

Seattle Community Design Process design preferences (2012)



Roanoke Area

- 1 I-5 crossing:** Design new 30-foot wide landscaped bicycle and pedestrian shared-use path
- 2 Intersection design:** Improve T-intersection design at 10th Avenue East and Delmar Drive East
- 3 10th and Delmar lid:** Support passive uses as well as bicycle and pedestrian shared-use paths; balance tree preservation and safe public spaces by blending the lid into the hillside
- 4 Bagley Viewpoint:** Expand Bagley Viewpoint and provide street parking on Delmar Drive East
- 5 Boyer connection:** Provide a new, accessible and safe pedestrian connection between Delmar Drive East and Boyer Avenue East

Portage Bay Bridge Area

- 6 Bridge alignment:** Shift the alignment to the north on the west end of the bridge, in order to reduce construction duration
- 7 Bridge type:** Proceed with further technical analysis and refinements for two bridge types, the box girder and the cable stayed bridge; explore ways to integrate the structure with the surrounding neighborhoods
- 8 Bicycle and pedestrian connections:** Study safe, direct and comfortable bicycle and pedestrian connections from Montlake to downtown Seattle and north Capitol Hill, including a bicycle and pedestrian facility on the Portage Bay Bridge

Montlake Area

- 9 Montlake Boulevard East:** Continue to work with the City of Seattle and King County Metro to improve safety, wayfinding, visual character and experience for cyclists and pedestrians
- 10 Canal Reserve:** Lower the westbound off-ramps under 24th Avenue East and shift the regional shared-use path onto the Montlake lid to preserve trees and open space between the neighborhood and the westbound off-ramps
- 11 West Montlake lid:** Develop a mobility hub that includes transit, bicycle and pedestrian facilities, safe connections to and from lid, and space for active uses
- 12 East Lake Washington Boulevard:** Design the roadway to buffer neighbors from traffic, improve visual character and integrate with Washington Park Arboretum by increasing the planted buffer between the roadway and homes on the south side

- 13 24th Avenue East:** Provide bicycle and pedestrian access only to East Montlake Park from 24th Avenue East
- 14 Stormwater facility:** Integrate a constructed wetland facility into the existing East Montlake Park and shoreline area
- 15 East Montlake lid:** Explore options to lower the transit/HOV ramps (see option B) and continue to work with the Seattle Design Commission (SDC), Seattle Department of Transportation (SDOT), Seattle Parks and Recreation, and Seattle Planning and Development to study options and refinements that best fit the project vision: to enhance connectivity for pedestrians, bicyclists and transit users; provide green space in an urban environment; and relate to the Arboretum

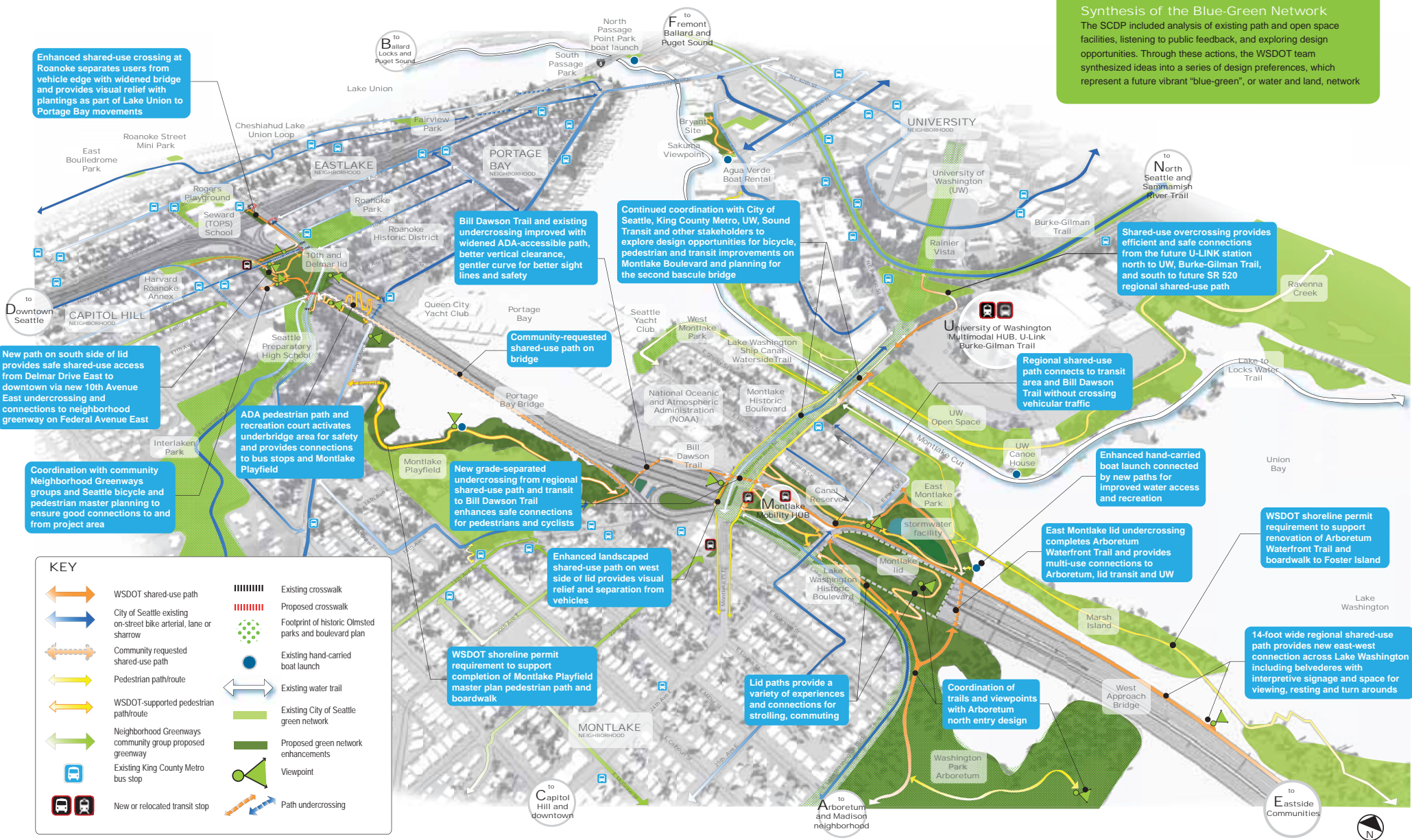
West Approach Bridge Area

- 16 Bridge design:** Work toward a simple and clean structural design; include belvedere viewing areas for the regional shared-use path on the north side of the bridge

SR 520/Seattle Bicycle, Pedestrian and Transit Network Synthesis

Connecting the Gaps between Seattle's Neighborhoods, Parks and Activity Centers

Synthesis of the Blue-Green Network
 The SCDP included analysis of existing path and open space facilities, listening to public feedback, and exploring design opportunities. Through these actions, the WSDOT team synthesized ideas into a series of design preferences, which represent a future vibrant "blue-green", or water and land, network



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

Bill Dawson Trail and existing undercrossing improved with widened ADA-accessible path, better vertical clearance, gentler curve for better sight lines and safety

Continued coordination with City of Seattle, King County Metro, UW, Sound Transit and other stakeholders to explore design opportunities for bicycle, pedestrian and transit improvements on Montlake Boulevard and planning for the second bascule bridge

Shared-use overcrossing provides efficient and safe connections from the future U-LINK station north to UW, Burke-Gilman Trail, and south to future SR 520 regional shared-use path

New path on south side of lid provides safe shared-use access from Delmar Drive East to downtown via new 10th Avenue East undercrossing and connections to neighborhood greenway on Federal Avenue East

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

Community-requested shared-use path on bridge

Regional shared-use path connects to transit area and Bill Dawson Trail without crossing vehicular traffic

Coordination with community Neighborhood Greenways groups and Seattle bicycle and pedestrian master planning to ensure good connections to and from project area

New grade-separated undercrossing from regional shared-use path and transit to Bill Dawson Trail enhances safe connections for pedestrians and cyclists

Enhanced landscaped shared-use path on west side of lid provides visual relief and separation from vehicles

Enhanced hand-carried boat launch connected by new paths for improved water access and recreation

WSDOT shoreline permit requirement to support renovation of Arboretum Waterfront Trail and boardwalk to Foster Island

KEY

	WSDOT shared-use path		Existing crosswalk
	City of Seattle existing on-street bike arterial, lane or sharrow		Proposed crosswalk
	Community requested shared-use path		Footprint of historic Olmsted parks and boulevard plan
	Pedestrian path/route		Existing hand-carried boat launch
	WSDOT-supported pedestrian path/route		Existing water trail
	Neighborhood Greenways community group proposed greenway		Existing City of Seattle green network
	Existing King County Metro bus stop		Proposed green network enhancements
	New or relocated transit stop		Viewpoint
			Path undercrossing