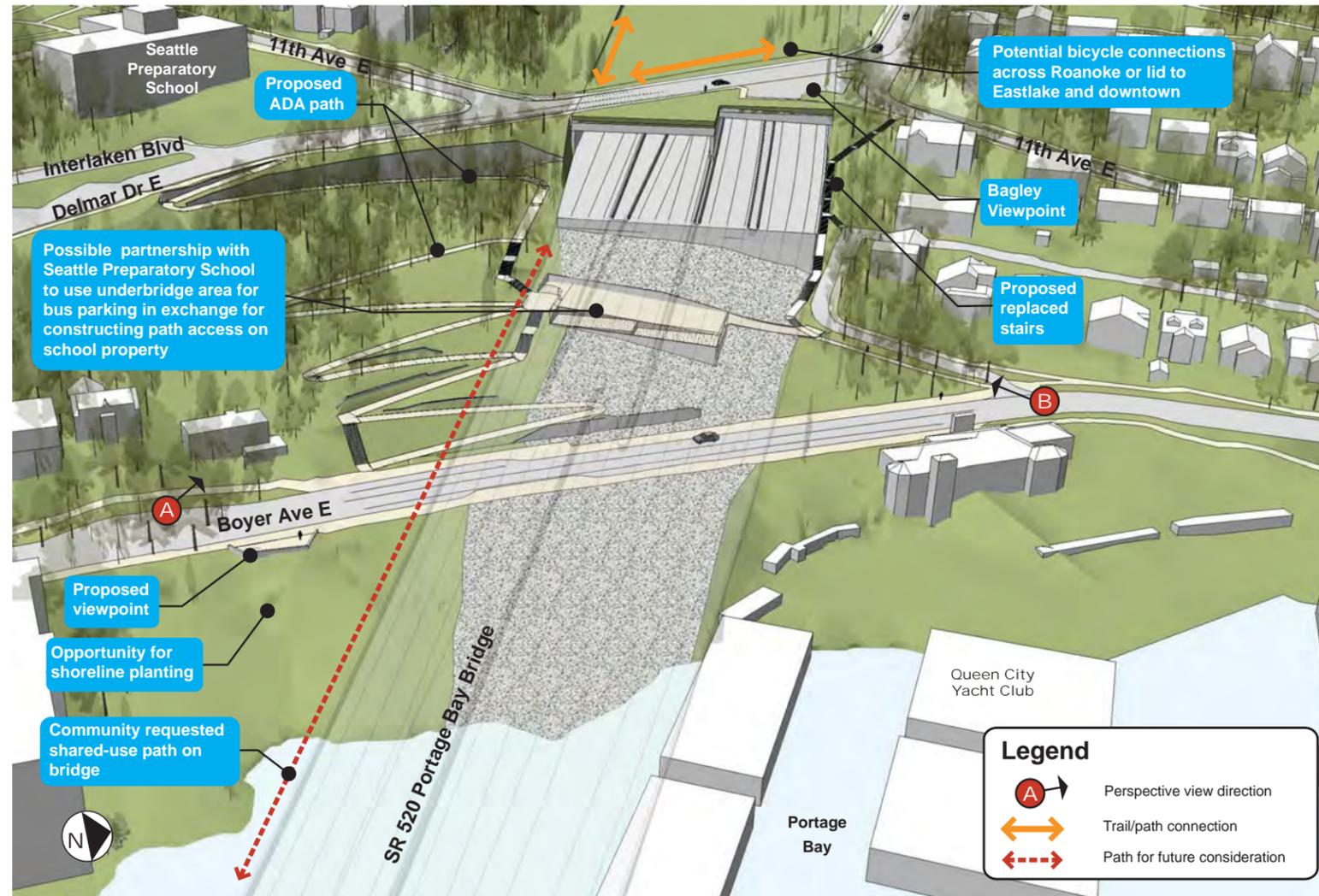
Benefits

- Creates connections and activity in underbridge areas improves safety by implementing Crime Prevention Through Environmental Design (CPTED) principles
- Increases community connectivity

Considerations

- Steep slopes and unstable soils in areas may limit what can be constructed
- The existing steps and path between 11th Avenue East down to Roanoke Avenue East do not meet ADA standards. If the existing stairs are affected by construction, the connection they provide will need to be replaced
- In order to meet ADA slope standards (5-percent grade or 8-percent grade with landings), a new path will have to be more than twice as long as existing
- Planted landscapes under bridges are difficult to maintain due to limited sunlight and water from rainfall
- Continue exploration of concepts with consideration for minimizing and avoiding effects to school and park property

Birdseye View Option B



Existing Conditions



Looking northeast across Boyer Avenue East to SR 520 Portage Bay Bridge



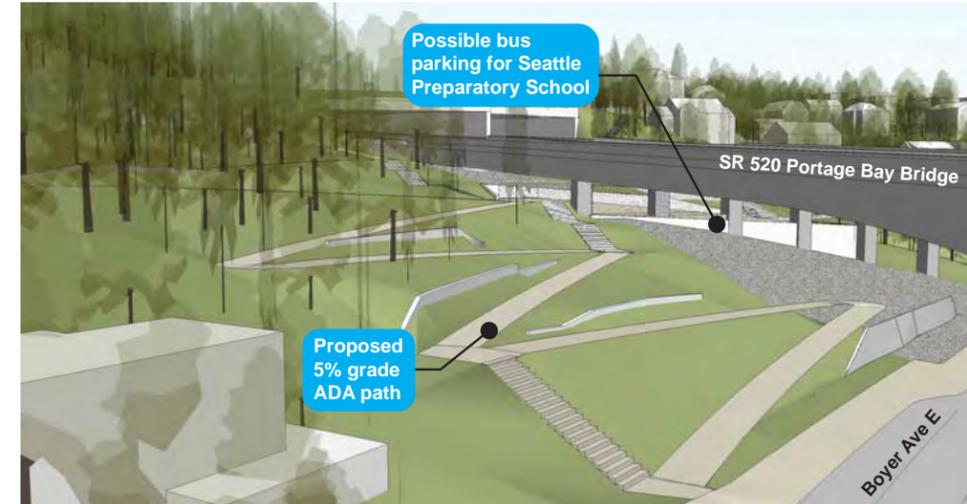
Looking south along Boyer Avenue East to SR 520 Portage Bay Bridge

Precedent

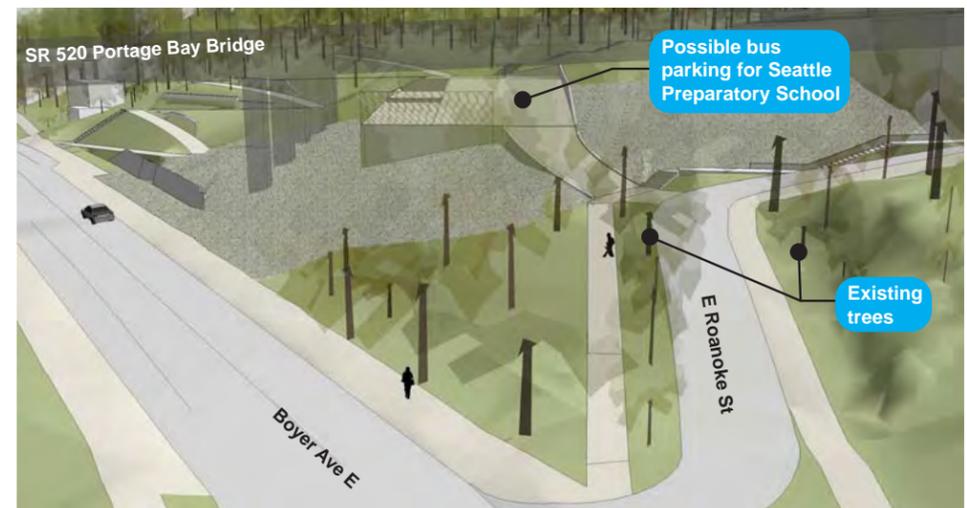


I-35 Bridge Minneapolis MN

Perspectives



A View looking northwest



B View looking south