



Local and Regional Connections

- Where are you going?
- Why and how (bike, foot, bus, boat) are you traveling?
- What is the character or quality of your experience?
- What is missing from the network?

Seattle Community Design Process - How it all Connects

Public Session Dates by Discussion Areas



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April 2012

CONCEPTUAL
DO NOT CONSIDER THIS AS A FINAL DESIGN. THE DESIGN WILL BE REFINED AND REVISED AS NECESSARY.

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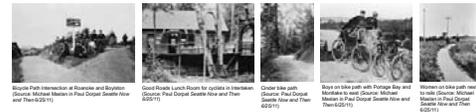
Evolution of a Pedestrian and Bicycle Network

Background

A Long History of Bicycling in Seattle

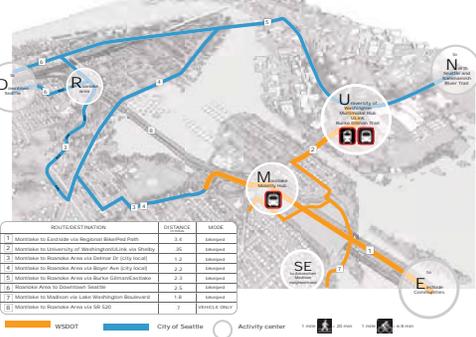


City of Seattle Bicycle Paths Map by AB Wilson, 1900 (Source: Paul Dorpat Seattle Now and Then 6/25/11)



Function

The Regional Bicycle and Pedestrian Shared Use Path bridges missing east/west gaps across Lake Washington between Redmond and Seattle. The path also connects centers of activity and activates lids and open spaces.

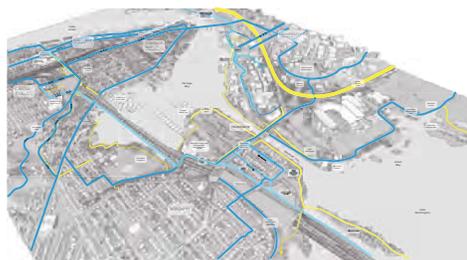


Baseline for Study

ESSB 6392 Legislative Workgroup Recommendations (2010)



Seattle Bicycle and Pedestrian Network



The Olmsted Legacy - Connecting Green Spaces and Non-motorized Travel



Precedents

Other Built Projects and Approaches to Safe and Efficient Non-motorized Travel



How Can You Help Complete the Network?

Where are you going?

- How do elements of the bicycle/pedestrian/transit/water network help or hinder your travel?
- What is the purpose of your trip? Commuting, errands, recreation?
- Is this an everyday route or destination? An occasional route or destination?

Why and how (bike, foot, bus, boat) are you traveling?

- What is the speed of your travel and how far is your trip?
- What is the furthest distance you would go to reach your destination?

What is the character or quality of the experience?

- Can you reach your destination safely and clearly?
- Is the character of the path important to you or just the destination?
- What do you need when you reach your destination? Bike parking? Restrooms? Water fountains? Other?
- What would encourage you to use this route more often? Is weather a factor? Are steep slopes an obstacle?

What is missing from the network?

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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.

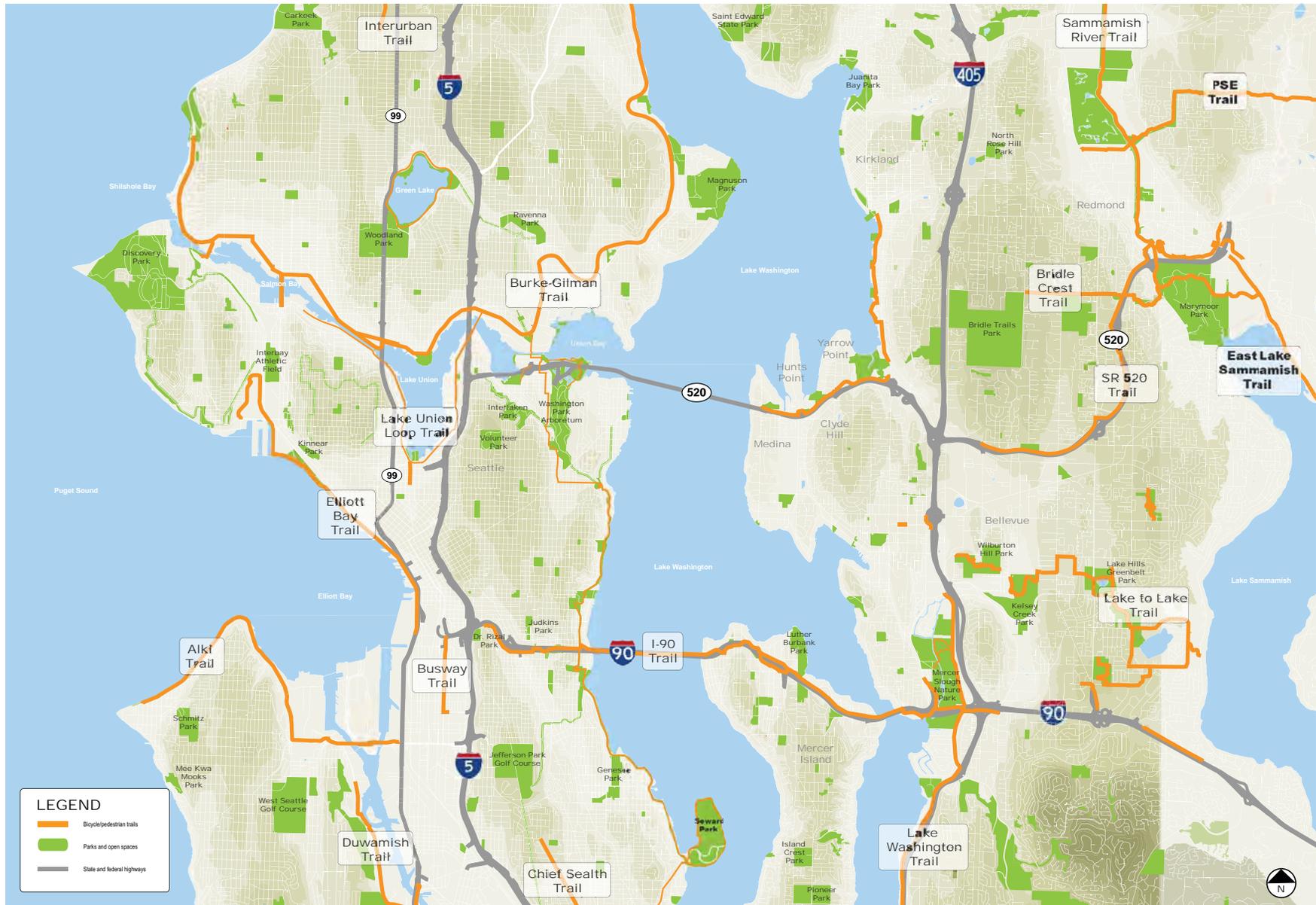


ROUTES/DESTINATIONS	
WSDOT Planned Facilities	
1	Regional Bicycle/Pedestrian Shared Use Path <i>planned</i> - WSDOT Regional non-motorized transit facility - 1/2 mile of new dedicated path between Roanoke to Downtown Seattle - Seattle City of Seattle Bicycle Master Plan (2007)
2	Regional Bicycle and Pedestrian Shared Use Path to UW/Link/Burke-Gilman <i>planned</i> - City of Seattle Bicycle Master Plan (2007) - WSDOT
3	Arboretum Multi-Use Path Connection <i>planned</i> - WSDOT - Washington Park Arboretum Master Plan (2004) - completion of Arboretum Waterfront Trail
4	Delmar Lid and Roanoke I/5 Path Connection <i>planned</i> - WSDOT
5	Roanoke Steps/Boyer Connection <i>existing with planned improvements</i> - WSDOT - City of Seattle Pedestrian Master Plan (2007)
WSDOT Supported Facilities	
6	Montlake Playfield Waterfront Park Gravel Trail/Boardwalk <i>planned</i> - WSDOT Shoreline Permit Requirement - City of Seattle Parks and Recreation - Friends of South Portage Bay Reclamation Project - Fuhrman/Boyer Neighborhood Improvement Association (FNBIA)
7	Arboretum Waterfront Trail <i>existing with planned improvements</i> - WSDOT Shoreline Permit Requirement - Washington Park Arboretum Master Plan (2004)
8	Bryant Building Site <i>planned</i> - WSDOT Mitigation - University of Washington Campus Master Plan (2003) proposed waterfront improvements
Non-WSDOT Network Facilities	
9	Delmar and Downtown Local Connection <i>existing</i> - City of Seattle Bicycle Master Plan (2007)
10	Portage Bay Loop <i>existing with proposed improvements</i> - 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 <i>requires further study</i> - Seattle City of Seattle Bicycle Master Plan (2007) - Seattle Community Design Process (SCDP) (2007) Public Feedback
12	Lake to Locks Water Trail <i>existing</i> - 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	

Existing Regional Trail and Path Network



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